

PLANNING PANEL

4 APRIL 2007

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STANDARD CONDITIONS

In order to save space standard conditions applied to all outline, full and reserved matters consents have been omitted, although the numbering of the conditions takes them into account. The standard conditions are as follows:-

Outline Consent

1. The layout, scale, appearance, means of access thereto and landscaping shall be as may be approved by the Local Planning Authority.
2. Detailed plans and drawings with respect to the matters reserved for subsequent approval shall be submitted to the Local Planning Authority within three years of the date of this permission and the development hereby permitted shall be commenced not later than the later of the following dates:-
 - (a) the expiration of THREE years from the date of this permission
 - or
 - (b) the expiration of TWO years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reserved Matters Consent

The development shall be carried out in accordance with the plans submitted and in accordance with the conditions attached to the outline planning permission.

Full Consent

The development hereby permitted shall be commenced within THREE years from the date hereof.

RELEVANT INFORMATION

The planning applications referred to in this agenda together with responses from consultations and all other representations received are available for inspection with the exception of certain matters relating to the personal circumstances of the applicant or objector or otherwise considered confidential in accordance with Local Government (Access to Information) Act 1985.

In considering the applications the following policy documents will, where relevant, be taken into account:-

Town and Country Planning Act 1990

Planning and Compulsory Purchase Act 2004

Cumbria and Lake District Joint Structure Plan

Copeland Local Plan 2001-2016 - adopted June 2006

Lake District National Park Local Plan - Adopted May 1998

Cumbria Car Parking Guidelines

Department for Communities and Local Government (DCLG) Circulars:-

In particular:

22/80	Development Control, Policy and Practice
15/88	Environmental Assessment
15/92	Publicity for Planning Applications
11/95	The Use of Conditions in Planning Permissions
01/06	Guidance on Changes to the Development Control System

Department for Communities and Local Government (DCLG):-

Planning Policy Guidance Notes and Planning Policy Statements

Development Control Policy Notes

Design Bulletins

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1 4/06/2871/0

TWO STOREY REAR EXTENSION
38, FESTIVAL ROAD, MILLOM, CUMBRIA.
MR & MRS GABBERT

Parish Millom

- No objections.

Planning permission is sought for a two storey rear extension at 38 Festival Road, Millom. A decision was deferred at the last meeting to enable Members to undertake a site visit to fully appraise the grounds for objection raised by a neighbouring resident at the meeting. This took place on 21 March 2007.

The property is a two storey semi-detached dwelling. The proposed extension would measure 4.3 metres in length x 4.3 metres in width.

The proposal originally included windows to both side elevations of the extension but an amended plan has now been submitted removing these. The windows in the extension as now proposed are ground floor patio doors, a large first floor window to the rear and two velux windows in the roof. The finishes would be rendered walls and a tiled roof, both to match the existing property.

As the property is located on the edge of Millom there are no overlooking issues to the rear as the boundary is shared with open land. However, to accommodate the proposed extension an existing first floor bedroom window is proposed to be moved onto the gable of the dwelling. A letter of objection has been received from the residents of the adjacent dwelling regarding this issue in particular but also:-

1. The blocking of light to their property.
2. The blocking of a view to the countryside.
3. The devaluing of their property.
4. An encroachment of their privacy due to the window.

In response to these concerns I would firstly comment that given the open rear aspect of these properties, any loss of light would be minimal. The loss of a view and property values are not material planning considerations and therefore cannot be taken into account. Whilst it is accepted that there will be some impact on the adjacent property from the relocated bedroom window, this is mitigated by the fact that the two houses are angled away from each other, being approximately 6.2 metres apart. Moreover, the relevant window in the objector's property does not serve a habitable room, being a landing

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window. The other window that it could possibly affect is at ground floor level and is a bathroom windows fitted with frosted glass.

Therefore the proposal is viewed as compliant with Policy HSG 20 of the adopted Copeland Local Plan 2001-2016 regarding domestic extensions.

Recommendation

Approve (commence within 3 years)

2. Permission shall relate solely to the amended plans received by the Local Planning Authority on 16 January 2007.

Reasons for conditions:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

For the avoidance of doubt.

Reason for decision:-

An acceptable domestic extension in accordance with Policy HSG 20 of the adopted Copeland Local Plan 2001-2016.

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1A 4/06/2684/0

WIND FARM CONSISTING OF FIVE WIND TURBINES AND
ANCILLARY INFRASTRUCTURE INCLUDING ACCESS TRACKS
FAIRFIELD FARM, PICA, DISTINGTON, CUMBRIA.
WIND PROSPECT LTD.

Parish Distington

- The Parish Council object to the proposed development on the following grounds:-

Its visual impact on the local area

The devastating effect on the local wildlife and flora

The increase in noise levels above acceptable levels on an almost totally silent area

This development has been turned down previously and other than the number of turbines nothing seems to have changed

The effects on tourism

The interference with broadcast and airwave signals, (this area is amongst the first areas to be turned on for digital transmission)

These developments start with small numbers of turbines and seem to develop very quickly into very large sites both in number of turbines and their physical size without further planning approval

The effects on local people and the infrastructure during the erection and future maintenance

This is an amended project not a totally new development and therefore all the previous objections that are still valid to this smaller project should still be valid and still apply

BACKGROUND

This application was considered in detail at the last meeting when, following receipt of verbal representations both for and against the proposed development, Members were minded to refuse the application on a vote of 5 to 3. In accordance with the Council's Planning Code of Conduct, in a situation where the Panel is minded to make a decision contrary to the Planning Officer's recommendation, a final decision on the application must be deferred until the next meeting to allow time for further advice to be prepared. This may include the advice of expert consultants such as Axis in this case and might

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include drafting suitable conditions or confirmation that CLEAR AND CONVINCING REASONS FOR REFUSAL of the application can be made, based on material planning considerations. This will help guard against cost awards in favour of the applicant. The Head of Legal and Democratic Services may wish to further advise Members on these issues.

A previous application (4/05/2738/0) for six wind turbines on this site was submitted by the applicant in September 2005. This application was withdrawn in January 2006 in order to update the supporting ecological data. The composition of the proposed development has been altered from the 2005 application to reflect the changes in the ecological baseline of the site and to minimise any potential impact of the development on the ecological resource. The current application is for five turbines.

THE SITE

The site is located approximately 5km north east of Whitehaven, 6km south east of Workington, 2.5km south east of Distington and 1km south of the village of Pica.

The proposed development would be located on previously reclaimed open cast coal mining land in the ownership of Fairfield Farm. The development site is 2.4 hectares in extent. This is currently used for agricultural purposes, as part of the 128 hectare landholding. The land within the site is grassland which falls gently between 160m - 150m AOD towards the south of the site. There is a 132kv electricity transmission line running through the site from the north east to south west.

THE PROPOSAL

The proposal is for the erection of five wind turbines (each rated at 1.3MW), internal access tracks, hardstandings, a site entrance, a temporary construction compound, small switchgear house, underground cable network, export cable and a wind monitoring lattice mast (anemometer mast). The operational life of the wind farm is expected to be 25 years, after which it would be decommissioned and the land restored to agricultural use. Decommissioning of the wind farm would take no more than three months to complete and no residual significant impact would result from the process.

The turbines would have a maximum tower height of 50m and a blade rotor diameter of 62m, making a total height of 81m. The exact model of the turbines would be determined by the tendering process and, if planning permission is to be granted, the design would need to be subject to a condition. A crane hardstanding of 50m x 25m is proposed adjacent to each turbine position in order to accommodate cranes needed for the turbine installation and maintenance. A 3.2kms x 5m wide internal track is proposed to serve each hardstanding. This includes upgrading the existing track to Fairfield Farm. A permanent

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50m high wind anemometry mast is proposed to the north west of the turbines which will be served by an access track. A single storey electrical switchgear building of 12m x 8m x 4.5m is proposed to the north of the turbines and south of Fairfield Farm. A temporary construction compound, approximately 50m x 25m is proposed adjacent to Fairfield Farm for the storage of materials, plant and equipment as well as for providing welfare and office facilities for the construction staff. This will be removed following the construction period and the land will be returned to its former use. The site entrance is located between Wilson Park Farm and Pica village, along the existing Fairfield Farm access track following the River Keekle.

Electricity produced from the turbines would be conducted to the switchgear house via underground distribution cables and exported from the site to a proposed connection point in Distington, or an alternative location determined by the local distribution operator after the application for connection has been made. Such an application would be made following the grant of planning permission. All electrical cabling will be buried underground along public road and highway verges to the point of connection. It is proposed that the wind farm will generate enough electricity to provide the equivalent of the current consumption of around 4,900 households.

The proposed access route to the site for construction purposes would be from the M6, A66, A595(T) to Distington, then along the Gilgarran road to Wilson Park on the Pica Road. This route was previously upgraded to accommodate large vehicles serving the Keekle Head opencast site and is currently being used by HGVs carrying inert waste to a landfill site in the vicinity of Fairfield Farm. An assessment of this access route has been undertaken by the applicant to ensure that the local highway network could accommodate the large vehicles and vehicle movements associated with the delivery of turbine components. From Wilson Park the access to the site is via the track leading to Fairfield Farm.

Public footpath No 404017 and Bridleway No 404011 both cross the site. The bridleway runs between the proposed two lines of turbines and the footpath runs from Startoes, via Fairfield Farm to High House Farm.

Once in operation, the turbines will be monitored remotely and no staff will be required on site. Maintenance personnel would make routine visits by car approximately once a month, with intermediate visits as and when required. Major planned maintenance would be carried out approximately twice a year, involving one maintenance van on site for approximately six weeks annually.

The application is supported by a Design and Access Statement, a Planning Statement and an Environmental Statement (and a Non-Technical Summary).

DESIGN AND ACCESS STATEMENT

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A Design and Access Statement is submitted, as required under DCLG Circular 01/06. The statement sets out how the layout of the turbines was determined and explains that the primary elements which acted to constrain the lateral spread of the wind farm were identified as:-

- Distance between turbines and residential houses
- Landscape and visibility concerns
- Ornithology

Elements which influenced the micro-siting of individual turbines within the constrained area were identified as:-

- Wake effect of turbines
- Uniformity of wind farm shape
- Electromagnetic signals
- Harmony with existing elements and mammalian species

PLANNING STATEMENT

The Planning Statement refers to the energy and environmental policy origins of wind energy development and the Government's policies towards renewable energy development. It sets out the national and local planning policy context and the balance which needs to be struck between the need for wind energy development and the effect of the development on the local environment. It also highlights the local benefits which would arise from the construction and operation of the development.

The Statement covers:-

- Climate change
- International, European and UK policies
- Renewable energy sources
- Role of onshore wind energy in the UK's climate change response
- Electricity production, emission savings and other benefits
- Issues relating to site selection
- Planning and guidance - national, regional, structure plan, local plan, supplementary planning guidance
- Landscape and visual effects
- Countryside access
- Issues relating to land use
- Nature conservation
- Cultural heritage
- Noise
- Electro-magnetic interference
- Socio-economic issues

ENVIRONMENTAL STATEMENT (ES)

The Environmental Statement is a means of drawing together, in a

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systematic way, an assessment of a development's likely significant environmental effects. The Environmental Statement includes:-

Volume 1 : Non-Technical Summary

Volume 2 : Environmental Statement Text

Volume 3 : Figures

Volume 4 - Appendices

Volume 5 : Confidential Appendix (wintering bird surveys 2005-2006 and assessment update)

The statement covers a whole range of technical issues including:-

Construction methods, grid connection, wind monitoring, turbine installation, site drainage, decommissioning

Need for the development, climate change, international context, European context, UK context, The Energy White Paper, PPS 22 Renewable Energy Strategy for the North West

Strategic site selection, detailed site selection, public consultation, public attitudes, design evolution

Access route, vehicle volumes and movements, mitigation measures, residual impacts

Landscape and visual amenity, landscape policy context, baseline landscape assessment, visual analysis - zone of theoretical visibility (ZTV), viewpoint analysis, assessment of residual landscape effects, residual visual effects

Shadow flicker effects, cumulative effects

Ecological assessment - conservation designations, breeding bird survey, wintering birds, habitat survey, protected species, assessment of ornithological effects, mitigation of impact, monitoring

Cultural heritage

Noise - from construction, operational noise assessment, predications, noise from decommissioning

Socio-Economic issues - potential impacts, tourism, public attitudes

Electro-magnetic signals and aviation - potential impacts, mitigation, residual impact

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POLICY CONSIDERATIONS

National Energy Policies

Starting with the Energy Paper of 1988 there has been a series of government initiatives to encourage renewable energy development, culminating in the Energy White Paper of 2003 and the Energy Review of 2006 which reconfirmed the Government's policy context for planning and consent decisions on renewable generation projects. Wind power is an integral part of the government's strategy to provide 10% of the UK's electricity renewables by 2010 and is supported in principle.

National Planning Policies - Relevant Papers

PPS1 : Delivering Sustainable Development

PPS7 : Sustainable Development in Rural Areas

PPG8 : Telecommunications

PPS9 : Biodiversity and Geological Conservation

PPS22 : Renewable Energy

PPG24 : Noise

PPG13 : Regional Planning Guidance for the North West

Draft Regional Spatial Strategy for the North West of England
January 2006

Good Practice Guide on Planning for Tourism (July 2006)

Structure Plan

The new Cumbria and Lake District Joint Structure Plan 2006 - 2016 was adopted by the County Council in April 2006. The main Structure Plan policies which are relevant to this development are:-

Locational Issues:

- ST1 A sustainable Vision for Cumbria
- ST2 Assessing impact on sustainability
- ST3 Principles applying to all new development
- ST4 Major development proposals
- ST7 Development to sustain rural communities

Tourism Issues:

EM16 Tourism

Environmental Issues

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E34 Areas and features of national and international conservation importance

E35 Areas and features of nature conservation interests other than those of national and international conservation importance

Landscape and visual issues:

E37 Landscape character

Utilising Resources

R44 Renewable energy outside the Lake District National Park and AONBs

Wind Energy Development in Cumbria - SPG 1997

Cumbria Wind Energy SPG August 2006 (consultation draft)

LOCAL PLAN

The Copeland Local Plan 2001-2016 was adopted by Copeland Borough Council in June 2006.

The main Local Plan policies relevant to this application are:-

- DEV 1 Sustainable development and regeneration
- DEV 5 Development in the countryside
- DEV 6 Sustainability in design
- DEV 7 Planning conditions and obligations
- DEV 8 Major development
- ENV 4 Protection of landscape features and habitats
- ENV 21 Noise pollution
- EGY 1 Renewable energy
- EGY 2 Wind energy

EGY 1 Renewable Energy

Proposals for any form of renewal energy development must satisfy the following criteria:

1. That there would be no significant adverse visual effects
2. That there would be no significant adverse effects on landscape or townscape character and distinctiveness
3. That there would be no adverse impact on biodiversity
4. That proposals would not cause unacceptable harm to features of local national and international importance for nature or heritage conservation
5. That measures are taken to mitigate any noise, smell, dust, fumes or other nuisance likely to affect nearby residents or

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- other adjoining land users
6. That adequate provision can be made for access, parking and any potentially adverse impacts on the highway network
 7. That any waste arising as a result of the development would be minimised and dealt with using a suitable means of disposal
 8. There would be no adverse unacceptable cumulative effects when considered against any previous extant planning approvals for renewable energy development or other existing/approved utility infrastructure in the vicinity

EGY 2 Wind Energy

Proposals for wind energy developments will be considered against the criteria of Policy EGY 1 with the additional requirement that:

There would be a scheme for the removal of turbines and associated structures and the restoration of the site to agriculture when the turbines become redundant.

CONSULTATION RESPONSES

The development will impact on a wide area and therefore a number of Site Notices have been displayed around the site. The application has also been advertised in the local press. A wide range of consultations have been sought and the results are reported below;

Cumbria County Council - Strategic Comment

As Strategic Planning Authority the County Council needs to consider whether this application would materially conflict with or prejudice the implementation of any policy contained within the Cumbria and Lake District Joint Structure Plan 2001-2016 (JSP).

The key strategic issues raised by the application are:-

Whether the development creates a significant detrimental effect on the landscape and character, biodiversity and the natural and built heritage (policies E34, E37, R45 and R44 of the JSP).

Whether there is an unacceptable level of cumulative impact due to its proximity to the other operational and consented wind energy developments (policy R44).

Whether the development creates significant adverse effect on local amenity, the local economy, highways, aircraft operations or communications (policy R44)

Whether the energy contribution and other benefits of the proposal outweigh any adverse effects (policies ST4 and R44)

The report by the Planning Officer to the County's Development Control and Regulation Committee assessed the application against the

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Structure Plan policies and recommended that subject to highway conditions and agreement being secured to protect and enhance the hen harrier habitat in the area, that no objection be raised to the proposal. The Committee, however, voted 11-0 to raise an objection to the proposal. Members felt that this development would have a harmful visual impact locally and also cumulatively due to its proximity to existing wind energy schemes around Workington, Whitehaven and Lowca. They felt that the local area around Pica and Distington had suffered its fair share of landscape disfigurement in the past and should be safeguarded from further disfigurement.

In the event of the Planning Panel wishing to approve the application the County may wish to have further discussions at a joint member meeting.

Copies of Cumbria County Council's letter dated 4 December 2006 and the Officer's report to the Development Control and Regulation Committee dated 24 November 2006 are appended.

Highway Authority (Cumbria County Council)

The Highway Authority raised no objection to the development subject to the imposition of a series of conditions.

There are two registered public rights of way crossing this site. These are footpath No. 404017 and Bridleway No. 404011. The routes of these will need to be protected and kept open for use at all times.

Natural England

Natural England has made comments on:

Nature Conservation - Statutory Consultation

The environmental statement recognises the value of the area for hen harriers and identifies a number of threats. Natural England accepts the developer's findings of no likely impact from the scheme as submitted with respect to collision mortality risk. However, there should be a requirement to monitor the actual impacts if the scheme goes ahead. In the unanticipated event of the monitoring revealing mortality occurring there will need to be an undertaking to develop a mitigation plan in discussion with Natural England and the local planning authority and a commitment for the developers to act upon it.

Roosting sites represent the single most sensitive feature. Natural England accepts the developer's opinion of low risk to this feature given the distance between the turbines and the known roosts.

Natural England objects to the loss of feeding habitat without the provision of suitable compensatory sites. The loss of feeding

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habitat should be mitigated by the provision/identification of 43ha of alternative feeding habitat. A mitigation site should be identified and appropriate management in place before construction can commence and should remain in place throughout the life of the wind farm. Locations should be identified within the raptor sensitivity zone and more than 300m from turbines and inhabited buildings and main roads.

Natural England objects to the disturbance arising from the completed wind farm and during construction work. This potential source of disturbance is not identified or mitigated for in the Environmental Statement. The construction window should be limited to the period between April and September in areas within a 1km line of sight of known roosts.

The developers should commit to a monitoring package prior to construction, reporting the findings of the monitoring on a regular basis and mitigating negative impacts identified by the monitoring.

These matters have been the subject of discussions between the developer and Natural England and a number of conditions have been agreed which has led to Natural England withdrawing their objection.

Nature Conservation Issues - Non-Statutory Consultation Issues

As from 1 October 2006 local authorities have a duty to safeguard biodiversity assets in line with Section 40 of the Natural Environment and Rural Communities Act 2006, which states:

"Every public authority must, in exercising its functions have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity".

The Environmental Statement identifies purple-moor grass rush pasture as the dominant vegetation type in the area where the three western turbines will be situated. This represents a BAP habitat. The ES commits to the replacement and compensation of this 0.8ha area by a 2ha area elsewhere. The restoration site should be identified and appropriate management put in place before construction commences.

Lapwing is currently a species of conservation concern and is amber listed. A mitigation site should be identified for the loss of this area and appropriate management put in place before construction can begin.

If the necessary mitigation measures are put in place for the replacement of hen harrier habitat then this will also benefit curlew, skylark, meadow pipit and grasshopper warbler.

Landscape Issues

Natural England is concerned about the effects of the proposal on

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the landscape, in particular the impact of the proposal on nearby Solway Coast AONB and the Lake District National Park. Concerns have been expressed about the potential changes in the character and quality of landscapes in the areas adjoining the National Park and the AONB, changes in views to and from them from key viewpoints and approaches used by visitors. However, Natural England has not raised an objection on landscape grounds.

Cumbria Wildlife Trust and RSPB

Cumbria Wildlife Trust and RSPB support the stance taken by Natural England and have been party to the discussions to reach an acceptable position.

Lake District National Park Authority

The Lake District National Park Authority has not responded.

Friends of the Lake District (FLD) (Campaign to Protect Rural England - Cumbria Association)

FLD wish to point out that the figures included in the draft RSS for the North West (Environmental Statement Non Technical Summary pages 4 - 5) are not yet adopted. CPRE have objected to the technology specific targets alluded to by the applicants on page 5. This is mainly on the grounds that no environmental capacity assessment has been undertaken in order to inform these figures. FLD refer back to the inspector's decision in the previous 1995 application and appeal on this site, specifically the concerns raised over the impact on the setting of the National Park.

Cumbria Police

No response received.

United Utilities

The developer should be made aware of the fact that the development is adjacent to overhead electricity cables.

The existing UU Moresby Park radio link which would be affected by the proposed wind farm installation. A survey has deduced that the interference which would be caused by the installation of the wind turbines would affect the existing radio scanning telemetry link. Work was then undertaken to investigate possible solutions.

Two solutions were proposed to overcome the interference which would be caused by the installation of the wind turbines.

Should the wind farm proposal be approved the developer (Wind Prospect) would be expected to pay for the costs associated with the Option 1 solution prior to the turbines being erected so that the

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United Utilities scanning telemetry radio link from Fairfield Farm to Moresby Park has been diverted to the satisfaction of United Utilities Telemetry Projects Team.

Ofcom

The following link operators are affected by the development:

Link: Ex Home Office

Link: Cumbria Ambulance Services NHS

Cumbria Fire and Rescue Service

The Cumbria Fire and Rescue Service originally raised an objection to the development on the grounds that the installation of wind turbines would interfere with the Emergency Service Microwave system which carries the Fire Service VHF Radio Scheme serving communications between fire appliances and Fire Control. Cumbria Fire & Rescue Services uses this radio link as the primary means of communicating with fire crews on fire appliances and fire officers in their cars when they are away from their stations. The radio system is critical to the operational effectiveness of the Fire Service and can be used to alert a fire crew/appliance and officers to a new fire incident should the need arise when away from station.

A new communications link will be in place during 2009 which will render the existing link redundant. Following protracted discussions between the Fire and Rescue Service and the developer, a compromise situation has been agreed, whereby the erection of two of the masts (2 and 4) will be delayed until Cumbria Fire and Rescue Service have moved over to their new network. This matter can be covered by planning conditions.

Cumbria Ambulance Service

Due to the distance from the link to the nearest turbine (342m) the developer is confident that the development will not interfere with their operations. The recommended minimum distance, in A Companion Guide to PPS 22, Planning for Renewable Energy, is 100m clearance either side of a line of sight link from the swept area of turbine blades. Nevertheless, taking a cautious approach, the developer has agreed to undertake further studies prior to commencing any works on site.

Ministry of Defence

The MOD has no concerns provided the turbines do not exceed 81m blade tip height. They would wish to be informed of the following information if planning permission is to be granted:-

The date construction starts and ends

The maximum extension height of construction equipment

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The height above ground level of the tallest structure
If the turbines will be lit
The latitude and longitude of every turbine

This information is vital and will be plotted on flying charts to make sure that military aircraft avoid this area.

Department of Transport - Marine and Coastguard Agency

No comments or observations as there is no foreseen impact on the radio-communication infrastructure.

Civil Aviation Authority

This proposal has been referred to The Directorate of Airspace Policy of the CAA. The Authority has no site specific observations. More generically, they state that all parties should be aware that:-

There might be a need to install aviation construction lighting to some or all of the associated wind turbines should this wind farm development be progressed

There is a requirement for all structures over 200ft (61m) high to be charted for military aviation purposes. (The total height of these turbines will be 81m). Should this proposal progress, the developers will need to provide details of the development to the Defence Geographic Centre.

National Air Traffic Services (NATS Safeguarding Office)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with NATS safeguarding criteria and, as such, NATS has no objection to the proposal.

UK Fuel & Power Industry (Joint Radio Company, JRC Ltd)

On behalf of the UK Fuel & Power Industry, JRC analyses proposals for wind turbine sites in order to assess their potential to cause interference to 460MHz point to multi-point telemetry and telecontrol radio systems operated by the gas and electricity utility companies in support of their regulatory operational requirements.

Part of the proposed wind farm is located within the co-ordination zone of a telemetry and telecontrol radio link, which operates within the regulated scanning telemetry service in the 460MHz band that is managed by the JRC. The affected link is licensed to United Utilities. As a consequence, the JRC originally objected to the proposed wind farm on behalf of United Utilities and itself. However, a study (referred to above) has been undertaken by the developer and an agreement has been reached with JRC and United Utilities in respect of works to be undertaken by the developer. These works can be covered by planning condition.

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Arqiva

The proposal is unlikely to affect their microwave links. Arqiva also operate a UHF Re-Broadcast feed from Caldbeck television transmitted to a relay at Bleachgreen. There is a chance that this feed could be affected resulting in approximately 2000 people to the north of Whitehaven receiving degraded television reception. If viewers were affected by the development, the broadcasters/viewers would look to the developer to rectify any problems caused. As there is a risk of potential problems Arqiva are seeking the imposition of a planning condition or Section 106 Agreement to ensure that the developer meets the cost of investigating and rectifying any problem that may result to this link and to domestic viewers. Subject to this condition being agreed, Arqiva do not wish to object to the planning application.

British Telecommunications Ltd

BT has not responded to the current application. However, the developer has provided a copy of a letter from BT, dated May 2003, which states that BT studied the earlier proposal with respect to EMC and related problems to BT point-to-point microwave radio links and satellite. The conclusion was that the wind turbine should not cause interference to BT's current and presently planned radio networks.

Home Office

No response received.

Department of Trade and Industry

No response received.

Trinity House

No response received.

BBC Research Department

No response received.

Mercury Communications

No response received.

Racal Vodaphone

No response received.

Cellnet

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No response received.

NTL

No response received.

Environmental Health

The Council's Environmental Health Officer has provided advice regarding suitable noise conditions.

Representations

Twenty individual objections have been received from local residents. The issues raised include the following:-

- Adverse visual impact
- Cumulative impact
- Devaluation of property
- Noise
- Vibration
- Shadow flicker from turbines
- Safety issues
- Adverse impact on tourism
- No benefit to local economy
- Overly intrusive for the amount of power generated
- Coastal site
- Approval would set precedent for further turbines in the locality
- Impact on wildlife
- Adverse impact on TV, radio and mobile phone signals
- Cost to the tax payer
- Other options for renewable energy
- Negative impact on local community during construction phase
- Damage to local roads during construction
- Health/stress issues
- Devaluation of property
- Impact on local model aircraft club

The Copeland Disability Forum has submitted an objection stating that the majority of their members strongly oppose the idea of the turbines. They believe that they would create unsightly views and interfere with transmitters in the area.

Copeland Model Club has submitted an objection on the basis that they enjoyed uninterrupted flying at their site and that the wind turbines would pose an obvious restriction and danger to their members. They state that if the wind farm were to be approved it is highly unlikely that the Club could financially survive.

One letter of support has been received.

Cumbria County Council Neighbourhood Forum

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The Forum held an open meeting in January which was attended by 70 - 80 people. A vote was taken by a show of hands indicating 55 against the development, 10 in favour and 5 abstaining. The points raised are covered in those issues set out above. It was requested that the Planning Panel should visit the site and view from the same points visited for the previous application in 1997.

PLANNING HISTORY

An application (4/94/0718) for 13 wind turbines on this site was refused in January 1995 for the following reason:-

"The proposed development, by virtue of the number and size of machines, would give rise to unacceptable visual intrusion to the residents of the village of Pica and adjacent communities and to other residents of the wider community in Copeland frequenting adjacent highways and as such the proposal is contrary to Policy EGY 1 of the Deposit Version of the Copeland Local Plan".

A further application (4/95/0559/0) for 10 wind turbines together with transformer units and underground cable was refused in March 1996 for the following reason:-

"The proposed development would constitute an unacceptable visual intrusion at variance with Policy EGY 1 of the Copeland Local Plan".

The applicant appealed against this refusal and the appeal was dismissed in January 1997. The Inspector noted that this landscape had less intrinsic quality than most of the National Park itself but that it played an important transitional role between the coastal towns to the west and the Cumbrian mountains. The Inspector stated that the consequences of allowing this appeal could be extremely damaging in the longer term and would undermine Government guidance and local policies designed to conserve open countryside and the National Park setting. The Inspector found that these disadvantages outweighed other environmental benefits or economic benefits to the electricity supply industry. He did not feel that any other issues, including alleged effects on nature conservation and users of the bridleway which crosses the land, would alter his conclusion. Since that time there have been significant changes in national and local policies and the developer has decided to pursue a much smaller development.

In 2005 a much reduced proposal (4/05/2738/0F1) for a wind farm consisting of 6, 1.3MW turbines and access track was submitted, but following consultations it was withdrawn pending further information. This information has now been provided in support of the current application which has been further reduced to 5 turbines.

REPORT

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This is a complex application and has been subject to a series of consultations and considerable additional information requests from the applicant.

The main planning issues are:-

- The national situation regarding the production of renewable energy
- Regional and Structure Plan policies
- Local Plan policies
- Extent of site
- Routes to the site for construction
- Access
- Wind speed
- Grid connection
- Proximity to dwellings
- Noise
- Flicker/shadow
- Visual impact and landscape
- Cumulative impact
- Constructional and operational distribution
- Ecology and ornithology
- Interference with communications links
- Air safeguarding

Many of the above have been addressed in the submission which includes a planning Statement and an Environmental Statement. In addition a great many consultations have taken place, some of which have required additional survey work or other information.

The national situation has changed significantly from the situation when the 1997 application was considered at appeal. National energy policies and planning guidance have been reviewed and is now much more positive towards the development of wind farms. PPS 22 Renewable Energy is the key policy document. It sets out 8 key principles in the approach to planning for renewable energy. Furthermore, the number of turbines has been reduced from 10 to 5 in this application. The Planning Statement which supports the application has provided a review of national, regional and local policies.

The Structure Plan policies cover many of the issues set out above. In addition, Supplementary Planning Guidance has been issued.

The Copeland Local Plan sets criteria against which the application should be judged and also what mitigation measures should be taken. These issues have been covered in the Environmental Statement and through additional information sought from the applicant.

The extent of the site and the justification for the layout of turbines has been considered in the Environmental Statement. The route for construction vehicles is the route which was used by the open cast traffic. This is from the A595(T) to Distington, along

MAIN AGENDA

Gilgarran road to Wilson Park on the Pica road. This route was previously upgraded to accommodate large vehicles serving the Keekle Head opencast site and is currently being used by HGVs carrying inert waste to a landfill site in the vicinity of Fairfield Farm. From Wilson Park the access to the site is via the track leading to Fairfield Farm.

The Highway Authority has considered the route to the site and the site access and has offered a number of planning conditions.

The Environmental Statement considers separation from dwellings and takes account of noise and the effects of shadow flicker. As a result no turbines are located within 500m of any residence. PPS 22 states that there is unlikely to be significant noise problem for any residential property situated closer than 350 - 400 metres from the nearest turbine.

The developers have considered potential noise impacts at residential properties and have had regard to guidance provided by Planning Advice Note (PAN) 45 Renewable Energy Technologies and The Assessment and Rating of Noise from Wind Farms (ETSU for DTI, 1996). Compliance with this guidance is usually achieved by locating turbines no nearer than 400 metres from properties. Wind Prospect, however, have designed this wind farm with a minimum of 500 metres from all residential properties. A noise condition has been provided by the Environmental Health Officer.

The site lies within landscape Character Type 9a - Open Moorland (Cumbria Landscape Classification 1995). The Cumbria Wind Energy Supplementary Planning Guidance (1997) identifies the landscape type as having the potential to accommodate a small cluster of 2 - 5 turbines. The guidance has been adopted by the County Council and Copeland Borough Council. More recently, a Landscape Capacity Assessment has been carried out that forms part of the emerging Cumbria Wind Energy Supplementary Planning Document, which identifies the area as having low/moderate sensitivity and a moderate/high capacity to accommodate wind energy development.

The Environmental Statement assesses the visual impact from 6 key viewpoints, using computer modelling. It concludes that the proposal would be prominent locally and be seen on the skyline from most areas, but with a backdrop of the fells when viewed from the south east. It would be widely seen from settlements, roads, footpaths and bridleways within 5km of the site. Views would be possible from the edges of Pica, Moresby Parks and Distington and to a more limited extent, Lowca. However, rising land, woodland planting and the orientation of buildings restricts the number of properties that will experience views. Other significant views will be seen along the footpath and bridleway closest to the site and minor roads within 3km of the site. The Statement claims that the visual effects in some locations within 3 - 5 km of the site are not unacceptable. It is felt that the overall visual effects are not unacceptable.

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The Environmental Statement sets out the cumulative impact of other existing wind farms:

LOCATION	DISTANCE	NO OF TURBINES	HEIGHT OF TURBINES
Lowca	3.5km	7	63m
Winscales	7km	11	71m
Oldside & Siddick	9km	16	61m
Voridan (Workington)	9km	2	108m

The Environmental Statement concludes that the cumulative landscape effects would not be significant due to the distance from other wind farms. Lowca is the closest site and it is unlikely that it would be seen in close proximity to this scheme due to the intervening ridge to the west of the site. The cumulative visual effects would be reduced due to the distances involved.

The Council sought professional advice from consultants, AXIS, who are well experienced in wind farm developments, to advise on landscape and visual impact. The terms of appointment were:-

A review of the development proposal

Preparation of an overview assessment of the main planning issues associate with the scheme

A review of the adequacy and findings of the applicant's Environmental Statement and in particular the landscape and visual impact assessment

The provision of professional advice to assist the authority in the determination of the planning application

The report concluded that the decision making framework is effectively supportive of renewables development and the emerging sub-regional targets show that Cumbria will need to accommodate vastly more renewable energy schemes than at present. The majority of these schemes will be wind energy projects. The development would not cause any significant adverse effect to the landscape fabric and significant impacts upon the character of the surrounding area would be limited to a distance of approximately 3kms around the site. There are no significant impacts upon the eastern fringes of the Lake District National Park. The scheme would lead to some increases in levels of visual intrusion. These would be primarily noted from areas to the south and east of the site. However, the overall visual impact would be no greater than that experienced by receptors around a number of consented wind farms within the county. The scheme would give rise to some cumulative impacts but these would not be significant in the wider context, nor would they be experienced within the most sensitive

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landscapes. The greatest adverse effect would be the increased reinforcement to people travelling through the area that this part of Cumbria is a landscape where wind turbines are a key characteristic. The advice referred to the County SPG which indicates that there may be potential for wind energy development within the locality and an emerging SPD which identifies the area as having potential to accommodate wind farm development of at least 6 - 9 turbines. The current proposal has less adverse visual impact than the 1997 scheme. More significantly, the strategic decision making context has shifted greatly since the earlier decision. In summary, the planning context has shown that if wind energy development has to occur in Cumbria, which it does, the application site lies within an area which would be preferable to most other parts of the county.

The local ecology has been the subject of detailed discussions with Natural England, RSPB and Cumbria Wildlife Trust. Initial objections relating to the potential impact on hen harriers has been overcome and planning conditions agreed with these bodies.

Wind turbines can cause interference to TV reception. There is a chance that the existing feed could be affected resulting in approximately 2000 people to the north of Whitehaven receiving degraded television reception. As there is a risk of potential problems a planning condition or Section 106 Agreement to ensure that the developer meets the cost of investigating and rectifying any problem that may result to this link and to domestic viewers has been agreed.

Consultation responses have resulted in concerns regarding communications links with Cumbria Fire and Rescue Service, Cumbria Ambulance Service and United Utilities. Considerable discussions have taken place with these bodies and it may be that, if approved, part of the development will need to be deferred until, in particular, the Fire and Rescue link is redirected (it is due to be redirected in 2009).

The consultation responses indicate that there are no air safeguarding issues with this development.

Wind Prospect, the developer, would be prepared to set up a local Trust Fund that would be financed by a proportion of the revenue generated by the proposed development. The objectives of the fund would be to provide a locally controlled community fund for investment in local carbon emission reduction projects, sustainable energy projects, energy efficiency projects and environmental enhancement projects. Wind Prospect would contribute 6,500 to the trust fund annually for the operational life time of the project (25 years).

There are several ways to organise the trust fund and the method implemented is usually dependant on what the local community would like. For other projects developed by Wind Prospect they have organised the trust fund in one of the following ways:-

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1. A Parish Council sub-committee has been set up to manage the trust and to determine what projects/applications receive funds
2. A new committee consisting of council members from several parish councils has been elected to take care of the fund
3. They have given the money to a charity to look after.

Wind Prospect would be involved in the initial setting up of the trust fund and then it would be the intention to let the designated organisation/committee take care of it from then after. Wind Prospect would request minutes of meetings and receipts for projects funded etc.

Wind Prospect claim to have an excellent track record for implementing the trust fund. As such, other planning authorities have not required a Section 106 Agreement for at least half of their planning applications. Wind Prospect has publicly stated their intentions for the trust fund within the newsletter and the Environmental Statement and, as such, it will be implemented should planning permission be granted.

CONCLUSION

The application has been the subject of considerable public interest with 20 individual letters of objection, with one letter of support. In addition, a public meeting resulted in 55 people voting against the proposal, with 10 in support and 5 abstaining.

The County Council, against the recommendation of their officers, has raised a strategic objection and request a meeting at members level should this authority wish to take a contrary decision.

Planning Policy Statement 1 (PPS 1) 2005, which replaced PPG1, reaffirms the plan-led system, and the certainty and predictability it aims to provide, and states that it is central to planning and plays the key role in integrating sustainable development objectives. It also states that where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise. In this case, your officers have stated that the application is considered to meet national, regional and local planning guidance.

The supporting Planning Statement and Environmental Statement have been carefully assessed and external advice has been sought as necessary. The Planning Statement and Environmental Statement cover in depth all the planning issues.

In addition a number of detailed matters concerning ornithology and communications links have been the subject of detailed discussions

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between the developer and a number of consultees and the initial concerns of consultees have been resolved or can be dealt with by condition.

The Council's professional advisor concludes that from a landscape and visual perspective the scheme would cause some significant adverse effects, but these would be primarily local. These impacts would be outweighed by the need to achieve national renewable energy targets, which are reflected in the emerging sub-regional targets. Within a Cumbrian context the Fairfield Farm scheme is the type of proposal which will need to be approved if there is any realistic prospect of the sub-regional targets being achieved.

Should members confirm the refusal, the developer is likely to appeal and if successful may seek to claim their costs against the Council. In addition, because your officers recommended that the application be granted planning permission, they would not be able to handle the appeal and it would therefore be necessary to engage consultants to handle the appeal. The expert consultant, engaged to advise the Council on the landscape and visual impact of this proposal would not be able to act for the Council, due to his recommendation in this case.

Certain issues raised at the last meeting of the Panel regarding newspaper articles should be treated with caution, and not necessarily be taken as factually accurate. The government recommends in PPS 22 Renewable Energy, that local planning authorities should not make assumptions about the technical and commercial feasibility of renewable energy projects.

Given that the application is considered to meet national, regional and local planning policies and that there are not considered to be any other material planning considerations to justify refusal, the application should be approved.

Recommendation

Approve (commence within 3 years)

2. This permission relates to the following plans and documents:-

Plan 1 received 12 December 2006
Plan 2B received 12 December 2006
Plan 3A received 29 September 2006
Planning Statement received 29 September 2006

5 Design and Access Statement received 12 December 2006
Environmental Statement received 29 September 2006
Figure 2 received 12 December 2006
Figure 38 received 12 December 2006

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3. No development shall commence until full details of the design and colour of the turbines have been submitted to and approved in writing by the Local Planning Authority.
4. No development shall commence until details of the materials for the construction of the switchgear house and associated screening have been submitted to and approved in writing by the Local Planning Authority.
5. The temporary construction compound shall be removed from the site within 3 months of the completion of the construction works and the land returned to its former use.
6. All wind turbine blades shall rotate in the same direction.
7. The turbines and all associated development shall be decommissioned and removed from the site and the land restored to agricultural use 25 years from the date of commissioning of the wind farm.
8. All electrical cabling shall be buried underground along public roads and highway verges to the point of connection.
9. In the event of noise levels from wind turbines exceeding 35dbA during daytime and/or 39dbA during night-time, or 5dbA above background levels, whichever is the greater, on a significant number of occasions the developers shall, within three months of notification by the Local Planning Authority, install a suitable and sufficient control system to prevent or modify operation of the turbine or turbines causing the relevant noise level to be exceeded in parameters of: wind speed and/or direction and/or wind speed differential between ground level and turbine hub height; which produce the noise limits to be exceeded.
10. No development shall take place until a scheme for the investigation and alleviation of any electromagnetic interference to TV reception, which may be caused by the operation of the wind turbines hereby permitted, has been submitted to and approved in writing by the Local Planning Authority. The procedure in the approved scheme shall be followed at all times.
11. No development shall commence until further details, including a full specification of the proposed road widening arrangements, have been submitted to and approved by the Local Planning Authority. Any approved work shall be implemented in accordance with the approved details before work commences on site.

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12. No development shall commence until full details of a haul route plan and a scheme of temporary works signs has been submitted to and approved in writing by the Local Planning Authority. Any works so approved shall be fully implemented by the applicant prior to works commencing on site and shall be maintained until the construction phase of the development has been completed in all respects.
13. No development shall commence until visibility splays have been improved at the access by cutting back the verge overgrowth prior to the site access being brought into use for 50m either side of the nearside verge.
14. The public highway within 500m of the site access shall be kept clean of all mud and debris from vehicles leaving the site during the construction phase of the development.
15. No development shall commence until a condition survey of the public highway has been carried out between the A595(T) and the site entrance along the proposed haul route with a further survey after the completion of the construction works, the applicant being responsible for making good any identified remedial works. All costs associated with the work to be met by the applicant.
16. No development shall commence until United Utilities Scanning Telemetry link from Fairfield Farm (NGR 3016116 521785) to Moresby Parks (NGR 300175 519223) has been redirected in accordance with a report dated 26 February 2007 to the satisfaction of the Local Planning Authority in consultation with United Utilities. All costs involved with the redirection shall be the responsibility of the applicant.
17. No development shall commence until the applicant has proven to the satisfaction of the Local Planning Authority in consultation with the North West Ambulance Service that the development will not interfere with the North West Ambulance Service's operations through link 1572.
18. No development shall commence until a mitigation scheme has been submitted to and agreed in writing by the Local Planning Authority in consultation with Cumbria County Council (the Fire and Rescue Authority) and such mitigation scheme shall consist of either the redirection of link 80374, and/or the postponement of the erection of turbines 2 and 4 (indicated on Plan number 3A, received on 29 September 2006) until such time as the Cumbria Fire and Rescue Service has relinquished its use of the said link and switched onto the national airwave network.
19. Turbine 5 shall not be micro sighted any closer to Cumbria Fire and Rescue Link 80374 than its proposed location indicated on Plan number 3A, received on 29 September 2006.

MAIN AGENDA

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20. If during the construction of the turbine(s) interference with radio link 80374 takes place then the construction activities causing the interference shall cease and the turbine(s) taken down, if necessary, until the Cumbria Fire and Rescue Service radio link is no longer required or until an alternative mitigation measure agreed by the Local Planning Authority in consultation with Cumbria County Council (the Fire and Rescue Authority) has been put into place to eliminate the interference.
 21. If when the turbine(s) are energised interference with radio link 80374 takes place then the turbine(s) causing the interference shall be shut down and not re-energised until the Cumbria Fire and Rescue Service radio link is no longer required or until an alternative mitigation measure agreed by the Local Planning Authority in consultation with Cumbria County Council (the Fire and Rescue Authority) has been put into place to eliminate the interference.
 22. No development shall take place until a scheme for the investigation and alleviation of any shadow flicker, which may be caused by the operation of the wind turbines hereby permitted, has been submitted to and approved in writing by the Local Planning Authority. The procedure in the approved scheme shall be followed at all times.
 23. No development shall commence until an appropriate area(s) has been safeguarded for feeding and roosting hen harriers, the location and area of which shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with Natural England). The number of hectares to be safeguarded will be dependant on the quality of the habitat to be set aside and the management practices to be adopted. The objective is no net loss of harrier feeding or roosting resource. Management practices for roosting habitat may also be appropriate for feeding habitat but not necessarily vice versa. The set aside area(s) including 13.5 ha of roosting habitat will not exceed 43ha and is likely to be in the range of 25 (high level net gain) to 35ha (medium level net gain).
 24. No development shall commence until a detailed construction Method Statement has been submitted and agreed in writing by the Local Planning Authority, in consultation with Natural England.
 25. No development shall commence until a comprehensive hen harrier monitoring programme has been submitted to and agreed in writing by the Local Planning Authority in consultation with Natural England.

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Reasons for conditions:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

For the avoidance of doubt

In the interest of the visual amenity of the area

To protect the amenities of the nearby residents

In the interests of highway safety

To eliminate any possibility of interference to United Utilities Scanning Telemetry link from the wind farm

To eliminate any possibility of interference to North West Ambulance Link 1572 from the wind farm

To eliminate any possibility of interference to Cumbria Fire and Rescue Link 80374 from the wind farm

To mitigate against possible nuisance to nearby residents together with highway users in the vicinity of the site as a result of shadow flicker

To protect and enhance the habitat of hen harriers

To minimise disturbance and/or any significant effects to hen harriers during construction of the wind turbines

In order to monitor the effects of the development on the hen harrier population

Reason for Decision:-

The development is deemed to be compliant with national, regional and local planning policies, including the Joint Structure Plan and Policy EGY 1 of the adopted Copeland Local Plan 2001-2016.

NOTES:

1. There will be an agreement to provide a Community Fund for local renewable energy projects
2. There is a requirement for all structures over 200 ft (61m) high to be charted for military aviation purposes. (The total height of these turbines will be 81m). Should this proposal progress, the developers will need to provide details of the development to the Defence Geographic Centre.

MAIN AGENDA

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3. There is a CAA requirement for all structures over 200ft (61m) high to be charted for military aviation purposes. (The total height of these turbines will be 81m). Should this proposal progress, the developers will need to provide details of the development to the Defence Geographic Centre.
 4. Defence Estates wish to be informed of the following if planning permission is granted:-

the date the construction starts and ends
the maximum height of construction equipment
if the turbines will be lit, and
the latitude and longitude of every turbine.

This information is vital and will be plotted on flying charts to make sure that military aircraft avoid this area.

5. It should be noted by the applicants that they will need to enter into an Agreement under Section 278 of the Highways Act 1980 with the Highway Authority for the carrying out of the proposed works within the highway and they should contact Mr Karl Melville of Capita Symonds, tel. (01946) 852505 to discuss the requirements further. The applicant should note that all costs associated with these works shall be met by them.
6. There are two registered public rights of way crossing this site. These are footpath No. 404017 and Bridleway No. 404011. The routes of these will need to be protected and kept open for uses at all times. Should the applicant wish to discuss any safety concerns or temporary diversions then they should contact Mr Andy Sims, Rights of Way Officer, tel. (01228) 673082.

2 4/07/2001/0

ERECTION OF NEW TWO STOREY 64 BED READY BUILT
RESIDENTIAL UNIT, NEW SINGLE STOREY STAFF CHANGE
AND STORES FACILITY, NEW EXTERNAL 'ALL WEATHER'
5-ASIDE FOOTBALL PITCH AND MODIFICATION AND
EXTENSION OF ASSOCIATED STAFF/VISITOR CAR PARKING
AND INTERNAL SERVICE ACCESS ROADS
H M PRISON, NORTH LANE, HAVERIGG, MILLOM,
CUMBRIA.
SECRETARY OF STATE

MAIN AGENDA

Parish

Millom Without

- Oppose the application and request a site visit. The Council would like North Lane leading to the prison brought up to adoptable status by the Prison Authority before any works commence. The Council has received a large number of complaints from members of the public.

A decision on this application was deferred at the last meeting to enable Members to undertake a site visit. This took place on the 21 March 2007.

Planning permission is sought for the erection of a two storey 64 bed residential unit within the site boundary, and a single storey staff changing and store facility at HM Prison Haverigg. The proposal also includes the provision of a new 'all weather' 5 a side football pitch and new car parking area.

The proposed residential unit would be located to the west of the Prison site, on an area of vacant ground currently covered by a concrete hard standing and adjacent to an existing residential block. The building would have brick clad elevations and a profiled metal sheet roof in merlin grey and is effectively cross-shaped in terms of layout. The proposed football pitch would be located next to the new residential unit.

Surrounding the residential unit would be a new secure perimeter fence to match the existing fences on the main site. There would also be a new perimeter road, access path and grassed areas around the unit. The building would be approximately 90 metres away from the actual site boundary for the prison.

The second part of the proposal relates to land outside of the main prison boundary, but still land under their ownership. On the site of the current staff and visitor parking is proposed a new staff changing facility and store. The building will be split into two separate parts, with approximately two thirds being used for storage and the remaining part as the changing facilities.

The single storey building will be finished in rustic red brick with bandings of darker brown brick. The roof is also proposed to be a profiled metal sheet roof in merlin grey with the roller shutters, doors and rainwater pipes to match the roof colour.

In response to concerns raised by residents of Combe View a revised car park layout has been received showing the parking area to the rear of Combe View being reserved for staff only. A total of 138 staff car parking spaces and 43 visitor car parking spaces will be provided together with a taxi rank and relocated bus stop and shelter.

Following the receipt of an amended plan to address issues regarding access to the car park and turning space, Cumbria Highways have no

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objections to the proposal, subject to conditions.

Three letters of objection have been received, two from local residents and one from a Ward Councillor, copies of which are appended to this report. The two main concerns are that North Lane, which leads to the prison, is in a poor state, and that the new visitors' car park will only have hedgerows and bollards to separate it from the field. The residents of Combe View feel that this would leave the rear of their properties vulnerable. In response to these concerns further amended plans have been submitted showing the visitor car parking relocated to the other corner of the site. The dividing fence from the car park boundary is now proposed to be a 2.4 metre high chain link security fence instead of the hedgerows and bollards. In order to accommodate this change, and so that heavy goods vehicles do not reverse in an area where visitors are likely to cross the road, a goods yard has been created to allow large vehicles to turn more safely. Designated pedestrian crossing points have also been added to the car park layout.

With regard to the condition of North Lane, the applicants have submitted a plan that identifies all major potholes and rough areas along the road. They have also submitted a transport survey (copy attached) which states that repair works will be undertaken before construction work begins on site and the repair works would also be revisited at the end of construction. This survey also identifies that the increase in traffic as a result of the proposed development would be around 17 additional vehicle trips during the busiest peak hour of 7.00-8.00, representing an 11.2% increase. It should also be noted that the amended plans now identify what proportion of North Lane is under the applicants' ownership, and this basically only covers their site frontage.

Policy EMP 4 of the adopted Copeland Local Plan 2001-2016 states that 'Proposals for the extension of an existing employment use and which meet the requirements of other plan policies will be approved.' Also the residential unit will be located within the site boundary and on land previously developed as part of the former use as an RAF facility. In terms of employment, it is estimated that this extension will potentially create employment for 40 additional staff which would be of economic benefit to both Haverigg and Millom.

As such, due to the above points the proposal is favourably recommended.

Recommendation

Approve (commence within 3 years)

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2. Permission in respect of the staff changing and store unit shall relate solely to the amended drawing Nos 2544-100, 2544-101 and 2544-009 Rev B received by the Local Planning Authority on 14 February 2007.
3. Permission in respect of the siting for the 64 RBR Unit shall relate solely to the amended drawing No 2544-008 Rev A received by the Local Planning Authority on 31 January 2007.
4. The residential block and staff changing/storage block shall not be brought into operational use unless and until the access and car parking areas have been provided in accordance with the approved plans and the repair works to North Lane as identified on the conditions survey drawing No 2119.01 and confirmed in the Transport Statement received by the Local Planning Authority on 20 March 2007 have been carried out to the satisfaction of the Local Planning Authority in consultation with the Highways Authority. The repair works shall be revisited following completion of construction works and any further repairs deemed necessary by the Local Planning Authority, in consultation with Cumbria Highways shall be carried out to the satisfaction of the Local Planning Authority again in consultation with the Highways Authority, within a period of 3 months following commencement of occupation of any element of the new build works.
5. No development approved by this permission shall be commenced until a desk study has been undertaken and agreed in writing by the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on-site contamination. If the desk study identifies potential contamination a detailed site investigation should be carried out to establish the degree and nature of the contamination and its potential to pollute the environment or cause harm to human health. If remediation measures are necessary they shall be implemented in accordance with the assessment and to the satisfaction of the Local Planning Authority.
6. Full details of the proposed planting works shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing. The planting shall be carried out strictly in accordance with the approved details and shall be so maintained thereafter.

The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

For the avoidance of doubt.

In the interests of highway safety.

4/10/12 001

(52)

Gillgarth Caton Street Haverigg Millom Cumbria LA18 4HE
Tel/01229772531

Mr. Simon Blacker
Planning Officer
Copeland Borough Council
Catherine Street
Whitehaven
CA28 7SJ

COPELAND BOROUGH COUNCIL
DEVELOPMENT SERVICES

13 FEB 2007

RECEIVED

09/02/2007

Dear Mr. Blacker,

Re; Planning Application Haverigg Prison, North Lane, Haverigg, Millom.

I am objecting to this planning application on behalf of Haverigg residents. Our objection is that unless North Lane is made up to adoptable standard the development will be unsustainable.

As ward Councillor I have been working with the Prison for the past four years, to try and resolve the problems with North Lane. This road is the only access for pedestrians and vehicles.

I have had numerous complaints regarding the state of this road including some from children at our local primary school. The worry is that in it's present state it is unsafe for all users. The Prison being by far the main user. The road has a well worn surface with large holes in the tarmac. There is no footpath on either side and no street lighting from the Millom Town boundary to the Bankhead estate. There is not a wide enough splay where it meets Main Street. The road is dangerous through the day but even more so in the evenings.

North Lane was first surfaced by the Air Ministry in October 1940. Until then it was just a track for farm vehicles. I have been told that since the prison service took over the road has been completely resurfaced twice and holes repaired when needed. At one stage a white line was drawn down one side to mark a pedestrian walkway, but this has since worn away. The Prison has also provided a turning space for buses on their visitors car park.

From the documentation I have read and the information I have received I believe North Lane is government owned and should continue to be maintained and upgraded to adoptable standard by the Prison Service. Their response to date is they can not afford to do this.

I see from the application that at this point in time 137 employee vehicles use the site. What it doesn't say is how many times a day they go up and down North Lane (and through Haverigg Village). I counted cars on the two car parks one day mid-afternoon and there were 188!

On page 3 of the application it states the existing pedestrian access will not be affected. I take this to mean that even with the increased amount of traffic there is no intention to provide a footpath or lighting. There has already been two near fatalities on this road and I am really disappointed by the Prisons obvious lack of responsibility regarding this.

If they want this development to be sustainable North Lane needs upgrading to adoptable standard. It has to be safe for people to use. I believe they have greatly underestimated how many vehicle journeys are made on that road in any given time period and how the road surface affects health and safety. It doesn't get gritted. I remember not too long ago when the Village was cut off due to a heavy snow fall. Prison staff that lived near enough had to be taken up North Lane on a tractor with trailer. Others just couldn't make it. These are hazardous condition that will affect the sustainability of this additional development. The fact that they have included vehicle user information in the planning application does give credence to this objection. It is of crucial importance.

It would be very easy just to look at the economic benefits of this application which I have no problem with, but there wider issues that will affect the smooth running of the Prison, staff, local residents and visitors. It is my job as Ward Councillor to make you aware of these issues and there relevance to the well being of my community. It is therefore my intention to speak at the planning panel meeting and to answer any questions. Please include this letter in the Agenda.

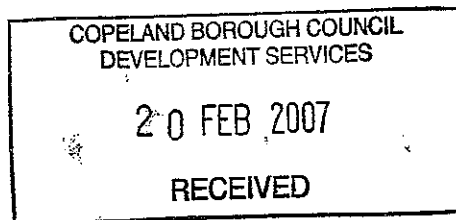
Yours sincerely

M Barnes
Cllr Margaret Barnes

Cc Millom Without Parish Council.

1 Combe View
North Lane
Haverigg
MILLOM
Cumbria
LA18 4NB

01229770057



19th February 2007

Your ref: SB/4/07/2001/0

FAO: SIMON BLACKER PLANNING OFFICER.

Copeland Borough Council
The Copeland Centre
Catherine Street
WHITEHAVEN
Cumbria
CA28 7SJ

Dear Simon Blacker

**RE: PLANNING APPLICATION 4/07/2001/OF1 ERECTION OF NEW TWO
STOREY 64 BED READY BUILT RESIDENTIAL UNIT, NEW SINGLE STOREY
STAFF CHANGE & STORE FACILITY, NEW EXTERNAL ALL WEATHER 5-
SIDE FOOTBALL PITCH & MODIFICATION AND EXTENTION OF
ASSOCIATED STAFF/VISITOR CAR PARKING AND INTERNAL SERVICE
ACCESS ROAD, H.M PRISON HAVERIGG, NORTH LANE,
HAVERIGG, MILLOM, CUMBRIA.**

Thank you for your letter dated 15th February 2007 with a copy of the agent's letter and plans.

In response to the above the residents of Combe View are very concerned that the change in these new plans have now eliminated the high security fence for the car park to one of bollards and a hedge row, this now leaves the field open to visitors to walk freely in the field as the hedge will need 5 – 10 years to grow strong enough to stop people walking through. This will make the rear of the houses on Combe View vulnerable.

We the residents of Combe View would rather see the high security fence erected as stated in the first lot of plans.

CC

We also feel that another hedge fence planted and erected close to the back of Combe View would help make our houses more secure.

Yours sincerely

R. Ellershaw

L. Ellershaw

R & L Ellershaw
(For and on behalf of)
(Combe View Residents)



58

Norman J Thompson, Esq.

Thompson Ground, North Lane, Haverigg, Millom, Cumbria, LA18 4LX
Tel: 01229 778836 e-mail: janor.thompson@virgin.net

17 February 2007

Simon Blacker, Esq.,
Planning Officer,
Copeland Borough Council,
Catherine Street,
Whitehaven,
Cumbria,
CA28 7SJ

Dear Sir,

Re: Proposed New Development at HM Prison, Haverigg, Millom, Cumbria

I write in relation to the proposed new development at Haverigg Prison. I do not object in principal to this development but I would ask that the Planning Committee take into consideration the following observations before they give approval.

Para 4 Access

In their application the Prison Department state that existing access for pedestrians would not be affected but vehicular access would be affected.

Para 21 Traffic Flow

The Prison Department have stated that employees vehicles would increase by 16, HGVs by 1 and other vehicles by 16 an increase of some 33 vehicles a day. This in my opinion is a conservative estimate.

I must now go into the history of HM Prison, Haverigg as this has a direct bearing on my submission to you.

The prison was opened in 1967 with a proposed roll of 200 prisoners. This was soon increased to 400 and the roll is currently over 550. The new development will bring the number of prisoners to about 600.

When the establishment was opened a prisoner was allowed one visit every 28 days, this has been increased over the years and prisoners can now have visits every two weeks and possibly more. In the early years prisoner's visitors were in many cases transported to the prison by private hire coaches run by the local county Probation Service from Durham, Manchester, Leeds and Liverpool. When this service was terminated visitors to prisoners made their own transport arrangements in most cases

they travelled to Haverigg by car. Not only was there an increase in family visitors to prisoners but also there was an increase in official visitors to the prison.

There are over 300 people employed at Haverigg Prison, most travel to work by car. About 6 years ago the prison opened a commercial shop and this in turn led to an increase in traffic on North Lane.

North Lane is an unadopted road but the Prison Service has re-surfaced it from the prison to Haverigg village at least twice since 1967. Late last year they re-surfaced the lane from the boundary of the council road at Haverigg for some 100 yards or so and at the same time they repaired the potholes. They have over the years repaired the pot holes on a regular basis but for the last few years they have not carried out repairs other than the major part re-surfacing in late 2006.

The state of repair of the road is now in my opinion dangerous and urgent remedial repairs are needed.

The increase of vehicular traffic over the years has made this road very dangerous for pedestrians. There have been two near fatalities when pedestrians have been injured by vehicles. If you require further information in relation to the incidents the local police will be able to furnish you with this from their records.

In the late 1970s the Prison Department were going to build a footpath the full length of North Lane and install street lighting. All the materials for the work was ordered and delivered to the prison. Unfortunately the Prison Department were in dispute with one of the local farmers and as a consequence he withdrew his goodwill and refused to cooperate with the Prison Department so the planned footpath was not proceeded with.

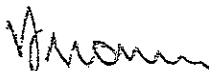
North Lane has always been dangerous but is now an even more dangerous place for pedestrians and I would suggest that the Council arrange for officials or councillors to visit the road and see the volume of traffic using the road, the poor condition of its surface, the lack of lighting and the provision of a footpath.

Could not part of the planning approval incorporate the re-surfacing of the road and provision of street lighting and a footpath?

I ask that my letter be placed on the Planning Committee Agenda when this planning application is discussed.

Thank you.

Yours faithfully,



4 / 0 7 / 2 0 0 1 / 0 F 1

AMENDED PLAN

COPELAND BOROUGH COUNCIL
20 MAR 2007
RECEIVED

National Offender Management Service

PROPOSED DEVELOPMENT,
HMP HAVERIGG

TRANSPORT STATEMENT

March 2007

© Peter Evans Partnership

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Appendix 1	Strategic Location
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This report is submitted specifically in respect of the proposed development at HMP Haverigg, and is not to be distributed in whole or in part to third parties without the written consent of a Director of Peter Evans Partnership Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any material form (including photocopying or storage in any medium by electronic means and whether or not transient or incidental to some other use) without the prior written permission of the copyright owner except as permitted under the Copyright, Designs and Patents Act 1988.

1.0 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement has been prepared in conjunction with a planning application for an additional 64 bed prisoner accommodation unit at HMP Haverigg. In addition to the new accommodation, the proposal includes a new staff changing and stores unit, a sports pitch and changes to visitor and staff parking:

1.1.2 The Highway Authority has raised no objection to the proposed development. However, local residents have raised concerns regarding the potential increase in traffic and the surface condition of North Lane, which provides access to the site and is a private road.

1.1.3 The aim of this report is to review the traffic effect of the proposed development and examine the condition of North Lane to assess its suitability to cater for traffic associated with the proposed development.

1.2 Contents

1.2.1 In Section 2 the existing transport context of the site is described. This includes a description of the surrounding area, the current prison facilities and existing traffic conditions.

1.2.2 Section 3 provides a summary of the proposed development and considers the potential traffic impact. Section provides details of a conditions survey undertaken on North Lane.

1.2.3 Our conclusions are summarised in Section 5.

2.0 TRANSPORT CONTEXT

2.1 Site Location

- 2.1.1 HMP Haverigg is immediately west of the village of Haverigg, south of the Lake District, as shown at Appendix 1.
- 2.1.2 The prison gains access from North Lane, which continues for around 1km to the east to Haverigg Village. Haverigg Road continues north from the village to Millom, some 3.5km from the site. The A5093 passes through Millom and provides a route to the strategic road network including the A595 and the A590. These roads provide a route to the M6 motorway.
- 2.1.3 The local area surrounding the site is shown at Appendix 2. The prison gains access from two priority junctions on to North Lane. This includes the main site access, and a secondary access serving the visitors car park.
- 2.1.4 To the west of the prison North Lane serves 6 dwellings. This section of road is signed as private. To the east of the site North Lane has a straight alignment and continues for around 1km to the centre of Haverigg. Some 370m to the east of the main site access, Bank Head meets North Lane at a priority junction. Bank Head is a residential cul-de-sac serving around 60 dwellings.
- 2.1.5 A footway is provided on the southern side of North Lane between the junction with Bank Head and the site. This footway continues into the site. There is no footway for the remainder of North Lane.
- 2.1.6 North Lane an un-adopted road and is not maintained by the Highway Authority. There are no road markings, with the exception of a short section near to the junction onto Main Street in the centre of Haverigg. No street lighting is provided. Maintenance of the road near the site has previously been undertaken by the Prison Service.

- 2.1.7 Bus services operate on North Lane between the site, Haverigg and Millom, including the train station at Millom. Bus stops are provided on North Lane near the Bank Head residential estate and a stop is also provided on the prison access road near to the site access. The bus service operates on a half hourly frequency during the daytime.

2.2 Prison Details

- 2.2.1 The site is a former RAF training centre, converted to a prison in 1967. The prison currently has 556 male Category C prisoners.
- 2.2.2 Visits to the prison inmates are currently permitted between 13.45 and 15.45 on a daily basis except Tuesdays. A visitor car park is provided at the northern boundary of the site adjacent to North Lane, providing parking for around 40 vehicles. There are currently no disabled parking spaces provided.
- 2.2.3 The prison currently has some 331 staff. Around half of this number are non-officer staff who predominantly work between 08.00 and 17.00 Monday to Friday. The remainder of staff are prison officers who work within three shifts. Shift changes occur around 07.30, 12.00, 17.00 and 21.00.
- 2.2.4 A separate staff car park is provided immediately to the south of the visitor car park. The staff car park currently has capacity for around 120 vehicles. Signs are provided on the entrance to the staff car park prohibiting use by visitors and contractors.
- 2.2.5 Buses currently enter the site via the visitor car park and leave the site from the main access. This manoeuvre prevents the need to reverse within the site. A cycle parking store is provided adjacent to the site entrance and is available to both staff and visitors.
- 2.2.6 The Prison Service have indicated that a number of staff walk to work from the nearby residential areas, with others cycling and using the bus service. There is also an element of car sharing amongst staff.
- 2.2.7 The Prison Service has indicated that there is typically around 20 domestic visitors per day, with the exception of Tuesdays, plus around 12 to 14 other official visitors per day.

2.3 Existing Traffic Conditions

2.3.1 A traffic survey was carried out at the junction of North Lane and Bank Head on Wednesday 14 March 2007. The survey recorded all traffic movements at the junction between 06.30 in the morning and 19.30 in the evening.

2.3.2 The location of the survey was chosen in order to identify the level of traffic associated with the prison and the traffic associated with the residential estate. A small element of traffic would also be associated with the 6 dwellings adjacent to the site. However, this would be of a low level and would not affect the overall trend in prison traffic identified by the survey.

2.3.3 The survey identified the morning peak hour for traffic at the prison as 07.00 to 08.00, a lunchtime peak between 11.45 and 12.45, and an evening peak between 16.15 and 17.15. The traffic flows during these peak periods are shown at Appendix 3 and are summarised in the table below.

Time Period	Prison Arrivals	Prison Departures
07.00 – 08.00	133	20
11.45 – 12.45	42	78
16.15 – 17.15	21	120

2.3.4 Traffic at the prison was lower at all other times during the survey period. The table below shows the residential traffic on Bank Head observed during the peak periods for prison traffic.

Time Period	Bank Head Arrivals	Bank Head Departures
07.00 – 08.00	7	21
11.45 – 12.45	13	13
16.15 – 17.15	20	21

2.3.5 The busiest time of day at the prison was the morning peak hour of 07.00 to 08.00, when a two way flow of 153 vehicles was recorded on North Lane. This represents an average of around one vehicle every 24 seconds. This level of traffic is not likely to give rise to capacity or safety problems on North Lane.

- 2.3.6 The peak traffic periods identified by the traffic survey are outside of the domestic visiting times of 13.45 to 15.45. This indicates that the majority of traffic movements are associated with staff journeys at shift changes and at lunchtimes.

3.0 DEVELOPMENT PROPOSALS

3.1 Scheme Details

- 3.1.1 The proposed development comprises a new 64 bed residential unit. A staff changing and stores facility would also be provided along with a new all-weather football pitch.
- 3.1.2 The proposed staff changing and stores facility would be provided on the site of the existing staff and visitors car park. The car parks will therefore be relocated, with a new visitor car park provided on land on the opposite side of the main access road and a redesigned staff car park adjacent to the new changing and store facility. The existing visitor car park access onto North Lane would be closed.
- 3.1.3 The visitor car park will increase from some 40 spaces to 43 spaces. This will include 4 disabled parking spaces. The staff car park will increase from some 120 spaces to some 138 spaces.
- 3.1.4 The extension to the car park will provide a turn around facility for buses, similar to the existing arrangement. The bus stop will also be relocated to within this area of the car park, adjacent to the existing visitor centre and shop.
- 3.1.5 The Prison Service is reviewing the visiting procedure as part of the proposed development. The review process could include the introduction of visits on Tuesdays as well as visits during the morning on some days. This would spread the arrivals at the site more evenly across the daytime and throughout the week.

3.2 Traffic Generation

- 3.2.1 Traffic associated with the prison is based on the number of staff and visitors. The Prison Service has indicated that there would be a total of some 37 additional members of staff employed at the prison to manage the additional prisoners. This would include 15 officers working shifts and 22 non-officers working at various times during the normal working day Monday to Friday. The increase in staff would represent a rise of some 11.2%.

- 3.2.2 It is reasonable to assume that staff traffic would increase on a pro rata basis. The traffic survey has identified the peak traffic periods at the prison. These peak periods are outside of domestic visiting hours.
- 3.2.3 The prison currently accommodates 556 prisoners. Assuming that the new residential block would be fully occupied, this would increase occupation by some 11.5%. The Prison Service has indicated that there are currently around 34 visits per day. Similar to staff trips, it is reasonable to assume that visits to the prison would increase on a pro rata basis, resulting in a further 4 visits per day. However, these would be during domestic visiting hours, outside of the peak hours identified by the traffic survey.
- 3.2.4 Based on the above figures, there would be an increase in peak hour trips on North Lane of some 11.2%. The anticipated increase in traffic on North Lane as a result of the proposed development is summarised in the table below.

Time Period	Current 2-Way Traffic	Percentage Increase	Additional Trips
Morning Peak Hour 07.00 – 08.00	153	11.2%	17
Lunch Peak Hour 11.45 – 12.45	120	11.2%	13
Evening Peak Hour 16.15 – 17.15	141	11.2%	16

- 3.2.5 The maximum increase in traffic on North Lane is therefore anticipated to be around 17 vehicles. This would occur during the morning peak hour of 07.00 to 08.00. This would represent one additional vehicle every three to four minutes during the peak hour. In practice, this would have no material impact on traffic conditions.
- 3.2.6 Whilst the majority of additional trips would be undertaken by car, the site is accessible on foot to the local housing estate, by cycle and by the half hourly bus service. Facilities are provided at the site for pedestrians, cyclists and bus passengers and the Prison Service has indicated that a number of staff currently use non-car modes of transport. The new staff changing and stores facility on site would also encourage and facilitate further walking and cycling to work as an alternative to the car.

4.0 CONDITIONS SURVEY

4.1 Methodology

- 4.1.1 A site visit was carried out on Wednesday 14 March 2007. During the site visit a conditions survey was undertaken on North Lane. This survey recorded any material defects in the carriageway or the adjacent footway.
- 4.1.2 The survey began from the centre of the site access junction, which was recorded as chainage 0, and continued east to chainage 950 where the road surface changes and road markings are provided.
- 4.1.3 Photographs of any material defects in the carriageway or footway were taken and these are included within the conditions survey report drawing provided at Appendix 4.

4.2 Findings

- 4.2.1 Whilst a number of minor defects with the carriageway were identified, the overall condition of the road is reasonable for the level and type of traffic currently using the road. The road has a straight alignment and the minor surface defects are clearly visible to approaching drivers. Whilst the road is unlit, vehicle headlights provide satisfactory illumination of the defects at night time. In practice, this allows drivers to avoid the defects when driving along the road should they choose to do so.
- 4.2.2 There is evidence on North Lane of previous repair work that has been undertaken by the Prison Service. An example of this is recorded on the conditions survey drawing at Chainage 33.
- 4.2.3 It is our view that there are no defects which are sufficient to cause damage to vehicles or give rise to highway safety problems. However, construction traffic could have an impact on the current condition of the road and repair work to the potholes should be undertaken following the construction period.

4.2.4 The surface defects on North Lane are shown at Appendix 4 and are summarised in the table below.

Chainage (distance in metres from main access)	Defect identified
90	Surface damage in the centre of the carriageway
98	Small pothole in the centre of the pedestrian footway
105	Surface damage on the southern side of the carriageway
111	Surface damage on the southern side of the carriageway
189	Surface damage adjacent to the southern kerb
217 – 224	Surface damage in the centre of the carriageway
500	Pothole adjacent to the southern verge
531	Surface damage adjacent to northern edge of carriageway
549	Surface damage in the centre of the carriageway
613	Pothole adjacent to the northern edge of the carriageway
625 – 630	Surface damage and cracking along northern edge
641	Surface damage adjacent to northern edge of carriageway
654	Surface damage adjacent to northern edge of carriageway
727	Surface damage adjacent to northern edge of carriageway
743 – 745	Surface damage along northern edge of carriageway
755	Surface damage adjacent to northern edge of carriageway
766	Pothole adjacent to southern verge
794	Surface damage adjacent to southern verge
808	Surface damage on northern edge of carriageway
825	Minor surface damage on northern edge of road
830 - 853	Surface damage along southern verge

4.3 Remedial Works

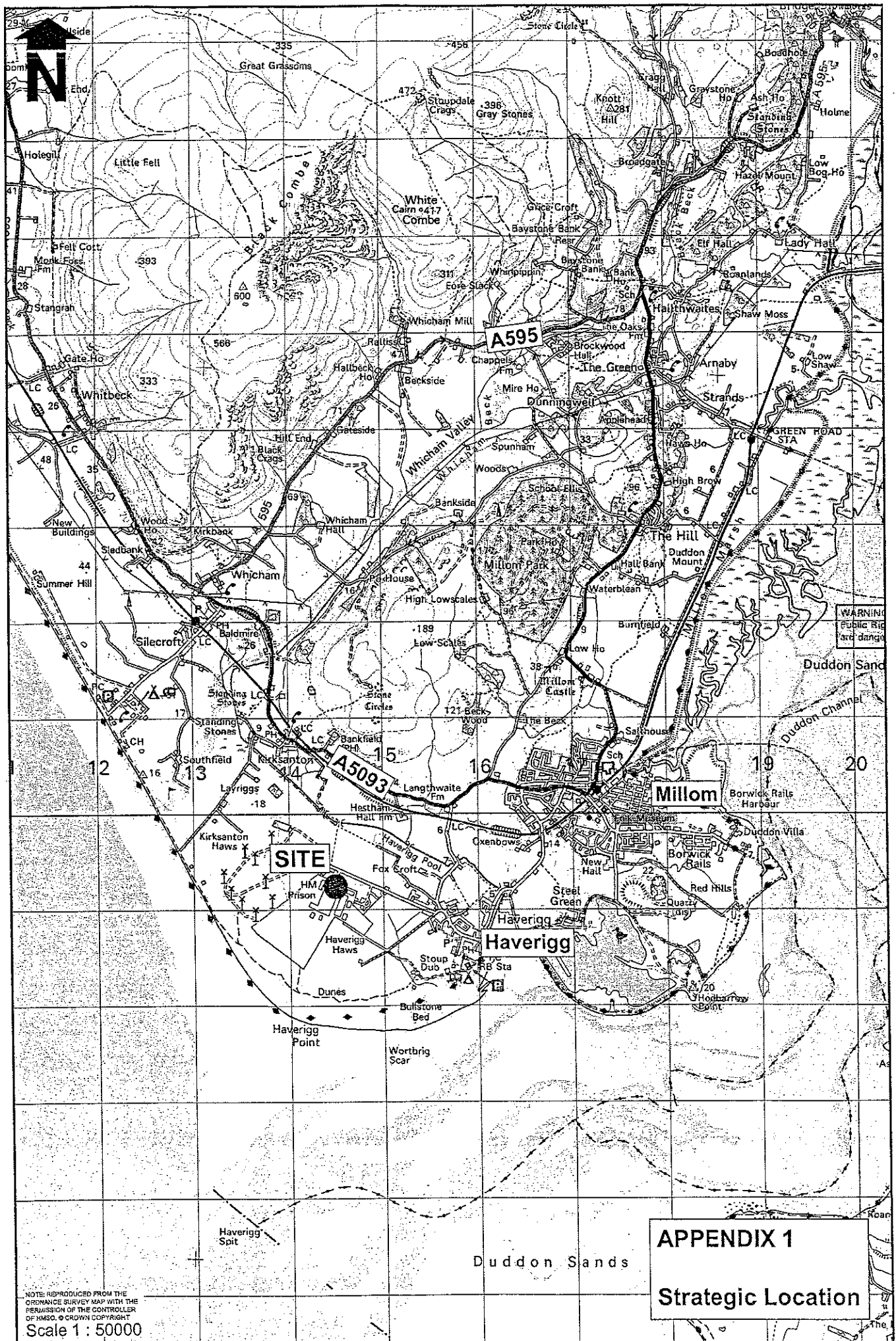
- 4.3.1 Given the low increase in traffic associated with the proposed development, as identified above, it is our view that improvement works on North Lane are not necessary.
- 4.3.2 The design of road construction is based on the number of HGV movements outside of construction activities. There would be negligible change in HGV movements on North Lane following development and ongoing maintenance of the road would therefore not be necessary. This view is supported by the Highway Authority, which has not raised an objection to the proposal.
- 4.3.3 The Prison Service has stated that following approval of planning permission, the contractor would undertake repairs to the North Lane surface defects prior to construction works on the site. Following construction, the contractor would then revisit the conditions on North Lane to ensure that construction operations have not caused any further damage to the carriageway.
- 4.3.4 A planning condition could be imposed to secure the repair works to the footway and carriageway at the start and finish of construction works on the site. In our view, this satisfactorily addresses the concerns raised by local residents.
- 4.3.5 To ensure that the repair works are undertaken satisfactorily, it is recommended that the Prison Service employ an independent consultant or the local Highway Authority to examine the repair works.

5.0 CONCLUSIONS

- 5.1 The proposed development would result in a maximum of around 17 additional vehicle trips during the busiest peak hour. This level of increase is not likely to have a material impact upon traffic or safety conditions on North Lane.
- 5.2 The site is accessible to local pedestrians, to cyclists and has a 30 minute bus service which connects the site with Haverigg, Millom and the train station. The Prison Service has indicated that some staff and visitors walk, cycle and use the bus service as an alternative to the car. The additional trips would therefore not all be car based.
- 5.3 A conditions survey has identified no material defects within the carriageway on North Lane that would give rise to safety shortcomings.
- 5.4 The Prison Service has stated that the contractor would make repairs to North Lane prior to construction works commencing on site. The contractor would also revisit these repair works at the end of construction. This addresses the concerns raised by local residents and could be secured via a planning condition.
- 5.5 Our view is that the small increase in traffic associated with the proposal would have no material impact on traffic or safety conditions on North Lane. There would be negligible increase in HGV traffic. The development therefore does not justify ongoing maintenance of North Lane.
- 5.6 The Highway Authority have also considered the proposed development and raised no objection to the proposal.

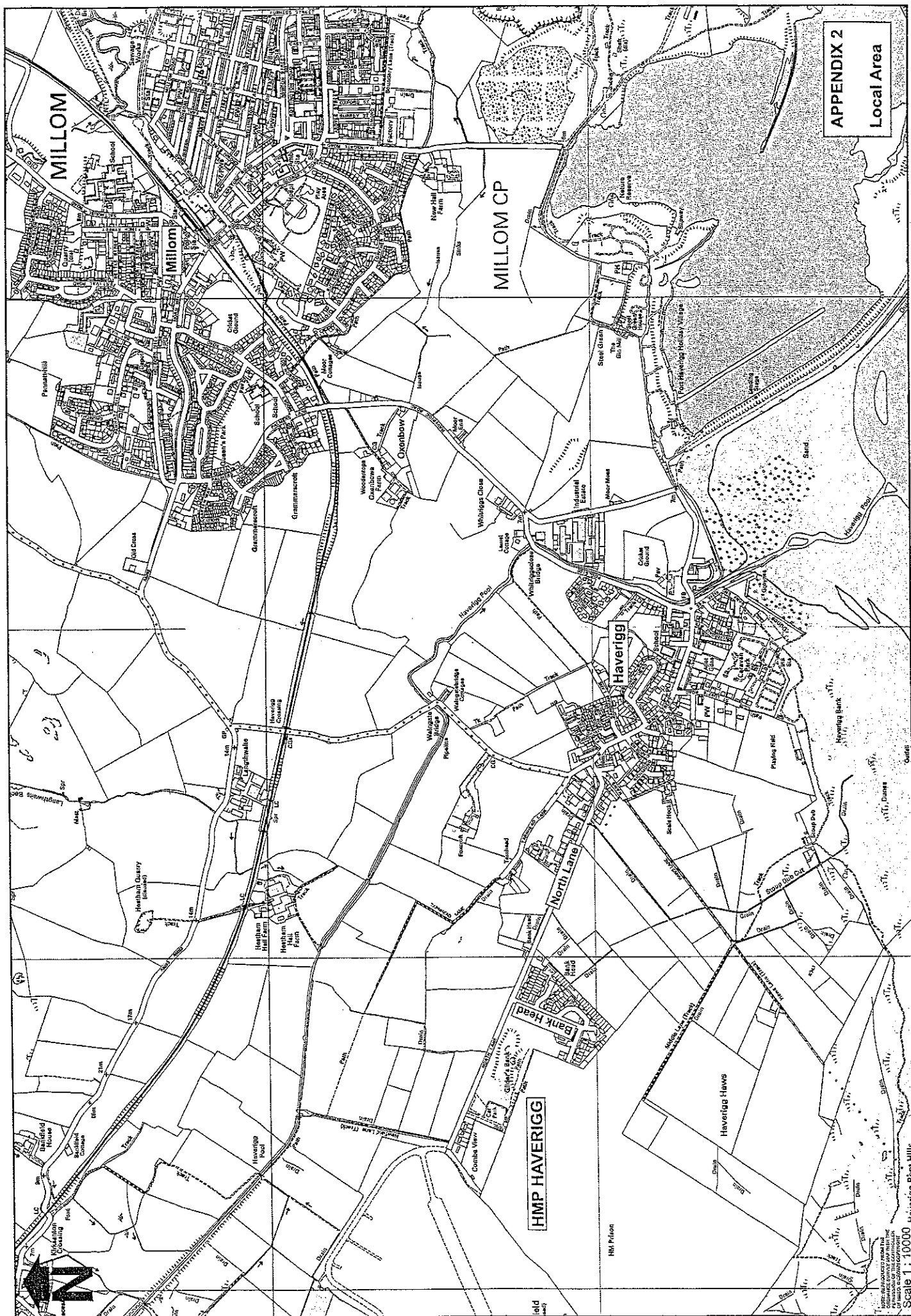
APPENDIX 1

Strategic Location



APPENDIX 2

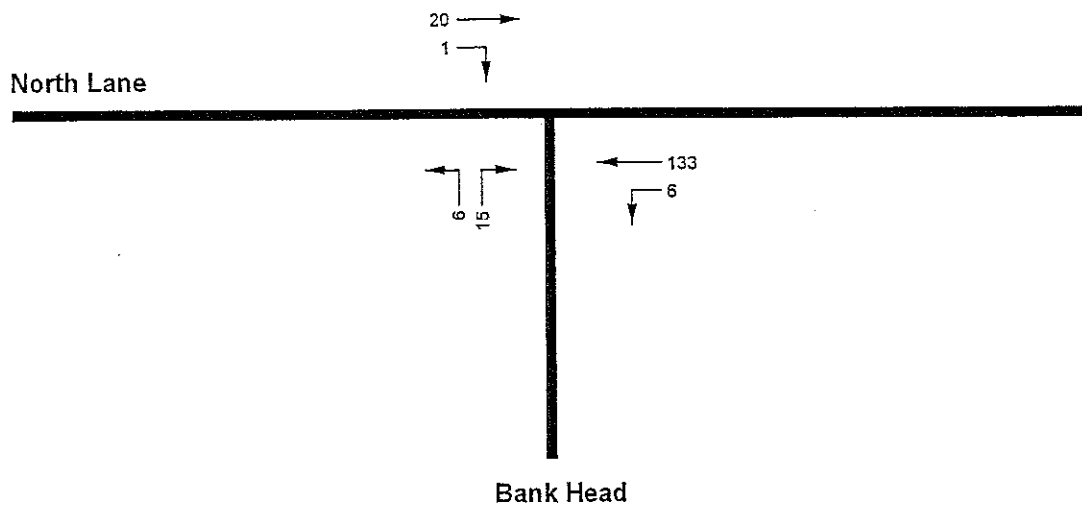
Local Area



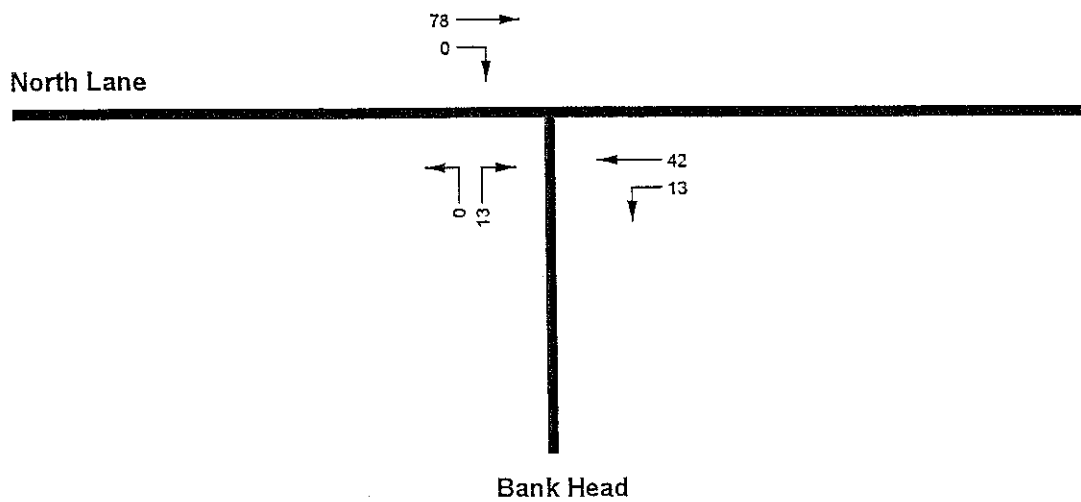
APPENDIX 3

Traffic Survey Results

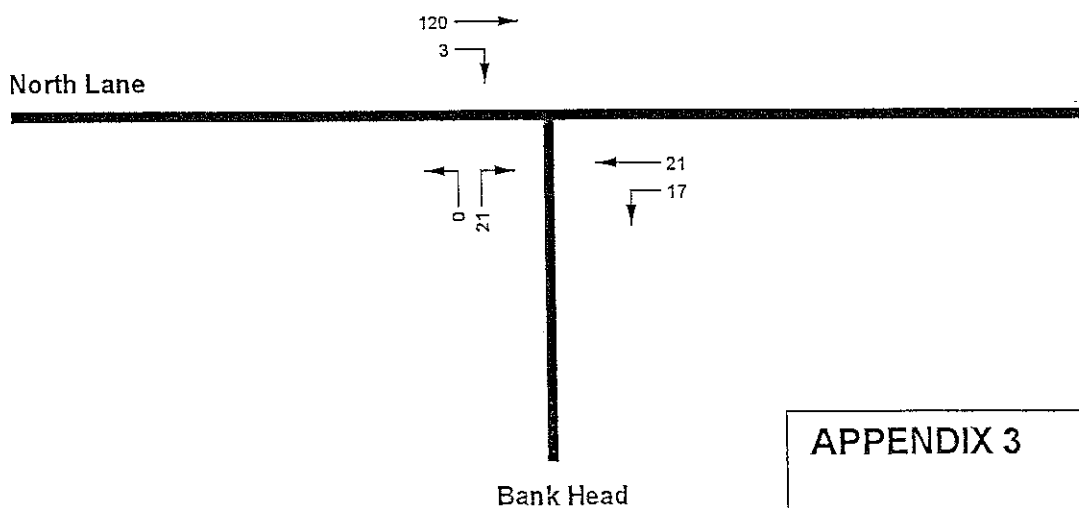
AM Peak Hour 07:00 - 08:00



Visitor Peak Hour 11:45 - 12:45



PM Peak Hour 16:15 - 17:15



APPENDIX 3

Existing Traffic Flows

MAIN AGENDA

To ensure a safe form of development that poses no unacceptable risk of pollution.

In the interests of visual amenity.

Reason for decision:-

An acceptable scheme of expansion at HMP Haverigg in the light of the applicants' commitment to carrying out repairs to North Lane which facilitates the extension of an existing employment use in accordance with Policy EMP 4 of the adopted Copeland Local Plan 2001-2016.

3 4/07/2040/0

CHANGE OF USE FROM ESTATE AGENTS OFFICE TO TAXI
OFFICE
73, MAIN STREET, EGREMONT, CUMBRIA.
MR W IRELAND

Parish Egremont

- Object as they feel it is too near residential properties, the taxi rank is not convenient and Councillors can see taxis parking in and around Wyndham Way, the nearby Library and Wyndham School which is already a busy area. Also, a bus stop is situated immediately in front of the proposed taxi office.

Planning permission is sought for the change of use from an estate agents office to a taxi office at 73 Main Street, Egremont. Members carried out a site visit on 21 March 2007.

The building is located to the northern end of Main Street, adjacent to the entrance to Wyndham School. The south side of the property joins into the line of business uses along Main Street and there are residential properties above the office.

No proposed elevational drawings have been submitted at this point, so should the application be granted a condition would be included to retain control over any external changes as the property is within the Egremont Conservation Area. Currently the property is vacant.

Two letters of objection have been received, one from a nearby shop owner and the other from local residents on Main Street and Wyndham Way, which is to the rear of the application site. Their main concerns can be summarised as:-

MAIN AGENDA

1. Parking and traffic congestion on Main Street is difficult without additional taxis.
2. The proposal will devalue properties.
3. The taxi office will potentially cause disruption to local residents.

With regard to these concerns, it should be noted firstly that the value of properties is not a material planning consideration. As regards the issue of parking and traffic congestion, whilst there is a taxi rank in Egremont town centre, this is located further along Main Street and it is difficult to foresee that taxis would continue to use the rank from this office permanently.

Further information has been requested from the applicant with regards to opening hours and number of staff, which has not been received. However, it is anticipated that the opening hours would be consistent with other businesses of this nature, including late nights and early morning at weekends. It is considered that this use would lead to increased noise disturbance to residents in the area, especially those living above the premises. The proposal is therefore viewed a "bad neighbour development" to the local residents in accordance with Policy EMP 6 of the adopted Copeland Local Plan 2001-2016 and a more appropriate location and unit should be sought for this business. The proposal is therefore recommended for refusal.

Recommendation

Refuse

The nature of the proposed use is likely to cause unacceptable late night disturbance and nuisance for local residents, especially those living directly above, and is therefore a "bad neighbour development" in accordance with Policy EMP 6 of the adopted Copeland Local Plan 2001-2016 which states that such uses will not be permitted and a more appropriate location should be sought.

MAIN AGENDA

4 4/07/2043/0

REPAIR/RENOVATION TO EXISTING BUILDING TO PROVIDE
ADDITIONAL BEDROOMS, BATHROOMS AND LIVING AREA
STRANDS HOUSE, THE GREEN, MILLOM, CUMBRIA.
MR J A STREET

Parish Millom Without

- No objections.

Planning permission is sought for the repair/renovation of an existing building to provide additional living accommodation at Strands House, The Green, Millom. A site visit was undertaken by Members on 21 March 2007.

The existing outbuilding consists of a small cottage and a former cobblers shop which appear to have been in a state of disrepair for some period of time. The proposal is to renovate/extend these so they would provide two additional bedrooms, a living room, study and two bathrooms.

Whilst currently detached from Strands House this proposal would see the properties joined, but only through the ground floor. Due to the difference in floor height of the two buildings it would not be possible to join through the first floors. There would be the inclusion of a first floor to the former shop which is currently single storey, and the addition of habitable room windows to the front elevation of this. The proposed finishes of the new build parts would be as existing, with stone elevations and a slate roof.

Two letters of objection have been received from residents of properties facing the proposed conversion whose main concern is that their privacy will be affected as the development will cause potential overlooking issues. In response to these concerns I would comment that the extension would not increase potential overlooking over that which already exists from Strands House and it should be noted that the building faces garden areas rather than directly towards the objectors' dwellings.

A flood risk assessment has been received from the applicant as the property is bordered by Black Beck to the rear. This has been forwarded to the Environment Agency for comment.

Subject to no adverse comments being received regarding the flood risk assessment, the proposal overall is viewed as an acceptable domestic extension incorporating the reuse of a traditional building and is therefore recommended for approval. However, given the nature of the extension, should Members give approval a condition should be included to ensure that the extension is not occupied as a separate dwelling.

MAIN AGENDA

Recommendation

That subject to no adverse comments being received from the Environment Agency the Development Services Manager be delegated authority to grant planning permission subject to the following conditions:-

2. The extension hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as Strands House, The Green, Millom, and shall not be sold or let separately.

The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

For the avoidance of doubt.

Reason for decision:-

An acceptable reuse of a building for a domestic extension in accordance with Policy HSG 20 of the adopted Copeland Local Plan 2001-2016.

5 4/07/2056/0

DETACHED DWELLING WITH SWIMMING POOL AND GARAGE
BLOCK
PLOTS 54 AND 55, RHEDA PARK, FRIZINGTON, CUMBRIA.
MR & MRS I ELLIS

Parish Arlecdon and Frizington

- The Parish Council is concerned at the possible loss of a large number of trees during construction of this property.

In September 1987 outline planning permission for housing development on this site was approved (4/87/0364/001 refers). Detailed approval was then granted in September 1990 for the layout of roads and plot boundaries for the second phase of development at Rheda comprising 24 plots to the north west of the site (4/90/0876/0F1 refers).

Detailed planning permission is now sought for the erection of a substantial two storey detached dwelling with swimming pool and

MAIN AGENDA

garage unit on two of the remaining undeveloped plots on this allocated housing site. The plots form part of the ongoing informal group of dwellings around a cul-de-sac served off the existing private surfaced road running through Rheda Park.

The main dwelling itself comprises a two storey five bedroomed house incorporating projecting front and rear gables and a single storey wrap around garden room.

To the west of the main living accommodation is a 14.1m long swimming pool room with family annex incorporated into the roof space above. The swimming pool and annex have independent accesses but they will remain ancillary to the use of the main dwelling.

North of the main living accommodation is a single storey garage unit with space for 3 cars, a utility room and workshop. A games room and work room are incorporated into the roof space above.

External finishes comprise facing brick, render and grey concrete roof tiles.

The dwelling as a whole wraps itself around a central paved courtyard area with the remaining curtilage to be landscaped.

In response to statutory consultation procedures no objections have been received from Cumbria Highways and United Utilities. However, an objection has been received from Cumbria Wildlife Trust who request the application be refused on the grounds of damage to biodiversity given that the site is a designated County Wildlife site due to its woodland and red squirrel interest.

Six letters of objection have been received from local residents, the grounds of which can be summarised as follows:-

1. The application site is boggy and there are already water problems on the adjoining farmland due to water running from existing dwellings.
2. Removing these trees would render the top end of the adjoining field useless as these trees serve as water absorbers and prevent soil erosion.
3. The area is covered by a Tree Preservation Order and this development will have a severe impact on the area designated W1 under this TPO designated in 1997.
4. The potential impact runs contrary to point 6 of the 1987 outline approval which stated that "development of the site shall retain the existing tree cover".
5. The application should be fully laid out to Ordnance Survey standard and reviewed for impact by the Tree Preservation

MAIN AGENDA

Officer. The findings should be open and transparent.

6. Given the variety of wildlife a full ecological survey would be required in order to assess the impact on species such as deer, owls, woodpeckers, bats and red squirrels who are likely to be displaced by any building work.
7. Red squirrels are protected under the 1981 Wildlife & Countryside Act which states that 'it is an offence to damage, destroy or obstruct access to any structure or place used by a red squirrel for shelter or protection'.
8. There are other areas in the vicinity to build on that are not covered by the Tree Preservation Order.
9. Concerns regarding the adequacy of the current sewage system.
10. Conditions attached to previous approvals for Plot 52 have not been complied with.

This wooded site presently accommodates a variety of mature trees which are covered by a blanket Tree Preservation Order. In recognition of this extensive consultations are ongoing with the Council's Landscape Officer. A tree retention scheme has been submitted. However it has been requested that a detailed tree survey be undertaken to specifically identify which trees are to be retained and which are to be removed. The Council's Landscape Officer has also requested a detailed replanting scheme be submitted, details of which are awaited.

Given that the site is covered by a TPO, Policy ENV 30 is also considered relevant to the determination of this application. This policy states that:-

"Land and individual trees covered by Tree Preservation Orders and areas of Ancient Woodland will be protected from inappropriate development. Further Tree Preservation Orders will be made to protect trees threatened by development or other proposals.

Where trees are lost through development they must be replaced, either on the development site or elsewhere, at a ratio of at least 2:1".

The principle of developing this site for residential purposes has already been established with the granting of outline consent in 1987 and the detailed road and plot layout in 1990. Whilst it is recognised that the proposal adequately achieves the required separation distances, general standards of amenity and car parking as required by Policy HSG 8, there still remains the underlying issue regarding the impact on this protected woodland. As such, it is recommended that Members visit the site prior to the application being determined.

MAIN AGENDA

Recommendation

Site Visit

6 4/07/2081/0

DOUBLE STOREY EXTENSION TO SIDE & SINGLE STOREY
EXTENSION TO REAR
21, KINGS DRIVE, GULLEY FLATS, EGREMONT, CUMBRIA.
MR & MRS K BAKER

Parish Egremont

- No comments received.

Full planning permission is sought to erect a 3.35m x 8.45m two storey extension to the side of this three bedroomed semi-detached property at Kings Drive, Egremont. A 2.91m x 6.75m single storey extension is also proposed to the rear of the property. An existing substandard utility room and garage would be demolished in order to accommodate the development.

The side extensions would be sited 1.5m from the boundary with the adjoining property to the north and 2.8m from the boundary with the adjoining property to the south.

In terms of accommodation the extensions would provide a garage, kitchen and utility room at ground floor level with a bedroom and en-suite bathroom above.

Proposed external finishes comprise wet dash rendered walls, concrete tiles and upvc doors and windows, all of which match the existing property.

No objections have been received in response to statutory consultation procedures. However a single letter of objection has been received from the adjoining property owner to the north who is concerned that the size of the extension would block sunlight to their back garden.

Policy HSG 20 of the adopted Copeland Local Plan 2001-2016 supports proposals for the extension and alterations of existing properties. This is subject to criteria to ensure they would not lead to a significant reduction in daylighting available to either the parent property or adjacent dwellings.

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It is worth noting that the objector's property is sited at an angle to No 21 and that there is a substantial detached garage and two garden sheds in their rear garden abutting the boundary.

In my opinion the proposed domestic extensions represent an acceptable form of development in compliance with Policy HSG 20. Any impact of the development on the neighbouring property would not be so significant as to warrant refusal of planning permission.

Recommendation

Approve (commence within 3 years)

7 4/07/2083/0

17.1M MONOPOLE INCORPORATING 3 NO. 2G
ANTENNAS, THREE NUMBER EQUIPMENT CABINETS AND
ANCILLARY DEVELOPMENT
FURNESS & SOUTH CUMBERLAND SUPPLY, CHAPEL STREET,
EGREMONT, CUMERIA.
OS UK LIMITED

Parish Egremont

- Object for the following reasons:-

- No indication of the coverage this site is going to improve
- It will be visually intrusive on the town centre
- Councillors feel there has to be a more suitable place to site the mast
- Councillors would like to see a proposal to operate a 3G system in addition to the 2G coverage operating at the moment
- Seriously impact on plans the Egremont Regeneration Partnership has for the town centre and car park
- Councillors feel it would be intrusive on the residential properties in the near vicinity - Wooden View, Ehen Court bungalow and Wyndham Place
- Councillors are also concerned about probable health risks and feel any mast should not be sited near residential properties

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or schools.

The application as originally submitted sought planning permission to construct a 17.1m high lattice tower incorporating 3 no. 2G antennas on the commercial premises of Furness and South Cumberland Supplies at Chapel Street. The application has subsequently been amended to a 17.1m high monopole instead of a lattice tower. The amended scheme retains three equipment cabinets within a secure compound.

The site is located to the east of Egremont Conservation Area and immediately to the west of the A595 Trunk road from which the structure will be highly visible.

A letter of objection has been received from a nearby resident of Wyndham View whose main concern is visual intrusion. She also cites affect on the value of her property which is not a material planning consideration.

An application has recently been received from another service provider for a 15m high monopole and ancillary equipment in the adjacent yard of Mayson Bros. Given the similar types of proposal and the close proximity between the two proposed masts both applicants were requested to withdraw their applications to enable further detailed consideration of possible mast sharing. However, in both cases the applicants have decided not to withdraw the applications and wish for them to be determined.

Policy SVC 8 of the adopted Copeland Local Plan 2001-2016 states:-

"in the case of masts, the availability of alternative sites or the possibility of mast sharing facilities with other operators will be taken into account. New masts will only be permitted if it can be demonstrated that mast sharing is impractical".

Planning Policy Guidance Note (PPG) 8 "Telecommunications" states that:-

- In order to limit visual intrusion, the Government attaches considerable importance to keeping the numbers of radio and telecommunications masts, and of the sites for such installations, to the minimum consistent with the efficient operation of the network.
- The sharing of masts and sites is strongly encouraged where that represents the optimum environmental solution in a particular case. Authorities will need to consider the cumulative impact upon the environment of additional antennas sharing a mast or masts sharing a site.

As neither applicant has shown a willingness to further discuss the issue of mast sharing, and given the timescales involved, this leaves the Council with no option but to refuse the application because, due

MAIN AGENDA

to the potential for mast sharing, independently they are contrary to Policy SVC 8 of the adopted Copeland Local Plan 2001-2016.

Recommendation

Refuse

Combined with a concurrent proposal by a separate service provider to construct a 17.1m high monopole some 110m distance on adjacent commercial premises and the refusal of both applicants to consider an alternative mast sharing solution the cumulative visual intrusion of the two telecommunications masts is considered unacceptable and at variance with Policy SVC 8 of the adopted Copeland Local Plan 2001-2016 and Government guidance contained in Planning Policy Guidance Note 8 "Telecommunications".

8 4/07/2105/0

BOAT BUILDING AND REPAIR FACILITY
ADJACENT TO, FISH HANDLING PLANT, NORTH SHORE,
WHITEHAVEN, CUMBRIA.
WHITEHAVEN DEVELOPMENT CO.

Parish Whitehaven

Planning permission to construct a new building on North Shore, adjacent and to the east of the fish handling building, for the building and repair of boats associated with the operational use of the harbour by commercial fishing boats and also its recreational use associated with the recent marina development was granted in May 2003 (4/03/0398/0F1 refers).

The 2003 planning approval has not been implemented and in order to avoid the cost prohibitive rerouting of United Utilities' pumping main which runs beneath the approved siting for this building this application seeks full permission for an alternative site immediately behind and to the north of the fish handling building erected in 2001.

With the exception of some relatively minor design changes the proposed building is the same as previously approved, providing some 766 sq m of floorspace. Because of the building's function it is necessarily high to accommodate boats being hoisted out of the harbour and transported into the building for repair, the 16m ridge height being some 1.5m higher than the top of the roof feature on the fish handling building.

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The building would be accessed from the side (east facing) elevation via the North Shore road with a new concrete apron being formed within the curtilage for boat storage and bounded by the existing security fence.

Proposed external finishes comprise sandstone coloured roughcast render with artstone quoins and window surrounds and forticrete blockwork plinth detailing. The roof covering will be natural/blue slate. The main (north facing) elevation will be broken by the incorporation of a gable feature and pitched roofs.

The application is accompanied by a Geotechnical Report together with a Flood Risk Assessment and the comments of the Environment Agency are still awaited. No objections have been raised by Whitehaven Harbour Commissioners and United Utilities whilst Cumbria Highways have no objections subject to a relatively minor amendment to safeguard the size of the turning head on North Shore. An amended site layout plan received on 26 March 2007 secures this by slightly repositioning the building to the east.

In terms of planning policy, Policy TCN 2 of the adopted Copeland Local Plan 2001-2016 supports marine related development on the harbourside whilst the design solution is considered acceptable in this prominent location given that its size is dictated by the nature of the proposed use.

Recommendation

That subject to no adverse representations being received from the Environment Agency the Development Services Manager be delegated authority to grant planning permission subject to the following conditions:-

2. Permission in respect of site layout shall relate solely to the amended plan (Drawing No. 42439/1 SP rev B) received by the Local Planning Authority on 26 March 2007.
3. The external decoration scheme shall be agreed in writing with the Local Planning Authority before such work is carried out.

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4. No development approved by this permission shall be commenced until a desk study has been undertaken and agreed in writing by the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on-site contamination. If the desk study identifies potential contamination a detailed site investigation should be carried out to establish the degree and nature of the contamination and its potential to pollute the environment or cause harm to human health. If remediation measures are necessary they shall be implemented in accordance with the assessment and to the satisfaction of the Local Planning Authority.
5. Any facilities for the storage of oils, fuels, or chemicals shall be sited on impervious bases and surrounded by impervious bund walls, details of which shall be submitted to the Local Planning Authority for approval. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to 110% of the capacity of the largest tank, or 25% of the total combined capacity of the interconnected tanks, whichever is the greatest. All filling points, gauges and sight glasses must be located within the bund. The drainage system or the bund shall be sealed with no discharge to any watercourse, land or underground stata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.
6. All foul drainage, including contaminated surface water run-off, must be disposed of to the public foul sewer including that from the interceptor which is detailed on the application under the heading "Disposal of Waste".

The reasons for the above conditions are:-

To ensure a satisfactory external appearance in the interests of visual amenity.

To ensure a safe form of development that poses no unacceptable risk of pollution.

To prevent pollution of the water environment.

To ensure a satisfactory drainage scheme.

Reason for decision:-

An acceptable form of harbourside development associated with the operational use of the harbour by commercial fishing boats and also its recreational use associated with the marina in accordance with Policy TCN 2 of the adopted Copeland Local Plan 2001-2016.

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9 4/07/2111/0

APPLICATION FOR CERTIFICATE OF APPROPRIATE
ALTERNATIVE DEVELOPMENT FOR GOLF COURSE
LAND TO THE REAR OF, ENNERDALE VIEW, DISTINGTON,
CUMBRIA.
R D GATE

Parish Distington

- No comments received.

This application is for a Certificate of Appropriate Alternative Development (CAAD) for use of land as a golf course to the rear of Ennerdale View, Distington.

The site comprises vacant agricultural land of some 3.4ha in area and is bounded to the north by the existing golf course and to the south by the public footpath/cycleway and the built up residential area of the village.

For purposes of definition CAAD's are hypothetical planning permissions which are required for valuation purposes only when a public authority is acquiring land compulsorily. Local Planning Authorities are only occasionally required to issue them. In this instance the land is being compulsorily purchased by the Highways Agency to facilitate the construction of the Distington Bypass, and the route of the bypass runs through the centre of the site in a south westerly direction. The purpose, however, for which the land is being acquired is not relevant to the consideration of this application. It is only provided as background information.

Although the site is situated outside the settlement boundary as designated in the adopted Copeland Local Plan 2001-2016, a substantial part of the land to the east has benefited in the past from temporary consents to extend the neighbouring golf course from 9 holes to an 18 hole course (4/96/0749 & 4/00/0538/0F1 refer). Temporary consents were only granted in this instance to ensure that the route for the bypass was protected. The case put forward in support of this application hinges on the fact that if the bypass was not being constructed then a further full consent for an extension to the golf course would have been granted.

As to whether the use proposed is appropriate in this instance should be considered on the basis of current (and reasonably foreseeable) planning policies as well as the state of the site and the context in

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which it is situated. The key Local Plan policy against which this proposal should be assessed is SVC 14 which supports expanded recreation and leisure facilities. In my opinion the proposed alternative use as a golf course for this land is acceptable in accordance with this policy. The current state of the land as unused agricultural pasture and its situation adjoining an existing golf course render it suitable for this use from a planning point of view.

Recommendation

Approve Certificate of Appropriate Alternative Development

2. There shall be no interference with the public's right of way over footpath numbers 404010 and 262003.
3. Screen fencing shall be erected along the south and east boundaries, details of which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The fencing hereby approved shall be erected before the site extension becomes operational and shall be maintained thereafter.
4. Full details of landscaping works, including a schedule of landscape maintenance, shall be submitted to and approved in writing by the Local Planning Authority before development takes place. The schedule shall include details for its implementation. Development shall be carried out in accordance with the approved schedule.

The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

To safeguard the public's right of way.

To protect users of the adjacent public footpaths.

To ensure the implementation of a satisfactory landscaping scheme.

Reason for decision:-

The proposal represents an appropriate alternative use for this land in accordance with Policy SVC 14 of the adopted Copeland Local Plan 2001-2016.

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10 4/07/2112/0

APPLICATION FOR CERTIFICATE OF APPROPRIATE
ALTERNATIVE DEVELOPMENT FOR RESIDENTIAL USE
LAND TO THE NORTH OF, BARFS SYKE, DISTINGTON,
CUMBRIA.
R D GATE

Parish Distington

- No comments received.

A Certificate of Appropriate Alternative Development (CAAD) for residential use of land to the north of Barfs Syke at Distington is sought. This site is adjacent to that which is subject to another CAAD application currently being considered for use of land as a golf course, the preceding item 4/2007/2111/0D1 refers.

The site comprises an area of some 1.93ha and lies between the A595 Trunk Road to the east, the cycleway and agricultural land to the west, agricultural land to the north and former garage/commercial workshops to the south. Two public footpaths cross the southern part of the site, one of which was a former railway line and is now a public cycleway. The remainder of the site is vacant agricultural land.

CAAD's are, in effect, hypothetical planning permissions which are required purely for valuation purposes when a public authority is purchasing land compulsorily. The purpose for which the land is being required, however, is not relevant to the consideration of such applications and therefore should not be taken into account.

In support of the application a copy of the applicant's agent's statement is attached. Notably this cites from S17(7) of the relevant statute, The Land and Compensation Act 1961, that any decision should not be based solely on the grounds of the prevailing local plan policies. It is argued that any determination should look at the broader context and take note that in this instance it accords with PPS 3 in so far that it is brownfield land which is vacant/derelict and, as such, should be a priority for development. Also, given the location of this land adjoining the settlement boundary as designated in the adopted Copeland Local Plan 2001-2016, it is suggested that this land in future would be appropriate for residential development.

Case law indicates that in reaching a decision on CAAD's the following factors should be taken into account:-

The state of the site and context in which it is situated
and
Current (and foreseeable) planning policies.

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In policy terms the site is situated outside the settlement boundary of the village, albeit just outside, as identified in the Local Plan. As such, any speculative housing development here would be contrary to Policy HSG 5 which only permits housing outside the boundary where exceptional site specific circumstances apply. The case put forward by the applicant's agent has been considered and in the wider context, whilst it is not disputed that it may be in part brownfield, it is unlikely in the foreseeable future that there will be any further housing land allocations in Distington which will extend the boundary. The recently published Cumbria Housing Strategy confirms that there is low housing demand in the village with a need to improve and redevelop what is already there. Any new future housing allocations, therefore, are more likely to be concentrated on brownfield sites in the key service centres which exclude Distington. In view of this I have reached the opinion that if the bypass were not being constructed the use of the land for residential purposes would not be supported.

Recommendation

Refuse Certificate of Appropriate Alternative Development

The proposed use of this land for residential purposes is not appropriate. The site is located outside the Distington settlement boundary of the adopted Copeland Local Plan 2001-2016 and, as such, any speculative housing development here would constitute non-essential housing contrary to Policy HSG 5. In addition it is unlikely, given the location of the site, its relationship to the village and the current and foreseeable lack of housing demand that this site would be allocated for housing development in the foreseeable future.

11 4/07/2114/0

3 NO. DWELLINGS
LAND ADJACENT TO, 6, MAIN STREET, DISTINGTON,
CUMBRIA.
MR P McQUIRE

MAIN AGENDA

Parish

Distington

- No comments received.

Outline planning permission to demolish an existing barn and construct a pair of semi-detached properties on this site fronting Main Street, Distington was approved in November 1996 (4/96/0545/001 refers). Detailed planning permission for the erection of a pair of semi-detached houses was then approved in June 2004 (4/04/2376/0F1 refers).

In December last year an application for the erection of three terraced dwellings was withdrawn (4/06/2873/0F1 refers).

This current application once again seeks consent for the erection of a terrace of three, two bedroomed dwellings with associated off street car parking and turning area on this now vacant site.

The proposed terrace is sited 1.2m from the gable end of the adjoining property and is set back 2.0m from the footway edge providing amenity space in the form of paved areas to the front and private yards to the rear.

Proposed external finishes comprise white spar dash, concrete bands, flat grey roof tiles and white upvc windows. Off-street car parking and associated turning area for five cars is proposed adjacent to the dwellings, access to which is directly off Main Street.

No objections have been received in response to statutory consultations procedures. However, a single letter of objection has been received from a neighbouring property owner whose grounds for objection can be summarised as follows:-

1. Concerned about the stability of the objector's house during and after the construction of the proposed 20 foot retaining wall.
2. The retaining wall is feet away from a public footpath and a grassed area and there are safety concerns for children playing there.
3. Concerns regarding the removal of trees.
4. The access is in a very restricted area of the highway and residents, especially plot 3, could block this narrow access whilst delivering goods to their houses.

The principle for developing this site for residential purposes has already been established by previous approvals in 1996 and 2004 respectively. This application seeks to increase the number of dwellings which, in my opinion, represents a more efficient use of this brownfield site compliant with Policies HSG 4 and HSG 8 of the adopted Copeland Local Plan 2001-2016.

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Recommendation

Approve (commence within 3 years)

2. Access gates, if provided, shall be hung to open inwards only away from the highway.
3. Details of all measures to be taken by the applicant to prevent surface water discharging onto or off the highway shall be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works shall be implemented prior to the development being completed and shall be maintained operational thereafter.
4. Any existing highway fence/wall boundary shall be reduced to a height not exceeding 1.0m above the carriageway level of the adjacent highway in accordance with details submitted to the Local Planning Authority and which have been approved before the development is brought into use and shall not be raised to a height exceeding 1.0m thereafter.
5. The access drive shall be surfaced in bituminous or cement bound materials, or otherwise bound, and shall be constructed and completed before the development is brought into use. This surfacing shall extend for a distance of at least 5.0m as measured from the carriageway edged of the adjacent highway.
6. The vehicular crossing over the footway, including the lowering of kerbs, shall be carried out to the specification of the Local Authority in consultation with the Highway Authority.

Reasons for the above conditions:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

In the interests of highway safety.

Reason for decision:-

The proposal represents an acceptable form of residential development on a vacant brownfield site within the settlement boundary of Distington in accordance with Policies HSG 4 and HSG 8 of the adopted Copeland Local Plan 2001-2016.

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12 4/07/2115/0

LOFT CONVERSION

26, MANESTY RISE, LOW MORESBY, WHITEHAVEN,
CUMBRIA.

MR & MRS R ROWELL

Parish

Moresby

- No comments received.

In October 2006 an application to remove the existing hipped roof and construct a new gable end at this detached property on Manesty Rise was withdrawn following a recommendation for refusal (4/06/2646/0F1 refers). The reason for this recommendation was as follows:-

"By virtue of its size, design and siting within 2.5m of an adjoining property window, the proposed extension and alterations would have an adverse dominant affect on the neighbouring property in terms of loss of daylighting and visual amenity contrary to Policy HSG 20 of the adopted Copeland Local Plan 2001-2016."

This resubmission now seeks consent to extend the existing hipped roof and increase the height of the existing gable wall by 1.8m in order to accommodate a loft conversion. Internally this would provide a dressing room and en-suite bathroom in addition to the existing play area. Externally the extension would be finished to match the existing property.

The extension would be sited 2.1m from the adjoining property, with the top of the gable in line with the bottom of the adjoining bedroom window in order to minimise potential impact.

No objections have been received in response to statutory consultation procedures. However, a single letter of objection has been received from the adjoining property owners to the south. The grounds for objection can be summarised as follows:-

1. The roof alterations will overshadow and severely restrict light to the objectors' bedroom. This is the only window in that room.
2. No 26 has already been erected close to the boundary compared to other properties, thereby creating a narrow gap.
3. If the gable end is heightened the objectors will be left with a brick and dash wall just over 6 feet in front of their bedroom window.
4. The proposal will result in a narrow area retaining dampness due to the lack of light and air.

In order to fully assess the potential impact and determine whether

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or not this revised scheme materially addresses the previous recommendation for refusal it is recommended that Members visit the site prior to the application being determined.

Recommendation

Site Visit

13 4/07/2116/0

ALTERATIONS TO EXISTING DWELLING TO CREATE FLAT
AND THREE GARAGES
8, CORKICKLE, WHITEHAVEN, CUMBRIA.
MR A SHUBROOK

Parish Whitehaven

Planning permission is sought to alter the rear of this Grade II Listed Building to create a one bedroomed first floor flat and three integral garages below, two of which would be utilised by the main property.

Externally the aluminium garage door serving the existing double garage would be removed to make way for three single timber up and over garage doors. Timber windows and black rainwater goods in keeping with the main property are also to be utilised.

No objections have been received in response to statutory consultation procedures.

Two letters have been received from local residents. Whilst one supports the overdue renovation of the building the following concerns were raised:-

1. Multi-occupancy will increase parking demand in an area where parking has already reached a critical point.
2. The development takes no account of the likelihood that occupants of the new development can choose to make use of the garages or occupy other parking spaces therefore denying existing users.
3. No account has been taken of the impact of visitor or service vehicles on existing users.
4. The new development at Garlieston Court has already resulted in overspill parking on Front and Back Corkickle creating a

MAIN AGENDA

detrimental effect on the lifestyle of existing residents.

5. Given the constraints of the road layout so close to the main road at Back Corkickle even daily access to use the existing garage doors could be challenging.
6. The application proposes use of upvc windows and given that the building is Grade II Listed replacement timber windows would be more appropriate.

In response to the concerns raised I would comment as follows:-

- a) The Highways Authority have raised no objections.
- b) As originally submitted the proposal incorporated mock sash upvc windows which were deemed inappropriate given the building's listed status. An amended plan has since been received showing the use of timber windows.

Policy HSG 16 of the adopted Copeland Local Plan 2001-2016 states that in urban areas proposals for the conversion of buildings to houses in multiple occupation will be permitted so long as:-

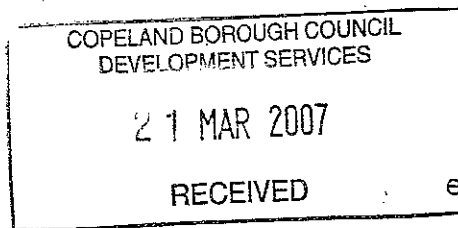
1. adequate internal space standards and communal facilities can be achieved without extensive alterations or additions to the property
2. off-street car parking is provided in accordance with the parking guidelines in Appendix 1
3. adequate external amenity space is provided
4. the conversion works retain the character of the building
5. no alterations or associated works create amenity problems for residents of adjacent properties

In my opinion the proposed alterations to create independent first floor accommodation and three integral garages is considered acceptable in accordance with Policies HSG 16 and ENV 30.

Recommendation

Approve (commence within 3 years)

2. Permission shall relate solely to the amended plan received by the Local Planning Authority on 14 March 2007.



3 Bedford Street
Hensingham
Whitehaven
Cumbria
CA28 8QN

Tel: 01946 590554

e-mail: rr.baxter@btinternet.com

Your reference: 4/2007/2120

20 March 2007

Ms Pat Pomfret
Development Services
Copeland Borough Council
The Copeland Centre
Catherine Street
Whitehaven
Cumbria
CA28 7SJ

Dear Ms Pomfret

TWO STOREY KITCHEN AND BEDROOM EXTENSION:

Mr S Armstrong, 1 Bedford Street, Hensingham, Whitehaven CA28 8QN

Further to your letter of 2 March 2007 in regard to the above application, I can confirm I have inspected the plans which pertain to this proposal. I can also confirm that I have subsequently discussed the same with both yourself and Mr Armstrong.

I support, in principal, an application to build a two storey extension at these premises in order to remedy the mechanical and aesthetic defects of the present one storey 1970s flat roof extension. However it should be noted that the current application involves building upon the present extension which runs the full width of the house as opposed to other houses on Bedford Street (ie nos 3, 5, 7 etc) which either have the original outbuildings or two storey extension which are built onto one half only of the respective rear of these premises, thereby allowing sufficient light to reach the downstairs rear windows of these premises. The west side of the extension at no 1 which abuts directly onto the boundary wall between nos 1 and 3 has inevitably already caused a major restriction in view and light to the downstairs rear of no 3, causing a tunnelling effect. The full width extension also effectively prevents the owner of no 1 having access to observe or maintain the west side of the extension abutting onto no 3 from the ground on his own property. Access from the ground can only be obtained from the rear of no 3. I therefore would request that the following concerns be taken into account during consideration of this application:

1. An assessment be carried out of any possible reduction of the light to the downstairs rear of no 3 occasioned by the proposed addition of a pitched roof to the western half of the extension.
2. That if any construction is subsequently approved that it be strictly observed not to extend southwards on the west side due to the impact on reduction of light on the downstairs of no 3.
3. That a strictly observed assessment be given of the disposal of rainwater from any approved construction. As owners of no 1 do not have access from the ground to the west side of the extension, the rainwater goods on the current extension (and the downpipe from the roof above) have been allowed to fall into disrepair. On my moving into no 3 in May 2005 I observed that the guttering was totally broken, causing water from the roof above to simply spill straight down the downpipe and down the rear wall of no 3 and so causing penetrating damp into the downstairs rear of my property. I had to replace this stretch of guttering as a quick-fix emergency measure. However this measure is unlikely to last much longer given the fascia boards holding the guttering on the west side of the extension are completely rotten. The plans do not show how the rainwater will be channelled and this is of considerable concern given the current parlous state of rainwater goods and also given that the proposed construction will have a greatly increased roof surface and will collect rainwater on the side of the building taking the prevailing rainfall.

In conclusion I reiterate that I do not oppose this proposal but simply urge the Development Control Committee to take into account the current restricted light to my property and to the problems already experienced in regard to rainwater.

Yours Sincerely



Robert Baxter

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The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

For the avoidance of doubt.

Reason for decision:-

Acceptable alterations to this Grade II Listed Building in accordance with Policies HSG 16 and ENV 30 of the adopted Copeland Local Plan 2001-2016.

14 4/07/2120/0

TWO STOREY KITCHEN AND BEDROOM EXTENSION
1, BEDFORD STREET, WHITEHAVEN, CUMBRIA.
MR S ARMSTRONG

Parish Whitehaven

Planning permission is sought to erect a two storey extension to the side and rear of this end terraced property at Hensingham. The property already has the benefit of a 7.25m wide single storey extension to which a second storey would be added.

Measuring 5.9m in width the second storey extension would be sited 0.3m from the boundary to the east and 4.0m from the adjoining property.

In terms of accommodation the extension would create an additional first floor bedroom.

Proposed external finishes comprise pebble dash render, concrete roof tiles and upvc doors and windows, all of which match the existing property.

No objections have been received in response to statutory consultation procedures.

A single letter has been received from the adjoining property owner to the west. Whilst he is not opposed to the building of a two storey extension in principle a number of concerns were raised regarding loss of light and access. A copy of this letter is appended to the report.

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Policy HSG 20 of the adopted Copeland Local Plan 2001-2016 presumes in favour of proposals for extensions or alterations to existing dwellings so long as:-

1. The scale, design and choice of materials involved respect the character of the parent property with the use of pitched roofs wherever practical.
2. They would not lead to a significant reduction in daylighting available to either the parent property or adjacent dwellings.
3. They would not create potential noise nuisance, security or privacy or overlooking problems for residents of either the parent property or adjacent dwellings.
4. They would not result in a loss of 50% or more of the undeveloped curtilage of the parent property.

In my opinion the proposed development is likely to appear as an over-intensive form of development harmful to the character of the parent property. Furthermore, the siting of the two storey extension in close proximity to the adjoining property to the east is likely to have a detrimental dominant impact in terms of overshadowing and loss of light. As such, the proposal fails to satisfy the above criterion at variance with Policy HSG 20.

Recommendation

Refuse

By virtue of its scale, siting and design the proposed extension constitutes an unacceptable design solution out of keeping with the character and scale of the parent property. Furthermore, the siting of the two storey extension in close proximity to the adjoining property to the east is considered likely to have a detrimental dominant impact in terms of overshadowing and loss of light at variance with Policy HSG 20 of the adopted Copeland Local Plan 2001-2016.

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15 4/07/2123/0

NEW RIG HALL AND OFFICE ACCOMMODATION
LAND AT BRIDGE END INDUSTRIAL ESTATE, EGREMONT CUMBRIA
JAMES FISHER NUCLEAR LTD.

Parish Lowside Quarter

- No objections.

The applicants, whose core business is the design, manufacture and testing of remote operating and handling equipment, presently occupy Unit 10 at Bridge End Industrial Estate which is located to the south of Egremont and accessed off the C4005 road at a point opposite Cringlethwaite Terrace. The business presently employs 20 staff.

This application seeks full planning permission to construct a new rig hall on the 0.3 hectares area of vacant ground adjacent and to the south east of Unit 10 together with new office accommodation and car parking for 37 vehicles, including 3 disabled car parking bays.

The height of the rig hall is dictated by the need to allow for the construction and testing of large scale rigs, thereby offering a facility which presently does not exist in the local area and for which a market need has been identified associated with decommissioning works at Sellafield.

At ground floor level the proposed development will occupy an area of 1200 square metres comprising 925 square metres of rig hall space and 275 square metres of office space. One half of the rig hall must provide a clear working head room of 20m with the other half of the facility providing a working height of 10m under the level of an operating Overhead Electrical Travelling (OET) crane. The overall heights of the building, therefore, are effectively 22m to the large rig hall and 14.5m to the smaller of the rig halls. The two storey office accommodation is located adjacent to the rig hall.

Clearly a building of this height will result in a significant visual impact on its environs, including the terraced housing at Cringlethwaite Terrace to the (north) east and the detached dwellings to the south east. Letters of objection have been received from the residents of three properties at Cringlethwaite Terrace, all expressing concerns regarding the size of the proposed building and its resultant visual impact on nearby houses, including loss of views. Concerns are also expressed regarding potential noise nuisance, traffic congestion and whether the coming and going of heavy machinery would interfere with the foundations of the houses.

The form and scale of the building is dictated by its function and, following lengthy pre-application discussions with the applicants' agents, I am satisfied that this aspect has been properly and thoroughly addressed. The scheme has been designed so that the

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higher of the rig halls will be to the rear of the lower rig hall in relation to Cringlethwaite Terrace and at a distance of some 120m from the nearest terraced houses. Visual impact is also mitigated by the use of pale grey and slate grey metal cladding above a brickwork plinth to match the existing brickwork at the adjacent Unit 10. Soft landscaping treatment along the site frontage and to the side of the office accommodation is also proposed.

In relation to other concerns raised there will be no night time activities and, therefore, there will be no vehicle deliveries at night. Commercial deliveries to the site are expected to average 3 vehicles per day. The insulated wall cladding panels will help to minimise any noise effect.

In planning policy terms Policy EMP 4 of the adopted Copeland Local Plan 2001-2016 presumes in favour of extending existing employment uses. The proposed development is also considered to be compliant with the requirements of Policy DEV 7 of the Plan as regards sustainability in design.

The proposed development has been sited so as to be outwith the flood risk zone associated with the nearby River Ehen and the Environment Agency accordingly raises no objections. Similarly, United Utilities raise no objections subject to the site being drained on a separate system, with only foul drainage connected into the foul sewer.

The application is fully supported by West Lakes Renaissance whose Chief Executive in a letter dated 12 February 2007 states:-
"The sustainable future for West Cumbria must involve the creation and development of world-leading skills employed by locally based businesses with recognised global capability. Many of our local businesses are already recognised as leaders in nuclear decommissioning skills and technology one of these local firms is James Fisher Nuclear Limited.

West Lakes Renaissance views the proposal as a key strategic asset in the development of capability and skills in the local supply chain.

We believe the construction of this facility will be a significant step in the development of West Cumbria as an international centre of excellence in nuclear decommissioning skills and technology and we urge you to give it your approval."

In conclusion, the proposed development will provide the capability to undertake large scale rig developments for which there are presently no other suitable venues in West Cumbria and to meet an identified local need. The height of the building is dictated by the need to provide a working solution for the operational and business requirements of the applicants. In recognising the visual impact the proposed development will have on its environs, including nearby residential properties, the siting, layout and choice of external cladding materials for the development are designed to mitigate local

MAIN AGENDA

concerns. Also, it must be stressed that loss of view in itself is not a material ground on which to refuse planning permission. The proposed development accords with relevant policies contained in the adopted Copeland Local Plan 2001-2016 and will play a significant role in regenerating the local economy, doubling the existing workforce from 20 to 40.

Recommendation

Approve (commence within 3 years)

2. Colour samples of the external cladding materials shall be submitted to and approved in writing by the Local Planning Authority before development commences on site. The approved materials shall thereafter not be changed without the prior written consent of the Local Planning Authority.
3. There shall be no operational use of the rig hall between the hours of 8.00pm and 8.00am on any day unless otherwise agreed in writing with the Local Planning Authority.
4. The access, car parking and servicing provisions shown on drawing No B0275100-P3 shall be constructed and brought into full operational use before the commercial use of the new development becomes operational.
5. The site shall be drained on a separate system, with only foul drainage connected into the foul sewer.

The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

To retain control over the appearance of the building in the interests of visual amenity.

To minimise potential disturbance to nearby residents, particularly as a result of noise.

In the interests of highway safety

To ensure a satisfactory drainage system.

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Reason for decision:-

The proposed development represents a significant step in the development of West Cumbria as an international centre of excellence in nuclear decommissioning skills and technology. Notwithstanding the necessary height of the rig hall the development is deemed to generally satisfy the requirements of Policies DEV 7 and EMP 4 of the adopted Copeland Local Plan 2001-2016.

16 4/07/2125/0

INSTALLATION OF 15M HIGH TELECOMMUNICATIONS
MONOPOLE 3 NO. ANTENNAS, 1 NO. 0.2M DIAMETER DISH
ANTENNA, RADIO EQUIPMENT HOUSING AND ANCILLARY
DEVELOPMENT
MAYSON BROS YARD, CATGILL HALL, EGREMONT,
CUMBRIA.
HUTCHISON 3G

Parish Egremont

- Strongly object for the following reasons:-

1. Visually intrusive on the surrounding environment
2. Too near residential properties in the vicinity, i.e. Wyndham View and Ehen Court
3. Probable health risks
4. It will seriously impact on Copeland Borough Council's potential to develop the car park as recommended by Egremont Regeneration Partnership in their Town Centre action plans
5. The applicants should be requested to look for a more suitable site if they want to provide this 3G service in the area

Planning permission is sought for a 15 metre high telecommunications monopole at Mayson Bros Yard, Chapel Street, Egremont.

The monopole would have 3 no. antennas and 1 no. dish antenna attached to it and associated equipment on the ground enclosed within a 6m x 6m compound. The pole would be located to the rear of the yard, against the wall of the Egremont bypass which is 5.5 metres

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above ground level. It would be between two existing buildings which are both between 5 and 6 metres in height.

Along with the Town Council's objection, a letter has been received from a local resident who flies pigeons and is concerned that the monopole would affect the pigeons' flights due to the close proximity.

An application has recently been received from another service provider for a 17.1m high telecommunications mast located in the adjacent yard on Chapel Street for Furness and South Cumberland Supply. Given the similar types of proposal and the close proximity between the two proposed masts both applicants were requested to withdraw the applications to enable further detailed consideration of possible mast sharing. However, in both cases the applicants have decided not to withdraw the applications and wish for them to be determined.

Policy SVC 8 of the adopted Copeland Local Plan 2001-2016 states:-

"in the case of masts, the availability of alternative sites or the possibility of sharing facilities with other operators will be taken into account. New masts will only be permitted if it can be demonstrated that mast-sharing is impractical".

Planning Policy Guidance Note (PPG) 8 "Telecommunications" states that:-

- In order to limit visual intrusion, the Government attaches considerable importance to keeping the numbers of radio and telecommunications masts, and of the sites for such installations, to the minimum consistent with the efficient operation of the network.
- The sharing of masts and sites is strongly encouraged where that represents the optimum environmental solution in a particular case. Authorities will need to consider the cumulative impact upon the environment of additional antennas sharing a mast or masts sharing a site.

As neither applicant has shown a willingness to further discuss the issue of mast-sharing, and given the timescales involved, this leaves the Council with no option but to refuse the applications because, due to the potential for mast-sharing, independently they are contrary to Policy SVC 8 of the adopted Copeland Local Plan 2001-2016.

Recommendation

Refuse

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Combined with a concurrent proposal by a separate service provider to construct a 17.1m high lattice tower some 110m distance on adjacent commercial premises and the refusal of both applicants to consider an alternative mast sharing solution the cumulative visual intrusion of the two telecommunications masts is considered unacceptable and at variance with Policy SVC 8 of the adopted Copeland Local Plan 2001-2016 and Government Planning Policy Guidance Note 8 "Telecommunications".

17 4/07/2128/0

OUTLINE APPLICATION FOR ONE BUNGALOW
ADJACENT TO, ROWRAH HALL FARM, ROWRAH, CUMBRIA.
MISS G ROSS

Parish Lamplugh

- No comments received.

An outline planning application for the erection of a bungalow adjacent to Rowrah Hall Farm was withdrawn in December 2006 (4/06/2770/001 refers).

Outline planning permission is sought for the erection of a bungalow adjacent to the existing farmhouse occupied by the applicant's father at Rowrah Hall Farm. Whilst the application is in outline, an indicative layout has been provided showing how a bungalow could be accommodated on the site.

Purpose built accommodation in close proximity to the existing farmhouse is required to meet the needs of the applicant who is in the early stages of multiple sclerosis. Medical evidence relating to the applicant's condition has been provided. This is held by the Development Services Manager and is available for Members to view.

The site is accessed via the existing access lane. Foul drainage would be to a septic tank.

No adverse comments have been received in response to statutory consultation and neighbour notification procedures.

The site is located outside the settlement boundaries defined by the adopted Copeland Local Plan 2001-2016. Accordingly, the proposal should be considered within the context of Policy HSG 5, which states that new housing development will not be permitted except where it is required to meet exceptional circumstances arising from local social

MAIN AGENDA

and economic conditions.

Although all planning applications must be considered on their individual merits a recent appeal decision for a dwelling outside any settlement boundary (4/05/2328/001 refers) is considered relevant to the determination of this application. The application based on the personal needs of the applicants was dismissed following a Hearing in January 2007.

In his report the Inspector noted that no development plan policies have been drawn up to demonstrate that such proposals should be allowed on the grounds of local need or personal circumstances. He drew upon the fact that the appellants' circumstances are not uncommon and accepting them as sufficient justification for a new dwelling would make it difficult for the Council to resist pressure for further dwellings elsewhere to address similar concerns. Over time this would seriously harm the character and appearance of the countryside contrary to the aims of national and local planning policy.

He concluded that the personal circumstances of the appellants were insufficient to justify departing from established planning policy restricting development in open countryside.

Whilst the Council is sympathetic to the applicant's situation this in itself is not sufficient justification to override the strong policy presumption against development in the countryside.

If adapted accommodation is sought for the applicant and her partner then this could be accommodated within an existing settlement boundary or through a possible annex extension to the existing farmhouse.

Recommendation

Refuse

In the absence of a demonstrable site specific need the proposed dwelling constitutes non-essential development in the countryside and, as such, is contrary to Policy HSG 5 of the adopted Copeland Local Plan 2001-2016.

4/07/2129.

COPELAND

22 MAR 2007

RECEIVED

Copeland Borough Council
The Copeland Centre
Catherine Street
Whitehaven
Cumbria
CA28 7SJ

31 Hillcrest Avenue
Hillcrest
Whitehaven
Cumbria
CA28 6ST

22nd March 2007

Dear J A Pomfret

**DEMOLISH EXISTING GARAGE AND ERECT NEW DETACHED GARAGE
AND TWO STORY EXTENSION – 33 Hillcrest Avenue, Whitehaven, Cumbria,
CA28 6ST.**

In respect of the above, whilst we have no objections to the demolishing of the existing garage and the erection of a two storey extension. We wish to raise our objections to the erection of a new detached garage based on the following:-

- 1) The erection of the detached garage on the plans submitted significantly protrudes forward from that the original building line or that of the new building line created by the erection of a porch.
- 2) The erection of a detached garage is out of keeping with the rest of the estate and the surrounding area and we feel that the erection of such would have a detrimental impact on the resale value of our dwelling.
- 3) The size plot does not lend itself to the scale development proposed - the erection of a double storey extension and detached garage on this plot would surely be deemed as over development and would not be in line with Copeland's open space policy.
- 4) The erection of the detached garage would result in the loss of light to our dwelling.

We wish for the above to be considered when determining the application submitted.

Regards

Mr & Mrs Harvey

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18 4/07/2129/0

DEMOLISH EXISTING GARAGE AND ERECT NEW DETACHED
GARAGE AND TWO STOREY EXTENSION
33, HILLCREST AVENUE, HILLCREST, WHITEHAVEN,
CUMBRIA.
MR & MRS PARRISH

Parish

Whitehaven

Planning permission is sought for the erection of a two storey extension and single storey detached garage at this three bedroomed semi detached property on Hillcrest. An existing attached garage would be demolished in order to accommodate the development.

Measuring 3.6m in width, the extension would project 1.575m beyond the existing house frontage and would be staggered at the rear in order to retain a 1.0m distance from the boundary.

In terms of accommodation the extension would create a porch, sitting room and enlarged kitchen at ground floor level with a bedroom and en-suite bathroom above.

The 3.3m detached garage would be sited, at its closest, 1.1m from the boundary.

External finishes comprise rendered walls with facing brick detail, concrete roof tiles and white upvc windows and doors.

No objections have been received from statutory consultees subject to conditions being attached to any subsequent approval.

A single letter has been received from the adjoining property owners to the west. Whilst they do not raise any objections to the extension they are concerned with regards to the garage. A copy of their letter is appended to the report.

Policy HSG 20 of the adopted Copeland Local Plan 2001-2016 presumes in favour of proposals for extensions or alterations to existing dwellings as long as:-

1. The scale, design and choice of materials involved respect the character of the parent property with the use of pitched roofs wherever practical.
2. They would not lead to a significant reduction in daylighting available to either the parent property or adjacent dwellings.
3. They would not create potential noise nuisance, security or privacy or overlooking problems for residents of either the parent property or adjacent dwellings.

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4. They would result in a loss of 50% or more of the undeveloped curtilage of the parent property.

This property occupies a corner plot with a substantial hedge running along the boundary between the application site and the adjoining property to the west. As such, the detached garage will be well screened from both the highway and the adjoining property.

In my opinion the proposed domestic extensions represent an acceptable form of development in compliance with Policy HSG 20.

Recommendation

Approve (commence within 3 years)

2. Access gates, if provided, shall be hung to open inwards only away from the highway.
3. Details of all measures to be taken by the applicant to prevent surface water discharging onto or off the highway shall be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works shall be implemented prior to the development being completed and shall be maintained operational thereafter.
4. The access drive shall be surfaced in bituminous or cement bound materials, or otherwise bound, and shall be constructed and completed before the development is brought into use.
5. The use shall not be commenced until the access and parking requirements have been constructed in accordance with the approved plans. Any such access and/or parking provision shall be retained and be capable of use when the development is completed and shall not be removed or altered without the prior consent of the Local Planning Authority.

Reasons for conditions:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

In the interests of highway safety.

In the interests of highway safety and environmental management.

To ensure a minimum standard of access provision when the development is brought into use.

Reason for decision:-

Acceptable domestic extensions in accordance with Policy HSG 20 of the adopted Copeland Local Plan 2001-2016.

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19 4/07/2134/0

SIX DWELLINGS
LAND ADJOINING, 5, VICTORIA STREET &
43 HIGH STREET, CLEATOR MOOR, CUMBRIA.
G CORKHILL

Parish Cleator Moor

- No comments received.

In May 2006 two separate applications for the erection of a terrace of three dwellings on land adjoining 43 High Street and a pair of semi detached houses on land adjoining 5 Victoria Street, Cleator Moor were withdrawn (4/06/2264/0F1 and 4/06/226/0F1 refer).

A combined planning application for the erection of five dwellings on both the above sites was then refused in November 2006 (4/06/2661/0F1 refers). The reason for refusal was as follows:-

"The proposed dwellings, by virtue of their siting, layout and design represent a substandard form of development at variance with Policies HSG 4, HSG 8 and ENV 26 of the adopted Copeland Local Plan 2001-2016."

This revised application seeks detailed consent for a total of six dwellings on both sites comprising two terraces of three dwellings.

Land adjoining 43 High Street

A terrace of three, two bedroomed dwellings offering accommodation over three storeys is proposed on this site which currently forms an area of public open space within the Cleator Moor Conservation Area. The terrace adjoins No. 43 to the west, effectively forming a continuation of the existing street frontage.

In recognition of the Conservation Area setting proposed external finishes comprise painted rendered walls, timber sliding sash windows and a slate roof.

A dedicated pedestrian footpath has been provided on the eastern boundary of the site between the proposed end unit and an existing property in order to allow public access to High Street. This will run parallel to a landscaped corridor which is also to be established on the east side of the site.

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Following comments from the Council's Landscape Officer the applicant's agent confirms that soft landscaping will be provided in the area for the loss of the two perennial beds.

Land adjoining 5 Victoria Street

A terrace of three, three bedroomed dwellings offering accommodation over two storeys is proposed for this cleared site, previously occupied by a derelict social club.

The dwellings would adjoin the existing end terraced property to the west and will be set back 1.0m from the footway edge, in line with the existing terrace. Proposed external finishes comprise grey roof tiles, rendered walls and white upvc windows and doors.

Dwellings on both sites incorporate rear private garden areas with car parking provided for within the public parking courtyard on Victoria Street.

No adverse comments have been received in response to statutory consultation and neighbour notification procedures.

This revised application seeks to overcome the previous grounds for refusal by re-siting the dwellings so as to create a continuation of the existing street frontages and through the use of traditional finishes on the High Street dwellings in order to respect and enhance their Conservation Area setting.

A distance of 17.0m can be achieved between rear elevations. Habitable room windows on the rear of the High Street dwellings have been kept to a minimum with the use of velux roof lights where appropriate in order to minimise any potential overlooking.

Both Policy HSG 4 of the adopted Copeland Local Plan 2001-2016 and guidance contained in Planning Policy Statement 3 "Housing" advocate redevelopment for housing involving the use of existing buildings or previously developed land within the defined limits of settlements, subject to other plan policies.

Whilst Policy HSG 8 generally requires a distance of 21.0m be retained between elevations containing habitable room windows this is often unachievable in town centre frontage developments due to the established street layout.

In my opinion this revised scheme represents an acceptable form of development, making efficient use of two town centre brownfield sites in accordance with the adopted Copeland Local Plan 2001-2016 policies and PPS3 "Housing".

Recommendation

Approve (commence within 3 years)

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2. Permission in respect of development on the High Street frontage (site A) shall relate solely to the amended plans received by the Local Planning Authority on 15 March 2007.
3. Full details of the proposed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority before development commences. The approved works shall be implemented prior to the dwellings being occupied.

Reasons for conditions:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

For the avoidance of doubt.

In the interests of amenity.

Reason for decision:-

An acceptable residential scheme for these town centre brownfield and Conservation Area sites in accordance with Policies HSG 4, HSG 8 and ENV 25 of the adopted Copeland Local Plan 2001-2016 and guidance provided in Planning Policy Statement 3 "Housing".

20 4/07/2138/0

OUTLINE APPLICATION FOR DEMOLITION OF EXISTING
BUILDING AND REPLACEMENT WITH ONE NEW BUILD TWO
STOREY DWELLING
PICA VILLAGE HALL, PICA, DISTINGTON, CUMBRIA.
PICA MINERS WELFARE HALL

Parish Distington

- No comments received.

In October 2004 consent was granted for the change of use of Pica Village Hall to a residential dwelling (4/04/2642/0 refers).

This application seeks outline planning permission to demolish the existing village hall building fronting onto the main road through Pica and erect a new two storey detached dwelling within its footprint. The site currently benefits from mains water supply, electricity and mains sewage disposal.

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Local support for the village hall has declined in recent years and the hall was closed over four years ago. Local residents have since been unable to secure funding to carry out repairs and/or to fund the running costs.

No interest has been found to convert the premises which are currently lying vacant and falling into disrepair. A building condition survey was carried out in 2004 recommending the roof be replaced and the walls be monitored every three months. The applicants conclude that the condition of the building has worsened since the time of this report.

No objections have been received in response to neighbour notification procedures. However, in response to statutory consultation procedures United Utilities have pointed out that a public sewer and water main cross the site and they will not permit building over them. Further details have been forwarded to them highlighting the fact that the replacement building will be built within the existing building's footprint.

The redundant building is sited on the outskirts of the village and outside any settlement boundary defined by the adopted Copeland Local Plan 2001-2016. Policy HSG 5 presumes against allowing new housing development in the countryside except where it is required to meet exceptional circumstances arising from local social and economic conditions. As such, speculative residential development here would not normally be considered favourably.

However, taking into account that the principle of developing this site for residential purposes has already been established with the granting of consent for conversion in 2004, in this particular instance re-use of the site for community, employment or commercial purposes may have a potentially adverse effect on this predominantly residential area and, as such, residential development is considered more appropriate.

It is therefore recommended that authority be delegated to the Development Services Manager to grant approval subject to no adverse comments being received from United Utilities.

Recommendation

That delegated authority be given to the Development Services Manager to grant outline planning permission subject to no adverse comments being received from United Utilities and subject to the following conditions:-

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Reason for condition:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

Reason for decision:

The proposed development provides an acceptable alternative use for this small scale community site within this predominantly residential area in accordance with Policy HSG 5 of the adopted Copeland Local Plan 2001-2016.

21 4/07/2143/0

REINSTATEMENT AND EXTENSION TO MILL HOUSE,
CONVERSION OF MILL BUILDING AND BARNs TO 7
HOLIDAY UNITS AND 1 RESIDENTIAL UNIT AND THE
ERECTION OF AN EQUESTRIAN CENTRE
MILL HILL FARM, KEEKLE, CLEATOR MOOR, CUMBRIA.
MR D MOSSOP

Parish Weddicar

- No comments received.

A proposal to restore and redevelop an isolated former farm building group near Keekle to provide 2 residential and 7 holiday units together with the erection of an associated equestrian centre.

The site comprises the former Mill House and 2 adjoining barns of traditional red sandstone two storey construction. Opposite, across the adjacent unclassified minor road, is situated a large detached barn, known as the Mill Building, which is of similar construction. A further barn is separate from the main building group situated some 45 metres away. This again is a large detached building which neighbours an existing dwelling/holding outside the application site. It is constructed of stone/brick with a rendered finish under a slate roof. It is the intention to house the equestrian centre in a paddock adjacent to this barn with associated access and parking.

The scheme involves the reinstatement of the dilapidated farm house and the erection of a substantial 2 storey stone and timber extension to provide a large 5 bedroomed dwelling. A new drive would also be constructed leading to a new detached double garage. Part demolition and conversion of 2 adjoining barns will provide an additional 4

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bedroomed unit for holiday letting purposes. The Mill Building opposite is to be converted to a 3 storey holiday accommodation block providing 4 one bedroomed units. The remaining large barn will be converted to provide 2 holiday units, each with 3 bedrooms and 1 single residential unit. Adequate parking is provided to serve all units. A structural survey of the buildings accompanies the application.

Adjacent to this barn in an adjoining field it is the intention to erect a large steel framed agricultural building measuring some 30 metres in length, 16 metres wide by 7.2 metres high. Intended cladding materials include profiled sheeting and large timber doors. This would be served by a new access road alongside and parking for 12 cars.

In terms of vehicular access no other alterations than those described above are proposed as the site is served by an existing unclassified road. Comments are, however, awaited from the Highway Authority.

To date no representations have been received though the consultation period has yet to expire.

In view of the scale, nature and complexity of the scheme it is recommended that Members take the opportunity to visit the site at this early stage to fully appraise all the material planning issues it raises prior to determination.

Recommendation

Site Visit

22 4/07/2144/0

INSTALLATION OF 4 NO. ANTENNAS, 1 NO. DISH
ANTENNA FACE MOUNTED TO STONework, RADIO
EQUIPMENT HOUSING AND ANCILLARY DEVELOPMENT
CLEATOR MOOR BUSINESS CENTRE, PHOENIX COURT,
EARL STREET, CLEATOR MOOR, CUMBRIA.
HUTCHISON 3G UK LTD.

MAIN AGENDA

Parish

Cleator Moor

- No comments received.

Planning permission was granted for the erection of four antenna and one telecommunications dish on the tower of the Cleator Moor Business Centre in March 2003 (4/02/1305/0F1 refers). Consent was then granted to add three more antennas to the tower in September 2004 (4/04/2398/0F1 refers).

This application seeks consent to erect four antennas and one 0.2m diameter dish to the four elevations of the sandstone tower at Phoenix Court. Associated equipment would be located within the building. The antennas are to be face mounted and painted out to match the existing elevations.

A technical and planning justification for the proposal accompanies the application. In summary, the development is required to provide third generation technology (3F) coverage to the Cleator Moor area.

No objections have been received in response to statutory consultation and neighbour notification procedures.

It is considered that the proposal complies with Policy SVC 8 of the adopted Copeland Local Plan 2001-2016 and Planning Policy Guidance Note 8 "Telecommunications" which advocate, where possible, sharing facilities with other operators. Although located within the Cleator Moor Conservation Area, the visual impact has been minimised by painting the antennas and dish to match the existing finishes of the tower and housing the ancillary equipment within the building.

Recommendation

Approve (commence within 3 years)

Reason for condition:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

Reason for decision:-

An acceptable form of telecommunications development in accordance with Policies SVC 8 and ENV 26 of the adopted Copeland Local Plan 2001-2016 and Planning Policy Guidance Note 8.

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23 4/07/2146/0

2 NO. DWELLINGS - SEMI DETACHED
LINGLA BANK, FRIZINGTON, CUMBRIA.
SHARJON HOMES

Parish Arlecdon and Frizington

- No comments received.

Outline planning permission for the erection of residential dwelling(s) was granted in May 2005 (4/05/2248/o refers). This application seeks full planning permission for the erection of a pair of semi-detached properties on this former Council owned garage site. The site is bounded by an existing pair of semi detached properties to the north and a derelict detached sandstone building to the south.

The three bedroomed semi-detached houses with integral garages will be set back 9.0m from the carriageway edge and 1.5m from the adjoining site boundaries.

No objections have been received in response to statutory consultation procedures. However, a single letter has been received from the adjoining property owners to the north. Whilst they are not against the residential development in principle the following concerns were raised:-

1. There has been a problem with low water pressure at Lingla Bank. Further residential properties will clearly add to this problem.
2. The objector's property will suffer a reduction in light as the buildings are out of line with Nos 10 and 11.
3. The properties are clearly designed to maximise profit with minimum concern for neighbours. This development, with or without conservatories, is too big for the site and threatens the objector's boundary wall.

In response to the concerns raised I would comment as follows:-

1. No objections have been received in response to statutory consultation procedures.
2. The proposed dwellings are set 1.5m further back than the adjacent semi-detached properties in order to accommodate off-street car parking as required by Policy HSG 8 of the adopted Copeland Local Plan 2001-2016.
3. The principle for developing this site for residential purposes was established by the grant of outline planning permission in May 2005. In my opinion, the proposal is considered to be an acceptable form of development on this residential infill site in

MAIN AGENDA

accordance with Policies HSG 4 and HSG 8 of the adopted Copeland Local Plan 2001-2016.

Recommendation

Approve (commence within 3 years)

2. Notwithstanding the submitted details received by the Local Planning Authority on 1 March 2007 full details of the proposed external finishes shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing. The dwellings shall be finished strictly in accordance with the approved details.

Reasons for the above conditions:-

In compliance with Section 51 of the Compulsory Purchase Act 2004.

To retain control over the appearance of the building in the interests of amenity.

Reason for decision:-

An acceptable form of residential infill development in accordance with Policies HSG 4 and HSG 8 of the adopted Copeland Local Plan 2001-2016.

24 4/07/2149/0

DEMOLITION OF EXISTING EXTENSION AND CONSTRUCTION
OF NEW EXTENSION TO PROVIDE ADDITIONAL LIVING
AREA AND STORAGE WITH BEDROOM AND STUDY OVER
BEULAH NOOK, GRINDAL PLACE, ST BEES, CUMBRIA.
MRS K WATT

Parish

St Bees

- The Parish Council supports the proposal to develop this property. The building is currently in a very poor state of repair and something of an eyesore. Although no off-street parking is proposed because of the limitations of the site, the Parish Council believe it is an appropriate development.

An application for the demolition of an existing extension and construction of new extension to provide additional living accommodation and a garage was withdrawn in July 2006 following

MAIN AGENDA

concerns raised from the Highways Authority (4/06/2418/0F1 refers).

This revised application seeks consent to demolish an existing sub standard extension and construct a new two storey extension to this detached property fronting onto High House Road, St Bees.

Measuring 8.4m x 6.6m the proposed extension would be set back a minimum of 1.0m from the boundary fronting High House Road. The existing extension abuts the boundary.

In terms of accommodation the new extension would provide additional living accommodation and a store/workshop at ground floor level with a bathroom, bedroom and study above.

Proposed external finishes comprise wet dashed rendered blockwork and a slate roof to match the existing dwelling.

Statutory consultations are ongoing.

A single letter of objection has been received from the adjoining property owner to the east. The grounds for objection can be summarised as follows:-

1. The proposed windows would be a gross infringement on the objector's privacy both in the garden and inside the house. They question whether roof lights could be used or a reverse of the interior layout be considered.
2. The building never obtained planning permission and is unoccupied therefore the objectors are not presently overlooked.
3. The applicant will need access from the objectors' land in order to carry out works.
4. There is no parking associated with this house which will cause more congestion.
5. The road is soon to suffer an increase in traffic due to the new development at Fleatham Farm, the access to which will be directly opposite Beulah Nook. This will make road parking in the vicinity even more of a hazard.

In order to fully assess the potential impact and determine whether or not this revised scheme materially addresses the previous cause for concern it is recommended that Members visit the site prior to the application being determined.

Recommendation

Site Visit

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25 . 4/07/2150/0

LISTED BUILDING CONSENT FOR CONVERSION OF FORMER
LIVING ACCOMMODATION TO FLAT AND 3 NO. GARAGES
8, FRONT CORKICKLE, WHITEHAVEN, CUMBRIA.
MR A SHUBROOK

Parish Whitehaven

Concurrent with a previous item on this agenda for the creation of a flat and three garages at this end terraced property (4/07/2116/0F1 refers) this application seeks Listed Building Consent for the associated alterations.

Internally the existing first floor corridor to the main house will be blocked and the flat ceiling will be replaced with a cathedral type. At ground floor level an existing room in the main house will be converted into a single garage and the existing double garage subdivided into two.

Externally the aluminium garage door serving the double garage will be removed to make way for three single timber up and over garage doors. Timber windows and black rainwater goods in keeping with the main property are also to be utilised.

Policy ENV 30 of the adopted Copeland Local Plan 2001-2016 states that Listed Building Consent will not be granted for alterations or extensions which do not respect the architectural or historic character of the building.

In my opinion the proposed alterations respect the architectural and historic character of this Grade II Listed Building in accordance with Policy ENV 30.

Recommendation

Approve Listed Building Consent (start within 3yr)

2. Consent shall related solely to the amended plan received by the Local Planning Authority on 14 March 2007.

The reasons for the above conditions are:-

In compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

04 Apr 07

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For the avoidance of doubt.

Reason for decision:-

Acceptable alterations to this Grade II Listed Building in
accordance with Policy ENV 30 of the adopted Copeland Local Plan
2001-2016.

Schedule of Applications - DELEGATED MATTERS

4/07/2071/0	Whitehaven	LISTED BUILDING CONSENT FOR INTERNAL MODIFICATIONS TO KITCHEN/UTILITY/TOILET AND 3, VICTORIA TERRACE, WHITEHAVEN, CUMBRIA. I JENKINS & L JENKINS
4/07/2103/0	Whitehaven	PROVISION OF RAMP FOR DISABLED ACCESS 4, SCOTCH STREET, WHITEHAVEN, CUMBRIA. GMB UNION
4/07/2104/0	Whitehaven	LISTED BUILDING CONSENT FOR DEMOLITION OF EXISTING SINGLE STOREY BUILDING TO FACILITATE 4, SCOTCH STREET, WHITEHAVEN, CUMBRIA. GMB UNION
4/07/2033/0	Whitehaven	TWO STOREY EXTENSION TO SIDE AND SINGLE STOREY EXTENSION TO REAR 19, RUTLAND AVENUE, WHITEHAVEN, CUMBRIA. MRS S DOWNES
4/07/2041/0	Lamplugh	LISTED BUILDING CONSENT FOR ERECTION OF SATELLI DISH HIGH TREES BYRE, LAMPLUGH, CUMBRIA. MR R PATTINSON
4/07/2058/0	Moresby	ERECTION OF EXTENSION OVER KITCHEN AND INCREASE RIDGE HEIGHT OVER MAIN SECTION OF HOUSE HUNTINGHOW COTTAGE, MORESBY, WHITEHAVEN, CUMBRIA. MR & MRS J LOUNT
4/07/2060/0	Whitehaven	LISTED BUILDING CONSENT TO INSTALL A DIGITAL TELEVISION SYSTEM CATHERINE MILL, CATHERINE STREET, WHITEHAVEN, CUMBRIA. TWO CASTLES HOUSING ASSOCIATION
4/07/2062/0	Egremont	ERECTION OF DINING ROOM EXTENSION 11, MAIN STREET, EGREMONT, CUMBRIA. MR & MRS DORAN
4/07/2072/0	Whitehaven	EXTENSION ABOVE EXISTING GARAGE EXTENSION 11, YEWBANK LANE, HIGH MEADOWS, WHITEHAVEN, CUMBRIA. MRS A JONES
4/07/2074/0	Whitehaven	FIRST FLOOR EXTENSION OVER GARAGE 29, JUNIPER GROVE, THE HIGHLANDS, WHITEHAVEN, CUMBRIA. MR & MRS P McBAIN
4/07/2075/0	Whitehaven	TWO STOREY EXTENSION

Schedule of Applications - DELEGATED MATTERS

		18, VALLEY PARK, WHITEHAVEN, CUMBRIA. J CUNNINGHAM
4/07/2076/0	Egremont	TWO STOREY EXTENSION CREESLOUGH HOUSE, GREENDYKES, EGREMONT, CUMBRIA MR E McBRIDE
4/07/2077/0	Egremont	ERECTION OF FRONT PORCH 32, THE WILLOWS, ORGILL, EGREMONT, CUMBRIA. MR & MRS SULLIVAN
4/07/2078/0	Whitehaven	ERECTION OF CONSERVATORY 18, HAIG AVENUE, BRANSTY, WHITEHAVEN, CUMBRIA. MR & MRS LIGHTFOOT
4/07/2079/0	Weddicar	DORMER AND KITCHEN EXTENSION 2, COWRAN COTTAGES, PADSTOW, KEEKLE, CUMBRIA. MR J CONNOR
4/07/2088/0	St Bees	FIRST FLOOR EXTENSION TO BEDROOM 2, EXTERNAL CHIMNEY STACK AND MINOR INTERNAL ALTERATIONS 21, SEACROFT DRIVE, ST BEES, CUMBRIA. MRS JANE CRAIG
4/07/2091/0	Whitehaven	ERECTION OF REAR EXTENSION FOR SITTING ROOM AND KITCHEN AND FORMATION OF DRIVE 13, THE CRESCENT, BRANSTY, WHITEHAVEN, CUMBRIA. MR & MRS J CLINGAN
4/07/2099/0	St Bees	(RETROSPECTIVE) ERECTION OF VIEWING PLATFORM LLANWERN, OUTRIGG, ST BEES, CUMBRIA. MR & MRS A TODD
4/06/2755/0	Arlecdon and Frizington	6 NO. 4 BEDROOMED DETACHED DWELLINGS LAND TO REAR OF TRAFALGAR HOUSE, YEATHOUSE ROAD FRIZINGTON, CUMBRIA. MR J SCRUGHAM
4/07/2009/0	Whitehaven	CHANGE OF USE FROM OFFICES TO TWO FLATS, EXTENS TO WEST END OF BUILDING OMEGA COURT, NEW ROAD, WHITEHAVEN, CUMBRIA MR A McNICHOLAS
4/07/2097/0	Whitehaven	DEMOLITION OF SINGLE STOREY LADIES TOILET TO CREATE DRINKING AREA THE ANCHOR VAULTS, 25, MARKET PLACE, WHITEHAVEN CUMBRIA. WINDMILL DESIGN

Schedule of Applications - DELEGATED MATTERS

4/07/2108/0	Whitehaven	CONVERSION OF SHOP AND HOUSE INTO TWO DWELLINGS 4, THE RISE, COACH ROAD, WHITEHAVEN, CUMBRIA. MR J TODD
4/07/2012/0	Millom	EXTENSION AND ALTERATIONS 7, BANKFIELD ROAD, HAVERIGG, MILLOM, CUMBRIA. MR G SLATER
4/07/2030/0	Gosforth	56 DAY NOTIFICATION (PART 24 TOWN AND COUNTRY PLANNING GDO) 1 COLINEAR ANTENNA @ 49.0M AND 1 PEEL PLACE, HOLMROOK, GOSFORTH, CUMBRIA. ARQIVA
4/07/2047/0	St Johns Beckermest	SINGLE STOREY EXTENSION TO SIDE OF DWELLING ELM COTTAGE, BECKERMET, CUMBRIA. MR & MRS D HOWARD
4/07/2050/0	Gosforth	ILLUMINATED ADVERT SIGNS WESTLAKES HOTEL, GOSFORTH, CUMBRIA. MR G ARMSTRONG
4/07/2102/0	St Bridgets Beckermest	RENEWAL OF TEMPORARY PERMISSION FOR A SINGLE STOREY BUILDING TO SERVE AS A CRITICALITY SELLAFIELD, SEASCALE, CUMBRIA. BRITISH NUCLEAR GROUP