

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

PLANNING PANEL

19 AUGUST 2009

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1 4/09/2024/0

HAZARDOUS SUBSTANCES CONSENT APPLICATION
SELLAFIELD, SEASCALE, CUMBRIA.
SELLAFIELD LTD

Parish St Bridgets Beckermet

- No comments received.

Consent is sought under the Hazardous Substances Regulations 1992 by Sellafield Ltd to store and use preparations of toxic and oxidising substances at the Sellafield nuclear licensed site.

A number of processes are operated on the site, some of which involve the use and storage of hazardous substances as defined by the Regulations. Previously nuclear licensed sites were outwith the scope of the Regulations. However, recent changes to the legislation now require the applicants to apply for consent. It should be noted that the substances which are subject to this application are the same types and volumes that have been in use on the site for many years.

It is the role of the Local Planning Authority in such instances to assess the degree of risk plans to store and use these substances pose to the surrounding community. The system is designed to ensure these substances can be kept and used in significant amounts on the site without posing a risk to the public.

CONSULTATION RESPONSES

Environment Agency - is aware the applicant is proceeding with this and has no comment to make.

Natural England - do not wish to comment.

United Utilities - No objection providing there is no connection to the public sewer.

Health and Safety Executive, Hazardous Installations Directorate - has concluded that the risks to the surrounding population arising from the proposed operation are so small that there are no significant reasons, on safety grounds, for refusing consent. They recommend that suitable conditions be attached to the grant of consent.

Recommendation

Approve Hazardous Substances

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1. The hazardous substances shall not be kept or used other than in accordance with the application particulars provided in the Hazardous Substances consent application forms dated 15 January 2009 nor outside the area marked for storage of the substances on the plan (drawing no. 1BE 2525787) dated 30 June 2008.
2. Sodium nitrite shall be delivered and stored on site as an aqueous solution of a maximum strength of 40% w/v.

Reason for conditions:-

In the interests of health and safety

Reason for decision:-

An acceptable proposal in association with the Sellafield nuclear licensed site compliant with the Planning (Hazardous Substances) Regulations 1992 (as amended).

2 4/09/2102/0

OUTLINE APPLICATION FOR DEMOLITION OF FORMER BUS STATION TO DEVELOP 56 RESIDENTIAL APARTMENTS & 60 RESIDENTS PARKING SPACES
BUS STATION, BRANSTY ROW, WHITEHAVEN, CUMBRIA.
WHITEHAVEN MARINA

Parish Whitehaven

This is an outline application for the redevelopment of the former bus station on Bransty Row to provide ground floor and underground car parking with apartments above. All matters of detail (layout, scale, appearance and landscaping) are to be reserved for subsequent approval, with only agreement of access arrangements being sought at this stage. This is a resubmission of an outline application (4/07/2743/0), for a mixed development of retail and residential development which was withdrawn in 2008 following concerns relating to the design, scale and massing of the development. The current application has been amended following design comments made by the Council's design consultants, North of England Civic Trust (NECT), and the number of units has been reduced.

The application is accompanied by a number of plans and documents including:-

- Design and Access Statement and Supplementary Design Statement

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- Transport Statement and Response to Detailed Highway and Transport Comments
- Stage 1 Road Safety Audit

THE PROPOSAL

The site occupies a prominent position on the northern entrance into the town and is currently occupied by the former bus station which has been vacant for several years. The submitted scheme has been designed to provide car parking at ground level which is to be served by the two existing access points into the former bus station off Bransty Row. The frontage of the building has been set back from the road edge to improve visibility to these two entrance/exit points. The residential units are to be located above the car park.

Members visited the site in April and were keen to see a reduced scale of development which drops down the hill on the approach into the town. This would reflect the form of development on Wellington Row to the rear of the site and would also lessen the impact on the occupiers of these residential properties. Members also sought a different treatment to the facade of the building at ground floor level to screen the car park.

Following discussions between the architect and NECT, amended plans and elevations have been submitted which have reduced the number of residential units from 63 to 56 and the car parking spaces from 71 to 60; reduced the height of the development and have addressed the design issues. The principal elevation overlooking Bransty Row rises from the north to peak at five storeys towards the middle and then subsequently steps down to meet the former office in a satisfactory manner. The roof line has been realigned so that the eaves are now presented to the street with a pair of gables at the centre to mark a turning point. The massing illustrations show how the roof modelling now sits comfortably with the historic pattern/grain of the surrounding area.

The car park has been redesigned and now only includes one entrance point at the northern end of the site which means that the front building line does not have to be set back from its current curved alignment. This keeps open the option of retaining the archway on the existing facade in any future detailed scheme.

LOCAL PLAN POLICIES

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

- DEV 1 Sustainable Development and Regeneration
- DEV 6 Sustainability in Design
- TCN 3 Town Centre Improvements
- TCN 4 Town Centre Design

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- TCN 9 Whitehaven Town Centre Strategy
- TCN 12 Town Centre Opportunity Development Sites (Site WTC5)
- ENV 26 Development in and Affecting Conservation Areas
- ENV 17 Derelict Land
- TSP 6 General Development Requirements
- TSP 8 Parking Requirements

Consultation Responses

The County Council was consulted on the original plans and their comments are summarised below:-

- Concerns about the scale and design of the development both in terms of its impact in the Whitehaven Georgian townscape and also on residential amenity
- The Council must consider whether the development compromises the annual housing targets
- Consideration should be given to housing mix and the need to provide affordable housing
- A bat survey should be undertaken before any development commences on site as the bus station building may support bats
- An archaeological evaluation must be undertaken before any development commences as the site has archaeological interest. This can be covered by a condition.

There were also a number of outstanding issues from a highway and transport perspective and further information was submitted to seek to address these concerns.

Despite further information being provided, the Highway Authority was not convinced that the revisions overcame their objections. In order to address the substandard visibility at the vehicle junctions and inadequate pedestrian facilities to access the Wellington Row car park, it is likely that significant amendments to the layout would be required.

The revised scheme now proposes the use of the northern access point on Bransty Row only and the kerb line is to be built out at this point. This will allow visibility splays of 2.4m x 90m to the right nearside kerb and 2.4m x 58m to the left centre line. The County Council has been consulted on the revised proposals. Any further comments will be reported at the meeting.

United Utilities have no objection to the proposal provided that the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency. A public sewer clips the southern boundary

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of the site and United Utilities will not permit building over it. The applicant has been made aware of this requirement.

The Council's Scientific Officer has identified the site as a potentially contaminated site due to its previous use. A full site investigation is therefore needed. This could be covered by a condition.

English Heritage does not consider that it is necessary for this application to be notified to them. There has been no response to date from Whitehaven Heritage Action Group, the Police and West Lakes Renaissance.

Places Matter, the NWDA Design Review body, has been involved in appraising this scheme over the last two years and advice has been fed back to the architects. The advice given before the latest amendments was:

The proposed development shows a lack of ambition for place making and there are concerns about the overall integrity of the building. Neither the roof nor the facades of the building reflect what is happening internally nor celebrate the curvature of Bransty Row. The scale of the garage at Bransty Row level is overly large and bears no relation to the apartment block proposed. The over scaled internal arrangement to the development is responsible for a poor street frontage. Options should be explored for reducing the amount of parking and achieving a much more effective integration of uses that would allow the development to meet the ground in a pleasing and animated way.

Places Matter has been consulted on the revised proposals. Any response will be reported at the meeting.

Three residents from Wellington Row, Herbert Hill and Hilton Terrace have raised concerns about the height of the development and light and privacy issues, traffic volumes and conflicts on Bransty Row and to the rear of the site on Wellington Row and concerns regarding the stability of the site and the development to the rear part of the site if construction commences. These three residents have been notified of the revised plans.

CONCLUSIONS

An extensive negotiation process has been undertaken with the applicant's agent by the Council's Conservation and Urban Design Officers since April. This has allowed a range of principles to be identified that set appropriate design parameters as a basis for meaningful discussion. Although the negotiation process has been lengthy it has resulted in significant modifications to the proposals which will ensure that the townscape at this important entrance into the town is protected. This outcome demonstrates the benefit of having specialist design advice in-house to influence major

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proposals.

The outline proposals now submitted present an acceptable scheme with reserved matters/conditions enabling the Local Planning Authority to exert controls that will ensure that the scheme makes a positive contribution to the character of the area. Subject to a satisfactory response from County Highways to the revised access details this scheme is now considered to be acceptable.

Recommendation

Approve in Outline (commence within 3 years)

3. This permission relates only to the following plans and documents, as received on the respective dates:-
 - Application: received 18 March 2009, as amended by information received 10 July 2009 and 30 July 2009
 - Location Plan, B2963 (PL) 01: received 30 July 2009
 - Indicative plans and massing elevations, B2950 (PL) 101: received 30 July 2009
 - Indicative plans and massing elevations, B2950 (PL) 102: received 30 July 2009
 - Perspective view sheet 1, B2950 (PL) 103: received 30 July 2009
 - Perspective view sheet 2, B2950 (PL) 104: received 30 July 2009
 - Transport Statement: received 18 March 2009, as amended by Response to detailed Highway and Transport Comments: received 8 July 2009 and Stage One Road Safety Audit: received 27 April 2009
 - Proposed visibility splays plan prepared by WYG, C006: received 5 August 2009
 - Design and Access Statement: received 18 March 2009, as amended by Supplementary Design Statements: received 10 July 2009 and 30 July 2009
4. The site shall be drained on a separate system with only foul drainage connected into the foul sewer.
5. No development approved by this planning permission shall be commenced until:

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- a) A desktop study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information; and using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.
 - b) A site investigation has been designed for the site using the information obtained from the desktop study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:
 - i. a risk assessment to be undertaken relating to groundwater and surface waters associated on and off the site that may be affected,
 - ii. refinement of the Conceptual Model, and
 - iii. the development of a Method Statement detailing the remedial requirements.
 - c) The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment has been undertaken.
 - d) A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation has been submitted to and approved in writing by the Local Planning Authority, prior to that remediation being carried out on the site.
6. No development approved by this permission shall commence within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

This written scheme shall include the following components:

- i. an archaeological evaluation to be undertaken in accordance with the agreed written scheme of investigation;
- ii. an archaeological recording programme, the scope of which will be dependent upon the results of the evaluation and will be in accordance with the agreed written scheme of investigation.

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7. Where appropriate, an archaeological post-excavation assessment and analysis, preparation of a site archive ready for deposition at a store, completion of an archive report and publication of the results in a suitable journal as approved beforehand by the Local Planning Authority shall be carried out within two years of the date of commencement of the hereby permitted development or otherwise agreed in writing by the Local Planning Authority.
 8. Before development is commenced the buildings shall be surveyed for the presence of bats by an expert approved by Natural England. The findings of the survey shall be confirmed in writing to the Local Planning Authority and appropriate measures taken to protect and relocate any species present in the buildings.

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 visual amenity.

To prevent pollution of the water environment.

To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the examination and recording of such remains.

To ensure that a permanent and accessible record by the public is made of the archaeological remains that have been disturbed by the development.

To ensure that adequate mitigation measures are taken in respect of a nationally protected species.

NOTES

1. A public sewer clips the southern boundary of the site and United Utilities will not permit building over it. An access strip of 10 metres, 5 metres either side of the centre line of the sewer, will be required by United Utilities.
2. The applicant's attention is drawn to the opportunities for recycling rainwater for use in flushing toilets and for alternative means of energy production, such as geothermal heating.

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3. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency.

Reason for decision:-

The development accords with the provisions of the adopted Copeland Local Plan and assists the regeneration of this key town centre site. It will remove a vacant and semi-derelict building and will enhance this site which is just outside the Conservation Area.

3 4/09/2119/0

OUTLINE APPLICATION FOR DEMOLITION OF FORMER BUS DEPOT BRANSTY ROW AND FORMER GARAGES WELLINGTON ROW TO CREATE 51 RESIDENTIAL APARTMENTS & A1 A3 A4 & A5 USES AT GROUND FLOOR AND 64 RESIDENTS CAR PARKING SPACES
BUS DEPOT, BRANSTY ROW, WELLINGTON ROW,
WHITEHAVEN, CUMBRIA.
WHITEHAVEN MARINA

Parish Whitehaven

This is an outline application for the redevelopment of the former bus depot to provide 7 commercial units at ground floor level with residential apartments above. The apartments are to be served by car parking spaces which are to be created on the land to the rear of the old bus station off Wellington Row. All matters of detail (layout, scale, appearance and landscaping) are to be reserved for subsequent approval with only agreement of access arrangements to serve the car parking area being sought at this stage.

A previous outline application (4/05/2673/0) for a mixed development of retail and residential development was withdrawn in 2005 following concerns relating to the design, scale and massing of the buildings proposed. A planning permission for the redevelopment of the site to provide office accommodation was previously approved in 2003 (4/03/0476). This scheme relied upon additional off site parking on the land at Wellington Row.

The current application has been amended following design comments made by the Councils design consultants, North of England Civic Trust (NECT), and the number of units proposed has been reduced as a result of these negotiations.

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The application is accompanied by a number of plans and documents including:-

- Detailed elevation plans showing the height and massing of the building
- A Design and Access Statement
- A Transport Statement
- Stage 1 Road Safety Audit

THE PROPOSAL

The site occupies a prominent position at the end of Millennium Promenade on the northern entrance into the town and is currently occupied by the former bus depot. Its eastern side fronts directly onto Bransty Row.

The proposed building is to be of an L shape form and will extend up to a height of 5 storeys. The commercial units are to be restricted to the ground floor level and will vary in size. They are to be occupied by A1, A3, A4 and A5 uses which will create active frontages on each side of the building. The residential units are to be located on the upper floors and will be a mix of 1 and 2 bed units. A roof garden is to be provided at first floor level onto Bransty Row to provide an amenity space for residents.

A collection of former garage buildings on Wellington Row are to be demolished to allow the creation of a car parking area comprising a total of 64 spaces. This land is split onto two levels and each level is to be served by a separate access.

Members visited the site in April and were keen to see a reduced scale of development which reflects the height of the adjoining Government Office building. Following discussions between the architect and NECT, amended plans and elevations have been submitted which have reduced the number of residential units from 67 to 51 and the car parking spaces from 66 to 64; reduced the height and scale of the development and have addressed the design issue.

The general height of the majority of the building does not exceed the ridge height of the adjacent Government Office building although the roof does rise at the northern end of the building to provide a gateway entrance into the town and a "bookend" to the harbour. The revised proposals show a pavilion building surrounded by generous footpaths and open areas which improves the quality of urban space and pedestrian access to the town and the harbour frontage. The volume of the building has been reduced by nearly 30% because of its pavilion design approach and the reduction in height to fit the adjacent Government Office. This has resulted in a reduction of one storey

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(from 5 to 4) and the southern end of the site rising to 6 storeys at the northern end to help articulate the approach to the town and "bookend" the harbour.

The creation of the car parking area will involve the loss of a number of utilitarian backland buildings and will open out attractive views to and from the houses along the southern side of Wellington Row. The design of the car park retains the classical arch of Wellington Row and incorporates a substantial boundary wall along the western edge of the street which will help to funnel views along the road.

Local Plan Policies

The main Local Plan policies relevant to this application are:

DEV1 Sustainable Development and Regeneration
DEV6 Sustainability in Design
TCN3 Town Centre Improvements
TCN4 Town Centre Design
TCN9 Whitehaven Town Centre Strategy
TCN12 Town Centre Opportunity Development Sites (Site WTC5)
ENV26 Development in and Affecting Conservation Areas
ENV17 Derelict land
TSP6 General Development Requirements
TSP8 Parking Requirements

Consultation Responses

The County Council was consulted on the original plans and their comments are summarised below.

- Concerns about the scale and design of the development both in terms of its impact in the Whitehaven Georgian townscape and also on residential amenity.
- The Council must consider whether the development compromises the annual housing targets.
- Consideration should be given to housing mix and the need to provide affordable housing.
- A bat survey should be undertaken before any development commences on site as the bus station building may support bats.
- An archaeological evaluation must be undertaken before any development commences as the site has archaeological interest. This can be covered by a condition.

There were also a number of outstanding issues from a highway and transport perspective and further information was submitted to seek to address these concerns. Following further consideration the Highways

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Control Officer has suggested that due to the reduction in the number of apartments consideration should be given to the deletion of the southern access into the car park off Wellington Row. The revised proposals now include the setting of the wall back of the wall line to provide a 2.4m footway along the frontage on Wellington Row. This will allow visibility splays from the entrances onto Wellington Row to reach beyond 90m to the left although visibility to the right can only be achieved down to the junction with George Street. The developer has also offered to provide a new signal controlled pedestrian crossing on Bransty Row and a replacement shelter at the northbound bus stop. The County Council has been consulted on the revised proposals. Any further comments will be reported at the meeting.

United Utilities have no objection to the proposal provided that the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency. A public sewer clips the southern boundary of the site and United Utilities will not permit building over it. The applicant has been made aware of this requirement.

The Council's Scientific Officer has identified the site as a potentially contaminated site due to its previous use. A full site investigation is therefore needed. This could be covered by a condition.

English Heritage does not consider that it is necessary for this application to be notified to them. There has been no response to date from Whitehaven Heritage Action Group, the Police and West Lakes Renaissance.

Places Matter, the NWDA Design Review body, has been involved in appraising this scheme over the last two years and advice has been fed back to the architects. The advice given before the latest amendments was:

The proposed development shows a lack of ambition for place making. There is no evident reduction in size of this block. Although the architect has expressed an understanding of the importance of the northern elevation the revised response is inappropriate and misses the opportunity presented by this key vista in the sequence of the arrival into the town.

The exaggerated proportion of the ground level retail floor on Bransty Row seems incongruous within the facade of the building even though it appears to reflect the height of openings on the other side of the road.

There is a seemingly gratuitous setback of the upper floors showing a change of materials from that of the lower floors. The roof is over dominant and unremittingly horizontal in feel.

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There is little difference in fenestration and facade treatment between the waterside elevation and the other elevations despite the strongly contrasting aspects. There is little sense of the scale demonstrated.

This scheme falls seriously short of the standard set by the public realm of the harbour. If this is allowed to go ahead in its present form it has the potential to curtail all further quality developments.

Places Matter has been consulted on the revised proposals. Any response will be reported at the meeting.

One letter of objection has been received from a local resident which expresses concerns about the creation of a car park on Wellington Row which will add to the existing high volumes of traffic on this road and also the poor visibility at the proposed access points which will impact upon highway safety in the locality.

Conclusions

An extensive negotiation process has been undertaken with the applicant's agent by the Council's Conservation and Urban Design Officers since April. This has allowed a range of principles to be identified that set appropriate design parameters as a basis for meaningful discussion. Although the negotiation process has been lengthy it has resulted in significant modifications to the proposals in terms of its scale and massing which will ensure that the townscape at this important entrance into the town is protected. This outcome demonstrates the benefit of having specialist design advice in-house to influence major proposals.

The outline proposal now submitted is at an appropriate level of detail and represents an acceptable scheme in terms of its general massing and scale. Reserved matters/conditions will enable the Local Planning Authority to exert controls that will ensure that the scheme makes a positive contribution to the character of the area. Subject to a satisfactory response from County Highways to the revised access details for the car parking area on Wellington Row this scheme is now considered to be acceptable.

Recommendation

Approve in Outline (commence within 3 years)

3. This permission relates only to the following plans and documents, as received on the respective dates:-

- Application: received 18 March 2009, as amended by information received 10 July 2009 and 30 July 2009

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- Location Plan, B2950 (PL) 01: received 30 July 2009
 - Indicative plans and massing elevations, B2950 (PL) 012: received 30 July 2009
 - Perspective view sheet 1, B2950 (PL) 014, received 30 July 2009
 - Perspective view sheet 2, B2950 (PL) 1015, received 30 July 2009
 - Ground floor plan, B2950 (PL) 011, received 30 July 2009
 - Transport Statement, received 18 March 2009, as amended by Response to Detailed Highway and Transport Comments, received 8 July 2009 and Stage One Road Safety Audit, received 27 April 2009
 - Wellington Row car park plan prepared by WYG, C005, received 5 August 2009
 - Design & Access Statement, received 18 March 2009, as amended by Supplementary Design Statements, received 10 July 2009 and 30 July 2009
4. The site shall be drained on a separate system with only foul drainage connected into the foul sewer.
 5. No development approved by this planning permission shall be commenced until:
 - a) A desktop study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information; and using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.
 - b) A site investigation has been designed for the site using the information obtained from the desktop study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:
 - i. a risk assessment to be undertaken relating to the groundwater and surface waters associated on and off the site that may be affected.

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- ii. refinement of the Conceptual Model, and
 - iii. the development of a Method Statement detailing the remedial requirements
- c) The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment has been undertaken.
- d) A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation has been submitted to and approved in writing by the Local Planning Authority, prior to that remediation being carried out on the site.
6. No development approved by this permission shall commence within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

This written scheme shall include the following components:

- i. an archaeological evaluation to be undertaken in accordance with the agreed written scheme of investigation;
 - ii. an archaeological recording programme the scope of which will be dependent upon the results of the evaluation and will be in accordance with the agreed written scheme of investigation.
7. Where appropriate, an archaeological post-evaluation assessment and analysis, preparation of a site archive ready for deposition at a store, completion of an archive report and publication of the results in a suitable journal as approved beforehand by the Local Planning Authority shall be carried out within two years of the date of commencement of the hereby permitted development or otherwise agreed in writing by the Local Planning Authority.
8. Before development is commenced the buildings shall be surveyed for the presence of bats by an expert approved by Natural England. The findings of the survey shall be confirmed in writing to the Local Planning Authority and appropriate measures taken to protect and relocate any species present in the buildings.

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9. The Bransty Row, Lower George Street, North Shore Road and Wellington Row footway and lay-by works shall be completed in accordance with such details that form part of an agreement with the Highway Authority under Section 278 of the Highway Act 1980, unless otherwise agreed in writing with the Local Planning Authority, before any building work commences on site so that constructional traffic can safely access and egress the site.

The reasons for the above conditions are:-

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

For the avoidance of doubt.

In the interests of visual amenity.

To prevent pollution of the water environment.

To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the examination and recording of such remains.

To ensure that a permanent and accessible record by the public is made of the archaeological remains that have been disturbed by the development.

To ensure that adequate mitigation measures are taken in respect of a nationally protected species.

To ensure that the highway network can safely accommodate the traffic associated with the development.

NOTES

1. A public sewer clips the southern boundary of the site and United Utilities will not permit building over it. An access strip of 10 metres either side of the centre line of the sewer will be required by United Utilities.
2. The applicant's attention is drawn to the opportunities for recycling rainwater for use in flushing toilets and for alternative means of energy production, such as geothermal heating.
3. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency.

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REASON FOR DECISION:

The development accords with the provisions of the adopted Copeland Local Plan and assists the regeneration of this key town centre site. It will remove a vacant and semi-derelict building and will enhance this site which is just outside the Conservation Area.

4 4/09/2265/0

CONVERSION ALTERATION & EXTENSION OF EXISTING BUILDINGS TO CREATE 10 NEW DWELLINGS TOGETHER WITH ASSOCIATED HIGHWAY ALTERATIONS
MIDTOWN FARM, MAIN STREET, HAVERIGG, MILLOM, CUMBRIA.
MR S ATTWOOD

Parish Millom

- No objections.

SITE HISTORY

In August 2006 outline planning permission for a residential development was refused given that this is a Greenfield site for which there is no present justification to permit further residential development given the extant planning permission for large scale development on a nearby site at Concrete Square, Haverigg (4/06/2391/001 refers). A subsequent appeal was dismissed in May 2007.

Planning permission was then sought to convert, alter and extend the existing buildings to provide 10 dwellings together with associated highway alterations. This application was subsequently withdrawn in February of this year following concerns regarding the access and ecology of the site (4/08/2573/OF1 refers).

THE PROPOSAL

A revised planning application has now been submitted again seeking permission to convert, alter and extend these former farm buildings to provide a development of 10 residential units.

The site itself is located centrally within the village of Haverigg and is currently part paddock area and part occupied by an existing farmhouse and a collection of redundant farm buildings including two storey stone barns, single storey stone outbuildings, two storey

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steel sheds and single storey brick and timber outbuildings. The farm has been inactive for agricultural purposes for many years. The existing farmhouse is occupied for residential purposes with the remainder of the site lying vacant.

The existing buildings are generally arranged around a central courtyard. A total of 10 new dwellings are proposed over two storeys and will comprise a mixture of 1, 2 and 3 bedroomed units. The majority of these residential units will be formed from converted farm buildings with two further units being constructed on the site of the existing modern style outbuildings.

Two communal parkings areas are proposed within the site, one to the front and one to the rear. A total of 18 spaces are proposed, 2 of which are designated disabled. The scheme includes the use of the existing access onto Main Street as well as the creation of a new access onto Richmond Gardens utilising an existing field access which will serve the parking area to the front of the site. Improvements are to be made to the access onto Main Street which includes increasing the width of the existing footpath and hard surfacing. Visibility for emerging vehicles is also to be improved in both directions, to the left by pulling the junction further away from the wall of 160 Main Street and to the right by setting back the existing boundary wall of the site.

Externally, all units will be finished with slate roof coverings and a mixture of hardwood and aluminium windows. The existing traditional stone walls will be retained. In terms of the new build, timber and zinc clad walls are proposed.

In terms of landscaping it is proposed to remove a pear tree and an area of sparse hawthorn hedgerow due to disease and unsuitability. The remainder of the trees on the site are to be retained. New hard and soft landscaping is proposed throughout the site. In particular planting will be introduced along the southern boundary between unit 5 and the side elevation of the existing bungalow, Thornley.

In terms of ecology a bat and bird survey has been carried out and submitted as part of the application. In summary, the report concludes that there is no evidence of bats or barn owls using the site for roosting. However, other types of breeding birds are present. It is recommended that demolition works avoid the March - July breeding season and that nesting boxes are included as part of the proposed development.

CONSULTATION RESPONSES

The Highways Authority raises no objections to the proposal subject to standard conditions being attached to any subsequent approval.

United Utilities raise no objections to the development providing, if possible, the site is drained on a separate system, with foul

MAIN AGENDA

drainage only connected into the foul sewer.

The Council's Scientific Officer raises no objections to the development subject to conditions.

The County Archaeologist confirms that the buildings date from at least the mid 19th century and, as such, recommends that an archaeological building recording programme be undertaken in advance of development. This can be covered by way of condition.

The Council's Landscape Officer raises no objections to the removal of two trees within the site subject to conditions.

Natural England raises no objections subject to standard conditions.

A total of five letters of objection have been received from neighbouring property owners. Collectively, they express the following concerns:-

1. The existing upadopted road serving Midtown Farm and the rear of properties 160-172 Main Street is in a poor state of repair and has poor visibility onto Main Street. Adding more vehicles will constitute a traffic hazard / danger to the area.
2. Rights of access onto Richmond Gardens.
3. Major concerns about the highways alterations to allow vehicular access onto Richmond Gardens. An extra 10 cars is a big increase onto this small estate. A large proportion of children on this estate cycle / walk to and from school. This increase will put children's safety at great risk.
4. The rear car park will be close to the rear wall of 33 Richmond Gardens. This will generate noise from engines and light from headlights after hours of darkness. Cars will be parked 6m from the bedroom window of no. 33.
5. Cars entering Richmond Gardens and then turning right into the site could cause a backlog onto Main Street causing problems on this already busy / difficult part of the road.
6. If permission is granted there should be a condition that the hatched area cannot be used by delivery wagons, contractors vehicles and other plant machinery. This area is not maintained by the Council and currently 'patched up' by owners of 160 - 172 Main Street. Any damage caused by the developer should be made good.
7. The existing tree on the corner of Main Street is for the owner to maintain. By moving the wall behind the tree he is taking away his responsibility.

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8. Windows in the development will face the rear of 33 Richmond Gardens causing overlooking and a loss of privacy. Additionally, large windows with balconies are totally unacceptable.
9. The bin store is opposite the side windows of 160 Main Street.

DISCUSSION

In response to the concerns raised I would again confirm that no objections have been received from statutory consultees, including the Highways Authority.

Amended floor plans and elevational drawings have been submitted omitting and reorientating several windows to ensure the development will not adversely impact upon existing properties, particularly the closest property, Thornley, in terms of overlooking and loss of privacy.

With regards to no. 33 Richmond Gardens, the rear elevation of this property and its garden backs onto the site. At their closest point the new dwellings will be over 35.0m from this rear elevation and whilst it is in close proximity to the proposed rear parking area it is considered that a residential development will create far less nuisance in terms of light and noise than a working farm.

Issues relating to construction and plant machinery are not material planning issues.

In terms of planning policy, Policies DEV 4, HSG 4 and HSG 15 of the adopted Copeland Local Plan 2001 - 2016 and Policies DP 4 and RDF 2 of the Regional Spatial Strategy (RSS) 2021 are considered relevant to the determination of this application.

Both Policy DEV 4 of the Local Plan and DP 4 of the RSS set out a sequential approach to development and strongly advocate the re-use of existing buildings within settlement boundaries, this type of development being the first priority.

The site is located within the settlement boundary for Haverigg as defined by the Local Plan. Policy HSG 4 presumes in favour of allowing new housing development within settlement boundaries which involves the redevelopment of existing buildings or previously developed land.

Policy HSG 15 relates specifically to the conversion of buildings to dwellings in urban areas and sets out specific criteria to ensure adequate internal and external space is provided; off street parking is provided; conversion works retain the character of the buildings and that no amenity problems are created for residents of adjacent properties.

In conclusion, it is considered that the proposal adequately satisfies the above policies and their associated criteria and will

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result in the positive redevelopment of this prominent site within the centre of Haverigg. As such, it is recommended that the application be approved subject to the conditions below.

Recommendation

Approve (commence within 3 years)

2. Permission in respect of site layout shall relate to the amended plans received by the Local Planning Authority on 9 July 2009 and 5 August 2009. Development shall be carried out in accordance with the approved details.
3. Permission in respect of elevational treatments shall relate to the amended plans (drawing nos. 4012/05, 4012/06 and 4012/07) received by the Local Planning Authority on 5 August 2009. Development shall be carried out in accordance with the approved details.
4. Before development commences full details of the proposed external finishes shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
5. The vehicular crossings over the footway, including the lowering of kerbs, shall be carried out to the specification of the Local Planning Authority in consultation with the Highway Authority.
6. Ramps shall be provided on each side of every junction to enable wheelchairs, pushchairs etc to be safely manoeuvred at kerb lines. Details of all such ramps shall be submitted to the Local Planning Authority for approval before development commences. Any details so approved shall be constructed as part of the development.
7. 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.
8. The site shall be drained on a separate system, with foul drainage only connected into the foul sewer.

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9. Prior to the carrying out of any construction works the existing historical buildings occupying the site shall be recorded in accordance with a Level 3 survey as described by English Heritage's document "Understanding Historic Buildings A Guide to Good Recording Practice, 2006" and, following its completion, 3 copies of that survey report shall be furnished to the Local Planning Authority.
10. 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 shall 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.
11. Before development commences a tree constraints plan, arboricultural method statement and tree protection plan in accordance with BS 5837:2005 "trees in relation to construction" shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details.
12. Before development commences artificial nest sites shall be provided at selected points around the property, details of which shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details.

Reasons for conditions:-

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

For the avoidance of doubt.

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

To ensure a suitable standard of crossing for pedestrian safety.

To ensure that pedestrians and people with impaired mobility can negotiate road junctions in relative safety.

In the interests of highway safety and environmental management.

To ensure a satisfactory drainage system.

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To ensure that a permanent record is made of the buildings of architectural and historic interest prior to their alteration as part of the proposed development.

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

To compensate for the loss of nesting sites within the barns.

Reason for decision:-

An acceptable scheme to redevelop this attractive former farm building complex within the Local Centre of Haverigg to provide a residential development in accordance with Policies DEV 4, HSG 4 and HSG 15 of the adopted Copeland Local Plan 2001-2016 and Policies DP4 and RDF 2 of the Regional Spatial Strategy 2021.

PLEASE NOTE:

Bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under the Conservation (Natural Habitats) Regulations 1994. Please note that places bats utilise for shelter are protected regardless of whether they are present or not.

Barn owls are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). Under this act it is an offence to intentionally kill, injure or take any wild barn owl. It is also an offence to intentionally take or damage or destroy any wild barn owl nest whilst being constructed or in use. Licences cannot be issued for the removal of barn owls in order to facilitate development.

All wild birds, their nests, eggs and young are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) during the nesting season. Work must not begin if nesting birds are present on site and should occur outside the bird nesting season (March-August, although weather dependent). If building works are undertaken during the bird breeding season, a check for any active nest sites should be undertaken by a suitably qualified ecologist. If breeding birds are found during this survey, the nest should not be disturbed and works should be delayed until nesting is complete and any young birds have fledged.

MAIN AGENDA

5 4/09/2269/0

NEW RAMP ACCESS ACROSS BEACH, CUTTING OF A SECTION
OF SPIT & ERECTION OF BRIDGE OVER RIVER TO PROVIDE
MARINE ACCESS
NEAR SELLAFIELD, SEASCALE, CUMBRIA.
SELLAFIELD LIMITED

Parish St Bridgets Beckermat

- No comments received.

At the last meeting Members resolved to carry out a site visit to assess the likely environmental impacts of these marine access development works before determining the application. The site visit and accompanying presentation took place on 5 August 2009 which, together, were most helpful in understanding the nature of the proposed works and their potential environmental impacts.

These marine access development works are required to enable the delivery of large components to the Sellafield site, specifically in relation to the construction of the HALES Evaporator D Facility for which approval of reserved matters was granted at the last meeting (4/09/2229/0R1 refers). The large prefabricated sections of this building are too large to be transported by road or rail. It is therefore proposed to transport these sections to the Sellafield beach area by barge.

DESCRIPTION OF PROPOSED WORKS

The proposed development will provide a steady incline between the beach and railway level crossing by the construction of a ramp across a section of the Sellafield beach, the cutting of a section from the Ehen Spit, and the erection of a bridge across the River Ehen. The construction, operation and remediation duration is estimated as three years. On completion, it is planned to fully remediate the site - the potential exception is if the Ehen Spit has revegetated to a suitable level during the development period. Advice from the Environment Agency will be sought prior to remediation to agree the appropriate level of remediation based on actual conditions.

Sellafield Beach Protection

Construction - in order to provide a suitable incline the beach will require areas to both be excavated (cut) and material added (fill). Materials excavated from the beach (estimated to be 350 cubic metres) will be stored separately on the Spit. As to the area of "fill" it is expected that in the order of 800 cubic metres of the excavated Spit material would be used. Additional material would need to be imported to provide a suitable running surface for the transporters - it is estimated that this could include sub-base material (around 200 cubic metres) and rock for protecting the sides of the ramp (around 425

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cubic metres).

Dimensions - the additional feature on the beach is expected to be in the region of an additional 1 metre at its highest point and with an estimated maximum excavation of 1.5 metres and would stretch approximately 80 metres (at a width of approximately 10m) from the interface with the Ehen Spit. All this work is above Mean Low Water (MLW) level.

Ehen Spit Cutting

Construction - in order to provide a suitable incline the Ehen Spit will require areas to be excavated. Depending on the exact nature of the material found it is estimated that this will involve the removal of somewhere in the region of 2,000 to 5,000 cubic metres of spoil and the placement of sub-base material to provide a running surface. Provided it fulfils the necessary criteria this excavated spoil will be used either (a) for the construction of the ramp (see above), (b) be used for the construction of the bridge abutments (see below) or (c) stored separately on the Spit. At this stage it is not yet known whether the spoil will be subsequently reinstated; it may be considered that, as the cutting will attract vegetation, the preferred environmental option would be to retain the cutting and not reinstate. However, no material will be moved from the Spit area.

Dimensions - there is approximately 55m of Ehen Spit to be prepared between the interface with the beach and the abutments required for the bridge. The road surface will be in the region of 10m wide. The banks of excavation will be in the region of 1:2.5 (as per current Spit slopes) - this may require an area of up to 40m wide to be landscaped to maintain this slope.

River Ehen Bridge

Construction - single span bridge with piled foundations. It will be constructed of steel work with pre-cast concrete slabs placed on the steel structure. The bridge abutments will utilise the excavated material from the Spit to provide a level surface for the transport of the modules. Security fencing (nominally 2m high galvanised secure gate) will be required to secure the bridge from public access.

Dimensions - nominally 34m in length, 8m wide with a 2m deep unpainted steel beam deck. The bridge will be located close to the existing pipebridge and footbridge, and will sit above the footbridge but lower than the pipebridge. There will be an abutment either side (up to 40m at the widest point) - the seaward abutment is approximately 15m long and the rail side abutment approximately 25m long.

In response to statutory consultation procedures Cumbria Highways raise no objections from a highway point of view subject to the applicants entering into a Section 278 Agreement of the Highways Act

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1980 to ensure that necessary modification works to the public highway are completed prior to the approved works being carried out. The Environment Agency raises no objections subject to ecological safeguards being implemented, details of which have been forwarded directly to the applicants. United Utilities raise no objections. In response to initial objections raised by Cumbria Wildlife Trust, the applicants commissioned an Ecological Constraints survey and a resultant Ecology Mitigation Procedure has been produced.

CONCLUSION

As was clearly evident to Members at the site visit and technical presentation this is a major project associated with the construction of the HALES Evaporator D Facility within the Sellafield licensed site.

Following statutory consultation procedures I am satisfied that sufficient mitigation measures are in place to negate any environmental harm and it should be noted that construction, operation and full remediation measures should all be within a relatively short time period of three years.

Recommendation

Approve (commence within 3 years)

2. The Ecology Mitigation Procedures submitted to the Local Planning Authority on 4 August 2009 shall be strictly adhered to and closely monitored throughout the construction, operation and remediation phases of the approved development.
3. The development shall not be brought into use until the modification works to the public highway have been completed in all respects to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.

The reasons for the above conditions are:-

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

To safeguard ecological interests within and in close proximity to the site

In the interests of highway safety

Note:-

In respect of condition 3, the applicant will need to enter into a Section 278 Agreement of the Highway Act 1980 with the Highway Authority. It should be noted that all costs associated with these works will have to be met by the applicants

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Reason for decision:-

The marine access development works will facilitate the construction of the HALES Evaporator D facility within the Sellafield licensed site. The applicants have demonstrated that sufficient mitigation measures are in place to negate any environmental harm during the construction, operation and remediation phases which, in total, should not exceed a period of approximately 3 years.

6 4/09/2279/0

PROPOSED DWELLING HOUSE FOR LOCAL NEED
LAND ADJACENT TO ELLERLEIGH, ASHLEIGH FARM,
MIDDLETOWN, EGREMONT, CUMBRIA.
MR L HINDE

Parish Lowside Quarter

- No comments received.

In August 2005 an outline planning application for a single dwelling for local need was approved by Members subject to the applicants entering into a Section 106 Agreement (4/05/2319/0 refers). This legal agreement was never entered into and, as such, a lawful decision was never issued.

In June 2008 full planning permission was then sought for the erection of a dwelling house on the same site, based on the same local need case. This was subsequently withdrawn in August 2008 following concerns from the Officer that the local need case, dated May 2005, was out of date (4/08/2332/0 refers).

Full planning permission is again sought for the erection of a single dwelling on this site adjacent to Ashleigh Farm, Middletown.

The proposed dwelling takes the form of a detached 3 bedroomed dormer bungalow with integral double garage. Externally, the dwelling would be finished with facing brickwork, grey concrete roof tiles and white uPVC fenestration.

Vehicular access is off the C4021 running through Middletown onto which the dwelling would face.

Middletown is not a classified settlement in the adopted Copeland Local Plan 2001-2016 and, as such, a strong presumption against

MAIN AGENDA

allowing new housing development exists (Policy HSG 5).

The application site is located adjacent to an existing agricultural workers bungalow which serves Ashleigh Farm. Planning permission for this bungalow was granted in January 2002 (4/01/0866/0 refers) and is occupied by a member of the current applicant's family.

As with the two previous applications, this application is supported as a form of affordable rural housing under Policy HSG 11 of the local plan. A supporting letter (identical to those submitted under the previous applications) is annexed to this report. In summary, both applicants have strong local ties to Middletown and the adjoining farm with one of the applicants being able to help out more once he retires from employment at Sellafeld in 2007. This is clearly out of date.

In terms of statutory consultees no objections have been received from United Utilities. The Highways Authority have raised concerns regarding the practicality of the onsite turning area and access visibility.

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

Whilst there is scope within local and national planning policy to allow for affordable rural housing, particularly for people with genuine local ties, given that the submitted case is out of date and an up to date case has not been forthcoming, the strong policy presumption against allowing such development in open countryside cannot be set aside.

Recommendation

Refuse

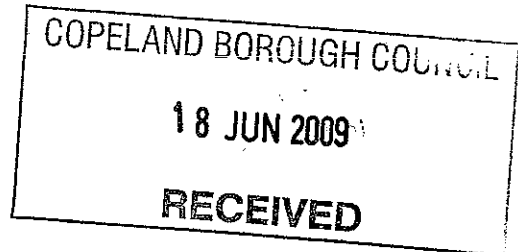
In the absence of an up to date demonstrable local need the proposed dwelling constitutes non-essential development in the countryside. Furthermore, by virtue of its layout, the proposed access and on-site turning area are considered substandard. As such, the proposal is at variance with Policies HSG 5, HSG 8 and HSG 11 of the adopted Copeland Local Plan 2001-2016.

Copy to : Mr. & Mrs. Hinde

Our Ref : MEH/J/C01/082

Your Ref : MTS/SC/P/LQ P.A.1

Mr. Michael Sandelands,
Development & Environment,
Copeland Borough Council,
The Copeland Centre,
Catherine Street,
WHITEHAVEN,
Cumbria.
CA28 7SJ



3rd May, 2005

Dear Michael,

OUTLINE PLANNING APPLICATION
PROPOSED ERECTION OF A 'LOCAL NEED' DWELLING
ON LAND ADJACENT ELLERLEIGH, ASHLEIGH FARM,
MIDDLETOWN, EGREMONT
FOR MR. & MRS. L. HINDE

Following our recent correspondence please find enclosed an outline planning application which seeks consent for a single 'local need' dwelling for my Clients, Mr. and Mrs. L. Hinde.

The application comprises the required forms, and site location plan, together with a cheque for the application fee.

As we discussed, as Middletown is identified at a Restricted Growth Village in the Copeland Local Plan, adopted June 1997, the enclosed application is put forward for local need under Policy HSG23.

As you will be aware, paragraph 5.8.8 sets the context to the Policy and states that:

"... At the same time there are some people in the rural communities who can afford to build a home for themselves but are not able to afford land prices associated with general needs' housing areas which fall within the allowances of Policies HSG1-4. Equally some people may find that the supply of housing land in their village has become exhausted before they are in a position to build. Where genuine local ties exist and where there is a genuine difficulty in finding a suitable site in the home village, the Council may be prepared to make a further exception to Policy HSG5."

Policy HSG23 states that:

"As an exception to the requirements of Policy HSG5 the Council may grant planning permission for individual dwellings to meet the needs of local people. This policy will apply to Limited and Restricted Growth Villages and to be acceptable proposals must: ..."

satisfy the 4 stated criteria.

It is noted that in the 2nd Deposit Version of the Copeland Local Plan 2001-2006 the policy framework set out by Policy HSG23 is reiterated in Policy HSG11.

As the Roll Forward of the Copeland Local Plan has not yet progressed to the Public Inquiry stage, it is Policy HSG23 which is used as a basis to assess the proposal which accompanies this letter. In respect of the 4 stated criteria to Policy HSG23 it is advised that:

Criterion 1 - *"be on sites immediately adjoining the village and well related to its physical form."*

The site subject of the enclosed application is on a site which is considered to be *'immediately adjoining'* and *'well related to ... the ... physical form'* of Middletown.

Criterion 2 - *"be supported by evidence to show that the applicant has genuine local ties to the village and has genuine difficulty in finding an otherwise acceptable site within the terms of Policies HSG1-4."*

i. Local Ties

Mrs. Hinde, the applicant, was born and raised at Ashleigh Farm and lived there until her marriage.

The dwelling at the Farm is occupied by Mrs. Hinde's Mother, Mrs. D.J. Graham who is 76 years old, and in the last 2/3 years has had two hip replacements. The Graham Family has farmed Ashleigh Farm for over 100 years and Mrs. Graham has resided in the property for some 47 years.

Ashleigh Farm extends to 124 acres. Potatoes and vegetables are grown as well as hay and barley. Sheep and cattle are wintered. The Graham family also have milk and potato/vegetable rounds which are based at the farm where the produce is stored and the delivery vehicles are parked. There is also a farm shop.

Mrs. Hinde and members of her family travel to the farm daily to assist with cleaning, domestic duties and the farm shop which is effectively open between 8.00 a.m.-10.00 p.m. 7 days a week;

Mr. Hinde also has strong ties to the farm and locality. Whilst he is presently employed by BNFL at Calder Hall Power Station it is expected that his employment will cease in 2007 as 5,000/8,000 jobs are to go.

Mr. Hinde is a qualified heavy/light plant fitter and currently spends all his spare time either at Ashleigh Farm or other holdings in the near vicinity. The work he undertakes includes looking after equipment and vehicles, baling hay and straw, preparing land for the planting of crops, welding, etc. It is this aspect of his work that will become his full time work and an element of farm diversification for Ashleigh Farm once his Work at Calder Hall has come to an end.

Mr. and Mrs. L. Hinde clearly have genuine and extremely strong local and family ties to Middletown. The dwelling which is proposed is to provide accommodation so they can be close to their family whom they support and assist to a high degree.

ii. Genuine difficulty in finding an acceptable site within Policy HSG1-4

Mr. and Mrs. Hinde have been looking to move back to Middletown for some years but have not found either a suitable site or a house to buy which is within their price range. In addition, properties are infrequently on the market and the existing house at Ashleigh Farm is not large enough or suitable for two separate households.

The applicants have had and are having genuine difficulty in finding an otherwise acceptable site.

Criterion 3 - "comply with the requirements of Policy HSG4."

The enclosed application is submitted in outline and at this stage no details of the precise dwelling to be erected are available. It is, however, envisaged that the dwelling will be a single storey dwelling.

In respect of the requirements of Policy HSG4 it is noted that:

- the single dwelling would be in conformity with the established pattern of density in the surrounding development (Criterion 1).
- whilst the precise siting, design and materials of the proposed dwelling have not yet been prepared, these details would be agreed with the Local Planning Authority and will

reflect the character and style of surrounding development (Criterion 2);

- access to the site will be via a new vehicular access from the highway and will provide for:
 1. the hedgerows to be set back to provide visibility splays of 70m x 2.0m x 70m;
 2. an access gate, which will open inwards only, set back at least 4.5m from the carriageway edge;
 3. an on site car turning area plus parking and garaging;
 4. a surfaced driveway and access area; and
 5. measures which will ensure that there is no surface water flows from the driveway onto the public highway. (Criterion 3).

Due to the nature and location of the site it is considered that the proposal will not conflict with Criterion 4 as the proposal will not harm any aspect of intrinsic significance to the locality (Criterion 4).

With appropriate siting the proposed dwelling will not result in problems of noise, security, privacy or overlooking for either existing or future residents (Criterion 5).

Whilst setting out all the above, with reference to the plan which is attached, it is noted that there is an existing water main which crosses the site. Mr. and Mrs. Hinde have discussed this aspect with United Utilities and an agreement has been reached for this to be re-routed.

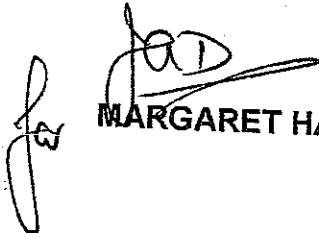
No problems are envisaged with drainage and underground services (Criterion 6).

Criterion 4 - "be the subject of a legal agreement under s.106 of the Town and Country Planning Act 1990 which requires occupation of the dwelling solely by the applicant and his/her dependants for a five year period from completion or by another household which conforms to the requirements of Criteria 2 above."

The applicants recognise and accept that approval of the enclosed application will be subject of a legal agreement which will relate to the above.

In view of all the above and enclosed I trust you find my Clients' application to be clear and acceptable. If, however, you have any queries or concerns or require any further details at all then please do contact me.

Yours sincerely,


MARGARET HARDY

MAIN AGENDA

7 4/09/2291/0

OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT
LAND AT, MILL HILL, CLEATOR MOOR, CUMBRIA.
HIGH GRANGE DEVELOPMENTS LTD

Parish Cleator Moor

- No objection

Outline planning permission is sought for residential development on land at Mill Hill, Cleator Moor.

The area of land measures approximately 0.09 hectares and is located to the north west of Cleator Moor in the area known as Bowthorn. It is bounded by housing to the south east with agricultural land on all other sides. It has a field gate access onto the Mill Hill housing estate.

The land further to the north of the proposal is a former mine site. Both this brownfield land and the wider agricultural land in which the application site is contained forms an allocated housing site in the Copeland Local Plan 2001-2016.

The application is for outline planning permission only with no matters to be approved at this stage. Therefore, the decision should be based on whether the principle of residential development on this site is appropriate.

Eight letters of objection have been received from local residents whose concerns are summarised as follows:-

1. Access to the site through the Mill Hill estate would be unacceptable and a danger to the residents.
2. The development of this site may increase flooding problems in the Cleator Moor area.
3. The land is "greenbelt" and development of the site would lead to loss of a view for some properties.
4. The brownfield land should be developed first.

While the first two issues raised are valid concerns at this stage Cumbria Highways have raised no objections to the proposal, subject to a condition. With regards to the flooding concerns, the Council's Flood Engineer has commented that the surface water has been specified to discharge into an existing watercourse which is known to have a culverted section that is under capacity and in a poor state of repair. Therefore, additional discharge into this would likely increase potential problems in the area, so this would need to be addressed further through a reserved matters application.

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With regard to the loss of a view, this is not a material planning consideration, but, again, no details are provided with regard to housing type or layout. Finally, referring to the issues of the use of the land and phasing of development, the land is an allocated site and the Copeland Local Plan states that partial development of the greenfield land is necessary to allow access to the brownfield area.

The land is considered to be appropriate for residential development and, indeed, forms part of a larger land allocation for this use within Policy HSG 2. It is located within the settlement boundary for Cleator Moor as prescribed by Policy DEV 4 of the adopted Copeland Local Plan 2001-2016.

As such, the proposal is considered to comply with Policy HSG 2 and HSG 4 of the Copeland Local Plan 2001-2016 and is therefore recommended for approval.

Recommendation

Approve in Outline (commence within 3 years)

3. All matters relating to the layout of the site, the means of access, parking and turning within the site shall be reserved for approval at the detailed planning stage.
4. No development approved by this permission shall be commenced until a desk top study has been undertaken and agreed by the Local Planning Authority to investigate the potential for on-site contamination. If the desk study identifies potential contamination a detailed site investigation shall 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.

The reasons for the above conditions are:-

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

In the interests of highway safety

To ensure a safe form of development that poses no unacceptable risk of pollution to water courses or human health

MAIN AGENDA

Reason for decision:-

An acceptable outline proposal for housing development on an allocated site within the Copeland Local Plan 2001-2016 which is compliant with Policies HSG 2 and HSG 4 of the adopted Copeland Local Plan 2001-2016

8 4/09/2298/0

ALTERATIONS AND REAR EXTENSION PLUS CHANGE OF USE
FROM DWELLING TO DAY NURSERY
1 WOODEND COTTAGES, LAMPLUGH, CUMBRIA.
MRS C SHARPE

Parish

Lamplugh

- Have no objections to a new business. However, believe that the following issues should be taken into account when making a decision:-
- Safety - the road is very narrow and currently problematic; with additional traffic this situation could worsen. Within the context of a working farm this development may become particularly problematic especially at busy times of the year, e.g. silage making.
- It seems to the Council that parking is a problem and the proposed parking is inadequate to meet the needs.
- The decision should take into account the views of the neighbours since this may change the character of the locality.
- The Council believe that a site visit is essential.

Planning permission is sought for alterations and an extension and a change of use at 1 Woodend Cottages, Lamplugh.

The dwelling is semi-detached and situated in a rural location. Other buildings nearby are two dwellings and a working farm consisting of both modern and traditional agricultural buildings.

This application seeks approval for a change of use of the dwelling to a day nursery for children aged between 3 months and 8 years. The proposed hours for the nursery are 8.00am to 6.00pm, with some special needs facilities at weekends. The downstairs of the property would be converted into 4 dayrooms whilst also retaining kitchen

MAIN AGENDA

facilities and the upstairs would contain 3 baby rooms and a bathroom. The applicant currently runs the nursery facility from her nearby dwelling, also at Woodend.

Also included in the application is a single storey rear extension measuring 2.7m x 7.8m. This will be finished to match the existing dwelling which has white painted wet dash render walls with white UPVC windows and doors and a slate roof.

A letter of objection has been received from the owners of the farm adjacent to the site whose main concerns are that the change of use would create access problems to the farm and would lead to increased journeys on the narrow road.

He has also commented that the parking and turning arrangement would not be suitable for the proposed staff and customers.

A letter has been received from the owners of the adjoining dwelling stating that they have no objections to the change of use. Cumbria Highways have requested that further information should be submitted prior to the application being determined.

To fully assess the impact that the proposed development will have in this rural location it is recommended that Members acced to the Parish Council's request and undertake a site visit before reaching a decision on this application.

Recommendation

Site Visit

9 4/09/2308/0

RENEWAL OF TEMPORARY PLANNING PERMISSION
4/04/2545/0F1 FOR THREE STOREY PREFABRICATED
OFFICE BUILDING
BRITISH NUCLEAR FUELS, SELLAFIELD, SEASCALE,
CUMBRIA.
MR W POULSON

MAIN AGENDA

Parish St Bridgets Beckermot

- No comments received.

Under the terms of the scheme of Delegation for the Determination of Planning Applications this application for renewal of temporary planning permission for a three storey prefabricated office building within the Sellafield site is referred to Members for determination as the building exceeds 1000m2 floorspace.

Permission for the building was originally granted in August 2004 for a temporary period of 5 years (4/04/2545/0F1 refers) which expires on 31 August 2009.

The building provides some 2200m2 floorspace on each of the three floors to accommodate up to 600 staff following demolition of the dilapidated B591 building, from where the majority will be transferred but also provides replacement office accommodation for staff previously working in temporary offices across the Sellafield site which have since been demolished as they are no longer fit for purpose.

The building, although significant in scale, does not introduce new employment onto the Sellafield site but instead has facilitated the reaccommodation of existing staff following demolition of unfit temporary office buildings across the Sellafield site. As such, continued occupation of the building does not conflict with or prejudice existing development plan policies.

Recommendation

Approve (commence within 3 years)

1. This permission shall expire on 31 August 2014. At or before the expiration of this period the prefabricated offices shall be removed from the site and the ground reinstated in a manner to be agreed in writing with the Local Planning Authority unless the prior written approval of the Local Planning Authority has been obtained for their continued siting.

The reason for the above condition:-

The Local Planning Authority wishes to be able to review the matter at the end of the limited period stated.

The reason for the decision:-

Continued use of this temporary office accommodation within the Sellafield site does not conflict with or prejudice existing Development Plan policies.

MAIN AGENDA

10 4/09/2313/0

APPLICATION FOR THE EXTENSION OF TEMPORARY
PERMISSION (4/09/2285/0F1) FOR A 40M WIND
MONITORING MET MAST
FAIRFIELD FARM, PICA, DISTINGTON, CUMBRIA.
MR O DAVIES

Parish Distington

- No comments received.

This application relates to an area of previously reclaimed open cast coal mining land which is located approximately 1 km from the village of Pica. The land is currently used for agricultural purposes as part of the 128 hectare landholding. The land within the site is grassland which falls between 160m - 150m AOD towards the south of the site.

Planning permission is sought for the extension of a temporary permission (4/08/2285) for the siting of a wind monitoring (anemometer) mast on the site for a further two year period. The mast is a slim pole which is 40 metres in height, and supported by six sets of guy wires which are attached to four steel reinforced anchors at a radius of 20m from the base of the mast. Access to the site is achieved off an existing track.

A similar application (4/07/2008) was submitted in January 2007 but was withdrawn following concerns from Cumbria Wildlife Trust regarding its location in relation to purple moor grass rush pasture which is used by hen harriers, a protected species. An amended application (4/07/2305) was approved on 27 June 2008 limiting the siting of the mast to 12 months from the date of commissioning. The mast was erected on 28 July 2007. This temporary permission was renewed for a further 12 months period on 24 July 2008 (4/08/2285).

An application (4/94/0718) for 13 wind turbines on land around the site was refused in January 1995 and a further subsequent application (4/95/0559) for 10 wind turbines was refused in March 1996 and subsequently dismissed at appeal. A further application (4/06/2684) for five wind turbines was refused by the Planning Panel in April 2007 but was approved on appeal.

The applicants have clarified that the mast is required for a further period in order to move the wind resource assessment forward to the next stage which will ultimately allow them to secure project funding and to satisfy a number of requirements from wind turbine suppliers regarding the site specific wind conditions. Additional wind

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monitoring will demonstrate whether the wind data is of the highest possible quality and consistency. This will reduce the perceived risk of the wind farm project to project financiers which the applicants claim is important in the current economic climate where finances are more difficult to secure.

The application has been advertised in the local press and by site notices and a wide range of consultations have been sought. The only response that has been received is from United Utilities who have confirmed that they have no objection to the proposal.

The reason for erecting an anemometer mast is to assess whether a particular site will harness wind power satisfactorily. They are normally required on a site for at least 12 months; the longer measurements are taken the better predictions will be. The measurements from the anemometers help to determine whether or not a candidate site is suitable and, if it is, the measurements help to determine the best position for the wind turbines within the site. Often, when the mast is erected it is not known either if the site is suitable for wind farming or which turbine type would be most suitable. The mean speed at hub height (along with the statistical distribution of predicted wind speeds about this mean and the wind turbines to be used) will determine the energy captured at a site.

The mast will have a minimal visual impact for a relatively short period and will be removed from the site at the end of the extended period.

Recommendation

Approve (commence within 3 years)

1. The wind monitoring mast and all associated development shall be decommissioned and removed from the site on or before 31 August 2011 and the land restored to agricultural use.

The reason for the above condition is:-

The mast is a temporary structure to obtain information in order to determine the potential for wind turbines

Reason for decision:-

Central Government advice is to support the erection of wind monitoring masts on a temporary basis in order to determine whether the site has potential for wind energy generation

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11 4/09/2314/0

ERECTION OF 2 DWELLINGS
FORMER, MINERS WELFARE HALL, PICA, DISTINGTON,
CUMBRIA.
KMS DEVELOPMENTS

Parish Distington

- No comments received.

This application relates to the former Miners Welfare Hall which is located on the eastern edge of Pica. The Hall ceased to operate approximately 5 years ago and the building has remained vacant ever since. Planning permission was granted for the conversion of the Hall into a residential property in 2004 (4/04/2642). Outline planning permission was subsequently granted for the replacement of the Hall with a two storey house in 2007 (4/07/2138) after it was determined that the existing building was in a poor structural condition and not suitable for conversion.

Planning permission is now sought for the erection of two detached dwellings on the site. The dwellings have been designed to front onto the roadway and will be constructed of rendered block work with stone facing to the front gables.

A shared single access is to be provided into the site and each dwelling will have designated turning area.

CONSULTATION RESPONSES

United Utilities have raised no objections to the proposal.

A letter of objection has been received from the occupier of the property which lies opposite to the application site. The main concerns raised relate to the following matters:-

- the development will encroach onto the line of a sewerage pipe that runs across the site
- it will result in a number of vehicles entering the site
- the off road car parking provision proposed is likely to result in vehicles parking on the main road through the village
- the two dwellings proposed are large and imposing with very little land around them.

PLANNING POLICY

Government, regional and adopted Local Plan policies seek to promote sustainable patterns of development. One of the key elements of this

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policy is to focus development within the larger settlements where there is greater access to services, employment and housing.

Pica is not listed under Policy DEV 3 of the adopted Copeland Local Plan as a local centre where small scale residential development will be permitted. Policy HSG 5 restricts new residential development outside the boundaries of the defined key service centres and local centres unless it is required to meet exceptional circumstances arising from local, social and economic conditions.

The applicant's agent has submitted a letter in support of the application in which he makes various points which he considers support the application. He outlines that the North West Regional Spatial Strategy (RSS) has now replaced Policy H17 of the Cumbria County Council Structure Plan. The RSS has also increased the housing targets for Copeland up to 230 units per annum.

He also refers to an appeal decision for a dwelling on a site at Winder in Frizington which was allowed in 2004 despite falling outside a settlement that was deemed suitable for growth. The Inspector concluded that the site would form an infill plot in a building group that was consistent with the established use and character of the immediate surroundings and would not involve any projection into the open countryside. He considers this application to be similar to this case.

Whilst the principle of erecting a single dwelling has already been established, the previous consents from both 2004 and 2007 only permit the erection of one dwelling on the site. As the site falls outside any settlement boundary defined by the adopted Copeland Local Plan 2001-2016 planning permission for any additional units should only be granted in exceptional circumstances. The applicant's agent has not provided any justification that establishes an essential need for an additional dwelling on this site. Although reference to a previous appeal decision is noted the application site cannot be regarded as an infill plot which is comparable. It forms the most easterly part of the village and is clearly detached from the main body of the village. On this basis it is considered to be contrary to policy and should be resisted.

Recommendation

Refuse

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The proposed site is located outside any local centre in an unsustainable location. The North West of England Plan (Regional Spatial Strategy) and Copeland Local Plan policies state that residential development outside designated local centres will not normally be permitted unless it can be shown that it is essential to meet exceptional circumstances arising from local, social or economic conditions which would warrant the granting of planning permission. The Local Planning Authority does not consider that there are any exceptional circumstances in this case which would warrant the erection of an additional dwelling on this site. As a consequence this proposal would be contrary to the objectives of Government Policy set out in Planning Policy Statements 1 and 3, Policy RDF 2 of the North West of England Plan Regional Strategy to 2021 and Policies DEV 3, DEV 5 and HSG 5 of the adopted Copeland Local Plan 2001-2016.

12 4/09/2323/0

RESIDENTIAL DEVELOPMENT CONSISTING OF 22
BUNGALOWS FOR ELDERLY OR DISABLED RESIDENTS
WASTWATER ROAD, WHITEHAVEN, CUMBRIA.
HOME GROUP DEVELOPMENTS LTD.

Parish Whitehaven

This application relates to two areas of land which lie adjacent to Wastwater Road and are included within the housing market renewal programme known as Woodhouse Evolution. One of these areas was previously occupied by a block of flats that has recently been demolished.

Planning permission was granted for 20 bungalows on the site in 2008. Planning permission is now sought for the erection of 22 bungalows which are to be occupied by elderly or disabled residents.

The application is accompanied by a number of plans and documents including:-

- Design and Access Statement
- Stage 1 Road Safety Audit
- A Geo Environmental Appraisal
- Detailed layout and elevational drawings

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The bungalows are divided into two groups. The northern group have been designed so that the buildings will create frontages of development alongside the existing road layout. Each of these dwellings is to be provided with a driveway access and a car parking space within private garden areas. The southern group of buildings is to be arranged within a courtyard which will contain communal car parking. A total of 31 car parking spaces are to be created to serve the 22 units proposed.

The majority of the bungalows will be semi detached two bedded units although 2 three bedroomed units are also included. Internally each bungalow will provide a livingroom, kitchen/diner, bathroom as well as their respective bedrooms.

Each property is also to have a private garden area. These are to be defined by 1.8m boarded fencing. The scheme has been designed to retain open space to the front of the properties to give an open plan feel.

All the units will have a level access and be suitable for adaption to accommodate disabled people. They will comply with both the lifetime homes and code for sustainable homes standards.

CONSULTATION RESPONSES

Scientific Officer - the site is now partly wasteland after demolition of existing bungalows and has a sensitive end use.

United Utilities has raised no objections to the proposal provided that the site is drained on a separate system with only foul drainage connected into the foul sewer.

Landscape Officer - landscaping details need to be provided. This can be covered by a condition.

Strategic Housing Services Manager - supports the application for all the reasons given in the documents that relate to this development and to its place in the wider strategy for Woodhouse Evolution. It has to be seen as a component of a local housing strategy for South Whitehaven. This development will also meet emerging needs as evidenced by resident consultation and demographic trends, particularly age profile. It is also consistent with needs for social rented and low cost homeowners

Woodhouse Evolution as a whole (to which this proposed development belongs) is within a funded Housing Market Renewal Programme for West Cumbria 2008/2011. However, the application will have to be followed by a bid for Social Housing Grant to the Homes and Communities Agency (HCA, formerly the Housing Corporation) for the development. The HCA will want to know whether detailed planning consent has been received because this will make the scheme deliverable in their terms and will increase the chances of an early grant. The Strategic Housing

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Services Manager will therefore be supporting the applicant's bid to the HCA for grant funding.

One letter of objection has been received from a local resident who expresses concerns about loss of open views across a green space and raises questions about why the new houses cannot be located on land where buildings have previously been demolished.

PLANNING POLICY

Government, regional and adopted Local Plan policies seek to promote sustainable patterns of development. One of the key elements of this policy is to focus development within the larger settlements where there is greater access to services, employment and housing.

Whitehaven is designated as a key service centre under Policy DEV 2 of the adopted Copeland Local Plan 2001-2016. The site lies within the development boundary for Whitehaven. Policy DEV 4 favours the development of brown field land in preference to greenfield land. Policy DEV 6 encourages sustainable design.

Policy HSG 4 permits housing redevelopment within settlement boundaries. Policy HSG 8 sets out the design standards that all new housing developments should meet.

Policy HSG 12 supports proposals for new development and environmental works which form part of approved neighbourhood renewal packages or similar estate action plans.

CONCLUSIONS

The principle of developing this area of land has already been established. It forms part of the first phase of the Woodhouse Evolution programme for which works are due to commence in autumn 2009.

The proposed bungalows are generally arranged in a satisfactory layout although two of the units (plots 4 and 5) do not comply with the separation guidelines set out in policy HSG 8. Whilst the installation of solid timber fencing along the garden boundaries between these properties will prevent direct overlooking this part of the development looks cramped and could be improved. Negotiations are in progress with the applicant's agent in an attempt to improve this element of the scheme. Any response will be reported at the meeting.

Subject to a satisfactory resolution to this issue the scheme is considered to be acceptable.

Recommendation

Approve (commence within 3 years)

MAIN AGENDA

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2. The site shall be drained on a separate system with only foul drainage connected into the foul sewer.
 3. No development shall commence until samples of all surfacing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
 4. Full details of the soft landscaping works, including planting plans and written specifications of plants, species, sizes and densities shall be submitted to and approved in writing by the Local Planning Authority. Landscaping shall be carried out in accordance with the approved details.
 5. No development shall take place until a schedule of landscape maintenance has been submitted to and approved in writing by the Local Planning Authority. 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 ensure a satisfactory drainage scheme

To safeguard the character and appearance of the development in the interests of the visual amenity of the area

To ensure a satisfactory form of landscaping

To ensure that the approved landscaping scheme is implemented and maintained to an appropriate standard

Reason for decision:-

An acceptable housing scheme which forms part of the wider Woodhouse Evolution in accordance with Policies DEV 6, HSG 4 and HSG 8 of the adopted Copeland Local Plan 2001-2016

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13 4/09/2325/0

ERECTION OF A 3 STOREY 68 BEDROOM RESIDENTIAL
CARE HOME FOR THE ELDERLY WITH ASSOCIATED
EXTERNAL WORKS AND LANDSCAPING (REVISED SCHEME)
WYNDHAM STREET, CLEATOR MOOR, CUMBRIA.
MR K STEWART

Parish Cleator Moor

- No objections.

In December 2008 planning permission was approved for the erection of a three storey 68 bed residential care home on this edge of town centre site in Cleator Moor formerly occupied by Council flats (sheltered accommodation) (4/08/2492/OF1 refers). The development is now largely completed.

During commencement of development it was brought to the applicant's attention that part of the approved site was outwith their ownership, making this previous planning approval unlawful in planning terms.

A revised planning application has now been submitted omitting the 9.4m x 9.4m area of land to the east of the site off Wyndham Street thus reducing on-site parking provision from 19 spaces to 16, 2 of which will be designated disabled.

Whilst statutory consultations are still ongoing no objections were raised to the previous application and the majority of conditions attached to the previous approval have already been satisfied.

The relevant policies governing this form of development are DEV 4, DEV 6, HSG 8, HSG 18 and HSG 19 of the adopted Copeland Local Plan 2001-2016. The site is within the settlement boundary of Cleator Moor which is identified as a Key Service Centre in the Local Plan and is located in close proximity to existing services.

The proposed development, the majority of which is now complete, is considered to represent an acceptable form of development compliant with both local and national planning policy. It is therefore recommended that permission be granted.

Recommendation

Approve (commence within 3 years)

2. Details of proposed access onto Wyndham Street shall be submitted to the Local Planning Authority for approval. The development shall not be occupied until the details have been approved and the access has been constructed.

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3. The vehicular crossing over the footway, including the lowering of kerbs, shall be carried out to the specification of the Local Planning Authority in consultation with the Highway Authority.
4. The parking courts shall be surfaced in bituminous or cement bound materials, or otherwise bound, and shall be constructed and completed before the development is occupied.
5. Access gates, if provided, shall be hung to open inwards only away from the highway.

Reasons for conditions:-

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

To ensure a suitable standard of crossing for pedestrian safety

In the interests of highway safety and environmental management

Reason for decision:-

An acceptable form of development on this edge of town centre brownfield site compliant with Policies DEV 4, DEV 6, HSG 8, HSG 18 and HSG 19 of the adopted Copeland Local Plan 2001-2016

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14 4/09/9006/0

CREATION OF COMPOSTING & TYRE BALING OPERATIONS &
CHANGE OF USE OF THE EXISTING AGRICULTURAL
STORAGE BUILDING TO HOUSE A PLASTERBOARD
RECYCLING OPERATION
WILSON PIT YARD, BYRESTEADS ROAD, SANDWICH,
WHITEHAVEN, CUMBRIA.
MR T WEST

Parish Whitehaven

THE SITE

This application relates to Wilson Pit Yard, an industrial yard which is on the site of a former coal mine. The site is currently used to house an agricultural contracting business and the storage of agricultural supplies and products. Planning permission was granted in 2008 for the erection of an agricultural building on the site on the basis that it was required for the applicants agricultural operations. There is also an existing green waste composting operation which treats green waste from Copeland Borough Council and a tyre baling operation using the site. No planning permission exists for either of these two uses.

PROPOSAL

It is proposed to formalise and expand the use of the site for composting and specific waste recycling operations. The expanded waste recycling operations will include inert soil and stone from excavation and also a waste plasterboard reprocessing operation which is to be housed within the existing building on the site. There will also be some timber recycling. All the operations on the site will use common loading, crushing/mulching and screening equipment with the exception of the tyre baling which requires its own specialised equipment. Part of the site is covered by a membrane. It is proposed to extend the existing membrane to cover the areas that are to be used for composting and tyre baling to prevent effluent leaching from the site.

It is anticipated that the proposal will create an additional 5 full time jobs within the next 18 months.

The site is currently accessed from Byresteads Road. It is proposed to alter this existing access to improve visibility and also to provide some demarcation between vehicles entering and exiting the site. Deliveries will be made by articulated and rigid lorries of all sizes. The total deliveries are not expected to exceed 25 per day.

An existing earth bund which runs along part of the road frontage is

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to be retained. A hedgerow is to be planted along the top of this bund to provide additional screening and also to stabilise the bund.

The site will be operated between the hours of 08.00 and 17.30 on Mondays to Fridays and 08.00 to 12.30 on Saturdays. It is not proposed to have any working on Sundays or Bank Holidays. A working plan has been submitted with the application which sets out the method of working. Most of this is controlled by a waste management licence issued by Cumbria County Council which is required before the site can operate.

PLANNING POLICY

This site together with the larger Marchon works is identified as an Employment Opportunity Site in the adopted Copeland Local Plan 2001-2016 where outcomes are sought that improve the environment of the site and contribute to sustainable regeneration.

The former Marchon works lies adjacent to the Whitehaven Coastal Fringe which is designated in the Local Plan as a Tourism Opportunity Site. The long term proposal is to develop this area as a regional coastal park.

The adopted Copeland Local Plan promotes recycling and waste minimisation. Policy DC4 of the Cumbria Minerals and Waste Development Framework encourages waste recycling facilities on existing industrial estates or at waste management sites. Policy EM 12 of the Regional Spatial Strategy requires waste management proposals to assist by providing a local facility for the treatment of commercial, industrial and local authority waste and thus reduce the distance that waste needs to be transported.

CONSULTATION RESPONSES

The Council's Scientific Officer has identified the site as a former coal mine that should be investigated to ensure that it is suitable for use, particularly with regards to the location and stability of old shafts.

REPORT

This proposal would result in a number of benefits. The current operation involves green waste being aggregated at a transfer station and then transferred across the county for treatment near Carlisle. This development will represent a significant saving on the transfer of green waste. Composted waste is being used as a soil conditioner and organic fertiliser on local farms. The tyre baling serves several local businesses and the produce is being used for specific construction projects.

The recent prevention of landfill as an option for waste plasterboard has resulted in the urgent need for a processing facility to deal

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with large volumes of waste plasterboard being produced. Currently there is no facility of this type available in Cumbria.

This site is an existing industrial yard which occupies an isolated location away from any residential property and is partly screened by an existing earth bund. Additional landscaping measures would be required around the site entrance to provide an acceptable level of screening that would minimise the visual impact of this use within the locality.

Although the creation of this type of facility is commended the site form part of a larger area of land that is of strategic significance for the regeneration of Whitehaven and is allocated as an Employment Opportunity Site in the allocated Copeland Local Plan 2001-2016. A number of potential redevelopment options are available for this part of the town which will be fully assessed under the Local Development Framework process. It is important to ensure that any current development that is allowed in this location does not prejudice the long term regeneration potential of this part of the town or the future aspirations of the Council. In this context it is considered appropriate that a strategic assessment of all the other alternative sites that could accommodate a waste recycling operation within the district are fully considered before any decision is made on this proposal.

Recommendation

Whilst the Council commends the creation of a waste recycling facility it is concerned that the current application may prejudice the long term redevelopment of the site and surrounding land which is identified as an employment opportunity site and is of strategic importance to the regeneration of Whitehaven and the coastal fringe. In this context it is considered appropriate that a strategic assessment of all the other available alternative sites is carried out to ascertain whether there is a more appropriate location that could accommodate this type of facility before any decision is made on this proposal.

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15 4/09/2277/0

PUBLIC REALM IMPROVEMENTS INCLUDING NEW STREET FURNITURE, SIGNAGE LANDSCAPING AND LIGHTING, IMPROVEMENTS AND RESURFACING OF THE FOOTPATHS, THE CREATION OF A NEW PUBLIC RIGHT OF WAY AND THE CREATION OF A VANTAGE POINT ON THE HEADLAND MOUNT PLEASANT, WEST STRAND, WHITEHAVEN, CUMBRIA.
MS J BETTERIDGE

Parish Whitehaven

This application seeks planning permission for a range of public realm improvements to the green space and gardens located on the headland adjacent to The Beacon on Mount Pleasant. The scheme forms part of the Whitehaven Regeneration Programme which seeks to regenerate the town centre. This site visit took place on 5 August 2009.

The proposed works involve the general improvement of the area with the aim of promoting greater public access, promoting views of the harbour from the higher ground and improving links between the harbour and the coast.

Entrances into the space off Rosemary Lane are to be redefined by the creation of small sandstone walls which will contain steel lettering depicting the name of the area. Finger posts are also to be installed to create well sign posted pedestrian routes. The existing steps which lie adjacent to the Beacon are to be retained and refurbished to provide access to the upper section from the harbour side. The existing hanging gardens which flank the steps are to be enhanced and replanted and an upper terrace is to be formed at the top of the steps to allow public seating area.

The existing footpaths which run across the site from Rosemary Lane are to be retained and resurfaced using tarmac. Additional seating is to be installed adjacent to the paths to encourage pedestrians to stop and look across towards the harbour. A larger hard surfaced space is to be created above the steps to provide a formal vantage point. This will include seating, some interpretative material on the history of the harbour and a telescope. A new section of path is to be created from the vantage point to link up with the coastal path.

The palette of materials that is to be used is consistent with those that have been successfully used on the National Trust Coast Project and also the Whitehaven Harbour refurbishment. They have been designed to be robust and easy to maintain. The walls are to be constructed of reclaimed sandstone and the steps are to be repaired with natural materials. Vertical hardwood timber revetments are to be used between the planting areas to depict a nautical theme. Low level lighting is to be introduced to emphasise the entrance features

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into the site, the steps from the harbour side and also Duke Pit Fan House. Replacement lighting columns are to be installed along the footpaths which will extend up to a maximum height of 3.5 metres. All the street furniture is to be of a simple design and will be constructed of stainless steel and timber. The entrance signage will comprise individual steel lettering that is to be mounted onto the sandstone walls.

CONSULTATION

In response to the statutory consultation procedures the following responses have been received:-

Highways Control Officer - no objections from a highway point of view subject to a condition being imposed which prevents surface water discharging onto the highway.

English Heritage - support the principle of enhancing this prominent area although Scheduled Monument consent will be required for any works to Duke Pit Fan House. An assessment should also be made of the potential to impact on any non-scheduled archaeology relating to the history of Whitehaven as a port and mining centre, particularly in relation to the construction of the proposed vantage point.

County Archaeologist - given the limited scope of the ground works do not wish to make any comments on this proposal.

Environment Agency - no objections.

Flood and Coastal Defence Engineer - providing United Utilities approve the discharge of surface water run off into the main sewer I would have no objections to the development in principle.

United Utilities - No objections.

Landscape Officer - no objections to the soft landscaping proposed subject to a proper maintenance scheme.

Comments are still awaited from both the County Council Archaeologist and the Council's Conservation and Urban Design Officer. Any response will be reported at the meeting.

PLANNING POLICIES

The North West of England Plan Regional Spatial Strategy to 2021 encourages the enhancement of Whitehaven through a regeneration strategy. This regeneration should be supported by environmental improvements.

Policy DEV 1 of the adopted Copeland Local Plan 2001-2016 seeks to ensure that all development contributes to the sustainable regeneration of the area. Policy DEV 6 seeks sustainable and high

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standards of design.

The site falls within the Whitehaven Town Centre Conservation Area. Policy ENV 26 requires all new development within the Conservation Area to protect and enhance the character and appearance of the Area, including views into and out of the Area.

Fan House is a scheduled ancient monument. Policy ENV 36 requires any new development to minimise the affect on any sites of local archaeological importance.

Policy ENV 38 encourages new works of public art as part of any new developments.

Policy SVC 13 seeks to protect public amenity space and Policy SVC 14 encourages outdoor recreation.

The Council recently adopted a series of Town Centre Heritage and Design documents. The Character Appraisal of Whitehaven town centre recognises the importance of Mount Pleasant as an important open green space that forms a backdrop to the harbour. It was recommended that the refurbishment of this space be encouraged to enhance the public realm. It also highlights the need to increase accessibility for the public.

CONCLUSIONS

This site forms an important open space within the Conservation Area that provides a green backdrop to the historic harbour. The existing space is tired and does not encourage public usage. The proposed works are of an appropriate design and will greatly improve the quality of the public realm in this part of the Conservation Area. This will reflect the high standards previously set by the refurbishment of the harbour frontage and will provide an important linkage between the harbour and the coastal park.

Recommendation

That the application be referred to Full Council under Regulation 3 of the Town and Country Planning General Regulations 1992 and recommended for approval subject to the following conditions:-

2. Permission shall relate to the following plans and documents as received on the respective dates. Development shall be carried out in accordance with them:-

Site boundary plan, drawing number M4531_PA_001_A received on 17 June 2009

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Design proposals, drawing number M4531_PA003, received on 17 June 2009

Material specification, drawing number M4531_PA_005, received on 17 June 2009

Material specification-seating, drawing number M4531_PA_006, received on 17 June 2009

Material specification-signage, drawing number M4531_PA_007, received on 17 June 2009

Terraced gardens-soft landscaping, drawing number M4531_PA_008, received on 17 June 2009

Ornamental planting, drawing number M4531_PA_009, received on 17 June 2009

Option two design proposals, drawing number M4531_PA_013, received on 17 June 2009

Lighting report prepared by Happold Lighting, reference M4531_PA_014, received on 17 June 2009

Existing tree survey, drawing number M4531_PA_015, received on 17 June 2009

Design and Access Statement prepared by Gillespies, reference 4531-MP-Design and Access Statement, received on 17 June 2009

Flood Risk Statement prepared by Gillespies, received on 17 June 2009

3. No development shall commence until samples of all surfacing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
4. No development shall commence on site until a scheme for the protection of the existing mature trees that are to be retained as part of the proposal during construction works has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of protection shall be implemented before any ground works commence on site and shall remain in place for the duration of the construction period.

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5. No development shall commence until a Landscaping Management Plan indicating a method statement and a maintenance schedule for all the soft landscaping areas within the site has been submitted to and approved in writing by the Local Planning Authority. The Landscaping Management Plan shall be adhered to at all times thereafter.
 6. Before development commences full details of the surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall become operational before the development is brought into use and shall be so maintained thereafter.
 7. Details of all measures to be taken by the applicant/developer 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.

The reasons for the above conditions are:-

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

To safeguard the character and appearance of the development in the interests of the visual amenity of the area

To ensure that the existing trees which are important to the amenity of the area are afforded adequate protection during construction works

To ensure that the approved landscaping scheme is implemented and maintained to an appropriate standard

To ensure the provision of a satisfactory surface water drainage scheme which conforms to the requirements of Planning Policy Statement 25 : Development and Flood Risk

In the interests of highway safety and environmental management

Reason for decision:-

The submitted proposals are of an appropriate design and will significantly improve the appearance of this open space which is located within the Conservation Area in accordance with Policies ENV 26, ENV 36 and ENV 38 of the adopted Copeland Local Plan 2001-2016

Schedule of Applications - DELEGATED MATTERS

4/09/2230/0	Moresby	AMENDED SCHEME (4/07/2165/0) FOR CONVERSION OF REDUNDANT STONE BARN TO THREE RESIDENTIAL UNITS BARN, MIDDLE GHYLL FARM, HOWGATE, WHITEHAVEN, CUMBRIA. MR R HENNEY
4/09/2245/0	St Bees	LISTED BUILDING CONSENT FOR REPLACEMENT WINDOWS REPLACEMENT RAINWATER GOODS (NOS 1-11); 1-11, LONSDALE TERRACE, ST BEES, CUMBRIA. MR G STOKES
4/04/9007/0	Arlecdon and Frizington	SINGLE STOREY EXTENSION TO SCHOOL AND MINOR INTERNAL ALTERATIONS INCLUDING NEW TOILET AND FRIZINGTON NURSERY SCHOOL, MAIN STREET, FRIZINGTON, CUMBRIA. GOVERNORS OF FRIZINGTON NURSERY
4/09/2272/0	Distington	ALTERATIONS AND EXTENSION TO FORM GRANNY ANNEXE ERECTION OF OUTBUILDING AND THE REMODELLING OF PROSPECT FARMHOUSE, DISTINGTON, CUMBRIA. MR D BEADSMOORE
4/09/2284/0	Whitehaven	TWO EXTERNALLY ILLUMINATED ADVERT SIGNS AND TWO FASCIA ADVERT SIGNS. 1, PEARS HOUSE, MILLENNIUM PROMENADE, WHITEHAVEN CUMBRIA. MR J LOWE
4/09/2286/0	Arlecdon and Frizington	PLOT SUBSTITUTION TO PLOTS 41 TO 51 (FROM 11 TERRACE DWELLINGS TO A TERRACE OF 4 AND 3 PAIRS LINGLA BANK, FRIZINGTON, CUMBRIA. STORY HOMES
4/09/2220/0	Whitehaven	REAR CONSERVATORY 11, CRAIG DRIVE, WHITEHAVEN, CUMBRIA. MR C DUNN
4/09/2221/0	Whitehaven	GARDEN ROOM/CONSERVATORY 6, OAKBANK AVENUE, WHITEHAVEN, CUMBRIA. MRS J PARKER
4/09/2226/0	Whitehaven	ERECTION OF FENCE (1.80M) TO FRONT AND SIDE BOUNDARY (RETROSPECTIVE) 32, CLEATOR MOOR ROAD, WHITEHAVEN, CUMBRIA. MR P CHRISTIAN
4/09/2236/0	Cleator Moor	SINGLE STOREY REAR EXTENSION TO PROVIDE KITCHEN AND BATHROOM 9, PRINCES STREET, WATH BROW, CLEATOR MOOR, CUMBRIA. MR D HALL
4/09/2246/0	Whitehaven	DETACHED GARAGE

Schedule of Applications - DELEGATED MATTERS

- ADJACENT TO, 14, GREENLANDS CLOSE, HIGH MEADOWS
WHITEHAVEN, CUMBRIA.
MR J A WILLIAMSON
- 4/09/2250/0 Whitehaven
FIRST FLOOR EXTENSION INCORPORATING JULIETTE
BALCONY TO REAR OVER EXISTING GARAGE/DINING AREA
19, BROOMBANK, THE HIGHLANDS, WHITEHAVEN,
CUMBRIA.
MR G STEVENS
- 4/09/2257/0 Cleator Moor
SINGLE STOREY REAR EXTENSION
86, ENNERDALE ROAD, CLEATOR MOOR, CUMBRIA.
MR L O'NEILL
- 4/09/2259/0 Whitehaven
TWO STOREY EXTENSION TO DWELLING
9, SANDHURST DRIVE, RED LONNING, WHITEHAVEN,
CUMBRIA.
MR P BURNS
- 4/09/2262/0 Egremont
SINGLE & DOUBLE STOREY EXTENSIONS TO DWELLING
54, CROFTLANDS, BIGRIGG, EGREMONT, CUMBRIA.
MR I KEGG
- 4/09/2263/0 Moresby
ERECTION OF TIMBER FENCE
2, WINSTON CLOSE, MORESBY, WHITEHAVEN, CUMBRIA.
MR G ROSS
- 4/09/2268/0 St Bees
SINGLE STOREY EXTENSIONS TO BOTH SIDES AND REAR
LLANWERN, OUTRIGG, ST BEES, CUMBRIA.
MR A TODD
- 4/09/2270/0 Cleator Moor
ERECTION OF GARAGE
20, THE CRESCENT, CLEATOR MOOR, CUMBRIA.
MR AND MRS NOWAK
- 4/09/2281/0 Cleator Moor
NEW UPVC CONSERVATORY TO SIDE OF HOUSE
12, CONISTON PARK, CLEATOR MOOR, CUMBRIA.
MR N MURRAY
- 4/09/2285/0 Lowside Quarter
GARAGE EXTENSION AND INTERNAL ALTERATIONS
PEAT GATE, NETHERTOWN, CUMBRIA.
MR R WATSON
- 4/09/2289/0 Whitehaven
TWO STOREY EXTENSION
26, WINCHESTER DRIVE, WHITEHAVEN, CUMBRIA.

Schedule of Applications - DELEGATED MATTERS

MR S ARMSTRONG

- 4/09/2294/0 Whitehaven

TWO STOREY EXTENSION TO FORM ENLARGED KITCHEN & STUDY WITH BEDROOMS OVER
44, THORNTON ROAD, WHITEHAVEN, CUMBRIA.
MRS K ROTHWELL
- 4/09/2303/0 Whitehaven

REMOVAL OF GARAGE, ERECTION OF DOUBLE STOREY SIDE EXTENSION CONTAINING PORCH & FAMILY ROOM
43, VICTORIA ROAD, WHITEHAVEN, CUMBRIA.
MR M CURWEN
- 4/09/2315/0 St Johns Beckermat

DEMOLISH EXISTING FLAT ROOF PORCH AND REPLACE WITH LARGER PORCH WITH PITCHED ROOF
11, THE MILLFIELDS, BECKERMET, CUMBRIA.
MR K DOBSON
- 4/09/2239/0 Egremont

CHANGE OF USE FROM RESTAURANT TO RESTAURANT AND TAKEAWAY
44, MAIN STREET, EGREMONT, CUMBRIA.
MISS T K WIJEWARDENA
- 4/09/2241/0 Millom

AGRICULTURAL BUILDING FOR STORAGE OF LIVESTOCK/FEED/EQUIPMENT
OXENBOW FARM, SOUTH FIELD, HAVERIGG ROAD, MILLOM CUMBRIA.
MS A DUFFY
- 4/09/2264/0 Drigg & Carleton

TWO STOREY REAR EXTENSION AND CONVERSION OF EXISTING LOFT SPACE
THE ROWAN TREE, HOLMROOK, CUMBRIA.
MR K MASSON
- 4/09/2266/0 Millom

SUN LOUNGE (CONSERVATORY) TO REAR OF PROPERTY
37, PANNATT HILL, MILLOM, CUMBRIA.
MR A PACHUL
- 4/09/2274/0 Millom

DEMOLITION OF EXISTING CONSERVATORY & REPLACE WITH NEW PITCHED ROOF SUN LOUNGE & JULIET BALCONY
43, PANNATT HILL, MILLOM, CUMBRIA.
MR D MACKIE
- 4/09/2288/0 Millom

CHANGE OF USE FROM VACANT DAY CENTRE FOR AGE CONCERN TO ONE DWELLING (FROM TYPE D1 TO C3)
29, KING STREET, MILLOM, CUMBRIA.
D & M ROSS
- 4/09/2293/0 Egremont

NEW PLAY AREA
LAND ADJACENT TO, 60, BRISCO MOUNT, EGREMONT, CUMBRIA.
MRS J WYNNE
- 4/09/2299/0 St Johns Beckermat

EXTENSION TO EXISTING CATTLE AND STORAGE BUILDING

Schedule of Applications - DELEGATED MATTERS

		LAND AT CALDERVIEW, BRAYSTONES ROAD, BECKERMET, CUMBRIA. M & J I SLATER
4/09/2300/0	St Johns Beckermest	ERECT CALF REARING BUILDING EXTENSION YEORTON HALL, OAKLANDS, EGREMONT, CUMBRIA. MESSRS HEWITSON
4/09/2301/0	Millom	GARAGE 29, SETTLE STREET, MILLOM, CUMBRIA. MR C NESHAM
4/09/2307/0	Lowside Quarter	SINGLE STOREY GABLE END EXTENSION 6, TOMLIN VIEW, THE GREEN, NETHERTOWN, EGREMONT CUMBRIA. MR R AND MRS D RUMNEY
4/09/2312/0	Seascale	CONVERSION AND ALTERATION OF EXISTING GARAGE TO FORM GRANNY ANNEXE AND ERECTION OF DETACHED CRAIGOWEN, RUEBERRY DRIVE, SEASCALE, CUMBRIA. MRS E REECE
4/09/2319/0	Egremont	REMEDIAL AND SELECTIVE CROWN REDUCTION OF 1 OAK TREE SITUATED WITHIN A CONSERVATION AREA LAND ADJACENT TO, 80, MAIN STREET, EGREMONT, CUMBRIA. COPELAND BOROUGH COUNCIL
4/04/9006/0	Egremont	CONSTRUCTION OF ARCHED/FLAT ROOF EXTENSION TO FORM ENTRANCE FOYER & OFFICE ACCOMMODATION BOOKWELL SCHOOL, BOOKWELL, EGREMONT, CUMBRIA. GARY POSTLETHWAITE
4/09/2145/0	Arlecdon and Frizington	CROWN THINNING OF ONE SYCAMORE AND ONE ASH TREE PROTECTED BY A TREE PRESERVATION ORDER LAND TO REAR OF, 14, RHEDA CLOSE, FRIZINGTON, CUMBRIA. MR P LATHAM
4/09/2222/0	Distington	CHANGE OF USE OF LAND TO FORM EXTENSION TO DOMESTIC CURTILAGE AND ERECTION OF DETACHED 7, HAWTHORN CLOSE, DISTINGTON, CUMBRIA. MR J E BLANEY
4/09/2224/0	Whitehaven	CHANGE OF USE OF GROUND FLOOR ROOM FROM SUB-POS OFFICE TO RESIDENTIAL. VELUX ROOF LIGHTS TO FRONT 87, MAIN STREET, HENSINGHAM, WHITEHAVEN, CUMBRIA MR A RILEY
4/09/2225/0	Whitehaven	LISTED BUILDING CONSENT TO PROVIDE VELUX ROOF LIGHTS TO FRONT & REAR ROOF SLOPES (3 NO TO EACH

Schedule of Applications - DELEGATED MATTERS

		87, MAIN STREET, HENSINGHAM, WHITEHAVEN, CUMBR. MR A RILEY
4/09/2228/0	Whitehaven	PRUNING OF 1 HORSE CHESTNUT TREE AND FELLING OF ONE TREE (UNDETERMINED SPECIES) WHICH ARE SUBJECT TO TREE PRESERVATION ORDER, VICTORIA TERRACE, WHITEHAVEN, CUMBRIA. MR I TODD
4/09/2232/0	Whitehaven	CANOPY ABOVE PLAYGROUND SURE START CHILDREN CENTRE, HOWGILL FAMILY CENTRE, CATHERINE STREET, WHITEHAVEN, CUMBRIA. MRS ANDREA HARDIE-KNIGHT
4/09/2235/0	Whitehaven	SINGLE STOREY EXTENSION TO PROVIDE ADDITIONAL OFFICE ACCOMMODATION WHITEHAVEN RECTORY, AUTUMN GARTH, HARRAS MOOR, WHITEHAVEN, CUMBRIA. REV. JOHN BANNISTER
4/09/2237/0	Whitehaven	LISTED BUILDING CONSENT FOR DEMOLITION OF EXISTING CONSERVATORY AND REPLACEMENT WITH A 2, THE RETREAT, WHITEHAVEN, CUMBRIA. MR & MRS TUPMAN
4/09/2242/0	Lowca	FORMATION OF ACCESS AND DRIVE SWALLOW BARN, LOWCA, WHITEHAVEN, CUMBRIA. MR T GILMOUR
4/09/2243/0	Cleator Moor	DEMOLISH EXISTING SMALL BRICK STORE BUILDING, ERECT VEHICLE STORE/GARAGE EXTENSION WATH GARAGE, WATH BROW, CLEATOR, CUMBRIA. MR J ADAMS
4/09/2244/0	Whitehaven	CHANGE OF USE OF EXISTING RETAIL PREMISES TO ACCOUNTANTS OFFICE WITH ACCESS BY GENERAL PUBLIC 125, QUEEN STREET, WHITEHAVEN, CUMBRIA. MR M PRATT
4/09/2251/0	Whitehaven	NEW FIVE BEDROOMED FOUR STOREY DETACHED DWELLING 6, HENSINGHAM ROAD, WHITEHAVEN, CUMBRIA. MR & MRS S RODGERS
4/09/2254/0	Whitehaven	ADDITIONAL EXTENSION TO APPROVED SCHEME 4/08/24 FOR BOILERS ETC. 27, CHURCH STREET, WHITEHAVEN, CUMBRIA. S J DEVELOPMENTS (CUMBRIA) LTD.
4/09/2260/0	Arlecdon and Frizington	PRUNING OF SIX TREES (SPECIES UNDETERMINED) PROTECTED BY A TREE PRESERVATION ORDER HOLLY LODGE, THE OLD VICARAGE, FRIZINGTON,

Schedule of Applications - DELEGATED MATTERS

- CUMBRIA.
MRS S GREEN
- 4/09/2275/0 Whitehaven
CREATION OF A BED-SIT ON FIRST FLOOR
70, KING STREET, WHITEHAVEN, CUMBRIA.
MR A ROWELL
- 4/09/2280/0 Whitehaven
2 NON ILLUMINATED FASCIA SIGNS & 1 NON
ILLUMINATED HANGING SIGN
125, QUEEN STREET, WHITEHAVEN, CUMBRIA.
MR M PRATT
- 4/09/2292/0 Lamplugh
CONSTRUCTION OF EXTERNAL PLAY AREA, ACCESS RAMP
AND BOUNDARY FENCING
LAMPLUGH C OF E SCHOOL, KIRKLAND, FRIZINGTON,
CUMBRIA.
MRS A FRANCIS
- 4/09/2295/0 Whitehaven
INSTALLATION OF A 600MM DIAMETER SATELLITE DISH
AT HIGH LEVEL
PEARS HOUSE, DUKE STREET, WHITEHAVEN, CUMBRIA.
MAGNUS HOMES LIMITED
- 4/09/2297/0 St Bridgets Beckermat
ERECT A SINGLE STOREY PREFABRICATED BUILDING
EXTENSION TO THE OCCUPATIONAL HEALTH DEPARTMENT
BRITISH NUCLEAR FUELS, SELLAFIELD, SEASCALE,
CUMBRIA.
SELLAFIELD LTD.