

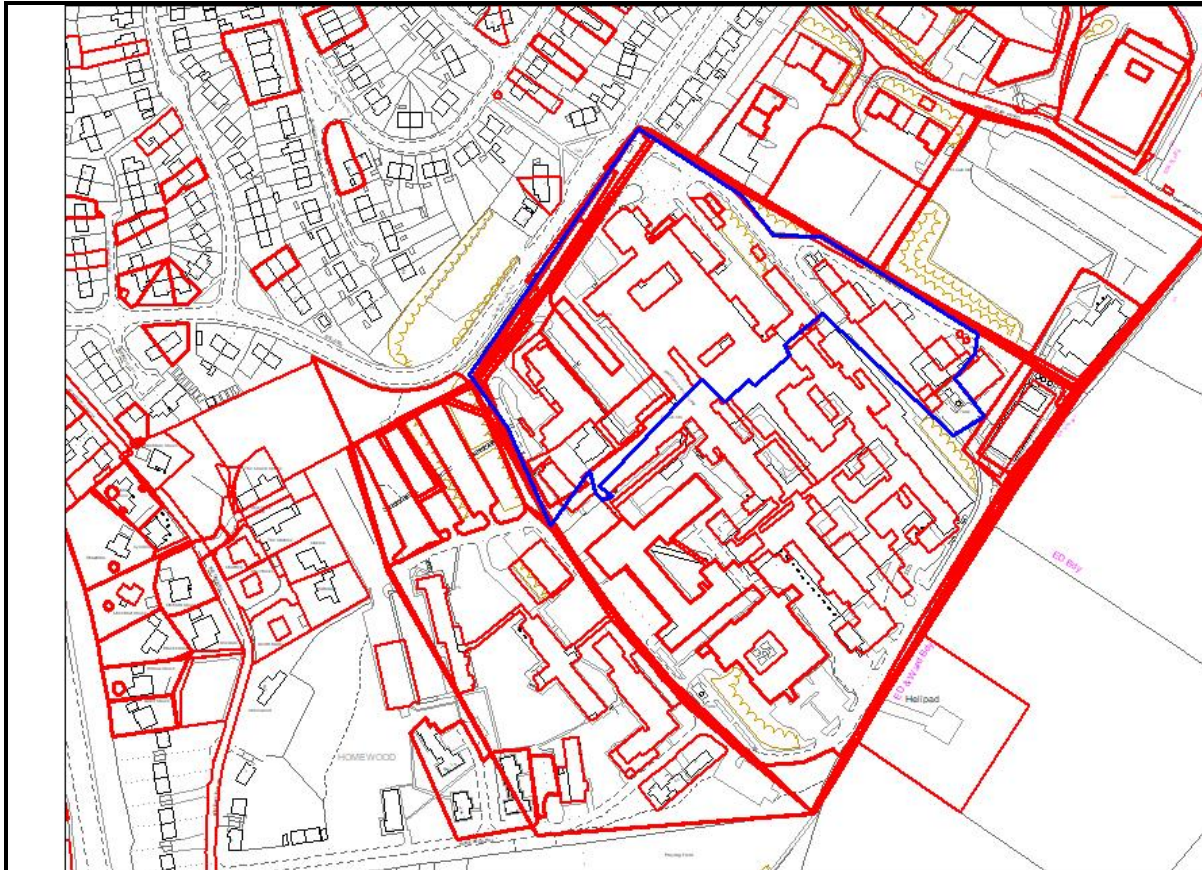


To: PLANNING PANEL

Development Control Section

Date of Meeting: 14/10/2020

Application Number:	4/20/2279/001
Application Type:	Outline : CBC
Applicant:	North Cumbria Integrated Care NHS Foundation Trust
Application Address:	WEST CUMBERLAND HOSPITAL, HOMEWOOD ROAD, WHITEHAVEN
Proposal	OUTLINE APPLICATION FOR A TWO STOREY EXTENSION WITH PLANT INCLUDING THE ASSOCIATED LANDSCAPING, PARKING, DEMOLITION AND THE CREATION OF A NEW WASTE COMPOUND
Parish:	Whitehaven
Recommendation Summary:	Approve in Outline subject to planning conditions and a Section 106 planning obligation to secure a Travel Plan Monitoring fee of £6,600.



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Reason for Determination by Planning Panel

The application is brought for consideration by Members of the Planning Panel as the Planning and Place Manager considers it to be of sufficient importance in planning terms to refer to the Planning Panel for determination.

Site and Location

The Application Site comprises part of the West Cumberland Hospital, Homewood Road, Whitehaven.

The West Cumberland Hospital was the first new hospital in England to be built following the inception of the National Health Service.

The West Cumberland Hospital was predominantly of a single age having been built between 1959 and 1964 and was subject to only a small number of extensions and reconfigurations over the ensuing years before the completion of Phase 1 of the redevelopment of the West Cumberland Hospital Health Campus in 2015.

The stated aim of the West Cumberland Hospital Health Campus is to deliver the vision of creating a modern, state of the art 'Full integrated Health Campus' within the region of West Cumbria.

The West Cumberland Hospital is a general hospital with 191 inpatient beds providing 24 hour A&E, a consultant-led maternity unit and special baby unit, a range of specialist clinical services and outpatient clinics.

The hospital site is bound to the north by the dwellings fronting onto Homewood Road and the industrial buildings within Sneckyeat Road Industrial Estate; to the east by agricultural land; and, to the south by further dwellings.

The primary access to the hospital is via Homewood Road, which connects to both Cleator Moor Road and the A595.

An internal access road runs around the wider hospital site and connects to a number of vehicle parking areas.

Bus stops are located on Homewood Road.

Demolition is currently ongoing at the hospital and comprises works approved under Phase 1 of the redevelopment.

Proposal

This application seeks Outline Planning Permission With All Matters Reserved for the demolition of an existing building and the erection of a two story extension to the northwest elevation of the existing hospital complex; improvements to the thermal performance and external appearance of the existing 'Block E' building; the creation of 166no. standard parking bays and 33no. accessible bays located adjacent to the northwest elevation; and, both hard and soft landscaping.

The proposed extension would comprise of 4,200sqm of accommodation including the following:

- 32no. bed in-patient ward - Step down and palliative care - Level 3;
- 14no. bed paediatric ward - Level 4;
- 28no. bed on-patient ward - Level 3;
- 4no. end of life suites;
- Admin and support spaces;
- A ground floor retail opportunity; and,
- A shared physiotherapies suite.

Access to the vehicle parking area is proposed via the existing access from Homewood Road, which would be improved.

As this is an Outline Planning Permission With All Matters Reserved, detailed plans and drawings have not been submitted in support of the planning application; however,

illustrative plans, drawings and rendered images have been prepared and submitted. This information illustrates how a scheme of the scale proposed could be designed and delivered on the Application Site.

It is proposed to complete the works in four phases:

- Phase 1c. – Access road and waste compound works;
- Phase 2 – New build and associated external works;
- Phase 2a – Demolition of existing Block H; and,
- Phase 2b – Completion of external works.

Environmental Impact Assessment

A Screening Opinion has been prepared by Copeland Borough Council in respect of the proposed development.

The Screening Opinion concluded that the proposed development does not comprise Environmental Impact Assessment development and that an Environmental Statement is not required.

Relevant Planning Application History

- 4/10/2068/0F1 - Redevelopment of existing hospital complex involving partial demolition, refurbishment of existing buildings, the erection of replacement buildings etc. – Approved.
- 4/11/2265/0F1 - Redevelopment of existing hospital complex involving partial demolition, refurbishment of existing buildings, erection of replacement building etc. – Approved.
- 4/13/2086/0F1 - Alteration to site access to vehicular and pedestrian traffic; on site alterations to roadways, parking space locations and hard & soft landscaping – Approved.
- 4/14/2407/0F1 - Prior notification of proposed demolition – Approved.
- 4/14/2508/0F1 - Construction of new stair tower to block f; recladding of external faces of blocks e & f; general refurbishment of blocks e & f – Approved.
- 4/14/2527/0F1 - Amendment of conditions 2, 3, 4 & 6 of planning approval 4/13/2086/0f1 r.e. access, landscaping and installation of bollards – Approved.
- 4/15/2010/0F1 - Variation of condition 5 of planning approval 4/13/2086/0f1 r.e. timing for construction of car parking areas at hospital – Approved.

Consultation Responses

Town Council

No comments.

Highways England

No objection.

Cumbria County Council – Highways

Access will be gained from the A595 and using the existing access off Homewood Road.

Whilst we expect to see an increase in traffic associated with the construction and operation of the facility when complete, we do not consider that existing highway safety issues will be exacerbated to an unacceptable level.

The Application Site has good transport links allowing for various modes of transport. The proposal has outlined designated parking for electric vehicles.

It is noted that whilst the illustrative Proposed Site Plan does show designated cycle lanes there does not appear to be parking provision for cyclists or motorbikes and this needs to be considered as part of any Application for Approval of Reserved Matters Following Outline Approval.

Given the scale of the development, there is a requirement for a Full Travel Plan to encourage more sustainable modes of transport to and from the site. A travel survey should be undertaken to define and measure targets. Targets should be agreed within 6 months of the new facility becoming operational and reviewed annually for 4 years.

It is confirmed that any works to alter the existing access will need to be undertaken through a S278 agreement separate from the planning process.

Cumbria County Council - LLFA

The Application Site is located in Flood Zone 1.

Surface Water Flood Mapping shows minor areas of surface water flooding within the development at 1 in 30 and 1 in 100 year events. It is however confirmed that as this is an historic site, it is likely that positive drainage has been constructed to deal with these issues and can be further mitigated by landscaping, with measures detailed in the Flood Risk Assessment and Drainage Strategy.

As the Application Site includes existing development, is operational and is positively drained, it is likely that it connects to the existing public sewer network.

The PPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy.

It is requested that the developer consider the drainage options in accordance with the drainage hierarchy.

Infiltration testing undertaken in 2010 would suggest that the site is not appropriate for infiltration; however, this needs to be further confirmed using a BRE 365 Standard test at the detailed design stage.

Discharge to watercourse has been discounted as none appear to exist in the vicinity.

It is proposed to drain attenuated surface water from the proposed development into an existing surface water manhole although current utility mapping does not extend beyond the boundary of the hospital, CCTV survey work will be required to confirm the outfall does indeed connect to this system.

There is concern for existing drainage within the site being damaged during demolition and construction phase of the development and that any existing drainage to be retained needs to be brought up to current standards.

The LLFA encourages the use of SuDs through attenuation ponds, open water features and swales to store surface water and to provide treatment before discharge to the public sewer, however feedback in regard to this with the operator of the hospital site has indicated that this should be avoided at an acute hospital site.

There are proposals to use underground storage tanks. Although this is an existing brownfield site, given the scale of the re-development, proposing a reduction in hard standing/roof areas of approx. 1.9ha and whilst it is agreed that this will in a sense reduce flood risk this does not mean the developer should not seek to achieve a betterment in discharge rate given the historic issues downstream of public sewer system, as it outfalls to water courses which have contributed to flooding of residential properties.

With the potential to use permeable paving within the car parks acting as further attenuation the LLFA would expect further reductions in surface water discharge rate more in line with or close to a Greenfield rate and this needs to be further investigated at the detailed design stage.

Details of exceedance routes will be required for events beyond 1 in 100 +40% CC but these can be established at a detailed design stage.

Natural England

Natural England has no comments to make on this application.

Environment Agency

The Preliminary Investigation outlined a low level of risk to Controlled Water receptors.

High levels of contamination are not expected at this site given the industrial history.

The Secondary A aquifer of Hensingham Grit underlying the site is protected by Devensian Till material which is itself a low yield and unused secondary, undifferentiated aquifer. Surface waters are some distance away and unlikely to be at risk from any development.

A ground investigation is recommended for engineering specifications and to further

determine risk to human health. If during investigation, soils are grossly contaminated, the risk to groundwater will need to be reviewed.

The proposed development will therefore be acceptable subject to the imposition of a planning condition to control and require remediation of any unexpected contamination identified during the course of the development.

Copeland Borough Council – Flood and Coastal Defence Engineer

No objection.

Copeland Borough Council – Environmental Health

No objections to the development, which is essentially part of the ongoing redevelopment of the hospital.

As with the previous works there should be a Demolition Management Plan and Construction Management Plan.

The Preliminary Risk Assessment was carried out in March 2020 and recommended further work including intrusive ground investigation and ground gas investigations. It is possible that some of this has already been undertaken; however, much will not be possible before the demolition work is complete.

Given the recommendations in the risk assessment it would be appropriate to impose a planning condition securing further detailed site investigation works, a detailed risk assessment, a remediation scheme and a verification plan.

The Noise Assessment focuses on the noise levels inside the new buildings. It is recommended that the façade of the building nearest to Homewood Road attenuate noise by 19dB and could be achieved through the design and build.

Copeland Disability Forum

It is requested that the following be considered as part of any Application for Approval of Reserved Matters Following Outline Approval:

- There has been no reduction on the number of disabled parking bays in the main car park since the previous application.
- The disabled parking bays that are situated separate in the main car park and the route to the main entrance must be no steeper than 1:12 but ideally 1:20 as it is some distance to push in a wheelchair or walk for a person with disabilities.
- Provision of staff disabled parking bays within the site.
- Confirmation that the other disabled bays, e.g. at A and E and Maternity Entrance will be retained.
- That the Main Entrance doors will NOT be changed to a rotunda. There was an agreement on the original application that the Main Entrance would be double automatic doors and there would be one entrance for all.

United Utilities

No consultation response received.

Cumbria Fire and Rescue Service

No consultation response received.

Public Representations

The application has been advertised by way of a site notice and press notice.

No representations have been received.

Planning Policy

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

Development Plan:

Copeland Local Plan 2013-2028 (Adopted December 2013):

Core Strategy (CS):

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy SS4 – Community and Cultural Facilities and Services

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

Policy T1 – Improving Accessibility and Transport

Policy ENV1 – Flood Risk and Risk Management

Policy ENV3 – Biodiversity and Geodiversity

Policy ENV5 – Protecting and Enhancing the Borough's Landscapes

Development Management Policies (DMP):

Policy DM10 – Achieving Quality of Place

Policy DM11 – Sustainable Development Standards

Policy DM22 – Accessible Developments

Policy DM24 – Development Proposals and Flood Risk

Policy DM25 – Protecting Nature Conservation Sites, Habitats and Species

Policy DM26 - Landscaping

Copeland Local Plan 2001-2016 (LP):

Saved Policy TSP8 - Parking Requirements

Other Material Planning Considerations

National Planning Policy Framework (NPPF).

Planning Practice Guidance (PPG).

The Conservation of Habitats and Species Regulations 2017 (CHSR).

Cumbria Development Design Guide (CDDG).

Emerging Copeland Local Plan 2017-2035 (ELP).

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

Assessment

Principle

Policy ST1 seeks to support development that provides or contributes to the Borough's social and community infrastructure.

Policy ST2 states that development will be located in the Borough's settlements at an appropriate scale, within defined settlement boundaries, in accordance with the Borough's settlement hierarchy, focussing the largest scale development and regeneration on Whitehaven and the important development opportunities there.

Policy ER7 states that development will be required to meet the needs of the area, to be of a scale appropriate to the centre, and to not adversely impact on the vitality or viability of other nearby centres. It is stated that the development objectives for Whitehaven are to reinforce the role of Whitehaven as the Principal Town through the promotion of a flexible, mixed-use approach, the improvement of strategic and local accessibility, and supporting its continued growth.

Policy SS4 states that the range of services and facilities serving the Borough's communities will be protected by:

- A. Encouraging the provision and retention of good quality services and facilities which meet the needs of local communities and are accessible by public transport, cycling or on foot. Services and facilities which benefit the less mobile or more deprived members of the community and which maximise opportunities for people to improve their health and well being, will be given particular support.
- B. Ensuring that needs are met in the most appropriate, effective and accessible way, by: i) locating widely used services and facilities in Whitehaven and the three smaller towns... iii) improving the number and quality of facilities in areas of the Borough which exhibit higher than average levels of socio-economic deprivation – especially as regards health care...
- D. Allowing the expansion and / or enhancement of existing community and cultural facilities to assist continuing viability, particularly in areas where new development will increase the demand for facilities

The West Cumberland Hospital is the main general hospital serving the West Cumbria and so comprises an important community facility.

The West Cumberland Hospital is located in Whitehaven, which is the Principal Town of Copeland and is the focus of the largest scale development and regeneration in the Borough.

Whitehaven comprises a sustainable location and is accessible by a range of public transport options, by cycle and on foot.

The proposed development comprises the redevelopment and improvement of the health care facilities provided by this important community facility.

The development comprises Phase 2 of the redevelopment of the West Cumberland Hospital and will complete on the stated aim of delivering a modern, state of the art 'Full integrated Health Campus' within the region of West Cumbria.

The principle of the development is supported subject to site specific matters.

Impact on Landscape and Settlement Character

Policy DM10 expects high standards of design and the fostering of quality places. It is required that development responds positively to the character of the site and the immediate and wider setting and enhance local distinctiveness. It is required that development incorporate existing features and address vulnerability to and fear of crime and antisocial behaviour.

Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

Paragraph 127 of the NPPF outlines criteria that planning policies and decisions should ensure that developments achieve. These include development functioning well and adding to the overall quality of the area, not just for the short term but over the lifetime of the

development; being visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; and, establishing or maintaining a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

Paragraph 131 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The proposed development comprises the demolition of an existing building and the erection of a two story extension to the northwest elevation of the existing hospital complex; improvements to the thermal performance and external appearance of the existing 'Block E' building; the creation of 166no. standard parking bays and 33no. accessible bays located adjacent to the northwest elevation; and, both hard and soft landscaping. The proposed extension would comprise of 4,200sqm of accommodation.

As this is an Outline Planning Permission With All Matters Reserved detailed plans and drawings have not been submitted in support of the planning application; however, illustrative plans, drawings and modelling has been prepared and submitted. This information illustrates how a scheme of the scale proposed could be designed and delivered on the Application Site.

The illustrative plans, drawings and modelling demonstrate that a scheme of the scale and nature proposed can be accommodated on the Application Site in a form that is subservient to the existing building complex and would deliver considerable visual improvement of the West elevation from all vantage points.

The layout, scale and appearance of the development will be considered in detail as part of any Application For Approval of Reserved Matters Following Outline Approval.

Highway Impacts and Parking Provision

Policy DM22 requires that development proposals be accessible to all users; respond positively to existing movement patterns in the area; and, incorporate parking provision to meet adopted car parking standards.

Paragraph 105 of the NPPF outlines that in setting local parking standards, policies should take account of: the accessibility of the development; type, mix and use of the development; availability of and opportunities for public transport; local car ownership levels; and, the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Access is a reserved matter.

A Transport Assessment has been prepared in support of this Outline Planning Application.

Access to the vehicle parking area is proposed via the existing access from Homewood Road.

It is anticipated that the existing access will be upgraded and widened to include a pedestrian refuge island, to assist with pedestrian movements north/south on Homewood Road and a ghost island right turn lane for traffic wishing to turn in the direction of the main car park.

The Application Site is located adjacent to an existing residential area including and connecting to well-lit, well-used and well-defined footway networks. It is anticipated that the internal layout will include multiple direct and convenient connections for pedestrians and cyclists to encourage sustainable travel options.

Vehicle accident data does not indicate any correlation between highway condition, layout or design and the cause of the accidents.

The walking, cycling and public transport opportunities represent realistic modal alternatives to the private car for a range of different journey types.

The highway impacts of the traffic predicted to be generated by the proposed development have been assessed at key junctions on the road network. Those impacts have been demonstrated to be immaterial and are far from being categorised as severe. As such, no highway capacity mitigation measures are proposed in order to make the development proposals acceptable.

Highways England have confirmed no objection to the proposed development.

Cumbria County Council – Highways have raised no objections from a highway safety or highway capacity perspective. It is agreed that the site has good transport links allowing for various modes of transport and highlights the need for parking provision for cyclists or motorbikes to be considered as part of any Application for Approval of Reserved Matters Following Outline Approval. It is confirmed that given the scale of the development, there is a requirement for a Full Travel Plan and a financial contribution via the Section 106 Agreement for the monitoring of the Full Travel Plan.

Parking provision is broadly deliverable in accordance with the requirements of the Cumbria Development Design Guide.

Those planning conditions proposed by Cumbria County Council – Highways in respect of highway matters and comments of Copeland Disability will be secured and considered as part of any Application for Approval of Reserved Matters Following Outline Approval.

Flood Risk and Drainage

Policy DM11 requires that surface water is managed appropriately, with the inclusion of Sustainable Drainage Systems where possible.

Policy DM24 states that development will not be permitted where: there is an unacceptable risk of flooding; or, the development would increase the risk of flooding elsewhere; or, the development would cause interference with or loss of access to a watercourse.

A Flood Risk Assessment and Drainage Strategy has been prepared in support of this Outline Planning Application.

The Application Site is located in Flood Zone 1.

The Assessment identifies no potential or flood risk from fluvial/tidal flooding and reservoir flooding, low potential from groundwater flooding and surface water flooding from the Application Site and low potential with isolated areas with high potential of surface water flooding on the Application Site.

The Assessment confirms that whilst no Infiltration testing has been undertaken, site investigation results indicate that infiltration drainage is not appropriate for the site; that there are no nearby watercourses in which to discharge surface water; and, that the existing development is discharged to the public surface water sewer system. It is recommended that below ground surface water drainage system should be designed to accommodate the 100-year plus 40% increase in peak rainfall event on the 100-yr design rainfall and that in respect to exceedance flows, i.e. flows in excess of the 100-yr plus climate change design flows, that finished floor levels are set above external levels to minimise risk of internal flooding.

Cumbria County Council – LLFA has confirmed that whilst Surface Water Flood Mapping shows minor areas of surface water flooding within the development at 1 in 30 and 1 in 100 year events, as that as this an historic site, it is likely that positive drainage has been constructed to deal with these issues and can be further mitigated.

It is also confirmed that notwithstanding the conclusions of the Assessment, any final drainage design should be justified in accordance with the drainage hierarchy in the PPG and that infiltration testing will be required to discount this drainage option and that further investigation of the surface water drains beyond the Application Site would be required should this means of discharge be proposed. It is also required that the potential to achieve betterment of the existing drainage discharge rates be investigated.

It is clear that a surface water drainage solution in accordance with the drainage hierarchy in the PPG subject to justification and detailed design. A pre commencement planning condition is proposed to secure such details.

It is proposed to dispose of foul water to the public main. This accords with the drainage hierarchy in the PPG.

Ecology

Policy ENV3 seeks to ensure that new development will protect and enhance biodiversity and geodiversity.

A Preliminary Ecology Survey and Bat and Bird Surveys have been prepared in support of this Outline Planning Application.

The Preliminary Ecology Survey identifies limited potential for impacts upon any Designated Sites. The potential for the presence of bats and nesting bird within the existing buildings and a requirement for further survey effort are identified. The existence of Cotoneaster, an invasive non-native plant, is identified.

A scheme of mitigation is outlined to prevent impacts on invertebrates and guidelines to maximise net gain from the planting identified.

The Bat Survey and Nesting Bird Appraisal concludes that roosting bats are unlikely to be present in Buildings A, C, C Annex, D and H and that a European Protected Species Licence would not be required for the works to those buildings.

Further specific survey effort has not been completed in respect of Buildings Q and H given the times that that would elapse before the commencement of work to these buildings. It is however concluded that based on the evidence collected of bat activity over the past two survey seasons, that the buildings may provide opportunistic or summer roosting to bats of the *Pipistrellus* genus, if suitable roosting space is available. It is confirmed that the loss of roost for this number of bats would not have a significant effect on local or national populations and that provision would be made in any new structure built on the site, or in the form of a purpose built structure for bats to roost. In the event that such bats are present, it is considered that the requirements of the tests for derogation (imperative reasons of overriding public interest, no satisfactory alternative and favourable conservation status) would be achieved and a European Protected Species Licence would be approved.

Natural England has confirmed no comments.

A planning condition is proposed to secure that the completion of relevant mitigation.

Residential Amenity

Policy ST1 seeks to ensure development provides or safeguards good levels of residential amenity and security.

The Site comprises an existing and established hospital. The proposed extension is large in scale; however, it represents a reduction in the quantum of development from that which has previously existed on the Application Site.

Given the nature of the development, its operation will not result in material increases in vehicular or otherwise activity.

Given the two storey height of the development and the relationship to the neighbouring dwellings, unacceptable adverse impacts in respect of loss of light, overshadowing, overbearing effects and overlooking will not result from the development.

Planning conditions are proposed requiring the submission of a Construction Environmental Management Plan and controlling hours of construction to secure mitigation and prevention of adverse impacts upon the residential amenity of nearby residents.

A Noise Assessment is prepared in support of this Outline Planning Application.

The Assessment demonstrates that acceptable noise impacts would not result to the users of the proposed building and existing residential dwellings subject to mitigation.

A planning condition is proposed to secure a noise assessment and any mitigation to prevent harm to the amenity of neighbouring properties.

Ground Conditions

A Preliminary Environmental Risk Assessment is prepared in support of the Outline Planning Application.

The Environment Agency and Copeland Borough Council - Environmental Health have raised no objections subject the imposition of planning conditions.

The Assessment provides confidence that it will be possible to suitably manage the risks posed by the contamination by this development subject to the imposition of planning conditions securing further detailed site investigation works, a detailed risk assessment, a remediation scheme and a verification plan and to control any unexpected contamination identified during the course of the development.

The Planning Balance

The proposed development comprises the redevelopment and improvement of the health care facilities provided at the West Cumberland Infirmary, which is an important community facility located in an accessible location in the Principal Town of Whitehaven.

The illustrative plans, drawings and modelling demonstrate that a scheme of the scale and nature proposed can be accommodated on the Application Site in a form that is subservient the existing building complex and would deliver considerable visual improvement of the West elevation from all vantage points.

No issues are arising in respect of biodiversity, drainage, ground conditions, residential amenity and highway safety subject to the planning conditions proposed.

In overall terms, it is considered that the proposed development accords with the relevant provisions of the Development Plan and relevant provisions of the NPPF when taken as a whole.

Recommendation:-

Approve in Outline subject to the following planning conditions and a Section 106 planning obligation to secure a Travel Plan Monitoring fee of £6,600.

Conditions

1. 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.

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The layout, scale, appearance, means of access thereto and landscaping shall be as may be approved by the Local Planning Authority.

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Planning Application Form received 22nd July 2020

Proposed Demolition Plan – Drawing No. WCHPH2-GDA-VV-ZZ-DR-A-1010 Rev. P06 received 22nd July 2020

Proposed Phasing Plan – Drawing No. WCHPH2-GDA-VV-ZZ-DR-A-1017 Rev. P01 received 22nd July 2020

Noise Assessment Report – Report Ref. 0001 B1 Final received 22nd July 2020

Flood Risk Assessment and Outline Drainage Strategy – Report Ref. 071551-CUR-XX-RP-C-92001 Revision: V02 received 22nd July 2020

Phase 1 Preliminary Risk Assessment – Report Ref. 073096-CUR-00-XX-RP-GE-001 Revision: P02 received 22nd July 2020

Transport Assessment – Document Ref. 073096 Revision: V02 received 22nd July 2020
Preliminary Ecological Appraisal for BREEAM – Document Ref. 60589170 received 22nd July 2020
Bat Survey Report and Nesting Bird Appraisal – Document Ref. 60589170 received 22nd July 2020
Phase 2 - Design and Access Statement Rev. P02 received 22nd July 2020
Initial Inspection of Buildings Q and H – Ref. CCL102-BB+H received 1st October 2020

Reason

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

Pre-Commencement

Drainage

4. Prior to the commencement of development, a surface water drainage scheme, based on the hierarchy of drainage options in the Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The scheme shall include:

- i. Proposals for further reduction in run-off rates from Brown field rate to Greenfield rate
- ii. Consideration for permeable surfaces
- iii. Exceedance routes for events beyond 1 in 100 year + 40% Climate Change

The development shall be completed, maintained and managed in accordance with the approved details.

Reason:

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the provisions of Policy ENV1 of the Copeland Local Plan 2013-2028.

Construction Management

5. No development shall commence until a Construction Surface Water Management Plan has been agreed in writing with the local planning authority.

Reason:

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the provisions of Policy ENV1 of the Copeland Local Plan 2013-2028.

6. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:
 - i. Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
 - ii. Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
 - iii. Cleaning of site entrances and the adjacent public highway;
 - iv. Details of proposed wheel washing facilities;
 - v. The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
 - vi. Construction vehicle routing to and from site along local highway network
 - vii. The management of junctions to and crossings of the public highway and other public rights of way/footway;
 - viii. Details of any proposed temporary access points (vehicular / pedestrian)
 - ix. Surface water management details during the construction phase
 - x. Details of proposed delivery times that will not impact on local highway network at peak times.

Reason:

To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with the provisions of Policy T1 of the Copeland Local plan 2013-2028.

7. No development shall commence until a Construction Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The Statement shall provide for:-
 - i. The parking of vehicles of site operatives and visitors;
 - ii. Loading and unloading of plant and materials;
 - iii. Storage of plant and materials used in constructing the development;

- iv. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v. Measures to control the emission of dust and dirt during construction;
- vi. A scheme for recycling / disposing of waste resulting from demolition and construction works;
- vii. Measures to control noise and vibration; and,
- viii. Measures or diversions to permit access during the construction.

The approved Construction Method Statement shall be adhered to throughout the construction period.

Reason

These details are required to be approved before the commencement of development to safeguard the amenity of neighbouring occupiers, prevent highway impacts and ecological impacts in accordance with the provisions of Policy ST1, ENV3 and T1 of the Copeland Local Plan 2013-2028.

Ground Conditions

- 8. No development shall commence until a scheme that includes the following components to deal with the geotechnical and contaminative risks detailed in the Preliminary Environmental Risk Assessment shall each be submitted to and approved, in writing, by the local planning authority:
 - i. Site investigation scheme, based on the Phase 1 Preliminary Risk Assessment – Report Ref. 073096-CUR-00-XX-RP-GE-001 Revision: P02 received 22nd July 2020 to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 - ii. The results of the site investigation and detailed risk assessment referred to in 1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation or mitigation measures required and how they are to be undertaken.
 - iii. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 2) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangement for contingency action.

The scheme shall be implemented as approved.

Reason

To prevent harm to human health and the environment in accordance in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Noise

9. Prior to the commencement of the development, details of any external plant to be installed and an assessment of the impact of the proposed development on existing residential dwellings shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall address the potential for noise to occur which may impact upon the amenity of the occupier(s) of the dwellings and shall identify fully all measures which are required to control the impact of that noise. All approved control measures shall be implemented prior to first occupation of the building and shall be retained as such thereafter. A verification report shall be submitted to and approved in writing by the Local Planning Authority confirming that all measures in the approved assessment have been implemented in full prior to first occupation of the building.

Reason

To protect the amenity of adjacent residential properties in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Pre-occupancy or Other Stage Conditions

Ground Conditions

10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 14 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site.

An assessment must be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority.

Reason

To prevent harm to human health and the environment in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Travel Plan

11. Within 6 months of the development (or any part thereof) opening for business, the developer shall prepare and submit to the Local Planning Authority for their approval

a Travel Plan which shall identify the measures that will be undertaken to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes. The Travel Plan shall include a completed travel survey, SMART objectives and an undertaking to provide annual reports reviewing the effectiveness of the Travel Plan including necessary amendments or measures for the at least 4 years from the travel plans approval. The measures identified in the Travel Plan shall be implemented within 12 months of the development (or any part thereof) opening for business.

Reason:

To aid in the delivery of sustainable transport objectives in accordance with the provisions of Policy T1 of the Copeland Local plan 2013-2028.

Ecology

12. The development here by approved shall not proceed except in accordance with the recommendations described in the Preliminary Ecological Appraisal for BREEAM – Document Ref. 60589170 received 22nd July 2020 and Bat Survey Report and Nesting Bird Appraisal – Document Ref. 60589170 received 22nd July 2020.

Reason

For the avoidance of doubt and to prevent harm to biodiversity in accordance with the provisions of Policy ENV3 of the Copeland Local Plan 2013-2028.

External Lighting

13. No development shall commence until a scheme for the provision of external lighting has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the location, design, luminance levels, light spillage and hours of use of all external lighting within the site.

The approved lighting scheme shall be implemented in full prior to first occupation of the development hereby approved.

Reason

These details are required to be approved before the commencement of development to safeguard and enhance the character of the area and to minimise light pollution in accordance with the provisions of Policy T1 of the Copeland Local plan 2013-2028.

Working Hours

14. No work for the construction of these developments, including demolition, shall take place on the site, except between the hours:

08.00 - 18.00 Monday to Friday; and
08.00 - 13.00 on Saturdays;

Reason

To safeguard the amenity of neighbouring occupiers in accordance with the provisions of Policy ST1 of the Copeland Local plan 2013-2028.

Informative

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Statement

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