



COPELAND BOROUGH COUNCIL DELEGATED PLANNING DECISION

1.	Reference No:	4/21/2233/OF1
2.	Proposed Development:	ERECTION OF THREE BUSINESS/INDUSTRIAL BUILDINGS TO PROVIDE 12 SELF CONTAINED UNITS (USE CLASSES B2, B8 AND CLASSES E(G)(I), E(G)(II) AND E(G)(III)), CAR PARKING, ACCESS AND ASSOCIATED WORKS
3.	Location:	SNEAKYEAT INDUSTRIAL ESTATE, WHITEHAVEN
4.	Parish:	Whitehaven
5.	Constraints:	ASC;Adverts - ASC;Adverts, Coal - Standing Advice - Data Subject To Change
6.	Publicity Representations &Policy	Neighbour Notification Letter: YES Site Notice: YES Press Notice: YES Consultation Responses: See report Relevant Planning Policies: See report
7.	Report: SITE AND LOCATION <p>This application relates to the Sneckyeat Industrial Estate, located off Sneckyeat Road in Whitehaven. The Industrial Estate spans to the north and south of Sneckyeat Road and is accessed from Homewood Road to the west. There are residential properties to the west, the West Cumberland Hospital to the south and open fields to the east and north.</p> <p>PROPOSAL</p> <p>Planning Permission is sought for the erection of three business/industrial buildings to provide 12 self-contained units to be utilized for use classes B2, B8, E(G)(I), E(G)(II) and E(G)(III) along with car parking, access and associated works.</p> <p>Blocks 1 and 2 will be sited to the south of Sneckyeat Road and will cover a floor area of 6652 sq. ft</p>	

and will each contain a total of 8 units. Each unit will have an eaves height of 4.5m and an overall height of 6.2m with a sloping roof. The frontage will have 4 roller shutter vehicle doors and 4 pedestrian doors. The walls will be finished with Merlin Grey coloured steel cladding with a Kingspan insulated roof panel roof in goosewing grey. Gutters, fascias, verges and rainwater goods will also be coloured in grey to match. All doors and windows will be goose grey. There will be a brick plinth course up to a height of 900mm which is to be faced with beige/brown bricks.

Block 3 will contain 4 units and has been designed with a dual pitched roof, extending up to 4.95m to the eaves and 6.6m to the ridge height. The units will be double fronted with 2 vehicle doors and 2 pedestrian doors on each side. The side elevations will feature 2 further pedestrian doors. The materials will be the same as blocks 1 and 2.

Access will remain as existing from Sneckyeat Road and the units will be served by private roads within the site. Additional parking will be provided for the units to include 11 spaces per unit for blocks 1 and 2 and 26 spaces for block 3 giving a total of 48 parking spaces.

Surface water drainage will be attenuated on site and connected into the existing surface water drainage network. Foul water will go to the existing private foul drainage system within the site.

RELEVANT PLANNING APPLICATION HISTORY

Workshops (B1, B2 and B8), approved in December 1991, application reference 4/91/0896/0 relates; Erection of 2.4m high security fence and gates, road widening demolition of 2 existing derelict blocks, erection of CCTV towers, approved in January 2004 (application reference 4/03/1401/0).

CONSULTATION RESPONSES

Whitehaven Town Council

Whilst the Town Council supports growth and expansion of a business, concern was raised with regards to increased traffic on an already saturated area in particular the junction from Sneckyeat Road onto Homewood Road.

Cumbria Highways

I can confirm that the Highway Authority have no objections to the principle of this proposal. It is understood that the proposed parking for Block 1 and 2 is slightly below our requirements however this would be satisfied if the Applicant could provide bicycle and motorcycle spaces for each of the buildings. We would also like to note that although the road surrounding Block 3 is private it is a one way system and should therefore be clearly indicated within the site. Further to the submission of amended plans, the addition of two motorcycle spaces was considered to be acceptable to the LHA.

Local Lead Flood Authority

The Applicants are proposing to connect their surface water to an existing surface water system. The LLFA need to see on a plan the two proposed connections into this system and the information should also be provided of the owners of the each respective networks. The LLFA also suggest that permeable surfacing is used for the car parking areas that will filter out any contaminants before the surface water enters the existing network. Further to the receipt of amended plans, the LLFA stated that It is appreciated that the hierarchy has been considered and connecting the site's surface water into an existing surface water drainage system is the most suitable option, the LLFA therefore raise no objections. Although the existing drainage network is thought to be privately owned, ultimately the receiving network will be United Utilities. We recommend that they are consulted to ensure there is not existing capacity issue with UU's network.

Flood and Coastal Defence Engineer

The proposed site is in Flood Zone 1 and at a very low risk of surface water flooding. From a flood risk perspective it is the disposal of surface water that should be undertaken in a way, so as not to increase flood risk elsewhere. Infiltration as a means of surface water disposal and there are no open surface water bodies with the vicinity of the site. It is therefore proposed to discharge the surface water from the development at a restricted rate into existing private surface water systems that serve the site. The surface water design is to include storage for 1 in 100 events plus a 40% climate change allowance. It appears that the surface water from the development will be directed in three ways, with some ending up in the adopted surface water sewer originating at the junction of Sneckyeat Road and Homewood Road, some ending in a culvert heading eastwards down Sneckyeat Road and some ending up in a system along the boundary with West Cumberland Hospital. Subject to all approvals being obtained, I have no objection to the proposed development.

United Utilities

No objections subject to conditions relating to a full surface water drainage scheme and foul and surface water draining to separate systems.

Public Representation

The application has been advertised by way of a site notice, press notice and neighbour notification letters issued 79 no. properties.

No responses have been received as a result of these advertisements.

PLANNING POLICIES

Planning law requires 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 2013)

Core Strategy

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy ER4 – Land and Premises for Economic Development

Policy ER5 – Improving the Quality of Employment Space

Policy ER6 – Location of Employment

Policy ENV1 – Flood Risk and Risk Management

Development Management Policies (DMP)

Policy DM3 – Safeguarding Employment Areas

Policy DM10 – Achieving Quality of Place

Policy DM22 – Accessible Developments

Policy DM24 – Development Proposals and Flood Risk

Other Material Planning Considerations

National Planning Policy Framework 2021 (NPPF)

Cumbria Development Design Guide (CDDG)

Emerging Copeland Local Plan

The emerging Copeland Local Plan 2017-2035 was recently 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 of development

Policy ST2 defines the areas of Copeland which are considered to be suitable for development.

Whitehaven is classified as the Borough's Principal Town where the majority of development should

take place and employment opportunities are encouraged.

The site is within the defined settlement boundary for Whitehaven and Policy ST2 states that clusters of new business types will be supported. The proposal for further units will be in addition to the existing units on Sneckyeat Industrial Estate, therefore the continuation of the use is acceptable.

Growth of business

Policy ST1, ST2, and ER6 of the Copeland Local Plan seek to facilitate grow of the Borough's local economy. Policy ER7 seeks to promote the diversification of the Borough's economy by expanding new and expanding employment sectors, and by supporting the development of commercial units, which meet the needs of business, encourage start up and promote further expansion in order to retain enterprise, jobs and skills within the Borough. The NPPF also states that planning decisions should help create the conditions in which businesses can invest, expand and adapt.

The proposed site is located within Sneckyeat Industrial Estate. The proposal seeks permission for the construction of buildings to create twelve self-contained industrial units. The construction of these buildings will create the opportunity to encourage new businesses into this area and potentially create additional employment opportunities.

On this basis it is considered that the proposal complies with the policies ST1, ST2, ER6 and ER7 of the Copeland Local Plan and NPPF.

Neighbouring amenity

Policy ST1, DM10 and section 12 of the NPPF seeks protection of residential amenity, a high standard of design, fostering of quality places, and proposals, which respond to the character of the site.

The proposed buildings are relatively large in scale, however they will lie adjacent to a number of large existing industrial units and there are examples of similar scale buildings within this industrial estate. The buildings are therefore not considered to adversely impact on the overall area as the development is seen in the context of the existing commercial estate. The proposals are located within the centre of the existing industrial estate therefore the development is well screened, and a significant distance, from any nearby residential properties. No objections have been received from any nearby properties in relation to this proposal.

On the basis of the above it is considered that the proposal complies with ST1 and DM10 of the Local Plan and section 12 of the NPPF.

Access and parking

Policy DM22 of the Copeland Local Plan requires developments to be accessible to all users and to meet adopted car parking standards, which reflect the needs of the Borough in its rural context.

Section 9 of the NPPF promotes sustainable transport. Paragraph 102 states that transport issue should be considered from the earliest stages of development proposals, so that the potential impacts of development on transport networks can be assessed, opportunities to promote walking, cycling and public transport are identified and pursued, environmental impact of traffic can be identified, and patterns of movement, street and parking are integral to design of schemes, and contribute to making high quality places.

The proposal will develop existing open spaces within the industrial estate without the loss of any parking or negative effect on the local highway. The development will create an additional twelve units within the estate and will utilise the existing access. Cumbria Highways raised no objections to the principle of the development, however requested that the parking arrangements be improved. Although 48 spaces will be provided, this falls short of the standards within the Cumbria Development Design Guide. Furthermore, the Highways Authority requested that signage be provided on site to show that there is a one way system in operation. As a result, the Applicant submitted amended plans to show additional motorcycle bays. They requested that the signage be dealt with via a Planning Condition to be provided at a later stage. This was considered to be acceptable by the Local Highways Authority.

The Whitehaven Town Council raised concerns with regards to the impacts on the surrounding roads network and the increase in traffic that may be seen as a result of the development. Cumbria Highways did not raise any concerns in this regard and it is considered that Sneckyeat Road and Homewood Road are sufficient to cope with the increase in traffic.

On this basis the proposal is considered to be compliant with the Policy DM22 of the Copeland Local Plan and Section 9 of the NPPF.

Drainage

Policy ST1B(ii) and paragraph 163 of the NPPF seek to focus development on sites that are at least risk of flooding and where development in flood risk is unavoidable, ensure that the risk is minimised or mitigated through appropriate design. Policy ENV1 and DM24 of the Copeland Local Plan reinforces the focus of protecting development against flood risk.

The site is located within Flood Zone 1 with a low chance of flooding. The Applicant has stated that drainage will be on separate systems with new foul drains proposed to be connected to the existing private network within the estate. Surface water will be attenuated before being released into the existing surface water drainage network at a controlled rate.

The Local Lead Flood Authority suggested that the parking areas should be surfaced in a permeable material to allow for water to soak through and be filtered prior to entering the network. United Utilities requested a full surface water drainage scheme and that drainage be on separate systems, which has been submitted by the Applicant. The Applicant – Northern Trust have stated that they own the drainage network on the site and therefore will be responsible for new connections

	<p>associated with the development. The Applicant has been made aware that permission will be required from United Utilities for access to their network, but the information submitted is considered to be sufficient for the purposes of this planning application.</p> <p>The proposal is therefore considered to comply with policies ST1, ENV3 and DM24 of the Copeland Local Plan and provision of the NPPF.</p> <p><u>Planning Balance and Conclusions</u></p> <p>There have been no objections to the proposal.</p> <p>The proposal will expand the existing industrial estate allowing for the retention and creation of new businesses and employment. There are to be any detrimental impacts on any surrounding properties. Although the Whitehaven Town Council raised concerns with regards to the surrounding road network, this was considered and the Local Highways Authority did not raise concerns regarding the volume of potential traffic that would result from this proposal. A full drainage strategy was submitted with the application and considered to be acceptable, with a recommendation that the Applicant discuss any required permissions with United Utilities prior to the commencement of development.</p> <p>Overall this is considered to be an acceptable form of development which accords with the policies within the adopted Local Plan and the guidance set out in the NPPF.</p>
8.	<p>Recommendation: Approve (commence within 3 years)</p>
9.	<p>Conditions:</p> <ol style="list-style-type: none"> <p>The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.</p> <p>Reason</p> <p>To comply with Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.</p> <p>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: -</p> <p>Site Location Plan, scale 1:1250, received 18th May 2021; Existing Site Plan, scale 1:500, drawing number WJ-149-0001 D, received 18th May 2021; Proposed Site Plan, scale 1:500, drawing number WJ-149-0002 F, received 24th June 2021; Proposed Plans, Elevations, Section Block 1, scale 1:100, drawing number WJ-149-0005 D, received 18th May 2021;</p>

Proposed Plans, Elevations, Section Block 2, scale 1:100, drawing number WJ-149-0006 A, received 18th May 2021;
Proposed Plans, Elevations, Section Block 3, scale 1:100, drawing number WJ-149-0003 C, received 18th May 2021;
Proposed Plans Block 3, scale 1:100, drawing number WJ-149-0004 C, received 18th May 2021;
Design and Access Statement, received 18th May 2021;
Drainage Strategy Report, written by GSA, received 18th May 2021;
Proposed Drainage Strategy Block 2, scale 1:250, drawing number 2020.221.C008 A, received 12th August 2021;
Proposed Drainage Strategy Block 2, scale 1:250, drawing number 2020.221.C005 C, received 12th August 2021.

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.

Prior to Occupation Conditions

3. Prior to the first use of the development hereby approved, signage denoting the one way system on the site must be submitted to and approved in writing by the Local Planning Authority. The signage must erected in accordance with the approved plans prior to the first use of the development be retained as such at all times thereafter.

Reason

In order to ensure the safety of all road users and in accordance with Policy DM22 of the Copeland Local Plan.

4. The car parking shown on the approved plans relating to each block of units shall be constructed and made available for use prior to the first occupation of that block of units. Once installed the car parking shall be maintained in accordance with the approved details at all times thereafter.

Reason

For the avoidance of doubt and to ensure that adequate car parking is available to serve the development in accordance with Policy DM22.

Informatives

United Utilities Comments

1. If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.
2. Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.
3. It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.
4. Should any unexpected ground conditions, which could indicate the presence of land contamination (for example unusual colours, odours, liquids or waste materials) be encountered during development work should halt and the Council be notified to agree on the appropriate action.

Coal Authority Standing Advice

5. 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
<http://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.

Case Officer: Sarah Papaleo	Date : 29/09/2021
Authorising Officer: N.J. Hayhurst	Date : 05/10/2021
Dedicated responses to:- N/A	