

**CUMBERLAND COUNCIL
DELEGATED PLANNING DECISION**

1.	Reference No:	4/24/2045/0F1
2.	Proposed Development:	PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF FELLSIDE POWER AND STEAM GENERATION UNITS 2 AND 3
3.	Location:	SELLAFIELD, SEASCALE
4.	Parish:	Ponsonby, Seascale, Beckermest with Thornhill
5.	Constraints:	ASC;Adverts - ASC;Adverts, Flood Area - Flood Zone 2, Flood Area - Flood Zone 3, Safeguard Zone - Safeguard Zone, Coal - Off Coalfield - Data Subject To Change, Key Species - Known Sites for Natterjack Toads, Key Species - Potential areas for Natterjack Toads, Gas Pipeline - Northern Gas Pipeline - 135m buffer, DEPZ Zone - DEPZ Zone, Preferred Route Corridor - Within Preferred Route Corridor, Outer Consultation Zone - Sellafield 10KM
6.	Publicity Representations &Policy	See Report
7.	Report: Site and Location	The site forms part of the Fellside Combined Heat and Power Plant, (FPSGU) formerly the main power plant for the Sellafield site, It is situated adjacent to the eastern boundary, close to the Calder Gate main entrance. A prominent facility on the skyline with each of the 3 generating units stretching some 42m in height.

Proposal

It is proposed to demolish two of the three power and steam generating units (units 2 & 3) of the Plant. Whilst unit 1 will remain in operation supplying the site with power and steam, it is the intention to decommission Units 2 & 3. They will be dismantled, demolished and removed from the site. The Units occupy a footprint of some 55m x 55m and are 42m high. Each consists of a waste heat recycling facility (producing steam) with tall exhaust chimney and a gas turbine (producing electricity and heat) connected at ground level, each with associated equipment and service connections.

Reason for Demolition

These units were erected in the mid to late 90`s and are now near the end of their useful life and no longer required, there are new proposals afoot to supply power to the site. They have been redundant since 2019/20. The FPSGU units require demolition to remove unnecessary maintenance works especially as they have recently started to degrade. Due to this, the recent high winds and loose items falling from height, demolition of the Units is to be completed at the earliest opportunity.

Method of Demolition

Given the possibility for future redevelopment of the site the proposal is to dismantle and remove the building superstructures and retain the existing concrete foundations until a future development design is confirmed.

The demolition will be executed by Technical Demolition Services (TDS), on behalf of SL and activities include the following: -

- Site preparation prior to demolition, including fencing off the work area and protection of drains. etc
- All services have been previously disconnected or are in progress.
- Internal asbestos removal (if confirmed present).
- Mechanical removal of superfluous items remaining within the area
- Disassemble structures (blue framework down to pipe bridge)
- Removal of WHRB's / GT's achieved using a 360 wheeled excavator c/w selector grab attachment and crane in line with Demolition Methodology report
- Protection of the existing: Steam expansion Loops, Gas pipework & Pipe bridge.
- Segregation of waste.
- Disposal of waste materials in accordance with Waste Management Plan.



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- Complete demolition of the units and structures to concrete base slab where applicable.

Future Use of Site

Removal will release a significant area of land for redevelopment. Given the possibility for future redevelopment of the whole power plant site once unit 1 is decommissioned, the proposal is to remove the building superstructure and retain the existing concrete foundations is considered acceptable.

Consultation Responses

Gosforth Parish Council

No objections.

Beckermet with Thornhill Parish Council

No objection or comments.

Seascale Parish Council

Object for the following reasons:

How is the site to be accessed as the Seascale and Gosforth Road as it is not designed to cope with the level of traffic referred to - therefore significant improvement need to be made to this road.

- Access road leading to the site is designed for parking, not HGV traffic
- What is the contract management plan
- How will contractor parking be accommodated
- Request sight of a clear traffic and travel plan.
- Also, a document setting out the management control of demolition emissions, especially asbestos risk.

SL Comments

SL in response to Seascale PC addresses the concerns raised as follows:

Access - the site will be accessed from the A595 via the U4465 and B5344. Cumberland Council (as the Local Highway Authority) were consulted and in response have no objection to the proposed development as it is considered that it will not have a material effect on existing highway conditions. They consider that the additional level of traffic will not have a material impact so significant investment would not be required to improve the roads as a consequence of this demolition project.

The "Access Road", the U4465, has been designated as a "Clearway" by Cumberland Council as Local Highway Authority, from the junction with the B5344 up to the Fellside site, and as such no parking will take place on this road. Please note that there are sufficient parking spaces within the existing car parks at Fellside to accommodate the vehicles for the small demolition team that will be working on the project.

Demolition plan – this was submitted with the Prior Notice of Demolition. A more detailed contract management plan would not normally be provided as it often contains commercial information which would not be appropriate to share. However, Sellafield Ltd confirms that the demolition contractors will be operating in accordance with Sellafield Ltd's procedures and processes.

Parking - Sellafield Ltd understands the local community's concerns with respect to nuisance parking etc in the surrounding villages and can confirm that our expectations have been communicated to the demolition contractors on the following points:

- The contractors will be able to park within the existing car parks and therefore should have no reason to park elsewhere.
- Any itinerant worker should seek accommodation in existing local hotels, B&Bs or caravan parks etc.
- It is envisaged that an additional 4 to 6 vehicles will be entering the Fellside site and as such the demolition contractors will park within the existing car parks at Fellside. No additional parking provision will be required.

Emissions/ Asbestos Risk - the use of asbestos was outlawed in 1991 and CHP was built in 1993/94, so the facility does not contain bulk quantities of asbestos and hence there should not be any hazardous emissions resulting from the demolition work. In the unlikely event that a piece of equipment (e.g. a gasket) is found to contain asbestos, it will be treated and disposed of appropriately.

Natural England

No objection. Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Highways & LLFA

No objection, it is considered that the proposal will not have a material effect on the existing highway conditions nor will it increase flood risk on site or elsewhere.

Planning Policy

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



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Development Plan

Copeland Local Plan 2013 – 2028 (Adopted December 2013)

The following policies are considered relevant:

ST1 Strategic Development Principles – sets out the fundamental principles to guide development in the Borough.

ST2 Spatial Development Strategy & ST3 Strategic Development Priorities – outline the overall spatial and regeneration strategies for the Borough.

ER1 Planning for the Nuclear Sector – supports developments contributing to the continuing future of the nuclear industry providing they are not unacceptably detrimental to the environment.

DM1 Nuclear Related Development – identifies principles that development in the nuclear sector should conform to.

Emerging Copeland Local Plan 2017 - 2038 (ELP):

Cumberland Council are continuing the preparation and progression to adoption of the ELP.

The Local Plan Examination Hearing Sessions were completed in March 2023.

The appointed Planning Inspector issued the post hearing letter in June 2023, which identified the next steps for the examination.

The Inspector has now considered all representations and the discussions that took place during the Local Plan Examination Hearing Sessions in 2023 and has identified a number of amendments or 'modifications' that are required in order to ensure the ELP is sound i.e. positively prepared, justified, effective and consistent with national planning policy.

A six-week public consultation seeking views on the proposed modifications to the ELP commenced on Wednesday 14th February 2024 and closed on the 28th March 2024.

As set out in Paragraph 48 of the National Planning Policy Framework (NPPF), Local Planning Authorities may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan; the extent to which objections to relevant policies have been resolved; and the degree to which emerging policies are consistent with the NPPF.

Given the advanced stage of preparation of the ELP full weight can be attached to policies where no objections have been received or objections have been resolved. Once the consultation on the main modifications to the ELP is complete and confirmed significant weight can be afforded to the policies of the ELP where modifications are proposed.

The following ECLP policies (to which there have been no objections) are relevant to this proposal. Please note that as objections have been received to the proposed nuclear policies these cannot be considered relevant at this stage.

Strategic Policy DS1PU: Presumption in favour of Sustainable Development

Strategic Policy DS2PU: Reducing the impacts of development on Climate Change

Strategic Policy DS6PU: Design and Development Standards

Strategic Policy N1PU: Conserving and Enhancing Biodiversity and Geodiversity

Other Material Planning Considerations

National Planning Policy Framework (NPPF).

Planning Practice Guidance (PPG).

Potential Demolition Impacts

Timescales & Noise

The demolition works are planned to take place over a 12-month period, although a full five-year window is requested to accommodate any delays to commencement of site works and/or over-runs in completion of the works.

Working times at the demolition site will be limited to 7am-6pm Monday to Fridays, with use of machinery commencing at 7:30am. Noise levels are planned to be 60-65dB, with on-site noise monitoring at Fellside set to record any noise above 75dB.

Whilst there is likely to be some impacts from noise on nearby noise sensitive residential receptors (i.e. local farms to the immediate southeast of the site) this is estimated to be within tolerable guidelines as indicated and within daytime working hours. However, SL assure that levels will be strictly monitored, and appropriate action taken if found to exceed limits. Due to the short term nature of the project it is considered unlikely that any disturbance will be other than temporary.

Transport & Wastes

Over the intended 12-month period of work, it is estimated that there will be 150 truck movements transporting demolition materials to local recycling/disposal facilities, which translates to three truck movements per week. It is intended that the project will use several different local metals recycling facilities around the Workington area (Recycling Lives, AVS Cumbria Metals etc.) depending on the capacity of a facility to accept each load at the point of despatch from the demolition site. The route for the truck movements will be via the U4465, B5344 and A595 roads. Any other wastes generated, such as concrete, will have options for local recycling explored before disposal at local landfill facilities are used, although it is thought the volumes of the other wastes generated are likely to be comparatively small.

The concerns raised by the local Parish Council regarding the scale of the demolition work and potential impacts on local residents of nearby villages from the truck movements along



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the intended disposal route have been addressed. It transpires that the scale of the project is not as large as originally envisaged.

Ecology

A recent survey confirms that there are currently no ecological constraints that would prevent the demolition of Units 2 and 3. The potential for wildlife incursion is currently low but the longer these structures remain in a disused state with restricted human access, the more likely wildlife incursion is.

It recommends that the work be scheduled as soon as possible as the nesting season is officially 01 March – 31st July. There are currently no observed nests. Should work continue into nesting season, special attention should be paid to examining areas before phases of work continue, and deterrent measures employed. The contractor should undertake pre checks of areas to ensure the area is devoid of wildlife. Work should be stopped and the Contractor consulted if any nests/ other habitat or animals are found. Operatives working on the demolition project shall be provided with toolbox talks and start of work briefs to ensure they are aware of appropriate action to take on the discovery of wildlife/ nests/ other habitats during of their work.

Conclusion

Demolition is classed as falling within the definition of development and only prior notification is required. Our remit in planning terms is therefore very limited and does not permit the Local Planning Authority to object to the removal of the building/ structure but only to ensure that the method of demolition and subsequent restoration is satisfactory and conforms to the above planning policies. The proposal does not raise any material issues in this respect as the method of demolition is stringently controlled by Sellafield Ltd. and there were no adverse impacts identified that cannot be made acceptable by appropriate mitigation. The concerns raised by Seascale Parish Council regarding access route, uncontrolled parking and emissions/ asbestos, whilst not all relevant, never-the-less have been addressed.

The potential for excessive noise emanating from the demolition work will be controlled via regular on-site monitoring of noise levels and adjustments as required as well as restricting working hours.

In terms of transport the frequency of HGV movements and route for transporting wastes is considered acceptable and it has been confirmed that at this scale it will not have a material effect on the highway.

There were also no ecological constraints evident to prevent the demolition of the structure. Though there is some limited potential for wildlife incursion any potential impacts can be easily mitigated through good construction management, and wildlife awareness.

It is recognised that the site does have future development potential. However, it is considered acceptable in the interim, given the sites location within the Sellafield boundary, to

	<p>leave it in a tidy state at base (concrete foundation) slab level.</p> <p>As the site is situated within a highly industrial and secure complex and it is not considered appropriate to require a condition covering restoration.</p>
8.	<p>Recommendation:</p> <p>Approve</p>
9.	<p>Conditions:</p> <p>1. The demolition works shall be carried out within a period of 5 years from the date of this decision.</p> <p>Reason</p> <p>To comply with the requirements of Part 11 Class B.2 (b) (ix) (aa) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).</p> <p>2. The demolition shall be carried out in accordance with the following application plans and documents:</p> <p>Site Location Plan, drawing no. 1 BE 3032289 Rev E Issue 2, scale 1:5000.</p> <p>Covering Letter, Issue 2, by Euan Hutton, CEO, SL Ltd, ref: PLC/BCC/2212, dated 20/12/2024.</p> <p>Summary Information Report: Fellside CHP Plant Demolition of WHRB`s & GT`s 2/3, November 2023, by Px Ltd. FCHP-MST-REP 002, Rev D.</p> <p>Ecological Survey dated 30 November 2023, by Becky Watson, Px Fellside Environmental Engineer.</p> <p>Reason</p> <p>To comply with the requirements of Part 11 Class B.2 (b) (viii) (aa) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).</p>
<p>Case Officer: H.S. Morrison</p>	
<p>Date : 16/04/2024</p>	
<p>Authorising Officer: N.J. Hayhurst</p>	
<p>Date : 17/04/2024</p>	
<p>Dedicated responses to:-</p>	