

CUMBERLAND COUNCIL DELEGATED PLANNING DECISION

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| 1. | Reference No: | 4/24/2109/0F1 |
| 2. | Proposed Development: | IMPROVEMENT WORKS TO MAIN GATE AREA |
| 3. | Location: | SELLAFIELD, SEASCALE |
| 4. | Parish: | Beckermest with Thornhill |
| 5. | Constraints: | <p>ASC;Adverts - ASC;Adverts,</p> <p>Safeguard Zone - Safeguard Zone,</p> <p>Coal - Off Coalfield - Data Subject To Change,</p> <p>Key Species - Potential areas for Natterjack Toads,</p> <p>DEPZ Zone - DEPZ Zone,</p> <p>Outer Consultation Zone - Sellafield 10KM</p> |
| 6. | Publicity Representations &Policy | See Report |
| 7. | <p>Report:</p> <p>Site and Location</p> <p>This proposal relates to the Main Gate entrance at Sellafield which is situated to the south-west of the site. The area in question lies adjacent to the boundary and immediately in front of the Main Gate and measures approximately 0.19ha. It is used as the main bus drop off and pick up for Sellafield staff, as well as for checking the security of vehicles before they enter the site via Main Gate.</p> <p>Proposal</p> <p>The proposed alterations seek to improve the current access arrangements for Main Gate and include:</p> | |

- Erection of three new bus shelters
- Provision of two security kiosks for security personnel
- A new floodlighting column and feeder pillar at a maximum height of 16m from ground level.

The scheme will also involve cable and drainage re-routing, road and footway resurfacing, realignment and kerb replacement works and the provision of several smaller lighting columns, these elements of the scheme constitute permitted development for which planning permission is not required.

In terms of detail:

- The new bus shelters will each measure 2.5m high, 5.5m wide and 2.5m deep.
- The two security kiosks will measure 3m high, 2m wide and 2m deep.
- The lighting column is 15m high, which will give it a maximum height of 16m from ground level once installed.

As regards external finishes:

- Bus shelters will have a grey aluminium frame with glazing panels.
- Kiosks will be grey in colour, constructed of glass reinforced plastic with glazing.
- Lighting column will be galvanised grey.
- Floorscape will remain as hardstanding.

Consultation Responses

Ponsonby & Calderbridge PC

No objections

Gosforth PC

No objections

Seascale PC

No objections

ONR

Does not advise against this development.

Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA)

No objection to the proposed development as it is considered that it will not have a material effect on existing highway conditions, nor will it increase the flood risk on the site or

elsewhere. Advises on use of an Informative to ensure correct permits are obtained for works adjacent to the highway.

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

On 1st April 2023, Copeland Borough Council ceased to exist and was replaced by Cumberland Council as part of the Local Government Reorganisation of Cumbria.

Cumberland Council inherited the local development plan documents of each of the sovereign Councils including Copeland Borough Council, which combine to form a Consolidated Planning Policy Framework for Cumberland.

The inherited the local development plan documents continue to apply to the geographic area of their sovereign Councils only.

The Consolidated Planning Policy Framework for Cumberland comprises the Development Plan for Cumberland Council until replaced by a new Cumberland Local Plan.

Adopted Copeland Local Plan 2013-2028

Relevant policies comprise:

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy T1 Improving Accessibility and Transport

Policy DM10 – Achieving Quality of Place

Policy DM11 – Sustainable Development Standards

Policy DM22 Accessible Developments

Policy ENV1 Flood risk and risk management

Emerging Copeland Local Plan 2021-2038

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 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 closed on the 28th March 2024. The Planning Inspectors Report is awaited.

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 it is considered that full weight can now be attached to policies where no objections have been received or objections have been resolved. Especially as the consultation on the main modifications to the ELP is now complete and just awaiting confirmation, also significant weight can now 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:

Strategic Policy DS1PU: Presumption in favour of Sustainable Development

Strategic Policy DS6PU - Design and Development Standard

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

Strategic Policy DS7PU: Hard and Soft Landscaping

Strategic Policy DS8PU - Reducing Flood Risk

Strategic Policy DS9PU: Sustainable Drainage

Other Material Planning Considerations

National Planning Policy Framework (NPPF).

Planning Practice Guidance (PPG).

National Design Guide (NDG).

Wildlife and Countryside Act 1981

Assessment

Flood Risk and Drainage

The site is within Flood Zone 1 and identified as at a low risk of flooding from rivers and the sea. The risk of groundwater flooding is also low.

All surface water will continue to run into road gullies as part of the existing Sellafeld Ltd drainage system. Sellafeld Ltd surface water drainage system is designed to accommodate and manage the rainfall associated with a 100-year return period, plus 50% climate change



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event. The development will not increase the load on the existing surface water drainage infrastructure, nor will it generate additional overland flow from within the red line boundary. There will be no increase to flood risk outside of the proposal site or the wider Sellafield site due to the drainage systems associated with the proposed development.

Lighting

The lighting column will use a photocell sensor, which will trigger the light to come on when light levels are low. This means the lights will not usually be on during the day, reducing unnecessary light pollution. Lighting from the project during construction will be commensurate with the existing lighting regime to facilitate safe and secure operations. From an amenity perspective this is not considered to raise any issues.

Contaminated Land

The Contaminated Land Assessment concludes that the proposal site has been subject to limited development as part of the overall development of the Sellafield site and has only been used for site access in the past. Therefore, contaminated land and groundwater impacts are unlikely. The assessment recommends that a Piling Groundwater Risk Assessment is carried out prior to the commencement of development given the requirement for piling to support the 16m lighting column.

Ecology

A recent survey has revealed that the site has some ecological considerations that need to be taken into account. There is a large area of dense scrub and trees which is known to contain reptiles adjacent to resurfacing works which will be a focus area for contractor briefings. Any operatives working in the area will be advised of protocol for any situation in which a reptile is found. There is also potential for bats to use the surrounding area for foraging and/or commuting. Whilst there is also potential for nesting birds to use the gravelled area on site it is unlikely due to it being a heavily trafficked area.

In view of the above, acceptable mitigations including toolbox briefings will be employed to ensure the risk of impacts on wildlife are as low as reasonably practicable. These are detailed in the ecological survey accompanying the application.

Design and Layout

All of the structures are standard 'off the shelf' solutions. The bus shelters will have glazed panels and a grey aluminium frame. The kiosks will be in grey, constructed out of glass reinforced plastic and glazing and the lighting column will comprise a grey standard galvanised steel column. They have been designed to improve the safety and user experience of the Main gate area. These are relatively unobtrusive and have been selected to be in keeping with the existing industrial nature of the site and minimise any visual impacts.

Transport and Highway Safety

No changes to the use of the main gate are envisaged whilst construction works are

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| | <p>underway and access arrangements will remain the same.</p> <p>The proposed changes will help to improve safe throughput of pedestrians and vehicular access.</p> <p>It should be noted that the highway authority supports the proposal.</p> <p>Planning Balance and Conclusion</p> <p>The application raises no material issues from a planning perspective.</p> <p>It is considered that any potential ecological constraints identified can acceptably be mitigated.</p> <p>On balance therefore, taking the above assessment into account, it is considered that the proposed upgrading and improvement works to the area adjacent to Sellafield's Main Gate constitutes an acceptable form of development in accordance with the relevant policies of the existing adopted Copeland Local Plan and the emerging Copeland Local Plan as well as national policies and guidance.</p> |
| 8. | <p>Recommendation:</p> <p>Approve (commence within 3 years)</p> |
| 9. | <p>Conditions:</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission. <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> <ol style="list-style-type: none"> 2. 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>Drawings/plans</p> <p>Drawing no. 1 BE 3108835 Rev A. Location Plan,</p> <ul style="list-style-type: none"> • Drawing no. 1 BE 3108835 Rev A. Location Plan (OFFICIAL) • Drawing no. BE3154636, General Arrangement • Drawing no. BE3154637, Bus Shelters detail • Drawing no. BE3154638, Security Kiosk detail |



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- Drawing no. BE3154639, Lighting Column detail

Documents

Covering letter, BY SL Ltd, ref. PLC_BCC_2082, dated 19/03/2024.

- Planning, Design and Access Statement, Rev 1, by SL Ltd. Ref. PLC_BCC_2082, dated 19/03/2024.
- Phase 1 Habitat Survey by SL Ltd.
- Contaminated Land Risk Assessment, by SL Ltd, dated 14 March 2024.

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.

Informative – Highways

Any works within or near the Highway must be authorised by the Council and no works shall be permitted or carried out on any part of the Highway including Verges, until you are in receipt of an appropriate permit from the LHA Streetworks team.

<https://www.cumberland.gov.uk/parking-roads-and-transport/streets-roads-and-pavements/street-licences-and-permits/street-permit-and-licence-fees-and-charges> Please be advised that the Highway outside and or adjacent to the proposal must be kept clear and accessible at all times.

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: H.S. Morrison

Date : 28/05/2024

Authorising Officer: N.J. Hayhurst

Date : 28/05/2024

Dedicated responses to:- N/A