

From: Environmental Health
Sent: 06 November 2025 12:10
To: Development Control
Cc: Christopher Harrison
Subject: PLANNING APP 4/25/2336/0F1 - FORMER JEWSON SITE, COACH ROAD, WHITEHAVEN

Change of use to form a temporary 24 hour car park comprising of 95 parking spaces including 7 disabled parking spaces

Thank you for the above planning consultation.

In terms of its remit, Environmental have considered the following matters:

Part of this site is marked on Council mapping as being potentially contaminated land as defined by Part 2A Environmental Protection Act 1990.

This is due to its long historical use as a former saw mill with an associated timber yard and rail sidings.

The saw mill building is noted on an OS Map dated 1863 and is still present on the 1968 OS Map. There has obviously been more recent redevelopment of the site since then and the proposed car park surface is currently of a tarmac and concrete finish.

As this hard surface is to be retained, it does effectively break the potential contamination pathway link between any pollutants in the sub/soil and human health.

A condition for unexpected contamination is suggested if any signs of visual / olfactory contamination is encountered during removal of existing fencing for instance.

The size of the proposed car park falls under the threshold whereby an Air Quality Assessment may be required.

In terms of local air quality around Whitehaven town centre, the Council measures for nitrogen dioxide pollution in the air, largely from road traffic sources, by way of passive diffusion tubes. The nearest monitoring point is on Strand Street (south) and recorded an annual average mean level of NO₂ in 2024 of 10.7 ug/m³. (The UK national air quality objective is an annual average mean of 40 ug/m³).

It is possible, using DEFRA predicted background air pollutant maps for 2024, to also show the local annual mean predicted level of PM₁₀ as 7.845 ug/m³ and PM_{2.5} as 4.294 ug/m³ of air. (The UK national air quality objectives are annual mean averages of 40 ug/m³ for PM₁₀ and 20 ug/m³ for PM_{2.5} particulate matter respectively).

As is demonstrated, therefore, any slight increase in localised road traffic as a result of this proposed development would not significantly affect the local air quality that is to be found in Whitehaven.

The proposed use as a 24 hour car park may throw up the potential issues during darkness and night time hours of external artificial light pollution and noise disturbance.

There is no mention of any addition of artificial lighting scheme in the planning submission though any such lighting provision should be sensitive to the nearby residential dwellings. A suggested condition on this is noted below.

The application also predicts that peak use of the car park will be during normal working hours. If night time (23.00 – 07.00 hours) noise does become problematic, the statutory nuisance provisions of the Environmental Protection Act 1990 may provide redress to any affected residents, otherwise Environmental Health do not require a noise assessment with this application.

The Flood Risk Assessment indicates that surface water from the site is positively drained into an existing surface water drainage system via an existing outfall to a watercourse. Presumably this would be to Pow Beck, which is designated an EA 'main river'.

It would be advisable that petrol / silt interceptors are fitted to the existing surface water drainage off the proposed car park to prevent undue pollution to the beck, which ultimately discharges in to Whitehaven Harbour.

As regards general day to day management of the proposed car park (including litter removal, vandalism etc), a car park management plan is suggested.

In conclusion, therefore, Environmental Health do not object to this proposed development and offer the following conditions to any planning approval:

- Land affected by contamination – Reporting of unexpected contamination

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 immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and, where remediation is necessary, a remediation scheme must be prepared and be submitted and approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report must be prepared which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

- Artificial Lighting (external)

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for environmental zone E3 contained within The Institute of Light Engineers Guidance Note GN01/21 (dated 2021) for The Reduction of Obtrusive Light.

Reason: In order to safeguard the amenities of nearby residential occupiers.

- Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

Reason: To ensure the safe operation of the approved car park.

Regards

Environmental Health

Public Health & Protection | Cumberland Council

Whitehaven Commercial Park, Moresby Parks, Whitehaven, Cumbria, CA28 8YD

T. 0300 373 3730



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