

GARAGE, 1 DUKE STREET, MILLOM, LA18 5BB

Planning and Design and Access Statement Addendum for
TSG

31 March 2026

Our Ref: 22-01321



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Appendix 1 Planning History



1 INTRODUCTION

- 1.1 This Planning Statement (“statement”) has been prepared by Rapleys LLP on behalf of TSG (‘the Applicant’) in support of a full planning application for new EV chargers and associated infrastructure at Garage, 1 Duke Street, Millom, LA18 5BB (‘the Site’).
- 1.2 The site lies in the local authority area of Cumberland Council and is defined on the Site Location Plan enclosed with the application.
- 1.3 The application follows a previously approved application (ref: 4/25/2183/0F1) for the proposed introduction of four electric vehicle charging bays (2 chargers) and associated external works.

STRUCTURE OF STATEMENT

- 1.4 This statement explores the key planning considerations relevant to the site’s redevelopment and is set out as follows:
- Chapter 2: Site and Surroundings
 - Chapter 3: Planning History
 - Chapter 4: The Development Proposal
 - Chapter 5: Planning Policy and Guidance
 - Chapter 6: Planning Considerations
 - Chapter 7: Conclusions
- 1.5 This statement provides an overarching background to the proposal and should be read in conjunction with the full set of submitted documents and plans prepared in the planning application, which together address the relevant matters in detail.

CONTENT OF THE APPLICATION

- 1.6 This statement is accompanied by the following submission documents, and reflects the scope of information considered commensurate to the scale of the planning application proposals:
- Application Form /Certificates;
 - The following planning drawings:
 - Site Location Plan (ref: 173019-TSG-WHAR-DR-E-0200);
 - GA Layout (ref: 173019-TSG-WHAR-DR-E-0200);
 - Site Boundary (ref: 173019-TSG-WHAR-DR-E-0200);
 - CDM Layout (ref: 173019-TSG-WHAR-DR-E-0200);
 - Existing Elevation (ref: 173019-TSG-WHAR-DR-E-0200);
 - Elevation Proposed (ref: 173019-TSG-WHAR-DR-E-0200).
- 1.7 This statement concludes, on the basis of the information submitted, that the proposed development is acceptable, and supportable, in planning terms.

2 SITE AND SURROUNDING AREA

SITE

- 2.1 The site is located at Whartons Garage, located on Duke Street within the centre of Millom. The large corner site is located within a prominent location adjacent to the Millom Conservation Area. The site comprises of a petrol filling station and a vehicle servicing and repairs garage.
- 2.2 The site benefits from a large area of hardstanding and areas of informal parking. The site is bounded to the north and west by residential properties, to the east by Millom cenotaph, and south by the A5093 and Millom palladium. The site is located within flood zone 1, an area of low probability of flooding.

SURROUNDINGS

- 2.3 The surrounding context is predominantly commercial/retail in character, associated with the wider petrol station use and garage.

3 PLANNING HISTORY

3.1 A table summarising the site's planning history is attached at **Appendix 1**.

4 DEVELOPMENT PROPOSAL

4.1 This application seeks full planning permission for:

"Proposed introduction of three electric vehicle charging bays (2 chargers) and associated external works"

4.2 The proposals more specifically involve:

- The installation of two vehicle chargers, three parking bays; and
- A feeder pillar and combined CCTV & lighting pole

4.3 The proposals follow on from an application approved on 28 July 2025 (ref: 4/25/2183/0F1) for EV chargers within the same location. The key changes from this approval are that it is reduced by 1 bay, the chargers remain the same but are to be brought forward to meet minimum distance as per manufacturer guidelines and the wall is to remain in place.

4.4 Furthermore, the proposals introduce a new combined CCTV & Lighting Pole. The current proposed pole is indicative only with details of both CCTV and lighting to be agreed with the LPA.

4.5 Although it is recognised that permitted development rights exist for electric vehicle chargers, not all of the proposals meet the specific conditions set out within the GPDO. In this context, and given the strong policy support for EV charging in any event, they are included within the scope of the application for completeness and to provide a context for the associated development which does require planning permission from the local authority.

5 PLANNING POLICY AND GUIDANCE

NATIONAL POLICY AND GUIDANCE

5.1 Relevant policy is contained within the National Planning Policy Framework (the "Framework"), adopted in December 2024 and the National Planning Practice Guidance (NPPG).

5.2 The Framework is underpinned by a presumption in favour of sustainable development. In terms of decision-taking, paragraph 11 and the NPPG advises that Local Planning Authorities (LPAs) should seek to approve development proposals which accord with the Development Plan without delay.

Making effective use of land

5.3 Paragraph 124 explains that planning decisions should promote an effective use of land in meeting the need various uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Meeting the challenge of climate change, flooding and coastal change

5.4 Paragraph 161 confirms that the planning system should support the transition to net zero, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

DEVELOPMENT PLAN

5.5 The site lies in the local authority area of Cumberland Council. The Development Plan for the site comprises the Copeland Local Plan, adopted in November 2024.

5.6 The application site is located within the defined settlement boundary for Millom, which is identified as a Key Service Centre under Policy DS1 of the Local Plan

5.7 Policy DS4 of the Copeland Local Plan requires all new development to meet high-quality standards of design.

5.8 Strategic Policy BE1 and BE2 of the Copeland Local Plan seek to protect or enhance heritage assets and their setting. Proposals that better reveal the significance of heritage assets will be supported in principle.

- 5.9 Strategic Policy CO4 outlines support in principle for developments which encourage the use of sustainable modes of transport, in particular, proposals that make provision for electric vehicles and proposals for the integration of electric vehicle charging infrastructure into new developments.
- 5.10 There is evidently strong local policy support for the provision of EV charging infrastructure.

6 PLANNING CONSIDERATIONS

6.1 From the foregoing commentary, the following planning considerations arise:

- Principle of development
- Design, scale, and layout
- Neighbour amenity
- Transport
- Heritage

6.2 Each of these planning considerations is now addressed in turn below. In addition, to this statement, further details can be found within the other accompanying documents prepared in support of this planning application.

PRINCIPLE OF DEVELOPMENT

6.3 The site is within an established area of car parking, and the Development Plan is generally supportive of the provision of EV charging infrastructure.

6.4 Further, there is strong national and local support for the provision of infrastructure to support low-emission transport. The principle of development is therefore considered to be acceptable.

DESIGN, SCALE AND LAYOUT

6.5 In terms of visual amenity, the proposed development is of a modest and unobtrusive scale.

6.6 The proposals have been sited and designed to minimise their prominence, ensuring they integrate with the existing setting. Given that the site is already in use as a car park and where there is already a permission for EV chargers, the proposed development is entirely consistent with its established character and function, and it will not give rise to any undue visual impact. On the contrary, it represents a modernisation of the car park that aligns with wider sustainability objectives.

6.7 The application should therefore be supported in these terms.

NEIGHBOURING AMENITY

6.8 The proposal is to be sited on an existing informal parking area adjacent to a high boundary wall, and thus will not give any undue impact to neighbouring residential properties. The newly proposed lighting pole will not adversely affect the neighbouring properties as lighting shields would be installed to prevent spill.

6.9 Furthermore, the potential increase in usage of the car park arising from the development is not considered to have the potential for a significant impact on neighbouring properties as only three spaces are being created, a reduction from the four previously provided that was deemed acceptable by Council Officers.

TRANSPORT

6.10 The development is proposed in an existing car park, and no changes are proposed to the public highway or access onto it. Further, the swept path analysis confirms that the spaces can be accessed safely.

HERITAGE

6.11 The proposals are adjacent to the Millom Conservation Area. However, they are barely visible from the Conservation Area and therefore will not result in any undue harm or impact. The proposals merely relate to the provision of electric vehicle chargers within an existing car park and therefore, the development is considered to preserve the Millom Conservation Area.

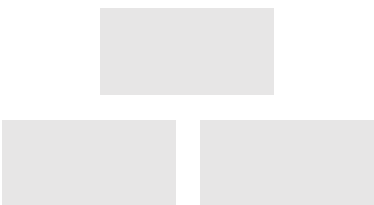
7 SUMMARY AND CONCLUSIONS

7.1 This statement is provided in respect of a planning application for EV chargers and associated infrastructure at Garage, 1 Duke Street, Millom, LA18 5BB.

- 7.2 From review of this statement, and the other documents supporting the application, the following conclusions are drawn:
- The development is a key part of the move to a cleaner energy mix and should be embraced by the local authority in these terms.
 - The development is entirely consistent with the site's established land use as a car park.
 - In terms of development management considerations, in so far as they arise relative to the development, they are more than adequately met.
- 7.3 In these terms, the proposed development is in accordance with the Development Plan in every respect, and acceptable overall in planning terms. Full planning permission should therefore be granted without delay.

Appendix 1

Site Planning History



Appendix 1 – Site Planning History (last 20 years)

Reference	Description	Decision/Notes
4/91/0127/0	Change of use from part of garage to car showroom	Approved
4/93/0346/0	Shop extension and underground tank	Approved
4/99/0809/0	Demolish existing dwelling & provide improved access & parking facilities for existing garage (including landscaping)	Approved
4/01/0154/0	Amend off street parking and screen details to existing access	Approved
4/02/0769/0	Form new vehicular access door to existing garage	Approved
4/18/2491/0F1	To remove three shop front windows and manual shop door; replace with three new modern double glazed windows and automatic door	Approved

Note: excludes applications for advertisement consent, discharge of conditions or minor amendment applications.

