

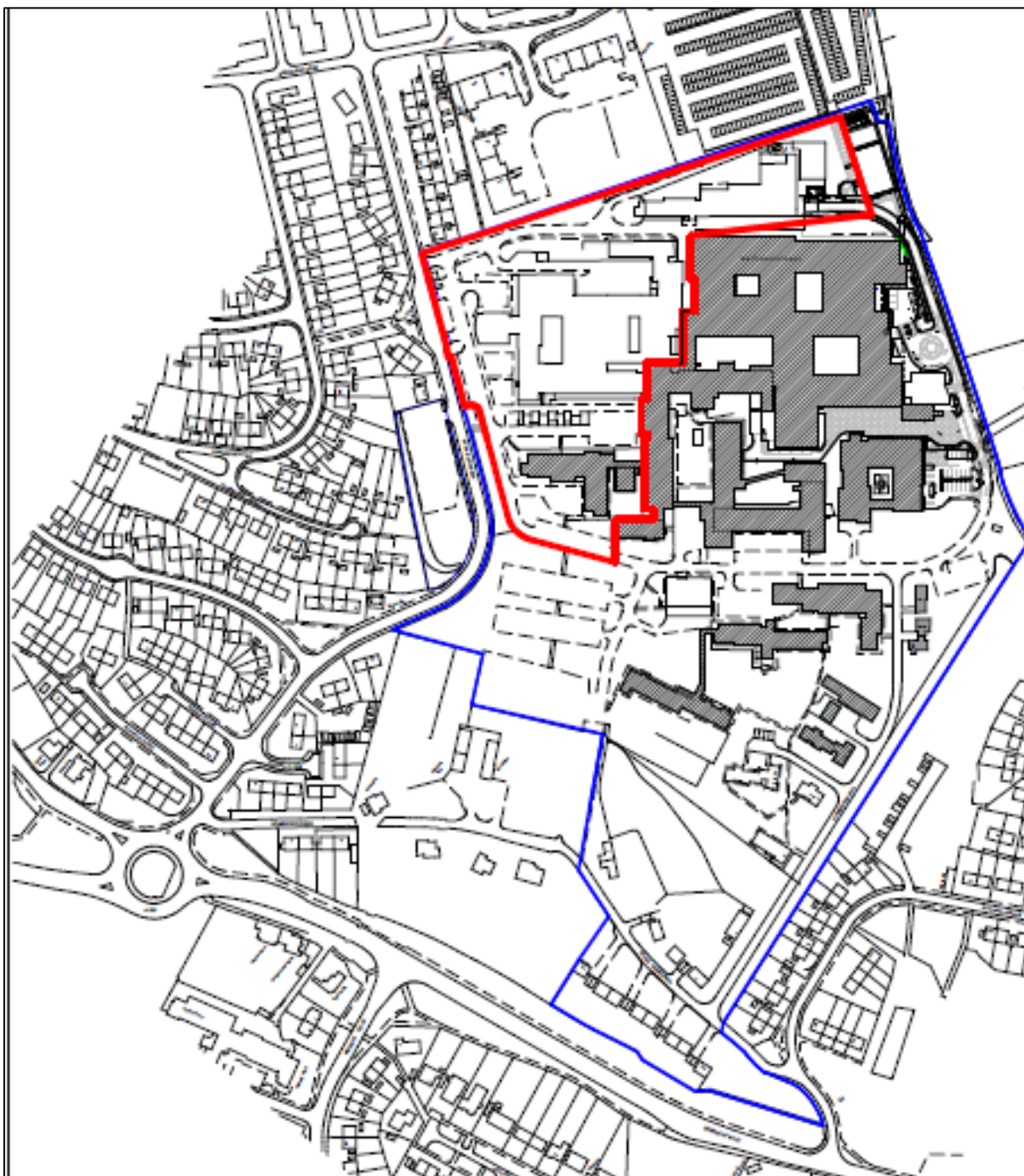


To: PLANNING PANEL

Development Control Section

Date of Meeting: 27th October 2021

Application Number:	4/21/2294/0F1
Application Type:	Full Planning Application
Applicant:	Mr Stephen Prince – West Cumberland Hospital
Application Address:	West Cumberland Hospital, Homewood Road, Whitehaven. CA28 8JG.
Proposal	Proposed two storey extension.
Parish:	Whitehaven
Recommendation Summary:	Issue delegated authority to the Head of Planning and Place to approve Full Planning Permission subject to the following: - the planning conditions outlined at the end of this report; - The receipt of a consultation response raising no objections from Cumbria County Council – Highways and Cumbria County Council – LLFA; - Any revisions as required by Cumbria County Council – Highways and Cumbria County Council – LLFA; - Any planning conditions as deemed to meet the tests for planning condition as requested by Cumbria County Council – Highways and Cumbria County Council – LLFA; and, - The Applicant entering into a Section 106 planning obligation to secure any required Travel Plan Monitoring fee.



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Reason for Determination by Planning Panel

The application is brought for consideration by Members of the Planning Panel as the Head of Planning and Place considers it to be of sufficient importance in planning terms to refer to the Planning Panel for determination.

The application is brought for consideration at this meeting of the Planning Panel due to time constraints relating to the receipt of funding for the development.

Site and Location

The Application Site comprises part of the West Cumberland Hospital, Homewood Road, Whitehaven.

The West Cumberland Hospital was the first new hospital in England to be built following the inception of the National Health Service.

The West Cumberland Hospital was predominantly of a single age having been built between 1959 and 1964 and was subject to only a small number of extensions and reconfigurations over the ensuing years before the completion of Phase 1 of the redevelopment of the West Cumberland Hospital Health Campus in 2015.

The stated aim of the West Cumberland Hospital Health Campus is to deliver the vision of creating a modern, state of the art 'Full integrated Health Campus' within the region of West Cumbria.

The West Cumberland Hospital is a general hospital with 191 inpatient beds providing 24 hour A and E, a consultant-led maternity unit and special baby unit, a range of specialist clinical services and outpatient clinics.

The hospital site is bound to the north by the dwellings fronting onto Homewood Road and the industrial buildings within Sneckyeat Road Industrial Estate; to the east by agricultural land; and, to the south by further dwellings.

The primary access to the hospital is via Homewood Road, which connects to both Cleator Moor Road and the A595.

An internal access road runs around the wider hospital site and connects to a number of vehicle parking areas.

Bus stops are located on Homewood Road.

Demolition is currently ongoing at the hospital and comprises works approved under Phase 1 of the redevelopment.

Proposal

This application seeks Full Planning Permission for the erection of a two storey extension to replace an existing wing of the hospital the demolition of which was approved under Application Ref. 4/11/2265/0F1; improvements to the existing 'Block E and F'; alteration of

the existing access; the creation of a waste compound; and, the demolition of existing Blocks Q and H to create vehicle parking and landscaped areas.

The proposed extension would comprise of 5190sqm of accommodation including the following:

- 24no. bed in-patient ward - Step down and palliative care;
- 4no. specialist palliative care suites;
- 16no. bed stroke rehabilitation ward;
- 32no. bed in patient ward;
- 14no. bed paediatric ward;
- Admin and support spaces;
- A ground floor retail opportunity;
- A shared physiotherapies suite; and,
- An enclosed courtyard garden.

A plant room and photovoltaics are proposed on the roof of the proposed extension.

It is proposed to create a waste compound to the north of the existing hospital ring road.

It is proposed to demolish existing Blocks Q and H and create an additional 98no. parking spaces. Electrical vehicle charging bays are proposed to 8no. standard parking spaces, 1no. accessible parking space; and, 1no. parent and child parking bay.

Access is proposed via an upgraded junction from Homewood Road. It is proposed to improve the existing access to create a two-way access road to the northwest of the hospital site. The existing exit to Homewood Road is to be closed.

It is proposed to complete the works in the following phases to enable the hospital to continue to function during the construction works:

- Phase 1c. – Access road and waste compound works.
- Phase 1d. Reconfiguration of retained buildings to enable new build development.
- Phase 2 – New build and associated external works.
- Phase 2a – Refurbishment of Block E and pediatrics and decant into new build development.
- Phase 2b – Demolition of existing buildings and completion of external works.

The application has been amended during the course of the determination to withdraw the submitted landscaping details including the parking layout and submitted drainage details, with it requested that these details be reserved by planning condition for subsequent approval. The details have been withdrawn on the basis that these details are likely to be subject to change as further site investigation and design works are progressed.

Environmental Impact Assessment

A Screening Opinion has been prepared by Copeland Borough Council in respect of the proposed development.

The Screening Opinion concluded that the proposed development does not comprise Environmental Impact Assessment development and that an Environmental Statement is not required.

Relevant Planning Application History

- 4/10/2068/OF1 - Redevelopment of existing hospital complex involving partial demolition, refurbishment of existing buildings, the erection of replacement buildings etc. – Approved.
- 4/11/2265/OF1 - Redevelopment of existing hospital complex involving partial demolition, refurbishment of existing buildings, erection of replacement building etc. – Approved.
- 4/13/2086/OF1 - Alteration to site access to vehicular and pedestrian traffic; on site alterations to roadways, parking space locations and hard & soft landscaping – Approved.
- 4/14/2407/OF1 - Prior notification of proposed demolition – Approved.
- 4/14/2508/OF1 - Construction of new stair tower to block f; recladding of external faces of blocks e & f; general refurbishment of blocks e & f – Approved.
- 4/14/2527/OF1 - Amendment of conditions 2, 3, 4 & 6 of planning approval 4/13/2086/Of1 r.e. access, landscaping and installation of bollards – Approved.
- 4/15/2010/OF1 - Variation of condition 5 of planning approval 4/13/2086/Of1 r.e. timing for construction of car parking areas at hospital – Approved.
- Application Ref. 4/20/2279/OF1 - Outline application for a two storey extension with plant including the associated landscaping, parking, demolition and the creation of a new waste compound - West Cumberland Hospital, Homewood Road, Whitehaven. CA28 8JG - Approved subject to Planning Conditions and Section 106 Planning Obligation to secure a Travel Plan Monitoring Fee of £6600.

Consultation Responses

Town Council

11th August 2021

No comments.

Highways England

12th August 2021

No objection.

Environment Agency

No consultation responses received.

Cumbria County Council – LLFA and Highways

27th July 2021

Further information and clarification is required for the following:

Highways.

1. The carriageway width detailed on Proposed Site Plan WCHPH2-GDA-V99-ZZ-DR-A99012 heading south towards the roundabout is circa 4.4m has this been designed to possibly introduce a 2nd lane allowing vehicles to continue straight on past the roundabout? The detailing of a left turn arrow will direct all traffic into the car park with no option to go straight ahead, furthermore exiting the car parking area the arrow at the barriers details to turn right only, no left turn option, should the car park be full can vehicles turn south? Please can this be clarified?
2. There is concern over the introduction of parking barriers at the entrance to the car park at the small mini roundabout, in peak times this could cause traffic to accumulate and tail back to the entrance possibly impeding the blue light route, causing standing traffic on the public highway and also blocking of pedestrian crossing points in close proximity to the barriers, Has this been considered? Can this be mitigated?
3. The Introduction of the barriers across a proposed pedestrian crossing point gives cause for concern with this arrangement by focusing pedestrian and vehicle interaction at a point where each party will consider they have priority, barrier lifts car expects to go through, except pedestrians are crossing, car stops mid way thorough barriers holding up the process bringing point 2 into play during busy periods. Has the applicant considered introducing a footway to the west of the roundabout allowing pedestrian to move north if desired and extending the footway south of the barriers to link into the disabled parking and footway to the east? The link footway north at barriers can then be eliminated removing potential for pedestrian vehicle conflict.
4. The footway to the north of the barriers has been scaled to circa 1.5m, we would recommend a minimum of 2m here given the high footfall potential and would also

mimic the footway opposite to the south, although point 3 may eliminate this requirement.

5. Proposed new stair/fire escape must not egress out into a parking space, there should be a designated space detailed for the fire escape so that it is not blocked by a vehicle/s
6. EV charging points are discussed and are noted in the D&A Statement which is welcomed by his authority however these are not detailed within the Proposed Site Plan WCHPH2-GDA-V99-ZZ-DR-A99012 They should be included.
7. Vehicle route at the bottom of the main car park area is detailed incorrectly on Proposed Site Plan as the car park directs vehicles in a clockwise arrangement, vehicles should not be able to enter the southern most parking from the east, it should be detail as one-way only.
8. Detail seems to be missing in relation to the footway from the disabled parking area west of proposed phase 2 building on Proposed Site Plan, please can this be amended.

LLFA

9. In line with the drainage hierarchy no BRE365 testing has been undertaken to rule out infiltration, furthermore It would appear that there has been a move to discharge at Qbar greenfield rate over the proposed Brownfield rate in the outline application, however this has not been expanded on further, without this comparison it is difficult to determine if NSTS are being adhered to in relation to S3 & S5. As it is proposed to discharge to an existing surface water sewer the applicant needs to demonstrate any betterment so that a discharge rate can be agreed.
10. There are several 'Third Party Info Req' detailed in drainage layouts for both Ph2 and Waste Compound & Access Rd
 - Waste Compound & AR - WCHPH2-CUR-W-XX-DR-C-92002-P02 notes that CCTV is required to determine connectivity & condition and additional drainage maybe required to make connection, where does this system drain too?
 - Drainage Layout Ph2 - WCHPH2-CUR-W-XX-DR-C-92001-P02 notes require. 1. Confirmation of rain water pipe and foul pop up locations. 2. CCTV survey of existing drainage to confirm connectivity and connection. 3. Infiltration testing within proposed car parking. 4. Confirmation of drainage requirements within refurbished areas. 5 CCTV rrequired to determine connectivity and condition from Manhole S11 downstream to public surface water sewer. As this is full application the above information should be confirmed at this stage.
11. Through discussions with CBC Flood and Coastal Defence Engineer the FRA&DS states that there are no watercourse in the vicinity of the site. Whilst this is correct with regards to open watercourses, there are two culverted watercourse close to the site, one being out with the development boundary but a second another unnamed culverted watercourse, the uppermost known section being on Homewood Drive.

This actually flows from the hospital site itself. The 1949-1970 OS 1:10,560 maps show what actually appears to be a watercourse originating on the hospital site itself, actually beneath or very close to a part of the hospital to be demolished this should be considered and investigated further.

Upon receipt of the above information from both highway and LLFA perspective we will be better placed to form a full response.

Natural England

2nd July 2021

No comments to make on this application.

Copeland Borough Council – Flood and Coastal Defence Engineer

22nd July 2021

Do not have any major concerns; however, raises questions regarding the presence of watercourses to accept surface water discharge; questions the location of the discharge from the proposed waste compound; the surcharging and overland flows within the system design; and, the lack of consideration of above ground attenuation.

5th October 2021

The general proposal for the surface water drainage is acceptable.

Copeland Borough Council – Environmental Health

8th September 2021

No objections to the development, essentially part of the ongoing redevelopment of the hospital.

As with the previous works there should be a Demolition Management Plan and Construction Management Plan.

The Preliminary Risk Assessment was carried out in March 2020 and recommended further work including intrusive ground investigation and ground gas investigations. It is possible that some of this has already been undertaken; however, much will not be possible before the demolition work is complete.

Given the recommendations in the risk assessment it would be appropriate to impose a planning condition securing further detailed site investigation works, a detailed risk assessment, a remediation scheme and a verification plan.

The Noise Assessment focuses on the noise levels inside the new buildings. It is recommended that the façade of the building nearest to Homewood Road attenuate noise by 19dB and could be achieved through the design and build.

Copeland Disability Forum

2nd July 2021

Object as whilst there will be an increase of 101 parking spaces to over 1000 parking space overall, yet there is no proposed increase in accessible parking spaces from 30. The normal accessible parking space requirement is 5%, equating to 52 spaces overall.

The Design and Access Statement references accessible spaces outside of the new A&E entrance; however, these have recently been lost due to the construction of a new building.

The number of accessible spaces should be increased to at least 52, but preferably to 100, which is 10% of the total provision and is the percentage Copeland Borough Council have strived to achieve for some years.

United Utilities

21st July 2021 and 11th October 2021

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Further to our review of the submitted drainage documents; the plans are not acceptable to United Utilities because we have not seen robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems.

Request that three planning conditions are imposed on any planning permission requiring that: no development commence until a detailed drainage scheme has been submitted to and approved in writing by the local planning authority that is evidenced as being in accordance with the hierarchy of drainage options; that foul and surface water be drained on separate systems; and, prior to occupation a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing.

Cumbria Fire and Rescue Service

6th September 2021 and 7th October 2021

No objections.

Cumbria Fire and Rescue Service is committed to reducing the impact of fire on people, property and the environment. For this reason, it is recommended that the applicant should give consideration to the inclusion of a sprinkler system within the design of the premises.

Public Representations

The application has been advertised by way of a site notice and press notice.

No representations have been received.

Planning Policy

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

No representations have been received.

Development Plan:

Copeland Local Plan 2013-2028 (Adopted December 2013):

Core Strategy (CS):

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy SS4 – Community and Cultural Facilities and Services

Policy ER7 – Principal Town Centre, Key Service Centres, Local Services Centres and other service areas: Roles and Functions

Policy T1 – Improving Accessibility and Transport

Policy ENV1 – Flood Risk and Risk Management

Policy ENV3 – Biodiversity and Geodiversity

Policy ENV5 – Protecting and Enhancing the Borough's Landscapes

Development Management Policies (DMP):

Policy DM10 – Achieving Quality of Place

Policy DM11 – Sustainable Development Standards

Policy DM22 – Accessible Developments

Policy DM24 – Development Proposals and Flood Risk

Policy DM25 – Protecting Nature Conservation Sites, Habitats and Species

Policy DM26 - Landscaping

Copeland Local Plan 2001-2016 (LP):

Saved Policy TSP8 - Parking Requirements

Other Material Planning Considerations

National Planning Policy Framework (NPPF).
Planning Practice Guidance (PPG).
The Conservation of Habitats and Species Regulations 2017 (CHSR).
Cumbria Development Design Guide (CDDG).

Emerging Copeland Local Plan 2017-2035 (ELP).

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

Policy ST1 seeks to support development that provides or contributes to the Borough's social and community infrastructure.

Policy ST2 states that development will be located in the Borough's settlements at an appropriate scale, within defined settlement boundaries, in accordance with the Borough's settlement hierarchy, focussing the largest scale development and regeneration on Whitehaven and the important development opportunities there.

Policy ER7 states that development will be required to meet the needs of the area, to be of a scale appropriate to the centre, and to not adversely impact on the vitality or viability of other nearby centres. It is stated that the development objectives for Whitehaven are to reinforce the role of Whitehaven as the Principal Town through the promotion of a flexible, mixed-use approach, the improvement of strategic and local accessibility, and supporting its continued growth.

Policy SS4 states that the range of services and facilities serving the Borough's communities will be protected by:

- A. Encouraging the provision and retention of good quality services and facilities which meet the needs of local communities and are accessible by public transport, cycling or on foot. Services and facilities which benefit the less mobile or more deprived members of the community and which maximise opportunities for people to improve their health and well being, will be given particular support.
- B. Ensuring that needs are met in the most appropriate, effective and accessible way, by: i) locating widely used services and facilities in Whitehaven and the three smaller towns... iii) improving the number and quality of facilities in areas of the Borough which exhibit higher than average levels of socio-economic deprivation – especially as regards health care...

- D. Allowing the expansion and / or enhancement of existing community and cultural facilities to assist continuing viability, particularly in areas where new development will increase the demand for facilities

The West Cumberland Hospital is the main general hospital serving West Cumbria and so comprises an important community facility.

The West Cumberland Hospital is located in Whitehaven, which is the Principal Town of Copeland and is the focus of the largest scale development and regeneration in the Borough.

Whitehaven comprises a sustainable location and is accessible by a range of public transport options, by cycle and on foot.

The proposed development comprises the redevelopment and improvement of the health care facilities provided by this important community facility.

The development comprises Phase 2 of the redevelopment of the West Cumberland Hospital and will complete on the stated aim of delivering a modern, state of the art 'Full integrated Health Campus' within the region of West Cumbria.

The principle of this development has also previously been established by the approval of Outline Planning Application Ref. 4/20/2279/0F1 which remains an extant planning permission.

The principle of the development is supported subject to site specific matters.

Impact on Landscape and Settlement Character

Policy DM10 expects high standards of design and the fostering of quality places. It is required that development responds positively to the character of the site and the immediate and wider setting and enhance local distinctiveness. It is required that development incorporates existing features and address vulnerability to and fear of crime and antisocial behaviour.

The proposed extension is subservient in scale and form to the existing building complex which is substantial and would deliver considerable visual improvement of the west elevation of the completed hospital complex from all vantage points.

The proposed development sits directly adjacent to the complete Phase 1 development and as such it has been designed to incorporate similar architectural language to provide a consistent and uniform elevation treatment across the hospital complex.

The completed Phase 1 development has a uniform and repeated grid structure with an emphasis on the framing of windows and doors, utilising a recessed panelled system. This

approach is continued in the design of the proposed extension. Soft natural coloured finishes similar to the Phase 1 development are also proposed.

The 'front facing' elevation adjacent to the main patient and visitor car parking area aims to unify itself with the existing Phase 1 development whilst also drawing attention to the new proposed glazed entrance, which acts as a focus point for the completed development.

Features are made of the new stair cores by varying the materials from the remainder of the elevations. These add interest and break up the elevations. The proposed finishes are similar to that proposed in the refurbishment of Blocks E and F, which again seek to visually unify the completed development.

It has been confirmed that the materials proposed have been carefully selected with regards ensuring a long lifespan, limiting the need for regular maintenance and minimising potential for disruption to operations etc. in the future. A suspensive planning condition is proposed to secure the detailed specifications of the proposed external finishes.

Whilst a detailed scheme of landscaping is not submitted for approval at this stage, the information submitted demonstrates that a scheme is deliverable that will soften the appearance of the building and provide privacy/security to its occupants. A suspensive planning condition is proposed to secure a detailed scheme of landscaping, its implementation and its maintenance.

Highway Impacts and Parking Provision

Policy DM22 requires that development proposals be accessible to all users; respond positively to existing movement patterns in the area; and, incorporate parking provision to meet adopted car parking standards.

A Transport Assessment has been prepared in support of this Full Planning Application.

Access is proposed via an upgraded junction from Homewood Road. It is proposed to improve the existing access to create a two-way access road to the northwest of the hospital site. The existing exit to Homewood Road is to be closed. The proposed two way access is designed to permit direct access to the existing and proposed parking areas without having to circumnavigate the hospital ring road. It is confirmed that the proposed arrangement has been designed to minimize the patient travel distances on site and improve overall site efficiency and safety.

It is demonstrated that visibility splays of 2.4m x 43m are achievable to the proposed junction, which will include upgrading and widening to include a pedestrian refuge island to assist with pedestrian movements north/south on Homewood Road and a ghost island right turn lane for traffic wishing to turn in the direction of the main car park.

The highway impacts of the traffic predicted to be generated by the proposed development have been assessed at key junctions on the road network. Those impacts have been

demonstrated to be immaterial and are far from being categorised as severe. As such, no highway capacity mitigation measures are proposed in order to make the development proposals acceptable.

Highways England have confirmed no objection to the proposed development.

Cumbria County Council – Highways have confirmed that in principle the proposed highway design is acceptable; however, have raised a number of queries in respect of technical aspects of the proposed highways design. The Applicant has revised the design in response to these comments. Cumbria County Council – Highways have been consulted in response to the revised details; however, at the time of writing a formal consultation response including confirmation of any further revisions required and recommended planning conditions remains awaited.

Given the scale of the development, there is a requirement for a Full Travel Plan and a financial contribution via the Section 106 Agreement for the monitoring of the Full Travel Plan. Formal confirmation of this remains awaited from Cumbria County Council – Highways.

The Application Site is located adjacent to an existing residential area including and connecting to well-lit, well-used and well-defined footway networks. Pedestrian and cycle access will remain from Homewood Road and the existing infrastructure surrounding the wider hospital site. Bus stops are located on Homewood Road. The internal site layout has been designed to provide multiple direct connections for pedestrians and cyclists to support and encourage access via means other than the private car. This includes wide footways on all the internal roads with dropped kerbs and crossings provided on key pedestrian desire lines. The walking, cycling and public transport opportunities are considered to represent realistic modal alternatives to the private car for a range of different journey types.

There are currently 954no. parking spaces on the wider hospital site, including 51no. accessible spaces. The proposed development will deliver a net gain of 98no. parking spaces including 6no. accessible spaces across the wider hospital site. This will deliver a total of 1056no. parking spaces including 51no. accessible spaces on the wider hospital site.

The proposed parking provision is broadly in accordance with the requirements of the Cumbria Development Design Guide. The proposed parking layout is intrinsically linked to the proposed landscaping design; therefore, a pre-commencement planning condition is proposed requiring the submission and approval of the proposed parking layout. This will enable any final design and layout to align with the landscaping scheme and to ensure that the required accessible parking spaces are delivered in appropriate locations within the Application Site.

Flood Risk and Drainage

Policy DM11 requires that surface water is managed appropriately, with the inclusion of Sustainable Drainage Systems where possible.

Policy DM24 states that development will not be permitted where: there is an unacceptable risk of flooding; or, the development would increase the risk of flooding elsewhere; or, the development would cause interference with or loss of access to a watercourse.

A Flood Risk Assessment and Drainage Strategy has been prepared in support of this Full Planning Application.

The Application Site is located in Flood Zone 1.

The Assessment identifies no potential or flood risk from fluvial/tidal flooding and reservoir flooding, low potential from groundwater flooding and surface water flooding from the Application Site and low potential with isolated areas with high potential of surface water flooding on the Application Site.

Surface Water Flood Mapping shows minor areas of surface water flooding within the development at 1 in 30 and 1 in 100 year events, as that as this an historic site, it is likely that positive drainage has been constructed to deal with these issues and can be further mitigated.

Objections have been raised to the initially proposed surface water drainage design by Cumbria County Council and United Utilities due to the lack of infiltration testing that has been undertaken in the development of the drainage design to date.

During the course of the application, the Applicant has withdrawn the submitted drainage details, with it requested that these details be reserved by planning condition for subsequent approval.

Cumbria County Council – LLFA have confirmed that in principle the imposition of a suspensive planning condition to secure the detailed design of the proposed scheme of surface water drainage is acceptable. At the time of writing, a formal consultation response including confirmation of any recommended planning conditions remains awaited from Cumbria County Council.

Any final drainage design will be required to be justified in accordance with the drainage hierarchy in the PPG. Infiltration testing will be required to discount this drainage option and further investigation of the surface water drains and watercourses within and beyond the Application Site will be required before discharge to the mains drainage system can be supported.

Ecology and Arboriculture

Policy ENV3 seeks to ensure that new development will protect and enhance biodiversity and geodiversity.

A Preliminary Ecology Survey and Bat and Bird Surveys have been prepared in support of this Full Planning Application.

The Preliminary Ecology Survey identifies limited potential for impacts upon any Designated Sites. The potential for the presence of bats and nesting bird within the existing buildings and a requirement for further survey effort are identified. The existence of Cotoneaster an invasive non-native plant is identified.

A scheme of mitigation is outlined to prevent impacts on invertebrates and guidelines to maximise net gain from planting identified.

The Bat Survey and Nesting Bird Appraisal concludes that roosting bats are unlikely to be present in Buildings A, C, C Annex , D and H and that a European Protected Species Licence would not be required for the works to those buildings.

Further specific survey effort has not been completed in respect of Buildings Q and H given the times that would elapse before the commencement of work to these buildings. It is however concluded that based on the evidence collected of bat activity over the past two survey seasons that the buildings may provide opportunistic or summer roosting to bats of the Pipistrellus genus, if suitable roosting space is available. It is confirmed that the loss of roost for this number of bats would not have a significant effect on local or national populations and that provision would be made in any new structure built on the site, or in the form of a purpose built structure for bats to roost. In the event that such bats are present, it is considered that the requirements of the tests for derogation (imperative reasons of overriding public interest, no satisfactory alternative and favourable conservation status) would be achieved and a European Protected Species Licence would be approved.

Natural England has confirmed no comments.

A planning condition is proposed to secure that the completion of relevant mitigation.

A Pre-Development Arboricultural Survey has been prepared. It is confirmed that no existing trees are required to be removed to facilitate to the proposed development, but it is recommended that an existing Ash is removed as it is dying from Ash Dieback disease.

A planning condition is proposed requiring the submission of an Arboricultural Method Statement to secure measures to prevent unacceptable impacts upon retained trees.

Residential Amenity

Policy ST1 seeks to ensure development provides or safeguards good levels of residential amenity and security.

The Site comprises an existing and established hospital. The proposed extension is large in scale; however, represents a reduction in the quantum of development from that which has previously existed on the Application Site.

Given the nature of the development, its operation will not result in material increases in vehicular or otherwise activity.

Given the two storey height of the development and the relationship to the neighbouring dwellings, unacceptable adverse impacts in respect of loss of light, overshadowing, overbearing effects and overlooking will not result from the development.

Planning conditions are proposed requiring the submission of a Construction Environmental Management Plan and controlling hours of construction to secure mitigation and prevention of adverse impacts upon the residential amenity of nearby residents.

A Noise Assessment is prepared in support of this Full Planning Application.

The Assessment demonstrates that acceptable noise impacts would not result to the users of the proposed building and existing residential dwellings subject to mitigation.

A planning condition is proposed to secure a noise assessment and any mitigation to prevent harm to the amenity of neighbouring properties.

Ground Conditions

A Preliminary Environmental Risk Assessment is prepared in support of the Full Planning Application.

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The Environment Agency and Copeland Borough Council - Environmental Health have raised no objections subject to the imposition of planning conditions.

The Assessment provides confidence that it will be possible to suitably manage the risks posed by the contamination by this development subject to the imposition of planning conditions securing further detailed site investigation works, a detailed risk assessment, a remediation scheme and a verification plan and to control any unexpected contamination identified during the course of the development.

The Planning Balance

The proposed development comprises the redevelopment and improvement of the health care facilities provided at the West Cumberland Infirmary, which is an important community facility located in an accessible location in the Principal Town of Whitehaven.

The proposed development is of a scale and form that is subservient to the existing building complex and would deliver considerable visual improvement of the West elevation from all vantage points.

No issues are arising in respect of biodiversity, drainage, ground conditions, residential amenity and highway safety subject to the planning conditions proposed.

In overall terms, it is considered that the proposed development accords with the relevant provisions of the Development Plan and relevant provisions of the NPPF when taken as a whole.

Recommendation: -

Issue delegated authority to the Head of Planning and Place to approve Full Planning Permission subject to the following:

- The planning conditions outlined at the end of this report;
 - The receipt of a consultation response raising no objections from Cumbria County Council – Highways and Cumbria County Council – LLFA;
 - Any revisions as required by Cumbria County Council – Highways and Cumbria County Council – LLFA;
 - Any planning conditions as deemed to meet the tests for planning condition as requested by Cumbria County Council – Highways and Cumbria County Council – LLFA; and,
 - The Applicant entering into a Section 106 planning obligation to secure any required Travel Plan Monitoring fee.
1. The development hereby permitted shall begin not later than three years from the date of this decision.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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: -

Planning Application Form

Site Location Plan – Drawing No. WCHPH2-GDA-V99-ZZ-DR-A-99001 Rev. P01

Proposed Site Plan – Drawing No. WCHPH2-GDA-V99-ZZ-SK-A-99012 Rev. P02

Block E & F - Proposed New Fire Escape Stair – Drawing No. WCHPH2-GDA-V2-ZZ-DR-A-30001 Rev. P02

Proposed Phase 2 Building Level 03 – Drawing No. WCHPH2-GDA-V7-03-DR-A-99001 Rev. P01

Proposed Phase 2 Building Level 04 – Drawing No. WCHPH2-GDA-V7-04-DR-A-99001 Rev. P01

Proposed Phase 2 Building Level 05 – Drawing No. WCHPH2-GDA-V7-05-DR-A-99001 Rev. P01

Proposed Phase 2 Building Roof Level – Drawing No. WCHPH2-GDA-V7-06-DR-A-99001 Rev. P01

Proposed Elevations – Sheet 1 of 3 – Drawing No. WCHPH2-GDA-V7-ZZ-DR-A-99002 Rev. P02

Proposed Elevations – Sheet 2 of 3 – Drawing No. WCHPH2-GDA-V7-ZZ-DR-A-99003

Rev. P02

Proposed Elevations – Sheet 3 of 3 – Drawing No. WCHPH2-GDA-V7-ZZ-DR-A-99004

Rev. P02

Proposed Phasing Plan – Drawing No. WCHPH2-GDA-V99-ZZ-DR-A-10017 Rev. P02

Demolition Plan – Drawing No. WCHPH2-GDA-V99-ZZ-DR-A-99005 Rev. P01

Longitudinal Elevations – Drawing No. WCHPH2-GDA-V99-ZZ-DR-A-99006 Rev. P01

Photovoltaic Layout Level 05 Volume 7 Roof – Drawing No. WCHPH2-DSSR-V7-05-DR-E-62103 Rev. P1

SAP Ecology and Environmental Ltd – Letter Ref. CCL102 – BQ&H

Transport Assessment Ref: 073096 Revision: V03

Preliminary Ecological Appraisal for BREEAM – Project Number: 60589170

Phase 1 Preliminary Risk Assessment Ref. 073096-CUR-00-XX-RP-GE-001 Rev. P02

Ground Investigation Report Ref. 073983-CUR-00-XX-RP-GE-002 Rev. V01

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.

Pre-Commencement

3. a. No development shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:-
- proposed finished levels or contours;
 - means of enclosure;
 - car parking layouts;
 - other vehicle and pedestrian access and circulation areas;
 - hard surfacing materials;
 - minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.);
 - communications cables, pipelines etc. indicating lines, manholes, supports); and
 - retained landscape features such as trees together with details of how they will be protected during construction – an Arboricultural Method Statement.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers / densities; and an implementation programme.

b. The agreed scheme shall be carried out as approved to the agreed timetable. Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason:

These details are required to be approved before the commencement of development to safeguard and enhance the character of the area and secure high quality landscaping in accordance with Policy DM10 and Policy DM26 of the Copeland Local Plan 2013 - 2028.

4. No development shall commence until a Construction Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The Statement shall provide for:-
 - i. The parking of vehicles of site operatives and visitors;
 - ii. Loading and unloading of plant and materials;
 - iii. Storage of plant and materials used in constructing the development;
 - iv. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
Measures to control the emission of dust and dirt during construction;
 - v. A scheme for recycling / disposing of waste resulting from demolition and construction works;
 - vi. Measures to control noise and vibration; and,
 - vii. Measures or diversions to permit access during the construction.

The approved Construction Method Statement shall be adhered to throughout the construction period.

Reason

These details are required to be approved before the commencement of development to safeguard the amenity of neighbouring occupiers, prevent highway impacts and ecological impacts in accordance with the provisions of Policy ST1, ENV3 and T1 of the Copeland Local Plan 2013-2028.

Ground Conditions

5. No development shall commence until a scheme that includes the following components to deal with the geotechnical and contaminative risks detailed in the Preliminary Environmental Risk Assessment shall each be submitted to and approved, in writing, by the local planning authority:
 - i. Site investigation scheme, based on the Phase 1 Preliminary Risk Assessment – Report Ref. 073096-CUR-00-XX-RP-GE-001 Revision: P02 received 22nd July 2020 to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 - ii. The results of the site investigation and detailed risk assessment referred to in 1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation or mitigation measures required and how they are to be undertaken.

- iii. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 2) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangement for contingency action.

The scheme shall be implemented as approved.

Reason

To prevent harm to human health and the environment in accordance in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Noise

6. Prior to the commencement of the development, details of any external plant to be installed and an assessment of the impact of the proposed development on existing residential dwellings shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall address the potential for noise to occur which may impact upon the amenity of the occupier(s) of the dwellings and shall identify fully all measures which are required to control the impact of that noise. All approved control measures shall be implemented prior to first occupation of the building and shall be retained as such thereafter. A verification report shall be submitted to and approved in writing by the Local Planning Authority confirming that all measures in the approved assessment have been implemented in full prior to first occupation of the building.

Reason

To protect the amenity of adjacent residential properties in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Pre-occupancy or Other Stage Conditions

Materials

7. No superstructure shall be erected until samples and details of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Development shall be carried out in accordance with the approved details of materials.

Reason:

To ensure the development is of a high quality design in accordance with Policy

Ground Conditions

8. 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 within 14 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site.

An assessment must be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority.

Reason

To prevent harm to human health and the environment in accordance with the provisions of Policy ST1 of the Copeland Local Plan 2013-2028.

Ecology

9. The development here by approved shall not proceed except in accordance with the recommendations described in the SAP Ecology and Environmental Ltd – Letter Ref. CCL102 – BQ&H and Preliminary Ecological Appraisal for BREEAM – Project Number: 60589170.

Reason

For the avoidance of doubt and to prevent harm to biodiversity in accordance with the provisions of Policy ENV3 of the Copeland Local Plan 2013-2028.

External Lighting

10. No development shall commence until a scheme for the provision of external lighting has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the location, design, luminance levels, light spillage and hours of use of all external lighting within the site.

The approved lighting scheme shall be implemented in full prior to first occupation of the development hereby approved.

Reason

These details are required to be approved before the commencement of development to safeguard and enhance the character of the area and to minimise light pollution in accordance with the provisions of Policy T1 of the Copeland Local plan 2013-2028.

Working Hours

11. No work for the construction of these developments, including demolition, shall take place on the site, except between the hours:
08.00 - 18.00 Monday to Friday; and
08.00 - 13.00 on Saturdays;

Reason

To safeguard the amenity of neighbouring occupiers in accordance with the provisions of Policy ST1 of the Copeland Local plan 2013-2028.

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.