**West Whitehaven Draft Supplementary Planning Document (SPD)**

This Draft Supplementary Planning Document is available for comment until INSERT XXXXXXXXXX.

To view and download an electronic copy of this Issues and Options document, visit the Copeland Borough Council Website: [www.copeland.gov.uk](http://www.copeland.gov.uk)

You can also view the document at all public libraries in Copeland, Copeland Borough Council offices, Whitehaven Tourist Information Centre and at The Beacon Museum. Paper copies of the document and versions in different formats are available on request. If you require a copy of this document in an alternative format, for example, large print, Braille, audio cassette or an alternative language, please call 0845 054 8600.

Please make any comments you have on the official Representation Form and send it to:

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It would greatly aid the process if you could use the Representation Form that accompanies this document. Additional forms are available from the Council’s Planning Policy Team or from the website.

We will generally not acknowledge representations made, however email correspondence should receive an automated receipt. If you do not receive an automated receipt please contact Planning Policy on 0845 054 8600.
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1.0 Introduction and Background

1.1 Planning Context

The West Whitehaven Draft Supplementary Planning Document (SPD) has been prepared to guide the protection, enhancement and partial development of an extensive and significant area of coastal landscape between the built up area of Whitehaven and St Bees Head.

The area has been the subject of a number of studies, strategies and management plans developed by a range of different organisations over a number of years. These have informed the SPD and are listed in Appendix I.

1.2 Role of the SPD

The SPD provides guiding principles for the planning and development of the area over the next 15-20 years. The SPD is one of the material considerations to be taken into account when determining planning applications and forms part of the Copeland Local Development Framework (LDF). It elaborates upon but does not revise the existing policies in the Borough’s adopted Local Plan and emerging Core Strategy and Development Management Policies document.

The West Whitehaven SPD is referred to in the Copeland Core Strategy under the Whitehaven Locality Chapter:

“The “Colourful Coast” Project extends the length of the coast from Whitehaven harbour to St Bees and has provided major improvements to the rights of way network and biodiversity through a partnership between the Land Trust, the National Trust, RSPB, Haig Colliery, Natural England, Cumbria County Council and the Borough Council. Projects have been undertaken to improve access, infrastructure, interpretation and public awareness, all designed to improve visitor enjoyment of the coastal fringe strip between the harbour and the Marchon site, especially in relation to the high quality landscape here and industrial archaeological interest (including the Haig Mining Museum). This whole area has been designated as a Tourism Opportunity Site (ER10) and the approach will be to leave the seaward side open and to protect the views from and to the Heritage Coast itself, to create new areas of parkland, and to allow some limited redevelopment on the east side, beginning with the area occupied by former offices and labs. Appropriate uses include those associated with tourism such as visitor interpretation facilities, accommodation and conference space, and a small, high quality business park for offices and craft workshops.

There is a need to coordinate tourism, open space, business development and housing market renewal in a total regeneration package for the whole of West Whitehaven and it is proposed that a development brief will be prepared to
guide restoration and new development across the area.”

The West Whitehaven Draft SPD provides further detail on, and is supplementary to, planning policies which aim to protect the important landscape and built heritage, provide opportunities for improving accessibility and promote the tourism and visitor economy as part of Copeland’s need for economic diversification.

The SPD is timely as the former Marchon chemical works site has been acquired by a private developer for a mixed use scheme which is likely to include land restoration for partial redevelopment together with softer end uses such as open space. Furthermore, the South Whitehaven SPD is being prepared to provide a framework for the planning and development of an extensive area of new housing, and improvements to existing estates in the adjoining area of Greenbank to the east of Wilson Pit Road (see aerial photograph below).

1.3 Location and Extent of West Whitehaven SPD Area

The extent of the West Whitehaven SPD area is shown on Map 1 (on p6).

The area extends southwards along the coastal fringe from the landmark Candlestick Chimney in the north to Quarry Bungalows on the edge of St Bees Head in the south. The area is bounded to the west by the Irish Sea and to the east by the Kells and Woodhouse housing estates.

The area encompasses the former Marchon chemical works, a major area of derelict and contaminated land, as well as areas of biodiversity and landscape significance and a number of important heritage assets linked to the town’s industrial past.

The former Cumbrian Coastal Way ran approximately north / south through the heart of the area, linking the historic Whitehaven harbour to the north west’s only section of Heritage Coast at St Bees.
Map 1 West Whitehaven SPD Boundary
Head. Although some permissions have lapsed, a route remains along the coast and this will be superseded by the proposed coastal path currently being negotiated by Natural England under the Marine and Coastal Access Act 2009.

Insert New Map 2 showing linkages to Town Centre and Harbourside, South Whitehaven and agricultural land south to St Bees.

The total area covered by the SPD is 163.1 hectares (403.0 acres).
1.4 Character and History

The coastal landscape is characterised by extensive views across the sea to Scotland and the Isle of Man and inland to the fells of the western Lake District. There is a distinct quality of openness and relative wildness along the coastal strip today but this belies the area’s recent industrial history which included coal mines, coke ovens, alabaster mines, quarries and a major chemical works which was used for the manufacture of detergents, at its peak employing around 2,500 people.

Together the area’s assets of varied and extensive industrial archaeology, significant flora and fauna associated with a coastal landscape, close proximity to a historical Georgian town and port and location close to a national long distance footpath combine to provide significant opportunities for the area’s future use and development.

1.5 SPD Development

It is important that the West Whitehaven SPD is developed in close consultation with the many stakeholders which have an active interest in the area.

The Draft SPD builds on an Issues and Options report which was published for consultation from 12th November to 21st December 2012.

The document was available on the Council’s website to view and download, and hard copies were provided at the Copeland Centre, Tourist Information Centre and The Beacon in Whitehaven, as well as public libraries across Copeland. In addition 2 public drop in events were held on 29th November (St Peters Community Centre) and 7th December (Kells Library).

The document was also considered by the Copeland Disability Forum Access Working Group and local Borough and County Councillors.

Around XXXX representations were received from XXXX organisations and individuals. These have been considered by the Borough Council, and have informed the content of the Draft SPD. A summary of the representations received together with the Council’s responses to the comments is available in the accompanying West Whitehaven SPD Consultation Report. In addition a Sustainability Appraisal of the Issues and Options document was undertaken and the findings have influenced the Draft SPD.

The West Whitehaven Draft SPD is accompanied by a Sustainability Appraisal and a background document “West Whitehaven Landscape Character Assessment and Views Analysis”.

This document has been prepared with the support of the National Trust and informs
the design principles which protect the landscape character and important views into the area, and out from it.

Habitats Regs (NE comments) – Alison insert a sentence

Comments and representations on this Draft SPD and the Sustainability Appraisal are invited until XXXXXXX. The Draft SPD is accompanied by a Representation Form which is available from the Copeland Centre reception, Millom Council offices, public libraries in Copeland, Whitehaven Tourist information Centre, The Beacon Museum or the Council’s website. (www.copeland.gov.uk).

Following the consultation on the Draft SPD, the document will be amended and finalised for Adoption by the Borough Council in the Summer of 2013.
2.0 Planning Policy Background

The SPD sits within an overarching planning policy framework of national and local policies.

2.1 National Planning Policy Framework (NPPF)

The new National Planning Policy Framework was published in March 2012 and replaces the suite of Planning Policy Statements and Planning Policy Guidance Notes which formerly provided planning guidance at a national level.

The West Whitehaven SPD should have regard to the following paragraphs:

Core Planning Principles

Planning should:

- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Achieving sustainable development includes:

- Building a Strong, Competitive Economy
- Promoting Healthy Communities
- Conserving and Enhancing the Natural Environment
- Conserving and Enhancing the Historic Environment

Para 28 advises that plans should support sustainable rural tourism which respect the character of the countryside.

Para 114 sets out the need for local authorities to maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as Heritage Coast, and improve public access to and enjoyment of the coast.

Para 153 advises that supplementary planning documents should be used
where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development.

(Regional Planning Guidance is in the process of being revoked by the Government and it is proposed that it will no longer form part of the LDF, once the Localism Bill is enacted and put into effect in 2012.)

2.2 Cumbria

Cumbria Sub Regional Spatial Strategy 2008-28

Development is encouraged that secures balanced and sustainable urban and rural communities so that there is a flourishing and diverse economy and quality built, natural and historic environments.

Cumbria and Lake District Joint Structure Plan 2001-2016 (Adopted Plan April 2006)

Policy ST5: New Development and Key Service Centres outside the Lake District National Park

Policy H19 : Affordable Housing outside the Lake District National Park

Policy T30: Transport Assessments

Policy T31: Travel Plans

Policy E35: Areas and features of nature conservation interests other than those of a national and international importance

Policy E37: Landscape Character and

Policy E38: Historic Environment.

Cumbria Local Transport Plan 2011-2026 (LTP3)

Key priorities for Copeland are to support economic development and improve the accessibility of the area.

West Cumbria Economic Blueprint, 2012

Supporting sectors for West Cumbria include:

Business and Professional Services

The Visitor Economy

Arts, Culture and Leisure Service

Leisure

The Delivery Strategy identifies the need for a Harbour and Coastal Development Programme.

Future Generation, 2010

Coastal Renaissance

This aims to ensure that all the buildings and building groups which contribute to the distinctive heritage of West Cumbria are preserved and enhanced, along with important areas of open space and industrial architecture.

There is also an aim to clear post industrial decline, ensuring that historic and
industrial contaminated land is made safe and suitable for the planned use, recognising that some sites will need restoration in a way which explores the natural habitats which may have evolved there.

Cumbria Community Strategy, 2008

Para 74: Managing, sustaining and where possible enhancing Cumbria’s unrivalled natural landscape is central to achievement of much of this strategy. The local landscape quality character and distinctiveness will be protected through careful management to maintain the remoteness and tranquillity of our unique environment.

Cumbria Landscape Guidance and Toolkit, 2011

This provides up to date advice on landscape character, one of the key considerations in the West Whitehaven SPD.

Tourism Strategy for Cumbria 2008-18 and Cumbria Destination Management Plan 2012-14

These highlight key market opportunities for growing Cumbria’s visitor economy over the next few years and include outdoor adventure and heritage themes which are relevant to West Whitehaven.

2.3 Copeland

Copeland Partnership Plan, 2011

Easy access into, out of, and within Copeland and distinctive local landscapes and biodiversity conserved and enhanced.

Priorities are landscape, townscape, seascape and environmental quality.

Copeland Local Plan, June 2006

The SPD will provide more detail for the following policies:

Policy EMP 3 Employment Opportunity Sites

The former Marchon Site, Kells, Whitehaven is identified as an Employment Opportunity Site suitable for a wide range of employment use but may also be suitable for non employment use.

The Council and its regeneration partners are committed to seeking outcomes which improve the environment of the former Marchon site and contribute to sustainable regeneration.

Policy TSM 2: Tourism Opportunity Sites

Whitehaven Coastal Fringe linking Whitehaven harbour with Haig Pit and the St Bees Heritage Coast (TOS3). Proposals for large scale tourist development, particularly those which provide recreational opportunities for the local population will be permitted in this area so long as they accord with the principles of sustainable design and do not compromise the qualities and character of the undeveloped coast or public access thereto.
The SPD will also be supplementary to the following policies:

DEV 6  Sustainability in Design
TSM 1  Visitor Attractions
TSM 2  Tourism Opportunity Sites
TSM 3  Serviced Accommodation
TCN 4  Town Centre Design
TCN 14  Village and Neighbourhood Shopping
ENV 2  Nature Conservation Sites of National Importance
ENV 3  Nature Conservation Sites of Local Importance - check with Alison?
ENV 4  Protection of Landscape Features and Habitats
ENV 6  Landscapes of County Importance
ENV 8  Views from and to the Heritage Coast
ENV 9  Areas of Local Landscape Importance
ENV 12  Landscaping
ENV 13  Access to the Countryside
ENV 14  Development in the Coastal Zone
ENV 15  Undeveloped Coast
ENV 17  Derelict Land
ENV 18  Contaminated Land
ENV 23  Safeguarding Zone
ENV 33  Development Affecting the Setting and Important Views of Listed Buildings
ENV 35  Development Affecting a Scheduled Monument
ENV 36  Development Affecting Sites of Local Archaeological or Historic Importance
ENV 37  Site of Potential Archaeological Importance
TSP 5  Cycleways, Footpaths and Bridleways
SVC 14  Outdoor Recreation and Leisure Facilities
SVC 15  Leisure and Sensitive Areas of Countryside
EGY1  Renewable Energy
NUC3  Relocation of Non Radioactive Development

The SPD will provide more detail for the following policies:

ST3 – Strategic Development Priorities
ER2 – Planning for the Renewable Energy Sector
ER4 – Land and Premises for Economic Development
ER5 - Improving the Quality of Employment Space

ER6 - Location of Employment

ER9 – The Key Service Centres, Local Centres and other smaller centres

ER10 - Renaissance through Tourism

Policy ER11 - Developing Enterprise and Skills

SS5 – Provision and Access to Open Space and Green Infrastructure

T1 – Improving Accessibility and Transport

ENV2 - Coastal Management

ENV3 - Biodiversity and Geodiversity

ENV4 - Heritage Assets

ENV5 - Protecting and Enhancing the Borough’s Landscapes

ENV6 - Access to the Countryside

Whitehaven Locality Chapter

DM1 – Nuclear-related Development

DM3 – Safeguarding Employment Areas

DM9 – Visitor Accommodation

DM10 – Achieving Quality of Place

DM11 – Sustainable Development Standards

DM22 – Accessible Developments

DM25 - Protecting Nature Conservation Sites, Habitats and Protected Species

DM26 - Landscaping

DM27 – Built Heritage and Archaeology
3.0 Vision and Objectives

3.1 Vision

The Vision for West Whitehaven is:

By 2026, West Whitehaven will be celebrated as a special and unique place, where the industrial heritage, local wildlife, stunning coastal landscapes, and sweeping views are protected, managed and enhanced for the enjoyment of visitors and residents alike. Vacant, derelict, and underused land will be transformed for the benefit of the community. The area will be a visitor destination in its own right, providing an attractive link between Whitehaven Harbour and St Bees Head. New development will be sustainable and sympathetically designed to sit comfortably within the coastal landscape and will provide long term employment opportunities linked to the Energy Coast. All routes and interpretation facilities will be designed and managed to ensure maximum accessibility for everyone.

3.2 Objectives of the SPD

- To provide an overarching planning framework for the protection, enhancement and development of West Whitehaven.
- To ensure a co-ordinated approach to the area’s regeneration and renewal, taking account of its location on the coastal fringe linking the Heritage Coast to Whitehaven Harbour.
- To complement and support the planning frameworks provided by the South Whitehaven and Whitehaven Town Centre and Harbourside SPDs.
- To ensure that all new development meets high standards in terms of design quality and sustainability, relates well to existing landscapes, enhances the public realm and reinforces the distinctive qualities of the landscape character areas.
- To provide an environment which supports and encourages use by pedestrians, cyclists, the disabled and wheelchair users.
- To improve links through the area and support connectivity between West Whitehaven and the Heritage Coast, town centre and harbour and local residential communities.
- To identify priority zones for investment and development that will help strengthen and support the area’s wider role for tourism, recreation and leisure uses.
- To guide the improvement of visitor facilities and realise the potential of the area as a Tourism Opportunity Site, focussing on industrial heritage and the natural environment.
• To support and progress the aims and objectives of the Colourful Coast initiative and in particular to protect and enhance landscape character and wildlife resources and improve public access to the area.

• To capitalise on appropriate opportunities linked to Britain’s Energy Coast with the creation of further development and employment opportunities that can be satisfactorily accommodated without harm to the key features and characteristics of West Whitehaven.

• To protect and enhance the biodiversity already present and prevent the fragmentation of habitats by prioritising the creation of wildlife corridors and stepping stones throughout the site.
4.0 West Whitehaven’s Built and Natural Heritage

4.1 Historical Development

West Whitehaven has a complex and extensive history of agricultural and industrial activity which has left a legacy of ground contamination, mine shafts and scars in the landscape, as well as a number of buildings and structures of historical and archaeological interest.

4.1.1 Agriculture

The West Whitehaven SPD area can be considered to be an agricultural landscape into which industrialisation has progressively intruded. By the mid-18th century industry was the economically dominant land use, but in terms of physical extent agriculture remained dominant well into the 20th century. Much of the land was arable, with only limited amounts of pasture. Today most of the fields are arable or pasture and the majority of field boundaries consist of “stone hedges” with varying degrees of scrub and living hedge on their tops. This style of construction is often referred to as “Cornish” and is most prominent in Cornwall and Devon, but it is widespread in Irish Sea coastal areas.

4.1.2 Barrowmouth Alabaster / Gypsum Mine, above Saltom Bay

The first record of an alabaster quarry in this area dates from 1682 in correspondence from the Lowther estate. By 1739 alabaster stone and freestone were being quarried at “Barrowmouth”. In its earlier years the mine was probably worked for alabaster (monumental stone), but by the 1850s it was likely that gypsum (for plaster production) replaced alabaster production. At some stage an alabaster mill was built between Barrowmouth Farm and Croft Pit, adjacent to the head of the Croft Incline.

By 1896 the mill had wagon way connections from the mine to the Croft Incline, with a kiln beside the line from the mine (see Map 3 p19). The mine was closed in 1908.

4.1.3 Birkham’s, Aikbank, Ravenhill, and Barrowmouth Quarries

The first records of stone quarrying in this area date from 1687-8 when “grindstones” from St Bees cliffs were exported. The initial reliance on boat transport meant that the quarries were in the coastal cliffs but by 1784 road transport was increasing and cart tracks replaced packhorse trails. In 1899 a wagon way was driven through the quarries (see Map 4 p20).

St Bees Sandstone escarpment saw the development of numerous small quarries along the sea cliffs to the west, probably exporting stone mainly by sea, and with
land access predominantly from Sandwith and St Bees, to larger quarries along the escarpment above the Baurgh, exporting stone by road and wagon way and increasingly accessed from Whitehaven and using the colliery transport system.

Almost all the quarries were worked for “freestone” or “dimension stone”; natural stone or rock that has been selected and fabricated to specific sizes or shapes.

In addition to the St Bees sandstone, the carboniferous Whitehaven Sandstone was also extensively quarried, notably at Tom Hurd Rock (from 1687 to around 1700) and at Ravenhill Quarry on the cliff top north of Saltom Pit and was used in the construction of West Pier.

There is also evidence of small scale limestone quarrying at two quarries later covered by the Ladysmith Washery Tip and the Marchon site.

Whilst Birkhams Quarry lies outside the SPD area, it provides an important linkage to the headland in the vicinity of St Bees.

Aikbank and Barrowmouth Quarries – any info ??emailed chris gomersall
Map 3 Ordnance Survey Map of West Whitehaven Area 1861
Map 4 Ordnance Survey Map of West Whitehaven Area 1899
4.1.4 Saltom Pit

Saltom Pit coal mine was sunk in 1729 and was the first pit in England to include mine shafts which went beneath the sea. The mine workings were constructed around 6m above sea level, on land below the cliffs near to Haig Colliery. The shafts descended to a depth of 456 ft (138m). Coal excavated from Saltom Pit was raised by horse gin to the surface, and then transported by tram through a tunnel to Ravenhill Pit for lifting to the cliff top.

Saltom Pit was used as a central pumping station, draining many of the other local mines via a drift driven in the 1790s, and this use continued long after it had ceased to work coal.

The Saltom Pit salt pans were built in 1734-5 with seawater pumped by one of the colliery Newcomen engines. The salt pans were still working in 1760 but had closed by the 1780s when one of the pan houses was converted into a foundry to supply wagon wheels, furnace bars and other cast iron goods to the collieries.

Saltom Pit was closed in 1848, and today it is the best known surviving example of an 18th century colliery layout.

4.1.5 Haig Colliery

The first shafts of the coal mine at Haig Colliery were sunk in 1912. There were two main shafts, each over 1,000 ft (340m) deep, and referred to as Haig No's 4 and 5. The shaft numbering at Haig started at 4 because the company had other shafts nearer to Whitehaven harbour and at other pits. Four separate explosions over the period 1922–1931 at Haig Pit killed 83 people.

Haig was the last pit to operate in Whitehaven and was eventually closed in 1986 following the discovery of a major fault. Today much of the site is occupied by Haig Colliery Mining Museum. The winding house and headgear have been undergoing restoration since 1994 by a group of local volunteers and there are plans for a new purpose built visitor centre and café on the site. The winding house building contains two unique Bever-Dorling steam winding engines and the building and its contents are a Scheduled Ancient Monument. Other buildings associated with the colliery were demolished at the end of the 1980s to form the Haig Enterprise Park.
4.1.6 Marchon Site

Formerly the site of the Ladysmith Works and Coke Ovens, chemical manufacturing was undertaken on the site from the First World War until operations ceased in 2001. The long and varied industrial history of the site included coal and gypsum mining, coal tar distillation, fire lighter manufacture, sulphuric acid production and surfactant and phosphate manufacture. The buildings have since been demolished leaving extensive areas of hard standing, several landfill sites and associated monitoring stations.

The operational site extended across 54 hectares (133 acres) and at its peak the works employed 2,500 employees. The Marchon Company and associated Whitehaven works were variously taken over by Albright & Wilson (1955), Tenneco (1978), Rhodia, (1999), and Huntsman, (2001) but the site continues to be known locally as “The Marchon Site”.

Marchon Products Ltd was set up in London in 1939, but moved to Whitehaven in 1940 due to the destruction of its original premises in the Blitz. Marchon initially took over the disused tar works at Ladysmith. The colliery had closed but the power station and washery remained in Colliery Company use, serving and treating coal from Haig. With the end of the war, the works was expanded by relocating industrial buildings from munitions works at Drigg and Sellafield. It was still producing firelighters, detergent intermediates and a limited range of fat-related chemicals. In 1948 the company decided to expand and to concentrate on detergents, and new purpose built buildings were added to the works, which now occupied an expanding area north of the access road from High Road to Ladysmith Pit, and east of the railway lines.

The starting point for the manufacture of organophosphate detergents was sodium tripolyphosphate. This was produced by reacting phosphoric acid with caustic soda or soda ash (sodium carbonate). Phosphoric acid was produced by reacting imported phosphate rock from Morocco with sulphuric acid. The sulphuric acid was produced on site initially using
elemental sulphur but later due to world shortages using anhydrite or gypsum (calcium sulphate), and producing cement as well as sulphuric acid. The anhydrite was mixed with shale or marl, and roasted in a kiln top produce sulphur trioxide gas and cement clinker. The impetus for this development was the realisation that quite fortuitously the works lay adjacent to the major anhydrite / gypsum resources of the Permian beds beneath Sandwith; these were therefore exploited by the sinking of the Sandwith Anhydrite Mine from within the site.

The sulphuric and phosphoric acid plant was built south of Ladysmith Road, and west of High Road. Construction started in 1952, with works coming on stream in 1955. Further kilns and acid and phosphate plant were added over the following decade, together with an increased range of organic-chemical plant. From 1973 to 1976 the anhydrite kilns were progressively replaced by three new sulphur burners as the economics of the anhydrite process for sulphuric acid production were becoming less favourable.

The organic side of Marchon’s production was diverse in raw materials, processes and products. However the core of the business was the production of fatty alcohols by high pressure hydrogenation of vegetable fatty acids; the first major plant to undertake this was opened in 1954. Much of the fatty alcohol production was reacted with sodium tripolyphosphate to produce detergents, shampoos, and other toiletries.

Employment at the site increased from 39 in 1944 to 2,300 in 1978, before the site went into rapid decline through the 1990s. It was a major contributor to the Whitehaven and West Cumberland economic and social landscape from the 1950s to the 1990s.

Discharges of effluent from the plant into the Irish Sea are likely to have occurred from the time of the site’s rapid development in the 1950s to 1960s. By 1989 there was local and national concern about discharges, both surfactants (detergent related chemicals, producing foam slicks on the sea) and of heavy metals arsenic, cadmium, lead, uranium and zinc (from impurities in the phosphate rock). Radioactive uranium discharge aroused particular concern. In 1991-2 the company abandoned the production of acid on site, importing phosphoric acid from Morocco and treating it in a new plant on site to remove heavy metal contamination. This was reacted with lime and burnt in a rotary kiln, converting it into a rock like material which was tipped in a landfill site occupying the south end of the site (between Townhead and the Wilson Pit junction). The redundant phosphate rock store was converted into a covered waste water lagoon in which surfactants were broken down by bacterial action, resolving the other major effluent problem.

The phosphates plant closed in 2002, and demolition of all disused plant began. The works finally closed in June 2005. By autumn 2006 much of the site had been
reduced to ground level, consisting largely of concrete yard, road and floor surfaces, with the site bounded by the perimeter fence.

4.1.7 Sandwith Anhydrite Mine

The Sandwith Anhydrite Mine was opened in 1955 to supply anhydrite to the Marchon chemical works. The use of anhydrite rock for producing sulphuric acid was stimulated by the search for alternative supplies of sulphur when imports from America were curtailed during the Korean War. Marchon made a decision in the late 1940s to manufacture on site as many of the raw materials needed for the production of detergents and other cleaning agents as possible. The essential detergent raw material STPP (sodium tripolyphosphate) needed phosphoric acid for its production, which was in turn derived from attacking phosphorus rock with sulphuric acid.

The manufacturing process involved heating the anhydrite in a kiln to produce sulphur trioxide gas and cement clinker. Sulphuric acid production increased from 100,000 tons per annum to 350,000 tons in 1968, with the same quantity of cement, 165,000 tons of phosphoric acid and 170,000 tons of STPP.

The Sandwith Anhydrite mine was closed in the mid-1970s.

4.1.8 Other Built Heritage Assets

The following features should be recognised in their own right as key parts of the built heritage, but also as elements of a larger more complex system of workings constructed by pioneering individuals with vision at a time of great industrial achievement. They stand as a testament to the opportunity that steam power presented, using water pumping and later coal winding to enable ling coal measures below sea level to be exploited with deep pits, in stark contrast to those in the north east.

King Pit

A small stone cairn marks the site of King Pit. King Pit was sunk in 1750, by Carlisle Spedding, the famous Mine Agent for the Lowther family. By 1793 King Pit had reached a depth of over 160 fathoms (295 metres), at that time the deepest mine in the world.

King Pit remained an important winding pit until around 1800. The opening of a rock-cut adit still survives, just above high-tide level in the base of the cliff to the
west; this was probably a ‘pumpway’, for discharging water pumped up the Kng Pit shaft.

Carlisle Speding was responsible for the sinking of Saltom, Thwaite, King, Kells, Duke, Ravenhill and Moss pits, later in the 18\textsuperscript{th} century. Most were worked over a long period of time until the late 19\textsuperscript{th} or in some cases 20\textsuperscript{th} century. These pits were all connected underground and could be used for pumping, coal winding, ventilation and access making the operation of the system complex and often resulting in a pit’s function changing. By 1781, King, Duke, Kells and Croft were coal drawing pits. Gameriggs and Thwaite suffered from explosions and underground fires in 1743.

In 1752 ‘leaders’ were transporting coal from King, Ravenhill, Thwaite, Kells, Fox and Gameriggs Pits to Whitehaven harbour. Shafts reached 150 fathoms by 1816. A fan was installed in 1933 for ventilating Haig workings.

**Ravenhill Pit**

Ravenhill Pit was sunk in the 1730s, in order to wind coal from Saltom to the clifftop, for onward transport by waggonway. Winding was by a large horse gin until 1822, when a beam winding engine was installed. The outline of the colliery yard remained in use until at least the 1920s, with waggonway/railway access indicating some continuing industrial use, probably combined with domestic cottages; it finally became a coal depot for Haig. Some remnants of 18th-19th century stone and brick structures survive along the cliff edge, including part of the curved outline of the horse-gin circle. The remainder of the area is occupied by derelict concrete yard surfaces; below ground archaeological remains are likely to survive beneath these, and may be considerable. The site may therefore have display potential, and is also very sensitive to damage during any clearance of the modern concrete surfaces.

**Wagonways**

In the early stages of Lowther colliery development, coal transport was entirely by packhorse using the pre-existing road network. By the 1730s wagonways were being developed, linking the coal mines to the harbour. The horse drawn waggons had cast iron wheels running on wooden rails.

The Saltom Wagon way, known locally as the ‘wagon way’, is a graded route on the site of the clifftop railway which shunted coal trucks back and forth between various pits and the harbour. It ran from Ravenhill Pit (rather than from Saltom itself) and was constructed in 1735.

By 1752 the system was complex. The western route ran from the rear of the staithes, along the cliff top and round the west and south sides of the Bowling Green (with a right-angle turn at the corner), then zigzagged very sharply south west to climb onto the plateau.
By 1781 Croft had been connected to the waggonway system; in this year the coal-drawing pits were Duke, King, Kells, and Croft, and all sent coal to the staithes by waggonway.

The waggonway system was substantially modernised by John Peile in the 1810s. The wooden rails were replaced with cast iron in 1813. At the same time, the steep waggonway lines down the slope to the staithes were replaced by the Howgill Incline.

The Croft Waggonway followed broadly the course of the surviving Croft Incline, but was gently sinuous. It was the scene of at least one early locomotive trial – a Crowther locomotive was tried out in 1816, with the possibility that a Trevithick-derived locomotive had also been tried in c 1812.

The non-incline sections of waggonway continued to be horse-hauled until the 1850s, when they switched to locomotive haulage; the cast-iron rails were replaced with wrought iron at this time.

When Haig colliery was in full production coal was taken to be washed at Ladysmith pit before being taken to the harbour via the inclines. Now tarmac and concrete for much of its length it was more recently used by Marchon for transporting its chemicals to the harbour in road going vehicles.

In 1816, a further, short-lived, railway system was commenced as part of the construction of the West Pier and part of this system survives today. It was intended to connect Ravenhill (or Thwaitefield) Quarry, to the West Pier, and to consist of an incline, from beside the rear of Old Fort to the high ground below the Bowling Green. The project was temporarily abandoned in 1817. By then the arches for the inclined plane were complete except for their parapet walls and this structure still survives. The incline was presumably completed when a resumption of the project was agreed in 1823; actual construction of the Pier began in 1824, and continued until 1830.

Ravenhill Shaft and the Ravenhill track linking it to Saltom Pit

Ravenhill track is marked on early maps as the only non wagon way link to Saltom Pit from the nearby hamlet of Arrowthwaite, its route is still in use today as the main pedestrian access to the coast from the neighbouring residential area and it is lined by stone walls.

Howgill Incline

Although outside the West Whitehaven SPD area, the line of the Howgill Incline is visible from the area around the Candlestick.

Howgill Incline was built in 1813 to replace the earlier horse drawn tramway connecting Saltom pit waggonway to the harbour. It is 230 yards long, with a vertical drop of 115 feet. It was a self-acting incline, with an air brake and a loaded wagon travelling down the incline could raise 3 empties. It was rebuilt in 1822 and remained in use until the 1920s.
The line of the incline is clearly visible running towards the harbour, past the "Candlestick" chimney of Wellington pit.

**Croft Incline**

In 1828 most of the Croft Waggonway section, from beside Ravenhill Pit almost to Croft Pit and also serving Kells Pit, was replaced by the Croft Incline. This was also a gravity incline, but differed from the Howgill Incline in being long and gentle rather than short and steep; it therefore had a small engine house to assist in hauling back the empty wagons.

**Pond Field Garage Site**

There is evidence of a recent structure here, on land once used for storing water. The water store was probably associated with coal mining for use in steam engines.

**Pigeon Fields**

This area is of local heritage significance as the former site of pigeon lofts. The land reputedly regularly caught fire as embers from passing locomotives set dry grass alight and some lofts were burned. Local people also remember the area being used as a cricket pitch at one time and it was a key recreational area for residents of Kells, or, as it was then, North, West and South Row etc.

**Haig Colliery Car Park Area**

The car park is a recent development, and landscaping has all but erased the heritage assets. There were two built structures here, one of which was reputedly an explosives store for Haig. Bunds still outline the location of the site on Solway Road and a tarmac path connects the area to Haig colliery.
Map 5 Aerial Photograph showing Built Heritage Significance, National Trust, 2012
4.2 Archaeology and Heritage

Significance

Insert Map 6 showing location of features

4.2.1 The Howgill Ridge Plateau

The cliffs at the northern end of the West Whitehaven SPD area are unstable with active erosion and land slipping.

It is possible that substantial below ground remains of the Wellington Pit engine house and pithead may survive beneath the landscaped bank from Candlestick Chimney down to the South Beach area, just outside the SPD boundary.

Tom Hurd Rock also lies just outside the SPD boundary but it is worth noting. The area behind the Rock comprising the modern forshore is formed of reclaimed ground, the reclamation spreading progressively westwards from the 17th to the 20th centuries. Beneath this infill, the former sea inlet forms a potential area of survival for the remains of ships and artefacts from the wrecks for which Tom Hurd was notorious.

The surviving buildings and their internal machinery at Haig Pit are a Scheduled Ancient Monument and are of great importance to colliery archaeology nationally and locally.

Saltom Pit is also a Scheduled Ancient Monument; dating from the 18th century it is considered to be of outstanding importance. It was the first undersea coal-mine in England, and is the best known surviving example of an 18th century colliery layout. Saltom Pit was closed in 1848 and the surviving structures include evidence of the 18th century shaft, horse gin circle, seawall, stable, 1820s vertical-winder engine house, boiler house and chimney, cottages, cart roads and retaining walls. Ravenhill Pit was sunk in the 1730s but was never a colliery in its own right, serving only to wind up coal from Saltom Pit.

The Croft Incline is an important example of 19th century colliery transport and remains the primary access route through the area. The wagon way was used for early experiments with steam locomotion in the 1810s and also carried pre-1830s water pipes from Gameriggs to the north end of Howgill Colliery.

The fields between the Croft Incline and the cliff are a fine example of early 19th century Lonsdale layout. The area offers
the potential to research whether there is evidence of Mesolithic occupation as at nearby St Bees Head. In the south east corner a crop mark shows a rectilinear structure / feature which may have been a substantial Roman building.

4.2.2 Barrowmouth

The Barrowmouth area is tucked in beneath the sandstone cliffs above St Bees and extends north along the coast to the edge of enclosed fields on the Howgill Ridge. The area forms a very distinctive micro-landscape, probably unique in northwest England. As well as its archaeological importance, it is within a SSSI and Geological Conservation Site.

The Barrowmouth gypsum / alabaster mine is a Scheduled Ancient Monument, and is one of the best field monuments of gypsum mining in England. The presence of alabaster here was known by 1682 and there is documentary evidence of mining and quarrying from 1739 to 1907. The area is only accessible by a single path. The upper part follows the original path / packhorse track access, but the lower part uses the late 19th century Incline. To the east of the mine, substantial remains survive of the late 19th century Incline and engine house, the waggon way sidings, and an earlier packhorse and cart track. The terrace beneath the workings was occupied by a cluster of buildings, possibly a fishing hamlet.
Herring were plentiful at this time. A proposal for a fishing harbour by extending the “race”, a strip of sand and gravel with a rocky foreshore on each side, was documented in the 1690s although it is not certain whether it was built.

In the 1850s the area was developed by an eccentric local family the Hamiltons, as pleasure grounds. Paths, ponds, a mock harbour, lake and grounds adorned with alabaster statues were constructed and “Port Hamilton” became a popular picnic spot, with the “Castle” serving teas. The area is now inaccessible due to land slipping and dense undergrowth.

4.2.3 Marchon Site

The area to the north of the Barrowmouth Mine, including the Ladysmith / Marchon tip and various colliery tipping and Marchon waste disposal features, form a “landscape of disposal” and are of industrial heritage interest. Below ground the remains of the Barrowmouth Alabaster Works, Croft / Ladysmith Pit and Croft Incline engine house may survive.

The site above ground is likely to be of little archaeological interest, as it was landscaped during the construction of the works with concrete and tarmac floor and yard surfaces.

4.2.4 South West Area

This area forms part of the historic farming landscape of Sandwith township, with stone hedge field boundaries of various dates, showing progressive enclosures. There is a major concentration of Mesolithic flint scatters nearby on St Bees Head. The cliff top area and the escarpment east to the edge of the Marchon site, have excellent views to the north and although no sites are known, this would be a logical location for Roman forts or signal stations either from the Solway frontier or from late Roman coastal defences. The main visible archaeological features are a strip of freestone (St Bees Sandstone) quarrying along the cliff top to Aikbank Quarry. Most of the quarries are well preserved with evidence of working methods on the rock faces, internal features within the quarry floors and access features. The North West’s only section of Heritage Coast, St Bees Head, lies just to the south of the West Whitehaven SPD area, with the boundaries of the SPD and Heritage Coast almost touching at Quarry Bungalows.

Of particular significance in this area are the uniqueness of the Heritage Coast designation, the height and geology of the red sandstone cliffs, the area’s fauna and flora (see Appendix XX Built and Natural Heritage), views to and from St Bees and the Priory, and access to long distance routes such as the Wainwright Coast to Coast walk and the sections of the proposed England Coast Path from Allonby.
to Whitehaven and Whitehaven to Silecroft.

4.3 Natural Environment

4.3.1 St Bees Head SSSI

The St Bees Head SSSI extends from an area just south of Saltom Pit along the coastal strip to the west of the cliff edge foot path (see Map 9 pxx). Much of St Bees Head cliffs is managed by the RSPB as a reserve and sea birds in the area include fulmars, guillemots, razorbill, cormorants, puffin, shag, herring gull and kittiwake. This is the only breeding place in England for Black Guillemots. Lower down interesting flora species include sea pink, scurvygrass, sea campion, sea spleenwort, rock samphire and sea lavender and near the cliff top bloody cranesbill, wood vetch, and orpine and soft shield-fern can be found. Dyer’s greenweed, western gorse, heather and bracken grow along the cliff top.

The area includes a range of wildlife corridors and networks which are essential for wildlife to forage and for flora and fauna to adapt and colonise new areas, for example in response to climate change. The Coastal Heath area and maritime cliff and slopes are UK BAP Priority Habitats. Invertebrates present in the area include grayling, common blue and gatekeeper butterflies which expose substrate which in turn assists mining bees. Red data book bird species include house sparrow, grey partridge, skylark, starling, grass hopper warbler, linnet, song thrush, yellow hammer and reed bunting (UK BAP Priority Species), and amber listed species such as swallow, barn owl, mistle thrush, dunnock, meadow pipit and stonechat. There is a Natural England HLS (Higher Level Stewardship) scheme in the area which is assisting land management for nature benefits on land near to St Bees Head creating cereal field margins conforming to UK BAP priority habitat and supporting Red Data Book vulnerable corn spurrey (Spergula arvensis). The area is also known for fossils and is a Marine Conservation Zone.

4.3.2 Birkhams Quarry RIGS

Birkhams Quarry, just to the south of the SPD area is a Regionally Important Geological / Geomorphological Site (RIGS). Natural England advises that the Lower Triassic St Bees Sandstone is magnificently exposed on the coast in the St Bees area (eg at Fleswick Bay). The succession is dominated by red to buff sandstones which show structures demonstrating that they were deposited by a sandy, braided river that crossed the Triassic desert plain. Other features shown in cliff section include conglomerates produced by current erosion, and soft sediment deformation structures which were produced by water escaping from the sediment after deposition (www.naturalengland.org.uk).

4.3.3 St Bees Head Heritage Coast

Heritage Coasts represent stretches of our most beautiful, undeveloped coastline, which are managed to conserve their
natural beauty and, where appropriate, to improve accessibility for visitors.

They are ‘defined’ rather than designated, as there is no statutory designation process like that associated with National Parks and AONBs. Definition is formalised by agreement between the relevant maritime local authorities and Natural England. Most are within the boundaries of National Parks or AONBs, although a small number including Lundy, the Durham Coast, and Flamborough Head stand alone.

The national purposes of Heritage Coasts are to:

- Conserve, protect and enhance the natural beauty of the coasts, their marine flora and fauna, and their heritage features.
- Facilitate and enhance their enjoyment, understanding and appreciation by the public.
- Maintain and improve the health of inshore waters affecting Heritage Coasts and their beaches through appropriate environmental management measures.
- Take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts.

The St Bees Head Heritage Coast, with its red sandstone headland, sheer, fissured cliffs and gem-strewn beach, is the most conspicuous natural feature on the entire west coast between North Wales and Scotland. A cliff edge path forms part of the Cumbria Coastal Way and Wainwright’s Coast to Coast Walk.
Map 8  Aerial Photograph showing Features of Natural Heritage Significance, West Whitehaven, National Trust , 2012
Map 9 Extent of St Bees Head SSSI, add in Heritage Coast

West Whitehaven
5.0 Landscape Character Areas

A thorough understanding and appreciation of the landscape character of the West Whitehaven SPD area is considered essential for the development of an appropriate and effective planning framework.

The Borough Council has prepared a background document to the SPD, “West Whitehaven Landscape Character Assessment and Views Analysis???” This considers the landscape significance and proposed protected views in more detail.

5.1 Cumbria Historic Landscape Characterisation Programme

The landscape character of the area is broadly described in Cumbria County Council’s landscape characterisation programme. West Whitehaven lies across the boundary of two defined character areas; namely 42 St Bees, and 47 West Cumberland Plain. These character areas provide the broad landscape character context within which the smaller defined area of West Whitehaven lies.
comparative lack of modern and industrial influenced development. It is topographically distinct from neighbouring character areas by being an area of rolling low coastal hills. The settlement pattern is a mix of nucleated and discrete settlements. All the nucleated settlements pre-date 1770 whilst the discrete settlements are often situated within areas of planned enclosure and exactly half date from after 1770. This indicates that in the St Bees area, enclosure of the open wastes from the late 18th century onwards led to the development of new settlements. Some of the nucleated settlements exhibit clear evidence of medieval planning, especially at St Bees. The field pattern is a mix of former common arable field, ancient enclosures and planned enclosure. In each case the boundary is usually formed by a hedgerow. There is very little woodland, and the few woods are either small blocks of plantation or tiny patches of ancient woodland.

Legacy: A mixed pattern of modern and older settlements with a clear association between discrete settlement forms and 19th century enclosure, strong legibility of landscape elements of medieval origin.

Landscape designation and status: St Bees is a Heritage Coast.

47 West Cumberland Plain

Map 11 West Cumberland Plain, Cumbria Historic Landscape Characterisation Programme

The West Cumberland Plain stretches from the Solway Firth in the north to Egremont in the south. It is generally low lying and coastal in nature, with generally low, eroding cliffs forming the seaward edge. Its dominant character is urban and industrial. Whitehaven is a post medieval planned town with a long industrial and
maritime history although 71% of the settlement post dates 1900. These developments have largely obscured the planned, medieval, nucleated settlement character that predominated until the 19th century.

The field pattern has been much disrupted by modern developments. These include land restoration, for which the modern field pattern bears very little relationship to the historic pattern. In Copeland District there are relatively few former common arable fields, and the fieldscape is dominated by ancient enclosures. These distinctions, however, are subsumed under the general urban and industrial character of the area. There is hardly any woodland, apart from large areas of ancient woodland in gill locations.

*Legacy:* A largely modern landscape with many 20th and 21st century industrial forms including windfarms, moderate survival of 19th century industrial features, weak legibility of landscape elements of medieval origin.

5.2 Cumbria Landscape Character Guidance and Toolkit - Part 1 Landscape Character Guidance, 2011

**Type 4 Coastal Sandstone**

The coastal edge extending from Whitehaven to St Bees Head is defined as Sub Type 4 Coastal Sandstone (see Map 12 pxx).

**Key Characteristics**

- Coastal sandstone cliffs
- Sandstone rolling hills and plateaus
- Large open fields
- Prominent hedge banks bound pastoral fields
- Small woodland blocks along valley sides
- Exposed coastal edge moving to intimate and enclosed farmland inland.

Map 12

Type 4 Coastal Sandstone (Cumbria Landscape Character Guidance and Toolkit - Part 1 Landscape Character Guidance, 2011)
Type 5 Lowland - Subtype 5d Urban Fringe

Location

This landscape subtype is found around the edges of Whitehaven (see Map 13 pxx).

Key Characteristics

Long term urban influences on agricultural land

Recreation, large scale buildings and industrial estates are common

Wooded valleys, restored woodland and some semi urbanised woodland provide interest

Map 13

Type 5 Lowland (Cumbria Landscape Character Guidance and Toolkit - Part 1 Landscape Character Guidance, 2011)

(Source: http://www.cumbria.gov.uk/eLibrary/Content/Internet/538/755/2789/406869467.pdf)
5.3 Landscape Character Assessment of the South Whitehaven Coast, National Trust

West Whitehaven also has been the subject of extensive and detailed study by the Friends of the Lake District on behalf of the National Trust.

The area is described as the only significant cliff coastline between Scotland and North Wales. It has a highly significant cultural and natural heritage, and provides an integral link between Whitehaven and St Bees Head.

5.3.1 Key Characteristics

Large scale landscape, becoming more open and exposed near the coast

Landscape complexity varies between managed texture of the pasture and neglected low hedges, to the vast angular scale of the cliffs

A landscape made up of precipitous open coastline, urban fringe areas, undulating pasture, large rectangular fields, stunted trees, quarrying, wire fences and hedge banks

Constantly changing views from the wide open vistas across the sea to Scotland and the Isle of Man, contrasting with the High Lakeland fells to the east, and the urban and industrial settlements to the north.

Strong industrial history associated with coal mining, chemical works and small scale quarrying, within living memory being a major area of employment.

Limited scrub woodland cover

Three Scheduled Ancient Monuments – Haig and Saltom Pits, Barrowmouth Gypsum mines

Physical evidence of industrial heritage throughout, with coal mining occurring from the 1600s to 1986

Cumbria Coastal Way runs up the coastal strip as well as a short section of the Coast to Coast walk

Notable for its nearness to and influence of the sea
5.3.2 Landscape Types (see Map 14 pxx)

Coastal Fringe

View north to St Bees Head from cliff edge, Barrowmouth

A stretch of largely undeveloped and inspirational coastline with the potential for enhancement. Superb views in all direction – framed by the Irish Sea, Lakeland hills, historic Whitehaven and St Bees Heritage Coast.

The Coastal Fringe includes the following Character Areas:

A Barrowmouth Common - One of the largest expanses of coastal heath on the Cumbrian Coast, of regional significance. A remote, wild and contrasting area extending from the steep cliffs down to the sea shore. Undulating, largely dominated by scrub, bracken and stunted trees.

Reclaimed Zone - A locally important area for informal recreation. A degraded landscape reflecting the re-workings of a former washings tip, and the use of the area for motorbike scrambling. An area in contrast with the adjacent wild areas, with a more urban feel.

Reclaimed Zone

C Cliff Zone (Inaccessible) - Significant for its landscape. A narrow strip of steep vertical sandstone cliffs, giving a wild and windy feel, with open views across the sea, and the noise of the waves on the pebble shore. Restricted access.

Cliff Zone (Inaccessible)

D Saltom Pit - An outstanding historic / cultural site of national significance. A coastal zone, sloping down to the shore. Evocative historic building of Saltom Pit nestling at the base of the cliff. Some degradation due to natural land slippage and erosion (and highly vulnerable to change) and tipping. Highly vulnerable to
the impacts of coastal erosion and slippage.

Saltom Pit

**E Cliff Zone (Accessible)** - Locally significant in terms of use. A relatively wild and windy strip, marking the zone between the urban fringe to the north and the remote coast to the south. Well used but spoilt by fences and signage.

Cliff Zone (Accessible) – However access down to the foreshore is now restricted to protect public safety

**Agricultural / Pastoral Zone**

An intermediate zone, between the coastal strip and the urban fringe, characterised by undulating improved grassland, and extensive views over the sea and to the Lake District Mountains.

**A Marchon Grazing Land**

Locally significant for access and extensive views. This area represents an urban fringe with fields where agriculture is marginal, there is some pony grazing, and the more open landscapes associated with St Bees Heritage coast landscape of coastal character 1.

**B Arable Pastures** - Locally significant for access and extensive, open views. Large, rectangular, gently sloping grassland and arable field, dividing the rugged sea and cliffs from the housing estates to the east.

**C Kells Pony Fields** - A zone east of the trackway towards the housing urban fringe, characterised by rough grassland which has recently been significantly improved as a result of the management by National Trust and the efforts of local volunteers. Locally significant as part of the urban fringe area.

**D South Shore Fields** - Locally significant for informal access. Cliff, plateau
grassland, mown grass giving an urbanised feeling, well used by the public.

South Shore Fields

Urban / Industrial Zone

A zone running parallel to the coast, characterised by a strong historic mining and industrial workings, which are now mainly redundant. Urban fringe with a mix of housing styles and detractors eg fencing, overhead wires

Includes the following Character Areas:

A Haig Pit - Significant for its history. The remaining Haig pit machinery is iconic and evocative of the history of this site, standing proud on a flat cliff top location, but one that is currently degraded.

B Marchon Site - Locally significant in terms of its past role as an employer. A degraded former industrial / chemical site surrounded by intrusive security fencing and lighting, giving a feel of derelict urban fringe. An important site in the history of Whitehaven. Huge opportunities to reconnect the coast and urban fringe, and provide new community facilities and involvement.

Former Marchon site

5.4 Protected Views

The West Whitehaven SPD aims to protect the following identified Views:

View 1: View north towards Candlestick Chimney, Whitehaven Harbour and Scotland from various viewpoints along the coastal footpath from Barrowmouth to the SPD boundary close to the Candlestick Chimney.

View 2: View west across Irish Sea towards Salton Pit and the Isle of Man from the footpath above Salton Pit.
View 3: View south west towards St Bees Head from the cliff top path, from various view points extending from the area close to the Candlestick Chimney, along the path above Saltom Bay, and Barrowmouth.

View 4: View east towards the Western Fells of the Lake District from the path to the west of the former Marchon chemical Works site.

In addition two Views into West Whitehaven are also Protected. These are:

View 5: View north from the Heritage Coast at St Bees Head

View 6: View west and south west from High Road towards high cliffs above Saltom Bay and seascape of Saltom Bay.

Insert Map 15 – Protected Views
6.0 Development Opportunities and Constraints

6.1 Opportunities

The West Whitehaven SPD area clearly presents a significant range of opportunities for land restoration, enhancement and some redevelopment, based on the area’s many assets. There are also opportunities to improve public access and interpretation, provide enhanced public benefit and to support and enhance the local tourism offer.

**Coastal, cliff top location** with near distant views to red sandstone cliffs, St Bees Head and Candlestick Chimney, and far distant views across the Irish Sea to Scotland, the Isle of Man and inland to the Western Lake District Fells. In the evenings West Whitehaven benefits from often spectacular sunsets over the Irish Sea. Overall the Coastal Fringe has a distinct quality of “openness” which itself can be seen as an asset.

Close proximity to Whitehaven town centre, a celebrated early Georgian town and port. Whitehaven has significant potential to develop further as a tourist destination due to its historic buildings set within a traditional street pattern, independent shops, local museums and attractive historic harbour and marina.

**The neighbouring South Whitehaven SPD area** which is likely to include new development of around 600-800 new houses, new or improved local education facilities, open spaces, and environmental improvements to existing estates at Woodhouse and Greenbank. There is potential for providing allotments and improving cycle access, for example along the Wagon Way linking to the new development, and a connection to Sandwith to join the Hadrian Cycleway to Whitehaven Harbour via a traffic free route.

**Good pedestrian accessibility** due to paths running through the area, linking Whitehaven Harbour to St Bees through the north west’s only section of Heritage Coast. Recently improvements to accessibility have been carried out under the banner of the Colourful Coast initiative. The Wainwright Coast to Coast route from St Bees to Robin Hoods Bay also follows the path to St Bees Head. West Whitehaven is also included in the next phase of consultation and development of the new national England Coast Path. It is likely that the route will continue southwards through the West Whitehaven area and over time this could see an increase in use by both UK and overseas visitors. As such the quality of the footpaths, the interpretation, the natural environment and the facilities for visitors will be increasingly crucial to the area’s reputation. Non pedestrian / vehicular accessibility could be enhanced through local junction / highway improvements. There is clearly potential for economic investment in the area if the
various routes associated with this area can be brought together.

The biodiversity value of the area is high and has significant potential to be enhanced particularly wildlife associated with cliff and coastal landscapes. Part of the area is a SSSI and St Bees Head directly to the south is managed by the RSPB for its colonies of breeding sea birds and rare flora. This quality of the natural environment in close proximity to the urban setting of Whitehaven has significant social and economic potential as an asset.

**Industrial Heritage.** The West Whitehaven area is of major industrial heritage interest. It includes the remains of some of Whitehaven’s earliest recorded coal mines together with the town’s last working mine at Haig. The Haig Mining Museum is located within the boundary of the SPD area and there are plans for a new visitors centre promoting the wider industrial heritage of the coastal area. The area’s concentration of former mining, quarrying and chemical processes within a relatively small defined area, together with its extensive network of packhorse trails and mineral railway routes offer an extraordinary opportunity for further archaeological research and the development of interpretation and education opportunities.

West Whitehaven is situated within Britain’s Energy Coast. This offers potential for the development of engineering research and development and production activities linked to nuclear opportunities, as well as the development of other non-nuclear low carbon and renewable technologies. The area already includes a small industrial / commercial estate - Haig Enterprise Park - but the Energy Coast may offer further opportunities for appropriately scaled development which respects and enhances the existing landscape character.

The proposed **reclamation and development of the former Marchon Works** to provide new development, possibly comprising housing, improved community facilities, employment and tourism opportunities, together with open spaces and environmental improvements to reconnect the coast and the urban fringe.

It should be noted that the Colourful Coast programme seeks to harmonise the various natural and built heritage assets so that they deliver more as a package than when considered independently.

**6.2 Constraints**

Many of the above identified opportunities could also be seen as constraints on the potential development and mix of land uses considered appropriate for West Whitehaven.

The biodiversity interest and industrial heritage of the area are protected from inappropriate development by local and national planning policies and a raft of statutory designations. The high level of protection will impact both on
development proposals located within the areas of biodiversity, landscape and built heritage interest, and development proposals for sites nearby. Development could adversely affect neighbouring habitats which provide a supporting role for species, and impact on views to and from the heritage and landscape assets and the setting of these assets.

The Core Strategy promotes the need to protect the intrinsic qualities of St Bees Heritage Coast in terms of development proposals within or affecting views. In general the thrust of local planning policies protects the character of openness in the Whitehaven Coastal Fringe, whilst supporting the area’s role as a potential visitor destination.

Former mining and industrial activities (see map XX on p XX Mining Legacy) have resulted in extensive land contamination, areas of unstable made land and spoil heaps on the foreshore and around cliff edges, and numerous old mine shafts, buildings and structures in poor and deteriorating condition. Some sections of public footpaths have had to be closed in the interests of public safety and there has been at least one recent fatality in the area linked to a landslip.

The former Marchon site includes two formerly licensed tips which will be closed to public access for the foreseeable future, and extensive below ground contamination resulting from various industrial and chemical processes. The degree and type of contamination will impact on the viability of different end uses. The concrete platforms currently provide a protective layer on the site but if these are disturbed by building processes for hard end uses, then a higher level of remediation and decontamination will be required than that for soft end uses such as public open space.

The public perception of the area locally is often poor due to the recent history of the industrial / chemical activities of the Marchon plant. The environmental impacts of the production processes resulted in unpleasant odours, gas clouds, and residue deposits on cars and gardens, as well as ground water contamination leading to foam licks and radioactive deposits in the sea. Visual impacts, noise and lighting pollution affected local residential amenity as did the heavy road traffic generated by the many tanker trips taking raw materials to the site from the harbour. These associations may have impacted on the value placed on the Coastal Fringe by local residents, resulting in a degraded environment on the urban fringe. However parts of the Coastal Fringe have already shown considerable turnaround in local perceptions as a result of the engagement work that has been undertaken, the significant enhancements that have been achieved in some difficult
areas and the greater sense of local ownership that has been engendered.

**Non pedestrian accessibility is limited.**
Whitehaven has a limited capacity train service linking to Carlisle to the north and Lancaster to the south along the Cumbrian Coast. The nearest stations are Whitehaven Bransty (approximately 1 mile away) and Corkickle (approximately ½ mile). The A595 lies 2 ½ miles to the east, providing a link to the M6 at Penrith (approximately an hour’s drive) and south to Barrow in Furness, the South Lakes and the M6 near Kendal. Road links to both the A595 and town centre are an issue, and upgrading may be necessary to improve capacity. However the bus service linking Woodhouse to the town centre is considered reasonable and services are likely to receive further investment as the South Whitehaven area is developed. These are important considerations for some types of potential development such as employment opportunities and energy but are less relevant to many other opportunities in West Whitehaven. The Highways Agency has advised that any mitigation measures that would be required resulting from development proposals would have to be funded by developer contributions and discussions should be held with the HA at the earliest possible time.

The **exposed coastal location and associated climate** will have implications for development layout, design and materials.
7.0 Development Zones and Land Uses

The opportunities and constraints outlined in Chapter 6 will influence the range of possible development options for West Whitehaven.

The West Whitehaven SPD extends over a wide area and it is likely that a combination of some or all of the following may be appropriate, with different uses targeted to different zones.

The published Issues and Options document included some uses which have now been discounted and which would not be supported in the SPD. Specifically these include Temporary Worker Accommodation linked to the proposed nuclear power station at Moorside which would be unacceptable for residential amenity reasons, and wind energy development which would be unacceptable for reasons linked to adverse impacts on landscape, biodiversity and views and residential amenity.

All development will be required to minimise adverse impacts on the Protected Views into and out from West Whitehaven and therefore subject to an overarching development principle:

**ODP1: Protected Views**

The following Views are protected. All development proposals will be required to consider their potential impact on these views and to see TCH

**List Views:**

**Insert**

7.1 Industrial Heritage Zone

(see Map 17 pXX)

There is clearly considerable potential for enhancing the area as a visitor attraction linked to its significant industrial heritage. This would support the emerging role of Whitehaven as a tourist destination in its own right and fits with the aims and objectives of the Colourful Coast initiative and the Copeland Partnership Plan.

The Industrial Heritage Zone would be concentrated along the Coastal Fringe from Haig Mining Museum in the north, to encompass Saltom Pit and Barrowmouth in the south. There may also be potential to include part or all of the former Marchon site.

It is recognised that there is a need to better align and surface many of the paths in the area including the route through Barrowmouth Common (formerly part of the Cumbria Coastal Way) where overgrown scrub makes walking difficult. Some Public Rights of Way are particularly poor after rainfall and subject to soil run off from the fields. Given that West Whitehaven is likely to be included in the next stage of the England Coast Path the need for open access land for “spreading room” in the area is vital.

**Development Principles**

**DP1 Development will be supported which restores and promotes the area’s important industrial heritage assets. Opportunities should be taken to**
promote both older heritage assets such as Saltom Pit and the more recent industrial heritage such as the former Marchon chemical works. New proposals should complement existing and proposed facilities at Haig Mining Museum.

DP2 Proposals should be supported by a long term vision and management plan for the restoration and enhancement of the industrial landscape, together with improvements to access, and visitor facilities including high quality interpretation and education provision.

DP3 A new visitor centre providing interpretation and information linked to Sellafield and the Britain’s Energy Coast initiative would be supported in West Whitehaven on or close to the site of the Haig Mining Museum. Such a facility should complement the industrial heritage of the area by providing up to date information on current and future low carbon technologies.

DP4 Development proposals should support improvements to public footpaths, subject to very careful consideration of safety issues and potential risks. Opportunities should be taken to utilise the existing network of concrete roads on the former Marchon site for a cycle park, including for BMX bikes etc.

DP5 A particularly high standard of architecture, construction and landscaping will be required for any new development in this area so that negative impacts on this very sensitive landscape are minimised. Buildings should also be accessible and an exemplar of sustainable construction incorporating grey water and energy efficient technologies, renewable energy generation, sustainable drainage and recycling facilities.

DP6 Access to Barrowmouth would be through part of the St Bees Head SSSI which is designated for its birdlife and geology. Care must be taken to ensure that damage from the additional access opportunities is minimised and that visitors are encouraged to stick to the footpaths in the most sensitive areas.

These Development Principles are Supplementary to the following Local Plan Policies.

Local Plan Policies

DEV 6 Sustainability in Design
EMP 3 Employment Opportunity Sites
TSM 1 Visitor Attractions
TSM 2 Tourism Opportunity Sites
ENV 2 Nature Conservation Sites of National Importance
ENV 3 Nature Conservation Sites of Local Importance
ENV 4 Protection of Landscape Features and Habitats
ENV 6 Landscapes of County Importance
ENV 8 Views from and to the Heritage
Coast

ENV 9 Areas of Local Landscape Importance

ENV 13 Access to the Countryside

ENV 14 Development in the Coastal Zone

ENV 15 Undeveloped Coast

ENV 17 Derelict Land

ENV 18 Contaminated Land

ENV 33 Development Affecting the Setting and Important Views of Listed Buildings

ENV 35 Development Affecting a Scheduled Monument

TSP 5 Cycleways, Footpaths and Bridleways
Map 17 Industrial Heritage Zone Amend to include Wagon Way and links to

Candlestick
7.2 Wildlife and the Natural Environment Zone

(see Map XX p18)

West Whitehaven already has considerable landscape and biodiversity significance and there are opportunities to enhance this interest further. Part of the area falls within the St Bees Head SSSI, and there may be opportunities to introduce land management regimes on the fringes which complement the SSSI and extend the wildlife interest into the more degraded areas.

The Wildlife and Natural Environment Zone would be concentrated along the Coastal Fringe but could also extend into the former Marchon site. The new owners of Marchon Works (Whitehaven Developments) are investigating the potential for the restoration and enhancement of the landscape which would result in public access in the future.

Opportunities for enhancing the industrial heritage and natural environment for visitors would also offer tangible benefits to existing neighbouring communities at Woodhouse and the proposed new development in South Whitehaven.

Development Principles

DP7 Opportunities for developing a new National Nature Reserve on the former Marchon Site would be supported subject to careful consideration of any issues relating to contamination and site remediation.

DP8 Proposals for wildlife enhancement should be supported by a long term vision and management plan for the restoration and enhancement of the landscape, together with improvements to access, and visitor facilities including high quality interpretation and education provision.

DP9 The principles of landscaping to enhance local biodiversity should be extended through a series of wildlife corridors to link in with the open spaces and general landscaping in South Whitehaven and other adjacent areas including St Bees Head.

These Development Principles are Supplementary to the following Local Plan Policies.

Local Plan Policies
DEV 6 Sustainability in Design
TSM 1 Visitor Attractions
TSM 2 Tourism Opportunity Sites
ENV 2 Nature Conservation Sites of National Importance
ENV 2 Nature Conservation Sites of Local Importance
ENV 4 Protection of Landscape Features and Habitats
<table>
<thead>
<tr>
<th>ENV 6</th>
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<td>ENV 8</td>
<td>Views from and to the Heritage Coast</td>
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<td>Areas of Local Landscape Importance</td>
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<td>ENV 35</td>
<td>Development Affecting a Scheduled Monument</td>
</tr>
<tr>
<td>TSP 5</td>
<td>Cycleways, Footpaths and Bridleways</td>
</tr>
</tbody>
</table>
Map 18 Visitor Potential – Wildlife and Natural Environment
7.3 Tourism and Leisure Zone

(see Map 19 pXX)

Planning policies in the Core Strategy and Adopted Local Plan support the development of tourism related facilities in the Whitehaven Coastal Fringe, provided that it accords with the principles of sustainable development and does not compromise the special qualities and character of the surrounding area or public access.

A hotel / leisure development would support the regeneration of the South Whitehaven area, by improving facilities for local communities. It would be a positive marketing tool for the proposed new homes, particularly those targeted towards the higher end of the market.

Development Principles

DP10 A tourism / leisure type development would be supported on the former Marchon site, with buildings located to the north of the area, on the site of the former offices. Appropriate uses could include some or all of the following:

- Golf course
- Adventure Park / BMX / Skate Park
- Hotel and spa
- Fitness suite
- Restaurant
- Caravan / Lodge development
- Picnic areas

If possible, such facilities should be linked with or located close to visitor interpretation facilities for the Coastal Fringe and St Bees Heritage Coast.

DP11 New buildings should be designed carefully to sit comfortably within this exceptional and sensitive landscape, taking account of views and vistas both within the SPD area and to and from West Whitehaven. The development should be low rise and set in landscaped grounds in order to maintain the general sense of openness and cliff coastal character associated with the adjoining Heritage Coast.

DP12 Golf courses should be designed to maximise value to wildlife. Consideration should be given to preventing the fragmentation of habitats with the inclusion of an adequate number of wildlife corridors and stepping stones. Landform should be appropriate to local landscape character and any contamination dealt with effectively and safely.

DP13 New buildings should be accessible and sustainably designed and constructed to meet high standards of energy and water efficiency. Opportunities should be taken to introduce SUDs ponds on the site, bringing benefits for biodiversity and providing effective surface water drainage for the new facilities.

These Development Principles are Supplementary to the following Local Plan Policies.
Local Plan Policies
DEV 6 Sustainability in Design
TSM 1 Visitor Attractions
TSM 2 Tourism Opportunity Sites
TSM 3 Serviced Accommodation
ENV 2 Nature Sites of National Importance
ENV 3 Nature Sites of Local Importance
ENV 4 Protection of Landscape Features and Habitats
ENV 6 Landscapes of County Importance
ENV 8 Views from and to the Heritage Coast
ENV 9 Areas of Local Landscape Importance
ENV 12 Landscaping

ENV 13 Access to the Countryside
ENV 14 Development in the Coastal Zone
ENV 15 Undeveloped Coast
ENV 17 Derelict Land
ENV 18 Contaminated Land
ENV 33 Development Affecting the Setting and Important Views of Listed Buildings
ENV 35 Development Affecting a Scheduled Monument
TSP 5 Cycleways, Footpaths and Bridleways
SVC 14 Outdoor Recreation and Leisure Facilities
SVC 15 Leisure and Sensitive Areas of Countryside
Map 19 Tourism and Leisure Zone
7.4 Britain’s Energy Coast Innovation Zone (Mixed Use Development)

(see Map 20 pxx)

Britain’s Energy Coast West Cumbria has published an Economic Blueprint which promotes the area’s potential for economic regeneration based on the nuclear decommissioning process, nuclear new build and the potential development of low carbon technologies. The strategy has two linked areas of activity:

Creating an environment in which businesses and individuals are encouraged to innovate and

Putting in place measures in the short term to ensure that as much of the substantial investment in nuclear new build and decommissioning is captured by local businesses as possible.

A business park at West Whitehaven could provide facilities for incubation units and early stage production and development linked to the nuclear engineering industry and other low carbon technologies.

A small amount of residential development in the area would offer opportunities to increase the economic viability of the business park and would help to support sustainability objectives by providing a mix of uses. This would also assist with linking the area to South Whitehaven, where there are proposals for a new development of high quality housing.

Development Principles

DP 14 Development linked to The Britain’s Energy Coast Innovation Zone would be supported on the north east quadrant of the former Marchon site as shown in Map 20. Development should complement facilities already offered at West Lakes Science Park which provides a base for Research and Development activities. Appropriate uses could include the following:

- Applied Research
- Research and Development / Demonstration
- Enterprise
- Business Support
- Skills and Training
- Accessing markets
- Infrastructure
- Sites and Premises.

DP15 Development of medium to high density will be supported on the footprint of the former office buildings and laboratories of the former Marchon site, and the former Tamar site, as shown on Map 20.

DP16 The impacts of development should be mitigated with careful landscaping and the creation of wildlife corridors to prevent habitat areas from becoming fragmented and to enhance biodiversity wherever possible.

DP17 New buildings should be accessible and sustainably designed and constructed to meet high standards of energy and water efficiency. Opportunities should be
taken to introduce SUDs ponds on this site, to bring benefits for biodiversity and provide effective surface water drainage for the new facilities.

DP18  Waste and recycling collection facilities should be provided within new development. Such facilities could comprise a community waste recycling bank close to the centre of the site, or alternatively an area within the curtilage of each dwelling or business premises where waste and recycling bins can be stored conveniently for waste collection purposes.

These Development Principles are Supplementary to the following Local Plan Policies.

Local Plan Policies
DEV 6  Sustainability in Design
EMP 3  Employment Opportunity Sites
ENV 4  Protection of Landscape Features

and Habitats
ENV 6  Landscapes of County Importance
ENV 8  Views from and to the Heritage Coast
ENV 9  Areas of Local Landscape Importance
ENV 13  Access to the Countryside
ENV 14  Development in the Coastal Zone
ENV 15  Undeveloped Coast
ENV 17  Derelict Land
ENV 18  Contaminated Land
ENV 33  Development Affecting the Setting and Important Views of Listed Buildings
ENV 35  Development Affecting a Scheduled Monument
TSP 5  Cycleways, Footpaths and Bridleways
NUC 3  Relocation of Non Radioactive
Map 20  Britain’s Energy Coast Innovation Zone (Mixed Use Development Options)
7.5 Renewable Energy

The Core Strategy (Policy ENV2) supports energy generating developments that require a coastal location along the undeveloped coast, provided that the potential impacts on biodiversity, landscape and heritage assets are carefully assessed against the benefits. Where negative impacts are likely these must be mitigated against and compensated for. However this general support has to be balanced carefully against the need to protect the intrinsic qualities of the St Bees Head Heritage Coast in terms of development proposals within or affecting views from the designation.

The high quality coastal landscape of West Whitehaven is highly sensitive to change. Development proposals for say, wind generation, are likely to have a significant visual impact and are likely to be highly visible from the Heritage Coast and sections of the Coastal Path, as well as from inland due to the local topography and elevated position of the SPD area. There are also likely to be biodiversity considerations linked to the SSSI and colonies of breeding sea birds.

The Cumbria Wind Energy SPD advises that the area has particular sensitivities in relation to the setting of national designations including: “open prospects between Whitehaven and the St Bees Heritage Coast and integrity of the dramatic sandstone scenery that extends beyond the boundary of this designation as viewed from the northern approaches via the Cumbria Coastal Way”.

In addition West Whitehaven is in close proximity to existing residential areas at Woodhouse and Kells, and a proposed large scale new housing development in South Whitehaven. Impacts on residential amenity including visual impact, noise and disturbance and shadow flicker are likely to be unacceptable.

Consequently the South Whitehaven SPD area is not considered to be an appropriate location for wind energy development and no areas have been identified on the Maps for such development.

**DP22** Development proposals for wind turbines would not be supported in West Whitehaven due to the sensitivity of the landscape, biodiversity and unacceptable impacts on views and residential amenity.

**DP23** Non-wind related forms of low carbon energy technology would be considered where which the design demonstrates careful consideration of impacts on the landscape, biodiversity and views and development is minor in scale. Such technologies could include for instance “hot rocks” beneath the surface linked to district heating schemes South Whitehaven.

These Development Principles are Supplementary to the following Local Plan Policies.
Local Plan Policies

EMP 3  Employment Opportunity Sites

ENV  4  Protection of Landscape Features and Habitats

ENV  6  Landscapes of County Importance

ENV  8  Views from and to the Heritage Coast

ENV  9  Areas of Local Landscape Importance

ENV 13  Access to the Countryside

ENV 14  Development in the Coastal Zone

ENV 15  Undeveloped Coast

ENV 17  Derelict Land

ENV 18  Contaminated Land

ENV 33  Development Affecting the Setting and Important Views of Listed Buildings

ENV 35  Development Affecting a Scheduled Monument

TSP 5  Cycleways, Footpaths and Bridleways

EGY1  Renewable Energy
Local Centre

see Map 21 pxx

A new local centre in West Whitehaven would provide a concentration of facilities to serve existing and new communities in South Whitehaven. Such facilities could include for instance a small convenience store / supermarket, newsagents and other local shops.

The policy emphasis in the Core Strategy is on maintaining and enhancing the viability and vitality of existing centres, rather than seeking expansion and growth. This reflects the findings of the 2009 Retail Study which did not identify any need for major change to the Borough’s retail structure in order to meet future and existing need. It is possible that the additional 600-800 households proposed in South Whitehaven would help to support a small scale centre but further research would be required to establish such a need.

However there is more likely to be justification for this to be delivered as part of the South Whitehaven development, perhaps linking into proposals for new or improved education facilities. Therefore such development would only be supported in West Whitehaven, where there was clear evidence of demand and such development would not be provided as part of development proposals for South Whitehaven.

Development Principles

DP24 A small scale accessible new local centre would be supported on the site of the former office and laboratory buildings on the Marchon site close to the existing pharmacy.

DP25 Proposals for a new local centre would be required to demonstrate strong accessible linkages to the residential areas of South Whitehaven including improvements to pedestrian access across High Road.

DP26 A particularly high standard of architecture, construction and landscaping will be required for any new, preferably low-rise, development in this area so that negative impacts on this very sensitive landscape are minimised.

DP27 It will be important to mitigate the impact on biodiversity with the creation of wildlife corridors to prevent habitat areas from becoming fragmented. Opportunities to enhance biodiversity should be taken wherever possible. There is also an opportunity for SUDs ponds to be introduced on this site, bringing benefits for biodiversity and providing effective surface water drainage for the new development.

These Development Principles are Supplementary to the following Local Plan Policies.
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<td>ENV 35</td>
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| TSP  5 | Cycleways, Footpaths and Bridleways         |
Map 21  Local Centre
8.0 Consultation with Stakeholders

Copeland Borough Council is committed to thorough and meaningful public consultation as an integral part of the local planning process. The methods and means by which the Borough Council will consult on planning documents are set out in the Statement of Community Involvement or SCI (see www.copeland.gov.uk).

The content of the West Whitehaven Draft SPD has already taken into consideration feedback from consultations with stakeholders on an Issues and Options document. The Issues and Options document was published for consultation from 12th November to 21st December 2012.

Two public drop in events were held for local residents and community organisations. These were on 29th November 2012 at the St Peters Centre in Woodhouse, and on 6th December 2012 in Kells Library. Around XX people attended the 2 events. A consultation event for local Borough and County Councillors was held on 30th November 2012. The document was also discussed by the Copeland Disability Forum Access Working Group on 22nd November 2012 and a group of young people with the Borough Council’s Youth Engagement Officer.

The Issues and Options document was available for viewing and downloading on the Council’s website. Hard copies were placed in local libraries across Copeland, in the Council offices in Millom and Whitehaven, and in the Tourist Information Centre and the Beacon Museum.

Around XX representations were received from XXX individuals and organisations. The comments received, together with the Council’s responses to them are summarised in the accompanying Consultation Report. A full copy of the representations is available on request from the Planning Policy Team. The representations have been considered carefully and have informed the content of the Draft SPD.

This document is published for formal consultation from XXX to XXXXXX 2013.

The West Whitehaven Draft SPD is available on the Council’s website and hard copies may be viewed at the Copeland Centre, Whitehaven libraries, the Beacon and the Tourist Information Centre.

A Representation Form is provided, but the Borough Council also welcomes other forms of responses such as letters, emails etc and makes use of other media such as Twitter and Facebook to promote open discussion and debate.
8.0 Conclusions and Way Forward

West Whitehaven is a special place. It boasts a unique concentration of industrial archaeology which is closely linked to the historical development of Whitehaven as a Georgian port and town. It encompasses sweeping landscapes and stunning open views to cliff and coastal scenery, wild seascapes and the fells of the western Lake District. Its biodiversity and wildlife are of national significance. It bridges the space between the North West's only section of Heritage Coast and Whitehaven harbour with its many listed buildings and scheduled ancient monuments.

And it lies on the doorstep of a growing local community which will see substantial new housing development over the next few years. There is little doubt that residents of the new development will take considerable pleasure and enjoyment from the benefit of the Colourful Coast on their doorstep and that this area will be a key component on meeting their open space and coastal access needs.

It is essential that the SPD sets out an effective, sustainable and deliverable planning framework for the area’s future protection, enhancement and development.

The West Whitehaven SPD is an important planning document, providing more detail on existing local policies in the Core Strategy and Local Plan, over the next 15-20 years. Once adopted, it will be a material consideration in the development management process, used in the determination of planning applications for new development.

This is a consultation document and views are sought from all those with an interest in West Whitehaven, particularly local residents, young people, community groups, stakeholder organisations, developers and landowners.

Comments on the West Whitehaven Draft SPD are invited until 5pm Friday XXXX 2013.

Following consideration of the responses to the Draft SPD the final document will be prepared for Adoption by the Council in the Spring / Summer of 2013.

For further information please contact:

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APPENDIX I

S:\Regeneration\Whitehaven
Regeneration Programme 1\Coastal
FringeRhodia

Whitehaven Coast Archaeological Survey,
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Revised Masterplan for Whitehaven Coast, Whitehaven Regeneration, 2007

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“A Guide to the Cumbria Historic Landscape Characterisation Programme, Cumbria CC, July 2009” 42. St Bees and 47. West Cumberland Plain

Summary report for Furness and West Cumbria Local Brownfield Strategy, August 2009, Lambert Smith Hampton for CCC, HACA, ABC, CB, BBC, WLR

Colourful Coast Initiative (see http://www.colourfulcoast.org.uk/)

National Trust Nature Conservation Evaluation 2007 based on 2006 survey,

Environment Agency Contaminated Land Study c. 2006-08

West Lakes Renaissance TSF 6.1.49 Coastal Fringe and town centre space and linkages 2005
APPENDIX II

Consultation Responses – Insert Table
APPENDIX II Built and Natural Heritage

(insert list of natural heritage assets)