



Planning and Compulsory Purchase Act 2004

**Town and Country Planning
(Local Planning) (England)
Regulations 2012**

SITE ASSESSMENTS

**CUMBRIA MINERALS AND WASTE LOCAL PLAN
2015 to 2030**

SEPTEMBER 2017

CONTENTS

Introduction.....1

Allerdale
Site Allocations.....5
Alternative sites considered.....68

Barrow
Site Allocations.....84
Alternative sites considered.....121

Carlisle
Site Allocations.....131
Alternative sites considered.....182

Copeland
Site Allocations.....195
Alternative sites considered.....232

Eden
Site Allocations.....245
Alternative sites considered.....278

South Lakeland
Site Allocations..... 290
Alternative sites considered.....308

INTRODUCTION

1. In September 2017, Cumbria County Council adopted the Cumbria Minerals and Waste Local Plan (MWLP), which replaces the adopted Core Strategy and adopted Development Control Policies (2009) and the draft Site Allocations Policies (2012) in the Cumbria Minerals and Waste Development Framework. The MWLP will guide minerals and waste development in Cumbria over the period 2015 to 2030.
2. This Site Assessments document provides supporting information for the Local Plan, along with the Habitats Regulations Assessment and the Sustainability Appraisal. The assessments have also been used to inform both the Sustainability Appraisal and the Habitats Regulations Assessment, in order to identify key issues and to predict what the likely effects of policies, and the sites within them, would be on those issues.
3. The Site Assessments document focuses on the specific sites that have been included in the Site Allocations Policies section of the MWLP. The alternative sites that have been considered during the preparation of the Site Allocations Policies, for the Development Framework as well as the Local Plan, are also listed in this report.
4. The site allocation areas for waste management and minerals are indicative of the land available, and do not necessarily imply that the entire footprint of an allocation would be developed. In many cases a larger area is identified in order to provide the scope to incorporate undeveloped or enhanced areas for habitats and species, or to provide linkages in a functional ecological network.
5. The site assessment provided a mechanism for reviewing and scoring each of the proposed sites against the sustainability criteria and for assessing the likely environmental, social and economic impacts of each site. It allowed an in-depth and informed discussion to be held, where the context of each of the sites was analysed and assessed. This was carried out by County Council specialist minerals and waste planners, an officer with specialist knowledge of sustainability appraisal and strategic environmental assessment and with inputs from other specialists, e.g. on Geographical Information Systems (GIS) and biodiversity.
6. The assessment enabled the sustainability objectives and criteria (set out in the Sustainability Appraisal), as well as site location criteria, to be explored in terms of how the proposed sites related to them. Reference was also made to the need for Habitats Regulations Assessment, where development may have impacts on European Wildlife Sites. Local knowledge and expertise added weight to this approach.
7. The County Council's in-house GIS was used, in order to establish the type and level of constraints and opportunities for each site. The GIS layers that were used are listed below. They provide a description of the context of a site and this was backed up by site visits. A 2km radius around the sites was used in the assessments. The assessment of sites is at a less detailed level than that needed for planning applications and Environmental Impact Assessments.

- Address Point (to identify residential properties);
- Special Protection Areas (including potential SPAs);
- Special Areas of Conservation (including possible SACs);
- Ramsar sites (including proposed Ramsar);
- Sites of Special Scientific Interest;
- consultation zone for a Site of Special Scientific Interest;
- Nature Improvement Areas;
- National, Local, Cumbria Wildlife Trust and RSPB nature reserves;
- Ancient Woodlands;
- UK Priority Habitats;
- Key Species Interest;
- County Wildlife Sites;
- special roadside verges
- European and Global Geoparks;
- Local Geological Sites (LGS, formerly RIGS);
- Limestone Pavement Orders;
- Areas of Outstanding Natural Beauty;
- National Park boundaries;
- Heritage Coast;
- Marine Conservation Zones;
- Landscape Character Areas;
- Registered Historic Parks and Gardens;
- Conservation Areas;
- listed buildings;
- Registered Historic Battlefields;
- World Heritage Sites and any visual impact zone;
- Scheduled Monuments;
- flood maps;
- national cycle routes;
- safeguarding areas;
 - aeronautical infrastructure and hazards (CAA and NATS);
 - electricity transmission infrastructure (National Grid);
 - major hazards – pipelines (HSE);
 - major hazards – sites (HSE);
 - technical infrastructure and hazards (MoD);
- agricultural land classification;
- public rights of way.

8. Consideration was given to including Groundwater Source Protection Zones. However, these cover only a very small proportion of private water sources. It would be misleading to give weight to sites that are not within the small number of Zones that have been formally defined, but which may potentially affect equally important water resources. This is a matter that will have to be assessed in detail in planning applications and Environmental Impact Assessments.

9. Inevitably, the site assessment process involved some subjective judgements. For example, about the likely impacts of a particular type of development, the scale of those impacts or the sensitivity of an environmental asset to impacts. To ensure transparency in the assessment process, the assessment matrices are included, with their supporting text. The key to the site scoring that is used in the matrices, is set out below.

KEY TO SITE SCORING MATRIX

- ✓✓ The site scores very positively against the criterion.
- ✓ The site scores positively against the criterion.
- XX The site scores very negatively against the criterion.
- X The site scores negatively against the criterion.
- ? There is too much uncertainty to score the site against the criterion.
- 0 The site has no impact on the criterion.

10. It is intended that this Site Assessments document will set out the constraints and opportunities at each site allocated in the Local Plan. This will be particularly useful for developers, when considering if a site is feasible for their purposes, but will also be useful for the Council's Development Management Team, when preparing a Scoping Opinion, entering into pre-application talks or when a planning application is submitted.
11. The Habitats Regulations Assessment and Sustainability Appraisal also address each site, and are available in separate documents. The Sustainability Appraisal, however, has been developed together with this document in an iterative process that has informed the choices about which sites to include in the Local Plan.
12. The majority of sites allocated in the Local Plan policies score positively. This is because many of the alternative sites considered that did not score positively, were rejected at an earlier stage – see Alternative sites considered, under each district.

ALLOCATED SITES WITHIN ALLERDALE BOROUGH

Household Waste Recycling Centres

AL37 Lillyhall Industrial Estate

Waste treatment facilities

AL3 Oldside, Workington

AL8 Lillyhall Waste Treatment Centre

AL18 Port of Workington

Broad Areas for waste

BRO1 Lillyhall Industrial Estate

Preferred Areas for minerals

None

Areas of Search for minerals

M6 land between Overby and High House Quarries

Mineral Safeguarding Areas

Limestone

Sand and gravel

Igneous rock

Shallow coal and fireclay

Brick clay

Secondary aggregates - M24 Derwent Howe Slag Bank, Workington

Safeguarding of existing and potential railheads and wharves

AL18 Port of Workington and rail siding

AL32 potential rail siding at Siddick, Workington

AL38 Innovia rail siding, Wigton

AL39 Silloth Port

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX – the site scores very negatively
- X – the site scores negatively
- ? – there is too much uncertainty to score the site
- 0 – the site has no impact on this criterion

* Principal Service Centre = Workington

** Key Service Centres = Aspatria, Cockermouth, Maryport, Silloth, Wigton

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

AL3 Oldside, Workington

This is an 8 hectare site, which is considered to have potential for a range of waste management facilities. This site is identified for the type of waste treatment and management facilities that would require a large site (up to 4 ha), and may be required to provide waste treatment, including potentially Energy from Waste. The site is identified in the draft Allerdale Local Plan as an Employment Site.

Considerations

This is a brownfield site adjacent to industrial and port developments. It is, therefore, considered that well designed, modern facilities should not have an adverse impact on local businesses and could provide services for them.

Development of the entire site for waste use may remove habitat used by the Small Blue butterfly, though there may be scope for off-site mitigation on adjacent land. There are potential contaminated land issues due to previous uses. Risk of contamination of the mouth of the River Derwent during construction and operation may need to be assessed when a planning application is submitted.

The potential archaeological interests are acknowledged in the detailed site assessment matrix, under enhancement potential.

If the site progresses to planning application stage, the following would also need to be considered:

- Traffic: review of impact on existing levels once type and scale of waste use is known; road safety issues also need to be addressed, as access to the site is likely to cross cycle and pedestrian routes.
- Dust, noise, etc.: assess impact once type and scale of waste use is known; proximity to biodiversity assets and recreational uses implies that the site should only be allocated for enclosed waste use, unless there is evidence to show that none of these impacts would arise.
- Drainage: evaluation and appropriate mitigation (filter traps or similar) would need to be applied through the planning application process.

Environmental assets

River Derwent and Bassenthwaite SAC and the River Derwent and Tributaries SSSI are 1.2km south east; Workington Hall – Registered Historic Park and Gardens and Workington Bridge – Listed Structure are 1.3km south east. The closest Listed Building is the Joseph Pirt & Co Engineering Works, which lies on the edge of the Workington St Michaels Conservation Area, 660m south. Siddick Ponds SSSI/Local Nature Reserve, which is also UK Priority Habitat fen, marsh & swamp, is 285m east and Oldside County Wildlife Site 360m north. There is a public footpath on the eastern boundary and cycle routes 10 and 71 to the south east.

Issues for the **Habitats Regulations Assessment** include consideration of potential indirect impacts on the River Derwent and Bassenthwaite Lake SAC, even though this site is not adjacent to the River Derwent and the SAC boundary is upstream of the site.

Enhancement potential

This site is large enough to provide scope for significant wildlife habitat enhancement as well as any new development. Existing habitats could be retained and/or new ones created. These could include hedgerows and scrub woodland and small ponds to provide links through to Siddick Pond SSSI/Local Nature Reserve on the other side of the main road.

This is the site of a former iron works - considerations could include mitigation measures to enhance its industrial archaeology interest.

Environment Agency flood map zone

Zone 1 - no flood risk identified

Lead Local Flood Authority assessment

1% probability of marine flooding alongside coast

Electricity North West assets

None identified - no impact

United Utilities assets

There is a public sewer at the south west of the site, which requires a 10m wide maintenance strip and no building or level changes in the proximity

CAA and NATS¹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

- Cumbrian Storage Ltd, hazard substances consent – AL3 falls in consultation zone
- Port of Workington, hazard substances consent – AL3 falls in consultation zone
- Haltermann Custom Processing Ltd, hazard substances consent – AL3 falls in consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

¹ Civil Aviation Authority and National Air Traffic Services

Landscape Character Area

Sub-type 2d – coastal urban fringe

Sequential approach

Brownfield, a former ironworks, allocated for employment use within a town

Summary of comments from consultation stages

Objection on the grounds that the land is part of a larger area that is being proposed for a major regeneration scheme (Port Derwent); there may be opportunities to discuss waste management developments.

It is a brownfield site with a good link to the main road network on the A596; it is accessible by sea, close to the railway line and is away from houses. Mitigation measures could be necessary for the inappropriate road junctions at the A596/A66 at Ramsay Brow in Workington and the A596/A594 at Netherhall Corner in Maryport.

The River Derwent SAC is not far from the site and there is a need to ensure that there are no impacts on migratory fish. Mitigation measures would be needed to ensure that there is no contamination of watercourses during construction and operation.

Part of the site is known to be of interest for the Small Blue butterfly, a declining UK species that is rare in Cumbria.

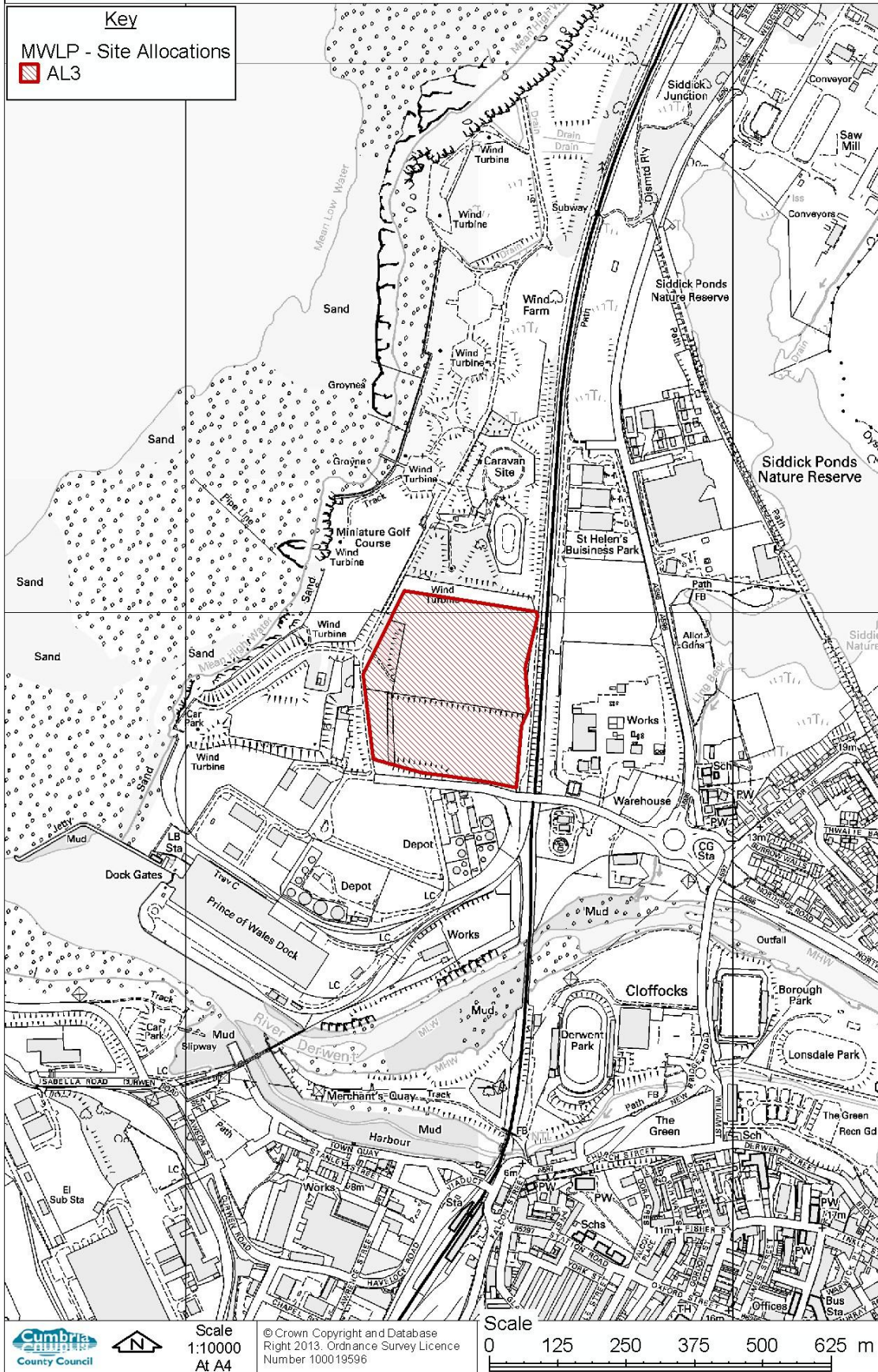
A previous waste site on adjacent land caused landfill gas problems in the past; possible clean up costs should be taken into account. Energy from Waste plants have the potential to cause severe blighting on neighbouring land users.

Waste management developments would not be in keeping with businesses in the area.

Advice should be sought on archaeological mitigation and interpretation of the former iron works.

Site AL3 has been put forward for consideration through Allerdale's Site Allocations process as potential employment land, and could accommodate both an employment use and a waste treatment/management facility. It is Allerdale's opinion that any development on this site should be facilitative of the role of the Port of Workington and allow for the future economic growth of the Port. It is considered that site AL3 could be a suitable location for an Energy from Waste plant.

AL3 - Oldside, Workington



WASTE MANAGEMENT SITE SCORING MATRIX

AL3 Oldside, Workington

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies on the urban fringe of Workington	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Good link to the main road network on the A596, but junction improvements may be needed	✓ ✓
	Potential for rail access	Adjacent to Workington Docks, which does have rail facilities, and to railway lines, for which access may be able to be developed.	✓ ✓
	Access to proposed primary road network		
	Good local road accessibility		✓
3. Sequential approach	Previously developed land (brownfield)	Former iron works	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; in Workington	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Allerdale BC	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Situated next to the Port and related depots – industrial area	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	8 hectares, but note need for habitat protection and enhancement	✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres	Closest housing at Trinity Drive, 350m away	✓ ✓
	Houses within 250 metres		
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	Potential to retain/create habitat link to Siddick Ponds SSSI/LNR	✓ ✓
	No impact		
	Indirect adverse (site outside designated area)	River Derwent SAC is not far from the site; mitigation measures could be needed to ensure no contamination of watercourses during construction and operation that could impact on migratory fish.	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Potential enhanced habitat link to Siddick Ponds LNR; also potential interpretation of former iron works	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)	Site probably contains Small Blue butterfly, but any impacts would depend on how much of this large site was disturbed during development	?
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	A minerals or waste development that supported local industries could provide local jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site, but falls in consultation zone for 3 hazardous substances consents nearby	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues would need to be implemented through the planning application process.

- Traffic: review of impact on existing levels once type and scale of waste use is known; road safety issues also need to be addressed, as access to the site is likely to cross cycle and pedestrian routes.
- Dust, noise, etc.: assess impact once type and scale of waste use is known; proximity to biodiversity assets and recreational uses implies that the site should only be allocated for enclosed waste use (including storage of received materials and any to be moved off-site) unless there is evidence to show that none of these impacts would arise.
- Drainage: evaluation and appropriate mitigation (filter traps or similar) would need to be applied through the planning application process.
- Ecology: some of the site could be retained to support habitat for the Small Blue butterfly and this may be essential if there is no scope for habitat compensation on adjacent land; however, this form of mitigation may limit the size of the facility on the land and/or the scope to co-locate complementary waste facilities on a single site.

Summary of overall assessment:

A large brownfield site, well located to serve, and provide jobs for, the Workington-Maryport area with potential to protect existing wildlife features and incorporate wildlife enhancement measures. Potential to reduce waste road miles due to being adjacent to the Port of Workington and its rail facilities. Mitigation measures could be necessary for the road junctions at the A596/A66 at Ramsay brow in Workington and the A596/A594 at Netherhall Corner in Maryport. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity.

Site Assessment score: ✓ ✓ very positive

AL8 Lillyhall waste management centre

This is an existing, modern waste management complex with a Materials Recovery Facility/Transfer Station, composting, inert waste recycling, liquid waste treatment plant and is adjacent to a landfill, including a hazardous cell for residual wastes and a dedicated cell for Very Low Level radioactive waste. It is identified for a further waste treatment and management facility including, potentially, an Energy from Waste plant.

Considerations

Several waste uses are already grouped on the site, and on the industrial estate in the Joseph Noble Road area. The suitability of this site will depend on what new waste uses are proposed, whether these are enclosed facilities and biodiversity management on the remaining site. The site is not visible from the Business Park, and modern waste facilities could provide services for the Park that should not have an adverse impact upon it.

Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on areas that may currently support a number of protected species may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

The Alcan Wildlife Area County Wildlife Site, which is also UK Priority Habitat hay meadows and pastures, lies 480m south west and the Oily Johnnies Willow Patch CWS is 700m north east. There are two areas of Ancient Woodland/UK Priority Habitat semi-natural woodland at 1km and 1.2km south of the site. The site is adjacent to the hen harrier sensitive area, there are records of otters, barn owls and slow worms, and there may be great crested newts in the locality. There is a bridleway through the site.

No archaeological work is recommended.

The site is not near any housing, but can be seen from Gilgarran on the hillside to the south.

The **Habitats Regulations Assessment** will need to consider whether development on the site is likely to have adverse impacts on the River Marron, 3.4km away, which is part of the River Derwent and Bassenthwaite Lake SAC.

Enhancement potential

Enhancement of general natural habitat, especially along the eastern side of the site; removal of the culvert to recreate the Distington Beck through the site; enhancement of the Distington Beck margins including wider buffer zones; potential for barn owl boxes. Need to consider in relation to the approved restoration scheme for the landfill site.

Environment Agency flood map zone

Zone 1 - no identified flood risk

Lead Local Flood Authority assessment

Minimal surface water flood risk

Electricity North West assets

33kV & 11kV assets present

United Utilities assets

There is a public sewer at the south east boundary of the site, which requires a 6m wide maintenance strip and no building or level changes are allowed in the proximity

CAA and NATS² aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 4 - less than 20% likelihood that it is Best and Most Versatile land

Landscape Character Area

Sub-type 5d – urban fringe

Sequential approach

An existing waste management complex

Summary of comments from consultation stages

Investment proposals on the Lillyhall Business Park, which is a strategic regional site and one of Cumbria's largest employment sites, could be jeopardised by further waste management facilities.

Concern that there could be a concentration of waste facilities in the north of the county, which would be contrary to the aim to reduce the need to transport waste.

Whilst preferring not to rely on Green Resource Recovery Parks, if one was required, then this site should be acceptable.

² Civil Aviation Authority and National Air Traffic Services

Site is adjacent to existing landfill, good connection to the main highway network, easily accessed by rail and sea by the use of HGV's from Workington using the existing infrastructure. A need for highway improvements if large increase in numbers of vehicles.

No EfW plants should be permitted.

No objection to proposed allocation for EfW plants – this kind of facility would be assimilated more easily into the Lillyhall context than many other areas and any blighting effects will be significantly less.

This area of Lillyhall already has a specialism in waste treatment and so this allocation is considered reasonable; support for gaining EfW that is not able to be recycled; EfW plants need to be built at optimum efficiency, capacity, design and size, to primarily accommodate Cumbrian wastes.

The site was considered suitable, subject to all facilities being under cover or otherwise contained - the most suitable site for EfW.

The site needs surveys – biodiversity assessment should be downgraded to a single tick.

The site borders the current winter Hen Harrier roosting area; they particularly like the long grass, rush beds and heath.

The site's evaluation for biodiversity in the assessment matrix should be downgraded to uncertain. This is because it could have great crested newts and is adjacent to the hen harrier sensitive area.

The nearest great crested newt records are nearly 8km distant, but there are various nearby water bodies that may support a population; barn owls have been recorded locally.

A sensitive species has been found across the search area.

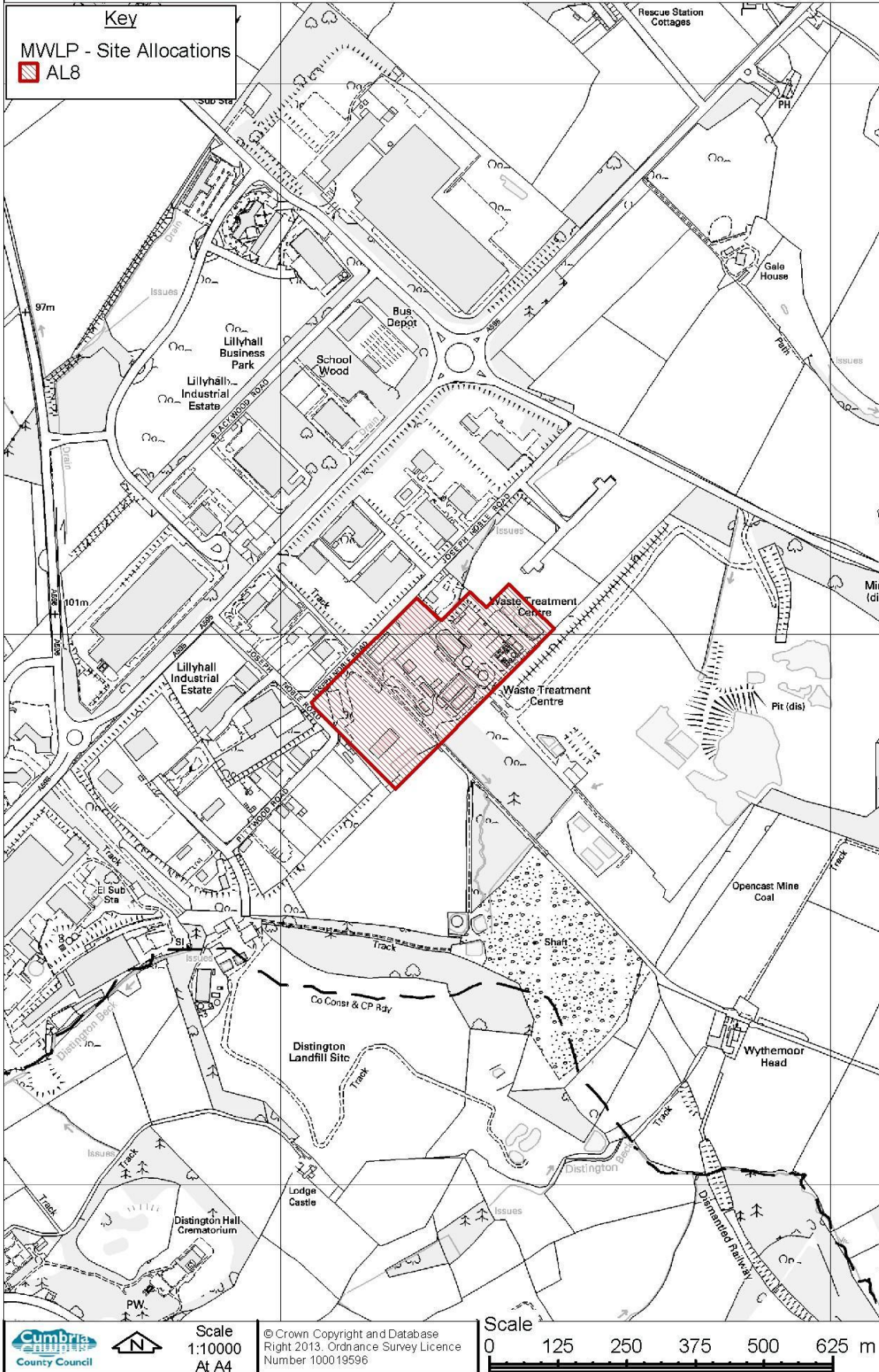
Slow worm potential.

The minor tributary, Distington Beck, runs through this site and contains trout; otter signs were recorded in 2005.

Protection of water quality may be an issue. Distington Beck already experiences some water quality problems from this general area. A habitat survey of the land should be required.

No objections raised to this site allocation at Lillyhall Waste Treatment Centre (AL8) given the current specialism for waste treatment on the site.

AL8 - Lillyhall Waste Treatment Centre, Workington



WASTE MANAGEMENT SITE SCORING MATRIX

AL8 Lillyhall waste management centre

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 2.5 miles (4km) from Workington town centre	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Close to Distington-Parton by-pass	✓ ✓
	Potential for rail access	Rail facilities at Port of Workington within 3 miles; relatively easy access via existing primary road network, but unlikely to be needed	X
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Existing waste management complex - with unused brownfield areas	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Adjacent to employment use allocations; within 5 miles of Workington	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	owned by Waste Recycling Group (now part of FCC Group)	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Synergy with existing waste management/disposal facilities; could provide service for light industry companies located on this industrial estate	✓ ✓
	Conflict likely with other land use		

7. Co-location potential	Large enough to accommodate more than one facility	Large enough for new waste development without affecting existing landfill and waste treatment	✓ ✓
	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		✓ ✓
	Houses within 250 metres		
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	But habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential associated with adjacent landfill restoration; possible water quality issues re wildlife interests of Distington Beck	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Potential concerns about the Hen Harrier Sensitive Area - winter roost habitat (long grass, rush beds and reeds), also reptiles, great crested newts, otters.	X
Requires compensation measures - direct adverse (site within designated area)			
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Any further waste management development could benefit local industries and help safeguard/provide jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site or in vicinity	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The priority is likely to be to assess the suitability and efficacy of the existing mitigation measures (including issues such as drainage) and to determine whether additional ones are needed to deal with impacts arising from any new waste uses on the site. However, this is likely to be addressed in seeking a new or varied Environmental Permit from the Environment Agency. It may also be prudent to require a Stage 1 contaminated land assessment if piling work will occur, and a walkover survey by an ecologist to check for any signs that parts of the site that will be re-developed are being used by protected species.

Summary of overall assessment:

An existing waste management complex on an industrial estate, with a recently improved local road network. Well located to serve the Workington–Whitehaven area. Habitat surveys and mitigation/enhancement required. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity.

Site Assessment score: ✓ positive

AL18 Port of Workington

The Port has an area of around 20ha within which are areas of unused, brownfield land with potential to accommodate various types of waste treatment and management facility. This site allocation is proposed under policy SAP2, for waste management, and also policy SAP5, which proposes that the port and its rail connection infrastructure be identified as a safeguarding area.

Considerations

The Port can accommodate vessels up to 10,000 tonnes dead weight, a cargo of around 8,000 tonnes. The restrictions are the width of the dock gates and the depth of water. The undeveloped areas within the complex were previously iron works and associated housing areas. The Port is rail linked, with several trains per week. The safeguarding allocation would restrict development that would impact adversely on its potential use for sustainable transport of waste or minerals.

New development should take advantage of the potential for sea and rail transport and/or potential for providing heat, power and services to local industries through development of an Energy from Waste plant.

The site is industrial in nature and well designed and operated; waste management facilities could provide services for local businesses and not have an adverse impact on them. However, some of the site should be left undeveloped or enhanced as Small Blue Butterfly habitat and species rich grassland. Significant adverse impacts on the management plan for these habitats could be anticipated if the entirety of both AL3 and AL18 were developed, or disturbed during construction.

The closest residential properties are over 500m away, but any planning application for new development would need to assess new noise, light and traffic impacts on the surroundings, and on cycle routes (including national routes) in the area. This should include consideration of whether improvements would be necessary for the A66/A596 junction at Ramsay Brow in Workington and the A596/A594 junction at Netherhall Corner in Maryport.

Environmental assets

A large part of the Port is likely to constitute the UK Priority Habitat of 'Open Mosaic Habitats on Previously Developed Land'. This Habitat is often of significant value for a wide range of invertebrate species.

Within 1.2km of the Port, to the south east, are the River Derwent and Bassenthwaite SAC; River Derwent and Tributaries SSSI; Workington Hall – Registered Historic Park and Gardens; and Workington Bridge – Listed Structure. Oldside County Wildlife Site (CWS) is 730m north; Barepot CWS is 1.4km east; Hazel Gill CWS, which is also Ancient Woodland and UK Priority Habitat semi-natural woodland, is 1.5km north east; Hallguards Gill CWS, which encompasses Calva Brow Wood Ancient Woodland and UK Priority Habitat semi-natural woodland, is 1.6km east; Siddick Pond SSSI/Local Nature Reserve/UK Priority Habitat of fen, marsh and swamp is 450m north east; UK Priority Habitat of coastal habitats above high water lies 620m south; and Stainburn Woods Ancient Woodland/UK Priority Habitat of semi-natural woodland lies 1.6km south east.

Parts of the Port are known to be species-rich grassland providing excellent natural habitat, supporting several species of orchid and the Small Blue butterfly. In fact, there is the potential for a Small Blue Butterfly County Wildlife Site based on the Port area. All areas should be surveyed at the appropriate time of year to determine all features of interest prior to decisions on extent and location of development activity.

Issues for the **Habitats Regulations Assessment** include consideration of potential indirect impacts on the River Derwent and Bassenthwaite Lake SAC, even though the boundary is upstream of the site. Drainage mitigation measures would probably be needed to avoid contamination of the river downstream of the SAC boundary.

St Michael's Workington Conservation Area, which contains a number of Listed Buildings, lies 330m south of the Port, across the River Derwent. No archaeological work is recommended.

Enhancement potential

Habitat protection, management, mitigation and, as appropriate, compensation measures are required to ensure the survival of the Small Blue butterfly in the area. New habitat links created between the key habitat areas could assist.

Environment Agency flood map zone

Zone 1 – majority of site no identified flood risk

Zone 3 - site partly in Tidal Flood Zone; tidal events in December 2013 and January 2014 were observed, but there are no records of any significant flooding. The River Derwent and Soapery Beck, designated Main Rivers, flow through the site.

Lead Local Flood Authority assessment

1% probability of marine flooding alongside coast and dock areas

Electricity North West assets

11kV assets present within the development area

United Utilities assets

There is a water main passing through the middle of the site, which requires a 5m wide maintenance strip and no buildings or level changes in the proximity. There are also public sewers to the east and north east of the site, requiring 6m and 10m wide maintenance strips respectively, again with no building or level changes in the proximity.

CAA and NATS³ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

³ Civil Aviation Authority and National Air Traffic Services

Health & Safety Executive hazard notifications

- Cumbrian Storage Ltd, hazard substances consent – on site
- Port of Workington, hazard substances consent – on site
- Haltermann Custom Processing Ltd, hazard substances consent – AL18 falls in consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

Landscape Character Area

Sub-type 2d – coastal urban fringe

Sequential approach

Brownfield areas within the Port, at a town

Summary of comments from consultation stages

Objections to the import of waste for use in an Energy from Waste plant. However, Strategic policy makes provision for waste from outside the county to be managed, subject to any proposal demonstrating local benefits. Such developments would be detrimental to existing businesses.

One of the preferable sites on highway grounds: a good link to the main road network on the A596; easily accessible by sea and rail. Mitigation measures would be required at the junctions at A66/A596 at Ramsay Brow in Workington and the A596/A594, and at Netherhall Corner in Maryport.

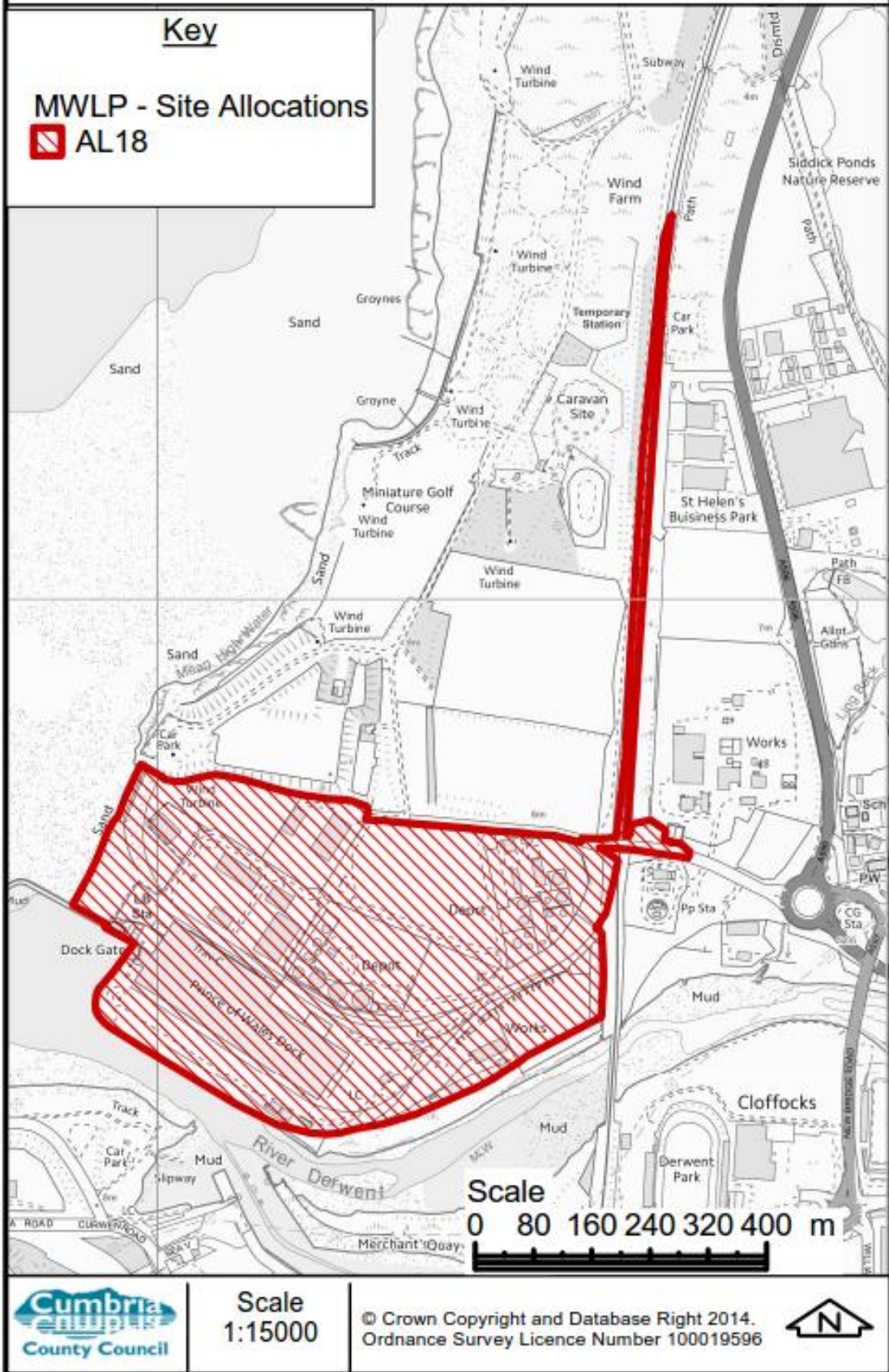
Part of this mapped area is concreted and part is excellent natural habitat supporting several species of orchid and the Small Blue butterfly, a declining UK species that is rare in Cumbria. A survey of the UK Priority Habitat on this site (structure, invertebrates, botanical interest), carried out in summer, is required, to ensure that the development is possible, given appropriate protection, mitigation and compensation measures. Evaluation for biodiversity interest in the site assessment matrix should be downgraded to scoring very negatively.

River Derwent SAC is not far from the site, so there is a need to ensure that there are no impacts on migratory fish. Mitigation measures would be needed to ensure that there is no contamination of watercourses during construction and operation.

Any development on this site should be facilitative of the role of the Port of Workington and allow for the future economic growth of the Port. A waste treatment and management facility could be accommodated here.

The site is likely to need significant mitigation for the Small Blue butterfly if it is going to be able to survive on this site along with waste management uses.

AL18 - Port of Workington Inc rail spur



WASTE MANAGEMENT SITE SCORING MATRIX

AL18 Port of Workington

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies on the urban fringe of Workington	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities	Existing rail facilities within Port	✓ ✓
	Access to existing primary road network	Close to A596 and A597, to the north of town. Some junction improvements may be required if traffic movements increased significantly.	✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Part concreted, part re-vegetated habitat	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; in Workington	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cumbria County Council	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a	Part of site, but existing, operating Port	?
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	National coast to coast cycle route crosses access road; impact of increased vehicle movements may need assessment	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	The whole Port complex is identified, rather than individual parcels of land within it	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres	Closest housing at Trinity Drive, 530m away	✓ ✓
	Houses within 250 metres		
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	May require Appropriate Assessment re migratory fish; River Derwent SAC is 1.2km upstream	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Potential for enhancement of whole port site as a Small Blue butterfly habitat with links to other habitat areas, also to retain/create habitat link to Siddick Ponds SSSI/LNR	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
Requires compensation measures - direct adverse (site within designated area)	Adverse impacts on Small Blue butterfly population and UK Priority Habitat of Open Mosaic Habitats on Previously Developed Land (small blue butterfly habitat).	X	
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Development could provide local jobs and support economy	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	Two safeguarding zones on site and one in vicinity, but existing, operating Port	✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic Environment
DC20 The water environment
SAP2 Waste treatment and management facilities
SAP5 Safeguarding of existing and potential railheads and wharves

Mitigation proposals in Sustainability Appraisal:

The following measures would need to be implemented through the planning application process:

- Traffic: cumulative traffic impact; routeing agreement for access to the site within the town; assess safety impact on cycle routes; possible need for improvements at junction at the entrance to the port estate.
- Dust, noise, etc.: scope to permit open storage and any mitigation necessary (proximity to open water would need to be taken into account).
- Drainage: need for SuDS, filter traps and other mitigation to limit risk of contamination by run-off and overland flow.
- Ecology: retention of some habitat to support the Small Blue butterfly and other rare species as there appears to be sufficient vacant land to meet the waste need and provide this mitigation. However, the amount of land retention as habitat will need to take account of the opportunity the site offers to co-locate waste facilities and the need to use land to maintain the economic viability of the port. (Note that this approach appears to be more viable than for allocation AL3 due to the amount of vacant land within the port estate.)

Mitigation in respect of safeguarding allocation:

None, provided the use for minerals and waste purposes does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.

Summary of overall assessment:

A brownfield site, allocated for employment, with opportunities for development utilising sea and rail transport potential. Energy from Waste could benefit nearby industries. The whole of the port area is identified, but further assessment is necessary of how much land could be lost with minimal biodiversity impact, and of the scope for habitat mitigation in the vicinity. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity.

Site Assessment score: ✓ ✓ very positive

AL32 Potential Rail Sidings at Siddick, Workington

This site is identified as a safeguarding area for a potential railhead from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals.

Considerations

The area is adjacent to the north west coast rail line and the A596, with potential to create sidings and a rail freight facility to transport minerals or waste by rail. The current owner of the site has not communicated their attitude to development of a rail siding, and the extent and future of the wind turbines on the site is unknown. Some future expansion of the adjacent wastewater treatment works (WwTW) may also need to be accommodated to support Allerdale Borough Council's development aspirations for the area.

There are a small number of residential properties within 250m of the site, and recreational areas and a public footpath are adjacent. A new entrance onto the A596 would be needed for worker and construction access, and any increase in road traffic would need to be addressed in a planning application proposal. Noise and dust during construction, or from increased rail movements, should be considered and balanced against any reduced impact from road transport in other locations.

The adjacent Siddick (Flimby Coast) County Wildlife Site stretches along the coast for 4km; it is an area of semi-improved grassland, dune grassland and shingle. This site is one of the few little tern nesting sites in Cumbria. Other breeding birds in the area include redshank, lapwing, ringed plover and oystercatcher. The dune grassland is species-rich. It is not known where the assets listed are located within the CWS.

A full Phase 1 Habitat Survey will need to be submitted with any planning application because the site is considered likely to support the Small Blue, Dingy Skipper, Grayling and Small Heath butterflies, as well as reptiles.

Environmental assets

The site adjoins the Siddick (Flimby Coast) County Wildlife Site (CWS) and is around 800m west of Eagle Gill CWS, 1.6km north of Hazel Gill CWS and 1.1km north of Oldside CWS. Eagle Gill and Hazel Gill CWSs are also semi-natural woodland UK Priority Habitat and Ancient Woodland. Siddick Pond SSSI/Local Nature Reserve/UK Priority Habitat fen, marsh & swamp lies 1.3km to the south. There is a public footpath adjacent to the northern boundary.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the biodiversity areas listed above. The closest European Wildlife Site is the River Derwent and Bassenthwaite Lake SAC, which lies 2.4km south east; there are no apparent pathways between AL32 and the SAC.

This site lies within the Small Blue butterfly corridor, but there are no specific records and it is not within an identified Small Blue site.

Enhancement potential

There are opportunities for habitat creation/enhancement of the Small Blue butterfly corridor, and habitats associated with the adjacent CWS.

There are archaeological remains in the vicinity, so mitigation measures may be required.

Environment Agency flood map zone

Zone 1 – minority of site, close to A596, no identified flood risk

Zones 2 and 3 – Tidal Flood Zone. Potential rail sidings would be inland of existing rail line and embankment. Tidal events in December 2013 and January 2014 were observed, and there was some erosion close to the seaward side of the railway embankment.

Lead Local Flood Authority assessment

1% probability that some areas of the site at risk of surface water flooding

Electricity North West assets

No assets identified – no impact

United Utilities assets

There is a public sewer rising main along the eastern boundary of the site and a public sewer along the western boundary, both requiring a 7m wide maintenance strip and no building or level changes in the proximity.

CAA and NATS⁴ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

- Indorama Polymers Workington Ltd, hazard substances consent – part of AL32 falls in consultation zone
- Iggesund Paperboard (Workington) Ltd, hazard substances consent – part of AL32 falls in consultation zone
- E.ON UK CHP Plc, hazard substances consent – part of AL32 falls in consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

⁴ Civil Aviation Authority and National Air Traffic Services

Agricultural Land Classification

Urban

Landscape Character Area

Sub-type 2d – coastal urban fringe

Sequential approach

Land developed with wind turbines

Summary of comments from consultation stages

This is a greenfield site with coastal views.

The safeguarding of potential railheads is supported.

Development is adjacent to Workington WwTW and could impair the future expansion of the assets in supporting the development aspirations of Allerdale Council.

Advice on archaeological mitigation should be sought.

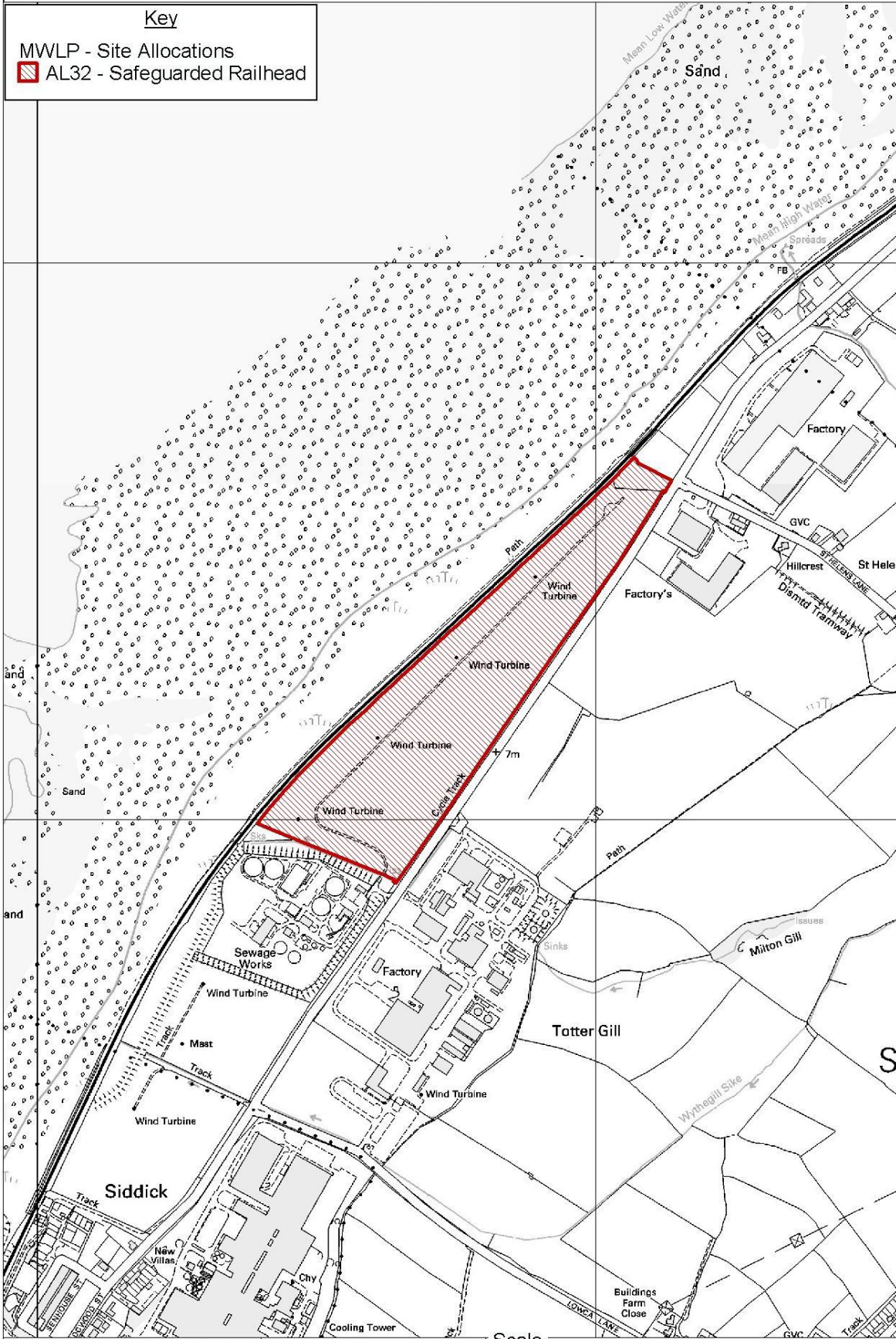
Development of the site would need, as a precursor to any development, an access road and junction with right turn, and acceleration/deceleration lanes on the A596. This would be difficult to achieve without a comprehensive improvement dealing with junctions the other side of the road. A Transport Assessment would be required to consider these issues and the impact on the A596 corridor between Siddick and Flimby.

AL32 - Siddick, near Workington

Key

MWLP - Site Allocations

 AL32 - Safeguarded Railhead



  Scale 1:10000 At A4

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Scale 0 125 250 375 500 625 m

SAFEGUARDING SITE SCORING MATRIX

AL32 Potential rail sidings, Siddick, Workington

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	The site is adjacent to the A596	✓ ✓
	Potential for rail access	Adjacent to the north west coast rail line	✓ ✓
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Brownfield	Existing wind farm on site; field also used for grazing, which may be lost to development	X
	Greenfield		
3. Deliverability	No owner objection	EoN UK Renewables Ltd	?
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified for minority of site, close to A596	✓
	Zone 2	Tidal flood zone, landward side of existing rail line and embankment	?
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Relationship to wind farm needs to be assessed	?
	Conflict likely with other land use	Expansion of adjacent WwTW may be required to support Allerdale BC development considerations	X
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	4 properties	X
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	Potential to protect and enhance Small Blue butterfly habitat within this important coastal corridor	✓ ✓
	No impact		
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Siddick (Flimby Coast) County Wildlife Site is adjacent – this is an area of semi-improved grassland, dune grassland and shingle, which is also important for birds	?

	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	There would be benefits if a siding is provided, that can be used by local industries in the future	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	South east corner of site falls within hazardous substances consent for Indorma Polymers Ltd (sited on other side of A road) Southern third of site falls within hazardous substances consent for Iggesund Paperboard and also for EON UK CHP The Thames Board/Condura (CW09) gas pipeline lies 220m away	?
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC18 Landscape and visual impact SAP5 Safeguarding of existing and potential railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: There is limited scope to minimise noise and similar impacts of transferring material to rail and its movement off site. The principal requirement will be to limit movements and other activity on the sidings to appropriate times of day, in order to minimise impacts on the small number of nearby properties. Additional surveys for protected wildlife species in the vicinity, and of heritage assets, would also be required.</p>			
<p>Summary of overall assessment: The site is identified as a potential rail siding for minerals or waste related development that would reduce “minerals and waste road miles”. Constraints on the extent of any development include the wind farm on the site (although these are usually ‘temporary’), and potential expansion of the adjacent WwTW. Potential mitigation/enhancement measures related to the coastal corridor for the Small Blue butterfly would be beneficial. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity. Site Assessment score: ✓ positive</p>			

AL37 Lillyhall Industrial Estate

The existing Household Waste Recycling Centres at Clay Flatts, Workington, and at Frizington are not now large enough nor built to a modern standard, so this site at Lillyhall has been identified as a replacement HWRC for both.

Considerations

The site is currently unoccupied with a belt of trees along the north western and south western edges. It is considered that an HWRC should not be detrimental to existing uses, as it is located on an existing industrial estate with good access roads, close to Lillyhall landfill and other waste management facilities. The site is not near any housing, but can be seen from Gilgarran on the hillside to the south.

Matters to be considered with any planning application would include: dust, land contamination, odours and ecology. Various species of bird have been previously recorded as breeding in the area. The dense scrub is likely to be used by a number of breeding bird species, but is unlikely to be used by any specifically protected species, such as the hen harrier. Breeding bird surveys are, therefore, not considered to be necessary, but measures will need to be put in place to ensure that breeding birds are not disturbed during any work on site.

A Phase 1 habitat survey to assess wildlife use of site and scope for (and value in) retaining trees on the site; would be required.

Environmental assets

The Oily Johnnies Willow Patch County Wildlife Site (CWS) lies 560m north east; the Alcan Wildlife Area CWS, which is also UK Priority Habitat hay meadows and pastures, is 790m south west; both the Harrington Railway Line CWS, to the west, and the Wythemoor CWS, to the east, are 2.1km away; and the Harrington Reservoir Local Nature Reserve CWS is 2.4km to the west. There is an area of UK Priority Habitat semi-natural woodland 1.4km south, which is also Ancient Woodland. There is a special roadside verge on the industrial estate at Blackwood Road, 490m to the north.

The **Habitats Regulations Assessment** will need to consider whether this site would have adverse impacts on the River Derwent and Bassenthwaite Lake SAC. The River Marron, which is the closest part of the SAC to AL37, lies 3.4km to the east.

The site is also close to the hen harrier sensitive area, and there are records of barn owls, otters, badgers and toads in the locality. The Harrington site of invertebrate significance lies over 3.3km away.

The closest Listed Building is Wythemoor Sough farmhouse and adjacent barn/stable, 1km away, to the east. No archaeological work is recommended.

Enhancement potential

Need to consider in relation to the approved restoration scheme for the adjacent landfill site. The habitat on site, combined with the varied topography and abundant refuge and hibernation opportunities, make AL37 of moderate quality for reptiles. Common lizard and slow-worm are both known to occur in the wider area. Reptiles have not been

previously recorded in the immediate area, but this does not necessarily exclude the possibility of reptiles occurring on site.

Ponds and bodies of open standing water and ditches are abundant in the immediate area. Many of these are purpose built settlement lagoons and are, therefore, fenced off to prevent access (and are consequentially undisturbed). There are at least nine ponds within 500m of the site and numerous ditches and small ephemeral bodies of open standing water; therefore, great crested newt surveys likely to be required.

Environment Agency flood map zone

Zone 1 - no identified flood risk

Lead Local Flood Authority assessment

Very small area of surface water flood risk (1%) on northern fringe of site

Electricity North West assets

11kV assets present within the development area

United Utilities assets

No known issues, but transferred private sewers may be affected by development.

CAA and NATS⁵ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Landscape Character Area

Sub-type 5d – urban fringe

Sequential Approach

Brownfield, within 5 miles of a town

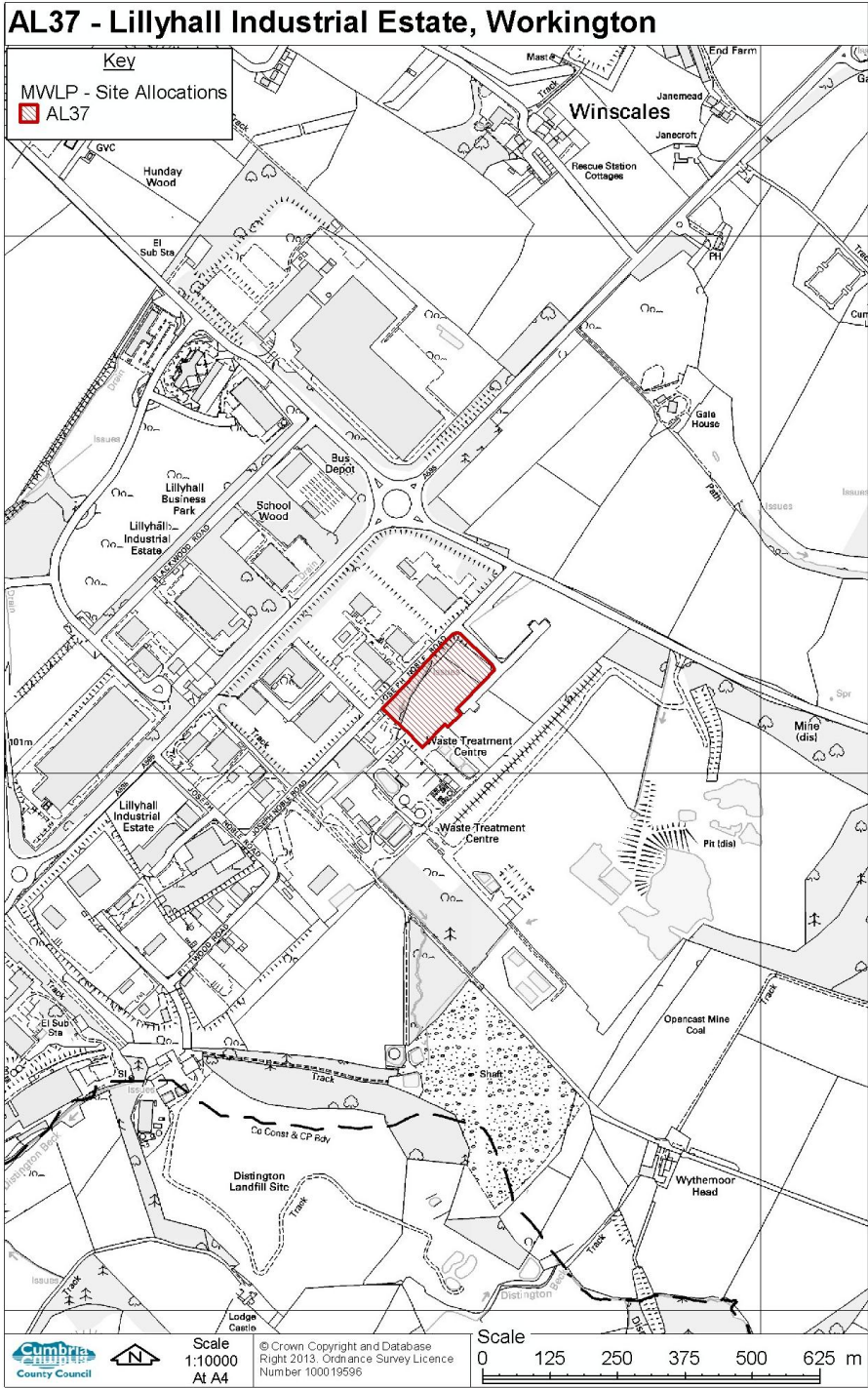
⁵ Civil Aviation Authority and National Air Traffic Services

Summary of comments from consultation stages

Support for this allocation in the preceding rounds of consultation was expressed and sustains no objection now.

This site forms part of a current planning application; the Highways Authority has no negative comments to make, but seeks to impose some conditions, should the application be approved.

There are no traffic issues as it is accessed off the A595(T) Branthwaite roundabout and Joseph Nobel Road - a purpose built industrial access road.



WASTE MANAGEMENT SITE SCORING MATRIX

AL37 Lillyhall Industrial Estate

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 2.5 miles (4km) from Workington town centre	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Close to Distington-Parton By Pass	✓ ✓
	Potential for rail access	Rail facilities at Port of Workington within 3 miles; relatively easy access via existing primary road network, but unlikely to be needed for HWRC	0
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)		✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; within 5 miles of Workington	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	HWRC compatible with owner's intentions	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Adjacent to site AL8 Lillyhall waste management centre; on a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	1.4 hectares N/A for an HWRC	0

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres	Closest housing over 850m away	✓ ✓
	Houses within 250 metres		
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	But habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential associated with adjacent landfill restoration; possible water quality issues re wildlife interest of Distington Beck	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Replacement HWRC for two existing ones; will safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site or in vicinity	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC6 Cumulative environmental impacts
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC20 The water environment
SAP1 Household Waste Recycling Centres

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site and scope for (and value in) retaining trees on the site; will also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

A partly developed site, adjacent to an existing waste management complex on an industrial estate. Well located in relation to the primary road network, and close to the main towns of Workington and Whitehaven, as well as several Key Service Centres. An HWRC here would replace the existing ones at Frizington, in Copeland, and at Clay Flatts, in Allerdale, which are now too small or not modern enough to cope with the population demands. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity.

Site Assessment score: ✓ ✓ very positive

AL38 Innovia rail sidings, Wigton

This is a 0.96 hectare site, which has been identified in policy SAP5 for the safeguarding of existing and potential railheads or spurs that are associated with waste or minerals developments.

Considerations

The user of this railhead is a large employer and manufacturing business in Cumbria, which has opted to use sustainable transport for significant volumes of the waste generated in the business, as well as for other materials. The proposal to safeguard this infrastructure arose when an Energy from Waste facility site was also proposed adjacent to the site. That site allocation was not pursued because of flood risk issues, but the safeguarding of the rail infrastructure is still relevant to the Local Plan.

No further work to the railhead or highway accesses in the area are required to enable ongoing use of the facility, and the proposed safeguarding should have no adverse effect on the environment or communities.

Environmental assets

- Wigton Conservation Area lies 190m south
- South Solway Mosses SAC (which is also a National Nature Reserve) is the closest European Wildlife Site at 3.5km north west
- Upper Solway Flats & Marshes SPA/Ramsar and Solway Firth SAC lie 7.8km north west; there are no apparent pathways between AL38 and the SAC, SPA and Ramsar
- Oulton Moss SSSI is the closest at 2.5km north
- UK priority habitat – coastal and floodplain grazing marsh lies 850m north
- Brickworks Pond County Wildlife Site is just over 2km south west
- Old Lane Mill (windmill), Station Road, is the closest Listed Building at 80m to the east, but a number of others lie further away in the Conservation Area
- no Rights of Way on site

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the European Wildlife Sites listed.

Enhancement potential

N/A - existing sidings

Environment Agency flood map zone

Zone 1 – no identified flood risk to the site, which is embanked

Zones 2 and 3 are to the south of the site, and the Wiza Beck, a Main River, flows across this functional floodplain

Lead Local Flood Authority assessment

Minimal surface water flood risk

Electricity North West assets

11kV assets present within development area

United Utilities assets

No assets identified

CAA and NATS⁶ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport 30km radius consultation zone for wind turbine developments – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

- Innovia Films, hazardous substances consent – part of AL38 falls in consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

Landscape Character Area

5b: Lowland - Low Farmland

Sequential approach

Existing facility, within a town

Summary of comments from consultation stages


None

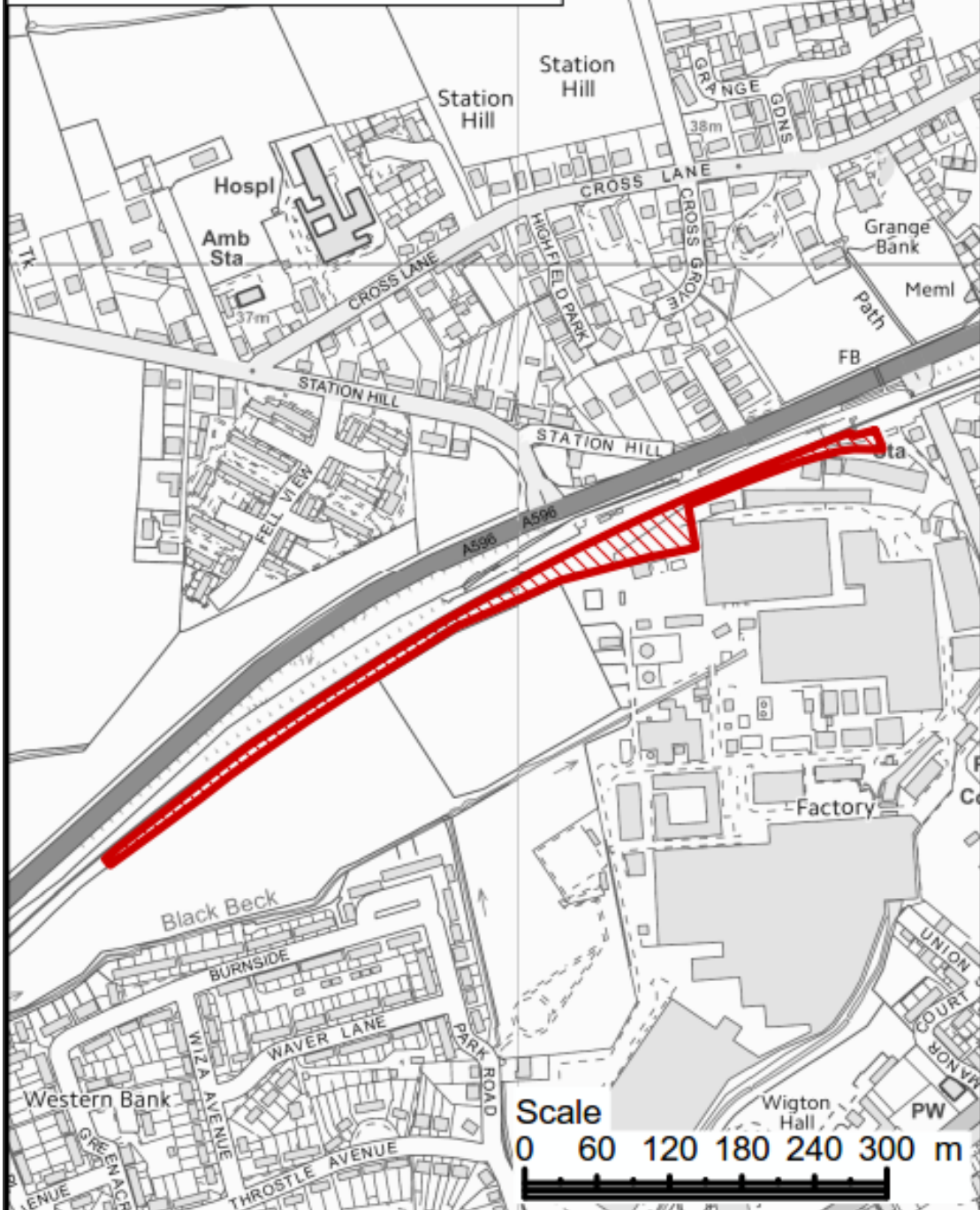
⁶ Civil Aviation Authority and National Air Traffic Services

AL38 - Innovia Rail Sidings, Wigton

Key

MWLP - Site Allocations

 AL38 - Safeguarded Railhead



Scale
1:10000

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SAFEGUARDING SITE SCORING MATRIX AL38 Innovia Rail Sidings, Wigton

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding, operational	✓ ✓
	Access to existing primary road network		
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility	Local road access present, but significant traffic increases will require assessment if associated with development	?
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Brownfield	But no new development proposed	✓ ✓
	Greenfield		
3. Deliverability	No owner objection	Network rail	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified as embanked, but adjacent to functional floodplain	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	n/a no new development proposed	✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	significant number of houses, but existing operational rail siding	X
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing operational site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing operational site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	n/a no new development proposed no landscape designations in the vicinity Landscape character = 5b: Lowland - Low Farmland	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	There are economic benefits from the retention and ongoing utilisation of such a strategic rail asset.	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	n/a no new development proposed	✓
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC17 Historic environment SAP5 Safeguarding of potential and existing railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: None, provided continued use does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.</p>			
<p>Summary of overall assessment: The site is identified as existing rail sidings to be safeguarded for minerals or waste usage. The allocation recognises its existing strategic role and development potential for minerals and waste management facilities. Site Assessment score: ✓ ✓ very positive</p>			

AL39 Silloth Port

The whole of the port area is identified in policy SAP5 to ensure that the existing operational port facility retains the potential to support sustainable transport of minerals and waste. At present the dock principally serves the adjacent milling activity. This allocation is not a proposal for any new development or other additional use.

Considerations

The Port is currently operational and supports local businesses including agricultural and food imports for the adjacent milling activity, but with potential for minerals or waste movements. Any proposals for future development or change of use at the site would need to take account of the existing residential properties within 40m of the port and Allerdale Borough Council's housing allocation in their Local Plan.

Environmental assets

- adjacent to Upper Solway Flats and Marshes SAC and Ramsar designation
- adjacent to Upper Solway Flats and Marshes SSSI
- adjacent to Silloth Dunes & Mawbray Bank SSSI
- Solway Coast AONB around 2.5 km away to the north east
- adjacent to Silloth Conservation Area, which contains a number of Listed Buildings: nearest Listed Building (Grade II) No.s 1-4 consecutive (The Golf Hotel and Kelter) 95m away; to the south, in an open setting, Silloth Convalescent Home (Grade II) is 240m away
- Scheduled Monument (SAM) "palisade ditches, part of Roman frontier defences along Cumbrian coast, Roman camp and road and part of Romano-British field system" is 650m to the north
- SAM Blitterlees (mile fortlet 12), part of the Roman frontier defences along the Cumbrian coast is 800m to the south of the site
- National Cycle Route 72 is adjacent to the site and passes its access road
- Allerdale Ramble and Cumbria Coastal Way (long distance footpaths) pass the site.

The **Habitats Regulations Assessment** will need to consider whether safeguarding of this site would have impacts on the European Wildlife Sites listed above.

Enhancement potential

Existing port site; identified for safeguarding, not development

Environment Agency flood map zone

Zone 1 – majority of site, no identified flood risk

Zone 3 – western side of site partly in Tidal Flood Zone, but this is an existing, operational port

Lead Local Flood Authority assessment

1% probability of coastal flooding along western side of dock areas; minimal risk from surface water flooding

Electricity North West assets

11kV assets present within the development area

United Utilities assets

No assets identified

CAA and NATS⁷ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban and non-agricultural

Landscape Character Area

Sub-type 2d: Coastal Margins - Coastal Urban Fringe

Sequential approach

Under-utilised areas within the Port, at a town

Summary of comments from consultation stages

None

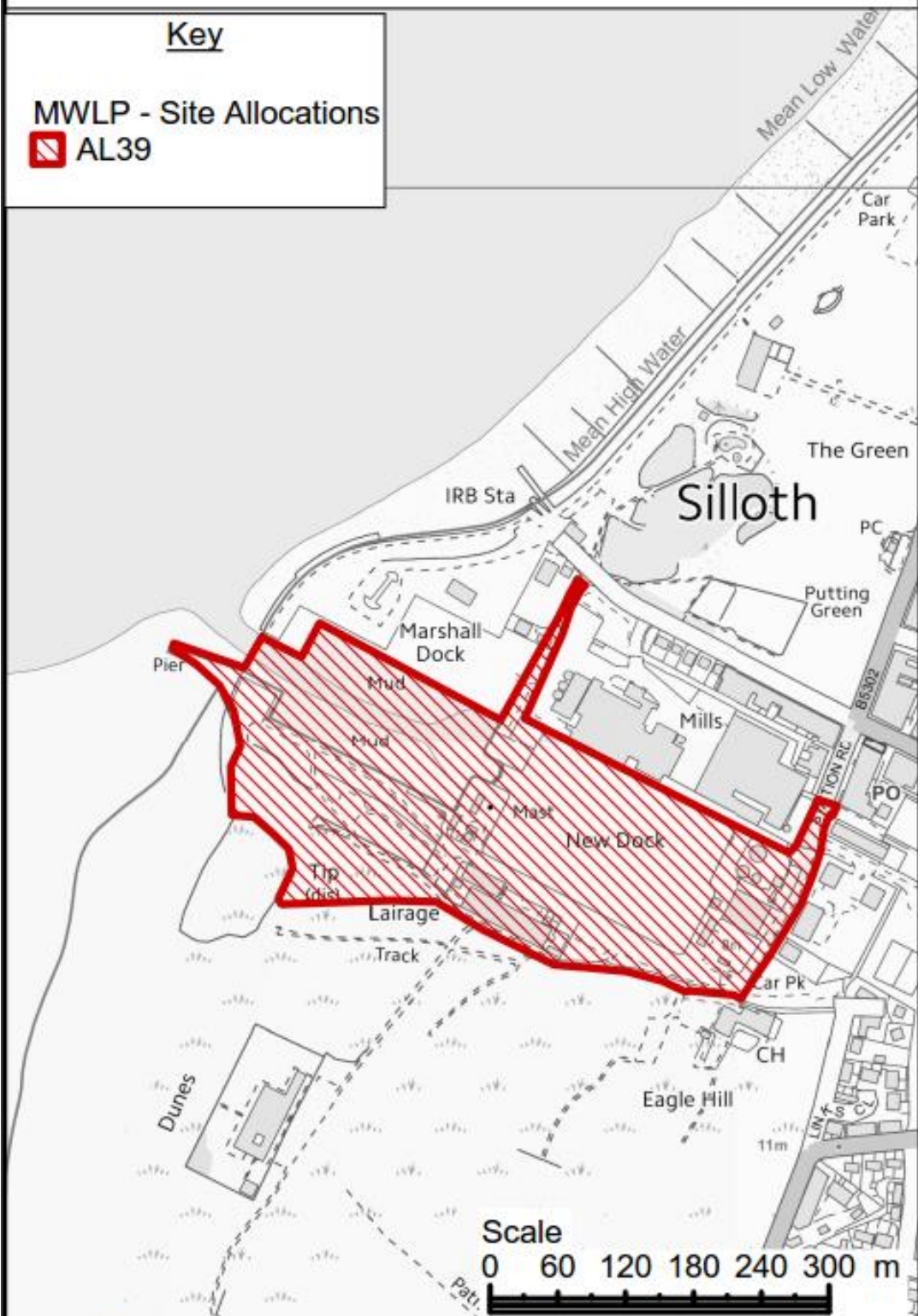
⁷ Civil Aviation Authority and National Air Traffic Services

AL39 - Silloth Port

Key

MWLP - Site Allocations

 AL39



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SAFEGUARDING SITE SCORING MATRIX

AL39 Silloth Port

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies on the urban fringe of Silloth	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		X
	Access to existing primary road network	Linked to the A596 by the B5300/B5301 and B5302	X
	Potential for rail access		X
	Access to proposed primary road network		
	Good local road accessibility	Access to Silloth town via local road network	✓
3. Sequential approach	Previously developed land (brownfield)		
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Already in employment use; in Silloth	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Associated British Ports	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk		
	Zone 2		
	Zone 3a	Flood risk identified, but this is an existing, working port	?
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	n/a no development proposed	
	Conflict likely with other land use	n/a	
7. Co-location potential	Large enough to accommodate more than one facility	n/a – safeguarding port only	
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Closest housing at Station Road (40m) and Lawn Terrace 100m away	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	n/a - no change to existing use and activity proposed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	n/a - any future proposals on the site would need to address potential issues	?
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	n/a - no landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Could enable continuation of port if current uses diminish	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site	✓
	Conflict with safeguarding procedures/zones		
Relevant MWLP policies:			
SP1 Presumption in favour of sustainable development			
SP13 Climate change mitigation and adaptation			
SP14 Economic benefit			
SP15 Environmental assets			
SP18 Monitoring and enforcing planning control			
DC1 Traffic and transport			
DC6 Cumulative environmental impacts			
DC16 Biodiversity and geodiversity			
DC20 The water environment			
SAP5 Safeguarding of potential and existing railheads and wharves			

Mitigation proposals in Sustainability Appraisal:

None, provided continued use does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.

Summary of overall assessment:

The port does have potential to support sustainable transport of waste and minerals and, therefore, should be safeguarded. Any change of use, with potential for increased road traffic to the port, and other adverse impacts would need to be assessed separately. The proposal supports economic objectives and sustainable transport practices.

Site Assessment score: ✓ ✓ positive

BRO1 Lillyhall Industrial Estate, Workington

In accordance with Site Allocations Policy SAP2 Waste management facilities, this estate is identified as a Broad Area for waste management. The Broad Areas are identified in the Local Plan as industrial areas, where waste facilities already exist, where waste arises from existing industries or where waste could be used as a resource; Lillyhall Industrial Estate falls into the first two categories, but opportunities should be explored for developments on site that could use waste as a resource. The identification of Lillyhall as a Broad Area does not imply that all waste management proposals on site would be acceptable, they would be considered against all relevant policies in the Local Plan.

Considerations

Several waste uses are already grouped on the industrial estate, mainly in the Joseph Noble Road area. The suitability of the estate will depend on what new waste uses are proposed, whether these are enclosed facilities, and what biodiversity management is undertaken on the wider site footprint. Modern waste facilities could also provide services for the Lillyhall Business Park, which is located on the other side of the A595 to the industrial estate, and should not have an adverse impact upon it.

Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on areas that may currently support a number of protected species may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

The Alcan Wildlife Area County Wildlife Site (CWS), which is also UK Priority Habitat hay meadows and pastures, lies within the Broad Area. Other CWS in the vicinity are: Oily Johnnies Willow Patch 450m north; Beck Green Meadows 1.5km south; Hayes Castle Meadows 1.8km south west; and Harrington Railway Line 1.1km west. There are three areas of unnamed Ancient Woodland/UK Priority Habitat semi-natural woodland at 1.1km south, 1.25km south east and 1.65km south east, plus Struthers Wood at 1.6km east. The industrial estate is adjacent to the Hen Harrier Protection zone; there are records of badgers, barn owls, otters and slow worms in the vicinity; and the nearest great crested newt records are nearly 8km distant, but there are various nearby water bodies that may support a population.

The **Habitats Regulations Assessment** will need to consider whether development on the site is likely to have adverse impacts on the River Marron, the closest part of the River Derwent and Bassenthwaite Lake SAC, which lies 3km to the east. Although there appear to be no physical pathways between the site and the SAC, airborne pollution may need to be considered.

The closest Listed Buildings are Wythemoor Sough farmhouse, adjoining barn and stable 900m east, and the Church of the Holy Spirit Distington, located 1.15km south. No archaeological work is recommended.

National cycle route 72 lies 500m to the west of the site; a bridleway (public right of way) runs through the site, from the A595 to Gilgarran.

Enhancement potential

Enhancement of general natural habitat, especially along the eastern side of the site; removal of the culvert to recreate the Distington Beck through the site; enhancement of the Distington Beck margins including wider buffer zones; potential for barn owl boxes. Need to consider in relation to the approved restoration scheme for the adjacent landfill site.

Environment Agency flood map zone

Zones 2 and 3 - along Distington Beck, to the south of the former Alcan site

Lead Local Flood Authority assessment

Minimal surface water flood risk, though large expanses of hard surfacing may be more vulnerable without mitigation

Electricity North West assets

33kV and 11kV assets present

United Utilities assets

There is a public sewer at the south east boundary of the estate, which requires a 6m wide maintenance strip and no building or level changes are allowed in the proximity; transferred private sewers may be affected by development

CAA and NATS⁸ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Part Grade 3 - greater than 60% likelihood of Best and Most Versatile land
Part Grade 4 – less than 20% likely that it is Best and Most Versatile land
However, this is an existing industrial site, so is unlikely to be returned to agriculture

Landscape Character Area

Sub-type 5d: Lowland - Urban Fringe

⁸ Civil Aviation Authority and National Air Traffic Services

Sequential Approach

Existing industrial estate with operating waste management facilities

Summary of comments from consultation stages

Investment proposals on the Lillyhall Business Park, which is a strategic regional site and one of Cumbria's largest employment sites, could be jeopardised by further waste management facilities.

Concern that there could be a concentration of waste facilities in the north of the county, which would be contrary to the aim to reduce the need to transport waste.

There are no traffic issues as the estate is accessed off the A595(T) Branthwaite roundabout and Joseph Noble Road - a purpose built industrial access road.

There is good connection to the main highway network, easily accessed by rail and sea by the use of HGV's from Workington using the existing infrastructure. A need for highway improvements if large increase in numbers of vehicles.

This area of Lillyhall already has a specialism in waste treatment; support for gaining EfW that is not able to be recycled; EfW plants need to be built at optimum efficiency, capacity, design and size, to primarily accommodate Cumbrian wastes.

The site was considered suitable, subject to all facilities being under cover or otherwise contained - the most suitable site for EfW.

Protection of water quality may be an issue. Distinguon Beck already experiences some water quality problems from this general area. A habitat survey of the land should be required.

|

WASTE MANAGEMENT SITE SCORING MATRIX

BRO1 Lillyhall Industrial Estate

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 2.5 miles (4km) from Workington town centre; it is also located near waste-producing businesses and industries	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Close to Distington-Parton By Pass	✓ ✓
	Potential for rail access	Rail facilities at Port of Workington within 3 miles; relatively easy access via existing primary road network	✓ ✓
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)		✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; within 5 miles of Workington	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cannot be identified at this stage	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk within site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	On a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Yes, 1.4 hectares	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Housing within 30m of the disused, former Alcan part of the estate	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	But habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential associated with adjacent landfill restoration and Alcan CWS; possible water quality issues re wildlife interest of Distington Beck	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Potential to create or safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site or in vicinity	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC5 Dust
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC8 Renewable energy use and carbon reduction on existing minerals and waste sites
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC19 Flood risk
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site and scope for (and value in) retaining trees on the site; will also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

An existing industrial estate. Well located in relation to the primary road network, and close to the main towns of Workington and Whitehaven, as well as several Key Service Centres. The Coal Authority states that ground stability considerations will be necessary in this area of former mining activity.

Site Assessment score: ✓ ✓ very positive

M6 Land between Overby and High House Quarries, Aikshaw

This is land between two existing sand and gravel quarries and is identified as an Area of Search.

Considerations

The planning permissions for the two adjacent quarries expire in December 2026 and 2021 respectively. The 2014 Cumbria Local Aggregates Assessment (LAA) concluded that sand and gravel extraction in the area was unlikely to be needed within the Plan period; however, the inclusion of the site as an Area of Search provides confidence in the ongoing supply of sand and gravel aggregates beyond the end of the Plan period.

If extraction of the proposed area does not commence until one or other of the existing quarries ceases, traffic movements associated with the development should not increase significantly; however, contributions towards highway maintenance should be considered.

Land appears to be good quality agricultural land that would be removed from productive use during extraction. Landscape impacts would not be expected to increase as a result of this development if the current sites are progressively restored, and the ridge line is preserved, as at present. Any restoration would need to protect landscape quality, distinctiveness and character, including the LGS (formerly RIGS).

All four of the County Wildlife Sites listed below rely to some extent on the water table/water supply from quarry sites being maintained; a hydrology assessment will need to be submitted with planning applications.

Archaeological investigation will be needed, as prehistoric cremation burials were found at Overby Quarry, prior to a previous phase of extraction.

Environmental assets

There are four County Wildlife Sites (CWS) in the area, the nearest being Tarn Dubbs CWS at 700m to the west, which is also a Site of Invertebrate Significance; Hangingshaw Moss CWS, which is also UK Priority Habitat fen, marsh & swamp, 1.1km south west; Cockley Moss and Meadows CWS 1.4km south; and New Cowper Meadow CWS 1.9km south.

Overby Sand Pit Local Geological Site (LGS/RIGS) lies 320m south west.

An area of coastal and floodplain grazing marsh UK Priority Habitat is 700m to the south. The site lies within the important area for geese and swans. Badgers, brown hares and long-eared brown bats have been recorded in the vicinity.

The site is 800m from the Hadrian's Wall World Heritage Site visual impact zone. The closest Listed Building is Bog Farmhouse and adjoining barn, 600m to the east.

The **Habitats Regulations Assessment** will need to consider the risk of contamination of watercourses, leading down to the Upper Solway Flats and Marshes SPA, the Solway Firth SAC and the Upper Solway Flats and Marshes Ramsar, which all lie 4km

to the west. There is no apparent pathway between site M6 and South Solway Mosses SAC, around 7.9km away, to the north east.

Enhancement potential

The restoration scheme could provide significant biodiversity gains, including the provision of woodland, scrub woodland, grassland and hedgerow, but could also continue public footpath links developed in the Overby restoration scheme.

Potential to disturb archaeological assets; currently, any historic environment mitigation of neighbouring sites is being dealt with in their existing planning permissions.

Environment Agency flood map zone

Zone 1 - no flood risk identified

Lead Local Flood Authority assessment

Little or no flood risk

Electricity North West assets

No assets identified – no impact

United Utilities assets

No assets identified

CAA and NATS⁹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 3 - greater than 60% likelihood of Best and Most Versatile land

Landscape Character Area

Sub-type 5b – low farmland

⁹ Civil Aviation Authority and National Air Traffic Services

Sequential Approach

Existing quarries

Summary of comments from consultation stages

General:

- The Area of Search is inappropriate because it appears unlikely that extra reserves will be needed within the Plan period.
- Extension of the quarry is likely to bring further noise and disruption to the local area, which already suffers from problems with quarry wagons on narrow roads; it would be preferable if an extension did not open until one or the other quarries closes.

Traffic:

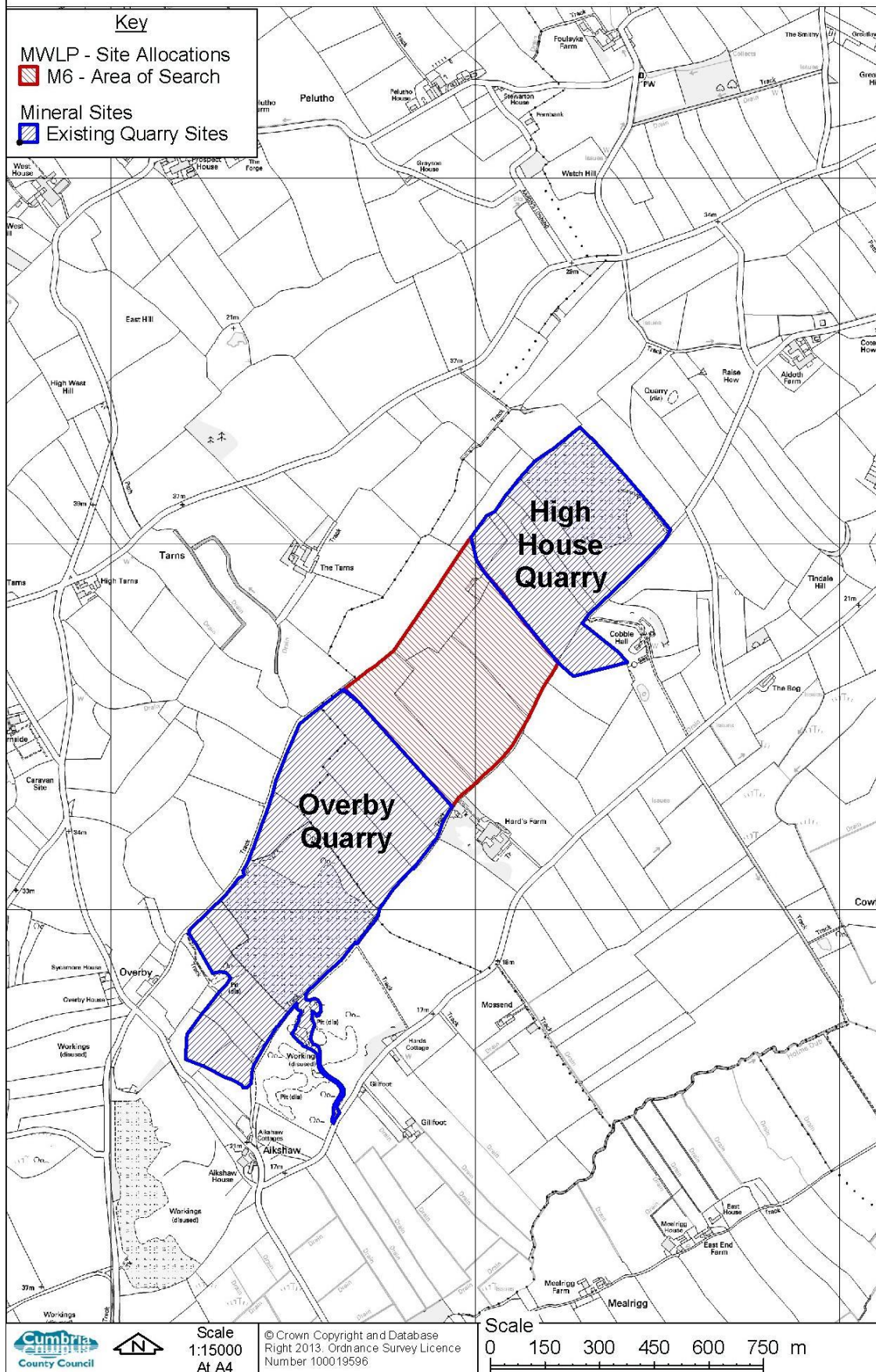
- The local highway system in the area is inadequate to accommodate significant numbers/frequencies of quarry-related traffic; would expect proposals to extend quarrying activities in the locality to be subject to conditions to restrict traffic levels and traffic movements.
- Objections to additional lorry traffic on the B5299 and other environmental impacts including on tourism.
- If there is further physical and time extension of the site, then contributions towards future maintenance of the highway network would be required.

Biodiversity:

- Restoration/creation of Biodiversity Action Plan habitats should be considered.
- The four surrounding County Wildlife Sites rely on water table/water supply being maintained. Main interest is the relationship between the hydrology and the surrounding high value wildlife sites; an assessment of this is required.

Landscape: Operations should not break the ridge line, as this is a locally prominent landscape feature that has been maintained by adjacent sites.

M6 - Overby and High House Quarries, near Abbeytown



MINERALS SITE SCORING MATRIX

M6 Land between Overby and High House Quarries

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Unclassified, B and C roads in vicinity; primary road network over 5km away	X
	Potential for rail access	Nearest railway over 5km away; no primary road network connection available	XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Adjacent, both sides	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	No objection	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Farmland between two operational quarries	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Farm adjacent to southern boundary	X
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	No specific impacts identified, but drainage mitigation measures would be needed to avoid contamination of watercourses flowing into SAC, SPA and Ramsar 4km away	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Part of former quarry workings adjacent to the site is subject to biodiversity/habitat enhancement scheme	✓ ✓
	No impact	Lies within goose/swan important area, unlikely to have adverse impact	
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Hydrology of CWS sites is linked to extraction	X

	Requires compensation measures - direct adverse (site within designated area)	Planning permission on adjacent land required mitigation for prehistoric remains	?
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Hadrian's Wall visual impact zone lies 830m away, on the other side of Abbeytown Ridge Landscape character = low farmland	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued supply of aggregates to the local economy; safeguarding direct jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	None identified	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC3 Noise DC5 Dust DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC17 Historic environment DC18 Landscape and visual impact DC20 The water environment DC21 Protection of soil resources DC22 Restoration and aftercare SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal:</p> <p>Provided the site is only worked progressively, once one or both of the currently operational sites have closed or completed a permitted phase, mitigation should be the same as that provided for the existing workings. This is assumed to include use of buffering, bunding, visual screening, noise suppression on compressors and other equipment, wheel washing and dust suppression during dry periods, etc. Specific mitigation will be needed to deal with impacts on Hards Farm, which lies beyond the south east edge of the allocation.</p>			
<p>Summary of overall assessment:</p> <p>Remaining sand and gravel resources between two quarries on the Abbeytown Ridge. Uses small local roads to link to primary road network. Development would prolong, but not significantly increase current impacts, including traffic, if it only commences once one of the existing quarries ceases extraction.</p> <p>Site Assessment score: ✓ positive</p>			

M24 Derwent Howe Slag Bank, Workington

The slag bank is constructed of industrial waste that was tipped along the coast when the town's iron and steel works operated from the area. The slag is a silica by-product of the iron from the blast furnaces. The last blast furnace in the area closed in 1981.

The slag bank is allocated as a Mineral Safeguarding Area (MSA) under policy SAP4; this does not pre-suppose that all of the resource will be extracted or any other development will be undertaken at the site. The allocation covers a larger area than the current quarry for secondary aggregates, which has operated on this slag bank together with inert landfill and recycling, since the early 1990s. The planning permission expired on 31 October 2016 and a restoration scheme is being prepared.

Considerations

The allocation contains a very large potential resource of secondary aggregate, which could, if utilised, substitute for primary aggregate extraction. However, recognition also needs to be given to the role that Derwent Howe plays as a community (recreational) resource and the contribution it makes to the local seascape character, in both operational and restoration phases. Any development/safeguarding of the slag bank should not prejudice the redevelopment of the adjacent former Corus Steelworks site for housing.

Coastal erosion, especially near the current quarry access is being addressed through use of rock armour. A safeguarding allocation does not, of itself, permit further development. It should not compromise – and ideally improve on – existing agreements to restore the site.

Environmental assets

It is highly likely that the Small Blue butterfly, an endangered species on the UK Biodiversity Action Plan, has moved into part of the site. The site is also known locally for its skylark population. UK Priority Habitat designated as “Coastal habitats above high water” occupies the western fringe of the site. The River Derwent SSSI and River Derwent and Bassenthwaite Lake SAC lie 2km to the east. Siddick Ponds SSSI/Local Nature Reserve (LNR), which is also fen, marsh and swamp UK Priority Habitat, is 1.6km north. Harrington Reservoir LNR County Wildlife Site (CWS) is 1.5km to the south, and Oldside CWS is 1.5km to the north.

The **Habitats Regulations Assessment** will need to consider potential indirect adverse impacts related to possible contamination of the River Derwent and Bassenthwaite Lake SAC, downstream of the SAC boundary.

The closest Conservation Area, St Michael's, lies 900m east of the site. Workington Hall, Registered Historic Park and Gardens, lies 1.7km east. Workington Bridge, Listed Structure, is 2km east.

The site is adjacent to the Cumbria Coastal footpath, which runs along the brow of the slag bank.

Enhancement potential

Significant wildlife habitat enhancement could be created in the current quarry site, protecting Small Blue butterfly on the slag bank, enhancing habitat for Small Blue butterfly within this corridor along the north west coast and linking to the population on the old Corus site to the east of Derwent Howe. Any future work should aim to restore species-rich grassland, with native shrubs in sheltered areas, with an emphasis on restoration for butterflies and birds. Restoration may be very long term.

There are historic records (most recently 1987) of natterjack toads in the area; Herpetological Conservation Trust information is that these are now extinct. Consultation with Natural England and the Herpetological Society is recommended. There are currently no plans to reinstate the population, since there are no links to other populations.

There are numerous archaeological remains on the site and in the vicinity. Evaluation and subsequent mitigation/interpretation would be required.

Environment Agency flood map zone

Zone 1 – little or no flood risk

Zones 2 and 3 - adjacent; the slag bank provides sea defence

Lead Local Flood Authority assessment

1% probability of coastal flooding on shoreline; minimal risk from surface water flooding

Electricity North West assets

11kV assets present within development area

United Utilities assets

There is a public sewer passing through the site, requiring a 10m wide maintenance strip and no buildings or level changes in the proximity. Existing sewerage flooding issue in the area; the Council needs to ensure that the development does not exacerbate the issues and/or transfer the problem to another location.

CAA and NATS¹⁰ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified on site. There are several companies nearby with hazardous substances consent; the closest is 100m away. The British Steel Spur gas pipeline lies 220m away. The West Cumbria Coalfield consultation area is adjacent, off shore. It is considered unlikely that the site will be impacted by these safeguarding zones.

¹⁰ Civil Aviation Authority and National Air Traffic Services

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

Landscape Character Area

Urban

Sequential Approach

Historic secondary aggregates extraction

Summary of comments from consultation stages

Planning permission has been granted for a substantial mixed residential and commercial development to the south, on the old Corus Steel site. Aggregate extraction would need to be phased to complement the phasing of that development in the interests of residential amenity. There is potential for similar development to the north at Port Derwent, including a possible marina, where similar issues could arise.

The rate of extraction could be an issue; at current rates it would take many years involving long term impacts. An increased rate of extraction could raise issues of amenity, traffic and infrastructure.

Restoration would need to be at a suitable standard for different types of subsequent developments and for coastal protection, recognising the need to protect landscape quality, distinctiveness and character.

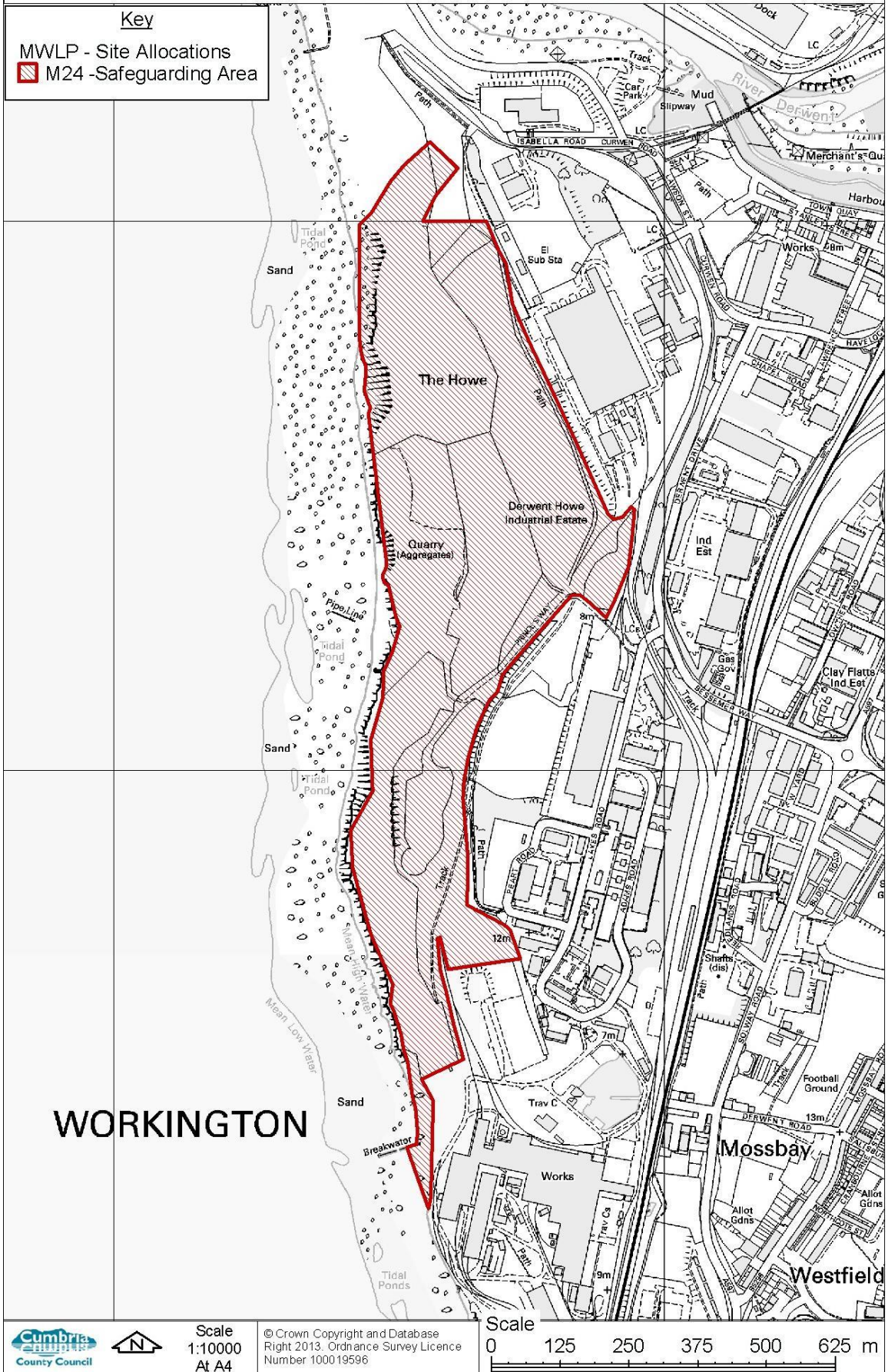
There are concerns about the deliverability of any extraction that may be proposed and the Mineral Safeguarding Area cannot be supported without further information.

There is good access to the site via rail and sea, but all bar one road is via residential areas, so any traffic volume increase would have major implications.

Would not wish this proposed allocation to constrain the redevelopment of the former Corus Steelworks site; the area is identified within the North West and Cheshire Shoreline Management Plan as a 'no active intervention' zone, therefore, natural erosion of this section of coastline will occur, which may impact on the viability of this allocation.

Immediately to the south of this identified Minerals Safeguarding Area, lies the former Corus Steelworks site. Given that the redevelopment of the Corus site is an important brownfield regeneration priority for the area, Allerdale Borough Council would expect that any development/safeguarding of the slag bank should not prejudice the redevelopment of the former Corus Steelworks site.

M24 - Derwent Howe Slag Bank, Workington



MINERALS SITE SCORING MATRIX

M24 Derwent Howe slag bank

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	All bar one road is via residential areas	X
	Potential for rail access	Close to rail facilities near the centre of Workington	?
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Historic secondary aggregate extraction	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	No objection received	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	Part of site important for protection against coastal flooding	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use		
	Conflict likely with other land use	Regeneration initiatives suggested in the vicinity	?
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	94 properties	XX
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	Potential for a restoration scheme to enhance butterfly habitats, including UK priority species (Small Blue)	✓ ✓
	No impact		
	Indirect adverse (site outside designated area)	Drainage mitigation measures would be needed to avoid contamination of the river, downstream of the SAC boundary	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)	Small Blue butterfly now likely to be established within the site, expanded or continued extraction risks direct adverse impacts	X

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Could safeguard direct jobs but have impacts on regeneration initiatives	?
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	There are several companies nearby with hazardous substances consent; the closest is 100m away British Steel Spur gas pipeline 220m West Cumbria Coalfield consultation area is adjacent, off shore Unlikely that the site will be impacted by these safeguarding zones	✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare DC3 Noise DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC15 Minerals safeguarding DC16 Biodiversity and geodiversity DC17 Historic environment DC18 Landscape and visual impact DC20 The water environment DC22 Restoration and aftercare SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal:</p> <p>Restrict the area under working at any one time to limit the scale of on-site (e.g. dust blow-off risk) and off-site (e.g. visual and traffic) impacts. If not already in place, agree a boundary to the area for future extraction to provide a buffer between the area being worked and adjacent land uses and receptors, and to ensure that the viability of the western side of the site for coastal defence is not compromised.</p>			
<p>Summary of overall assessment:</p> <p>A considerable resource of secondary aggregate, which has been supplying a concrete block works, and could reduce pressure on primary land won aggregates. Some negative impacts of ongoing extraction and inert landfilling, and impacts on any neighbouring regeneration initiatives and recreation areas are uncertain. A Minerals Safeguarding Area.</p> <p>Site Assessment score: ✓ positive</p>			

OTHER SITES IN ALLERDALE THAT HAVE BEEN CONSIDERED

AL5 St Michael's Park, Workington

Reason for withdrawal: This site was removed from the list because it was not deliverable; it was purchased for other development.

AL12 Derwent Howe, Workington

Reason for withdrawal: The existing road infrastructure is inadequate and would require improvement. Although the site identified is around 3.8ha, the developable area would be less. Not a preferred site for waste management facilities.

Summary of comments from consultation stages

Objection because Derwent Howe is the focus of an ongoing regeneration scheme; to allocate a waste management site there could interfere with or have a negative impact on future developments.

The current wildlife interest of the land is unknown. There are historic records (most recently 1987) of natterjack toads in the surrounding areas; Herpetological Conservation Trust information is that these are now extinct. Consultation with Natural England and the Herpetological Society is recommended. There are currently no plans to reinstate the population, since there are no links to other populations, and because of the developed nature of this land.

The surveys in May-June 2009 of the old Corus site to the east of Derwent Howe, identify a very significant Small Blue butterfly population of County Wildlife Site quality (475 individuals seen at one time on circa 3ha). The Derwent Howe site may well support its own population, but also may provide an opportunity for enhancement. Derwent Howe is known locally for its skylark population.

The existing road infrastructure leading to the site is inadequate and the increase in vehicles this proposal could generate would necessitate major improvements to the highway network in this area of the town. Rail access could be achievable, as could access via the Port of Workington; however, the highway access would require junction improvements with Bessemer Way, possibly in the form of a roundabout. This proposal would be likely to have a major impact in this area of the town.

Environmental assets

Workington Hall – Registered Historic Park and Gardens is within 1.8km of the site. Information is required on the extent of modern disturbance at the site, which may require some archaeological mitigation. A public footpath runs along the western edge of the site.

Enhancement potential

There may be restoration or landscaping potential for enhancement of habitat for Small Blue butterfly within this corridor along the north west coast.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Urban

Sequential approach

A brownfield site at a town

AL17 Solway Road, Workington

Reason for withdrawal: The County Council held a public consultation in early 2012 on its HWRC policy. Due to the economic recession and austerity measures, it was decided that only those HWRCs that needed replacement would be developed.

General

This site was identified in the Minerals and Waste Development Framework Site Allocations Policies, for replacing the nearby Clay Flatts Household Waste Recycling Centre, which is too small for the facilities that these are now expected to provide. There were concerns that development of the site could prejudice regeneration initiatives in this part of Workington; Development Control and Regulation Committee deferred a decision on a planning application for that reason.

It is not considered that an HWRC would adversely affect the nearby retail developments; by bringing people past them, it could be a benefit. It is also not considered that it would prejudice the recently approved regeneration scheme for nearby land.

Summary of comments from consultation stages

The site is the most suitable one for replacing the Clay Flatts HWRC.

Network Rail would need to be consulted on planning applications for this site.

A site known to have the Small Blue butterfly, a declining UK species that is rare in Cumbria. If this site is to be considered, mitigation to ensure the survival of the Small Blue will need to be put in place.

A planning application was submitted for the HWRC on this site but it was not determined, pending clarification of potential impacts on the regeneration of the area. If the site is not used for an HWRC, it should be allocated as employment land.

The site is too near retail developments.

There is a public wastewater main at the eastern boundary, which requires a 10m wide maintenance strip and no building or level changes in the proximity.

Environmental assets

Workington Hall – Registered Historic Park and Gardens is within 1.9 km. A public footpath crosses the northern end of the site. No archaeological work is recommended.

Enhancement potential

Minor general habitat enhancement works possible, linked to the railway.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Urban

Sequential approach

Brownfield site in a town

AL19 Silloth Airfield, East Causewayhead, Silloth

Reason for withdrawal: This particular site, with an area of around 1.5ha, was put forward for built waste management facilities, but is considered to be too small. There are planning permissions elsewhere on this former airfield, for green waste composting, In-Vessel Composting for food wastes and for inert waste recycling. There may be other opportunities, so the assessment has also looked at the whole airfield area. It is considered to be too remote from main sources of waste arisings and from the primary route network - this is not a preferred site.

Summary of comments from consultation stages

The site is acceptable, especially as it would provide waste management facilities in north Allerdale.

Otters frequent Causewayhead Beck on the other side of the road. A significant increase in traffic may result in an increased risk to otters and some form of mitigation to address this should be incorporated into any scheme.

There would be limited potential for pollution of Causewayhead Beck, which is 1.1km from the Solway SSSI/SAC/SPA/Ramsar site. Skinburness Marsh on the coast is also a Site of Invertebrate Importance and a Natterjack Toad Site, which extends slightly further inland than the nationally designated sites, but still no nearer to AL19.

This site is considered to be the least appropriate with regards to accessibility and highway safety. It has an inappropriate vehicular access in relation to visibility onto the B5302 and the general road network surrounding the site is unsuitable for a major increase in heavy traffic.

The site has poor access, which is through a farm, and is also used as access for two other properties. The north end of the runway, which is already used for waste management purposes, would be preferred.

Environmental assets

The Solway Firth SAC, Upper Solway Flats and Marshes SPA, Upper Solway Flats and Marshes Ramsar, Solway Flats and Marshes SSSI and Solway Coast AONB are adjacent to the site. It is within the Visual Impact Zone of the Hadrian's Wall World Heritage Site. Silloth and Mawbray Bank SSSI is within 1.3 km.

National Cycle Route 72 is adjacent to the site.

No archaeological work is recommended.

Enhancement potential

Depending on the scale of development, there does not appear to be much potential for habitat enhancement, except for use of native species in a landscaping scheme.

Flood map zone

Partially in Flood Zones 2 and 3

Safeguarding

Within Silloth Technical Site Safeguarding Area (consult MoD) and HSE Safeguarding Area (CARR Fertilizer Ltd.)

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

Brownfield, at a Key Service Centre

AL29 Auction Mart, Cockermouth

Reason for withdrawal: The County Council held a public consultation in early 2012 on its HWRC policy. Due to the economic recession and austerity measures, it was decided that only those HWRCs that needed replacement would be developed.

General

This site was identified for an HWRC for Cockermouth if the municipal waste management partnership decided that one should be built. There is no Household

Waste Recycling Centre in this part of the county; the nearest ones are at Workington and Frizington. This site at the Auction Mart has good road access and is appropriate in other respects.

Summary of comments from consultation stages

An earlier objection to a nearby site by the land owners - not now relevant.
One letter of support.

Environmental assets

Oakhurst Wood Ancient Woodland, which is also UK Priority Habitat semi-natural woodland, is 330m away; River Derwent and Bassenthwaite Lake SAC and SSSI 420m away; Lake District National Park boundary 1.2km; Scheduled Ancient Monument of a Romano-British farmstead is 860m; Cockermouth Conservation Area 300m; the closest Listed Building, Double Mills at Cockermouth, is 690m; Dubbs Moss and Grassland County Wildlife Site, which is also a Cumbria Wildlife Trust Nature Reserve, is 830m; Scales Farm Tarn CWS 1.3km; Randle Cross Roadside Verge CWS 1.6km; and potential great crested newt habitat is 1.3km.

Enhancement potential

A constrained site with limited potential. If the site could be enlarged, there would be greater potential, such as hedgerow planting on the boundaries.

Flood map zone

No flood risk identified

Safeguarding

Within consultation area for Dean Cross DVOR Technical Site (1)

Agricultural Land Classification

Grade 3 - less than 20% likelihood of Best and Most Versatile land

Sequential approach

Brownfield, at a Key Service Centre

AL30 Innovia, Station Road, Wigton

Reason for withdrawal: The main constraint appears to be that the land is within the functional floodplain. A detailed flood risk assessment would be needed to show whether it can be developed; because of this uncertainty the site has not been taken forward.

General

This site was suggested by the company for an Energy from Waste plant. It wished to generate some of its own, very high energy requirements for manufacturing polyethylene and polypropylene.

It is considered that the issues raised in the consultation responses could be addressed at the detailed planning application stage. Access issues would be a consideration, but there is an existing rail siding within the site.

The previous **Habitats Regulations Assessment** concluded that this site would not have impacts on the South Solway Mosses SAC, but that a flood risk assessment may need to assess potential impacts on the more distant SAC and SPA on the Solway Firth.

Summary of comments from consultation stages

No Energy from Waste plants should be permitted.

Support gaining energy from waste that is not able to be recycled.

EfW plants need to be built at optimum efficiency, capacity, design and size, to primarily accommodate Cumbrian wastes.

This site needs surveying as there may be wildlife interest. There are records for common lizards and otters on the site. Otters have been recorded on the beck circa 300m east, but the industrial estate seems to have broken the stream corridor - need to check if this is open or culverted. The presence of these sensitive/protected species is not necessarily a barrier to allocation or development, but needs to be taken into account and the developer would need to be aware of the presence of protected species and the need for mitigation.

Objection to this site being put forward for waste management, as a preferred site over Lillyhall and Bennett Bank.

The site was considered acceptable in principle, subject to no adverse impact on the local community in terms of traffic movements, odour and noise nuisance.

This would be an ideal site if the road infrastructure could be improved. There is no easy access to the site by road - the only access is via the Innovia entrance - though the site itself is very close to the A596. Rail links could be easily achieved as there is already a rail siding leading into this area. The highway authority stated that access would need to be improved.

English Heritage considers that the impact on the setting of the Conservation Area will need to be assessed and mitigated, and that advice should be sought on archaeological mitigation and interpretation of the Roman remains.

United Utilities commented that there is a trunk water main passing through the site, requiring a 5m wide maintenance strip and no building or level changes in the proximity.

The Environment Agency commented that the site is located either in close proximity to groundwater abstractions or within a defined groundwater source protection zone. This will place greater emphasis on the pollution control measures for the site.

Environmental assets

Brickworks Pond County Wildlife Site lies 1.95km away. The closest area of UK Priority Habitat - coastal and floodplain grazing marsh - lies 950m north of the site. From the

Key Species records information, Grayling and Wall butterflies, kingfishers and whiskered bats are in the locality, and great crested newts are recorded at around 1.5km distance.

The Wigton Conservation Area lies within 240m. There is potential for Roman remains at the site, for which mitigation could be required.

Enhancement potential

Generally, there seems to be a dearth of recognised wildlife features in the Wigton area. This site may have scope for significant enhancement, e.g. great crested newt ponds and perhaps in relation to otters and reptiles generally. There is also potential for enhancement of the site margins, and along the beck, by hedgerow creation.

Flood map zone

Within zone 3b, the functional floodplain

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Urban

Sequential approach

Brownfield at a Key Service Centre

AL31 Lillyhall landfill site, Workington

Reason for withdrawal: Assessment of the landfill requirements in 2010 suggested that that no additional landfill capacity was required until 2028. The 2014 Waste Needs Assessment took into account that the existing Lillyhall landfill site has a planning permission that does not expire until 2029, and confirmed that no additional capacity was likely to be required within the Plan period. A further site was also identified for additional landfill capacity within the footprint of the present planning permission; this is not included in the site allocation and such information will be kept under review.

General

The current planning permission provides approximately one million cubic metres of remaining landfill capacity. There is also potential for additional capacity for non-inert wastes within the footprint of the permission's landfill area.

Summary of comments from consultation stages

If such an increase in landfill capacity is justified, then this site should be acceptable, subject to environmental impact assessment. There would be concern over the possibility of intensifying the infamous 'Distington Pong'. Any proposals should take the concerns of local residents under serious consideration.

Alternatives to the Lillyhall and Distington landfill sites should be explored.

There was concern about the adverse impact that additional landfilling could have on the development of nearby industrial land.

There would be objections to continuing with two adjacent landfills (Lillyhall and Distington). There was agreement with the Lillyhall option, with the proviso that there are satisfactory controls on operations to prevent any more problems with the "pong".

This site has good connection to the main highway network. It could easily be accessed by rail and sea, by the use of HGV's from Workington, using the existing infrastructure. If there is to be a large increase in numbers of vehicles, there would be a need for highway improvements in some areas. As this site is near to the A66 trunk road, the Highways Agency may also have an interest.

In April 2011, the site was granted a permit by the Environment Agency to dispose of High Volume Very Low Level radioactive Waste (HV-VLLW). The site operator and their commercial partner, seeking to develop new routes for HV-VLLW to commercial landfill, believe that the County Council should regard Lillyhall as a deliverable disposal solution, and identify the site for VLLW disposal.

Environmental assets

The Alcan Wildlife Area County Wildlife Site, which is also UK Priority Habitat hay meadows and pastures, lies 775m away, Wythemoor CWS is 1.5km; and the Oily Johnnies Willow Patch CWS is 500m. There is an extended area of Ancient Woodland/UK Priority Habitat - semi-natural woodland - the closest point of which is 850m from the site. The site is adjacent to the hen harrier sensitive area; there are records of otters and reptiles in the locality; there may also be great crested newts. There is a bridleway adjacent to the site.

Information may be required on the extent of modern disturbance at the site, which may require some archaeological mitigation to be considered. The closest Listed Buildings - a farmhouse and associated buildings at Wythemoor Sough - are some 410m from the site boundary, on the other side of a tree belt.

Enhancement potential

The restoration scheme for the landfill is intended to provide botanically rich amenity grassland associated with woodland planting and new footpaths.

Since this is part of the hen harrier sensitive area, any restoration measures to restore to rush pasture would be beneficial. In addition, restoration to species-rich grassland across the range of dry to wet conditions, plus linked woodland areas would be beneficial. Very small mosaics of woodland and grassland would probably preclude hen harrier use and should, therefore, be avoided on the eastern side of the site.

Flood map zone

No identified flood risk

Safeguarding

No identified safeguarding issues

Agricultural Land Classification

N/A - the restoration scheme for the existing landfill provides species-rich amenity grassland and tree planting

Sequential approach

An existing landfill permission at a town

AL34 Part of former Alcan Complex, Lillyhall

Reason for withdrawal: There was some confusion over the ownership of this site and whether it could be released or sold for waste management proposals. Deliverability uncertain, so no site allocation was appropriate, especially since the number of waste sites required has been clarified.

General

This site is part of an empty complex of large factory buildings. It was identified for waste management facilities at a time when a significant number of developments were proposed, including for municipal waste management. . The site was considered for a waste transfer/bulking station and recycling facilities.

This site is well located for the road network and sources of waste arisings. It is considered that it can be redeveloped, or buildings re-used, without adverse impact on the business park and could provide services for it. The identified site includes land within the County Wildlife Site; activities outside existing buildings would need to be carefully controlled to avoid adverse impacts. In addition to water quality improvements, development could provide an opportunity to clean up contaminated land.

Summary of comments from consultation stages

Support for the site's use.

Good accessibility of the site by rail and sea via HGV's; access to the site would only be considered via Pittwood Road on the Lillyhall estate; if there were a large increase in traffic, there would be a need for highway improvements; and the Highways Agency may have an interest.

Environmental assets

Approximately one third of the proposed area overlaps the Alcan Wildlife Area County Wildlife Site (CWS), which is also hay meadows and pastures UK Priority Habitat. The CWS has a notable amphibian population.

The site is around 1.3km from the Harrington Railway Line CWS. There are two areas of un-named Ancient Woodland at 1.1km and 1.2km distance, which are also semi-natural woodland UK Priority Habitat. The site abuts the hen harrier sensitive zone. Distington Beck is frequented by otters.

Cycle route 72 runs close by the site.

Enhancement potential

A preliminary assessment is needed to determine the impact of a development in this location on the interests of the County Wildlife Site. This will inform measures necessary for its protection/enhancement, such as additional ponds, improved management, etc. Cleaning up contaminated land may benefit water quality.

There are industrial remains on the site, so some archaeological mitigation measures may be required.

Flood map zone

Part of the site falls within flood zone 2

Safeguarding

The site falls within both the Workington to Whitehaven and the Workington to Winscales gas pipeline safeguarding areas

Agricultural Land Classification

Grade 4 - however, the site is part of an industrial complex, with some contamination issues, so is unlikely to be returned to agriculture

Sequential approach

Part of an empty industrial complex

AL35 Risehow Industrial Estate, Flimby

Reason for withdrawal: Previous proposals to develop additional and replacement Household Waste Recycling Centres have been dropped due to austerity measures.

General

The site was proposed as a replacement for the existing Household Waste Recycling Centre for this part of Cumbria is at the Glasson industrial estate in Maryport. Regeneration initiatives for that industrial estate had been thought to require the HWRC to be relocated.

Summary of comments from consultation stages

It would be detrimental to the present use.

Any harmful impact upon the setting of the listed Flimby Cottage will require mitigation.

There may need to be highway improvements on the A596, depending on proposed traffic levels.

The allocation is supported only if a replacement for the Glasson, Maryport HWRC is required.

There is a 3 inch water main feeding into the site.

Environmental assets

Flimby Great Wood Ancient Woodland, which is also UK Priority Habitat semi-natural woodland, is 200m away; Flimby Great Wood County Wildlife Site (CWS) 330m; Siddick (Flimby Coast) CWS 600m; Ewanrigg Wetlands CWS 660m; Hen Gill Wood Ancient Woodland 670m; The Arches (Ewanrigg) CWS 1.3km; Broughton Moor Ponds CWS 1.7km; Field Near Broughton Moor CWS 1.8km; Eagle Gill CWS 1.9km; and Broughton Moor Pond (2) CWS 2km.

The site lies within the Small Blue butterfly potential zone and is 740m from the Great Crested Newt potential site zone.

The closest Listed Building to the site is Flimby Cottage, around 570m away; the closest Scheduled Ancient Monument is a Romano-British settlement at Ewanrigg, around 950m away; and Maryport Conservation Area lies 1.7km away.

There is a public footpath to the east of the site. Cycle route 72 passes the entrance to the industrial estate.

Enhancement potential

A constrained site, with limited potential. Some measure of habitat enhancement would be beneficial, even if it is hedgerows and trees.

The main enhancement opportunity is to strengthen the wildlife corridor on the northern edge of the site with grassland/woodland/hedgerow, and also along the eastern side of the site (considering links to the Ancient Woodland). In addition, the Small Blue butterfly and its requirements should be considered.

Flood map zone

No identified flood risk

Safeguarding

Falls within the Dean Cross DVOR Technical Site (1), but is unlikely to cause an impact

Agricultural Land Classification

Urban

Landscape Character Area

Sub-type 5a – ridge and valley

Sequential approach

Brownfield, within 5 miles of a town

AL36 Glasson Industrial Estate, Maryport

This site was considered for possible replacement of the existing, nearby Maryport HWRC.

Reason for withdrawal: This site is close to Maryport Conservation Area and its Listed Buildings, and the heavy traffic that would be generated by the HWRC would have significant adverse impacts on these assets.

Environmental assets

This site falls within the Small Blue butterfly potential zone.

Maryport Harbour SSSI lies 225m away; Flimby to Maryport Coast County Wildlife Site (CWS) 300m; Ewanrigg Wetlands CWS 580m; The Arches (Ewanrigg) CWS 740m; UK Priority Habitat - coastal habitats above high water - 890m; Hen Gill Wood Ancient Woodland, which is also UK Priority Habitat - semi-natural woodland - 1.2km; Maryport Foreshore Regionally Important Geomorphological Site 1.5km; Siddick (Flimby Coast) CWS 1.5km; Flimby Great Wood CWS and Ancient Woodland 1.7km.

Maryport Conservation Area lies 100m away; the closest Listed Building (the Station Hotel) 120m; the closest Scheduled Ancient Monument (SAM), which is Castle Hill Motte, lies 280m away; and SAM Romano-British settlement at Ewanrigg is 550m. Hadrian's Wall World Heritage Site Visual Impact Zone is 1.3km away. Solway Coast AONB lies 1.3km away, across the town.

National Cycle Route 72 lies 400m away.

Enhancement potential

A constrained site with limited potential

Flood map zone

Partially within the Functional Flood Plain, Zone 3 and Zone 2

Safeguarding

Site falls within Dean Cross DVOR Technical Site (1) safeguarding zone

Agricultural Land Classification

Urban

Sequential approach

Brownfield site at a Key Service Centre

M28 Broughton Moor, Great Broughton

Reason for withdrawal: This site of the former Royal Naval Armament Depot, also known as Derwent Forest, was put forward for consideration as an Area of Search for shallow coal resources. The Local Plan does not include any Areas of Search or

Preferred Areas for coal extraction, and Allerdale and the County Council (the site owners) have eliminated the possibility of coal extraction prior to a current regeneration scheme.

General

This site is within an area of shallow coal resources identified by the British Geological Survey and is, accordingly, within proposed Cumbria-wide Mineral Safeguarding Areas under policy SAP5. This would be relevant if the site owners were to amend their position.

Environmental assets

This site is around 550 metres from the River Derwent and Bassenthwaite Lake SAC and the River Derwent and Tributaries SSSI. Camerton Wood and Bottom Wood Ancient Woodlands, semi-natural woodland UK Priority Habitat and Ribton Hall CWS are within the site; an adjacent field is an un-named CWS and Broughton Moor Ponds CWS is across the road from the site. Broughton Moor Ponds (2) CWS is 820m away, Israel Gill CWS is around 280m from the site, Flimby Great Wood CWS 500m and Flimby Great Wood Ancient Woodland 500m. Much of the site consists of open mosaic habitats on previously developed land UK Priority Habitat.

Great crested newts have been recorded at Broughton Moor Ponds CWS, Ribton Wood Pond and also Flamriggs Gill Ponds within the site. Red squirrels are known to frequent the area. There are also records for bats (common pipistrelle and Daubenton's), barn owls, reptiles and breeding, possibly over-wintering, birds.

There are public footpaths on north and south west boundaries and cycle route 71 is on the southern boundary.

Enhancement potential

This is the largest area of brownfield in the UK and is a site with existing environmental assets and considerable potential in a restoration scheme. The site has been earmarked for a major regeneration scheme. Development of this site will require significant protection, mitigation and compensation measures to be in conformity with the regional and national biodiversity policy and legislation.

Further recording of Broughton Moor's industrial/defence heritage is recommended.

Flood map zone

No flood risk identified

Safeguarding

The site is within the safeguarding area for Dean Cross DVOR technical site and the Bothel to Seaton gas pipeline

Agricultural Land Classification

Grade 6 - non-agricultural land

M32 Goodyhills, Aikshaw, Aspatria

Reason for withdrawal: Not needed within Plan period.

General

This is part of an Area of Search that was shown in the original Minerals and Waste Local Plan (1996-2006). It was put forward for consideration as a Preferred Area or Area of Search for sand and gravel in the Site Allocations Policies. It falls within a proposed Mineral Safeguarding Area. It is considered unlikely that additional reserves of sand and gravel will be needed within the Plan period because of recent planning permissions for Overby and High House quarries. Land between those quarries is proposed as an Area of Search (M6), but unlikely to be needed within the Plan period.

Environmental assets

This site is adjacent to Hangingshaw Moss and Cowgate County Wildlife Sites (CWS); 45m from Tarn Dubbs CWS; 260m from the Hadrian's Wall Visual Impact Zone; 500m from Overby Sandpit Regionally Important Geomorphological Site (RIGS); and 1km from New Cowper Meadows CWS. A public footpath crosses the site.

Enhancement potential

In restoration schemes

Flood map zone

No flood risk identified

Safeguarding

The site is within the safeguarding area for Dean Cross DVOR Technical Site (1)

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

M33 Moota Quarry, near Cockermouth

Reason for withdrawal: This site is already operational for limestone extraction, and an additional area was proposed as an Area of Search. A planning application for an additional area of reserves has been approved subject to a legal agreement, which was close to finalisation at the time of writing this report.

Environmental assets

The Area of Search lies adjacent to the Moota Quarry Regionally Important Geomorphological Site (RIGS). The Clints Crag and Thackray Wood RIGS lies 1.6km away; this adjoins the Park Wood Isel RIGS, which is also Park Wood Ancient Woodland, UK Priority Habitat semi-natural woodland and Park Wood Isel site of invertebrate significance, lies 2km away.

The Lake District national park is 125m away, on the other side of the A595 road. The Moota Outcrop County Wildlife Site (CWS), which is also an area of UK Priority Habitat hay meadows and pastures, lies 445m away; the Allison House Fields CWS is 1.2km; Ellers Wood CWS, which is also part of Gill and Ellers Wood Ancient Woodland as well as UK Priority Habitat semi-natural woodland, is 1.6km; The Oaks CWS is 1.65km; and Wardhall Quarries CWS, which is also UK Priority Habitat hay meadows and pastures, is 1.7km away.

Clints Quarry, Moota SSSI lies 1km away; Gill Beck SSSI lies 1.6km; and Clints Crag, Blindcrake SSSI lies 1.75km away. A special roadside verge (KESA1) lies 1km away in Blindcrake. There are records of bitterns, brown hares, toads and great crested newts in the vicinity. The existing quarry is known for its peregrine falcons.

The Blindcrake Conservation Area, within which are several Listed Buildings, lies 540m away, on the far side of the A595 road. There are remains of a possible prehistoric settlement recorded on the site and other such remains lie in the vicinity. A footpath crosses the Area of Search.

Enhancement potential

Although there is an existing quarry, there is potential to enhance the setting of the very close Lake District National Park. The Clints Quarry SAC is designated solely for its population of great crested newts. Any hydrological impacts of the Area of Search on this SAC will need careful consideration at planning application stage.

An archaeological assessment would be needed – mitigation may be required.

Flood map zone

No flood risk identified

Safeguarding

The safeguarding zones for Dean Cross DVOR Technical Site 2 lies 150m away, the Navigation Beacon is 230m and Site 4 is 345m away. The Bothel/Derwent Park (CW07) Northern Gas Networks Pipeline lies 1.35km away. The closest Dean Cross beacon may cause a problem and need to be moved.

Agricultural Land Classification

Grade 4 – less than 20% likelihood of Best and Most Versatile land

Landscape Character Area

Sub-type 12b – higher limestone rolling fringe

Sequential Approach

Existing quarry operations

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

- AL1 Industrial Estate north of Oldside, Workington – gone before Issues & Options 2006
- AL2 adjacent to Dunmail Park shopping centre - gone before Issues & Options 2006
- AL4 south east of chemical works, Workington - gone before Issues & Options 2006
- AL6 coal yard, Middle Moor - gone before Issues & Options 2006
- AL7 former landfill Wellington Farm - gone before Issues & Options 2006
- AL9 Lillyhall, Branthwaite Road - a greenfield site, committed for another development
- AL10 opposite side of road to AL7 - gone before Issues & Options 2006
- AL11 Lillyhall Industrial Estate - gone before Issues & Options 2006
- AL13 Glasson Road, Maryport - a gateway site to a tourism related regeneration scheme
- AL14 Aspatria Business Park - gone before Issues & Options 2006
- AL15 station goods yard, Workington - gone before Issues & Options 2006
- AL16 land at Dock Road, Workington - gone before Issues & Options 2006
- AL20 Lakeland Business Park, Cockermouth - gone before Issues & Options 2006
- AL21 Brayton Domain, Aspatria - gone before Issues & Options 2006
- AL22 Harvest Industrial Estate, Silloth - gone before Issues & Options 2006
- AL23 Risehow Industrial Estate, Flimby - gone before Issues & Options 2006
- AL24 Low Road, Cockermouth - gone before Issues & Options 2006
- AL25 Derwent Mills, Cockermouth - gone before Issues & Options 2006
- AL26 St Helens Business Park, Workington - gone before Issues & Options 2006
- AL27 Moor Road, Great Clifton - gone before Issues & Options 2006
- AL28 Station Road, Wigton - gone before Issues & Options 2006
- M2 High House Quarry – more favourable area identified at site M6

ALLOCATED SITES WITHIN BARROW

Household Waste Recycling Centres

None

Waste Treatment and Management Facilities

None

Broad Areas for waste

BRO2 Sowerby Woods Estate, Barrow

BRO3 Park Road Estate, Barrow

Landfill

None

Preferred Areas for minerals

M27 Roosecote Quarry

Areas of Search for minerals

M5 High Greenscoe Quarry

M12 land near Roosecote Quarry

Mineral Safeguarding Areas

Limestone

Sand and gravel

Sandstone

Slate

Safeguarding of existing and potential railheads and wharves

BA26 Barrow Port and rail sidings

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX** – the site scores very negatively
- X** – the site scores negatively
- ?** – there is too much uncertainty to score the site
- 0** – the site has no impact on this criterion

* Principal Service Centres= Barrow-in-Furness

** Key Service Centres = Dalton-in-Furness

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

BA26 Barrow Port

A safeguarding site allocation covering the existing operational employment and port area, and the existing rail network links, is allocated under policy SAP5. No physical development is proposed by this policy.

Considerations

Land within the port has a range of existing mineral or waste management facilities, taking advantage of the docks and rail sidings for sustainable transport. The Port is rail linked, with several trains per week and national policy supports the safeguarding of such infrastructure from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals.

Environmental assets

- the site is adjacent to and includes part of the Morecambe Bay SAC/SPA and Ramsar designated area
- the site is adjacent to and contains part of the South Walney & Piel Channel Flats SSSI
- just within 2km of the site is the Salhouse Pool County Wildlife Site (CWS) to the east and just beyond 2km is the Biggar Bank CWS to the west
- a Local Geological Site (formerly RIGS) designated area exists just beyond 2km to the south west at South Walney Island
- Barrow Island Conservation Area is immediately north of the port site and contains a number of Listed Buildings; there is also a Conservation Area containing Listed Buildings at Biggar Village around 1 km to the south west
- the site is within 1km of national and regional cycle routes.

The **Habitats Regulations Assessment** would need to address whether safeguarding this site would have impacts on the adjacent European Wildlife Sites. However, the allocation is not a proposal for additional development.

Enhancement potential

n/a – no development proposed

Environment Agency flood map zone

Zones 2 and 3 - majority of site falls within Tidal Models; however, this is an operating port

Lead Local Flood Authority assessment

1% probability of marine flooding on southern and western fringes, alongside Walney Channel; isolated small areas of surface water flood risk (1%) away from dock areas

Electricity North West assets

33kV and 11kV assets present within development area

United Utilities assets

Is likely to require draining to Harbour yard

CAA and NATS¹¹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures and works exceeding 45 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

- BAE Systems Marine Ltd, major hazard site (nuclear) – BA26 falls in consultation zone
- Port Office, major hazard site (explosives) – BA26 falls in consultation zone
- Condensgate Storage & Disposal Facility, hazardous substances consent – BA26 falls in consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

Landscape Character Area

Urban area

Sequential approach

Brownfield areas within the Port, at a main town

Summary of comments from consultation stages

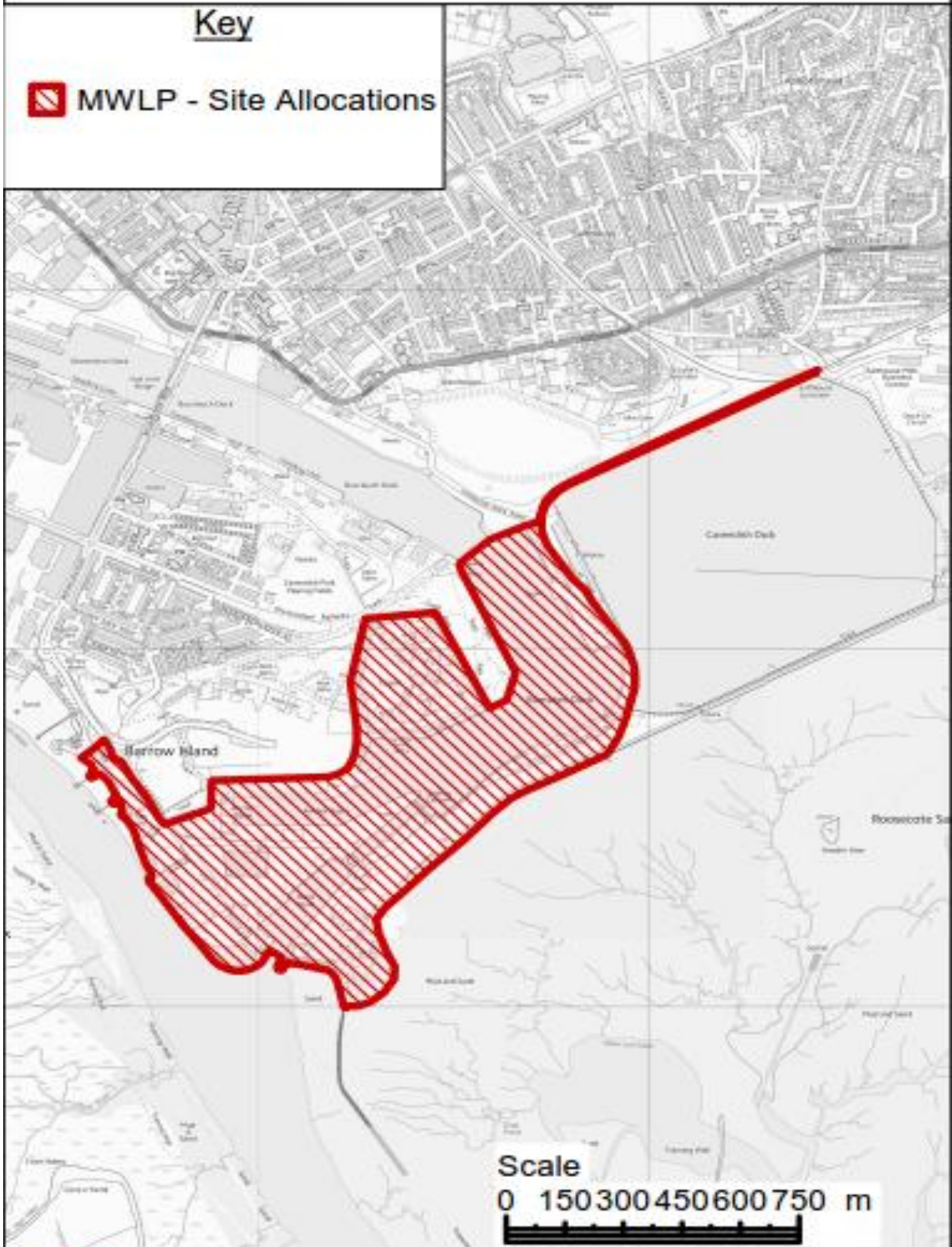
None

¹¹ Civil Aviation Authority and National Air Traffic Services

BA26 - Barrow Port

Key

 MWLP - Site Allocations



Scale
1:30000

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SAFEGUARDING SITE SCORING MATRIX

BA26 Barrow Port

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies on the urban fringe of Barrow-in-Furness/Barrow Island	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities	Existing rail facilities within Port	✓ ✓
	Access to existing primary road network	Via local roads to A590 to the north	✓ ✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility	Improved local links	✓ ✓
3. Sequential approach	Previously developed land (brownfield)	Part concreted, part re-vegetated habitat	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; in Barrow Operational port site	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Associated British Ports	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk		
	Zone 2		
	Zone 3a	Flood Risk Identified, but this is an existing, working port	X
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Existing use	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	n/a - no additional development proposed	
	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Closest housing at Barrow Island urban village adjacent to existing site	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		

	No impact	Already operates as port	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
Local sites or priority species/habitats			
	Potential to enhance		
	No impact	Already operates as port	✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = Urban area	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Support for local industries and local jobs for the longer term	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Within airfield and HSE consultation zones, but existing operational port	✓
Relevant MWLP policies:			
SP1 Presumption in favour of sustainable development			
SP13 Climate change mitigation and adaptation			
SP14 Economic benefit			
SP15 Environmental assets			
DC1 Traffic and transport			
SAP5 Safeguarding of potential and existing railheads and wharves			
Mitigation proposals in Sustainability Appraisal:			
No mitigation required, provided use for minerals and waste purposes does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.			
Summary of overall assessment:			
The safeguarding of the operational port area and its rail link is supported, and no changes to current site activities are proposed.			
Site Assessment score: ✓ ✓ very positive			

BRO2 Sowerby Woods Estate, Barrow

In accordance with Site Allocations Policy SAP2 Waste management facilities, this estate is identified as a Broad Area for waste management. The Broad Areas are identified in the Local Plan as industrial areas, where waste facilities already exist, where waste arises from existing industries or where waste could be used as a resource; Sowerby Woods Estate falls into the first two categories, but opportunities should be explored for developments on site that could use waste as a resource. The identification of Sowerby Woods as a Broad Area does not imply that all waste management proposals on site would be acceptable, they would be considered against all relevant policies in the Local Plan.

Considerations

Several waste uses are already grouped on the estate, including the Mechanical and Biological Treatment plant run by Shanks Waste Management, which manages the Local Authority Collected Waste in the south of the county. The suitability of the estate will depend on what new waste uses are proposed, as this is a mixed use estate, with some offices, some service industries and some engineering companies. Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on the estate may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA, the Duddon Estuary Ramsar and the Duddon Estuary SSSI are all situated about 650m west of the site. Park Road Woods County Wildlife Site (CWS), which is also designated as semi-natural woodland UK Priority Habitat, is adjacent to the northern boundary of the site; Sowerby Wood CWS is on the other side of the A590; the closest part of Goldmire Valley CWS is 1.3km to the east; and Roanhead Mines CWS is 1.1km to the north.

The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, such as appropriate management of foul and surface water drainage, contaminated water could flow to the estuary and have an impact upon the Morecambe Bay SAC and the Duddon Estuary SPA and Ramsar.

The site lies 720m east of two National Nature Reserves - Sandscale Haws and North Walney. There are six areas of Ancient woodland, which are also UK Priority Habitat semi-natural woodland, in the vicinity – Bouth Wood is adjacent to the north east and on far side of the A590 to the north; Mill Wood is 1.15km east; Hagg Spring Wood 1 is 1.3km east; Hagg Spring Wood 2 is 1.5km north east; Chapel Hills Wood is 1.6km north east; and Long Bank Wood is 1.75km north east.

There are three areas of UK Priority Habitat nearby - coastal and floodplain grazing marsh is 740m west; coastal habitats above high water is 890m west; and hay meadows and pastures, which is also a special roadside verge, is 920m north. The site falls within the natterjack toad potential area. Common lizards and badgers have been seen in the vicinity.

There are two Local Geological Sites nearby (formerly RIGS) - Sandscale Haws is 725m west; Hawcoat Quarry is 1.4km south; and Dalton By-pass is 1.7km north east.

Furness Abbey Conservation Area, which is also a Scheduled Monument, lies approximately 1.8km south; and Dalton-in-Furness Conservation Area is 2km east. The closest listed building is Sink Fall Farmhouse and farm buildings, 760m to the east.

The closest public right of way is an adjacent footpath, on the far side of the A590, which travels north and south along the coastal fringe.

Enhancement potential

Limited potential for enhancement. There are archaeological remains in the vicinity, so mitigation measures may be required.

Environment Agency flood zone map

Zone 1 – no flood risk identified

Lead Local Flood Authority assessment

Less than 25% susceptibility to groundwater flood emergence; isolated small areas of surface water flood risk (1%).

Electricity North West assets

No identified assets

United Utilities assets

No identified assets

CAA and NATS¹² aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures and works exceeding 15 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

No identified hazards

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

¹² Civil Aviation Authority and National Air Traffic Services

Agricultural Land Classification

Grade 3 – 20 to 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Part - 2d: Coastal Margins - Coastal Urban Fringe

Part - urban

Sequential approach

Existing estate at a town

Summary of comments from consultation stages

There were concerns about sustainability, potential extension into open countryside and environmental impacts. There were objections to sterilising further expansion of industrial uses on this estate.

Advice should be sought on archaeological mitigation and interpretation and the impact on the setting of the Conservation Area should be assessed.

An additional area to the south of the site should also be identified to allow a materials recovery facility and related activities.

WASTE MANAGEMENT SITE SCORING MATRIX

BRO2 Sowerby Woods Estate, Barrow

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 3 miles (4.8km) from Barrow town centre; it is also located near waste-producing businesses and industries	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Site situated to the north of Barrow with easy access to the primary road network	✓ ✓
	Potential for rail access	Closest rail facilities in Barrow town centre	X
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Existing, operational estate	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated in Barrow Plan for employment use and also for extension eastwards; within 5 miles of Barrow	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cannot be identified at this stage	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk within site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	On a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Yes	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Closest single house is Sowerby Cottages, 210m south; Ormsgill is closest estate, 920m south	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Potential to create or safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Lies within the Walney Island Airfield consultation zone, unlikely impact	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC5 Dust
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC8 Renewable energy use and carbon reduction on existing minerals and waste sites
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site; will also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

An existing, mixed business and industrial estate. Well located in relation to the primary road network, and close to the Principal Service Centre of Barrow, as well as several Key Service Centres.

Site Assessment score: ✓ ✓ very positive

BRO3 Park Road Estate, Barrow

In accordance with Site Allocations Policy SAP2 Waste management facilities, this estate is identified as a Broad Area for waste management. The Broad Areas are identified in the Local Plan as industrial areas, where waste facilities already exist, where waste arises from existing industries or where waste could be used as a resource; Park Road Estate falls into the first two categories, but opportunities should be explored for developments on site that could use waste as a resource. The identification of Park Road as a Broad Area does not imply that all waste management proposals on site would be acceptable, they would be considered against all relevant policies in the Local Plan.

Considerations

The suitability of the estate will depend on what new waste uses are proposed, whether these are enclosed facilities, and what biodiversity management is undertaken on the wider site footprint. Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on areas that may currently, or have the potential to, support a range of protected species, may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA, the Duddon Estuary Ramsar and the Duddon Estuary SSSI are all situated about 600m west of the site. Park Road Woods County Wildlife Site (CWS), which is also designated as semi-natural woodland UK Priority Habitat, is 975m to the north of the site; Sowerby Wood CWS is 85m away, on the other side of the A590; Lower Ormsgill Reservoir and Cocken Pool CWS is 1.6km to the south; and the closest part of Goldmire Valley CWS is 1.9km to the north east.

The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, such as appropriate management of foul and surface water drainage, contaminated water could flow to the estuary and have an impact upon the Morecambe Bay SAC and the Duddon Estuary SPA and Ramsar.

The site lies 970m south of Sandscale Haws National Nature Reserve (NNR) and 600m east of North Walney NNR. The site is adjacent to the natterjack toad potential area. Common lizards and badgers have been seen in the vicinity.

There are three designations of Ancient woodland, which are also UK Priority Habitat semi-natural woodland, in the area – Bouth Wood is 660m to the north; Mill Wood is 1.7km north east; and Hagg Spring Wood 1 is 1.9km north east. There are three further areas of UK Priority Habitat nearby - coastal and floodplain grazing marsh is 1km west; coastal habitats above high water is 1.3km to the north west; and hay meadows and pastures, which is also a special roadside verge, is 2km north.

There are two Local Geological Sites (formerly RIGS) - Sandscale Haws is 1.2km north; Hawcoat Quarry is 800m south.

Furness Abbey Conservation Area, which is also a Scheduled Monument, lies approximately 1.8km south. The closest listed building is Sowerby Hall Farmhouse and barn, 140m south.

The closest public right of way is an adjacent footpath, on the far side of the A590, which travels north and south along the coastal fringe.

Enhancement potential

Limited potential for enhancement. There are archaeological remains in the vicinity, so mitigation measures may be required.

Environment Agency flood zone map

Zone 1 – no flood risk identified

Lead Local Flood Authority assessment

Less than 25% susceptibility to groundwater flood emergence; isolated small areas of surface water flood risk (1%)

Electricity North West assets

No identified assets

United Utilities assets

No identified assets

CAA and NATS¹³ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures and works exceeding 15 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

No identified hazards

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

¹³ Civil Aviation Authority and National Air Traffic Services

Agricultural Land Classification

Grade 5 – less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Part - 2d: Coastal Margins - Coastal Urban Fringe

Part - urban

Sequential approach

Existing estate at a town

Summary of comments from consultation stages

None

WASTE MANAGEMENT SITE SCORING MATRIX

BRO3 Park Road Estate, Barrow

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 2.5 miles (4km) from Barrow town centre; it is also located near waste-producing businesses and industries	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Site situated to the north of Barrow with easy access to the primary road network	✓ ✓
	Potential for rail access	Closest rail facilities in Barrow town centre	X
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Existing, operational estate	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; within 5 miles of Barrow	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cannot be identified at this stage	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk within site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	On a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Yes	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Closest single house is Sowerby Cottages, 200m north; Ormsgill is closest estate, 230m south	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = coastal urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Potential to create or safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Lies within the Walney Island Airfield consultation zone, unlikely impact	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC5 Dust
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC8 Renewable energy use and carbon reduction on existing minerals and waste sites
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage:

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site; will also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

An existing, mixed business and industrial estate. Well located in relation to the primary road network, and close to the Principal Service Centre of Barrow, as well as several Key Service Centres.

Site Assessment score: ✓ ✓ very positive

M5 High Greenscoe Quarry, Askam-in-Furness

An Area of Search has been identified east of the existing quarry.

Considerations

This quarry supplies mudstones that are used in the nearby Askam-in-Furness brickworks. High quality bricks are produced, which have a national market; for example, for use in maintaining historic buildings.

At a previous stage in the MWDF process, the Area of Search included another area, south of the existing quarry, which impinged on a County Wildlife Site and an area of designated Ancient Woodland. Many of the comments received on previous consultations (included below) concerned the southern area, as the loss of Ancient Woodland was significant, and could not be compensated for.

A public footpath runs along the south east edge of the eastern proposed extension, and there are several properties within 250m of the site, or the access track to it. Any additional working area would extend the time of any impacts, and mitigation should be considered. Advanced woodland planting would be required to mitigate adverse landscape and visual effects.

A survey for badger setts is required and there is potential for protection measures to be brought in. Bat surveys will be required and an assessment for great crested newts.

It will be important to ensure that there is no adverse impact on the adjacent Local Geological Site (formerly RIGS).

There is potential for prehistoric remains to be found on site - mitigation would be required.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA/Ramsar and Duddon Estuary SSSI all lie 1.4km from the site, to the west. There are four County Wildlife Sites (CWS) in the area - Greenscoe Quarry & Cragg Wood CWS adjoins the south of the site; Askam Woods CWS is 650m north; Dalton and Lindal Mining Area CWS is 900m south east; and Lots Pools CWS is 1km north west.

There are three areas of Ancient Woodland, which are also semi-natural woodland UK Priority Habitat - Cragg Wood adjoins the south of the site; Askam Woods lies 650m north; and Spring Wood lies 750m south west. A Local Geological Site (formerly RIGS) lies within the existing quarry.

The **Habitats Regulations Assessment** will need to assess whether the site would adversely affect the integrity of the SAC, SPA or Ramsar.

The site also lies 360m east of the natterjack toad potential zone. Otters, barn owls and badgers have been recorded in the vicinity. Bats have been recorded for Greenscoe Quarry Tunnel and there are other records of pipistrelle and brown long-eared bats in the locality.

High Haume Farmhouse - Listed Building, lies 250m south east.

Enhancement potential

The restoration scheme and the advance woodland planting should include proposals to enhance biodiversity and landscape character.

Environment Agency flood map zone

Zone 1 - no flood risk has been identified; there do not appear to be major groundwater issues with the extension of High Greenscoe Quarry

Lead Local Flood Authority assessment

Minimal risk of surface water flooding; consent required for changes to watercourses on site boundaries

Electricity North West assets

11kV assets present within development area

United Utilities assets

Is likely to drain to Greenscoe WwTW; there is a trunk water main passing through the site, requiring a 10m wide maintenance strip and no building or level changes are allowed in the proximity

CAA and NATS¹⁴ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures and works exceeding 10 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

¹⁴ Civil Aviation Authority and National Air Traffic Services

Landscape Character Area

Sub-type 9d – intermediate moorland and plateau, ridges

Sequential approach

Adjacent to existing quarry operations

Summary of comments from consultation stages

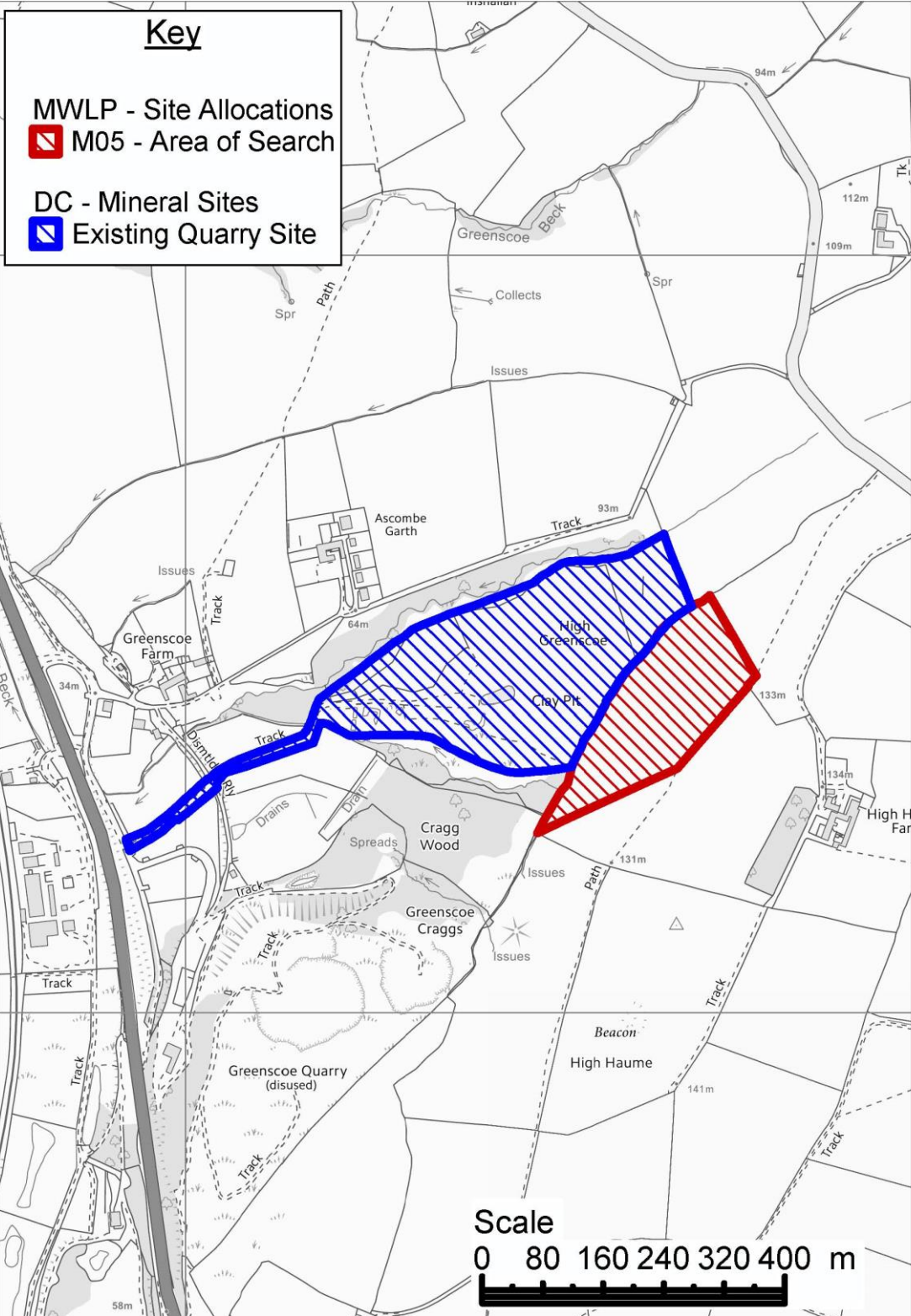
The south extension includes a County Wildlife Site and supports Ancient Woodland and priority habitats. On these grounds, we recommend that the eastern extension should be preferred. Extension to the north and north-east should be considered as well, avoiding the area of high biodiversity value.

An assessment of the full resource of stone should be made to determine whether such stone is available from other, less important habitat areas within the locality.

In addition to the suggested archaeological mitigation, it will be necessary to assess impacts on the setting of the Listed Building at High Haume Farmhouse, it will be necessary to mitigate harmful effects.

A larger area should be identified extending to the south of the quarry because of constraints elsewhere; conversely, the reduced area is welcomed, which avoids the Cragg Wood County Wildlife Site.

M05 - High Greenscoe Quarry, near Dalton-in-Furness



Scale
1:15000

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MINERALS SITE SCORING MATRIX

M5 High Greenscoe Quarry

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	However, quarry only supplies the nearby brickworks	✓ ✓
	Potential for rail access	The brickworks are adjacent to the railway, but it is unlikely that a siding would be built	XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Existing quarry operations	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Compatible with owner's intentions	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified but potential impacts on other areas may need to be mitigated for	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Mitigation measures may be needed for housing near to access track, but the allocation is moving further away	✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Farm 180m from site; 3 further properties within 250m of access track	X
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	Adjacent to area of Ancient Woodland, UK Priority Habitat and County Wildlife Site	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	RIGS within quarry, plus various wildlife species in the vicinity; restoration scheme intends to provide wetlands area and enhancement to wildlife corridor	✓
No impact			

	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Potential impacts on CWS and Ancient Woodland adjacent to site, and surveys/assessments for badgers, bats and great crested newts will be required	X
	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = intermediate moorland and plateau, ridges	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Extension of the quarry would safeguard existing jobs at the brickworks	✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding zones on site or in the vicinity, though falls within Walney Island Airfield consultation zone – no impact anticipated	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP9 Strategic areas for new minerals development SP15 Environmental assets DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC17 Historic Environment DC18 Landscape and visual impact DC20 The water environment SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal Existing mitigation measures should be sufficient to deal with operational impacts, though a future planning application will need to provide evidence to this effect. Additional survey may be needed to check for use or occupancy of the extension land by any of the various local protected species. Visual mitigation of impacts on the listed farmhouse to the east will be necessary and it would be advisable to evaluate the effect of water drainage off the site on adjacent land, if this has not been done already.</p>			
<p>Summary of overall assessment: This is the only identified resource of the mudstones that are used at the nearby Askam brickworks. The quarry is well located in relation to the brickworks, but mitigation may be needed for the housing situated near the access track. The intended restoration scheme for the quarry includes creating a wetland area and enhancing the wildlife corridor. Site Assessment score: ✓ positive</p>			

M12 Land near Roosecote Quarry, Barrow-in-Furness

This site is identified as an Area of Search for extraction of sand and gravel.

Considerations

The Area of Search is near to, but on the opposite side of Rampside Road, from Roose Quarry, which is the only operational sand and gravel quarry in the south of the county. The new area was proposed initially because there are some uncertainties about whether quarrying at Roose Quarry can continue, as, although the quarrying permission expires in 2029, the land and mineral rights owner would previously only licence extraction on a year at a time basis. This situation has changed, and the licence is now for 10 years, although the owner could rescind that, with due notice.

Site M12 lies on the far side of Rampside Road to the existing gas terminals at Barrow, some 550m to the west, whereas the operating Roose Quarry and site M27, the Preferred Area for the quarry's future extension, lie adjacent to the terminals. Recent engineering work has led to consolidation of gas processing at the north terminal, the one closest to M27, and this is likely to have increased the health and safety risks at both the terminal and quarry. The results of the new safety case for gas processing, being prepared for the Health & Safety Executive, are not scheduled for issue until some time in 2017. This consolidation, and perhaps future operations on the terminals estate, may impact upon the feasibility of M27 to be worked for sand and gravel. Once the information becomes available regarding the feasibility of M27 for future minerals extraction, the clear and robust monitoring framework set out in the Local Plan could trigger a review of the Plan, which may lead to the removal of site M27 or to the consideration of a smaller area, as appropriate. In this case, site M12 may come forward for consideration sooner than anticipated.

The reserves in this area are considered to be a strategic resource, because of the distance to any alternative sand and gravel quarry, and also as the reserves are needed to enable continued development and infrastructure provision in the Barrow area. This has to be balanced against potential temporary impacts on landscape and amenity. Water management, and thus avoidance of harm to the Stank and Roosecote Moss County Wildlife Site, is a consideration. Landscape and visual impact analysis will be required, along with relevant mitigation.

There are prehistoric remains in the vicinity, so some mitigation measures may be required.

Environmental assets

Morecambe Bay SPA, SAC and Ramsar, plus the South Walney and Piel Channel Flats SSSI are 870m away; Stank and Roosecote Moss County Wildlife Site (CWS) is 290m to the east; Stone Dyke CWS 760m north; and Salthouse Pool CWS 900m west. Hydrological connectivity between the site and the Stank and Roosecote Moss CWS would need to be investigated.

There are three areas of UK Priority Habitat of coastal and floodplain grazing marsh - 290m to the east, 870m to the west and 1.2km to the south; there is also an area of UK Priority Habitat of coastal habitats above high water, which is 1.7km to the south. There

is a special roadside verge on Hard Knotts Lane, 830m north; and a footpath runs along the northern edge of the site.

Common toads and skylarks are recorded in the vicinity, as are badgers, so there is potential for badger setts being present on the site. Any planning application will need to be accompanied by a Phase 1 Habitat Survey.

Adjacent to Moorhead Cottages - Listed Buildings; the next closest are farmhouses at Dungeon Lane, which are 420m north west.

There are no designated landscapes in the area.

The **Habitats Regulations Assessment** will need to address whether the development would have indirect adverse effects on the integrity of the SAC, SPA or Ramsar.

Enhancement potential

There is significant potential for habitat enhancement in a restoration scheme following extraction, especially wetland/pond areas, scrub and woodland. There is also potential for the creation of a well-designed site of public and wildlife interest that could be developed into a Local Nature Reserve.

Potential to disturb archaeological assets, which could be mitigated in a restoration scheme.

Environment Agency flood map zone

Zone 1 - no flood risk has been identified

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

33kV and 11kV assets present within development area

United Utilities assets

Greenfield site, north east of Barrow WwTW

CAA and NATS¹⁵ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures

¹⁵ Civil Aviation Authority and National Air Traffic Services

and works exceeding 90 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

- FM16 feeder Barrow/Lupton, National Grid Gas PLC, major hazard – M12 falls in outer and middle consultation zones
- Hydrocarbon Resources Ltd, Onshore Terminals, Rampside Road, Barrow, hazardous substances consent - M12 falls in outer consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 7a – low drumlins

Sequential approach

Greenfield

Summary of comments from consultation stages

There was uncertainty whether or not Roose Sand Quarry (M27) could provide sufficient sand and gravel for the southern part of the county within the plan period. As a backup, M12 should be included as an Area of Search. It was also suggested that the name be changed to Roose Sand Quarry Extension, to avoid confusion with other quarries.

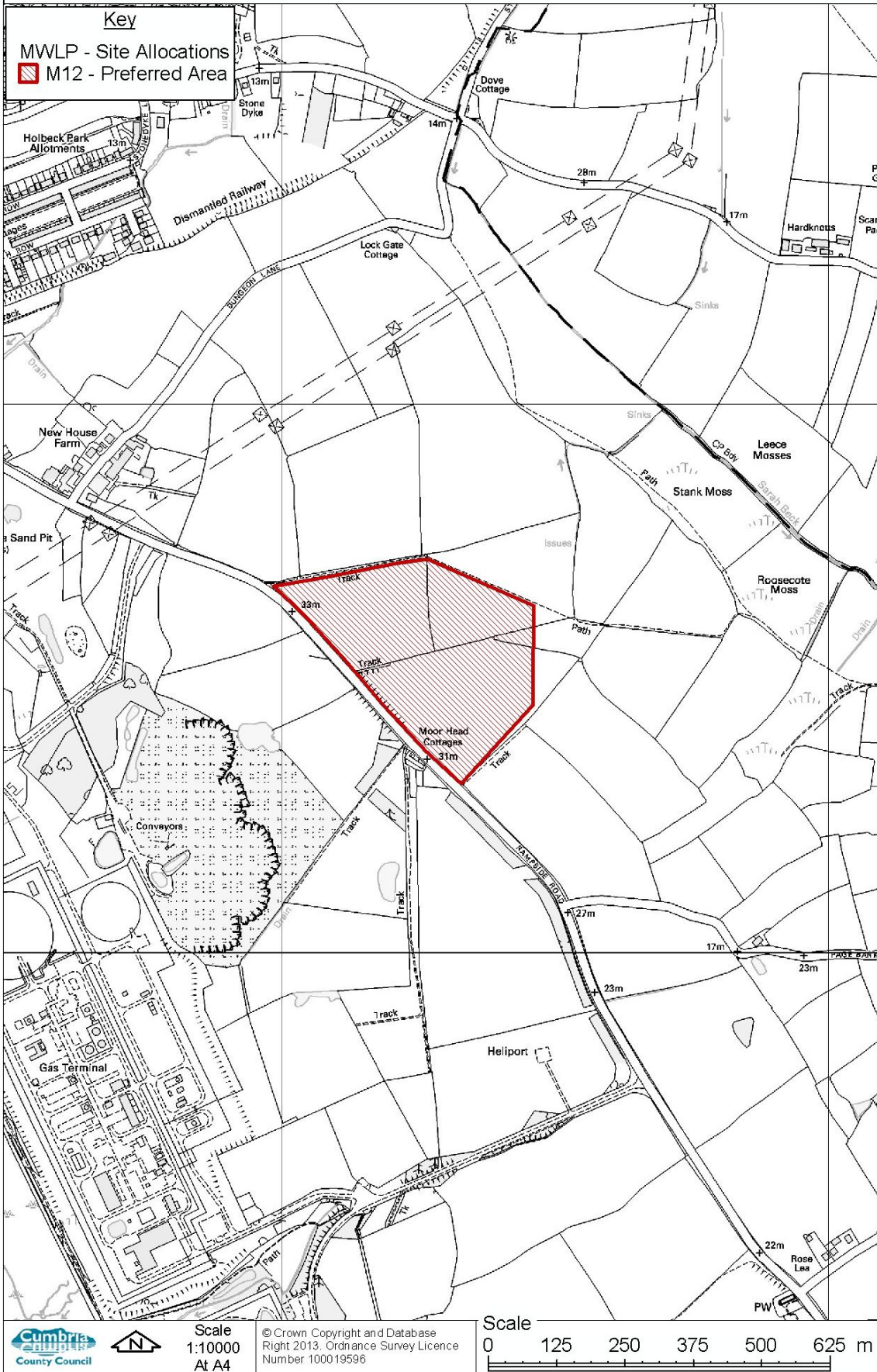
There were concerns that there may be impacts on the public footpath that runs alongside the site. M12 is located on the opposite side of the road to Moorhead Cottages - Listed Buildings; any impacts on them or their setting would be taken into account at planning application stage.

The Site Assessment needs to be expanded to adequately take account of the comments made by the representor in the 2009 consultation; currently, it is rather weak, notably the statement of “restoration scheme could offer potential.

Object on the basis that it is a greenfield extension. The site allocation should be regarded as a new site, due to its separation from the existing site. Concern raised that the proposed extension area boundaries show no regard for the field boundary pattern.

The problem with the M12 site, is that it's on the opposite side of the A5087 to the present operations. If the present processing operation were to remain on the western side, with the quarrying to the east, there would need to be a suitable crossing arrangement that doesn't have significant traffic impacts – e.g. operating hours restrictions, conveyor or bridging arrangement. However, allocating the area east of the A5087 would be preferable to having to import sand from outwith the area.

M12 - Roosecote, Barrow-in-Furness



MINERALS SITE SCORING MATRIX

M12 land near Roosecote Quarry, Barrow

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	The site would be likely to have a localised supply area, mainly Barrow. It is situated to the south and east of the town centre and is likely to result in traffic using town centre roads to reach the site. A transport assessment would be required.	X
	Potential for rail access	Close to sidings at the Port, but access would be via roads through town	XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Greenfield	Opposite existing quarry	XX
3. Deliverability	No owner objection	Put forward by owner	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Currently farmland	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Moor Head Cottages – Listed Buildings are opposite the site (boarded up for many years)	✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Morecambe Bay Ramsar, SPA, SAC over 800m away	?
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Potential in restoration scheme	✓ ✓
	No impact		
	Requires mitigation/ compensation measures - indirect adverse (site outside designated area)	Closest County Wildlife Site (Stank and Roosecote Moss) is 290m away – hydrological impacts to be investigated	?
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = low drumlins	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	This locality provides the only identified resources of sand and gravel in the Barrow area. Continued supply of aggregates to the local economy and safeguarding direct jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Falls in the consultation zones for the gas feeder pipeline Barrow to Lupton, and the onshore gas terminal hazardous substances	?
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP9 Strategic areas for new minerals development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare DC1 Traffic and transport DC2 General criteria DC3 Noise DC5 Dust DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC18 Landscape and visual impact DC20 The water environment DC22 Restoration and aftercare</p>			
<p>Mitigation proposals in Sustainability Appraisal</p> <p>The key mitigation requirement would be a condition limiting scope to work the site simultaneously with the existing quarry, in order to limit possible cumulative impacts and to avoid other possible issues (including road safety implications of traffic moving from one site to the other, across Rampside Road). Other best practice mitigation measures appropriate to sand and gravel extraction would be required. Specific consideration should be given to site drainage and its impact on surrounding agricultural land and ecological assets.</p>			
<p>Summary of overall assessment:</p> <p>The site is not ideally placed in relation to the primary road network to the rest of the County, but is strategically important as the only identified resource of sand and gravel for the Barrow area if extraction were to cease at the currently operational site nearby.</p> <p>Site Assessment score: ✓ positive</p>			

M27 Roose Sand Quarry, Barrow-in-Furness

This site has been identified in the Site Allocations Policies several times since 2009, and at other times has been withdrawn, for a variety of reasons. Principally, the issue at Roose Quarry has been between the owner of the land and minerals rights and the operator of the quarry – the owner would only agree to quarrying continuing at Roose on an annual licence. However, that situation has changed recently, and the operator has secured a 10-year licence, though this could be rescinded earlier. The existing site has permission until 2029, but the operator anticipates that reserves will be exhausted prior to that, especially if some of the major infrastructure projects in the south and west of the county come to fruition. Roose is the only sand and gravel quarry in the south of the county, the nearest alternatives are around 40 and 70 miles away.

The 2015 Local Aggregates Assessment predicts a shortfall of sand and gravel resources before the end of the Plan period (2030), so M27 is allocated immediately to the south of the existing quarry as a Preferred Area, whilst a site (M12) on the other side of Rampside Road is allocated as a future Area of Search. This was the conclusion of the Supplementary Sites consultation, held in autumn 2015.

Considerations

The existing Roose Quarry and site M27, the proposed Preferred Area for the quarry's future extension, lie adjacent to Centrica's existing gas terminals at Barrow. Recent engineering work at the terminals has led to consolidation of gas processing at the north terminal, the one closest to M27, and this is likely to have increased the health and safety risks at this terminal. The results of the new safety case for gas processing, being prepared for the Health & Safety Executive, are not scheduled for issue until some time in 2017. Whilst it is acknowledged that this consolidation, and perhaps future operations on the terminals estate, may impact upon the feasibility of M27 to be worked for sand and gravel, the County Council consider that this is an important site that will help to provide an adequate and steady supply of this mineral over the Plan Period; therefore, the site has been retained as a strategic allocation.

Once the information becomes available regarding the feasibility of the site for future minerals extraction, the clear and robust monitoring framework set out in the Local Plan could trigger a review of the Plan, which may lead to the removal of site M27 or to the consideration of a smaller area, as appropriate.

Given the proximity of the gas terminals, future quarrying at M27 also has the potential to have an impact on operations at the terminals; therefore, if a planning application does come forward for all or part of site M27, issues to be considered will include security, vibration, dust, noise, flood risk and access. This will require consultation with the Estates Management team of the owners of the terminals (currently Centrica plc). In the interests of health and safety at both the quarry and the gas terminals, planning permission will not be granted for development at M27 until it can be demonstrated that it is safe to do so.

Environmental assets

Morecambe Bay SPA, SAC and Ramsar, plus South Walney and Piel Channel Flats SSSI, all lie 470m from the site, to the west. The site lies 3.7km from the Duddon Estuary SPA and Ramsar, but there are no apparent pathways, other than via the sea. There are four County Wildlife Sites in the vicinity - Salthouse Pool CWS is 860m west;

Stank and Roosecote Moss CWS is 750m east; Stone Dyke CWS is 1.2km north; and Rampside Golf Course is 1.7km south. The last CWS is also a special roadside verge; a second verge is on Hard Knotts Lane, 1.3km north.

The **Habitats Regulations Assessment** will need to address whether the development would have indirect adverse effects on the integrity of the SAC, SPA or Ramsar.

There are three areas of UK Priority Habitat of coastal and floodplain grazing marsh – 670m to the south, 745m to the east and 850m to the west; there is also an area of UK Priority Habitat of coastal habitats above high water, which is 1km to the south.

Common toads and skylarks are recorded in the vicinity, as are badgers, so there is potential for badger setts being present on the site. Any planning application will need to be accompanied by a Phase 1 Habitat Survey.

The site is adjacent to Moorhead Cottages, which are Listed Buildings. They are owned by Centrica and have been boarded up for some years, due to safety and proximity considerations. The next closest are farmhouses at Dungeon Lane, which are 770m north west.

There are prehistoric remains in the vicinity, so some mitigation measures may be required.

There is one Local Geological Site (formerly RIGS) at Rampside Marsh, which lies 1.7km south. There are no designated landscapes in the area.

Enhancement potential

Surveys of wildlife and archaeological interests would be needed for a planning application to quarry the unworked part of the Preferred Area. There would be considerable potential for habitat creation and enhancement within a restoration scheme.

Environment Agency flood map zone

Zone 1 - no flood issues identified

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

33kV and 11kV assets present within development area

United Utilities assets

There is a rising main from Rampside skirting the terminal, which must be taken into account; there is also a private Pumping Station from the gas terminal on the outside of the perimeter of the site

CAA and NATS¹⁶ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Walney Island Airfield consultation zone for applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, sewage disposal works, a nature reserve or a bird sanctuary, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with an aviation use – contact Walney Island Airfield and CAA

Health & Safety Executive hazard notifications

- FM16 feeder Barrow/Lupton, National Grid Gas PLC, major hazard – M27 falls in outer and middle consultation zones
- Hydrocarbon Resources Ltd, Onshore Terminals, Rampside Road, Barrow, hazardous substances consent - M27 falls in middle and inner consultation zones
- Gateway Storage Company Ltd, Rampside Road, Barrow, hazardous substances consent – M27 falls in outer consultation zone

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 7a – low drumlins

Sequential approach

Existing quarry operations

Summary of comments from consultation stages

It was not clear what was being proposed and whether it was proposed to be used for the disposal of mineral waste, which could include many objectionable minerals.

Positive steps would need to be taken to safeguard the future of the listed Moorhead Cottages and protect their setting.

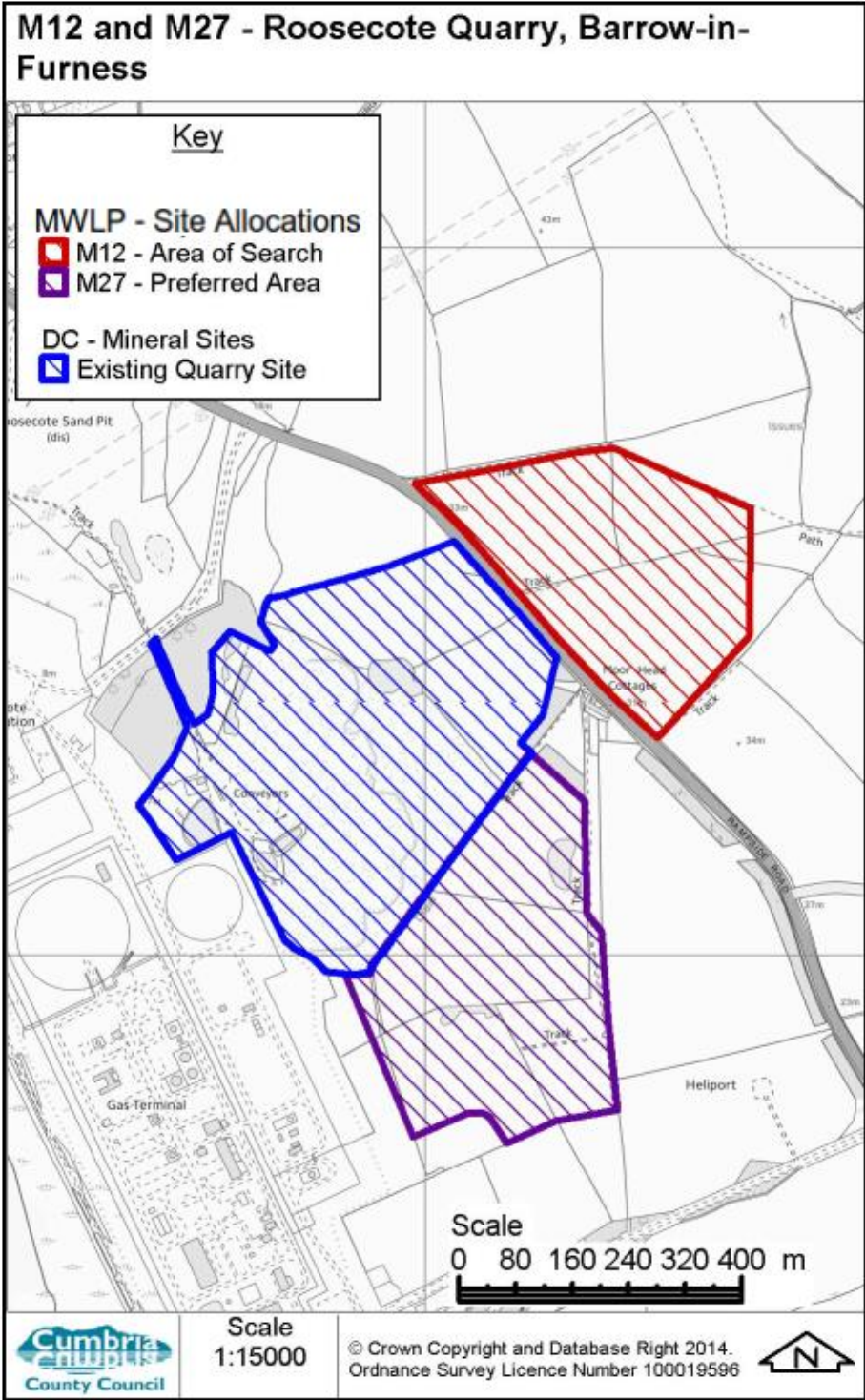
Centrica, which operates the nearby power station and gas terminals, strongly objected to the allocation, as an intensified quarry operation would increase the numbers of people and vehicles in and around the vicinity of the power station and gas terminals, which would jeopardise site security and be at direct risk from a major incident; the existing quarry operations have access issues and sand and gravel are deposited along

¹⁶ Civil Aviation Authority and National Air Traffic Services

the access road, which would be exacerbated; and energy production is considered to be more appropriate in this location.

The site is connected to the A5087 Principal route and well placed to provide for the needs of Barrow and the Furness area. Were there any intention to use this to supply to construction projects such as NuGen, the site should be rail connected (appears reasonably practicable) or output via Barrow Docks.

CCC Emergency Planning Team state that due to the close proximity of the Centrica Gas Terminal (an upper tier COMAH site) they would like to assess any potential effects on the Off Site Emergency Arrangements.



MINERALS SITE SCORING MATRIX

M27 Roose Sand Quarry, Barrow

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	No direct access to existing rail facilities	X
	Access to existing primary road network	Access to the site is via Rampside Road along a private access road. The site is situated to the south and east of the town centre and would result in traffic continuing to use town centre roads to reach the site. A transport assessment would be required and would take account of the potential to use the rail facilities within the docks.	✓
	Potential for rail access	Close to sidings at the Port, but access would be via roads through town	✓
	Access to proposed primary road network	N/A	N/A
	Good local road accessibility	The site has relatively good access to the local road network	✓
2. Sequential approach	Existing quarry operations		✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Put forward by operator, not owner	✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Currently pasture, may be required for gas terminal expansion, but its owner would need prior extraction to level, then quarry operations would cease.	✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	No occupied houses are within 250m of the site. Listed Moorhead Cottage and the attached barn are located 100m away and any impacts on them or their setting would have to be taken into account.	✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	No potential	
	No impact	It is unlikely that there are any pathways between the site and the SAC, SPA and Ramsar.	?

	Indirect adverse (site outside designated area)	The ecological designations of national or international significance lie approximately 470m from the site, on the far side of the gas terminal. It is unlikely that there are any pathways between the site and the SAC, SPA and Ramsar.	✓
	Direct adverse (site within designated area)	N/A	N/A
Local sites or priority species/habitats			
	Potential to enhance	The closest local sites or priority species/habitats lie 670m away, but the site vegetation and water features have the potential for protected species, so could be enhanced	✓
	No impact	Surveys will be required to establish whether protected species are using the site	?
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	If a planning application is submitted, any scrub and hedgerow clearance should be carried out outside the bird breeding season of March to August (inclusively), to ensure that they are adequately protected.	X
	Requires compensation measures - direct adverse (site within designated area)	N/A	N/A
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	There are no national landscape designations within the vicinity of the site. The landscape is dominated by the Rivers Gas Terminal and the partially dismantled Roosecote Power Station to the west of the site; to the north are the Barrow Waste Water Treatment Works tanks. The site is well screened by the topography and existing hedgerows along Rampside Road. Landscape character = low drumlins	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas	N/A	N/A
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	This locality provides the only identified resources of sand and gravel in the Barrow area. Continued supply of aggregates to the local economy and safeguarding direct jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		

	Conflict with safeguarding procedures/zones	Falls in the consultation zones for the gas feeder pipeline Barrow to Lupton, and the hazardous substances zones for the onshore gas terminal and Gateway Storage	?
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP9 Strategic areas for new minerals development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare DC1 Traffic and transport DC2 General criteria DC3 Noise DC5 Dust DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC18 Landscape and visual impact DC20 The water environment DC22 Restoration and aftercare</p>			
<p>Mitigation proposals in Sustainability Appraisal</p> <p>The key mitigation requirement would be to protect groundwater from any intrusive quarrying impacts; the operating quarry to the north has a condition not to quarry below the water table. A programme of phasing would need to be agreed, in order to limit possible cumulative impacts with the existing quarry. The water bodies would require surveying for the presence of Great Crested Newts. Surveys also required for birds from the nearby Special Protection Area, to see if likely to use the site for loafing, feeding, etc.</p> <p>Feasibility of future sand and gravel extraction at site M27 and the existing quarry, will become clearer once the HSE safety report on consolidation of gas processing at one of the adjacent terminals is issued. This should clarify whether none, all or part of site M27 should be removed from the site allocations.</p>			
<p>Summary of overall assessment:</p> <p>This proposal is for an extension to an existing operational quarry. Whilst the site is not ideally placed in relation to the primary road network to the rest of the county, it is strategically important as the only identified resource of sand and gravel for the Barrow area.</p> <p>The site lies in an area identified for 'energy-related uses' in the Barrow Borough Council Local Plan. There is an existing gas terminal and a partially dismantled power station to the west of the proposed site and a WwTW lies to the north. It is therefore considered that the proposals would have limited impact on the landscape.</p> <p>It is unlikely that there are pathways between the site and the SAC, SPA or Ramsar to the west, but surveys will be needed for birds associated with the SPA that may use the site for feeding, loafing, etc. Surveys for Great Crested Newts will also be needed, as the site's vegetation and small water bodies may provide appropriate habitat.</p> <p>Unoccupied, Listed Buildings are the nearest properties to the site, and the impact on their setting will need to be considered.</p> <p>Site Assessment score: ✓ positive</p>			

OTHER SITES IN BARROW THAT HAVE BEEN CONSIDERED

BA2 Ormsgill Yard, Barrow-in-Furness

Reason for withdrawal: Planning permission has already been granted for improvements and an extension to the HWRC, and it is not necessary to identify it as a preferred site. The adjacent waste transfer station site has also been put forward for a range of waste treatment facilities. Whilst there may be potential for these, it is not considered necessary to identify an existing site in these policies. The matters are considered to be ones for the planning application process rather than these site allocations policies.

Summary of comments received in consultation stages

Advice should be sought on archaeological mitigation and interpretation.

There is a public sewer at the west of the site, requiring a 12m maintenance strip and no building or level changes in the proximity.

Environmental assets

The site lies within 275m of Morecambe Bay SAC, Duddon Estuary SPA, the Duddon Estuary Ramsar, the Duddon Estuary SSSI and North Walney National Nature Reserve. It is also around 225m from Lower Ormsgill Reservoir and Cocken Pool County Wildlife Site (CWS) and, across the Walney Channel, it lies some 800m from Willow Woods (Lenny Hill) CWS. The site falls within an area of Natterjack potential.

Enhancement potential

A constrained site with limited potential

There are archaeological remains in the vicinity, so some mitigation measures may be required.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Urban

Sequential approach

An existing waste management site at a town

BA6 Roosecote Old Sandpit, Barrow-in-Furness

Reason for withdrawal: Small site; not situated in a good position on the road network for waste management traffic.

Part of a restored sand quarry that was put forward for landfill. Not a preferred site.

Summary of comments from consultation stages

A number of objections to this site were received. The main points were its location in relation to the road network and housing areas. Sites on the A590, Park Road/Bennett Road with good access to the bypass, which would avoid traffic having to come through the town, were regarded as more appropriate/preferred to avoid disruption to the town caused by heavy traffic. Waste would be brought through dense residential areas and past three schools – if it has to come to Furness, Bennett Bank would be a better site. Cumulative impacts of the sewage works (smells) and power station (smoke) were mentioned.

The site has a high diversity of amphibians with records for frogs, toads, palmate and smooth newts (*but see Enhancement potential below*) and there is also a diversity of semi-natural vegetation, which is likely to house a number of breeding bird species. Therefore, careful mitigation to prevent harm to these species will be needed if the site is allocated. The presence of these sensitive/protected species is not necessarily a barrier to allocation or development, but needs to be taken into account and a developer would need to be aware of the presence of protected species and the need for mitigation.

Roosecote could not be supported without the impacts of the proposal being fully appraised via a Transport Assessment, which would assess routing, access, traffic impact, visibilities, parking, capacity, accidents and safety. Other considerations would also have to be made, such as any impact on Public Rights of Way.

Although it is not a preferred option, the site assessment should refer to the potential of the site for industrial development. It is understood that a feasibility study was undertaken by Capita for Cumbria County Council.

Environmental assets

There are three County Wildlife Sites within 2km of the site - Salthouse Pool (360m), Stone Dyke (575m) and Stank and Roosecote Moss (1km). At a distance of approximately 1km are a series of Special Verges that require verification.

At Dungeon Lane, some 50m away, there is a Listed Building complex of barns and stables. Information is required on the extent of modern disturbance at the site, as some mitigation may be required in terms of the historic environment.

Enhancement potential

This site was restored under a planning condition a few years ago and the diverse wildlife habitats/fauna recorded by Cumbria Wildlife Trust were lost, including badger setts. The wildlife conservation element of this restoration has not been successful and further work could be needed.

It is recommended that any development in this area should incorporate significant enhancement by re-creation of the former wetland and scrub features. This would require larger land take of the field to the south west and it is recommended that this approach seriously be considered.

Information is required on the extent of modern disturbance at the site - some archaeological mitigation measures may be needed.

Flood map zone

No identified flood risk

Safeguarding

The site partly falls within the Ulverston to Barrow (2) gas pipeline safeguarding area

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

A restored former quarry at a town

BA10 Goldmire Quarry Landfill, Thwaite Flat, Barrow-in-Furness

Reason for withdrawal: This is an operating limestone quarry, which also has permission for construction waste recycling, composting and inert waste landfill. The landfill permission is restricted to waste arising from quarrying and construction waste recycling. The existing access to the site, via Thwaite Flat Road, is considered to be unsuitable for additional lorry traffic.

The Local Plan, informed by the 2014 Cumbria Waste Needs Assessment, proposes that no further inert or non-inert landfill sites be identified for use in the Plan period, but that this is kept under review. The County Council also has reservations about the feasibility of non-inert landfilling of this quarry and about programming it with continued quarrying. If a planning application is submitted for non-inert landfill it would be for the site operator to demonstrate that the proposal is feasible and complies with relevant policies in the Local Plan.

Summary of comments from consultation stages

Advice should be sought on archaeological mitigation and the impact on the setting of the Conservation Area should be assessed. Objection because of its potential heritage implications.

The Environment Agency considered that the limestone quarry was highly vulnerable and more appropriate for use for inert landfill.

References were made to the 1997 Inspector's report for the Minerals and Waste Local Plan, its comments about feasibility, landscape and visual impacts and its conclusion that Goldmire should not be identified as suitable for landfill.

Barrow Borough Council objected to this site in the absence of technical and feasibility studies; it was premature to allocate the site for landfill as its suitability, capacity and deliverability cannot be demonstrated.

Environmental assets

Morecambe Bay SAC and the Duddon Estuary SPA and Ramsar are within 2.4km of the site; the Sandscale Haws National Nature Reserve is approximately 2.2km away. It lies wholly within the Goldmire Quarry County Wildlife Site (CWS) and is adjacent to Hagg Spring Wood (2) Ancient Woodland, which is also semi-natural woodland UK Priority Habitat. Hagg Spring Wood (1) Ancient Woodland is 100m away; Long Bank Wood Ancient Woodland is 175m away; Chapel Hills Wood Ancient Woodland is 460m; Dalton and Lindal Mining Area CWS is 875m; Park Road Woods CWS is 1km; and Roanhead Mines CWS is 1.1km away.

Dalton Conservation Area is 350m away and the closest Listed Buildings (the Market Cross and Vicarage) lie 450m away. The site lies 920m from the natterjack sites potential zone.

Enhancement potential

Restoration scheme could offer potential.

There are archaeological remains in the vicinity, so some mitigation measures may be required. Any impact on the setting of the Conservation Area should be assessed.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grades 3 and 5 - less than 20% likelihood that this is Best and Most Versatile land - bisect the site

Landscape Character Area

Sub-type 5c – rolling lowland

Sequential approach

An active limestone quarry within 5 miles of a town

BA23 Bennett Bank landfill, Barrow-in-Furness

Reason for withdrawal: The Local Plan, informed by the 2014 Cumbria Waste Needs Assessment, proposes that no further inert or non-inert landfill sites be identified for use in the Plan period, but that this is kept under review. The current planning permission

for this landfill site includes a 580,000 cubic metres extension granted permission in March 2010; it expires in 2017. It is unclear whether all of the capacity at the site would be filled at that time. If a planning application is submitted for a time extension it would be for the site operator to demonstrate that the proposal complies with relevant policies in the Local Plan.

Summary of comments from consultation stages

The continued use of the site and its extension, if necessary, were supported. It was preferred to other sites.

Concerns were expressed over the size of an extension, the need for it and use of a greenfield area. The continuation of this site was questioned. It is unclear that the level of demand being provided for will actually be required; no case has been made in the supporting text as to why the site is considered suitable.

Network Rail would need to be consulted on planning applications for this site.

Concerns were expressed that proposals could have potential significant effects on adjacent or nearby wildlife sites, some of which are linked to the site by watercourses, and on the site's potential existing wildlife interest. There could be issues with great crested newts, but probably not with a natterjack toad site that extends towards Bennett Bank. The site generally slopes towards Roanhead Mines, thus water quality/site drainage considerations would be relevant. There are also at least two records of bat roosts within this site and of reed buntings and possible breeding barn owls. Mitigation to prevent harm to species will need to be established.

Bennett Bank is in an area of open countryside, close to significant tourist attractions that include the unique Sandscale Haws, which is already suffering from development pressures from the south.

There may be hydrological issues arising from landfilling on an extended site at Bennett Bank, given the proximity of many abandoned mine workings. There are mining voids and aquifers in the area, which make the site unsuitable for any further expansion - there is the potential for a breach, which could cause serious contamination due to the aquifers and the water table in the area. This site has already far exceeded its original specification and should not be expanded further.

Before they could be supported, proposals to enlarge or amend the facility at Bennett Bank would require detailed analysis in the form of a Transport Assessment, condition survey, access arrangements, traffic impact, etc.

It is considered that the site would conflict with the adopted Core Strategy site location criteria as well as the general principles of sustainability and Core Strategy and Generic Development Control policies. Its peripheral location is not appropriate for a county-wide facility. Concerns about increased traffic and impacts on adjacent County Wildlife Site.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA, Duddon Estuary Ramsar and the Duddon Estuary SSSI are all within 685m of the site. The Duddon Estuary & Duddon Mosses

SSSI Consultation Area lies 200m away. There are four County Wildlife Sites within 2km - Goldmire Valley (adjacent), Roanhead Mines (adjacent), Greenscoe Quarry and Crag Quarry (1km) and Dalton and Lindal Mining Area (1.1km). Sandscale Haws National Nature Reserve lies around 950m away, whilst High Wood Ancient Woodland is 700m away and Spring Wood Ancient Woodland is 280m. An area of semi-natural woodland UK Priority Habitat lies adjacent to the site.

A public footpath and National Cycle Route 72 both run adjacent to the site.

Enhancement potential

There could be scope for considerable enhancement if the development does not take up the whole of the site.

This site is in an area of former quarries - some archaeological mitigation may be required.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

The majority of the site lies within sub-type 5c – rolling lowland; the northern periphery of the site lies within sub-type 3c – coastal limestone, disturbed areas

Sequential approach

An existing landfill, in open countryside

BA24 Sowerby Woods Business Park Extension, Barrow-in-Furness

Reason for withdrawal: Planning permission for a Mechanical and Biological Treatment plant for municipal waste at this site was granted 31 March 2010.

General

The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, such as appropriate management of foul and surface water drainage, contaminated water could flow to the estuary and have an impact upon the Morecambe Bay SAC and Ramsar and the Duddon Estuary SPA.

Summary of comments from consultation stages

Comments related to a larger site. There were concerns about sustainability and extension into open countryside, environmental impacts and suggestions for a smaller

site. There were objections to sterilising further expansion of industrial uses on this estate.

Advice should be sought on archaeological mitigation and interpretation and the impact on the setting of the Conservation Area should be assessed.

An additional area to the south of the site should also be identified to allow a materials recovery facility and related activities.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA, the Duddon Estuary Ramsar and the Duddon Estuary SSSI are all situated about 1km away from the site. Park Road Woods County Wildlife Site, which is also designated as semi-natural woodland UK Priority Habitat, is adjacent to the site. Sowerby Woods County Wildlife Site (CWS) is 350m away, Goldmire Valley CWS 1340m and Roanhead Mines CWS 1350m.

The site falls within the natterjack toad potential area.

Furness Abbey Conservation Area is approximately 1750m away.

Enhancement potential

Limited. The boundary of the site would extend beyond an established woodland shelter belt. This is an important landscape and biodiversity feature that should be included in any new boundary and be linked to the adjacent County Wildlife Site.

There are archaeological remains in the vicinity, so mitigation measures may be required.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Partly greenfield, but an extension of a plot on an existing industrial estate at a town

BA25 Haws View Industrial Estate, Barrow-in-Furness

Reason for withdrawal: An adjoining site, purchased for other development that requires a highly skilled workforce, may not go ahead with significant inward investment if BA25 is developed for waste management.

General

A 2.7ha site, with potential for built waste treatment facilities. It was a reserve site because it was not clear whether a site in addition to Ormsgill Yard and Sowerby Woods was needed.

The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, contaminated water could flow to the estuary and have impacts on the Morecambe Bay SAC and Ramsar and Duddon Estuary SPA.

Summary of comments from consultation stages

Proposals for waste treatment on this land are unrelated to any existing waste treatment site and would create a plethora of sites along Park Road, which would prejudice inward investment into Furness. It is unlikely that the use of the site for waste treatment would create high value jobs.

Access is unsuitable for the large number of vehicle movements normally associated with waste treatment.

Advice should be sought on archaeological mitigation.

The Environment Agency pointed out that the site is located either in close proximity to groundwater abstractions or within a defined groundwater source protection zone and that this will place greater emphasis on the pollution control measures for the site.

Environmental assets

Morecambe Bay SAC and Duddon Estuary SPA lie within 350m of the site. It falls within the Duddon Estuary and Duddon Mosses SSSI consultation area. Sowerby Woods County Wildlife Site (CWS) is 670m away and Lower Ormsgill Reservoir and Cocken Pool CWS is 1.2km. North Walney National Nature Reserve is 350m away, whilst an un-named Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 1.5km.

A public footpath runs along the northern boundary of the site. Cycle route 72 runs along the main road into Barrow.

Enhancement potential

Would be considered in the Habitats Regulations Assessment. There are archaeological remains in the vicinity, so some mitigation measures may be required.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Urban

Sequential approach

Greenfield allocated employment land at a town

M13 Goldmire Quarry extension, Thwaite Flat, Barrow-in-Furness

Reason for withdrawal: Previously refused on appeal, on environmental grounds, which are still considered to be valid. Included within Mineral Safeguarding Area.

Summary of comments from consultation stages

The proposed area runs the risk of breaking the skyline, with Dalton views being impaired. If practicable, deeper working of the existing quarry or a southward extension might be preferable.

It was noted that, given the availability of crushed rock reserves elsewhere in the county, an extension to the quarry was not justified.

Environmental assets

The site lies 170m from Hagg Spring Wood (2) Ancient Woodland; 200m from Hagg Spring Wood (1) Ancient Woodland; Long Bank Ancient Woodland is 220m away; and Chapel Hill Wood Ancient Woodland is 580m. Goldmire Valley County Wildlife Site (CWS) lies 100m from the site; Dalton and Lindal Mining Area CWS is 860m; and Roanhead Mines CWS is 1.5km.

Dalton Conservation Area and the closest Listed Buildings lie 200m to the east.

Enhancement potential

Restoration scheme could offer potential. There are archaeological remains in the vicinity, so some mitigation measures may be required.

Flood map zone

No flood risk has been identified

Safeguarding

No safeguarding issues identified

Agricultural land classification

Part grade 3, part grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

- BA1 Phoenix Road/Bessemer Road - virtually all committed to other developments
- BA3 Dalton nurseries/car dismantler's – no space available
- BA4 Ormsgill landfill – restricted site
- BA5 Sowerby Woods - not compatible with owners' intentions, also problems with access over railway line
- BA7 Salthouse Mills Business Centre - gone before Issues & Options 2006
- BA8 Cavendish Dock – re-allocated for housing
- BA9 Sinkfall Farm, Rakesmoor Lane - gone before Issues & Options 2006
- BA11 Park Road, south of Ashleys - already committed to other developments
- BA12 Park Road, south of Kimberley Clark - already committed to other developments
- BA13 Ramsden Dock - regeneration plans/development at an advanced stage
- BA14 Cavendish Dock Road - gone before Issues & Options 2006
- BA15 west of McBrides, Park Road - gone before Issues & Options 2006
- BA16 former rail sidings, Dalton - gone before Issues & Options 2006
- BA17 Sowerby Woods Business Park - gone before Issues & Options 2006
- BA18 Country Park Industrial Estate - gone before Issues & Options 2006
- BA19 adjacent to Buccleuch Dock - gone before Issues & Options 2006
- BA20 Holker Street, Barrow - gone before Issues & Options 2006
- BA21 Barrow football club land - gone before Issues & Options 2006
- BA22 Salthouse Mills, Salthouse Road - gone before Issues & Options 2006

ALLOCATED SITES IN CARLISLE

Household Waste Recycling Centres

None

Waste Treatment and Management Facilities

CA11 Willowholme
CA30 Kingmoor Road recycling site
CA31 Kingmoor Park East

Broad Areas for waste

BRO5 Kingmoor Park Rockcliffe Estate, Carlisle

Landfill

None

Preferred Areas for minerals

None

Areas of Search for minerals

M8 Cardewmires Quarry for sand and gravel
M10 Silvertop Quarry for limestone
M11 Kirkhouse Quarry for sand and gravel

Mineral Safeguarding Areas

Gypsum
Limestone
Sand and gravel
Shallow coal and fireclay
Brick clay

Safeguarding of existing and potential railheads and wharves

M34 Kingmoor Rail Sidings, Carlisle

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX** – the site scores very negatively
- X** – the site scores negatively
- ?** – there is too much uncertainty to score the site
- 0** – the site has no impact on this criterion

* main towns = Carlisle

** Key Service Centres = Brampton, Longtown

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

CA11 Stephenson Industrial Estate, Willowholme, Carlisle

This site has an existing waste transfer and recycling facility and a partly completed inert waste landfill. It was put forward for consideration for further waste treatment developments, including In-Vessel Composting, a Mechanical and Biological Treatment plant, including heat treatment/autoclaving, a Materials Recycling Facility and further development of the Waste Transfer Facility.

Considerations

This is an existing waste management; modernisation of the site may free up land/capacity. It is considered that there is sufficient space on this site, and operations are not likely to constrain the adjacent WwTW, but this would be considered in more detail at planning application stage.

The main impediment is that the site is in Flood Risk Zone 3 and, although flood defences in the vicinity have been improved since the flood events of 2009, there is still a risk of inundation, with the result that development could only be justified, within a building, as a result of applying the Sequential and Exceptional tests required by Planning Practice Guidance.

Issues with the site's access and the estate's junction capacity need to be remediated. It is not considered to be as appropriate as others at Carlisle, particularly since the Northern Development Route has now fully opened.

It is considered that the matters raised in the consultation comments would need to be addressed in planning application proposals; this is likely to include wildlife surveys.

The owners at the time of site identification, Waste Recycling Group who have now been acquired by FCC Group, supported the proposed use of the site.

Environmental assets

Within a 2km radius of the proposed site are 14 Scheduled Monuments, all associated with Hadrian's Wall World Heritage Site and its visual impact zone. Carlisle City Conservation Area is about 900m away, to the south east; Stanwix Conservation Area is 250m to the north east, across the River Eden.

The River Eden and Tributaries SAC and the River Eden and Tributaries SSSI are adjacent to the site. Engine Lonning County Wildlife Site (CWS) is 275m to the south; Kingmoor Nature Reserve CWS, which is also a Local Nature Reserve, lies 870m north and Kingmoor Sidings CWS is across the river at 170m north. Otters are present along the river, and great crested newts are possible on the site, as well as kingfisher and noctule and pipistrelle bats. The site is within a geese/swan flyway area.

Cycle Route 72 and both the Cumbria Coastal Way and Hadrian's Wall Path run adjacent to the site.

The **Habitats Regulations Assessment** should consider otter habitat and potential for contaminated water to flow to the adjacent River Eden SAC.

Enhancement potential

Enhancement to this site would mean pulling the development back from the river bank top to provide a buffer of natural habitat, and restore the riverside link to Sheepmount Recreation Ground. Possibly otter holts and bat box features. The site is within a potential great crested newt area.

This is the site of an historic ford, so mitigation would be required. Opportunities should be sought to enhance the setting of the World Heritage Site.

Environment Agency flood map zone

Zones 2 & 3 – located in an area benefitting from defences as part of Caldew and City Centre Flood Alleviation Scheme

Lead Local Flood Authority assessment

Minimal risk from surface water flooding, but this site is wholly within Flood Zone 3 (fluvial flooding)

Electricity North West assets

132kV, 33kV and 11kV assets present within development area

United Utilities assets

This development is adjacent to Carlisle WwTW and could impair the future expansion of the assets in supporting the development aspirations of Carlisle City Council

CAA and NATS¹⁷ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications connected with an aviation use, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

Break Bulk Facility, Calor Gas Ltd/GB LPG Ltd, Willowholme Industrial Estate, hazardous substances consent – CA11 falls in outer and middle consultation zones

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

¹⁷ Civil Aviation Authority and National Air Traffic Services

Lies within the Eskdalemuir Seismic Recording Station consultation zone for all applications connected with a wind turbine development

Agricultural Land Classification

Urban

Landscape Character Area

Urban

Sequential approach

Part operational waste facility, part brownfield site within a town

Summary of comments from consultation stages

This industrial estate is located within Flood Zones 2 and 3, immediately adjacent to the River Eden and Tributaries SSSI and SAC and the Cumbria Way long-distance footpath. Because of the risk of contaminating the River Eden during a flood, the type of waste would be relevant under CROW and Habitats Regulations, as would any operation which is particularly noisy. Appropriate flood alleviation measures would be required before any development could go ahead.

Network Rail would need to be consulted on planning applications for this site.

This site lies within the river floodplain. With the flood protection scheme nearing completion on this site, it would be suitable for a recycling plant, as that type of work is already done there.

The site is bound on all sides by established screen planting. The closest residential properties are located approximately 250m to the north of the site boundary, across the River Eden.

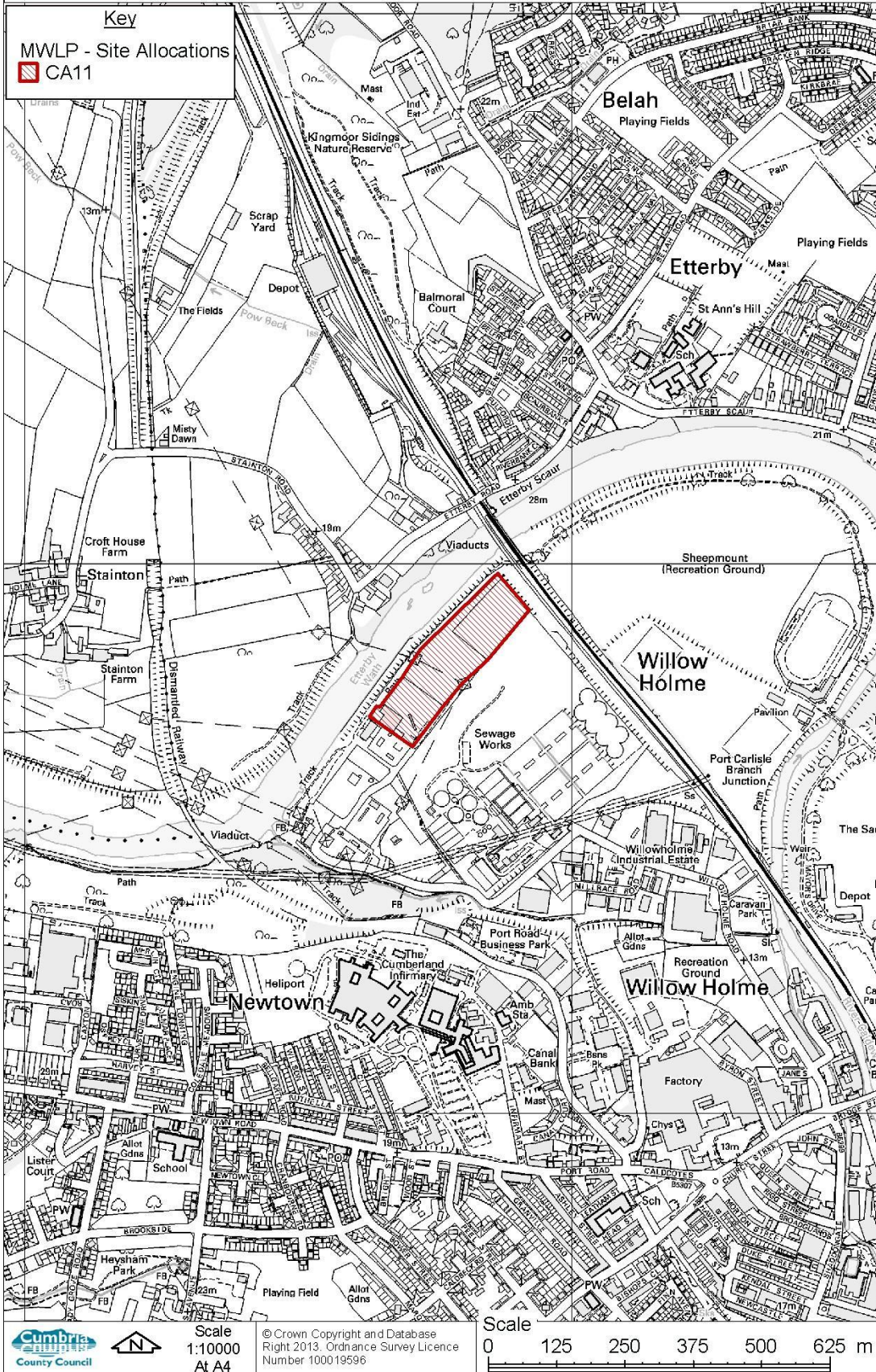
The impact on the setting of Scheduled Monuments, World Heritage Site and the Conservation Area will need to be assessed; advice should be sought on archaeological mitigation and interpretation of the historic ford.

There is a single access road into the industrial estate and the capacity of this, and its junction from Bridge Road (Shannongate Junction), would need to be assessed; access to the site is by an unadopted road, the construction of which is below standard and requires remediation.

The site should be assessed for its potential as a great crested newt habitat.

Historic England seek opportunities to enhance the setting of the World Heritage Site, through development that will better reveal its significance and increase its understanding – note the relevance of Roman use of this low lying land. Important that the site will preserve the low-lying nature of the land and the higher ground to the north and southwest.

CA11 - Willowholme, Carlisle



WASTE MANAGEMENT SITE SCORING MATRIX

CA11 Willowholme Industrial Estate, Carlisle

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	Within city	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	The site is within the city centre, close to the A595, but access is limited from the east due to junction restrictions at the industrial estate entrance	✓
	Potential for rail access	Although adjacent to the railway line, there is no scope for new siding development	XX
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	The site has existing waste management facilities and an incomplete inert landfill	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	The site is situated within a primary employment area	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	formerly Waste Recycling Group (now part of FCC Group)	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk		
	Zone 2	Falls within Zone 3a and some Zone 2; however, work has been undertaken on a flood protection scheme and development is expected to be within a building	?
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Within an industrial estate, but close to River Eden SAC and highly sensitive historic environment	✓

	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	There is scope for a range of waste management facilities	✓ ✓
	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Nearest residential property is circa 250m north of the site boundary, on the other side of the River Eden	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Site falls within the Hadrian's Wall World Heritage Site visual impact zone. There are also 14 Scheduled Monuments within a 2km radius of the site, which are associated with the WHS. The site is situated within an existing industrial area.	?
	Indirect adverse (site outside designated area)	See Habitats Regs Assessment – immediately adjacent to SAC and SSSI	XX
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	There is potential to restore the riverside footpath and cycleway to the Sheepmount Recreation Ground. This would provide a buffer of natural habitat, possibly including otter holts and bat boxes	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Development of the site has the potential to create a small number of new jobs	✓

	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site lies within the safeguarding areas for Calor Gas Ltd/GB LPG Ltd hazardous substances and Carlisle Airport – Birdstrike and Other Aviation Uses	?
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP2 Provision for waste SP3 Waste capacity SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare SP17 Section 106 planning obligations SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC6 Cumulative environmental impacts DC9 Criteria for waste management facilities DC16 Biodiversity and geodiversity DC17 Historic environment DC18 Landscape and visual impact DC19 Flood risk DC20 The water environment SAP2 Waste treatment facilities</p>			
<p>Mitigation proposals in Sustainability Appraisal:</p> <p>The principal measure is to restrict development to enclosed waste use, such as requiring internal storage of incoming material and any baled (or similar) outputs in order to limit impacts on adjacent biodiversity assets, as well as to lessen any impacts associated with flooding. Possibly require buffer zone along the north western boundary, to reduce risks of impacts to the river, and provide scope for biodiversity improvement and visual screening of the site from the adjacent footpath.</p> <p>Additional assessments for protected species, heritage impacts on the adjacent historic ford, and of cumulative traffic impacts on the junction of the access road into the estate with the A595 needed.</p>			
<p>Summary of overall assessment:</p> <p>This is a brownfield site, allocated for employment use, which would provide an extension to the existing waste management facilities. It is well situated near the city centre, but there are problems with access and flooding unless water compatible development is proposed. Further assessment will be required to determine the level of impacts on the designated sites of national/international importance.</p> <p>Site Assessment score: ✓ positive</p>			

CA30 Kingmoor Road recycling centre, Carlisle

This site is allocated for a waste treatment and management facility under policy SAP2.

Considerations

The entire site is brownfield, having previously been occupied by an engineering works, and a recycling facility was developed within the main section of the site in 1997. The operational area of that facility was then increased to just under 2ha, as defined in planning permission (1/10/9019). In the adopted Carlisle Local Plan (2015-2030), the location falls within a Primary Employment Area.

The site was considered in earlier stages of Plan preparation, but omitted from the consultation draft Local Plan in 2013 following approval of 1/10/9019. The recycling facility was destroyed in a fire in 2014 and operations have been transferred to an area within the Hespian Wood landfill and waste management site.

An area of around 1ha to the north west of the facility had previously been put forward as an extension in the Site Allocations Policies. Having considered this in the Supplementary Sites Consultation (2015), this allocation was rejected, as the former brownfield land has revegetated; it is used for informal recreation to link between the two nature reserves to the west and east of the site. In the Carlisle Local Plan, this area is within protected open space related to links between the adjacent nature reserves.

The site consented by permission 1/10/9019, accepted clean recyclables from local authority kerbside collections, Household Waste Recycling Centres and mixed commercial and industrial wastes. Approximately 39,000 tonnes per annum (tpa) of cardboard, paper, glass, cans, plastics, wood and metals were sorted and baled before transfer for recycling. The operator indicated that throughput for a rebuilt facility could increase to approximately 58,000 tpa. Energy from Waste is not proposed for the site and would be unsuitable due to the proximity of residential areas to the east and south (more housing immediately to the south is allocated in the Carlisle Local Plan).

The Sustainability Appraisal noted the appropriate location and benefits of the recycling functions, but also the proximity to housing and ecological assets, and the height restricted access to the site from one direction due to a low bridge.

The issues to be considered at planning application stage would include: traffic; noise; dust; land contamination; water quality; and impacts on protected species and habitats. Mitigation for any adverse impacts of the previously consented operations on neighbouring uses, particularly residential areas, was considered as part of planning permission 1/10/9019.

A bridge height restriction (4.2m) limits access between the site and the A689, and thereby the use of large vehicles to access the Carlisle Northern Development Route (CNDR). Additional adverse impacts on residential areas from HGV access to the south would be a consideration in determining any planning application.

The key protected species to be considered are Great Crested Newts (GCN). The area permitted under 1/10/9019 had been cleared and used for some years, but GCN may have re-entered the site since the fire and cessation of operations. Surveys for other species of principal importance would also be required prior to submission of a planning application.

Environmental assets

The site lies 5km south of the Upper Solway Flats & Marshes SPA and Ramsar, and the Solway Firth SAC. The site is around 690m north of both the River Eden and Tributaries SAC and SSSI, at its closest; it adjoins the Kingmoor Sidings County Wildlife Site (CWS), which is also a Local Nature Reserve, and is on the opposite side of Kingmoor Road from the Kingmoor South Nature Reserve CWS. It is 500m north of the Stanwix Conservation Area and is less than 100m east of the Hadrian's Wall World Heritage Site visual impact zone.

The adjacent Kingmoor Sidings Local Nature Reserve is important for Great Crested Newts, and a GCN survey conducted for the 1/10/9019 planning submissions identified breeding ponds to the north of the allocation. The area to the northwest is partially covered in woodland and is bounded by a classified main river; an 8 metre clearance would be required for maintenance purposes.

The following Key Species have been recorded in the locality: brown hare, common pipistrelle and noctule bat, Dingy Skipper, Small Heath, Wall and Grayling butterfly, Great Crested Newt, Lattice Heath and Cinnabar moth, otter, Pink Waxcap fungus and barn owl. Surveys will be required for breeding birds, reptiles, invertebrates and botanical interest. The site is within a goose/swan flyway area and a great crested newt area; it is also 550m from a goose/swan important area.

A public footpath is on the opposite side of Kingmoor Road to the site.

The **Habitats Regulations Assessment** will need to assess whether allocation of this site is likely to have impacts on the River Eden SAC. The distance to the European Wildlife Sites on the Solway is much greater, but there is a potential pathway along the River Eden.

Enhancement potential

If sufficient land was left undisturbed by construction and the permanent development, this site offers potential for habitat protection and/or enhancement, including protecting and strengthening linkages between the County Wildlife Sites and the adjacent field with its breeding ponds for GCN.

There are archaeological remains in the vicinity, so some mitigation measures may be required.

Environment Agency flood map zone

Zone 1 - no flood risk has been identified; sluggish drainage around site results in ponding water

Lead Local Flood Authority assessment

Small areas of surface water flood risk (1%) in northern part of site

Electricity North West assets

11kV assets present within development area

United Utilities assets

A combined sewer is located outside the facility; the surface water sewer for potential discharge is located approximately 25m away

CAA and NATS¹⁸ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications connected with an aviation use, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Lies within the Eskdalemuir Seismic Recording Station consultation zone for all applications connected with a wind turbine development

Agricultural Land Classification

Urban

Sequential approach

Part brownfield site within 5 miles of a town

Summary of comments from consultation stages

In the adopted Carlisle Local Plan, the whole site falls under two proposed designations - the existing recycling facility is within a Primary Employment Area; the adjacent Local Nature Reserve is within protected open space.

It is too close to housing.

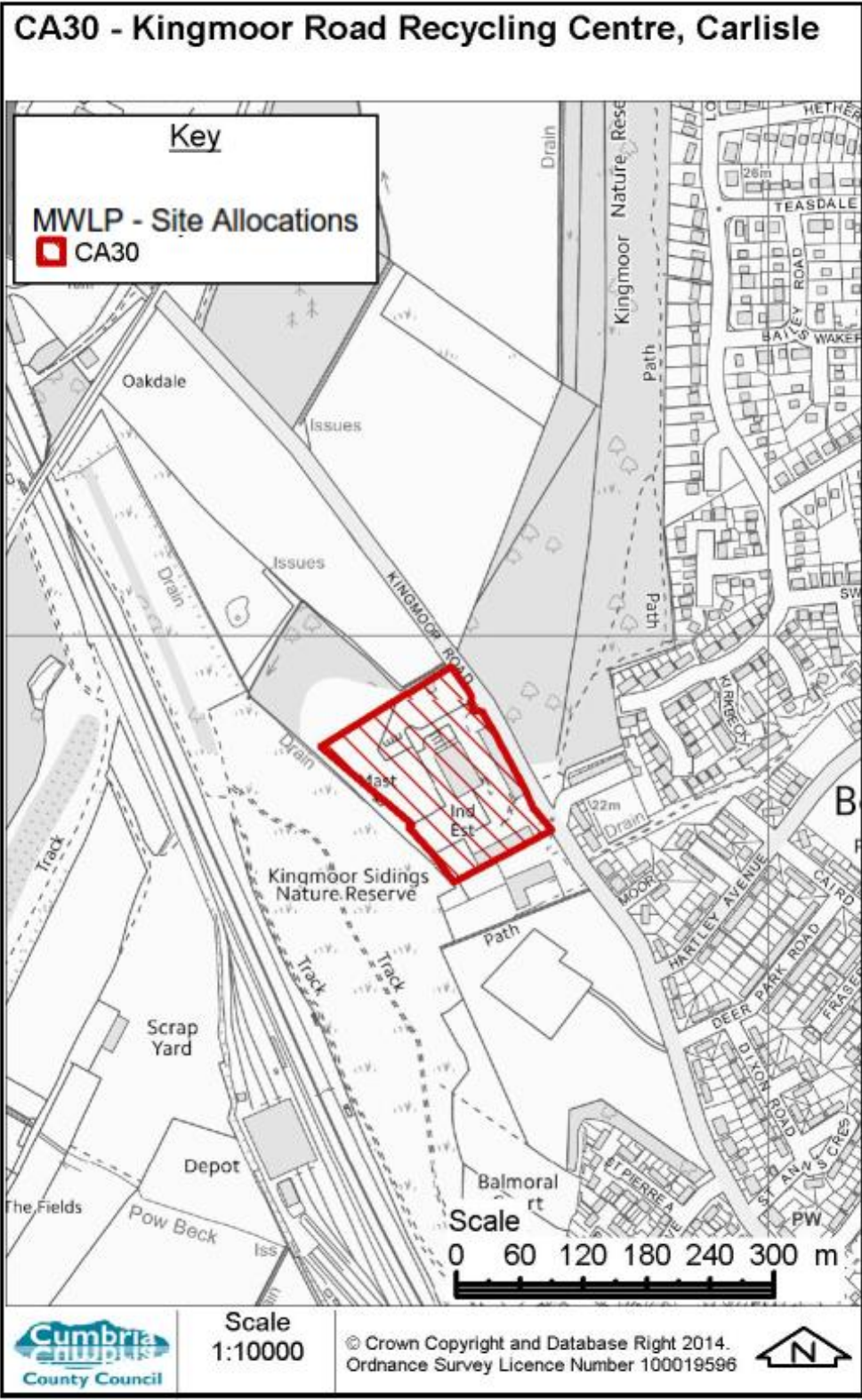
Kingmoor Road Recycling Centre was included in the Site Allocations Policies (adopted January 2011), as the existing site plus a proposed north western extension; the previous submissions sought the inclusion of land and buildings around the current operation to allow further development of the site to cater for the levels of use and to provide for an extension to allow for further increases in recycling.

¹⁸ Civil Aviation Authority and National Air Traffic Services

It has limited access from one direction due to a low bridge, meaning larger lorries travel through town. Access from the CNDR is restricted by a rail bridge height restriction.

Extension may be constrained by protected species and the adjacent nature reserve.

Site CA30 is immediately adjacent to Kingmoor Sidings Local Nature Reserve, which is also designated as a County Wildlife Site. An adequate buffer zone/treatment may be required to ensure no adverse effects on the biodiversity of the reserve.



WASTE MANAGEMENT SITE SCORING MATRIX

CA30 Kingmoor Road recycling centre, Carlisle

Site selection criteria	Description/Characteristic	Comment/explanation/ issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	Very close to city centre	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Height restriction (4.1m) on bridge between site and CNDR	✓
	Potential for rail access	No potential for direct access, but could use rail freight facility at Kingmoor sidings	X
	Access to proposed primary road network		
	Good local road accessibility	All routes south of the site run through residential areas	X
3. Sequential approach	Previously developed land (brownfield)		✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Not allocated, but the site (area under 1/10/9019) has been in waste management use	
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	No – prepared to rebuild facility following fire	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 or no flood risk		✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use		
	Conflict likely with other land use	Nuisance factor of site may be in conflict with residential uses to south east of the site.	X
7. Co-location potential	Large enough to accommodate more than one facility	The scale of any future facility is unknown	?
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	150 houses within 250m. Nearest property 44m away.	XX
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	The site is 700m from River Eden SAC and SSSI - assessment of watercourse receptors required. Evidence indicates Great Crested Newts are adjacent to the site.	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	The site adjoins the Kingmoor Sidings County Wildlife Site, and is on opposite side of road from Kingmoor Nature Reserve County Wildlife Site	X
	Requires compensation measures - direct adverse (site within designated area)	Mitigation and compensation may be possible, but will not be known until planning application stage	XX
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Site is less than 100m from Hadrian's Wall World Heritage Site visual impact zone, but impact would depend on height of development proposed	?
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Redevelopment of the previously approved site is likely to safeguard jobs.	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site falls within wind turbine and Carlisle Airport safeguarding consultation areas, but unlikely to be a constraint	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
DC1 Traffic and transport
DC2 General criteria
DC6 Cumulative environmental impacts
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
DC19 Flood risk
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

Any change in the throughput or the range of waste activities performed should result in a review of whether the previously existing mitigation measures would be appropriate and effective for any intended future use. A survey of the use of the site by great crested newts and other protected species is necessary. Appropriate mitigation of land contamination risks, particularly in terms of disturbance and excavation of material that could then find its way into surface watercourses is also necessary, as is the need to prevent water running off the site and percolating into the soil beneath, carrying contaminants in solution into adjacent watercourses or uncontaminated greenfield land.

Summary of overall assessment:

This site is located very close to housing and ecological assets, and a nearby low bridge restricts access to the site from one direction. The desirability of avoiding (or at least minimising) lorry movements through the nearby Conservation Area suggests that the scope to increase capacity should be limited. It is not an appropriate location for an Energy from Waste facility on any scale; development with the same waste management function as the previous operations, reduces risk of increasing impacts.

Site Assessment score: ✓/x positive/negative balance

CA31 Kingmoor Park East, Carlisle

This site is proposed for an Energy from Waste plant and is allocated under policy SAP2 Waste treatment and management facilities.

Considerations

The site has good access to the strategic road network to enable delivery of waste inputs and other biofuel inputs, with almost direct access to a roundabout on the Carlisle Northern Development Route (CNDR). The nearby railway freight facility at Kingmoor may be relevant, and would be accessible via industrial estate roads.

There are no residential properties within 250m, and the nearest residential property is over 650m away.

An Energy from Waste plant in this location could serve the whole complex of Kingmoor Park sites, which have a connected electricity supply provided by the landowner. Planning permission was granted in October 2016 for an Energy from Waste plant at Kingmoor Park East, that would incinerate up to 195,000 tonnes per annum of Refuse Derived Fuel, in order to generate energy. The permission has a 3 year commencement condition, as well as a number of conditions that must be fulfilled before development can commence; these include the need for Great Crested Newt exclusion fencing and, by implication, a season for capture and relocation if found, details of drainage systems and a scheme and implementation of ground contamination investigation/remediation. A range of consents or licences may also need to be obtained from United Utilities, the Environment Agency and Natural England. Once development is started, it is anticipated that the construction phase would extend over approximately 24 months, after which there would be a 6 month internal fit-out and commissioning period.

Environmental assets

River Eden SAC and River Eden & Tributaries SSSI lie 780m away, to the south west. The site also lies 3.7km south of the Upper Solway Flats & Marshes SPA and Ramsar, and the Solway Firth SAC. The site is 340m west of the nearest County Wildlife Site (CWS), Kingmoor Nature Reserve CWS, and is 780m north of Kingmoor Sidings CWS and Local Nature Reserve, which is an important site for Great Crested Newts.

The site lies 100m to the east of the Hadrian's Wall World Heritage Site visual impact zone.

The **Habitats Regulations Assessment** will need to consider habitat surveys for otters, and maintenance/enhancement measures as appropriate and other impacts on the River Eden SAC. The site is near one of the most important areas for great crested newts, so mitigation/compensation measures may be needed. The distance to the European Wildlife Sites on the Solway is much greater, but there is a potential pathway along the River Eden.

Enhancement potential

The site proposed for allocation does not extend to the boundaries of the industrial estate plot, but leaves buffer strips between the site, adjoining estate roads, the CNDR

and the railway line. Surveys of the allocated site and the surroundings would be required for breeding birds, reptiles, invertebrates and botanical interest.

Habitat creation/enhancement could be provided that complements that already provided for the nearby Carlisle Northern Development Route. There could be reasonable potential for enhancement for great crested newts.

Environment Agency flood map zone

Zone 1 - no flood risk identified; there are three designated main rivers in the vicinity that may be restricted by the West Coast Main Line culvert, so potential flooding must be managed

Lead Local Flood Authority assessment

Minimal risk of surface water flooding in railway sidings area; small area in the centre of the site with risk of surface water flooding (1%)

Electricity North West assets

11kV assets present within development area

United Utilities assets

Transferred private sewers may be affected by development

CAA and NATS¹⁹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications connected with an aviation use, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Lies within the Eskdalemuir Seismic Recording Station consultation zone for all applications connected with a wind turbine development

¹⁹ Civil Aviation Authority and National Air Traffic Services

Agricultural land classification

Urban

Landscape Character Area

Sub-type 5d – urban fringe

Sequential approach

Brownfield site within 5 miles of a town

Summary of comments from consultation stages

Support the proposed allocation for an Energy from Waste plant at land at Kingmoor Park East, Carlisle (allocation CA31) and considers that the site is capable of successfully accommodating such a plant.

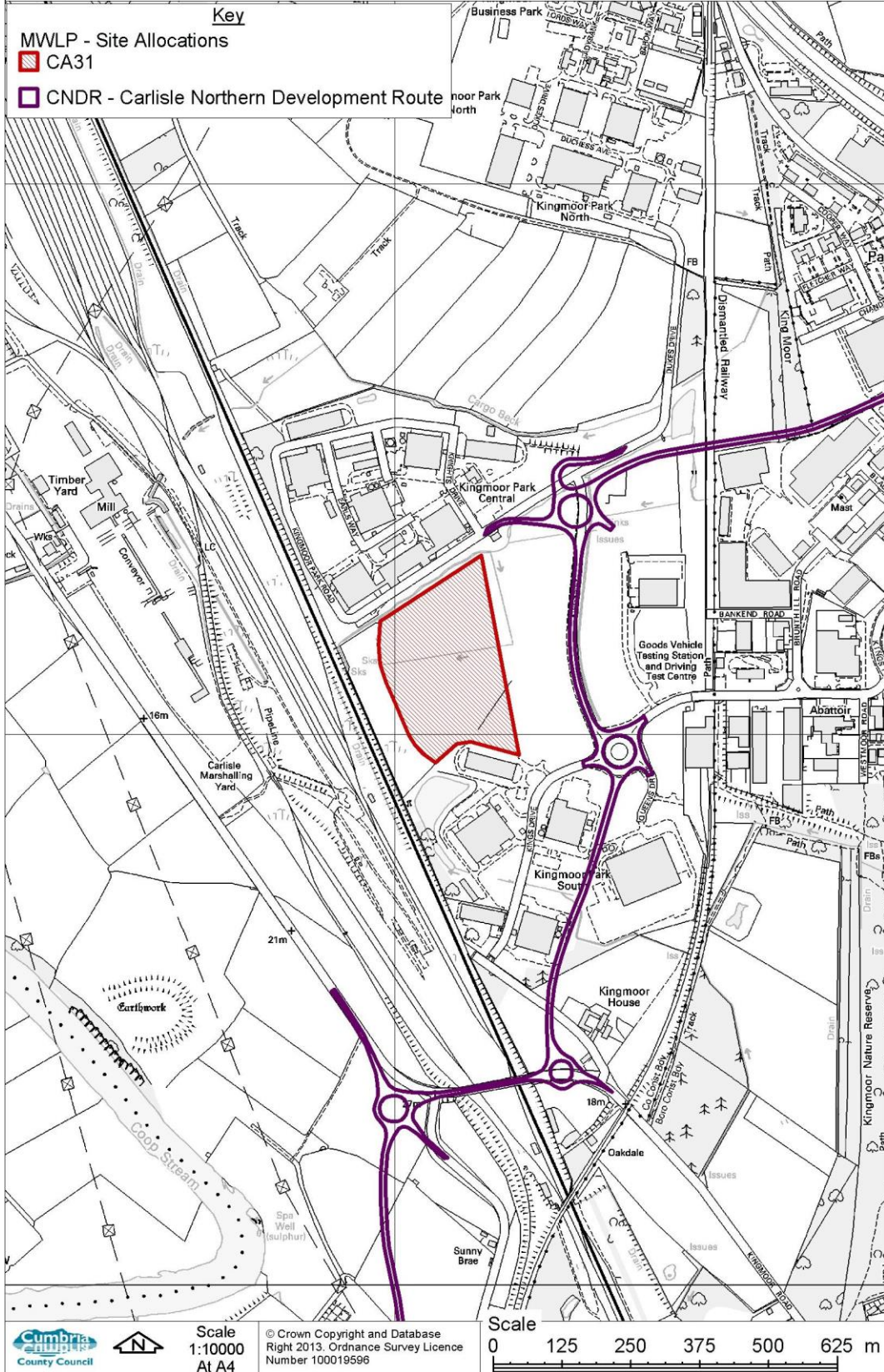
The need for additional Energy from Waste plants is questioned. Conversely, preference should be given to technologies that support renewable energy production and offer more sustainable solutions to local commercial and industrial waste arisings.

Any new or additional waste facilities should be planned and operated in ways that would not adversely impact on its future development potential.

Kingmoor Park is a strategic regional site that is intended to support the regeneration of Carlisle.

Records in vicinity for brown hares, bats, toads, dingy skippers, otters, red squirrels and great crested newts. The site should be assessed for its great crested newt potential.

CA31 - Kingmoor Park East, Carlisle



WASTE MANAGEMENT SITE SCORING MATRIX

CA31 Kingmoor Park East, near Carlisle

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	Within 2 miles of city centre	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Site next to Carlisle Northern Development Route - now fully open	✓ ✓
	Potential for rail access	Site adjacent to main railway, but also very close to Kingmoor sidings	✓
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Site of former military depot	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre		
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Put forward by owner	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Adjacent to local light industry and warehousing	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Yes, but most preferable for just an EfW	✓ ✓
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres		
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	Less than 1km from River Eden SAC; may require mitigation measures for otters and great crested newts	X
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Height of stack on any EfW plant to be considered in relation to the Hadrian's Wall World Heritage Site visual impact zone	?
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Would create jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Lies within the Carlisle Airport 30km safeguarding area; height of stack on any EfW plant to be considered, likely to need illumination	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
DC2 General criteria
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
SAP2 Waste treatment facilities

Mitigation proposals in Sustainability Appraisal:

Mitigation requirements are primarily best practice requirements for supporting the detail of waste developments and will probably include those required by the local planning authority's validation lists. A planning permission will need to be supported by ecological assessments to check on use/occupancy of the site by various protected species. Assessment of cumulative impact on traffic on the Carlisle Northern Development Route is also advisable, though there may be limited history of usage levels as the road has only been open a few years. Further assessment and mitigation may be necessary if the site is proposed for an EfW facility.

Summary of overall assessment:

This site is in a very sustainable location insofar as it is well situated with respect to local sources of waste and labour supply, and is remote from a wide range of sensitive receptors and other designations. It would have the advantage of being able to provide energy for all the Kingmoor Park sites. It has good access to the strategic road network as it lies next to the CNDR, and is well located for the road network into Carlisle. In theory it could exploit nearby railway infrastructure at Kingmoor sidings.

Site Assessment score: ✓ ✓ very positive

BRO5 Kingmoor Park Rockcliffe Estate, Carlisle

In accordance with Site Allocations Policy SAP2 Waste management facilities, this estate is identified as a Broad Area for waste management. The Broad Areas are identified in the Local Plan as industrial areas, where waste facilities already exist, where waste arises from existing industries or where waste could be used as a resource; Kingmoor Park Rockcliffe Estate falls into the first two categories, but opportunities should be explored for developments on site that could use waste as a resource. The identification of Kingmoor Park Rockcliffe as a Broad Area does not imply that all waste management proposals on site would be acceptable, they would be considered against all relevant policies in the Local Plan.

Considerations

The suitability of the estate will depend on what new waste uses are proposed, whether these are enclosed facilities, and what biodiversity management is undertaken on the wider site footprint. Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on areas that may currently, or have the potential to, support a range of protected species, may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

Solway Firth SAC, plus Upper Solway Flats & Marshes SPA and Ramsar all lie 1.3km west of the site; there is a pathway via the stream that passes through the site, into the River Eden, which flows into the Solway Firth. The River Eden SAC and the River Eden and Tributaries SSSI are both situated 285m west of the site.

The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, such as appropriate management of foul and surface water drainage, contaminated water could flow to the River Eden and the Solway Firth, and have an impact upon the two SACs and the SPA and Ramsar.

The Solway Coast AONB is 400m west of the site. Harker Moss County Wildlife Site (CWS) lies 1.4km to the east and Rockcliffe Moss CWS lies 1.6km east; both are also designated as lowland raised bog UK Priority Habitat, and both are on the far side of the M6 motorway from BRO5. The Kingmoor Nature Reserve CWS lies 1.9km south east, and an area of coastal and floodplain grazing marsh UK Priority Habitat lies 2km to the west. There is a special roadside verge on the C1022, 1.4km east.

The site lies in the goose/swan flyway zone and is adjacent to the goose/swan important area; it lies 1.7km north of the great crested newt potential area. Otters, kingfishers, cuckoos, skylarks, Bewick and Whooper swans, barn owls, hen harriers and Wall butterflies have all been recorded in the vicinity.

The site lies within the visual impact zone for the Frontiers of the Roman Empire: Hadrian's Wall World Heritage Site; the closest associated Scheduled Monuments are sections of the wall, 2km south west in Beaumont. There are a number of other Scheduled Monuments in Beaumont, including a motte castle, St Mary's church and several houses. The closest Scheduled Monument is Rockcliffe Cross, in the churchyard of St Mary's in Rockcliffe, 780m north of the site. The closest listed building

is Becklands Farmhouse, 450m north, and there are further listed buildings in Rockcliffe, including the Church of St Mary and the Crown and Thistle pub, around 780m north.

National cycle route no.7 passes the entrance to the estate and the Cumbria Coastal Way is 200m to the west.

Enhancement potential

The stream to the south of the site might support otters, so a survey would be needed - there is potential for habitat creation/enhancement. There are archaeological remains in the vicinity, but information is required on modern disturbance to the site - mitigation measures may be required.

Environment Agency flood zone map

Zone 1 – no flood risk identified

Lead Local Flood Authority assessment

50 to 75% susceptibility to groundwater flood emergence; isolated small areas of surface water flood risk (1%), especially to the south of the site

Electricity North West assets

11kV assets within the development area

United Utilities assets

Rockcliffe WwTW lies 400m north

CAA and NATS²⁰ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications connected with an aviation use, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No identified hazards

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

²⁰ Civil Aviation Authority and National Air Traffic Services

Lies within the Eskdalemuir Seismic Recording Station consultation zone for all applications connected with a wind turbine development

Agricultural Land Classification

Grade 3 – 20 to 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

5d: Lowland - Urban Fringe

Sequential approach

Existing estate, within 5 miles of a town

Summary of comments from consultation stages

The site is within the World Heritage Site buffer zone and the scale and nature of plant proposed would need careful assessment.

The narrow rural roads are unsuitable for the traffic; low bridges and weight restrictions cause lorries to use small unclassified roads, causing irreparable damage to verges and the countryside, and to use private driveways as passing places.

The highway authority would object to any intensification of use of the site without highways improvements to the C1015/C1016 junction; routing of traffic to and from the site is an issue.

WASTE MANAGEMENT SITE SCORING MATRIX

BRO5 Kingmoor Park Rockcliffe Estate, Carlisle

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies around 2.5 miles (3.8km) from Carlisle City; it is also located near waste-producing businesses and industries	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Site situated to the north of Carlisle; construction of the CNDR has improved access to the primary road network.	✓
	Potential for rail access	No potential for direct access, but greater use could be made of the existing Kingmoor sidings	X
	Access to proposed primary road network		
	Good local road accessibility	Access from the site is mainly via Parkhouse Road – routeing would be required and possible junction improvements	X
3. Sequential approach	Previously developed land (brownfield)	Existing, operational estate	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use; within 5 miles of Carlisle	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cannot be identified at this stage	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk within site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	On a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		

7. Co-location potential	Large enough to accommodate more than one facility	Yes	✓ ✓
	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Two single houses within 250m; Rockcliffe is closest village, 475m north	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Habitat/species surveys likely to be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Lies 400m from Solway Coast AONB, setting may need to be considered with regard to plant height Landscape character = coastal urban fringe	✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Potential to create or safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site falls within wind turbine and Carlisle Airport safeguarding consultation areas, but unlikely to be a constraint	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC5 Dust
DC6 Cumulative environmental impacts
DC8 Renewable energy use and carbon reduction on existing minerals and waste sites
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site; will also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

An existing, mixed business and industrial estate. Moderate location in relation to the primary road network, and close to the Principal Service Centre of Carlisle City.

Site Assessment score: ✓ positive

M8 Cardewmires Quarry, Cardewlees, Dalston, Carlisle

This area, close to the existing Cardewmires sand and gravel quarry is proposed as an Area of Search in policy SAP4. This site had a similar allocation in the 1996-2006 MWLP and has still not been developed; however, the quarry changed operator in 2014.

Considerations

The planning permission for the existing quarry was extended in recent years from 2009 to 2026, and the remaining reserves within its area are around 1.7 million tonnes, sufficient for 16 years sales at recent rates.

Whilst seeking to secure medium to long term reserves at Cardewmires, the previous operator investigated the geology of a 23 hectare potential extension, revealing good quality river terrace sand and gravel, which could be taken to the existing plant area by conveyor under the railway. This extension area could provide around 2 million tonnes, which would be sufficient for an additional 20 years production at an annual output of 100,000 tonnes, and the current operator also wishes to take the allocation forward. This proposal seems unlikely to be needed within the Plan period, but would provide security for ongoing sand and gravel supplies in Cumbria.

A planning application for extension would have to include an acceptable restoration scheme and mitigation of environmental impacts, and address constraints such as the gas pipeline that crosses the site. The existing Cardewmires site utilises “wet working”, i.e. extracts from below the water table, and manages the water bodies and drainage of the site as required by the Environment Agency. The proposed site is also low lying and is crossed by Gill Beck, which feeds into the River Wampool. Drainage, temporary – or possibly permanent – flood storage, water quality and biodiversity will need to be addressed in any planning application.

The site is fairly well connected to the strategic highway network, and no highway constraints are envisaged, provided the existing Barras Lane access is used. Quarried materials should be moved under the railway to the existing site via the existing railway underpass. Any new highway access south of the railway would require a Transport Assessment or Statement.

Environmental assets

Both the River Eden SAC and the River Eden & Tributaries SSSI are 1.1km away, to the east. South Solway Mosses SAC is 11km west, but there are no apparent pathways between M8 and this SAC. Flanders Wood lies 1.6km east of the site; it is Ancient Woodland and semi-natural woodland UK Priority Habitat. Two areas of Special Roadside Verge lie 700m and 600m to the north.

The **Habitats Regulations Assessment** will need to assess whether this site would adversely affect the integrity of either the River Eden SAC or the South Solway Mosses SAC.

Otters, brown hares, bat species and barn owls are all recorded in the vicinity.

Dalston Conservation Area is 700m away, to the east. A Scheduled Monument, comprising a settlement SE of Cardew Hill, lies 900m south; another, Bishop’s Dyke,

lies 1.2km to the north east. The closest Listed Building is Cardew Hall, with associated byres and barns, which lies 480m south.

Cycle route 10 runs east of the site.

Enhancement potential

An assessment is needed of the value of the remaining marshy grassland habitat - it may qualify as the purple moor-grass/rush pasture UK Priority Habitat, which could be confirmed through site survey.

Restoration of any scheme should have specific Biodiversity Action Plan habitat objectives, as well as recognising the need to protect landscape quality, distinctiveness and character.

There is potential for prehistoric remains on site - mitigation would be required. Impact on the setting of the Dalston Conservation Area should be assessed and, where appropriate, mitigated.

Environment Agency flood map zone

Zones 2 and 3 – fluvial flooding from Wampool River

Lead Local Flood Authority assessment

1% probability of surface water flood risk over a small area in the southern half of the site

Electricity North West assets

33kV assets present within development area

United Utilities assets

No assets identified

CAA and NATS²¹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport consultation zone for all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

Cummersdale to Bothel, Northern Gas Networks pipeline transects the site

²¹ Civil Aviation Authority and National Air Traffic Services

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 3 – 20% to 60% likelihood that this Best and Most Versatile land

Landscape Character Area

Sub-type 5a – lowland, ridge and valley

Sequential approach

Greenfield, next to existing quarry operations

Summary of comments from consultation stages

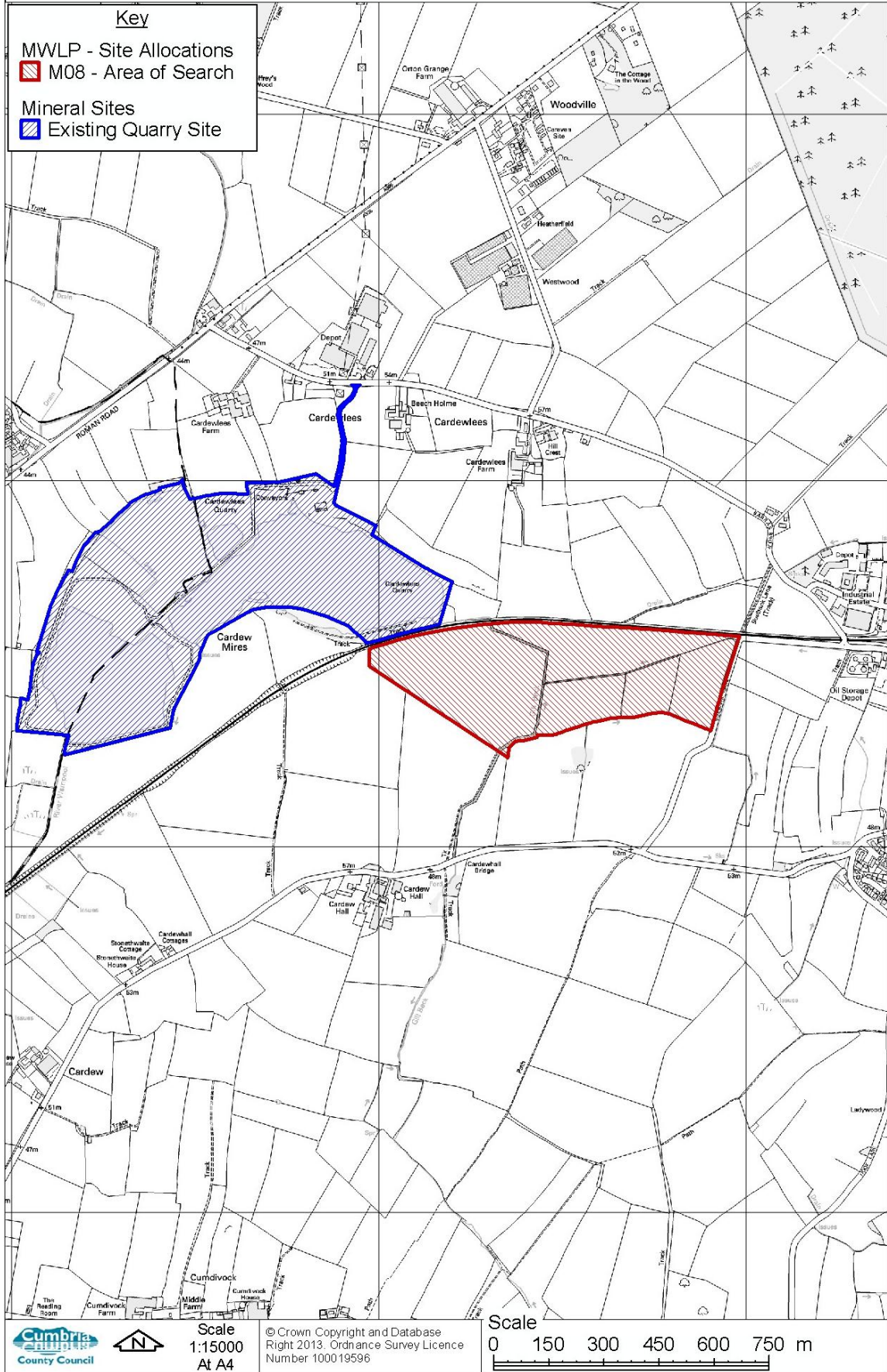
Site M8 should be classed as a Preferred Area, as supplying from further afield would have a significant detrimental effect on the environment and locality and would inevitably increase the carbon footprint.

There could be a potential issue/conflict in relation to fish migration and angling in the River Wampool through Cardewmires. There are likely to be issues regarding protection of the River Wampool itself.

This site lies partly within a river floodplain.

This quarry extension will have landscape and visual impact. Concerned that the allocation is on the other side of the railway line from the existing quarry and would therefore need significant new infrastructure to ensure access.

M08 - Cardewmires Quarry, near Dalston



MINERALS SITE SCORING MATRIX

M8 Cardewmires Quarry, near Dalston

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Close to A595	✓ ✓
	Potential for rail access	Railway runs adjacent, but unlikely that a siding would be built	X
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Existing quarry adjacent	✓
	Mothballed or dormant site		
	Greenfield	connected to existing quarry via rail underpass	X
3. Deliverability	No owner objection	No objection	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or little no flood risk		
	Zone 2		
	Zone 3a	Although the site lies in flood zones 2 and 3a, the extraction of sand is water compatible	0
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	No conflict identified	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Cardew Hall and Cardewlees Farm both around 400m away	✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	No impacts identified	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Assessment needed of the value of remaining marshy grassland habitat	✓ ✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = lowland, ridge and valley	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Could safeguard existing jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Site crossed by the Cummersdale to Bothel gas pipeline safeguarding area and is within the Carlisle Airport 8km safeguarding zone	X

Relevant MWLP policies:

- SP1 Presumption in favour of sustainable development
- SP7 Minerals provision
- SP8 Minerals safeguarding
- SP9 Strategic areas for new mineral developments
- SP13 Climate change mitigation and adaptation
- SP15 Environmental assets
- SP16 Restoration and aftercare
- DC1 Traffic and transport
- DC2 General criteria
- DC3 Noise
- DC4 Quarry blasting
- DC5 Dust
- DC6 Cumulative environmental impacts
- DC12 Criteria for non-energy minerals development
- DC16 Biodiversity and geodiversity
- DC17 Historic environment
- DC18 Landscape and visual impact
- DC19 Flood risk
- DC20 The water environment
- DC21 Protection of soil resources
- DC22 Restoration and aftercare
- SAP4 Areas for minerals

Mitigation proposals in Sustainability Appraisal:

Mitigation should be the same as that provided for the existing workings; this is assumed to include buffering, bunding, visual screening, noise suppression on equipment, wheel washing and dust suppression during dry periods, etc. Specific mitigation may be needed to deal with impacts on Cardew Hall and Cardewlees Farm.

Summary of overall assessment:

The site is likely to provide high quality river terrace sand and gravel. The operation of the existing quarry demonstrates that local impacts are capable of being mitigated effectively, although the proposed site is slightly closer to properties in Dalston. A planning application will need to pay particular attention to drainage design, to ensure continued free flow of uncontaminated water through the local field drain and stream system, while also maximising the scope for the site to provide temporary – or possibly permanent – flood storage.

Site Assessment score: ✓ ✓ very positive

M10 Silvertop Quarry, Hallbankgate, Brampton

The site is allocated as an Area of Search for a small extension to an existing limestone quarry, the only crushed rock quarry in this part of the county.

Considerations

The allocation was proposed as a possible alternative extraction area to reduce the landscape and visual impact of the permitted quarrying area on the setting of the North Pennines AONB. Landscape and Visual Impact Assessment would, therefore, be the key consideration for any planning application.

The allocation would not be expected to extend the available reserves or life of the site or change site output. No highway constraints are identified in such circumstances, but would be a consideration if an increase in output was proposed.

There are archaeological remains in the vicinity - some mitigation may be required. In addition, impact on the World Heritage Site should be assessed.

Environmental assets

Both the North Pennine Moors SAC and SPA lie 1.1km from the site, to the south, as does the Geltsdale and Glendue Fells SSSI. The North Pennines AONB, which is also a European Geopark, is 400m south and the Denton Fell South County Wildlife Site is 1.6km east. The Geltsdale RSPB Nature Reserve is 390m to the south. There are two UK Priority Habitat areas - heathland lies 1.5km south and semi-natural woodland at Bowbank Wood, which is also Ancient Woodland, lies 1.8km west.

The site is situated in an area of both water vole and great crested newt potential. There are records of skylarks, barn owls, brown hares, badgers, otters, Small Pearl-bordered Fritillary butterflies and red squirrels in the vicinity.

The **Habitats Regulations Assessment** will need to address whether this site is likely to adversely affect the integrity of the North Pennine Moors SPA and SAC.

The site lies 320m south of the Hadrian's Wall World Heritage Site visual impact zone. The closest Listed Building is New Garth, a late 16th century house, which lies 320m north west.

Enhancement potential

Habitat creation/enhancement should be considered as part of a new restoration scheme. Enhancement of the whole site to nature conservation/biodiversity afteruse is desirable – heathland/acid grassland/woodland and possibly some limestone grassland.

Environment Agency flood map zone

Zone 1 - no identified flood risk

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

11kV assets present within development area

United Utilities assets

No assets identified

CAA and NATS²² aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications for development and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 4 and 5 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 11a – upland fringes, foothills

Sequential approach

Existing quarry operations

Summary of comments from consultation stages

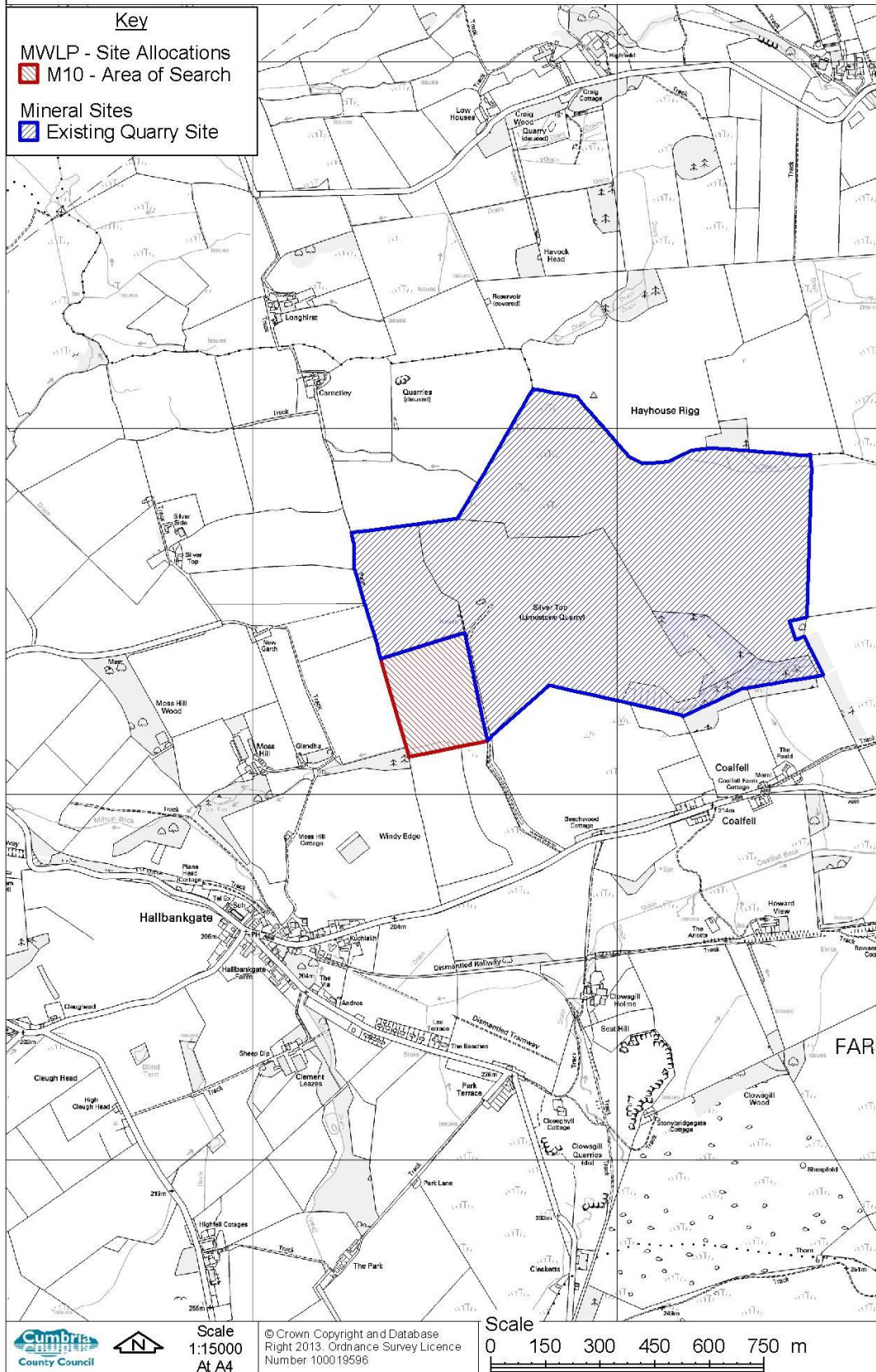
The proposed additional site is located in an area that supports important populations of lapwing and skylark, both red listed UK Biodiversity Action Plan species.

Whilst the existing and proposed site lies wholly within a sensitive landscape, the small addition proposed is unlikely to raise any issues.

Great crested newts have been recorded 1km to south, this species should be considered; also barn owls recorded in the vicinity.

²² Civil Aviation Authority and National Air Traffic Services

M10 - Silvertop Quarry, near Brampton



MINERALS SITE SCORING MATRIX

M10 Silvertop Quarry, Hallbankgate, Brampton

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	The quarry road emerges onto the A689	✓ ✓
	Potential for rail access		XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Adjacent to existing quarry	✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	put forward by operator	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk	no flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use		✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres		✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Near visual impact zone for Hadrian's Wall World Heritage Site, but screened by topography	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Within potential water vole and great crested newt areas. Restoration scheme could offer opportunities.	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Site is located 400m from the North Pennines AONB, which lies on higher ground; it is also located 320m from the World Heritage Site visual impact zone – visual impacts should be considered. Landscape character = drumlins and upland fringe	?
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Allocation is not likely to increase crushed limestone reserves, and there is no identified need for additional reserves	0
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Within Carlisle Airport 30km safeguarding zone but quarrying is unlikely to have any impact	?
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare SP17 Section 106 planning obligations DC1 Traffic and transport DC2 General criteria DC3 Noise DC4 Quarry blasting DC5 Dust DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC17 Historic environment DC18 Landscape and visual impact DC22 Restoration and aftercare SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal:</p> <p>Existing mitigation measures should be sufficient to deal with operational impacts, though a future planning application will need to provide evidence to this effect. Specific mitigation may be needed to address localised impacts on protected species, the AONB and the World Heritage Site (visually), and additional surveys (and mitigation proposals as necessary) will be required in support of any future application.</p>			
<p>Summary of overall assessment:</p> <p>This small scale extension of an existing operational limestone quarry is not justified on any identified need for additional reserves, and would be assessed under SP15, DC12, DC18 and other relevant Local Plan policies.</p> <p>Site Assessment score: ✓ positive if, as proposed, it was an alternative to a portion of the currently permitted site and had lesser landscape and visual impact, particularly on the setting of the North Pennines AONB.</p>			

M11 Kirkhouse Quarry, Hallbankgate, Brampton

Quarrying at Kirkhouse has been undertaken since at least the 1970's. Planning permission was granted in July 2009 (ref: 1/09/9015) for a time extension to the existing quarry until July 2023. At the current rate of extraction, it is likely that the remaining reserves will be exhausted prior to expiry of that planning permission.

Kirkhouse Quarry has been put forward for allocation in the Local Plan before. The previous submission in 2009 was for an Area of Search to the west and north of the existing quarry, taking it very close to Milton. That allocation was withdrawn after the planning permission was granted in 2009.

In response to the consultation on the draft Local Plan in spring 2015, Kirkhouse was again put forward. Four Areas of Search were requested, representing those areas adjacent to the existing quarry where there is some confidence in the sand deposit, as indicated on the British Geological Survey map. The proposal was considered in the Supplementary Sites Consultation that was held in autumn 2015. The conclusion of that consultation was that Kirkhouse should have an Area of Search allocated; however, it was considered that further geological and environmental assessments would need to be undertaken in order to define a more specific Area of Search.

Of the four areas put forward, two have been allocated, as they are adjacent to current operations and are likely to have the least environmental impact. Further assessment would, of course, be necessary, should an application be submitted. Appropriate mitigation measures would need to be put in place to protect the amenity of nearby sensitive receptors, including any landscape and visual impacts.

Environmental assets

The site lies 2.2km west of the North Pennine Moors SAC and SPA, whilst the River Eden SAC is 2.8km to the south. There are several SSSI's in the area: Geltsdale and Glendue Fells is 2.2km south and east; Unity Bog is 2.6km west; Gelt Woods is 2.7km south west; River Eden and Tributaries is 2.8km south west. Geltsdale RSPB Nature Reserve is fragmented, but at its closest is 720m south east of the site.

There are three County Wildlife Sites (CWS) in the area - Miltonrigg Wood CWS, which is also an Ancient Woodland and semi-natural woodland UK Priority Habitat, lies 650m north; Springwell Farm Marsh (Talkin) CWS is 1.5km south; and Talkin Tarn CWS, which is also a Site of Invertebrate Significance and has an area of semi-natural woodland UK Priority Habitat on its northern edge, is 680m west.

There are several areas of Ancient woodland, which are also all UK Priority Habitat semi natural woodland – Bowbank Wood is 40m east; Talkin Tarn Wood is 850m south west; Rowbank Wood is 600m west; and Hellbeck Wood is 2.1km south west. Unity Bog fen, marsh & swamp UK Priority Habitat lies 2.6km west; heathland UK Priority Habitat lies 1.5km south east; and blanket bog UK Priority Habitat lies 2.2km south east.

The site lies in the water vole potential zone and is 770m from the great crested newt potential zone. There are records of badgers, otters, brown hares, brown long-eared bats, barn owls, Small Pearl-Bordered Fritillary butterflies and red squirrels in the vicinity.

Gelt Woods Local Geological Site (LGS, formerly Regionally Important Geomorphological Site) for St. Bees Sandstone lies 2.7km south west, while Forest Head LGS (RIGS) for Great Limestone lies 2.7km south east. The North Pennines AONB lies 750m south and east, which is also a European Geopark. The Conservation Area at Brampton lies 1.5km to the north west. The Frontiers of the Roman Empire World Heritage Site visual impact zone lies 1.2km to the north east. The closest Listed Building is Low Town House in Farlam, 340m to the south; the lodge at Milton Hall lies 520m west; and Kirkhouse Farmhouse lies 530m north east.

National Cycle Route 72 passes west and north of the site, around 2km away at its closest. There are a number of public rights of way in the vicinity (Talkin Tarn, Milton, Kirkhouse and Farlam), the closest footpath is on the eastern boundary at Lineholme Burn.

Enhancement potential

Significant biodiversity enhancement potential.

There are archaeological remains in the vicinity - some mitigation may be required; a programme of archaeological work to investigate and record threatened remains should be implemented.

Environment Agency flood map zone

Zone 1 - the majority of the site

Zones 2 and 3 - Milton Beck flows through the very north of the site

Lead Local Flood Authority assessment

25 to 50% susceptibility to groundwater flood emergence; isolated small areas of surface water flood risk (1%), especially across the north west Area of Search

Electricity North West assets

11kV assets present within development area

National Grid assets

Adjacent to consultation zone for 275kV electricity cable network

United Utilities assets

The nearest sewer is approximately 500m away

CAA and NATS²³ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

²³ Civil Aviation Authority and National Air Traffic Services

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications for development and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No hazards identified on site

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural land classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape character area

The north west Area of Search falls in 7c: Drumlins - Sandy Knolls and Ridges, whilst the south east Area of Search falls in 11a: Upland Fringe – Foothills.

Sequential approach

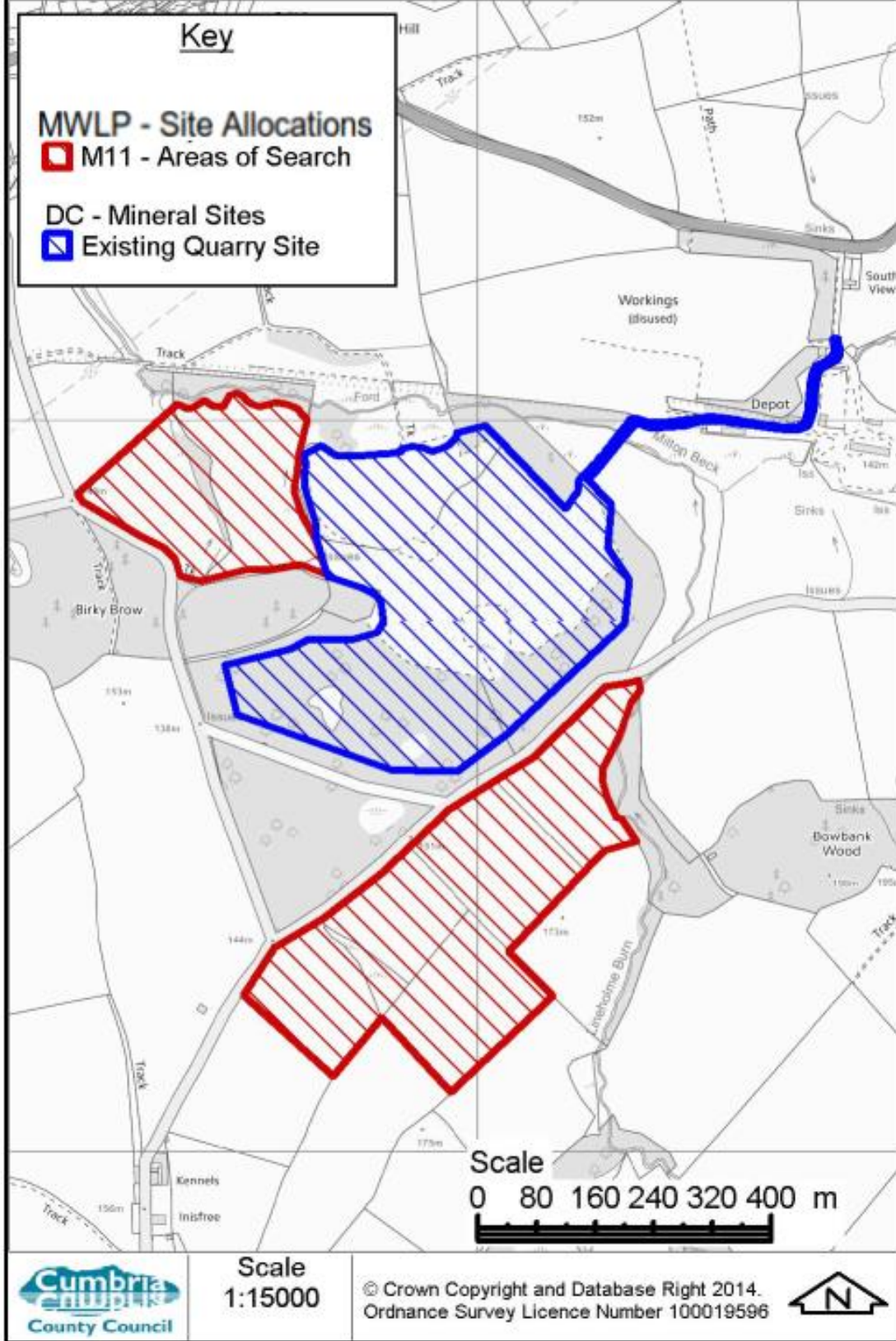
Greenfield adjacent to existing quarry operations

Summary of comments from consultation stages

The existing and proposed sites lie within a sensitive landscape area (previously Landscape of County Importance).

The large extension proposed could have serious noise and visual impacts on Milton.

M11 - Kirkhouse Quarry, Brampton



MINERALS SITE SCORING MATRIX

M11 Kirkhouse Quarry, Hallbankgate, Brampton

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	No direct access to existing rail facilities	XX
	Access to existing primary road network	The existing quarry access track joins the A689 Alston to Brampton road. The A69 Carlisle to Newcastle road is less than 1.5 miles away.	✓ ✓
	Potential for rail access	Existing railway line lies within 250m and there is a dismantled section of railway along the northern edge of the site. However, it seems unlikely that a siding would be built or that provision would be made to load directly onto the railway at night. The existing quarry mainly supplies the local area and the concrete works at Flusco.	X
	Access to proposed primary road network	N/A	N/A
	Good local road accessibility		✓ ✓
2. Sequential approach	Existing quarry operations	Adjacent to existing quarry	✓ ✓
	Mothballed or dormant site		
	Greenfield	Yes	X
3. Deliverability	No owner objection	No objection	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or little no flood risk	Majority of the site in Flood Zone 1	✓
	Zone 2	Milton Beck flows through the northern edge of the site and is located within Flood Zones 2 and 3	X
	Zone 3a		
	Zone 3b (functional floodplain)	Although not specifically designated as Zone 3b, Milton Beck is located within a Flood Alert Area, which is generally a floodplain within a catchment that is at risk from low impact flooding. Minerals, especially sand and gravel, are often considered to be water compatible and, therefore, acceptable in Flood Zone 3b.	?
5. Other land uses	Conflict unlikely with other land use	No conflict identified	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	The closest settlement is at Hall Bank, which lies around 320m south	✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	No potential	
	No impact	No impacts identified	✓ ✓

	Indirect adverse (site outside designated area)	It is unlikely that there are any pathways between the site and the SACs and SPA, though connectivity via watercourses to the River Eden SAC should be considered	?
	Direct adverse (site within designated area)		
Local sites or priority species/habitats			
	Potential to enhance	The site offers potential to enhance biodiversity via an appropriate restoration scheme. UK priority habitat semi-natural woodland found on eastern boundary of the site; lies within potential water vole area.	✓ ✓
	No impact	The site is unlikely to impact local sites or priority species/habitats.	✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	If a planning application is submitted, any scrub and hedgerow clearance should be carried out outside the bird breeding season of March to August (inclusively), to ensure that they are adequately protected.	?
	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Site is located 2.2km from the North Pennines AONB, which lies on higher ground to the south and east – views from the AONB should be considered. It is also located 1.2km from the World Heritage Site visual impact zone to the north and east – although not within the zone, visual impacts should still be considered. Landscape character = drumlins and upland fringe	✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Could safeguard existing jobs or provide a small number of new jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	The site is within the Carlisle Airport 'Birdstrike & Other Aviation Uses' safeguarding zone. The airport operator must be consulted in respect of all applications for developments likely to attract birds, but the minerals extraction is unlikely to do so.	✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

- SP1 Presumption in favour of sustainable development
- SP7 Minerals provision
- SP8 Minerals safeguarding
- SP9 Strategic areas for new mineral developments
- SP13 Climate change mitigation and adaptation
- SP15 Environmental assets
- SP16 Restoration and aftercare
- DC1 Traffic and transport
- DC2 General criteria
- DC3 Noise
- DC4 Quarry blasting
- DC5 Dust
- DC6 Cumulative environmental impacts
- DC12 Criteria for non-energy minerals development
- DC16 Biodiversity and geodiversity
- DC17 Historic environment
- DC18 Landscape and visual impact
- DC19 Flood risk
- DC20 The water environment
- DC21 Protection of soil resources
- DC22 Restoration and aftercare
- SAP4 Areas for minerals

Mitigation proposals in Sustainability Appraisal:

Existing mitigation measures should be sufficient to deal with operational quarrying impacts, though a future planning application will need to provide evidence to this effect; this will include buffering, bunding, visual screening, noise suppression on equipment, wheel washing and dust suppression during dry periods, etc. A programme of phasing would need to be agreed, in order to limit possible cumulative impacts with the existing quarry. Surveys may be needed to check for use or occupancy of the land by any of the various local protected species. Mitigation will be required if there is any loss of woodland.

Summary of overall assessment:

It is assumed that further geological and environmental assessments will be undertaken in order to define a more specific area prior to the submission of any planning application. Consideration could be given to excluding that part of the site through which Milton Beck flows, and which is in flood zones 2 and 3, although sand and gravel extraction can be water compatible. The Areas of Search are greenfield and there are significant areas of UK Priority Habitat semi-natural woodland adjacent; compensation land and an appropriate restoration scheme should be considered.

The existing quarry is well located to the road network with good access to the A689 and A69. Access to the newly proposed areas would be via the existing quarry access, as the minor roads to the south are very narrow.

The site is around 750m from the North Pennines AONB, which lies on higher ground to the south and east – visual impact may need to be considered.

Site Assessment score: ✓ positive

M34 Kingmoor Rail Sidings, Carlisle

This 83ha site is identified as a safeguarded area for an existing railhead (policy SAP5), in connection with mineral or waste management development. It should be noted that the allocation only relates to safeguarding the site from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals.

Considerations

The Railfreight Terminal has good access to the A689 (CNDR) and is adjacent to other industrial areas in an urban location. The site is currently owned and operated by Network Rail, who import large quantities of old rail ballast to the sidings, process it and then export the recycled aggregate around the UK.

The main consideration in allocating this site for safeguarding is the reduction in road miles, and the support for sustainable transport of minerals and waste. The proposal maintains the existing use and, therefore, does not give rise to new impacts.

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI at their nearest point are approximately 430m from the site, to the west. The Upper Solway Flats & Marshes SPA and Ramsar, and the Solway Firth SAC all lie 1.2km west, at their closest point. The Kingmoor Nature Reserve County Wildlife Site (CWS), which is also a Local Nature Reserve, lies adjacent, to the south. Engine Lonning CWS lies 760m to the south, on the other side of the River Eden. Rockcliffe Moss CWS and Harker Moss CWS, which are also UK Priority Habitat lowland raised bog, both lie to the east on the far side of the M6 motorway, 760m and 1km away respectively.

The nearest Listed Buildings are in Stainton, around 360m south – Waverley House and Eden View Farmhouse. There are also a number of Listed Buildings to the west, in Rockcliffe, Cargo and Grinsdale, 450m, 620m and 950m away respectively.

Hadrian's Wall World Heritage Site (WHS) falls within a 2km radius of the site and the WHS visual impact zone covers the whole rail sidings site. The closest Scheduled Monuments are sections of Hadrian's Wall, which lie 1.3km to the south west.

National Cycle Route 7 runs parallel to the western boundary to the site and passes the site access, and the Cumbria Coastal Way long distance footpath is approximately 550m from the site.

The **Habitats Regulations Assessment** would need to consider whether safeguarding this site would have impacts on the SACs, SPA or Ramsar.

Enhancement potential

Existing operational rail area

Environment Agency flood map zone

Zone 1 - no identified flood risk for the operational, majority of site

Zone 2 – fluvial flooding along Pow Beck (designated Main River), at extreme south

Zones 2 and 3 – fluvial flooding along Rockcliffe Beck (Main River), at extreme north

Lead Local Flood Authority assessment

Sparse areas at risk of surface water flooding (1%); Rockcliffe Beck has 1% probability of fluvial flooding, at northern tip of site

Electricity North West assets

33kV and 11kV assets present within development area

National Grid assets

175kV, 275kV and 400kV cables all cross northern tip of site

United Utilities assets

No assets identified

CAA and NATS²⁴ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport – Birdstrike and Other Aviation Uses consultation zone for all applications for developments likely to attract birds, all applications connected with an aviation use, all buildings, erections, structures and works exceeding 90 metres in height and all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Lies within the Eskdalemuir Seismic Recording Station consultation zone for all applications connected with a wind turbine development

ROC Carlisle Technical Site (mast) consultation zone, for any application for a building or structure, crosses site

Agricultural Land Classification

Urban

Landscape Character Area

Sub-type 5d: Lowland - Urban Fringe

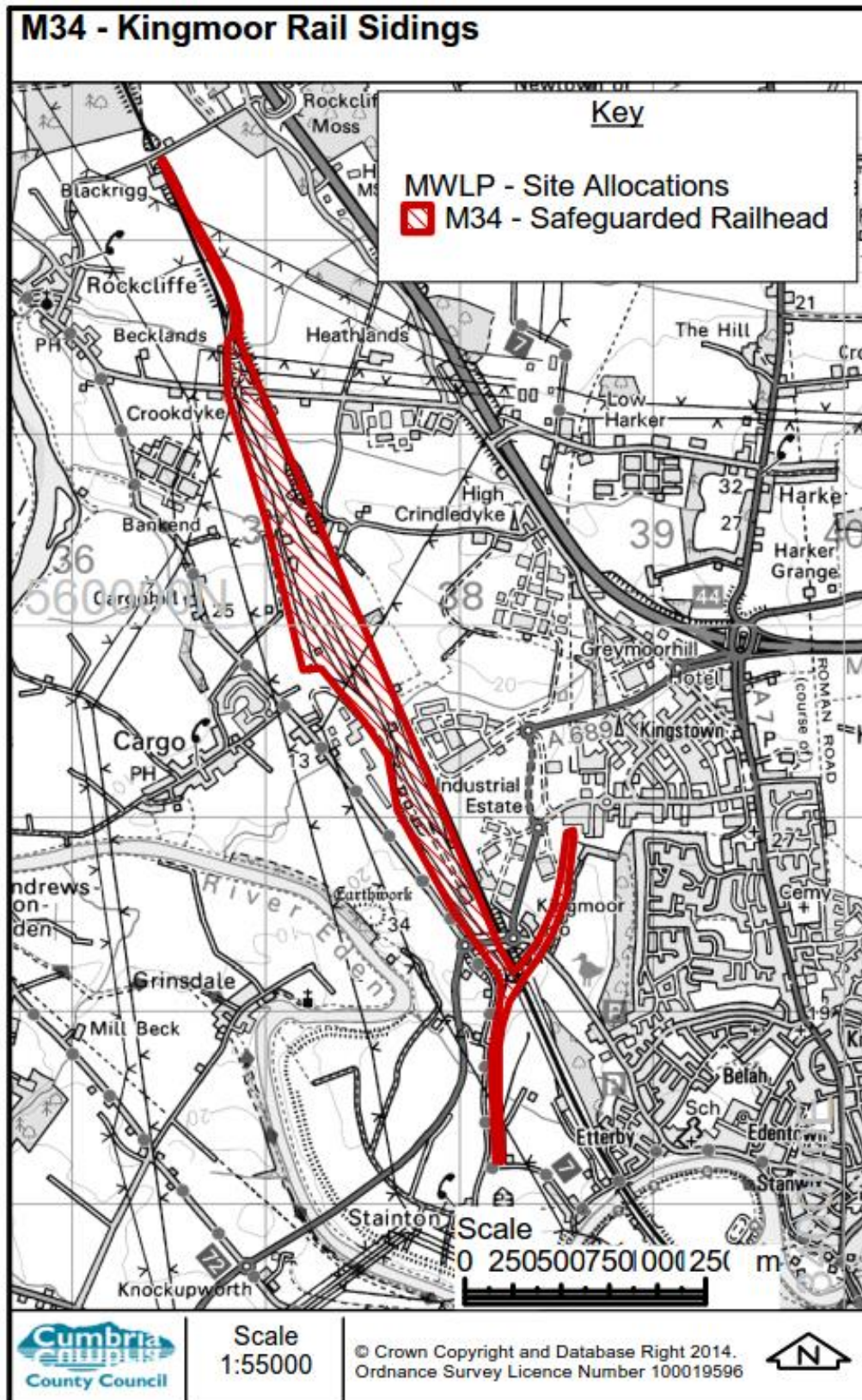
²⁴ Civil Aviation Authority and National Air Traffic Services

Sequential approach

Urban fringe operational employment area

Summary of comments from consultation stages

None



SAFEGUARDING SITE SCORING MATRIX M34 Kingmoor Rail Sidings, Carlisle

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding, operational	✓ ✓
	Access to existing primary road network		
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility	Local road access present, but significant traffic increases will require assessment if associated with development	?
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Brownfield	But no new development proposed	✓ ✓
	Greenfield		
3. Deliverability	No owner objection	Network rail	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2	Present at north and south extremes, but this is an operational site	0
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	n/a - no new development proposed	✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Edenside Cargo, 300m from site	✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing operational site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing operational site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	n/a - no new development proposed, but no landscape designations in the vicinity Landscape character = Urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	There are economic benefits from the retention and ongoing utilisation of such a strategic rail asset	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	n/a - no new development proposed	
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity SAP5 Safeguarding of potential and existing railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: None, provided continued use does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.</p>			
<p>Summary of overall assessment: The site is identified as a safeguarded site for existing rail sidings for minerals or waste development. The allocation recognises its existing strategic role and development potential for minerals and waste management facilities. Site Assessment score: ✓ ✓ very positive</p>			

OTHER SITES IN CARLISLE THAT HAVE BEEN CONSIDERED

CA2 Harker Estate, Kingmoor Park, Carlisle

Reason for withdrawal: This site was put forward for waste management facilities. It is not a preferred option due to accessibility issues.

Summary of comments from consultation stages

A large number of objections to this site were received. These were mainly concerned with the site being situated on an unclassified, single carriageway road. It is accessed from the eastern side, off the A7, along a weight restricted, narrow road, passing several private residences. Access from the west side is again from an unclassified, weight restricted road, over a narrow bridge, passing more private residences and a farm. This road is at times liable to flooding. The actual entrance to the proposed site is immediately past a dangerous bend. Large transport would have to use both carriageways to negotiate turning in and out of the site. The hamlets of Low Harker and Harker Park are in close proximity.

The site would require major development, including demolition of numerous buildings, some containing asbestos, which would require specially controlled removal complying with Health & Safety regulations.

Transport, causing harmful CO₂ emissions, would be greatly increased during this project construction and would continue to be present if the site were to become operational. There were also concerns over noise, smell and chemical pollution of adjacent waterways.

This site has good accessibility and has few immediate neighbours, making it easier to minimise adverse impact.

Environmental assets

Kingmoor Nature Reserve County Wildlife Site (CWS) is 480m away, Harker Moss CWS, which is also a lowland raised bog UK Priority Habitat, is 740m. One special roadside verge lies 280m away, whilst another, which is also hay meadow and pasture UK Priority Habitat, is at 400m.

The site falls within a goose/swan flyway area. Deer are known to frequent the adjacent Gibbet Wood.

National cycle route 7 runs to the west of the site.

Of several Listed Buildings at nearby Harker, the closest is Harker Lodge, which lies 200-250m away.

Enhancement potential

A stream along the south side of the site might support otters – one was recorded only 400m away, linked to this stream - so there is potential for habitat creation/enhancement. Some local enhancement, possibly through native shrub planting, could be achieved within the site.

No archaeological work recommended.

Flood map zone

No flood risk identified.

Safeguarding

This site falls within the Carlisle Airport 30km safeguarding area

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Brownfield site within 5 miles of a town

CA6 Peter Lane, Cummersdale, Carlisle

Reason for withdrawal: Conflict of land use with housing and employment site; inadequate road network, and alternative site developed for the municipal waste treatment facility originally considered.

General

In the 2007 Preferred Options consultations, this was identified for waste management buildings on around 2ha. It is within an area that is allocated for employment and housing development in the Carlisle Local Plan.

Summary of comments from consultation stages

A large number of objections to this site were received, including a petition.

This greenfield site is part of District Local Plan allocated employment land for the extension to the urban area at Morton. At the time of the 2007 consultations, the land was subject to a planning application which had been “called in” by the Secretary of State. There was concern that a waste management proposal could encompass the whole employment allocation, leaving no new employment land available on the west side of Carlisle and creating a shortfall of employment land.

The site was regarded as being unsuitable for any type of waste management for several reasons. Such use was considered inconsistent with its allocation as employment land intended for use as a business park and incompatible with the Carlisle Renaissance programme. The adopted development brief for the site included a large number of uses, and there was no available location for a waste facility. The adjacent land to the north east was allocated for residential development and was the subject of a planning application. In addition, a waste management facility here was considered to create an unwelcoming entrance into Carlisle. Willowholme industrial estate or other industrial land were suggested as better locations.

This site includes a minor watercourse, Fairy Beck, which flows into the River Caldew approximately 2km downstream. The Caldew is part of the River Eden & Tributaries

SSSI and River Eden SAC, and so water quality leaving this site would be a relevant consideration.

There are records of red squirrels at the site, a protected species, which will need to be taken into account.

This is a greenfield site when brownfield sites are available.

No matter how small the initial operation, by virtue of the site area, the project has the potential to become a major waste site. It will involve significant movements of waste/refuse vehicles on and off site in an already overloaded surrounding rural road network; increased traffic would affect Dalston village and Parish Peter Lane, a local rat run between Wigton Road and Dalston Road. All traffic to and from the site would have to use either of these roads, as the village of Dalston has a heavy vehicle ban in the village, therefore causing further traffic problems on Wigton Road and Dalston Road, which are already congested.

The surrounding road network would require significant upgrading - to the detriment of a residential area, to accommodate such a development; developing a site on the edge of the main west road from Carlisle will only create road hazards with the manoeuvring of heavy goods vehicles to and from the site. Without improvements to the surrounding highway infrastructure, 40 lorry journeys per day would have a huge impact on the access roads.

It would be in close proximity and cause loss of amenity to a school and to existing and proposed residential areas and would impact on the value of houses. Waste sites have the potential for noise and dust and to encourage vermin in the vicinity, any resulting smells would be dispersed over the whole of the city due to the prevailing westerly winds. It may be that potential employees for the waste management site, and local business owners who benefit from the site, live outwith the affected residential area.

Aesthetics - this is the main artery into Carlisle from the west coast and the Lake District. What would such a site say about the city. First impressions count, should we not be making the incoming arteries visually appealing. If the proposed development of the Morton Park/Dalston Road area takes place this would hardly be a suitable location for such a site; the site is on a main road (A595) which is the main westerly route into the city, i.e. a gateway route into the city. It is also a main tourist route into the city from the Lake District, i.e. a tourist route, and Carlisle is undergoing a number of redevelopments within its central area, i.e. a regeneration area.

It is adjacent to a major planning application for 800 houses, a new school, a park and ride area and a new local store (which could be a new super store). This site is allocated for B1 employment use. Together with the surrounding area, it is subject to a current planning application for mixed use of housing, 40,000m² of business park and public open space.

Owners

At the time of the 2007 consultations, the owners, the Church Commissioners, had no objection in principle to the proposed 'modern enclosed waste facility', but required more information about the type of uses that would be seen as appropriate. An objection has now been made, but the site is not identified as a preferred one.

Environmental assets

The site is circa 2km from the River Caldew (part of the River Eden SAC) and water quality in the small beck leaving the site could be an issue. There are some reasonable sized trees that might support bats. The site also has records for red squirrels, a protected species, which will need to be taken into account if the site is allocated.

Dalston Hall Wood Ancient Woodland, which is also designated as semi-natural woodland UK Priority Habitat, lies just on the 2km radius from the site, as does Brownelson Wood & Thurnam Wood County Wildlife Site.

Carlisle, Holme Head Conservation Area lies some 1.3km away, and Dalston Road Cemetery - Registered Historic Park and Garden is 1km away. A farmhouse, barn and cottage complex at Newby West is the closest Listed Building to the site, at a distance of 550m.

Enhancement potential

There are significant enhancement possibilities – rough grassland for barn owls, woodland areas and pond areas.

There is potential for Roman remains on the site - mitigation would be required.

Flood map zone

No flood risk identified

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding area

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Greenfield site within 5 miles of a town

CA24 Hespian Wood Landfill Complex, Todhills, Carlisle

Reason for withdrawal: The Local Plan, informed by the 2014 Cumbria Waste Needs Assessment, proposes that no further inert or non-inert landfill sites be identified for use in the Plan period, but that this is kept under review. No site allocation is needed for the current waste operations, including landfill, to continue on the site.

General

This site was previously considered for a number of waste management facilities, including the Mechanical and Biological Treatment Plant that was developed for treating municipal waste following grant of planning permission in 2009, and as a potential location for significant additional landfill capacity, although that would have also required a lateral extension to the north which was never formally identified or allocated.

The current landfill operation expires in 2020, but it is anticipated that a significant part of the 1million cubic metres void space remaining at the end of 2013 will still be unused by then. If a planning application is submitted for a time extension, or for additional capacity within the site boundary, it would be for the site operator to demonstrate that the proposal complies with relevant policies in the Local Plan.

Summary of comments from consultation stages

It was felt that there should not be intensified use of the site, it should just be used for landfill and restored to agriculture. It was also suggested that the existing composting operation should be moved, as it causes unacceptable smells for residents.

The need for such a large greenfield site was questioned, given the proximity principle and existing facilities with room to accommodate expansion. In addition, concerns were expressed about health effects from chimney emissions and about potential negative impacts on the Solway Coast AONB.

The minor watercourses on this site enter the Solway and River Eden SSSI/SAC/SPA/Ramsar, which are slightly over 1km downstream. Water quality of drainage leaving the site is relevant under CROW & Habitats Regulations. There are also breeding birds, otters, a record of a great crested newt within this site and good records of red squirrels in the area. The main concerns were mitigation to prevent harm, to maintain the woodland on the site, not just treat it as a landscaping screen; management of restoration; and the need to determine the Great Crested Newt population to decide whether it requires more significant management/pond creation.

Network Rail would need to be consulted on planning applications for this site.

The site was also supported as it lies on the, then, proposed M74 relief road, which would have buses running to Gretna to cater for employees. It is already screened, has good vehicular access, could be worked overnight and is far enough from any residential area to not cause concerns.

Advice would be sought on archaeological mitigation.

The narrow rural roads are unsuitable for the traffic; low bridges and weight restrictions cause lorries to use small unclassified roads, causing irreparable damage to verges and the countryside, and to use private driveways as passing places.

The highway authority considers that further developments should only be progressed on completion of the CNDR and that development will need to contribute towards ensuring the structural integrity of the intended road access network (i.e. resurfacing/improving the road surface from the C1022).

There is public concern over some of the existing operations at Hespian Wood.

There is a water distribution main passing through the east of the site, requiring a 5m wide maintenance strip and no building or level changes in the proximity.

Environmental assets

The site is around 1.3km from the Solway Firth SAC and the Upper Solway Flats and Marshes SPA, Ramsar and SSSI; it is also around 615m from the Rockcliffe Moss

County Wildlife Site. The northerly extension that has been proposed is within an important area for geese and swans and the whole site is within a geese/swan flyway area. There are public footpaths to the north and south east of the site.

There are good records of red squirrels in the area, great crested newts are recorded on the site and otters are nearby. The site is also home to breeding birds.

Enhancement potential

Main concerns are to maintain and enhance woodlands on the site and the management of restoration. Also the newt population should be determined to decide whether more significant management, including pond creation, would be appropriate.

Information is required on the extent of modern disturbance at the site - some archaeological mitigation may be required.

Flood map zone

No identified flood risk

Safeguarding

The site is within the Carlisle Airport safeguarding zone

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 2c – coastal plain

Sequential approach

Greenfield site within 5 miles of a town

CA28 Rockcliffe Estate, Kingmoor Park

Reason for withdrawal: Having considered the cumulative impact of the number of waste management sites proposed in the area; the impact of lorry traffic on narrow, minor roads, the distance from the CNDR and the issues raised in representations, this is not now a preferred site for any new waste facilities.

General

This part of Kingmoor Park was originally put forward for consideration for waste treatment facilities and an Energy from Waste plant. There are already substantial waste management developments on this site. It was on the reserve list because a transport assessment, that would look in detail at the standard of the access roads, would be needed once the Carlisle Northern Development Route is fully open.

The Habitats Regulations Assessment concludes that habitat surveys for otters would be needed, with maintenance/protection measures as appropriate and that, without drainage mitigation measures, this site could have other impacts on the River Eden SAC.

Summary of comments from consultation stages

The site is within the World Heritage Site buffer zone and the scale and nature of plant would need careful assessment. Advice should be sought on archaeological mitigation.

The narrow rural roads are unsuitable for the traffic; low bridges and weight restrictions cause lorries to use small unclassified roads, causing irreparable damage to verges and the countryside, and to use private driveways as passing places.

The highway authority would object to any intensification of use of the site without highways improvements to the C1015/C1016 junction; and routing of traffic to and from the site is an issue.

Environmental assets

The River Eden and Tributaries SAC and SSSI both lie 300m from the site. The Solway Firth SAC and the Upper Solway Flats and Marshes SPA and Ramsar all lie approximately 1.3km away. The Solway Coast AONB is around 420m away. Harker Moss County Wildlife Site (CWS), which is also a lowland raised bog UK Priority Habitat, lies 1.3km away, whilst Rockcliffe Moss CWS is 1.5km. There is also an area of hay meadows and pastures UK Priority Habitat around 1.3km to the east. The site lies within the goose/swan flyway zone and is adjacent to the goose/swan important area.

The site lies within the Hadrian's Wall World Heritage Site visual impact zone. In the village of Rockcliffe, some 450m away, both the churchyard cross and the Old Hall are Listed Buildings. Cycle route 7 passes the entrance to the estate and the Cumbria Coastal Way is 200m to the west.

Enhancement potential

A constrained site with little enhancement potential. Information is required on modern disturbance to the site - some archaeological mitigation may be required.

Flood map zone

Flood zone 2

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding zone and the MoD ROC Carlisle Technical Site safeguard area lies approximately 350m away

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Brownfield site within 5 miles of a town

CA29 Heathlands Estate, Kingmoor Park

Reason for withdrawal: Having considered the cumulative impact of the number of waste management sites proposed in the area; the impact of lorry traffic on narrow, minor roads, the distance from the Carlisle Northern Development Route and the issues raised in representations, this is not now an allocated site.

General

This site was put forward for waste management facilities, and for an Energy from Waste plant, for energy use, primarily electricity generation, to supply all the Kingmoor Park sites. The eastern half of the estate was a reserve list site for waste treatment facilities and an Energy from Waste plant.

Heathlands is an industrial estate; the size of the proposed site was reduced in order to keep a distance of around 250 metres from the houses at Meadowfield. It was a reserve because only this or Kingmoor Park East would be needed and Heathlands would require transport assessment once the CNDR is fully open to assess its impact on traffic flows and the impacts of other proposed developments in the area.

The Habitats Regulations Assessment concludes that this site is unlikely to have impacts on the River Eden SAC.

Summary of comments from consultation stages

Both this site and CA28 Rockcliffe Estate have current occupiers. Heathlands is the better site in terms of access, although the impact of a waste management facility on the adjacent residential area at Meadowfield will need to be assessed.

It is too close to housing and a farm. Object to the proximity to local residents and the impact on them. Hespian Wood is a more suitable location.

The narrow rural roads are unsuitable for the traffic; low bridges and weight restrictions cause lorries to use small unclassified roads, causing irreparable damage to verges and the countryside, and to use private driveways as passing places. The access roads C1015/C1016 are not suitable for the increase in use by heavy goods vehicles; local access roads already have been subject to huge increases in traffic volumes (in excess of 7,000 vehicles/day); traffic volumes are already likely to increase significantly due to numerous other planned developments in the locality; local access roads are not suitable for the increased traffic, have become extremely dangerous and there have been many accidents and reports to police of traffic issues.

The highway authority would have no objections after the CNDR is open.

Environmental assets

The River Eden and Tributaries SAC and SSSI both lie 1.5km from the site. The Solway Coast AONB is around 1.6km away. Harker Moss County Wildlife Site (CWS), which is also a lowland raised bog UK Priority Habitat, lies 240m away, Rockcliffe Moss CWS is 1.3km and Kingmoor Nature Reserve CWS is 1.1km. There is also an area of hay meadows and pastures UK Priority Habitat, which is adjacent to the site. An area of

Special Roadside Verge touches the north east corner. The site lies within the goose/swan flyway zone and is 1km from the goose/swan important area.

The site lies 380m from the Hadrian's Wall World Heritage Site visual impact zone. In the village of Rockcliffe, some 1.5km to the west, both the churchyard cross and the Old Hall are Listed Buildings. In the village of Harker, 1.5km to the east, of several Listed Buildings, the closest is Harker Lodge.

Cycle route 7 passes the estate and the Cumbria Coastal Way is 1.4m away.

Enhancement potential

A constrained site with little enhancement potential. No archaeological work recommended.

Flood map zone

No flood risk identified

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding zone and the MoD ROC Carlisle Technical Site safeguard area lies approximately 250m away

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Brownfield site within 5 miles of a town

M7 Low Gelt Quarry, Brampton

Reason for withdrawal: This site was recommended as an Area of Search, but that area was subsequently granted planning permission, so there is now no need to include it in the policies.

General

This is a sand and gravel quarry, the quality being suitable for the production of concrete and concrete products. It serves the local market within Cumbria as well as the north east of England. The quarry was put forward in the 2007 Preferred Options consultation. The proposed site was subject to detailed geological investigations in 2005 and 2007, the results of which indicate a potential reserve in excess of 1 million tonnes.

Summary of comments from consultation stages

There are serious concerns about the scale of development proposed at Low Gelt. This will have a major impact on the landscape and surrounding environment. There are also concerns about the pressure to extract any water from the River Gelt, which would be against the Eden and Esk Catchment Area Management Schemes.

Low Gelt Quarry and its potential extension are within close proximity to the River Gelt SAC; this may have some bearing on any permits that are issued, particularly with regard to de-watering and discharges.

We would have significant concerns over the potential landscape impact of this proposed extension. The site is adjacent to public rights of way. The site is prominent, and offers distant views. In addition, the scale of the extension relative to the original operation may create additional adverse effects, in terms of increased activity and noise pollution.

The site is adjacent to an area of high biodiversity interest – need to ensure that working does not affect the integrity of the SAC/SSSI or the wet woodland.

No new access roads should be created to the site and worked out areas should be satisfactorily landscaped.

Care should be taken that quarrying does not interfere with the aquifer, which could affect spring water supply and bore hole water supply to nearby properties.

This site is close to the River Gelt SSSI. Both the visual impact of the proposal and any potential impacts on the SSSI would need to be assessed.

Advice should be sought on archaeological mitigation; impact on the historic landscape should be assessed.

Traffic impact should be addressed at the planning application stage.

Agree with the site's potential to be restored to woodland to complement that of the SSSI woodland directly adjacent.

Environmental assets

The Gelt Woods SSSI is adjacent to the site, as is Hellbeck Wood Ancient Woodland, an area of semi-natural woodland UK Priority Habitat and Gelt Wood Regionally Important Geomorphological Site (RIGS). Both the River Eden and Tributaries SAC and SSSI lie approximately 120m to the north. Unity Bog SSSI lies on the other side of the River Eden. The RSPB Geltsdale Nature Reserve lies 700m away and Townhead Wood Ancient Woodland is around 700m away.

The site lies in an area of water vole potential. There are significant records of red squirrels in the woodlands. Badgers are likely to be encountered, possibly using setts in the woodlands, there are otters on the river and bats (noctule and pipistrelle) are recorded in the area. Bats may roost in the woodland, or individual trees, and assessment is likely to be required on the impacts of development on flight routes, etc.

There is a Roman inscribed rock 700m from the site and Brampton Conservation Area lies 2km away.

Cycle route 72 and a public footpath run on the west boundary of the site, along the access road.

Enhancement potential

If the development goes ahead, restoration should be to wet woodland or wetland if below the water table. There is considerable scope for habitat enhancement if development is compatible with the SSSIs/SAC. Retain all mature trees, where possible. Retain and restore habitat links.

There is potential for prehistoric remains on site - mitigation would be required.

Flood map zone

Zone 2

Safeguarding

The site lies within the Carlisle Airport 8km safeguarding area

Agricultural land classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

M26 Brocklewath Quarry, Great Corby, Carlisle

Reason for withdrawal: Due to the small size of the site on this sand and gravel quarry, it is considered that any issues are more relevant to the planning application process than this Development Framework.

Summary of comments from consultation stages

This site lies within a sensitive landscape (former Landscape of County Importance) and close to the River Eden SSSI. The small size is unlikely to have visual impact, but potential impacts on the River Eden may need to be assessed.

Environmental assets

River Eden SAC lies 300m away; Brackenbank Wood County Wildlife Site (CWS), which is also the closest semi-natural woodland UK Priority Habitat, is 470m; Fishgarth Wood & Brown Bank Ancient Woodland is 720m; Millbeck Wood Ancient Woodland is 770m; Brown Bank CWS is 880m; Cotehouse Wood Ancient Woodland is 890m; High Wood Ancient Woodland is 1.1km; Cotehouse Wood CWS is 1.2km; and River Wood Ancient Woodland is 1.3km away.

Settle to Carlisle Railway Conservation Area is 900m away from the site.

Enhancement potential

Limited enhancement potential.

No archaeological work recommended.

Flood map zone

Flood risk zone 2 falls within the site and zone 3 is within 50m of the site

Safeguarding

The site lies within the Great Dun Fell Technical Site (2) consultation area and the Carlisle Airport 30km safeguarding zone

Agricultural land classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

- CA1 Parkhouse Industrial Estate - intended for other development
- CA3 land near Kingmoor transfer station – not favourable for an HWRC
- CA4 Burgh Road Industrial Estate, Carlisle – no undeveloped land
- CA5 Broomhills Farm, Little Orton – no undeveloped land
- CA7 former Cocklakes works, Cotehill - gone before Issues & Options 2006
- CA8 Townfoot Industrial Estate, Brampton – not favourable for an HWRC
- CA9 Cocklakes Yard, Cotehill - gone before Issues & Options 2006
- CA10 Hespian Wood, Todhills - gone before Issues & Options 2006
- CA12 Kingmoor Park - strategic employment opportunity site and not compatible with owner's intentions
- CA13 Kingmoor Marshalling Yard - already committed for other development/rail use
- CA14 Durranshill sidings, Carlisle - gone before Issues & Options 2006
- CA15 land east of Borders Business Park - gone before Issues & Options 2006
- CA16 Barras Lane Industrial Estate - gone before Issues & Options 2006
- CA17 Carlisle Airport - gone before Issues & Options 2006
- CA18 Kingstown Industrial Estate - gone before Issues & Options 2006
- CA19 Harraby Green Business Park - gone before Issues & Options 2006
- CA20 Birkhill Farm, Great Corby - gone before Issues & Options 2006
- CA21 former Porter Engineering, Carlisle - gone before Issues & Options 2006
- CA22 Port Road Business Park, Carlisle - gone before Issues & Options 2006
- CA23 former J K Innes, Kingmoor Road - gone before Issues & Options 2006
- CA25 Council depot, Willowholme - no need for an HWRC in this location
- CA26 Kirkhouse brickworks - highway access not suitable for lorries
- CA27 Former rail yard, London Road - access and listed building issues

ALLOCATED SITES IN COPELAND

Household Waste Recycling Centres

None

Waste Treatment and Management Facilities

CO11 Bridge End Industrial Estate, Egremont

Landfill

None

Radioactive Wastes: treatment, management, storage or disposal

CO32 Land adjacent to Sellafield

CO35 Low Level Waste Repository

CO36 Land within Sellafield

Preferred Areas for minerals

None

Areas of Search for minerals

M15 Peel Place Quarry for sand and gravel

Mineral Safeguarding Areas

Limestone

Sandstone

Sand and gravel

Igneous rock

Shallow coal and fireclay

Brick clay

Safeguarding of existing and potential railheads and wharves

CO35 Low Level Waste Repository rail sidings

CO36 Sellafield rail sidings

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX** – the site scores very negatively
- X** – the site scores negatively
- ?** – there is too much uncertainty to score the site
- 0** – the site has no impact on this criterion

* Principal towns = Whitehaven

** Key Service Centres = Cleator Moor, Egremont, Millom

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

CO11 Bridge End Industrial Estate, Egremont

This 2.7ha site is allocated under policy SAP2 for Waste treatment and management facilities.

Considerations

This site is greenfield land of potentially good agricultural quality and its development would extend the built footprint of Egremont slightly.

The original allocation proposed a modern, covered waste facility on this site, primarily as part of the search for sites to treat the county's municipal waste. Copeland Borough Council considered it may be a little too small for a 2 to 3ha facility and preferred the alternative of CO12 Beckermest No1 Pit, which has since become unavailable.

The 2014 Waste Needs Assessment identified a need for at least 7 sites for a range of waste management and treatment facilities across the county, but these would mainly deal with recycling facilities to recover value from commercial and industrial wastes, and many would be at the smaller end of the size range.

There are 30 residential properties within 250m of the approximate centre of the site, but the A595 and an old railway embankment to the east of the site help to provide visual screening. The type of waste facility proposed would be an important consideration in any subsequent planning application. Waste uses that are likely to have significant uncovered areas or external storage of waste, would not be encouraged. Landscape and visual impact assessments, to ascertain adverse impacts on significant receptors, including roads, national cycleways and footpaths, would be necessary. It is not considered that this site would be suitable for an Energy from Waste facility.

The potential of contributing to flood risk on adjacent land, increase in traffic and visual intrusion would need to be considered. However, the site is allocated for employment use and it is not clear that an enclosed waste facility would give rise to impacts markedly different from other non-waste light industrial uses, similar to those generated by other units on the nearby industrial estate.

The site can be accessed from Vale View, but waiting restrictions on Vale View may be needed to ensure unimpeded access to the site. Significant HGV traffic would need to avoid peak traffic flows relating to Sellafield. A Traffic Assessment is likely to be required.

Environmental assets

Florence Mine SSSI is 330m from the site, to the north east, and Haile Great Wood SSSI is 2km east; Fish Hatcheries County Wildlife Site (CWS) is 450m north, Oxenriggs Pond CWS is 550m east and Carleton Moor Wood CWS, which is also Ancient Woodland, is 1.4km east; Great Wood Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 2km east; Black Moss, which is part lowland raised bog and part fen, marsh & swamp UK Priority Habitat, lies 1.4km north east.

There are otters on the River Ehen, badgers and barn owls locally and possible bat roost/feeding.

Although this site is 2.8km downstream of the River Ehen SAC, the **Habitats Regulations Assessment** will need to assess whether it could have impacts on salmon migration.

Egremont Conservation Area, which contains a number of Listed Buildings and Egremont Castle Scheduled Monument, lies 520m north west of the site. The closest Listed Building is 17 Bridge End, which was an 1850's toll house on the Whitehaven Turnpike, at 300m north west on South Street.

National cycle route 72 is adjacent to the site.

Enhancement potential

It could be possible to create new, artificial otter holts and maintain a good habitat for them. The disused railway line along one edge of the site could be retained as a well developed wildlife link, even though the road forms a barrier to the north.

As this is a former railway site, mitigation for industrial archaeology may be required.

If more land is used, there could be some useful habitat creation.

Environment Agency flood map zone

Zone 1 - no identified flood risk

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

11kV assets present within development area

United Utilities assets

There is an easement in place, which allows for a water main to cross the site; existing sewerage/flooding issues in the area – ensure not exacerbated

CAA and NATS²⁵ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

Lies within outer consultation zone for Sellafield Ltd, major hazard site (nuclear)

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

²⁵ Civil Aviation Authority and National Air Traffic Services

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 5b – low farmland

Sequential approach

A greenfield site, but allocated as employment land, in a Key Service Centre

Summary of comments from consultation stages

Not considered suitable because of proximity to housing.

It is too near existing businesses and the A595.

Advice should be sought on archaeological mitigation.

Copeland BC considers it may be a little too small for a 2 to 3ha facility and it is fairly close to houses; CO12 Beckermest No1 Pit is considered a better option.

There could be access difficulties onto the highway network; it is unclear if a suitable access could be secured.

CO11 - Bridge End Industrial Estate, Egremont



WASTE MANAGEMENT SITE SCORING MATRIX

CO11 Bridge End Industrial Estate, Egremont

Site selection criteria	Description/ Characteristic	Comment/explanation/ issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	On the edge of Egremont Key Service Centre; could provide a service to smaller coastal towns to south	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Adjacent to St Thomas's Cross roundabout on A595	✓ ✓
	Potential for rail access		XX
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)		
	Greenfield		X
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated in Copeland Local Plan for employment use	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection		?
	Owner objection exists		
5. Flood risk	Zone 1 or no flood risk	No identified flood risk	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	If NuGen Moorside project goes ahead, this site has the potential for an associated accommodation site	✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility		
	Not large enough to accommodate more than one facility	Not needed – would act as a satellite for smaller coastal towns	✓

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	2 Houses are adjacent to the site, but there is a change in ground level due to the dismantled railway; 30 more houses lie within 250m of the centre of the site, but are beyond the A595	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Florence Mine SSSI is 350m from the site, no direct pathways evident	?
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Fish Hatcheries County Wildlife Site (CWS) is 450m from the site, no direct pathways evident	?
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity Landscape character = 5b: Lowland - Low Farmland	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs		✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	Falls within Sellafield HSE consultation zone; notifiable if development were to attract 50 people or more – this would not be the case	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP15 Environmental assets
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC6 Cumulative environmental impacts
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC18 Landscape and visual impact
DC19 Flood risk
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The small scale of the site should limit the impacts, and best practice mitigation should be satisfactory, subject to assessment of any eventual development proposal. Specific surveys will be needed for wildlife use of the site, and also drainage requirements to limit impact of runoff on land to the west.

Summary of overall assessment:

This allocation has benefits and drawbacks, but provides an opportunity for the waste needs of the district to be met with minimal waste miles, and has the potential to provide local jobs.

Site Assessment score: ✓ ✓ very positive

CO32 Land adjacent to Sellafield Site

The 56ha site is allocated under policy SAP3 as a site for the treatment, management, storage and/or disposal of Very Low Level or Low Activity Low Level radioactive wastes and/or inert construction, demolition and excavation (CD&E) wastes; all of these wastes would have to originate from the adjacent Sellafield complex. Sellafield currently has an onsite facility (the Calder Landfill Extension Segregated Area - CLESA) for the disposal of the site's own VLLW/Low Activity LLW; there are specific radioactive waste types that cannot be accommodated at this facility, whilst those that can be accommodated, are restricted to specific radionuclide limits and input is managed to ensure that capacity is available for putrescible wastes. The inert CD&E wastes are already arising from the decommissioning of the Sellafield site.

Considerations

Site CO32 has been identified from the land owned by the Nuclear Decommissioning Authority (NDA), which has then been refined by consideration of known environmental assets and other constraints. Any development would use only part of the site allocated, most likely the 24ha that constitute the three fields closest to the Sellafield site boundary, but exact location would be dependent on any further constraints identified at the more detailed planning application stage. Where appropriate, it is assumed that access to CO32 would be direct from the adjacent Sellafield complex, and issues to be considered would include: the potential use of the track that runs from Calder Bridge to Calder as an emergency route if neither the B5344 or A595 are accessible due to a road accident; security of the Sellafield complex and the double boundary fence; the location of the current inert waste storage mounds onsite; the location of the electricity pylons and height of the lines; access over the River Calder and impacts on the river; the potential for the extension of rail lines from inside the Sellafield complex; the location of buildings still in use on the complex; the state of the ground if buildings have been demolished on the complex.

It is intended that site CO32 could treat, manage, store and/or dispose of appropriate levels of radioactive wastes arising from decommissioning and demolition of the adjacent Sellafield nuclear licensed site. This might involve development of a new disposal facility, for use once the existing capacity available inside the Sellafield site (the CLESA) was full around 2025. The design of any facility or lay down space, and its location within this large site, has not yet been confirmed. Construction of any facility would be likely to commence towards the end of the Plan period.

Alternatively, the site could be used for temporary (but potentially long term) storage of VLLW that could be used in the cap and restoration at the Low Level Waste Repository (LLWR). It could also be used to store (again, potentially long term) non-radioactive, inert construction, demolition and/or excavation waste from Sellafield, which would then be available for restoration projects within Sellafield at a later date. Both these options would be more sustainable than transporting these wastes, by road or rail, to another location, within or outwith the county, for storage or disposal, and then transporting these or similar wastes back to Sellafield or the LLWR when needed. They should also reduce the potential proliferation of radioactive waste facilities across the county.

It is not expected that site CO32 is the default option for development connected with appropriate levels of radioactive waste or with non-radioactive, inert wastes. Proposals will be required to demonstrate that there is a clear need that cannot be met within the Sellafield complex, or via the use of other existing disposal routes; how that need is to

be met; and that the use of any part of CO32 is proportionate in terms of scale, timescale and footprint. Any adverse impacts of a development on site CO32 would depend on the design, duration of the operational life and its exact location.

The Sellafield area is underlain by a major aquifer of regional importance, with hydraulic conductivity between the solid and drift deposits, and issues of groundwater migration and protection would need further investigation and mitigation as necessary.

The allocation complies with national policy and with strategic policies in the Plan, prioritising the management of wastes at source or as close as feasible to the source, and minimises the transport of these bulky, but low risk wastes, via the West Cumbria highway network. Its identification reflects the County Council's position, that the potential for managing decommissioning wastes at, or next to, the sites where they arise should be rigorously examined before a more dispersed pattern of sites further away is considered.

As such a high proportion of LLW and VLLW is forecast to arise at Sellafield, the preference has always been for these wastes to be managed within the existing Sellafield complex, which is identified in the site allocation policies as site CO36, but there is uncertainty about whether land can be made available there due to spatial constraints during decommissioning. In January 2013, Sellafield Ltd. produced a feasibility study into the potential suitability for disposal of LLW/VLLW on or near to the Sellafield site. This report states that if a facility is required onsite in the next couple of decades, then an area of sufficient size is not available. However, two areas within adjacent land, site CO32, might be suitable. It is anticipated that a more detailed scoping study will commence during FY 2017/18.

The site is very close to the existing complex, and there is no evidence that development would hinder investment in the local area. To the contrary, this allocation would have less potential to hinder investment than alternative disposal locations available (Lillyhall landfill) or previously considered (CO31 Keekle Head).

Environmental assets

The closest European Wildlife Site is the Drigg Coast SAC, which lies 3.3km as the crow flies, but is 5km south along the River Calder and then down the coast. The River Ehen SAC lies 10km from the site, upstream of the confluence with the River Calder.

Ponsonby Tarn County Wildlife Site (CWS) lies 160m to the east, Terrace Bank Wood CWS is 470m north, Sellafield Tarn CWS is 1.1km to the west, on the far side of the Sellafield complex, Seascale Dunes & Foreshore CWS is 1.5km south, Brownbank Moss CWS is 1.8km south east and Gaitskell Wood CWS is 1.9km south east. The River Calder Banks Local Geological Site (formerly Regionally Important Geomorphological Site - RIGS) lies 190m to the north. Calder Bank Wood Ancient Woodland, which is part of Terrace Bank Wood CWS and is also semi-natural woodland UK Priority Habitat, is 470m north. There is an area of UK Priority Habitat fen, marsh and swamp around 130m to the east. The boundary of the Lake District National Park is 920m to the north.

The **Habitats Regulations Assessment** will need to consider whether development could have adverse impacts on salmon migration to the River Ehen SAC. This is relevant even though this site is on the River Calder, not the River Ehen.

The site is 300m east of the area of natterjack toad sites potential, though it is unlikely that they will use this site. There are records for brown-eared bats, adders, barn owls and badgers in the vicinity.

A stone circle, which constitutes a Scheduled Monument, is 1.3km to the south, near Seascale How Farm. Calder Farmhouse is the closest Listed Building at 95m south; a number of further Listed Buildings lie to the north – Church House 600m, Sella Park House 850m, Ponsonby Church 900m, Pelham House 1km, South Lodge to Pelham House 1.1km and North Lodge 1.2km.

National cycle route 72 and the Cumbria Coastal Way are approximately 1km away.

Enhancement potential

There is potentially a large area of land, and habitat protection and enhancement measures could be incorporated into a development scheme. Opportunities exist for hedgerows and reptile habitat. Screening of views from the National Park may also be able to be enhanced. There is potential for prehistoric remains on the site - mitigation could be required.

Environment Agency flood map zone

Zone 1 - no flood risk identified; on a major aquifer and an Outer Groundwater Source Protection Zone, where a risk assessment would be needed
Zones 2 and 3 – adjacent to the west of the site, along the River Calder; adjacent to the east of the site, along Newmill Beck

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

33kV and 11kV assets present within development area

United Utilities assets

United Utilities has a service reservoir installation adjacent to the site and there is a public right of way that is used to service the apparatus; there is a water distribution main passing through the site, requiring a 5m wide maintenance strip and no building or level changes in the proximity

CAA and NATS²⁶ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

Lies within inner consultation zone for Sellafield Ltd, major hazard site (nuclear) and also hazardous substances consent (nuclear)

²⁶ Civil Aviation Authority and National Air Traffic Services

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 5b – low farmland

Sequential approach

Greenfield site, not at a town or Key Service Centre, but immediately adjacent to the nuclear complex

Summary of comments from consultation stages

The possibility of using land at Sellafield for managing other waste streams, not just radioactive wastes, was put forward in the 2005 Issues and Options Discussion Paper consultations. Comments at that time were that there were practical difficulties on siting general waste management facilities within a licenced nuclear site. It was not thought practicable to consider the Sellafield or Windscale sites as potential hosts for waste other than that associated with on-site decommissioning.

The site raised protected species issues, as there are records for badgers, bats and reptiles.

Seascale and other Parish Councils objected to this site.

Other comments received were:-

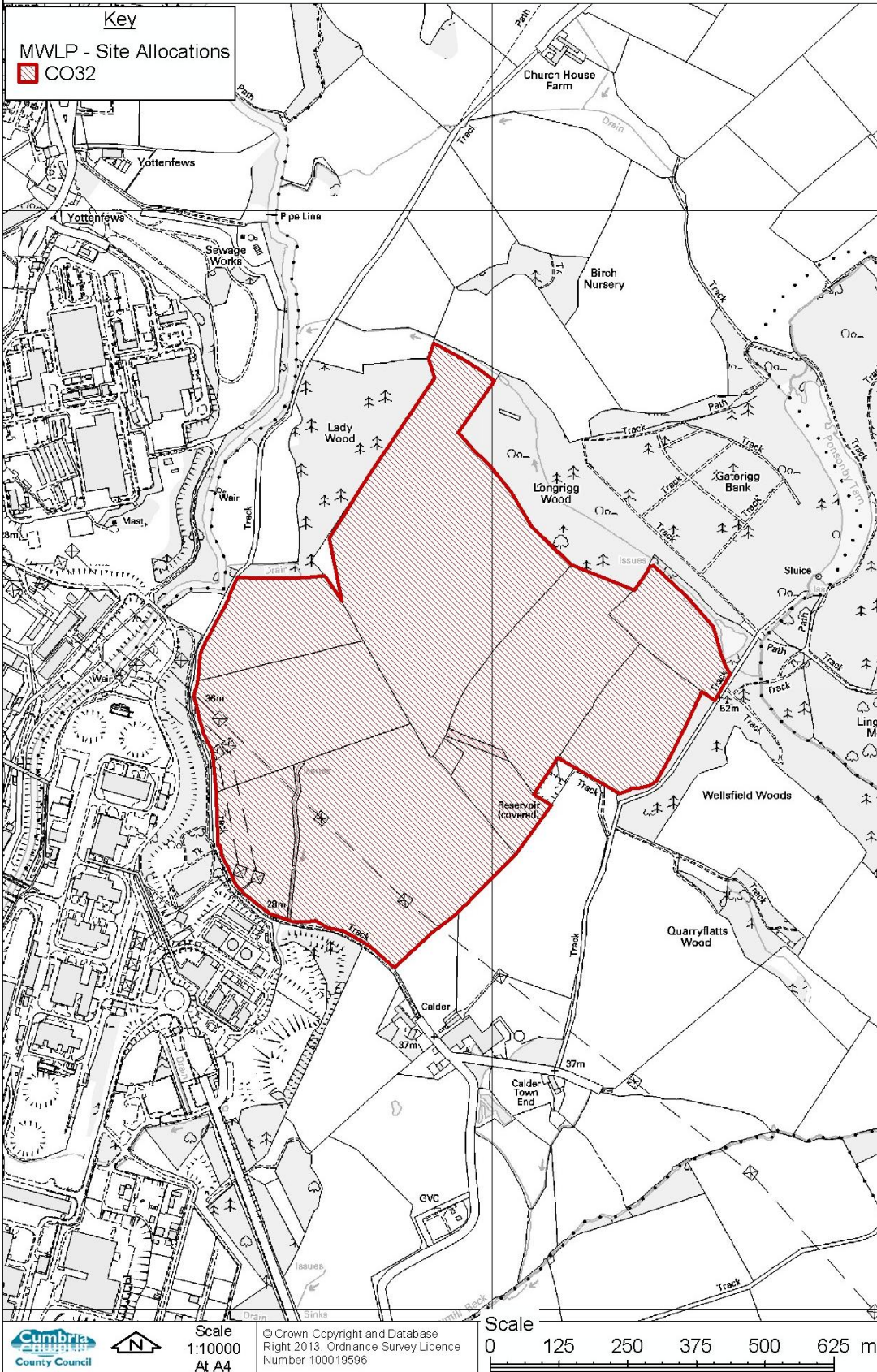
- its development would appear to give rise to no ecological benefits and would result in ecological harm;
- a public right of way runs along the western boundary; the site is close to the boundary of the Lake District National Park;
- the policies are unsound because the evidence base does not make clear how alternatives were ruled out and whether the site is deliverable or environmentally acceptable, also an SA of alternative sites has not been undertaken;
- that it is not suitable because of access and it is greenfield;
- that it would bring development very much closer to the listed Calder Farmhouse (95m), the setting of which should be safeguarded and harmful effects mitigated, advice should be sought on archaeological mitigation for prehistoric remains;
- the definition of “near sites” and the proximity principle should not be so prescriptive that it over-rules the synergy and economic benefits of shared storage or disposal facilities where there is a strong economic justification;
- it would be useful if the site appraisal selection criteria could be outlined and it would be useful if the key tenets and assumptions of UK radioactive waste management policy were developed and summarised;

- it would be helpful if a timeline for development and implementation of the preferred sites for LLW and VLLW was produced, noting all the key strategic assumptions;
- the Environment Agency said that solid radioactive waste disposal must be in line with its guidance published in February 2009, the site is on a major aquifer and an Outer Groundwater Source Protection Zone, where a risk assessment would be needed, and the Agency would normally object if this shows that active long term site management is essential to prevent long term groundwater pollution, the Agency would take account of the long term plans for Sellafield site management and the environmental implications of those plans and highlights the importance of infrastructure in the county for high volume low activity waste disposal to support Sellafield decommissioning;
- extreme caution is needed when considering landfill of radioactive wastes to ensure it does not compromise the safety of Cumbrian residents;
- the Nuclear Decommissioning Authority supports the opening of new routes for managing LLW and welcomed the inclusion of a number of prospective sites in earlier consultations and considers the removal of these is counter to the MWDF's aim of maintaining an element of commercial competition, it does not consider that this site should be identified but could wait until the UK Strategy for LLW is finalised, previous view offered was that a more generalised designation of the whole Sellafield site and a wider area may be more appropriate, the current area identified may not be the optimal location for facilities at or adjacent to Sellafield;
- there are other, nearby sites, which are better placed to accept decommissioning wastes, such as Lillyhall landfill;
- the site appears to be constrained for access;
- it is a greenfield site and development would have significant landscape/visual, ecology and environmental control issues;
- a new landfill would be contrary to regional policy, unless it has been demonstrated that existing ones cannot take these wastes;
- other sites, such as Lillyhall, are considered to score better in the site assessment matrices; deliverability is uncertain;
- the potential for sea level rise needs to be considered;
- the site appraisal fails to recognise the River Ehen and River Calder SAC;
- significant quantities of engineering materials would need to be imported for robust geological barriers;
- concerned about proposal by FCC to bury Sellafield's LLW at Lillyhall landfill; such waste should be stored on the site of arising (CO32, CO35, CO36).

There is the potential to disturb archaeological assets, and a desk based assessment should be undertaken prior to submission of a planning application.

Strongly object to allocation of the greenfield site north-east of Sellafield on the basis that it will encourage yet more nuclear sprawl on the Cumbrian plain and will bring industrial development to within 500m of the Lake District National Park boundary. This will cause further landscape damage, and remove pretty much any buffer between Sellafield and the National Park.

CO32 - Land adjacent to Sellafield



WASTE MANAGEMENT SITE SCORING MATRIX

CO32 Land adjacent to Sellafield Site

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site is very close to the waste arisings, which in this case is the Sellafield site	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities	Access would be through Sellafield site	✓ ✓
	Access to existing primary road network		
	Potential for rail access		
	Access to proposed primary road network	Access would be through Sellafield site	✓ ✓
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)		
	Greenfield		xx
	Allocated for waste management or employment use and at a town or Key Service Centre		
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Owned by NDA; assessment undertaken by Sellafield Ltd.	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 or no flood risk	No flood risk identified on site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	The site is 56 ha of which a reduced area would be used, most likely the 3 fields closest to Sellafield (24ha) subject to suitability; potential conflicts would depend on where within the site the facility was placed	✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	No wish/need for more than one facility - but site is very large and in effect co-located with Sellafield	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Yes – one property	x
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	HRA will assess potential impacts on salmon migration in River Ehen	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Landscape character = 5b: Lowland - Low Farmland	
	Site likely to adversely impact on nationally designated landscape areas	Landscape and visual impacts on National Park, temporary and permanent, would need to be investigated	?
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Avoids proliferation and dispersal of LLW in West Cumbria	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	it is in the Sellafield DPZ, but it is assumed that this would be expanded if necessary, if any development concerning radioactive waste took place within the allocated site	✓ ✓
	Conflict with safeguarding procedures/zones		
Relevant MWLP policies:			
SP1 Presumption in favour of sustainable development			
SP4 Use of Best Available Technique			
SP5 Development criteria for low level radioactive wastes			
SP13 Climate change mitigation and adaptation			
SP14 Economic benefit			
SP15 Environmental assets			
DC6 Cumulative environmental impacts			
DC16 Biodiversity and geodiversity			

DC17 Historic environment
DC18 Landscape and visual impact
DC20 The water environment
DC22 Restoration and aftercare
SAP3 Radioactive wastes treatment, management, storage and disposal

Mitigation proposals in Sustainability Appraisal:

The exact nature of the facility is not yet determined; if it requires an earth-bunded landform (and subsequent earth-capping during restoration) measures to prevent movement of water away from the feature and other stored materials being carried or blown off the site, will be necessary. Specific measures would be needed during construction to prevent dust and other material being blown onto adjacent agricultural land. The likely low elevation of the facility and containment using bunds is likely to be sufficient to mitigate the principal visual impacts. Further consideration would also need to be given to the impact on protected species and the scope for habitat compensation, depending on how much of the site is developed and where, within the overall allocation.

Summary of overall assessment:

There are strong positive aspects to this assessment, and the questions remaining would be addressed prior to a planning application when the size, location, design and restoration scheme for the facility were known. The proposal is not as sustainable as CO36, which would confine development within the curtilage of the existing complex, and should only be considered further if rigorous assessment proves that use of CO36 is unrealistic.

Site Assessment score: ✓ ✓ positive

CO35 Low Level Waste Repository, near Drigg

The site is allocated under policy SAP3 as a site for the treatment, management, storage and/or disposal of Low Level radioactive wastes. The allocation of the site also relates to safeguarding the Low Level Waste Repository rail spur within the site from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals.

Considerations

This site is identified for fulfilling a continuing role as a component of the UK's national Low Level radioactive Waste (LLW) management capabilities. The currently operational vault (vault 9) and subsequent vaults (9a, 10 and 11), gained planning permission in July 2016 for the disposal of LLW until 2045; this provides for additional disposal capacity of around 510,000m³. It is important that this highly engineered facility is reserved for wastes that require that standard of containment. Decisions about which wastes require the LLW Repository's (LLWR) standard of engineered containment, is a matter for the other Regulators (Environment Agency and Office for Nuclear Regulation). A joint assessment of the realistic capacity of the LLWR has been requested.

Due to access issues through the village of Drigg, recent planning permissions have required full use to be made of rail transport to/from the Repository.

The principal reason in favour of safeguarding this site is to concentrate management capacity on an existing site rather than exposing other localities to similar issues.

Environmental assets

The western site boundary is adjacent to the Cumbria Coast Marine Conservation Zone, the Drigg Coast SAC, Drigg Coast SSSI and three areas of UK Priority Habitat - coastal habitats above high water; heathland; and fen, marsh & swamp. The southern site boundary is adjacent to an area of coastal and floodplain grazing marsh UK Priority Habitat. The northern boundary is adjacent to Seascale County Wildlife Site (CWS); Panope Bog CWS is 1.5km north; Fishgarth Wood CWS, which is also Ancient Woodland and semi-natural woodland UK Priority Habitat, is 1.5km east; and Rivert Irt Grassland CWS is 1.8km east. The Lake District National Park boundary lies 270m to the south. Drigg Holme SSSI to the east, Hallsenna Moor SSSI and Hallsenna Moor National Nature Reserve to the north, which are also part fen, marsh & swamp, part semi-natural woodland UK Priority Habitat, all lie around 1km away. The closest Local Geological Site (LGS, formerly Regionally Important Geomorphological Site) is at Seascale Beach, approximately 1.9km north.

The **Habitats Regulations Assessment** will need to consider potential impacts on the Drigg Coast SAC, and use of similar mitigation measures to those already adopted for developments at the Repository.

The closest Listed Building is Drigg Hall, 420m east, in Drigg village. The closest Scheduled Monument is Drigg Holme packhorse bridge, 1.4km east, on the River Irt.

Enhancement potential

The site falls within the natterjack toad sites potential zone. It is also adjacent to the Drigg Dunes and Coast Site of Invertebrate Significance. There are records of brown hares, otters, barn owls and Small Pearl-bordered Fritillary butterflies in the vicinity; whilst records show that adders, great crested newts, slow worms, viviparous lizards and badgers have been found on the site. There is potentially a large area of land for which habitat protection and enhancement measures could be incorporated into a development scheme. Screening of views from the National Park may also be able to be enhanced. The site's Landscape and Wildlife Management Scheme is regularly updated as a planning permission requirement.

Environment Agency flood map zone

Zone 1 – majority of site, including waste disposal areas

Zones 2 and 3 - affect a very small part of the site at the southern boundary; this is fluvial flood risk from the River Irt

Lead Local Flood Authority assessment

Minimal risk of surface water flooding; southern tip of site has 1% risk of flooding from River Irt

Electricity North West assets

11kV assets present within development area

United Utilities assets

No assets identified

CAA and NATS²⁷ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

Lies within inner consultation zones for Sellafield Ltd and for Low Level Waste Repository, major hazard sites (nuclear)

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 6 - non-agricultural

²⁷ Civil Aviation Authority and National Air Traffic Services

Landscape Character Area

Sub-type 5b – low farmland

Sequential approach

Greenfield areas within an existing industrial complex/brownfield site

Summary of comments from consultation stages

All the necessary research has not been done or is not conclusive as to safety, best practice, etc.

There is disagreement with the lack of clarification as to the elements of the waste stream that would be considered appropriate to be managed at this site; the UK strategy seeks to identify alternative options and to preserve the LLWR's capacity; constituent parts of the bottom end of LLW can be adequately diverted to an alternative facility.

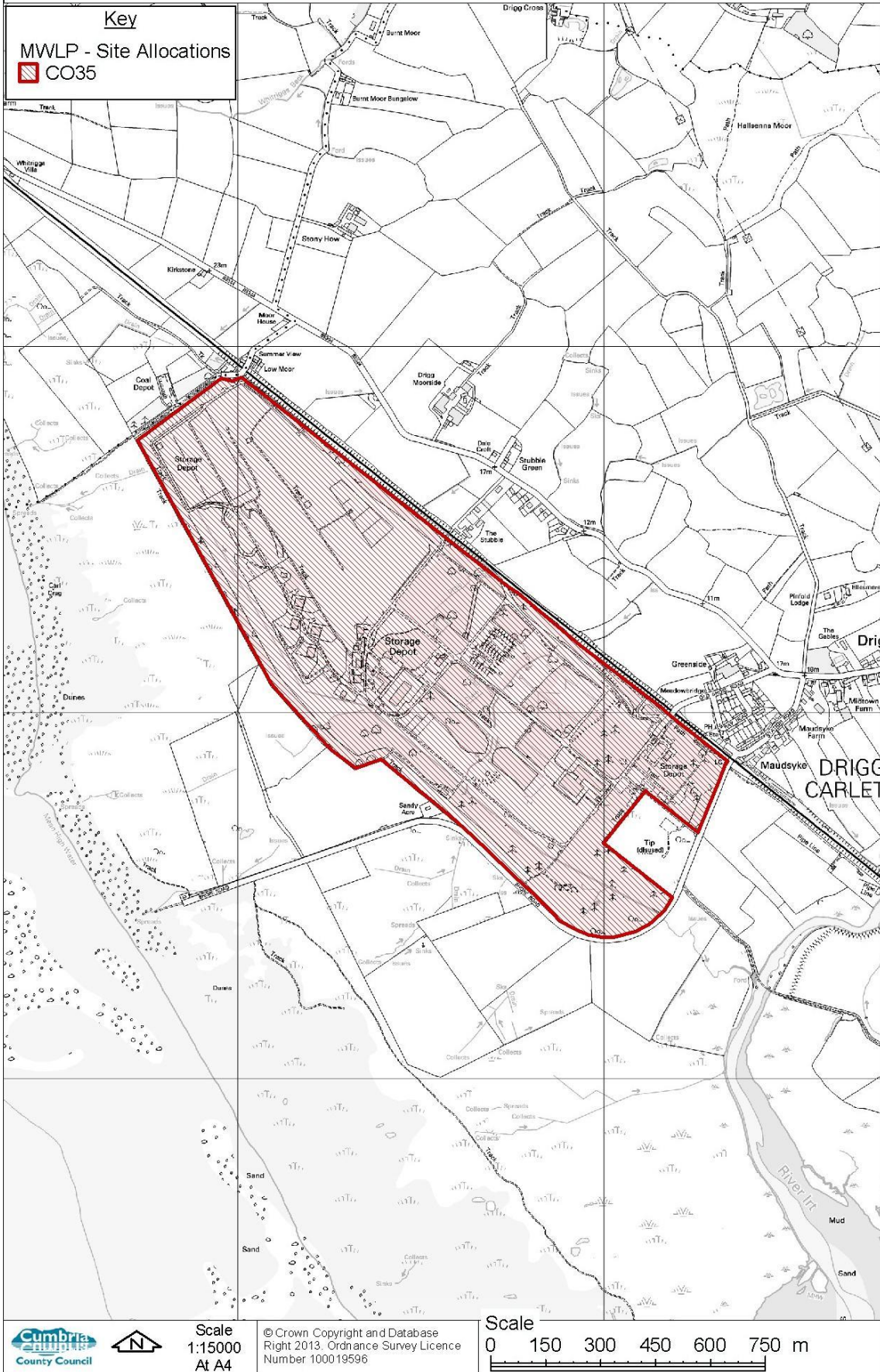
It is questioned whether other parts of the north west have made provision for their own LLW and VLLW.

The definition of “near sites” and the proximity principle should not be so prescriptive that it over-rules the synergy and economic benefits of shared storage or disposal facilities, where there is a strong economic justification; it would be useful if the site appraisal selection criteria could be outlined; it would be useful if the key tenets and assumptions of UK radioactive waste management policy were developed and summarised; and it would be helpful if a timeline for development and implementation of the preferred sites for LLW and VLLW was produced, noting all the key strategic assumptions.

The inclusion of this site without a detailed assessment of feasibility and deliverability is questioned.

There are other potential impacts that need mitigating, in addition to the ones already identified, such as: potential impacts from deep cut off wall on the ground and surface water levels on the heath and slack features on the SAC, near the boundary fence line; possible impacts on flocculants on the estuary/marine environment; and coastal erosion.

CO35 - The Low Level Waste Repository, near Drigg



WASTE MANAGEMENT SITE SCORING MATRIX

CO35 Low Level Waste Repository, near Drigg

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	National facility, but also within 5 miles of the main source of LLW decommissioning waste	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities	Close to Sellafield and with rail access via own rail spur	✓ ✓
	Access to existing primary road network	Access to A595 via B5344, traffic calmed through Drigg village	X
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Part of the site was a World War II ordnance factory	✓
	Greenfield	Location on greenfield areas within CO35 would score less well	X
	Allocated for waste management or employment use and at a town or Key Service Centre		
	Allocated for waste management or employment use but not at a town or Key Service Centre	Within an existing LLW site	✓
4. Deliverability	No owner objection	Owned by NDA, operated by LLWR Ltd.	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 or no flood risk	disposal areas and majority of site	✓ ✓
	Zone 2		
	Zone 3a	Flood zones 2 and 3 affect a small part of the site at the southern boundary, but this could be avoided	?
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Within existing site	?
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility		✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Yes, 69 properties mostly within Drigg village	XX
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	Impacts on the Drigg Coast SAC to be investigated	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Enhancement of Seascale CWS possible	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	Impacts on locally designated sites to be investigated	?
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks		
	Site likely to adversely impact on nationally designated landscape areas	Within existing site – but potential for increased impacts on views from Lake District National Park to be investigated Landscape Character Area = sub-type 5b – low farmland	X
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Avoids proliferation and dispersal of LLW in West Cumbria	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	Lies within inner consultation zones for Sellafield Ltd and for Low Level Waste Repository, major hazard sites (nuclear) – but this is a currently operating site	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP4 Use of Best Available Technique
SP5 Development criteria for low level radioactive wastes
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
DC6 Cumulative environmental impacts
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
DC20 The water environment
DC22 Restoration and aftercare
SAP3 Radioactive wastes treatment, management, storage and disposal

Mitigation proposals in Sustainability Appraisal:

Given the nature of the existing activity on the site, it is reasonable to expect existing mitigation measures are of the highest technical specification and rigidly enforced. Nevertheless, it would be prudent to review their effectiveness and the possible need for additional facilities when evaluating any proposal to continue accepting LLW at this site. Further clarification is needed of the risks to the SAC and appropriate mitigation that may be required.

Mitigation in respect of safeguarding allocation:

None, provided the continued use does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.

Summary of overall assessment:

The principal reason in favour of safeguarding this site is to concentrate management capacity on an existing site rather than exposing other localities to similar issues.

Site Assessment score: ✓ positive

CO36 Sellafield Site

The site is allocated under policy SAP3 as a site for the treatment, management, storage and/or disposal of the appropriate levels of radioactive wastes. The site is also allocated for the temporary storage of non-radioactive, inert construction, demolition and/or excavation wastes that have arisen from decommissioning activities on the Sellafield complex. The allocation also relates to safeguarding the Sellafield site rail spur from inappropriate development, which would adversely affect any existing or potential use for sustainable transport of waste or minerals.

Considerations

This is an existing civil nuclear licensed site, which is mostly operational and partly being decommissioned. There is an approved landfill within the site (CLESA), which has remaining capacity for certain of Sellafield's own Lower Activity Low Level Wastes (LA-LLW). More than half of all of the LLW that is consigned to the Low Level Waste Repository (LLWR) near Drigg is from Sellafield.

In January 2013, Sellafield Ltd. produced a feasibility study into the potential suitability for disposal of LLW/VLLW on or near to the Sellafield site. This report states that if a facility is required onsite in the next couple of decades, then an area of sufficient size is not available. However, two areas within adjacent land, site allocation CO32, might be suitable. It is anticipated that a more detailed scoping study will commence during FY 2017/18.

At planning application stage, a rigorous assessment of at least the following, will be required: whether there would be sufficient space within the complex for management facilities; suitability of the underlying geology and hydrogeology; flexibility of policy; deliverability of project; proximity to waste arisings; environmental and ecological impacts; sustainable development; impacts of climate change and sea level rise; impact on nearby dwellings and Listed Buildings.

Environmental assets

The site is adjacent to the Cumbria Coast Marine Conservation Zone and lies 2.7km north of the Drigg Coast SAC/Drigg Coast SSSI and 8.4km downstream from the River Ehen SAC/River Ehen (Ennerdale Water to Keekle Confluence) SSSI. Seascale Dunes & Foreshore County Wildlife Site (CWS) is adjacent to the southern boundary; Sellafield Tarn CWS is adjacent to the western boundary; Terrace Bank Wood CWS, which is also UK Priority Habitat semi-natural woodland, lies 320m north; Starling Castle CWS is 840m west; Ponsonby Tarn CWS is 1km east; Gaitskell Wood CWS is 1.2km south east; Calder Bridge Wood CWS is 1.3km north; Brownbank Moss CWS, which is also partly fen, marsh & swamp UK Priority Habitat, is 1.4km south east; and Braystones Coast CWS is 2km north west. River Calder Banks Local Geological Site (formerly Regionally Important Geomorphological Site - RIGS) abuts the north east corner of the site, Seascale Beach LGS (RIGS) is 980m south, whilst Newton Sand Pit, Gosforth LGS (RIGS) lies 1.6km to the east. Low Church Moss SSSI lies 1.1km north west. There is an area of UK Priority Habitat coastal & floodplain grazing marsh 720m west, and one of fen, marsh & swamp around 1km east. There are two areas of ancient woodland near the site - Calder Bank Wood is 340m north and Priorling Wood is 1.3km north.

The **Habitats Regulations Assessment** will need to consider whether development on the site could impact on the River Ehen SAC, in particular on salmon migration. This is relevant even though this site is downstream of the SAC.

Sellafield includes part of the Sellafield Natterjack Toad site along its western boundary, plus the natterjack potential area covers the southern half of the site.

A stone circle, which is a Scheduled Monument, lies 175m to the south, near Seascale How Farm. Seascale Hall and Calder Farmhouse are the closest Listed Buildings at 220m and 260m east respectively; a number of further Listed Buildings lie to the north – Sella Park House 510m, Church House 690m, Pelham House 930m, Ponsonby Church 970m, South Lodge to Pelham House 1.1km and North Lodge 1.2km.

National cycle route 72 and the Cumbria Coastal Way lie adjacent to the southern boundary of the site.

Enhancement potential

There is potential for habitat creation/enhancement in the long term. Apart from natterjack records, there have also been records of brown long-eared bats, brown hares, common toads, adders, Dingy Skippers and the Small Pearl-bordered Fritillary on and in the vicinity of the site. There are also opportunities for hedgerows and reptile habitat.

Environment Agency flood map zone

Zone 1 – majority of site

Zones 2 and 3 - the River Calder flows through the site and its flood risk is currently satisfactorily managed

Lead Local Flood Authority assessment

Minimal risk of coastal flooding; 1% risk of localised flooding along watercourses within and adjacent to site

Electricity North West assets

132kV, 33kV and 11kV assets present within development area

United Utilities assets

Sewage works situated at north west corner of Sellafield site boundary

National Grid assets

National Grid's high pressure underground gas transmission pipelines enter the Sellafield site on the east and connect to the Fellside CHP plant; it is required that no permanent structures are built over or under pipelines, or within the zone specified in the agreements, materials or soil are not stacked or stored on top of the pipeline route and that unrestricted and safe access to any of National Grid's pipeline(s) must be maintained at all times.

CAA and NATS²⁸ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

Lies within inner consultation zones for Sellafield Ltd major hazard sites (nuclear); five separate hazardous substances consents (nuclear) within site

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Urban

Landscape Character Area

Urban

Sequential approach

Existing operational complex

Summary of comments from consultation stages

The methodology for identifying this site was questioned, as was the adequacy of comparing the suitability of this site against others. There has not been a detailed assessment of the feasibility of identifying land within the Sellafield site.

Deliverability of proposals within the site are questioned.

²⁸ Civil Aviation Authority and National Air Traffic Services

WASTE MANAGEMENT SITE SCORING MATRIX CO36 Sellafield Site

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site is located at the waste arisings, which in this case is the Sellafield site	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities	Not required for waste transfer, but could be used for construction materials	✓ ✓
	Access to existing primary road network	Not required for the proposed waste use, but good access to the A595	✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)		✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Not allocated, but in an existing complex where the waste arises	✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Owned by NDA; assessment undertaken by Sellafield Ltd.	✓ ✓
	Owner objection exists		
5. Flood risk	Zone 1 or no flood risk	majority of site	✓ ✓
	Zone 2		
	Zone 3a	River Calder runs through the site and its flood risk is managed successfully	✓
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Requires management of space within the site as buildings are decommissioned or contaminated land identified	?
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	No wish/need for more than one facility - co-located within Sellafield	✓ ✓

	Not large enough to accommodate more than one facility		
8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	There are approximately 30 residential properties within 250m	XX
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	Half the site falls within area of natterjack toad potential	X
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)	There are 9 County Wildlife Sites in the area, two of which are adjacent to the site	X
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Landscape character = urban	
	Site likely to adversely impact on nationally designated landscape areas	Site is 1.2km from the Lake District National Park boundary, but proposal linked to decommissioning, and limits development within existing boundary	?
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Avoids proliferation and dispersal of LLW in West Cumbria	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site is within the Sellafield Site HSE consultation zone and there are 5 separate hazardous substances consents (nuclear) within site – however, this is a currently operating site	?

Relevant MWLP policies:

- SP1 Presumption in favour of sustainable development
- SP4 Use of Best Available Technique
- SP5 Development criteria for low level radioactive wastes
- SP13 Climate change mitigation and adaptation
- SP14 Economic benefit
- SP15 Environmental assets
- DC6 Cumulative environmental impacts
- DC16 Biodiversity and geodiversity
- DC17 Historic environment
- DC18 Landscape and visual impact
- DC20 The water environment
- DC22 Restoration and aftercare
- SAP3 Radioactive wastes treatment, management, storage and disposal

Mitigation proposals in Sustainability Appraisal

Any facility would need to be mitigated by using measures at least as effective as those already in place. Further consideration needs to be given to preventing any contamination of land and water environments by material stored or disposed in an engineered landform or, in storage mounds in the case of non-radioactive inert wastes, which are expected to be the nature of any waste related developments. Location should be prioritised towards areas of the site that have been cleared, but which are not in use at present. Development on wooded land along the eastern border, and the plot just north of the mouth of the River Calder, should be avoided to protect biodiversity assets. Open “greenfield” plots on the north side of the site would need to be assessed for use by protected species.

Mitigation in respect of safeguarding allocation:

None, provided the continued use does not result in additional use of the facility outside existing hours, as this would result in new noise, light, traffic, etc., impacts on nearby receptors.

Summary of overall assessment:

This is a very sustainable allocation proposal with strong positive aspects, as it would result in wastes being managed at source. No road or rail would be needed to transport wastes to the LLWR, and nuclear waste development would be confined within the existing complex, limiting the likelihood of generating incremental impacts and preventing the extension of risks and impacts to new locations. The principal potential adverse impacts would be on habitats supporting protected species within the site (though there is a risk to species passing up the River Calder) and the need to ensure the integrity of storage areas.

Site Assessment score: ✓ ✓ positive

M15 Peel Place Quarry, Holmrook

Land adjacent to the existing quarry is identified as an Area of Search for sand and gravel extraction.

Considerations

The existing Peel Place Quarry is the only sand and gravel quarry in this part of the county; others are at least 65km away. Its extension would need to be justified by the level of reserves and environmental mitigation. All impacts would be considered if a planning application is submitted.

The site lies on the National Park boundary and is overlooked by the Park's higher terrain. Mutual co-operation with the Lake District National Park Authority would ensure that there is minimal impact on the setting of the Park.

Environmental assets

Peel Place Sand and Gravel Pit Local Geological Site (LGS, formerly Regionally Important Geomorphological Site) is within the existing quarry; Hallsenna Moor SSSI, which is also a National Nature Reserve and part fen, marsh and swamp, part semi-natural woodland UK Priority Habitat, and Addyhouse Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, both lie 500m to the south; Silver How Bog County Wildlife Site (CWS) is 540m west; Bleawath Bog CWS is 920m north west; Brownbank Moss CWS, part of which is also fen, marsh & swamp UK Priority Habitat, and Panope Bog CWS are 1km west; Bogholes Wood CWS and Holmrook Hall Wood CWS, which is also Ancient Woodland and semi-natural woodland UK Priority Habitat, are 1.3km south east; Gaitskell Wood CWS is 1.5km west; Cookson Wood CWS is 1.9km south east; Hall Bolton Marshy Grassland CWS is 1.7km north east; Parknook Wood CWS, which is also semi-natural woodland UK Priority Habitat, is 1.9km north east; and Gills Wood CWS, which is also semi-natural woodland UK Priority Habitat, is 1.9km east.

The **Habitats Regulations Assessment** will have to consider whether this site would be likely to affect the integrity of the Drigg Coast SAC, which lies 2.5km south west.

The site is adjacent to the Lake District National Park boundary.

The original Phase 1 habitat survey shows primarily improved grassland with small areas of marshy grassland in the southern corner to the west of High House Farm, and just outside the marked boundary at Crossleys. There are records in the vicinity for brown hare, common pipistrelle, otter, common toad, red squirrel, barn owl, great crested newts and badger.

The closest Listed Building is Hallsenna house, barn and stables complex, 330m away.

A bridleway is adjacent to the southern boundary of the site.

Enhancement potential

Potential for habitat enhancements/creation in a restoration scheme. Significant opportunities for enhancement through wetlands, hedgerows, small woodlands and

species-rich grassland. Strengthening links with adjacent habitat should be considered. Enhancement is particularly recommended for brown hares, common pipistrelle, otters, red squirrels, barn owls, amphibians and reptiles, though natterjack toads are unlikely to be present on the site.

The other prime feature on the site is the double hedged lane, known as Squeeze Guts Lane. Restoration should re-establish this and other features on the site, including the need to protect landscape quality, distinctiveness and character.

Restoration of the site could also include the development of a woodland area/nature reserve for public access/enjoyment.

There are archaeological remains in the vicinity, so some mitigation measures may be required.

Environment Agency flood map zone

Zone 1 - no flood risk identified

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

11kV assets present within development area

United Utilities assets

There is a pumping station 625m south, on the other side of the A595; sewage works lie 1.2km south at Greengarth

CAA and NATS²⁹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

Lies within outer consultation zone for Sellafield Ltd, major hazard site (nuclear)

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 3 - 20 to 60 % likelihood that this is Best and Most Versatile land

²⁹ Civil Aviation Authority and National Air Traffic Services

Landscape Character Area

Sub-type 5b low farmland

Sequential approach

Greenfield site, but adjacent to existing quarry operation

Summary of comments from consultation stages

The majority of comments regarded impacts on Hallsenna; potential harm to nearby wildlife interests; concern over loss of farmland; and a worry that the nearby National Park would look down on the site and there would be harm to the landscape.

This is a greenfield site. All impacts on wetland features should be avoided. Squeeze Guts Lane is notable for its double line of hedges and this may be an important wildlife link.

Advice should be sought on archaeological mitigation and the impact on the setting of Hallsenna Listed Building should be assessed and mitigated.

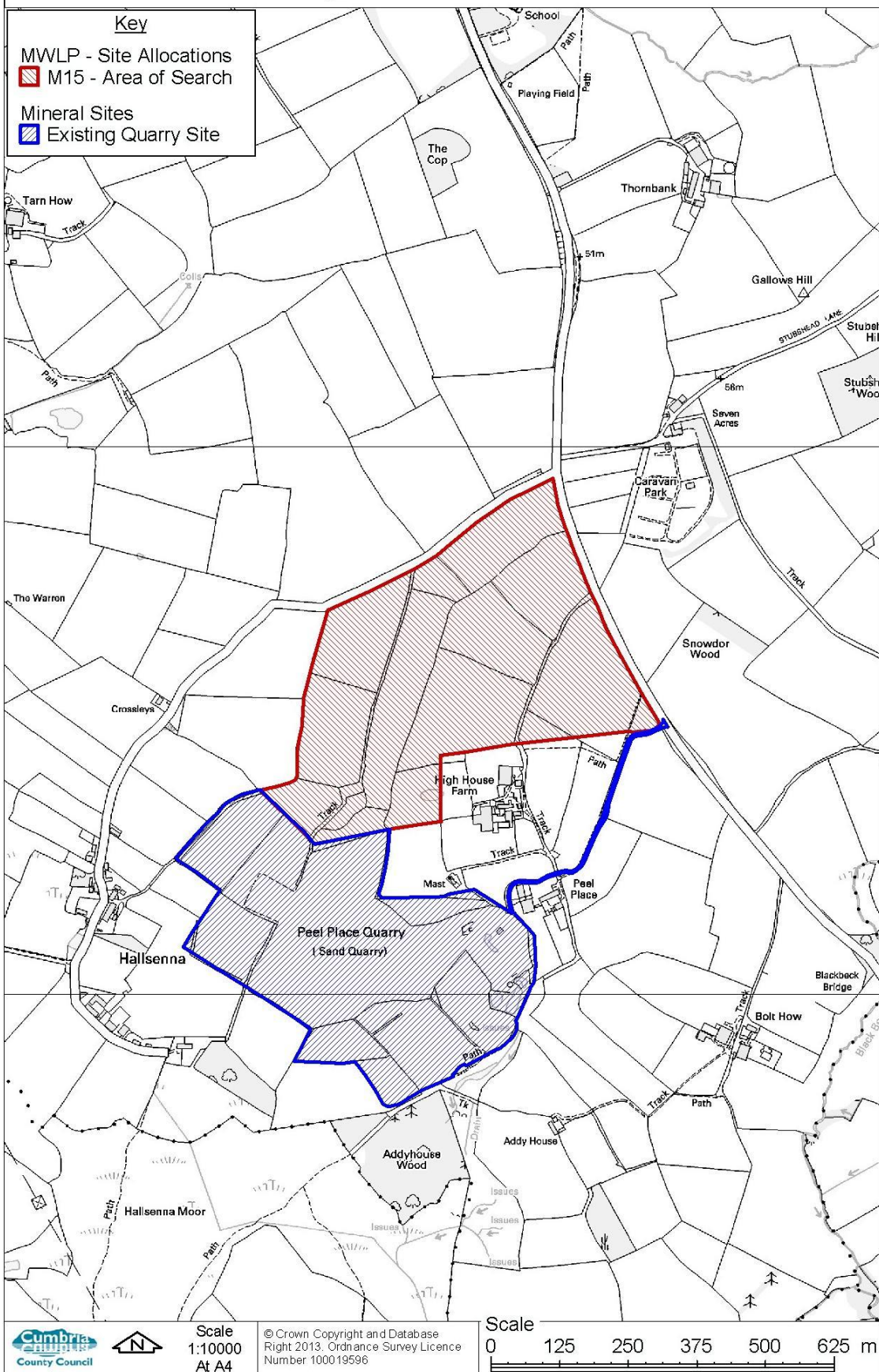
Appropriate landscaping/mitigation works would be needed for nearby properties and the A595, as well as normal development control requirements.

Area of Search M15 should be re-categorised as a Preferred Area - due to the location of the site, the local market and significance in supply to Sellafield extensions, the loss of this site would be significant.

Peel Place Quarry is immediately adjacent to the National Park boundary; there may be issues relating to the potential of landscape and visual impact should planning permission for mineral extraction be granted.

Strongly object to the extension of this quarry on the basis that it will extend right up to the boundary of the Lake District National Park. The site will have significant landscape and visual impacts.

M15 - Peel Place Quarry, near Gosforth



MINERALS SITE SCORING MATRIX
M15 Peel Place Quarry, Holmrook

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	via existing quarry access road to A595	✓ ✓
	Potential for rail access		XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Greenfield	Greenfield – but adjacent to existing quarry	XX
3. Deliverability	No owner objection	put forward by operator	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk		✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use		
	Conflict likely with other land use	Objections from local residents – mitigation will need to be considered	?
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	5 residential properties within 250m of site	XX
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Hallsenna SSSI and UK Priority habitat (semi natural woodland) 500m away	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Within potential water vole and great crested newt areas. Restoration scheme could offer opportunities	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty,	Landscape character = 5b low farmland	

	Heritage Coasts and National Parks		
	Site likely to adversely impact on nationally designated landscape areas	Site fronts on to the Lake District National Park boundary – impacts dependent on mitigation achievable	X
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Aggregates supplied would support future major infrastructure projects. Jobs at the quarry would be safeguarded	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	Within Sellafield consultation zone; impacts only if leads to significant increase in residents or workers	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare SP17 Section 106 planning obligations DC1 Traffic and transport DC2 General criteria DC3 Noise DC4 Quarry blasting DC5 Dust DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC17 Historic environment DC18 Landscape and visual DC22 Restoration and aftercare SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal:</p> <p>Impacts on surrounding and more distant sensitive receptors will require standard mitigation measures including: bunding, buffering and vegetational screening to limit visual, noise and some dust impacts; wheel washing and dust dampening of open areas during dry periods; restricting the height of any structures on the site to a single storey to limit visual impact; noise suppression on equipment; possible use of conveyors to move material around the site to reduce vehicle noise and emissions. It is assumed that the road linking Hallsenna to the A595 used for access to the existing workings will continue to be used, in conjunction with any conditions restricting the times of day, number and routeing of movements to and from the site. In principal, this should not result in a worsening of impacts compared to those generated by the existing operations. Finally, it may be prudent to require phased working of the site so that the whole area is not exposed or excavated at the same time, in order to limit the visual impact (particularly from the National Park), providing this is logistically practicable.</p>			
<p>Summary of overall assessment:</p> <p>This extension of the existing quarry would provide an important aggregates source in the south west of the county, throughout and beyond the Plan period. Potential adverse impacts include those on local residents from continued working in the vicinity, and visual and landscape impacts on the National Park.</p> <p>Site Assessment score: ✓ positive</p>			

OTHER SITES IN COPELAND THAT HAVE BEEN CONSIDERED

CO1 Whitehaven Commercial Park

Reason for withdrawal: Both the existing HWRCs at Frizington in Copeland and at Workington in Allerdale are in need of replacement. Site AL37, on the border between the two Districts, has been put forward to replace them both; therefore, a further site is not needed in Copeland.

General

This was a first preference site for a Household Waste Recycling Centre to replace the one at Frizington.

This commercial park was laid out with estate roads nearly twenty years ago, but only about one third of the 18ha has been developed. The preferred site is adjacent to Copeland's depot and ideally located to serve Whitehaven. Habitat/species surveys will be needed with mitigation/compensation as appropriate. There is potential for its development to include habitat links across the site. Improvements to the roads may include a pedestrian crossing.

The **Habitats Regulations Assessment** concludes this site would not have impacts on the River Ehen or River Derwent and Bassenthwaite Lake SACs.

Summary of comments from consultation stages

This site, or an adjoining one, was supported for a North Copeland HWRC. It was considered to be the only one of the sites that were suggested that seemed appropriate for larger transfer/sorting type of facilities. This support was subject to further discussion on the potential types and siting of facilities.

Possible surface water drainage issues were mentioned.

It was considered that development on the site would have minimal landscape impact and had more suitable access for HGVs than other sites.

The other identified site, near the former Marchon/TDG works, was preferred on the basis of its location within the principal Key Service Centre in the area.

The parish council supports it if there are highways improvements before it opens and the parish is consulted about them.

The site is too near a food processing factory.

The owners, North West Development Agency, do not oppose the identification of this site in principle, its chief consideration is that uses should be compatible with a commercial park and not jeopardise the ability to attract future investment.

The site should not be considered unless a biodiversity audit has been carried out, it is within a hen harrier sensitive area and likely to have a high level of biodiversity interest, for which any losses would need to be compensated. Mitigation measures must be considered to prevent disturbance to wildlife interests.

Environmental assets

Bonnywood County Wildlife Site (CWS) lies 600m away and Hope Mission CWS 620m. Midgey Wood Ancient Woodland is 1.5km away and Millgrove Wood Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 2km.

The site is within a hen harrier sensitive area and otters have been recorded nearby.

A public footpath crosses the north east corner of the site.

Enhancement potential

A survey is needed to determine the current wildlife interest of the site. There is potential to enhance or create habitat links across the site and link to the footpath on the dismantled railway line that is used by people to get to Walkmill. The restored former Keekle extension opencast site is nearby.

No archaeological work is recommended.

Flood map zone

No identified flood risk

Safeguarding

The site is adjacent to the Workington to Whitehaven gas pipeline safeguarding area

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 5d – lowland, urban fringe

Sequential approach

A greenfield site, but allocated employment land already laid out with industrial estate roads, near to a town

CO12 Beckermot No.1 Pit, Haile, Egremont

Reason for withdrawal: This has been removed because planning permission has been granted for other development and there is now no available space. The alternative of using two adjacent fields is not considered appropriate.

CO28 ex-TDG depot, Whitehaven

Reason for withdrawal: The site has been sold and is not available.

General

This site was previously identified for a Household Waste Recycling Centre to replace the one at Frizington.

Summary of comments from consultation stages

This site gained some support, including being preferred to Whitehaven Commercial Park, because of its location within Whitehaven. However, it was also regarded as an inappropriate site for a Household Waste Recycling Centre because of its impact on regeneration schemes and tourism opportunities identified in the Copeland Local Plan.

It was considered that, following the demolition and clearance of the whole of the Rhodia complex, this site would effectively be in the middle of an area of open country.

Its development was also considered to have significant adverse impacts upon the work being promoted by the Coastal Fringe Task Group (Copeland Borough Council, English Partnerships, West Lakes Renaissance, Haig Mining Museum, Land Restoration Trust and National Trust) to enhance the landscape and promote the tourism potential of land between Whitehaven Harbour and St Bees Head and make the area more attractive to residents and visitors. Not only would the site itself detract from the amenity value of the surrounding area, but so would the attendant traffic (especially at weekends when recreational use of the adjoining land is likely to be at its greatest intensity).

The adopted Copeland Local Plan 2001 – 2016 designates the adjacent land as a 'tourist opportunity site' and not an 'employment opportunity site'.

With regard to the sequential selection of sites, the site is outside of the settlement boundary.

Environmental assets

St Bees Head SSSI lies 1km from the site and St Bees Heritage Coast is 1.2km; Woodhouse Quarry County Wildlife Site is 800m; heathland UK Priority Habitat is 1km and semi-natural woodland UK Priority Habitat, which is also un-named Ancient Woodland, is 1.3km away. A public footpath is adjacent to the southern boundary.

Enhancement potential

Limited potential for general enhancement.

Site of a former farmhouse, so archaeological mitigation may be appropriate.

Flood map zone

No identified flood risk

Safeguarding

The Workington to Whitehaven gas pipeline safeguarding area crosses the site

Agricultural Land Classification

Urban

Sequential approach

Brownfield site at a town

CO29 Haig Enterprise Park, Whitehaven

Reason for withdrawal: There are sub-standard road access and junction issues, which are unlikely to be able to safely accommodate significant additional traffic.

General

This site was put forward for local waste recycling, due to the fact that there is a lack of Household Waste Recycling Centres in the area.

Summary of comments from consultation stages

People in the area consider that the site will be ideal, bearing in mind the lack of HWRC sites in the vicinity.

The area proposed falls within the 'Whitehaven Coast' project area. This is directly linked to the 'St Bees Cliffs and Coast' project, which is working with local landowners to restore coastal habitats, improve access, improve the landscape and enhance the historic value of the area, whilst demonstrating socio-economic benefits.

Environmental assets

St Bees SSSI is 200m away from the site; Woodhouse Quarry County Wildlife Site (CWS) is 870m and Castlepark Wood CWS is 1.1km; the Woodland Trust Nature Reserve at Arrowthwaite is 250m and the one at Crow Park is 1.1km; there are two areas of UK Priority Habitat - heathland is 1.5km away and coastal habitats above high water is adjacent; it is also adjacent to Arrowthwaite Regionally Important Geomorphological Site (RIGS).

Haig Colliery Scheduled Ancient Monument (SAM) is adjacent, Old Quay and Old Quay Lighthouse Scheduled Ancient Monument and Listed Building is 800m away, as is Whitehaven Old Fort SAM and Listed Building; Saltom Coal Pit SAM is 160m away and two Conservation Areas are close by - Whitehaven Town Centre 480m and Corkickle is 1km.

There is a public footpath adjacent to the western boundary.

Enhancement potential

A constrained site, with little potential for enhancement.

Site of former Haig Pit Colliery - mitigation may be required for industrial archaeology.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Urban

Sequential approach

Brownfield site at a town

CO31 Keekle Head former opencast site, Pica, Workington

Reason for withdrawal: A planning application for a purpose built facility for Low Level radioactive wastes was submitted in December 2009, but was refused permission in May 2012. The Council's policy is that it would be premature to identify sites at a distance from where radioactive wastes arise, unless it has been demonstrated that they cannot be managed within or adjacent to the nuclear site.

This unrestored opencast coal site was put forward for consideration as a landfill for the disposal of Low Level and Very Low Level radioactive waste (LLW and VLLW) from nuclear decommissioning.

The site is subject to an Enforcement Notice, requiring the owners to restore the land, in accordance with the original planning permission.

Summary of comments from consultation stages

This site falls directly within the West Cumbria hen harrier sensitivity area. Internationally important populations of wintering hen harriers occur in this area and so any loss of semi-improved rushy pasture and other prey-rich habitats could result in the loss of key hen harrier foraging areas. The site proposed lies directly adjacent to a key roost complex site. The hen harrier sensitivity area does not have any statutory nature conservation protection, but is considered to be equivalent to a SSSI/Special Protection Area.

The plan needs to identify a range of sites, including this one, for managing LLW and VLLW radioactive wastes.

Environmental assets

Dean Moor County Wildlife Site (CWS) is 220m away from the site, whilst Gilgarran Plantation CWS and Wilson Park Verge & Field CWS are adjacent to the northern boundary, Sandbeds Meadows CWS is adjacent to the south west, High Park (near Arlecdon) CWS is adjacent to the south east and Studfold Willow Patch CWS is within the site. Struthers Wood Ancient Woodland is 325m away and Tutehill Wood Ancient Woodland is 670m. There are three areas of UK Priority Habitat - semi-natural woodland is 300m away, whilst both fen, marsh & swamp and lowland & dry acid grassland are within the site. It lies within the hen harrier sensitive zone.

A stone circle and cairn on Dean Moor constitute a Scheduled Ancient Monument around 540m away.

A public footpath crosses the site.

Enhancement potential

The approved restoration scheme would protect/enhance habitats - otters, reptiles, birds, hen harrier sensitive zone.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Unrestored greenfield site

CO33 Distington landfill extension, Lillyhall, Workington

Reason for withdrawal: There is substantial remaining permitted capacity in the adjoining Lillyhall landfill and no need for additional landfill capacity within the Plan period has been identified in the 2014 Cumbria Waste Needs Assessment.

General

The existing landfill is virtually completed and there is a current planning application to allow landfilling to continue till the end of 2010, with restoration by October 2011. Greenfield land has been put forward for consideration to extend the landfill site. This is not a preferred site, notwithstanding arguments about maintaining competition.

Environmental assets

Alcan Wildlife Area County Wildlife Site (CWS) is adjacent to the site, whilst Oily Johnnies Willow Patch CWS is 1.3km and Harrington Railway Line CWS is 1.6km away. An area of un-named Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 500m away.

The site falls wholly within the hen harrier sensitive area.

Stubsgill Farmhouse complex is the closest Listed Building at 850m. A public footpath runs along the southern edge of the site and a bridleway runs along the north east edge. Cycle route 72 is close by.

Enhancement potential

There would be potential in a restoration scheme.

There are archaeological remains in the vicinity, so mitigation measures may be required.

Flood map zone

Flood zone 2 affects a small part of the site

Safeguarding

The Workington to Whitehaven gas pipeline safeguarding area lies 2km to the east; the Workington to Winscales gas pipeline safeguarding area lies 2km to the north

Agricultural Land Classification

The northern part of the site is Grade 4, whilst the southern part is Grade 3 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Greenfield site at a town

CO34 Redhills Quarry, Millom

Reason for withdrawal: The County Council held a public consultation in early 2012 on its HWRC policy. Due to the economic recession and austerity measures, it was decided that only those HWRCs that needed replacement would be developed. There is an existing HWRC close to this site.

General

This was the first preference site for a redeveloped Household Waste Recycling Centre, close to the existing one.

The **Habitats Regulations Assessment** concludes that, without mitigation measures for Natterjack Toad habitat, drainage and litter control, it is likely to affect the Morecambe Bay SAC and Duddon Estuary SPA/Ramsar. Species surveys will be needed.

Summary of comments from consultation stages

This is a greenfield site with access issues.

The Borough Council considers that the site would help to give a north-south spread throughout the Borough.

The site is too sensitive on biodiversity grounds.

No highway objections.

Consultees preferred this site to be retained, close to the existing one, rather than an alternative location being found.

Environmental assets

Morecambe Bay SAC, Duddon Estuary SPA, SSSI and Ramsar are all adjacent to the site, the access track runs through them. The site also lies within the Duddon Estuary and Duddon Mosses SSSI consultation area. Hodbarrow RSPB Nature Reserve is adjacent; Hodbarrow Point Regionally Important Geomorphological Site (RIGS) is 275m

away; UK Priority Habitat coastal habitats above high water is adjacent; UK Priority Habitat coastal and floodplain grazing marsh is 165m away; and Millom Ironworks Local Nature Reserve is 830m; and Millom Marsh County Wildlife Site is 1.5km away.

The site lies within the Natterjack Toad site identified by the Amphibian and Reptile Conservation Trust. However, this site's habitat, a mosaic of tall semi-natural grassland, with species-rich short grassland areas, is unsuitable for natterjacks. This vegetation may be considered to be UK Priority Habitat - Open Mosaic Habitats on Previously Developed Land.

Millom Conservation Area lies 1.1km away and the closest Listed Building, an ex-Hodbarrow Mine office in Millom, is 740m away.

Enhancement potential

A small site with some enhancement potential, especially if the total area included in the development boundary is considerably greater than the area of the development itself. Surveys required for breeding and over-wintering birds, reptiles, invertebrates and botanical interest.

Flood map zone

No flood risk was identified

Safeguarding

No safeguarding issues were identified

Agricultural Land Classification

Grade 6 - non-agricultural

Sequential approach

Brownfield site at a Key Service Centre

M22 Birkhams Quarry, St Bees

Reason for withdrawal: This site was originally identified as an Area of Search for extending this building stone quarry. In the light of the comments received during consultations, the land next to this quarry was considered instead as a Mineral Safeguarding Area (MSA). There is, however, insufficient evidence available at the present time to develop a comprehensive MSA for all types of building stone in Cumbria and an MSA for one quarry, without others that may be equally important, is not considered to be sound. This issue will be kept under review.

General

The existing quarry is very small scale, restricted to working outside the summer tourist season and seasonally employs a team of six workers. The stone produced is taken to a regional sawing facility, employing 48 people, and accounts for some 25-30% of that

facility's output. The quarry has very restricted traffic movements, allowing only one vehicle to leave the site each day.

Any planning application would have to consider the balance between supplying local vernacular stone and the environmental impacts of extending the quarry. Further work on sources of building stones could be undertaken at a later stage, in conjunction with all the Cumbria districts.

Summary of comments from consultation stages

This site lies within the 'St Bees Cliffs and Coast' project area. The project is working with local landowners to restore coastal habitats, improve access, improve landscape and enhance the historic value of the area, whilst demonstrating socio-economic benefits. The extension of the quarry could have a negative effect on the aims of the project, although further detailed information would need to be provided and partners would need to be consulted. There would be impacts on the work promoted by the Coastal Fringe Task Group.

Large quarry vehicles negotiate the small village of Sandwith onto a single track road and public footpath, which is used by thousands of long distance walkers who have to turn back to allow lorries to pass.

The site assessment scores are arguably misleading due to the conflict with the purposes and targets for Heritage Coast sites; this is the only stretch of Heritage Coast between North Wales and Scotland and has very special landscape qualities. Copeland BC strongly objects, stressing the importance of St Bees Heritage Coast, SSSI and RSPB reserve.

There would be significant impacts on habitats and species; there is no evidence of significant ongoing habitat restoration at the quarry. This is coastal habitat.

There appears to be no permanent local employment. There are alternative sources of stone.

Environmental assets

The existing quarry lies within the St Bees Head SSSI and Regionally Important Geomorphological Site (RIGS), and partly within the St Bees Head Heritage Coast. The site is adjacent to an area of heathland UK Priority Habitat; it lies 900m from an RSPB Nature Reserve; is 1.5km from Rottington Common County Wildlife Site (CWS), which is also Ancient Woodland and semi-natural woodland UK Priority Habitat; and is 1.6km from Roska Park & Bellhouse Gill Wood CWS.

The Scheduled Ancient Monument of Barrowmouth Gypsum and Alabaster Mine, at Saltom Bay, is 230m away.

The Cumbria Coastal Footpath, a public right of way, used to run through the site, but has now been diverted and improved by the quarry operator.

Enhancement potential

At present, the site comprises improved grassland, so there is potential for habitat enhancements/creation.

The site is a geological SSSI; continued operation of the quarry exposes more features of interest and the operators can provide safe, supervised access for interested study groups.

No archaeological work is required.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

M23 Grange Quarry, Egremont

Reason for withdrawal: Due to its small size, it is more appropriate to consider under the planning application process rather than through the Development Framework. This has not been identified as a preferred site.

Environmental assets

Carltonmoor Wood County Wildlife Site (CWS) lies 250m away; Oxenriggs Pond CWS is 1km; Fish Hatcheries CWS is 1.5km; and Mousegill Quarry Regionally Important Geomorphological Site (RIGS) is 1.6km away.

The Lake District National Park boundary is just over 2km away.

Enhancement potential

Limited potential for habitat enhancements/creation.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

M31 Rail sidings, Salthouse Road, Millom

Reason for withdrawal: This site was previously a temporary night-time rail loading facility for M17 Ghyll Scaur Quarry. It has now been restored to agriculture.

Considerations

The allocation relates to safeguarding the site from inappropriate development, which would adversely affect any future temporary or permanent use for sustainable transport of waste or minerals.

In order to transport mineral from the quarry to the rail sidings access, some works to the A5093 may be needed, but this site allocation refers only to the area shown in the Plan.

The nearest property is 415m from the loading area and noise is a consideration. Complaints about waiting trains during the night-time operations were received initially, and should be addressed at the time of any planning application to reinstate the facility.

Environmental assets

The site lies within coastal & floodplain grazing marsh UK Priority Habitat; it is adjacent to Millom Marsh County Wildlife Site (on the other side of the railway); Morecambe Bay SAC, Duddon Estuary SPA, Ramsar and SSSI all lie 300m away; it is within the Duddon Estuary and Duddon Mosses SSSI consultation area; Millom Ironworks Local Nature Reserve is 850m away; Butts Foot Wood CWS, which is also semi-natural woodland UK Priority Habitat, is 1km; Beck Wood Ancient Woodland, Waterbean Hill & Quarry Regionally Important Geomorphological Site (RIGS) and Ghyll Scaur RIGS are all 1.2km away; and Cragfield Wood Ancient Woodland is 1.4km.

The site is within the natterjack potential zone. There are records in the vicinity for badgers, common pipistrelle and noctule bats, hedgehogs and barn owls.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the Morecambe Bay SAC and Duddon Estuary SPA/Ramsar.

The closest Listed Buildings are the gate piers to Millom Castle, at 160m distance; the closest Scheduled Monument is Millom Castle, also 160m; and Millom Conservation Area is 960m away.

National Cycle Route 72 runs across the eastern boundary of the site.

Enhancement potential

Potential for habitat enhancements/creation.

Flood map zone

The eastern end of the site and the adjacent railway lie in flood zones 2 and 3

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 2d – coastal urban fringe

Sequential approach

Greenfield with existing temporary operations

Summary of comments from previous consultation stages

The use of rail transport should be maximised, noise and light pollution minimised. Environmental considerations should be paramount.

The site is close to Millom Castle Scheduled Monument (SAM), it is not clear how the level of activity would change if the rail head became permanent; therefore, the impact on the SAM should be assessed and harm mitigated.

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

CO2 Hensingham Common, New Monkray - gone before Issues & Options 2006

CO3 Sneckyeat Industrial Estate - already committed to other development

CO4 Marchon Works, Whitehaven – not a suitable location for an HWRC

CO5 Pow Beck, Whitehaven – unsuitable location for an HWRC

CO6 area behind CJP Books, Millom – employment allocation reduced

CO7 Devonshire Road, Millom - gone before Issues & Options 2006

CO8 Millom slag bank - not compatible with owners intentions

CO9 Leconfield Industrial Estate - already committed to other development

CO10 Cleator Moor Industrial Estate - gone before Issues & Options 2006

- CO13 land at Cleator Mills - other development proposals
- CO14 Furnace Row, Distington - gone before Issues & Options 2006
- CO15 Egremont north, adjacent A5086 - gone before Issues & Options 2006
- CO16 Westlakes Science Park - gone before Issues & Options 2006
- CO17 Millom Pier - adjacent to Duddon Estuary internationally important wildlife site
- CO18 Frizington industrial estate - insufficient area remaining
- CO19 part of field 3800, Cross Lane - gone before Issues & Options 2006
- CO20 Red Lonning Industrial Estate, Whitehaven - gone before Issues & Options 2006
- CO21 part of field 0040, Scalegill Road - gone before Issues & Options 2006
- CO22 Millom Road Industrial Estate, Millom - gone before Issues & Options 2006
- CO23 ironworks, Devonshire Road, Millom - gone before Issues & Options 2006
- CO24 former Micklam brickworks, Lowca - gone before Issues & Options 2006
- CO25 Trumpet Road, Cleator Moor - gone before Issues & Options 2006
- CO26 adjacent Kangol factory, Cleator - gone before Issues & Options 2006
- CO27 Wilson Pitt Road, Whitehaven – adverse effect on regeneration scheme
- CO30 adjacent to railway, Millom - greenfield, no specified boundaries

ALLOCATED SITES IN EDEN

Household Waste Recycling Centres

None

Waste Treatment and Management Facilities

None

Broad Areas for waste

BRO4 Gilwilly Industrial Estate, Penrith

Landfill

None

Preferred Areas for minerals

M18 Stamphill for gypsum

Areas of Search for minerals

None

Mineral Safeguarding Areas

Limestone

Sandstone

Igneous rock

Sand and gravel

Shallow coal and fireclay

Brick clay

Gypsum

Safeguarding of existing and potential railheads and wharves

M35 Shap Beck Quarry rail sidings, Shap, Penrith

M36 Shap Fell Quarry rail sidings, Shap, Penrith

M37 Shap Blue Quarry rail sidings, Shap, Penrith

M38 Kirkby Thore gypsum works rail sidings, Kirkby Thore, Penrith

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX** – the site scores very negatively
- X** – the site scores negatively
- ?** – there is too much uncertainty to score the site
- 0** – the site has no impact on this criterion

* main towns = Penrith

** market towns = Alston, Appleby, Kirkby Stephen

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

BRO4 Gilwilly Industrial Estate, Penrith

In accordance with Site Allocations Policy SAP2 Waste management facilities, this estate is identified as a Broad Area for waste management. The Broad Areas are identified in the Local Plan as industrial areas, where waste facilities already exist, where waste arises from existing industries or where waste could be used as a resource; Gilwilly Industrial Estate falls into the first two categories, but opportunities should be explored for developments on site that could use waste as a resource. The identification of Gilwilly Industrial Estate as a Broad Area does not imply that all waste management proposals on site would be acceptable, they would be considered against all relevant policies in the Local Plan.

Considerations

The suitability of the estate will depend on what new waste uses are proposed, whether these are enclosed facilities, and what biodiversity management is undertaken on the wider site footprint. Mitigation measures will be in place to limit or prevent adverse impacts of current operations, but additional development on areas that may currently, or have the potential to, support a range of protected species, may need additional mitigation measures. These should be considered prior to submission of any planning application.

Environmental assets

River Eden SAC and the River Eden & Tributaries SSSI lie 1.7km south of the site. The **Habitats Regulations Assessment** concludes that, without drainage mitigation measures, such as appropriate management of foul and surface water drainage, contaminated water could flow to the River Eden and have an impact upon the SAC.

Myers Beck (Mardale Road) County Wildlife Site (CWS) lies 450m to the south, Skirsgill Woods CWS lies 1.7km south and Disused Railway Line near Newbiggin CWS lies 1.9km south west. An area of coastal and floodplain grazing marsh UK Priority Habitat lies 550m to the north.

The site lies within the red squirrel stronghold buffer; it lies 600m south west of the great crested newt sites potential area. Toads, great crested newts and brown long-eared bats have all been recorded in the vicinity.

The closest Scheduled Monuments are the Victorian train station in Penrith, which lies 330m south, and the ruins of Strickland's Pele Tower and Penrith Castle, which lie 340m south. The other notable Scheduled Monument in Penrith is the Giant's Grave, two Anglian Cross-Shafts and four Hogback Stones in St Andrew's Churchyard, which lies 530m east of the site. The closest listed building on the same side of the railway line as the site, is Ash Grove, a mid-19th century villa, which lies 450m south; the closest listed building on the far side of the rail line is the early 18th century Bank House, which lies 100m east. There are a large number of further listed buildings in the Conservation Area of Penrith, which at its closest, lies 20m to the east of the site, on the far side of the railway.

National cycle route no.7 passes one of the entrances to the estate, along the B5288; there is a footpath through the site, from Gilwilly Lane to Bowerbank Way.

Enhancement potential

Thacka Beck to the north of the site might provide suitable habitat for water vole, so there may be potential for habitat creation/enhancement. There are archaeological remains in the vicinity, but information is required on modern disturbance to the site - mitigation measures may be required.

Environment Agency flood zone map

Zone 1 – no identified flood risk within site

Zones 2 and 3 – along the Thacka Beck, to the northern boundary of the site

Lead Local Flood Authority assessment

25 to 50% susceptibility to groundwater flood emergence; isolated small areas of surface water flood risk (1%)

Electricity North West assets

Electricity substation lies 240m west, on the far side of the M6 motorway

United Utilities assets

No assets identified

CAA and NATS³⁰ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Carlisle Airport 30km Radius consultation zone for all applications for all applications connected with a wind turbine development – contact Carlisle Airport and CAA

Health & Safety Executive hazard notifications

No identified hazards

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Lies within the Great Dun Fell LRRS Technical Site (2) consultation zone

Agricultural Land Classification

Part Urban and part Grade 3, but this is an existing industrial estate

³⁰ Civil Aviation Authority and National Air Traffic Services

Landscape Character Area

Urban

Sequential approach

Existing estate, within a town

Summary of comments from consultation stages

None

WASTE MANAGEMENT SITE SCORING MATRIX

BRO4 Gilwilly Industrial Estate, Penrith

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	The site lies on the outskirts of Penrith; it is also located near waste-producing businesses and industries	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Access to M6 motorway without going through town centre	✓ ✓
	Potential for rail access	No potential for direct access, but maybe greater use could be made of rail access at Penrith Station	X
	Access to proposed primary road network		
	Good local road accessibility	Access from the site is mainly via B5288	✓ ✓
3. Sequential approach	Previously developed land (brownfield)	Existing, operational estate	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Existing employment use; within Penrith	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Cannot be identified at this stage	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No identified flood risk within site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	On a mixed business/industrial estate	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Yes	✓ ✓
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Two housing estates to immediate south of site; this is however, an existing, operational estate	X
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Habitat/species surveys may be needed	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Limited potential along Thacka Beck to north	✓
	No impact		
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in vicinity Landscape character = urban	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Potential to create or safeguard a certain number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	The site falls within wind turbine, Carlisle Airport and Great Dun Fell safeguarding consultation areas, but unlikely to be a constraint	?
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP2 Provision for waste
SP3 Waste capacity
SP13 Climate change mitigation and adaptation
SP14 Economic benefit
SP15 Environmental assets
SP18 Monitoring and enforcing planning control
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC5 Dust
DC6 Cumulative environmental impacts
DC8 Renewable energy use and carbon reduction on existing minerals and waste sites
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation proposals in Sustainability Appraisal:

The following issues should be addressed at the planning application stage

- Dust, odours, etc.: but should only require standard measures to limit impacts on surrounding land uses.
- Ecology: Phase 1 habitat survey to assess wildlife use of site; may also require protected species, invertebrate and reptile surveys.
- Contamination: it may be appropriate to require a Stage 1 desk survey of land contamination (i.e. focusing on previous land uses and likely sources and types of contamination).

Summary of overall assessment:

An existing, mixed business and industrial estate. Good location in relation to the primary road network, and on the outskirts of Penrith.

Site Assessment score: ✓ ✓ very positive

M18 Stamphill, Long Marton, Appleby-in-Westmorland

This is identified as a Preferred Area for gypsum in policy SAP4.

Considerations

This site would be intended as a replacement for Birkshead underground mine, when that is worked out in around 15 years. The mine supplies gypsum to the nearby Kirkby Thore plaster and plasterboard works, which is a major employer and supplies a national market. Gypsum would be taken to the works by conveyor, not by lorries.

Remaining gypsum resources are too shallow to be worked by underground methods and would be opencast. Stamphill was granted permission in the 1990's, but was not developed. A new planning application would be needed, which would have to address the issues raised in the consultations, such as HGV traffic and the use of a conveyor.

The site is not associated with any existing operations, so a detailed landscape and visual impact assessment would be required to determine the scale and siting of any future operations and any adverse effects on the setting of the North Pennines AONB.

Development has the scope to create a range of impacts affecting the local community (Long Marton village and other properties surrounding the site) as well as a range of sensitive receptors, particularly a number of highly protected wildlife designations and the species they support. The scale of development suggests that any future planning application will need to be supported by a full Environmental Impact Assessment, accompanied by detailed assessments of impacts and mitigation of wildlife impacts (specifically an Appropriate Assessment if one has not been conducted already).

Potential for prehistoric and Roman remains - mitigation would be required.

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI lie 480m to the south; the boundary of the North Pennines AONB is 1.9km east. Dufton Ghyll County Wildlife Site is 1.9km east; Dufton Ghyll Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 1.6km; and the Woodland Trust Nature Reserve at Dufton Ghyll Wood is 1.9km east. The North Pennine Moors SPA and the Moor House–Upper Teesdale SAC both lie 3.3km east of the site, on higher ground.

The site lies within the water vole potential area; is 740m from the great crested newt potential zone; 660m from the red squirrel buffer; and just over 1km from the goose/swan important area. There are records of common toads, otters, bats (pipistrelle and Daubenton's) skylarks and badgers in the vicinity.

The great crested newt records, circa 2km to the north, plus several features on the site and nearby, would suggest that this could be great crested newt country; a full assessment would need to be submitted with any planning application.

The **Habitats Regulations Assessment** will need to assess whether the site is likely to have significant impacts on the River Eden SAC, the North Pennine Moors SPA or Moor House-Upper Teesdale SAC. It is likely that, without mitigation measures for otter habitat and drainage, this site could have impacts on the River Eden SAC.

It is adjacent to the Settle to Carlisle Railway Conservation Area and 2km from the Duffton Conservation Area. The closest Listed Buildings, around 15 to 20, are in Long Marton, around 80m away. There are less than 10 Listed Buildings in Kirkby Thore, the closest of which is 1km away. There are two Scheduled Monuments at just over 1km south - Camp east of Redlands Bank and Kirkby Thore Roman Fort and Vicus; the Romano-British Farmstead (700 yards/640 metres) north north west of Redlands Bank lies 1.3km south west of the site.

National Cycle Route 68, Eden Valley, lies 1.5km away.

Enhancement potential

The restoration scheme could provide substantial habitat enhancements, including for great crested newts, water voles and otters, plus general wetland and woodland creation. Restoration scheme would also need to protect landscape quality, distinctiveness and character.

Environment Agency flood map zone

Zone 1 – majority of site

Zones 2 and 3 - a narrow strip of these flood zones cuts into the north of the site, but this does not form part of the extraction area and could be avoided

Lead Local Flood Authority assessment

Minimal risk of surface water flooding

Electricity North West assets

No assets identified – no impact

United Utilities assets

The site falls within the River Eden Drinking Water Catchment, so any activity that potentially causes pollution of drinking water should be discussed with United Utilities

CAA and NATS³¹ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within both the Great Dun Fell LRRS Technical Site (2) and the Great Dun Fell TX/RX Technical Site (4) consultation zones, NATS should be consulted

Health & Safety Executive hazard notifications

Lies 100m from the Birkshead Mine major hazard site (explosives) consultation zone

³¹ Civil Aviation Authority and National Air Traffic Services

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 3 - greater than 60% likelihood that this is Best and Most Versatile land

Landscape Character Area

Type 6 – intermediate farmland (no sub-type)

Sequential approach

Greenfield

Summary of comments from consultation stages

The highway network is not considered suitable to accommodate large vehicles.

There are major concerns about impacts on the village; insufficient information is available.

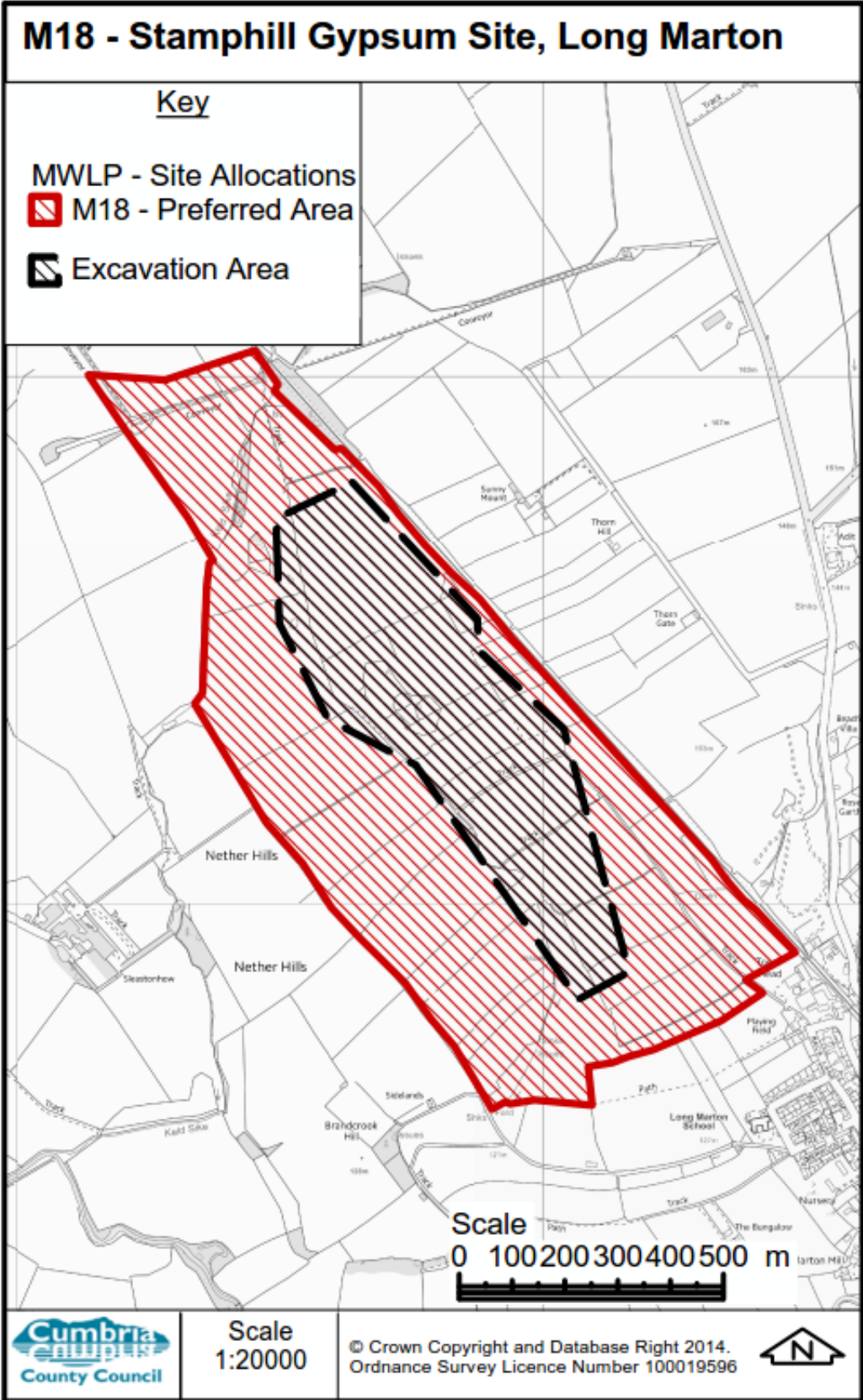
A public meeting was held in mid-November 2009 to explain and discuss the issues raised by this site and the Minerals Safeguarding Areas for gypsum. A further public meeting was held at the Kirkby Thore works in January 2010 and, during the Site Allocations Policies Hearing in Public in October 2010, the session that discussed gypsum was held in Kirkby Thore village. The concerns expressed related also to the Mineral Safeguarding Area and it was agreed that this would be reconsidered, taking account of all gypsum resources, in the review of the Core Strategy. This has now been taken forward into the Minerals & Waste Local Plan.

Original Phase 1 survey shows improved/improved reseeded and arable land; however, the aerial photo does show areas within the site that could be notable.

Small streams that run through the site enter Trout Beck, a designated tributary of the River Eden SSSI/SAC; likely significant effect would have to be determined.

Object to the allocation of this site for gypsum mining on the basis that it would have major impacts on the surrounding landscape and also on the setting of the village of Long Marton. The AONB boundary is also relatively close and development of this site would bring noise and disturbance into the area.

Historic England note that there is potential for impact on the historic environment and that additional work will therefore need to be undertaken prior to a planning application.



MINERALS SITE SCORING MATRIX

M18 Stamphill, Long Marton, Appleby-in-Westmorland

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Conveyor systems are used at present to transport gypsum to the Kirkby Thore plaster works, which has its own rail spur – this would be replicated here	✓ ✓
	Access to existing primary road network	Conveyor systems are used at present to transport gypsum to the Kirkby Thore plaster works – this would be replicated here	✓ ✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Greenfield	Currently farmland and would be restored as such	X
3. Deliverability	No owner objection	Site previously part of planning application, submitted by owner	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk within extraction area of site	✓ ✓
	Zone 2	Small finger of Zone 2/3 cuts into north part of site, but this does not form part of extraction area and could be avoided	?
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Currently farmland	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	A significant part of Long Marton lies within 250m	XX
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance	Considerable potential for wetland and woodland creation in restoration scheme	✓
	No impact		
	Indirect adverse (site outside designated area)	Local streams feed into the River Eden SAC – may need drainage mitigation; could affect otters, great crested newts, water vole	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
No impact	Adjoins a Conservation Area for the Settle-Carlisle railway	✓	

	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	The site lies 2.2km from the North Pennines AONB; setting will need to be assessed Landscape character = intermediate farmland	?
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Kirkby Thore works is a major employer, supplying a national market for plaster and plasterboard	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Within Great Dun Fell LRRS Technical Site and TRRX Technical Site consultation areas – conflict considered to be unlikely	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
 SP7 Minerals provision
 SP8 Minerals safeguarding
 SP9 Strategic areas for new mineral developments
 SP13 Climate change mitigation and adaptation
 SP14 Economic benefit
 SP15 Environmental assets
 DC1 Traffic and transport
 DC3 Noise
 DC5 Dust
 DC6 Cumulative environmental impacts
 DC14 Review of Mineral Permissions
 DC15 Minerals safeguarding
 DC16 Biodiversity and geodiversity
 DC17 Historic environment
 DC22 Restoration and aftercare

Mitigation proposals in Sustainability Appraisal:

This development is likely to require extensive mitigation to address a range of potentially significant impacts that do not affect the surroundings at present. The use of conveyor belts to carry material to the nearby works only addresses one of several issues. Open cast working would necessitate best practice mitigation to address impacts from dust (blow-off and in solution), noise (primarily plant as conveyors are relatively quiet), vibration (though this may be negligible as the worked area is surrounded by a buffer zone) and water quality. Archaeological records imply a desk or field survey will be necessary as this is an undisturbed greenfield site.

Summary of overall assessment:

Highly positive assessment for economic potential and a gypsum site that would be worked by opencast methods. Planning permission was granted for this site in the 1990's, but is no longer valid. It would be needed as a replacement for the Birkshead Mine.

Site Assessment score: ✓ ✓ very positive

M35 Shap Beck Quarry rail sidings, Shap, Penrith

This site (0.91ha) is currently a rail siding facility for the Shap Beck Quarry near Penrith and is safeguarded for that purpose in policy SAP5.

Considerations

The existing rail loading facility is used to transport quarried materials, avoiding road transport impacts on local and strategic routes.

The allocation only relates to safeguarding the site from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals. No additional development is required to enable the infrastructure to be safeguarded, and therefore adverse impacts can be considered as minimal.

Environmental assets

There are several branches of the River Eden SAC and River Eden & Tributaries SSSI in the vicinity – the closest is located 1.35km from the site to the south west, another lies 1.7km north. The Asby Complex SAC lies 4.4km to the south.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the sites listed above.

Two County Wildlife Sites (CWS) are located within 2km of the site, the nearest being Rosgill Hill Meadow CWS, which lies 750m west, the other is Rosgill Meadows CWS, which lies 1.4km west. Special roadside verges are also present on the C3053, 460m east, and C3043, 1.1km south.

The Ancient Woodland of Rosgill Hall Wood lies 1.5km south west, whilst High Keverigg is just over 2km from the site to the east; they are both UK Priority Habitat semi-natural woodland. There are two areas of UK Priority Habitat hay meadows and pastures – one on Keld Lane, 1.2km south, and one on the road east from Shap, 1.5km south east of the site.

An area with a Limestone Pavement Order is located 1.4km to the north west of the site at Knipescar Common and Burtree Scar.

The Lake District National Park designation covers the active quarry site and the rail siding falls outside the Park (500m from the boundary).

The Grade II Listed Milepost, 350 yards south of the turning to Sleagill, is located 1km from the site to the south on the A6 road; a Listed Building, lime kiln to south-east of Croft House, opposite entrance to Crag Lane, lies 1km east.

The Small Thunder Stone and the Thunder Stone, Neolithic standing stone Scheduled Monuments, lie 810m and 985m south respectively, in the field next to Shap Abbey Cottage. Skellaw Hill Bowl Barrow, a Bronze Age Scheduled Monument, lies 1.1km south. Gunnerkeld Concentric Stone Circle, a Bronze Age Scheduled Monument, lies 1.4km east, on the far side of the M6 motorway.

A Public Right of Way crosses the site.

Enhancement potential

Existing rail siding

Environment Agency flood map zone

Zone 1 – no identified flood risk

Zone 3 - runs along the eastern boundary of the site following the line of the main line railway

Lead Local Flood Authority assessment

1% probability of small areas of surface water flooding throughout the site, particularly along Shap Beck

Electricity North West assets

33kV & 11kV assets present within the development area

United Utilities assets

Sewage farm located 810m south

CAA and NATS³² aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Great Dun Fell LRRS Technical Site (2) consultation zone, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 12a: Higher Limestone - Limestone Farmland

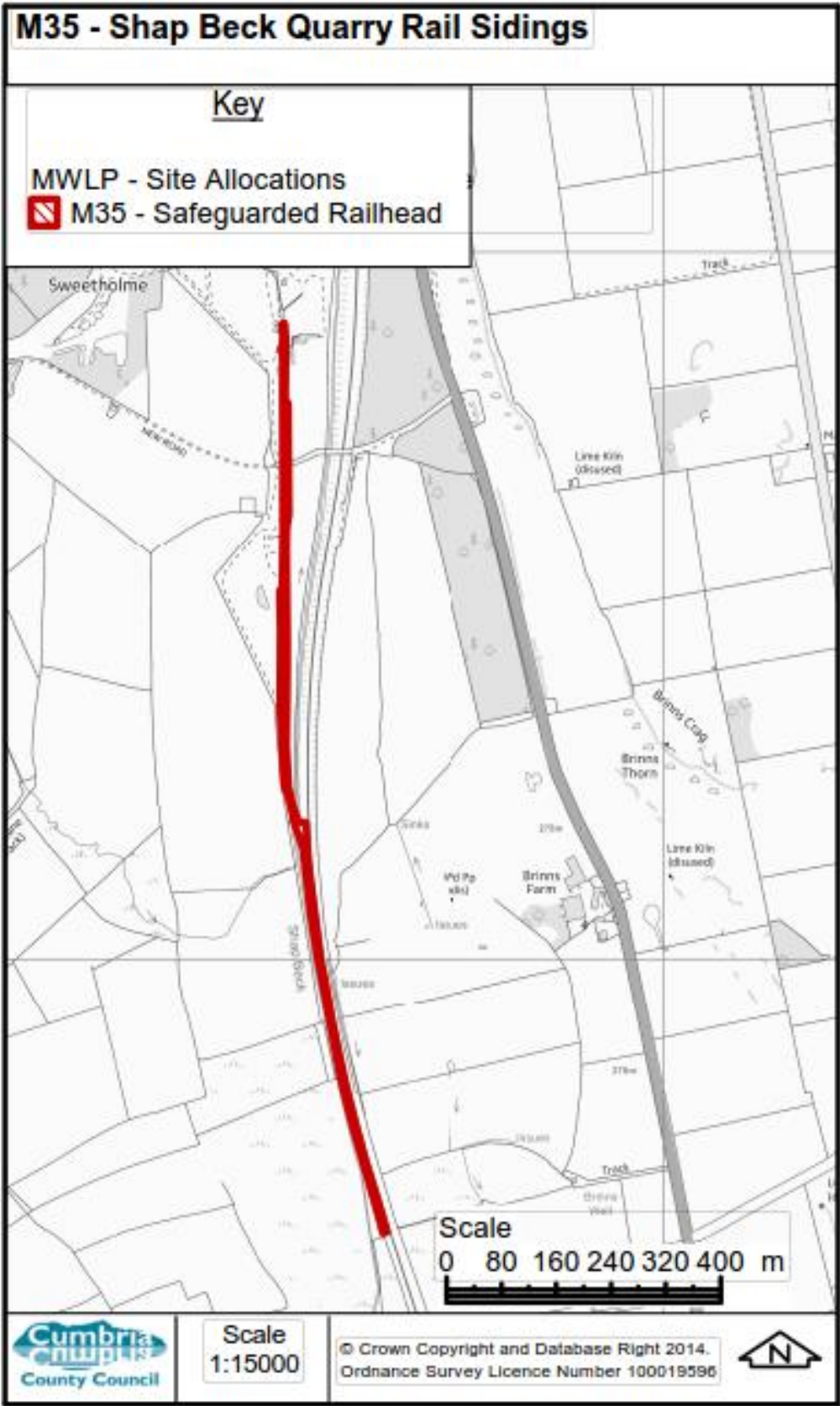
Sequential approach

Existing quarry rail siding in rural area

³² Civil Aviation Authority and National Air Traffic Services

Summary of comments from consultation stages

A Traffic Management Plan should be agreed with the Highway Authority, with the aim to limit any significant increase in HGV flows through Shap.



SAFEGUARDING SITE SCORING MATRIX

M35 Shap Beck Quarry rail sidings, Shap, Penrith

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding	✓ ✓
	Access to existing primary road network	Direct access from A6	✓ ✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Quarry served by the rail siding	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Hanson	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk	No identified flood risk on site	✓ ✓
	Zone 2		
	Zone 3a	Flood Zone 3 adjacent, but risk managed currently	?
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Established use	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Isolated farm 450m from site	✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Existing quarry operation established in rural setting; rail site just outwith National Park, operational quarry within Park Landscape character = 12a: Higher Limestone - Limestone Farmland	✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued operation of quarry is important to the local economy; rail sidings are an important part of the transport infrastructure	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No impact due to existing operation	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC20 The water environment SAP5 Safeguarding of potential and existing railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: No mitigation required, provided existing mitigation is effective and that use of the rail loading facility will not increase in scale or occur at different times of the day when new impacts might arise.</p>			
<p>Summary of overall assessment: The proposal would safeguard the existing railhead loading facility for quarried materials, which minimises road transport impacts on local and strategic routes. The site allocation scores very positively because there is no new development required and no additional significant adverse impacts. Site Assessment score: ✓ ✓ very positive</p>			

M36 Shap Fell Quarry rail sidings, Shap, Penrith

This site (1.55ha) contains a rail head facility for the Shap Fell Quarry near Penrith and is safeguarded for that purpose in policy SAP5.

Considerations

The site is owned by Tata Steel who produce lime for the manufacture of steel products. The existing loading facility is used to transport quarried materials, avoiding road transport impacts on local and strategic routes.

No additional development is required to enable the infrastructure to be safeguarded, and therefore adverse impacts can be considered as minimal, as those that exist are expected to be mitigated effectively at present.

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI are located 700m from the site to the west. The Asby Complex SAC and Crosby Ravensworth Fell SSSI is 620m to the south of the site; the North Pennine Dales Meadows SAC lies 1.5km south west; and the Lake District High Fells SAC lies 2km south.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the nearby European Wildlife Sites.

The Force Beck Quarry County Wildlife Site (CWS), which is also UK Priority Habitat calcareous grassland, is located 230m to the north of the rail site; Shap Hay Meadow CWS lies 740m north; Hardendale Meadows CWS lies 1.3km north east; and a special roadside verge runs from the A6 adjacent to the site along the U3234 to the west.

There are several further areas of UK Priority Habitat in the vicinity: hay meadows and pastures is adjacent to the north; heathland lies 615m south; fen, marsh & swamp lies 700m south; and blanket bog lies 1.3km east.

Two areas of the Asby Complex (Gaythorne Plain) Limestone Pavement Order fall within a 2km radius of the site – one is 1.3km north east, the other is 1.7km east. The Lake District National Park boundary is 840m west of the site.

The Grade II Listed Milepost, 325 yards north of the turning to Sleddale on the A6, is 130m from the rail siding. Shap Village, 1km to the north, contains a number of Listed Buildings.

The closest Scheduled Monument is Shap Large Regular Stone Circle, which is located adjacent to the site on the western boundary; a number of other Neolithic standing stones are located in Shap, 630m to the north.

The Coast to Coast long distance footpath is 430m to the north east of the site.

Enhancement potential

n/a - existing rail siding

Environment Agency flood map zone

Zone 1 – majority of site

Zone 3 – flood risk from Force Beck runs across the northern tip of the site

Lead Local Flood Authority assessment

Small areas of surface water flooding risk (1% probability)

Electricity North West assets

132kV, 33kV and 11kV assets present within the development area

National Grid assets

400kV cable crosses northern tip of sidings

United Utilities assets

No assets identified

CAA and NATS³³ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Great Dun Fell LRRS Technical Site (2) consultation zone, NATS should be consulted

Health & Safety Executive hazard notifications

FM15 feeder Plumpton Head/Mealbank, National Grid Gas PLC, major hazard pipeline lies adjacent to M36

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 12d: Higher Limestone - Moorland and Commons

Sequential approach

Existing quarry rail siding

³³ Civil Aviation Authority and National Air Traffic Services

Summary of comments from consultation stages

A Traffic Management Plan should be agreed with the Highway Authority, with the aim to limit any significant increase in HGV flows through Shap



SAFEGUARDING SITE SCORING MATRIX

M36 Shap Fell Quarry rail sidings, Shap, Penrith

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding	✓ ✓
	Access to existing primary road network	Direct access from A6	✓ ✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Quarry served by the rail siding	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Tata Steel	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk	No identified flood risk	✓ ✓
	Zone 2		
	Zone 3a	Flood Zone 3 adjacent, but risk managed currently	?
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Established use	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Shap village 1km from the site; Waters Farm 250m	✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Existing quarry operation established in open landscape setting Landscape character = 12d: Higher Limestone - Moorland and Commons	✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued operation of quarry is important to the local and national economy; rail head/sidings are an important part of the transport infrastructure	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No impact due to existing operation	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP12 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC20 The water environment SAP5 Safeguarding of potential and existing railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: No mitigation required, provided existing mitigation is effective and that use of the rail loading facility will not increase in scale or occur at different times of the day when new impacts might arise.</p>			
<p>Summary of overall assessment: The proposal would safeguard the existing rail loading facility for quarried materials, which minimises road transport impacts on local and strategic routes. The site allocation scores very positively because there is no new development required and no additional significant adverse impacts. Site Assessment score: ✓ ✓ very positive</p>			

M37 Shap Blue Quarry rail sidings, Shap, Penrith

This site (0.95ha) contains a rail head facility for the Shap Blue Quarry near Penrith and is safeguarded for that purpose in policy SAP5.

Considerations

The existing loading facility is used to transport quarried materials, avoiding road transport impacts on local and strategic routes.

The allocation only relates to safeguarding the site from inappropriate development that would adversely affect any existing or potential use for sustainable transport of waste or minerals. No additional development is required to enable the infrastructure to be safeguarded, and therefore adverse impacts can be considered as minimal.

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI are located 840m from the site to the north west. The Asby Complex SAC (Crosby Ravensworth Fell SSSI) is 300m to the east of the site; the Lake District High Fells SAC (Shap Fells SSSI) is 690m to the west; and the North Pennine Dales Meadows SAC lies 1.3km west.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on the sites listed above.

The Wet Sleddale Reservoir County Wildlife Site (CWS) is located 1.5km to the east of the site and Force Beck Quarry CWS is 1.9km north; a special roadside verge runs along the U3234 from the junction with the A6 to the north.

There are quite a few areas of UK Priority Habitat in the vicinity - the closest of each type are: heathland, 70m south, alongside the railway; fen, marsh & swamp, 375m south east; calcareous grassland, 475m east; blanket bog, 675m west; and hay meadows and pastures, 1.3km west.

The Asby Complex (Gaythorne Plain) Limestone Pavement Order falls 2.5km to the east of the site. The Lake District National Park boundary is 500m from the site, to the west; the Yorkshire Dales National Park boundary now lies 1.5km to the east.

The closest Scheduled Monument is Shap Large Regular Stone Circle, which is located 2km to the north of the site. The closest Listed Building is the Britannia Monument and enclosure walls to the north of Shap Wells Hotel, which lies 1.7km south.

A Public Right of Way runs north-south across the site.

Enhancement potential

Existing rail siding

Environment Agency flood map zone

Zone 1 - no flood risk identified

Lead Local Flood Authority assessment

Minimal surface water flood risk

Electricity North West assets

132kV, 33kV and 11kV assets present within the development area

United Utilities assets

No assets identified

CAA and NATS³⁴ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within the Great Dun Fell LRRS Technical Site (2) consultation zone, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 12d: Higher Limestone - Moorland and Commons

Sequential approach

Existing quarry rail siding in rural area

Summary of comments from consultation stages

A Traffic Management Plan should be agreed with the Highway Authority, with the aim to limit any significant increase in HGV flows through Shap.

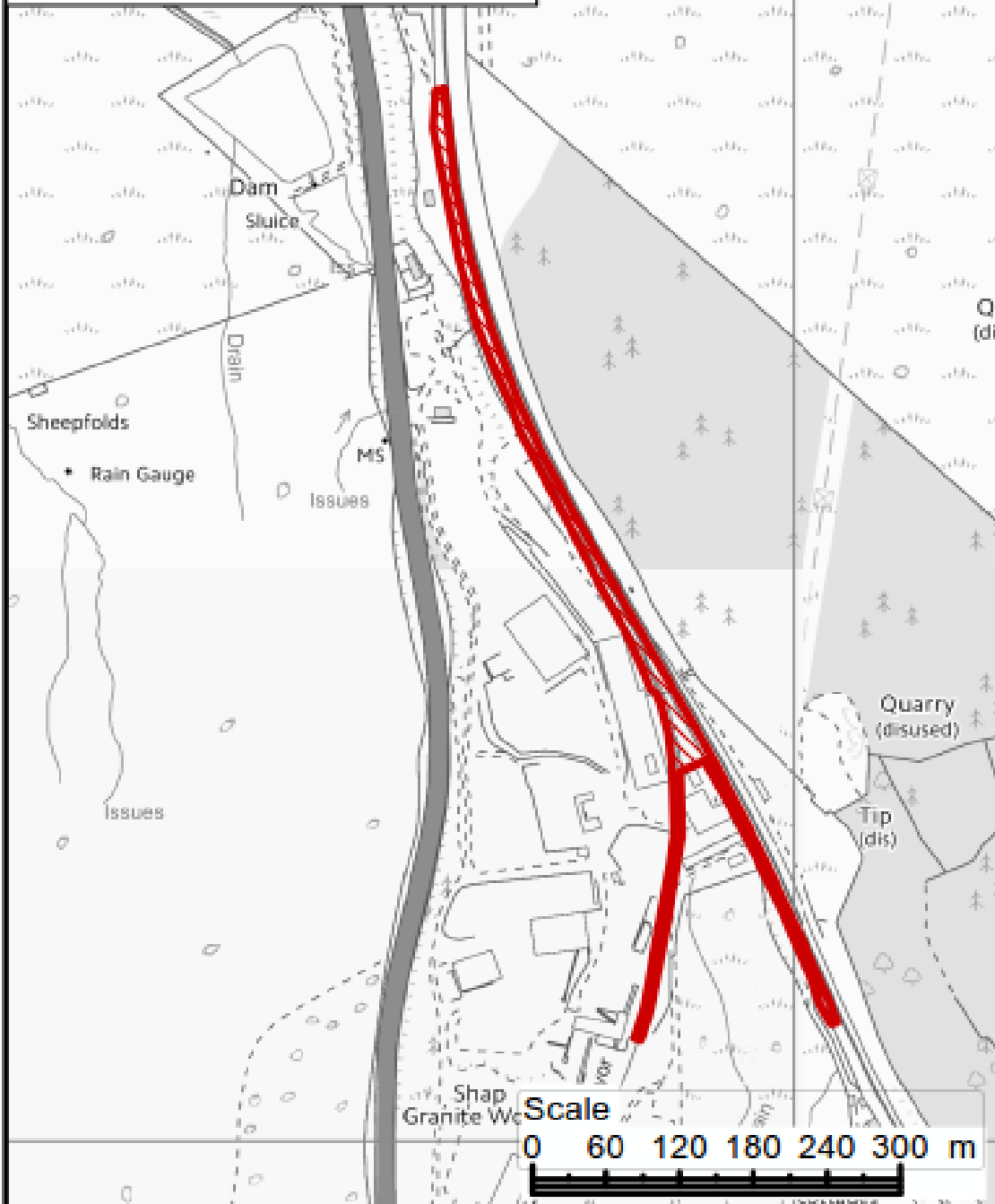
³⁴ Civil Aviation Authority and National Air Traffic Services

M37 - Shap Blue Quarry Rail Sidings

Key

MWLP - Site Allocations

 M37 - Safeguarded Railhead



Scale
1:10000

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SAFEGUARDING SITE SCORING MATRIX

M37 Shap Blue Quarry rail sidings, Shap, Penrith

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding	✓ ✓
	Access to existing primary road network	Direct access from A6	✓ ✓
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Quarry served by the rail siding	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Cemex	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Established use	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Railway Cottages 250m from site	✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Existing quarry operation established in open landscape setting Landscape character = 12d: Higher Limestone - Moorland and Commons	✓

	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued operation of quarry is important to the local economy; rail head/sidings are an important part of the transport infrastructure	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No impact due to existing operation	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC20 The water environment SAP5 Safeguarding of potential and existing railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal: No mitigation required, provided existing mitigation is effective and that use of the rail loading facility will not increase in scale or occur at different times of the day, when new impacts might arise.</p>			
<p>Summary of overall assessment: The proposal would safeguard the existing rail loading facility for quarried materials, which minimises road transport impacts on local and strategic routes. The site allocation scores very positively because there is no new development required and no additional significant adverse impacts. Site Assessment score: ✓ ✓ very positive</p>			

M38 Kirkby Thore gypsum works rail sidings, Kirkby Thore, Penrith

This site (0.88ha) is currently a rail loading facility for the Kirkby Thore gypsum works near Penrith and is a safeguarding allocation in policy SAP5.

Considerations

The sidings are used for both import and export of materials to the plaster and plasterboard works at Kirkby Thore, which is an important local employer. The facility supports sustainable transport of minerals and waste, including importing waste material from power stations (desulphogypsum) that is used as a gypsum substitute.

No additional development is required and the allocation only relates to safeguarding the site from inappropriate development that would adversely affect any existing or potential use.

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI encircle the site, and are located within a 2km radius of the site to the north and the south west. The North Pennine Moors SAC and SPA lie 4km to the north east. The site is 1.4km from the North Pennines Area of Outstanding Natural Beauty boundary to the north east.

The site is within the Settle-Carlisle Railway (Eden) Conservation Area.

A number of Listed Buildings, the closest of which is the Church of St Michael, are present within the village of Kirkby Thore approximately 1.3km from the site to the centre. Immediately to the south of the village is the Scheduled Monument Kirkby Thore Roman fort and associated vicus, which covers an extensive area between the town and the A66.

National and regional cycle routes are around 1.3km from the site. A Public Right of Way crosses the site.

The **Habitats Regulations Assessment** will need to consider whether safeguarding this site would have impacts on any European Wildlife Sites.

Enhancement potential

Existing rail siding

Environment Agency flood map zone

Zone 1 - no flood risk is identified

Lead Local Flood Authority assessment

Minimal surface water flood risk

Electricity North West assets

No assets identified – no impact

United Utilities assets

No assets identified

CAA and NATS³⁵ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Lies within both the Great Dun Fell LRRS Technical Site (2) and the Great Dun Fell TX/RX Technical Site (4) consultation zones, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 3

Landscape Character Area

Sub-type 6: Intermediate Farmland

Sequential approach

Existing quarry works in rural setting.

Summary of comments from consultation stages

None

³⁵ Civil Aviation Authority and National Air Traffic Services

M38 - Kirkby Thore Gypsum Rail Sidings



Scale
1:10000

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MINERALS SITE SCORING MATRIX

M38 Kirkby Thore gypsum works rail sidings, Kirkby Thore, Penrith

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities	Existing rail siding	✓ ✓
	Access to existing primary road network		
	Potential for rail access		
	Access to proposed primary road network		
	Good local road accessibility	Local road access to main gypsum plant	✓
2. Sequential approach	Existing quarry operations	British Gypsum site works, served by the rail siding	✓ ✓
	Mothballed or dormant site Greenfield		
3. Deliverability	No owner objection	British Gypsum (French owned)	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk	No flood zone identified on site	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	Established use	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	Isolated farm 800m from site; Kirkby Thore residential area 900m to the west	✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Existing mining operation established in open landscape setting Landscape character = 6: Intermediate Farmland	✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued operation of gypsum works is important to the local economy; rail sidings are an important part of the transport infrastructure	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No impact due to existing operation	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP9 Strategic areas for new mineral developments SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets DC1 Traffic and transport DC14 Review of Mineral Permissions DC15 Minerals safeguarding DC16 Biodiversity and geodiversity DC17 Historic environment SAP5 Safeguarding of existing and potential railheads and wharves</p>			
<p>Mitigation proposals in Sustainability Appraisal No mitigation required, provided existing mitigation is effective and that use of the rail loading facility will not increase in scale or occur at different times of the day, when new impacts might arise.</p>			
<p>Summary of overall assessment: The safeguarding allocation would enable continued minimisation of road transport impacts on local and strategic routes. The policy merely continues the existing use of the site and this is not expected to give rise to any new impacts, and those that exist are expected to be mitigated effectively, as at present.</p>			
<p>Site Assessment score: ✓ ✓ very positive</p>			

OTHER SITES IN EDEN THAT HAVE BEEN CONSIDERED

ED1 Blencowe Quarry, Newbiggin

Reason for withdrawal: Part of the quarry has now been developed as a caravan/lodge park.

General

This comprises two areas; an existing industrial estate and the adjacent quarry. It is a reserve list site for modern covered waste treatment facilities, which may include - Mechanical and Biological Treatment plant, Materials Recovery Facility, transfer/bulking station, on around 2-3ha. A new access road could be required.

This site is on the reserve list because of uncertainty about delivery; the quarry may be developed as a caravan/lodge park, which has planning permission. That part of it within the existing industrial estate is less well located to the road network than the first preference, which is Flusco (ED31). If this development goes ahead, lorries should be routed to avoid the village of Newbiggin.

The **Habitats Regulations Assessment** concludes that this site would not have impacts on the River Eden SAC.

Surveys for great crested newts would be needed; information from the caravan/lodge planning application should be used.

Summary of comments from consultation stages

The parish council believes this site is better suited as a caravan site and prefers Flusco as a waste management site.

The highway authority comments that no large vehicles should go through Newbiggin and the Highways Agency should be consulted.

The majority of the site has recently been given permission for a caravan/lodge park.

The Environment Agency states that it is important to establish the relationship with the water table and active or passive dewatering.

The quarry has a mosaic of habitats of County Wildlife Site quality, which should be taken into account, as well as the great crested newt population.

The site falls within the River Eden Drinking Water Catchment, so any activity that potentially causes pollution of drinking water should be discussed with United Utilities.

Environmental assets

At the entrance to the quarry is the roadside verge near Newbiggin County Wildlife Site, which is an area of hay meadows and pastures UK Priority Habitat. At a distance of 1.3km is an area of fen, marsh & swamp UK Priority Habitat. The site is around 1.4km from Newton Reigny Moss SSSI. It is 900m from the disused railway line near Newbiggin County Wildlife Site.

There are notable populations of great crested newts in the locality; a survey would be required to assess populations across the whole of this area to determine the important pond areas and terrestrial land habitat. The site lies 920m east of the Greystoke red squirrel buffer zone.

The nearest Listed Building is Bunker Hill, around 900m away.

Enhancement potential

The species-rich meadow grassland of the Special Verge/CWS requires continued good management.

A development scheme should incorporate protection of habitats/species on the old quarry waste tip and wetlands, as appropriate.

No archaeological work recommended.

Flood map zone

No flood risk identified

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Safeguarding

The site is within the Great Dun Fell LRRS Technical Site (2) safeguarding area

Sequential approach

A brownfield site, which is allocated as employment land, but not within a Town or Key Service Centre

ED2 North Lakes Business Park, Flusco

Reason for withdrawal: Land adjacent to this industrial estate has been laid out for further development, not compatible with waste management facilities.

General

A larger area was previously identified for modern covered waste treatment facilities, on around 2-3ha. This is not a preferred site, nearby alternatives seem more appropriate.

Summary of comments from consultation stages

Concerns were raised that the site was not only greenfield, it was relatively prominent, and lay within a former County Landscape Area, so likely to have some sensitivity.

Environmental assets

An area of special roadside verge is 580m away. The roadside verge near Newbiggin County Wildlife Site (CWS), which is an area of hay meadows and pastures UK Priority Habitat, is about 1.4km away, the disused railway line near Newbiggin CWS is 1.8km.

There are recent records of notable populations of great crested newts in the locality; a survey would be required to assess populations across the whole of this area to determine the important pond areas and terrestrial land habitat. There could be possible bat issues if any mature trees are affected. There are brown hares in the vicinity. The site lies 920m east of the Greystoke red squirrel buffer zone.

The nearest Listed Buildings are in Newbiggin and the nearest of these is The Hill, approximately 450 metres from the site.

Cycle route 71 runs some distance to the west.

Enhancement potential

Potential habitat creation/enhancement for great crested newts and bats.

There is potential for prehistoric remains on the site - mitigation would be required.

Flood map zone

No identified flood risk

Safeguarding

Great Dun Fell LRSS Technical Site (2) and Carlisle Airport safeguarding areas are about 1.8km away

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Site laid out for industrial park development, not at a town or Key Service Centre

ED5 Flusco Lodge Quarry, Stainton

Reason for withdrawal: This is a site in the open countryside, away from settlements, and whilst a former quarry and brickworks, it is not considered to be a suitable location for a built waste management facility.

General

This site, partly within the National Park, has been suggested for consideration for waste management facilities and for aggregate and building stone quarrying.

Environmental assets

The site lies 1.2km from the River Eden and Tributaries SAC and SSSI; 1.3km from the disused railway cutting near Newbiggin County Wildlife Site (CWS) and 1.5km from the Dalemain Meadow CWS; 650m from Eveningbank Wood and 1.3km from Langfield Wood, both Ancient Woodland; it is adjacent to an area of hay meadows and pastures UK Priority Habitat and is 1.4km from semi-natural woodland UK Priority Habitat; a Special Roadside Verge is 50m away, on the other side of the A66. It is also 500m from Dalemain House and grounds - Registered Historic Park and Garden, the Lake District National Park boundary runs across the southern part of the site.

The Greystoke red squirrel buffer lies around 2.2km away. There are records of brown hares and badgers in the immediate vicinity.

A public footpath runs along the western edge of the site.

Enhancement potential

Potential for habitat creation/enhancement.

Information is required on the extent of modern disturbance - some archaeological mitigation may be needed.

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues have been identified

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Part brownfield, not at a town or Key Service Centre

ED7 Thackwood, Southwaite, Carlisle

Reason for withdrawal: Reassessment of the future landfill capacity required in Cumbria, within the Plan period, now identifies that this site will not be needed for landfill.

General

This site has planning permission for clay extraction (which has favourable engineering properties); this permission requires passing places along the access routes. The site has been put forward for consideration, after the clay extraction, as an extension to the adjoining landfill, which has approximately 120,000 cubic metres remaining void space.

It would provide at least 380,000 cubic metres of additional void space. This is intended to be used in support of the Materials Recycling Facility for the skip hire business at the adjoining site, which achieves 80% recycling rates including soils, which are retained for site restoration. Landfill would be likely to continue at the existing rate of around 5,000 tonnes/year. Due to the characteristics of the residual waste, this is equivalent to 15 to 23,000 cubic metres/year. The site currently provides 11 jobs plus 14 drivers.

Although the site is in Eden, it is close to the city of Carlisle and adjoins the operator's materials recovery facility and skip hire business, which achieves high levels of recycling.

Planning permission for landfill was refused three years ago on the grounds of lack of need and that it had not been demonstrated that there would not be unacceptable cumulative impacts.

The **Habitats Regulations Assessment** concludes that this site would not have impacts on the River Caldew, which is part of the River Eden SAC.

Summary of comments from consultation stages

No passing places have yet been provided on the access roads, in accordance with highway requirements. The road network is inadequate.

The site is next to the Warren Plantation Fault, earth tremors could damage a landfill cell, which could result in devastating consequences in the future.

A commitment was given that there would not be landfill. Planning permission for landfill has previously been refused and it would, therefore, not appear to be appropriate for non-inert wastes.

Adverse impacts on nearby houses.

Recycling operations could be done elsewhere, reducing waste miles.

Good quality agricultural land requires special consideration.

Other land within the operator's site would have less visual impact.

Environmental assets

The site is adjacent to an unnamed Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, and is 1.6km from Gill Beck Wood Ancient Woodland.

There is a record for red squirrels and one for brown hares in the immediate vicinity.

Enhancement potential

Potential for habitat creation/enhancement in restoration scheme.

Flood map zone

No flood risk has been identified

Safeguarding

The site is within both the Carlisle Airport 30km and the Great Dun Fell LRRS Technical Site (2) safeguarding areas

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

Greenfield, but with planning permission for clay extraction; not at a town or Key Service Centre

ED10 Crosscroft Industrial Estate, Appleby-in-Westmorland

Reason for withdrawal: The County Council held a public consultation in early 2012 on its HWRC policy. Due to the economic recession and austerity measures, it was decided that only those HWRCs that needed replacement would be developed.

General

This was the first preference site for an HWRC, if one is to be built at Appleby. This would result in lorry traffic going through Appleby.

The **Habitats Regulations Assessment** concludes that this site would not have impacts on the River Eden SAC, North Pennine Moors SPA or Moor House-Upper Teesdale SAC.

Summary of comments from consultation stages

The use of the site for a Household Waste Recycling Centre was supported.

It could benefit Appleby, much depended on detailed proposals.

The highway authority considers the industrial estate road is suitable for heavy vehicles, inevitably this will mean some going through Appleby.

It is supported by the Town Council, which is disappointed that there are no current proposals to build it.

The site falls within the River Eden Drinking Water Catchment, so any activity that potentially causes pollution of drinking water should be discussed with United Utilities.

Environmental assets

The site is within 900m of the River Eden and Tributaries SAC and SSSI; Dowpitts Wood County Wildlife Site is 1.5km away; both Dowpitts Wood and Flackbridge Wood Ancient Woodlands are 1.5km away; an area of semi-natural woodland UK Priority Habitat lies at 1.7km; and an area of coastal and floodplain grazing marsh UK Priority Habitat at 1.3km.

Appleby Castle - Registered Historic Park and Garden, is 970m to the west.

There are badgers, red squirrels and bats - common pipistrelle, brown long-eared and brandt's - in the locality. The water vole reintroduction zone lies 210m to the south.

Cycle path 68 runs along the northern boundary of the site and route 71 along the west.

Enhancement potential

Retain mature trees; and general habitat enhancement.

No archaeological work recommended.

Flood map zone

No identified flood risk

Safeguarding

Within the Great Dun Fell LRRS Technical Site safeguarding area

Agricultural Land Classification

Grade 3 - 20 to 60% likelihood that this is Best and Most Versatile land

Sequential approach

This is a greenfield site, at a Key Service Centre, that is allocated for employment use

ED32 Blencow, former parish quarry, Newbiggin

Reason for withdrawal: Although a former quarry, the site is now reclaimed by nature, so regarded as greenfield, and there is a strong great crested newt population in the vicinity.

General

This site was put forward for consideration for landfill. It is not a preferred option.

Environmental assets

Newton Reigny Moss SSSI, which is also a Cumbria Wildlife Trust Reserve, a Site of Invertebrate Significance and fen, marsh & swamp UK Priority Habitat, is around 1.7km from the site; the disused railway line Near Newbiggin County Wildlife Site (CWS) is around 1.3km away and the roadside verge near Newbiggin CWS, which is also an area of hay meadows and pastures UK Priority Habitat, is around 480m away.

There are records for great crested newts, red squirrels, brown hares and noctule bats in the vicinity. The Greystoke red squirrel buffer zone lies 280m to the west.

Enhancement potential

Potential for great crested newt and bat habitat enhancement.

Information required on the historic quarry - some archaeological mitigation may be required.

Flood map zone

No flood risk identified

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Safeguarding

Falls within the Great Dun Fell LRRS Technical Site (2) safeguarding area and is approximately 400m south of the Carlisle Airport 30km safeguarding area

Sequential approach

These are small, former parish quarries disused for many years and now reclaimed by nature; not at a town or Key Service Centre

ED33 Tebay former rail sidings

Reason for withdrawal: The company that had put this site forward has now withdrawn its interest, so this is not a preferred site.

General

This site was a first preference for built waste management treatment facilities, which could have included a Materials Recovery Facility and an Energy from Waste plant. This is a small site and facilities would have been relatively small scale.

This is a sensitive site, for example, because of its location near Listed Buildings and access through the village. It is allocated for employment use. It is considered that the matters raised in the consultations would need to be addressed in the planning application process. It seems unrealistic that the site could be reconnected to the rail network.

The **Habitats Regulations Assessment** concludes that this site would not have impacts on the North Pennine Dales Meadows SAC, Lake District High Fells SAC or Asby Complex SAC.

Wildlife surveys would be needed.

Summary of comments from consultation stages

Reconnection to the rail network might be an issue to be considered.

The highway authority considers the access road and junction are acceptable, but traffic restrictions may be advisable to avoid the junior school opening and closing times.

The parish council strongly opposes a waste incinerator in the heart of the village, considers the access roads are not suitable, that there is a public footpath through the site, it is too near the school, existing residences and a proposed residential site, that any emissions could be held in the valley, which experiences cloud and fog, which could be a hazard on the M6, and that a recent proposal for cedar wood chalets has been turned down as detrimental to the environment.

There are records for badgers, otters, bats and polecats - compensation/mitigation may be needed.

Tebay is a railway village; St James' Church, paid for by railway money, is a Listed Building and the proposed development would be likely to harm its setting, which should be protected.

The site falls within the River Lune Drinking Water Catchment, so any activity that potentially causes pollution of drinking water should be discussed with United Utilities.

Environmental assets

The site lies 480m (on the other side of the M6 motorway) from Pikestone Lane Meadows County Wildlife Site (CWS) and 1.4km from Coalflatt Hall CWS.

Two Listed Buildings are close by - the Church of St James is 95m away and the gates to its churchyard are 50m away. A Scheduled Ancient Monument, Castle Howe, lies 660m away, on the other side of the M6.

Enhancement potential

Limited potential

Flood map zone

Flood zone 2 affects part of the site and zone 3 is adjacent

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Safeguarding

The site lies within the Great Dun Fell LRRS Technical Site (2) safeguarding zone

Sequential approach

Brownfield site within 10 miles of a town

M20 Helbeck Quarry, Brough

Reason for withdrawal: This small extension to the existing quarry, within a very sensitive area, was put forward for geo-technical reasons related to slope stability and not to provide additional reserves. It is considered that the issues raised need to be addressed through the planning application process rather than this Development Framework.

Environmental assets

The site is adjacent to the North Pennine Moors SPA, the Moor House-Upper Teesdale SAC, the Helbeck and Swindale Woods SAC, which is also semi-natural woodland UK Priority Habitat, the Appleby Fells SSSI, Helbeck Wood & Swindale Wood SSSI and Swindale Ancient Woodland. The site is also adjacent to an area of calcareous grassland UK Priority Habitat. It is within the North Pennines AONB. Yosgill Wood Ancient Woodland lies 500m away; Augill Beck Ancient Woodland is 1.3km; and Stepping Stones Ancient Woodland is 2km away.

Church Brough Conservation Area is 2km away. The closest Scheduled Ancient Monument - Brough Castle and Borough Roman Fort and Civil Settlement - is just over 2km away.

A bridleway runs adjacent to the site.

Enhancement potential

Limited potential

No archaeological work recommended.

Flood map zone

No identified flood risk

Agricultural Land Classification

Grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Safeguarding

The site lies within the Great Dun Fell LRRS Technical Site (2) consultation areas

Sequential approach

Existing quarry operations

M29 Shap Fell Quarry extension, Shap

Reason for withdrawal: This site was put forward for consideration as an Area of Search. In accordance with the Core Strategy, no further provision is being made for crushed rock for general aggregate use and it is not a preferred site.

General

This is a very sensitive area for wildlife and landscape and a gas pipeline raises safeguarding issues. The site is within the limestone Minerals Safeguarding Area.

Summary of comments from consultation stages

The quarry has excellent transport links to the M6 motorway and the A6, with the additional benefit of being rail linked. The special circumstances of its location merit its inclusion as an Area of Search.

Objection because of international, national and county level sites of ecological interest.

Environmental assets

The existing quarry and part of the extension are within the Crosby Ravensworth Fell SSSI, which is also an area of calcareous grassland UK Priority Habitat, and the Asby Complex SAC, with its Limestone Pavement Order. The extension would be partly within the Hardendale Meadows County Wildlife Site and is 1km from an area of heathland UK Priority Habitat. There are complicated issues of hydrogeology.

A small area of common land lies within the identified extension area.

Several public footpaths run through the site.

Enhancement potential

Unlikely in view of existing interests

Flood map zone

No identified flood risk

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Safeguarding

The site lies within the Great Dun Fell LRRS Technical Site (2) consultation area and the Borrowdale to Newby (2) gas pipeline crosses the site

Sequential approach

Existing quarry operations

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

ED3 land adjacent to Wildriggs, Penrith - gone before Issues & Options 2006

- ED4 Black Leases Farm, Kirkby Thore - gone before Issues & Options 2006
- ED6 Shap Beck Quarry - gone before Issues & Options 2006
- ED8 Tebay railway sidings - gone before Issues & Options 2006
- ED9 The Dairy, Appleby – all developed land
- ED11 Hardendale Works, Shap – not a viable option for resource park; greenfield
- ED12 Gillwilly industrial estate, Penrith - already committed to other developments
- ED13 Potters Loaning, Alston - highway/pedestrian safety; conflict adjoining business
- ED14 Alston scrapyard - gone before Issues & Options 2006
- ED15 Henderson's garage, Alston - too small; not compatible with owner's intentions
- ED16 land adjacent to Kirkby Stephen HWRC – too small
- ED17 part of field 1200, Kirkby Stephen - gone before Issues & Options 2006
- ED18 part of field 6714, Kirkoswald - gone before Issues & Options 2006
- ED19 off Station Road, Appleby - gone before Issues & Options 2006
- ED20 Junction 40 Business Park, Skirsgill - gone before Issues & Options 2006
- ED21 Gillwilly industrial estate, Penrith - already committed to other developments
- ED22 part of field 6318, Langwathby - gone before Issues & Options 2006
- ED23 Kirkby Thore Industrial Estate - gone before Issues & Options 2006
- ED24 Skelgillside workshops, Alston - gone before Issues & Options 2006
- ED25 Great Asby - gone before Issues & Options 2006
- ED26 former goods yard, Little Salkeld - gone before Issues & Options 2006
- ED27 Kirkby Stephen east, Station Yard - gone before Issues & Options 2006
- ED28 field at Middle Skelgill - greenfield in open countryside
- ED29 New Shield quarry, Alston - no specific site boundaries, very small
- ED30 Moredun garage, Alston - no specific site boundaries, very small
- M19 Rooks Quarry – too small

ALLOCATED SITES IN SOUTH LAKELAND

Household Waste Recycling Centres

SL1B Kendal Fell Quarry (land adjacent)

Waste Treatment and Management Facilities

None

Landfill

None

Preferred Areas for minerals

None

Areas of Search for minerals

M16 Holmescales Quarry (high specification roadstone)

M30 Roan Edge Quarry (high specification roadstone)

Mineral Safeguarding Areas

Limestone

Sandstone

Sand and gravel

Shallow coal and fireclay

Slate

Safeguarding of existing and potential railheads and wharves

None

In the site assessment matrices, the symbols that have been used in assessing the sites against each criterion are:

- ✓ ✓ - the site scores very positively
- ✓ - the site scores positively
- XX** – the site scores very negatively
- X** – the site scores negatively
- ?** – there is too much uncertainty to score the site
- 0** – the site has no impact on this criterion

* Principal Service Centres = Kendal, Ulverston

** Key Service Centres = Grange-over-Sands, Kirkby Lonsdale, Milnthorpe

*** safeguarding procedures/zones include those for airfields, Technical Sites, pipelines

SL1B Kendal Fell Quarry, Kendal

Land adjacent to this quarry (site SL1B) is allocated under policy SAP1 for a replacement Household Waste Recycling Centre (HWRC).

Considerations

The site has been enlarged since an earlier consultation in February 2013 and now incorporates an area containing a waste transfer station previously operated by Sita Ltd. The majority of the site is brownfield land that contained the weighbridge. A light industrial development adjoins the site to the south.

The site allocation is intended to replace the existing Canal Head HWRC in Kendal from its central area where it impacts on a range of properties, including those in a Conservation Area. The allocated site is identified for "waste and recycling related uses" in the South Lakeland District Council Land Allocations document.

The key issues for any planning application will be impacts of noise, odour, increased traffic, dust and emissions on human receptors.

This site is well located for the strategic road network as current HGV access is directly from the A591 Kendal by-pass; however, the link is a private road and is not suitable for large volumes of private cars. The proposed use of the site would increase traffic on the local road network, although alterations/improvements to the access, and adequate queuing space within the development, could mitigate potential congestion.

No alternative site has been identified as it has proved extremely difficult to identify sites near and within Kendal. However, there are issues at this site that may eventually preclude its use for the replacement HWRC. Firstly, the landowners are currently preparing a master-plan for a leisure scheme within the adjacent inactive quarry, which, if it comes to fruition, may be in conflict with a neighbouring waste use; that development is also likely to remove the option of using the private quarry road. Secondly, South Lakeland District Council (SLDC) have a housing allocation to the south of Underbarrow Road, opposite the light industrial estate that leads to the Kendal Fell site, which, if built, would have an impact on the amount of traffic using this road, potentially in conflict with traffic using an HWRC. Thirdly, Cumbria County Council are ideally seeking a site that could host not only the replacement HWRC, but also a Waste Transfer Station and an Emergency Services base; the site at Kendal Fell is not large enough to accommodate all of these, especially if the closed landfill to the east of allocation SL1B is to be avoided. In May 2016, planning permission 5/16/9005 granted a time extension to the existing Canal Head HWRC to August 2020; this longer time period should allow further investigation of alternative sites for the HWRC relocation.

The quarry floor (SL1A), which is mostly within the Lake District National Park and not in this Plan's area, was also previously considered for other waste management facilities, but has now been withdrawn.

Environmental assets

The Morecambe Bay Pavements SAC and the Scout & Cunswick Scars SSSI are 900m west of the site, at their closest point; the River Kent SAC and River Kent & Tributaries SSSI are 1km east. Serpentine Wood & Kendal Fell County Wildlife Site (CWS) is adjacent to the eastern edge, which contains areas of calcareous grassland UK Priority

Habitat, one of which is adjacent to the site; Cunswick Fell CWS is 1km north west, Cunswick & Parkspring Woods CWS, which is also Ancient Woodland and semi-natural woodland UK Priority Habitat, is 1.4km west and Barrowfield & Honeybee Woods CWS is 1.8km west. Several further areas of UK Priority Habitat are in the vicinity: Star Wood, which is part fen, marsh & swamp, part semi-natural woodland UK Priority Habitat and also Ancient Woodland, is 1.3km north west; Cunswick Wood, which is also semi-natural woodland UK Priority Habitat and Ancient Woodland, is 1.5km west; Barrowfield Wood is semi-natural woodland UK Priority Habitat and Ancient Woodland, lying 1.8km away to the west; and hay meadows and pastures UK Priority Habitat is 400m north. There are two special roadside verges in the area: one lies 800m to the south, on the C5062; the other is 920m west, on the C5048.

The **Habitats Regulations Assessment** will need to assess whether this site is likely to have significant adverse impacts on the River Kent or Morecambe Bay Pavements SACs.

The Northern Brown Argus, Small Heath, High Brown and Small Pearl-bordered Fritillary butterflies have all been recorded on both the nearby golf course and Scout Scar. Badgers have been recorded within the site. There are records of brown hares and common pipistrelle bats in the vicinity.

The closest Scheduled Monuments are Greenside lime kiln 480m west of Castle Howe, which lies 115m east of the site, and the Castle itself, a motte and bailey, 590m east. The closest Listed Buildings are Gilling Reane House and Lodge, Hill Cote House and Lynside House on Gillinggate, which all lie around 570m south west. There are a large number of further Listed Buildings within Kendal town centre and the Conservation Area, which at its closest point, lies 120m to the east.

A public footpath runs along the eastern edge of the quarry and through the site, along Boundary Bank Lane.

Enhancement potential

The size of the site should enable significant habitat enhancement measures to be incorporated into a development scheme.

Information required on extent of modern disturbance - some archaeological mitigation may be needed.

Environment Agency flood map zone

Zone 1 - no identified flood risk; it is important to establish the relationship with the water table and active or passive dewatering; there is licensed groundwater extraction close to this site

Lead Local Flood Authority assessment

Small area of surface water flood risk (1%) in northern tip of site

Electricity North West assets

11kV assets present within the development area

United Utilities assets

Likely this brownfield site is already connected to sewer in Greenside; no history of flooding on site

CAA and NATS³⁶ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 3a – open farmland and pavements

Sequential approach

This is a brownfield site in a town

Summary of comments from consultation stages

Supported as a Green Resource Park in principle, if based on the Best Practical Environmental Option, and acknowledged that waste management uses would provide some employment. Mitigation of traffic impacts were seen to be a key consideration, together with other impacts, including noise and pollution.

It was broadly acceptable to the highway authority.

Advice should be sought on archaeological mitigation.

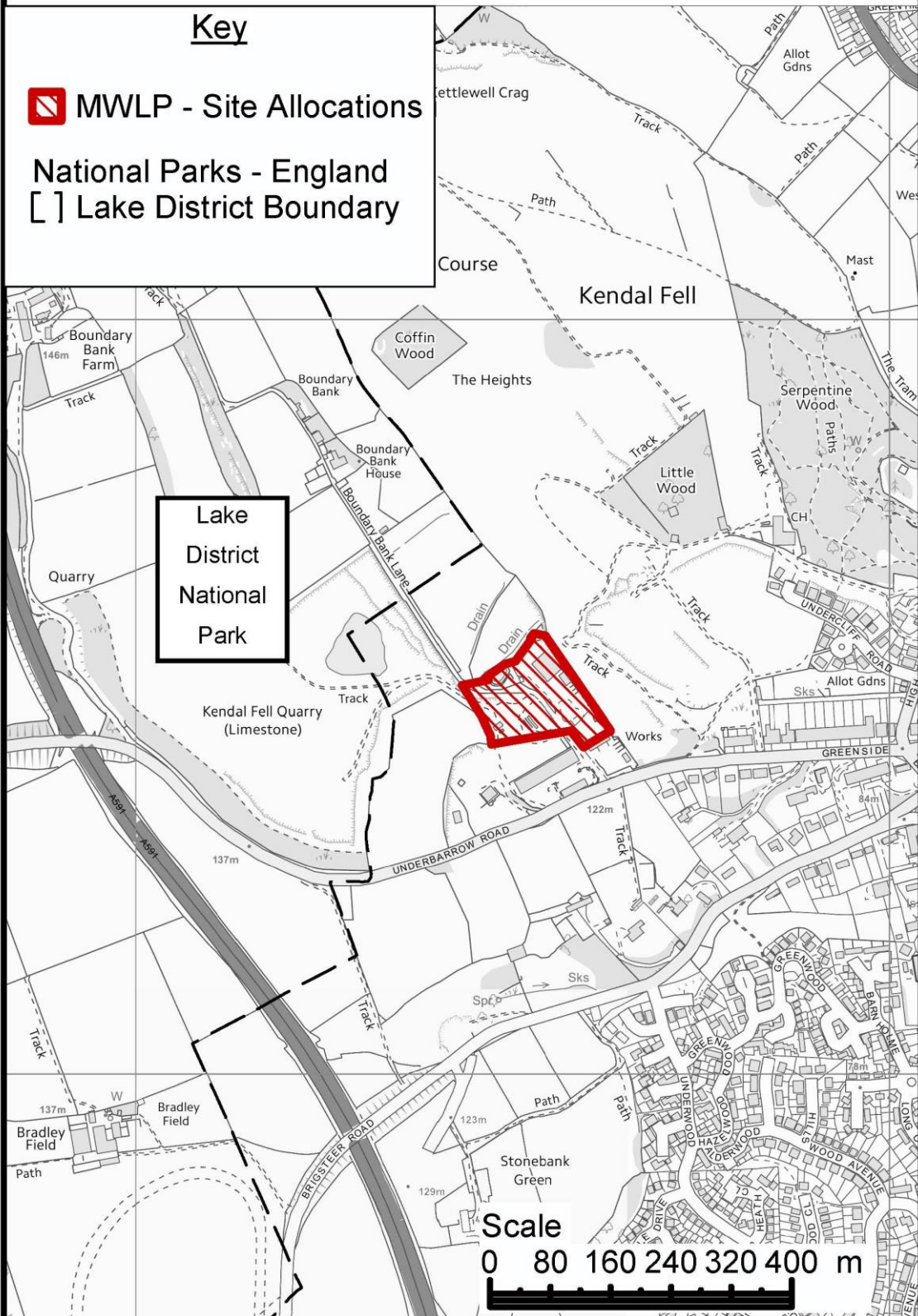
³⁶ Civil Aviation Authority and National Air Traffic Services

SL01B - Kendal Fell (Outside Quarry) Kendal

Key

 MWLP - Site Allocations

National Parks - England
 Lake District Boundary



Scale
1:15000

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WASTE MANAGEMENT SITE SCORING MATRIX

SL1B Kendal Fell Quarry, Kendal

Site selection criteria	Description/ Characteristic	Comment/explanation/issues	Score
1. Proximity to waste arisings (by road)	Within 5 miles of the centre of main towns* or Key Service Centres**	Situated on the edge of Kendal	✓ ✓
	Within 5-10 miles of the centre of main towns or of Key Service Centres		
	Greater than 10 miles from a town or Key Service Centre		
2. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Access to Kendal by-pass (A591) currently via private road	✓ ✓
	Potential for rail access	No potential	XX
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	land adjoining former quarry	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	Allocated for employment use, at a town	✓ ✓
	Allocated for waste management or employment use but not at a town or Key Service Centre		
4. Deliverability	No owner objection	Owners may consider incorporating room in their masterplan for the area	✓
	Owner objection exists		
5. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
6. Other land uses	Conflict unlikely with other land use	Existing waste management and light industry complex adjacent	✓ ✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	only considered for an HWRC	✓
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	16 residential properties within 250m	XX
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	Development unlikely to affect the adjacent UK Priority Habitat (calcareous grassland)	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Some habitat enhancement measures could be incorporated into a development scheme	?
	No impact	Development unlikely to affect the adjacent County Wildlife Sites; it would have less impact than the existing HWRC does on the Kendal Conservation Area	✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Although the LDNPA boundary crosses the floor of the adjacent former quarry, the site is screened from any other area within the National Park by the topography Landscape character = 3a – open farmland and pavements	✓
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	It is essential to relocate the existing HWRC from the land identified in the Canal Head Area Action Plan; development at SL1 would also provide jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding issues identified	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

- SP1 Presumption in favour of sustainable development
- SP2 Provision for waste
- SP3 Waste capacity
- SP14 Economic benefit
- SP15 Environmental assets
- SP18 Monitoring and enforcing planning control
- DC1 Traffic and transport
- DC2 General criteria
- DC6 Cumulative environmental impacts
- DC9 Criteria for waste management facilities
- DC16 Biodiversity and geodiversity
- DC20 The water environment
- SAP1 Household Waste Recycling Centres

Mitigation proposals in Sustainability Appraisal:

Standard mitigation measures used for this type of facility (netting, damping down paved/concrete areas during dry weather, surface drainage management with filter traps) should deal with the main generic impacts. Some additional screening along the western edge of the site might be considered to limit visual impact from the National Park, although the site lies alongside a currently disused quarry in the Park, which could also be considered unsightly. The junction of the access road with Underbarrow Road may need to be re-designed and measures will be needed to protect any pedestrians using the public footpath that runs alongside the access road (which is paved but narrow and which is assumed to carry very little traffic at present).

As the site is currently unused, it would be prudent to require an ecological survey to check for wildlife use or occupancy of the site. The site is sufficiently large (estimated to be 2ha) that space will be available for ecological mitigation and/or habitat creation which, ideally could provide additional visual screening.

Summary of overall assessment:

The site is proposed for a replacement HWRC; HGV access would have to be directly from the A591 as currently.

Site Assessment score: ✓ positive

M16 Holmescales Quarry, Old Hutton, Kendal

An extension to the existing quarry has been allocated as an Area of Search in policy SAP4.

Considerations

The quarry produces high skid resistance roadstone for a regional market. Although its planning permission does not expire until 2042, the current permitted reserves have been exhausted and the site is mothballed. The nearest alternative sources of similar high specification aggregate are at Roan Edge Quarry and in the Yorkshire Dales National Park.

The site is within a Minerals Safeguarding Area.

The proposed extension is at the closest, 265m east of the nearest properties in Holmescales; these eight properties would have been exposed to impacts when the quarry was operating previously, but there should be no worsening of impacts.

This quarry does have some accessibility problems, as access from the site to the strategic road network (A66) or Kendal involves lorries passing dispersed properties along the rural access roads, and possibly some smaller settlements such as Endmoor, Gatebeck and Row End. An appeal against refusal of planning permission for an increase in HGV movements was dismissed on these grounds. However, whilst the quarry was operational, the operator undertook a lorry routeing plan, which is signposted on the road network. If the extension were to gain planning permission in the future, it is likely that the rate of lorry movements would be conditioned to match that from when the quarry was last operational.

The sustainability assessment for this site turns on the relative priority that must be given to its potential to supply scarce, high-quality roadstone for the county (and a wider regional market). Most of the adverse impacts are quite specific – road traffic impacts on properties in narrow roads along the access routes to the site; and possible impact of groundwater changes on a protected species nearby – and need further consideration. Noise, vibration, dust and emissions impacts need to be assessed.

Environmental assets

The site lies 4.7km east of the River Kent SAC; 6km east of the Morecambe Bay Pavements SAC; and 8km north east of the Morecambe Bay SAC, SPA and Ramsar.

Cocklet Wood Ancient Woodland, which is also semi-natural woodland UK priority habitat, lies 1.1km to the south, on the far side of the M6 motorway; Birkrigg Park Wood County Wildlife Site (CWS), which is also Ancient Woodland and semi-natural woodland UK priority habitat, lies 1.5km to the west; and Blease Hall Wood CWS is 1.7km north west. The original, now disused part of Holmescales Quarry is a Local Geological Site (LGS, formerly Regionally Important Geomorphological Site) and also hosts a significant colony of great crested newts.

The closest Listed Buildings are located in Old Hutton - Claremont Cottage is 1km north east and Bridge House is 1.3km north east.

The **Habitats Regulations Assessment** will need to assess if there are any likely impacts on the assets listed above, although there are no apparent pathways between M16 and these European Sites.

Enhancement potential

Potential for habitat creation/enhancement. Archaeological work is not recommended.

Environment Agency flood map zone

Zone 1 - no identified flood risk

Electricity North West assets

33kV and 11kV assets present within the development area

United Utilities assets

The site is greenfield, therefore the location of the nearest sewer should be confirmed, as it may be a remote site

CAA and NATS³⁷ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 4 – less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 5b low farmland

Sequential approach

Greenfield site, adjacent to existing quarry operation

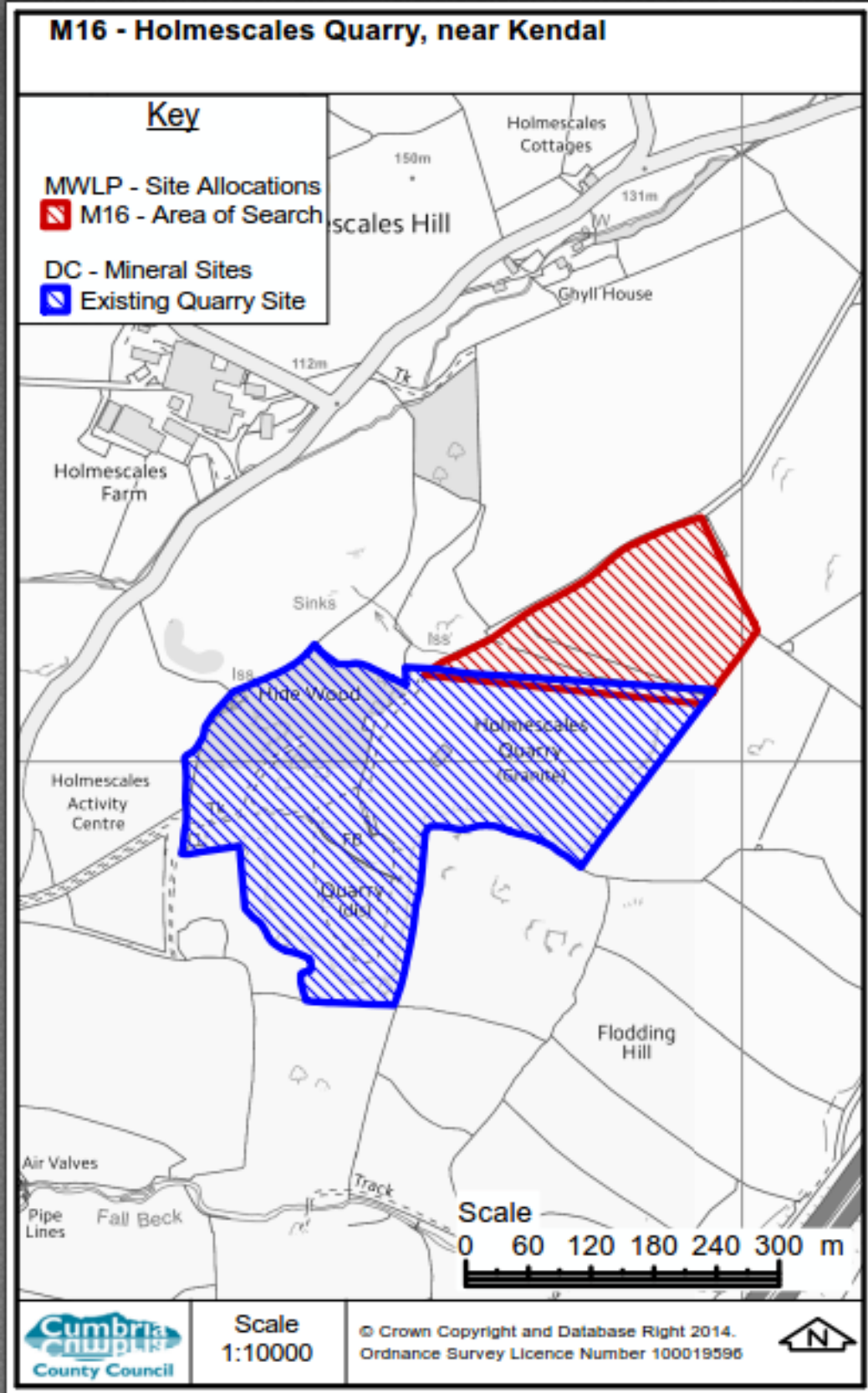
Summary of comments from consultation stages

The extension should be considered as the reserves of stone are there, it is an existing quarry with planning permission to 2042 and it is one of two remaining high PSV

³⁷ Civil Aviation Authority and National Air Traffic Services

quarries in North West England. The omission of Holmescales Quarry from policy SAP6 makes it unsound.

There are issues to be addressed regarding HGV access; SLDC support this allocation subject to robust conditioning of lorry movements.



MINERALS SITE SCORING MATRIX

M16 Holmescales Quarry, Old Hutton, Kendal

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network		xx
	Potential for rail access		xx
	Access to proposed primary road network		
	Good local road accessibility		x
2. Sequential approach	Existing quarry operations		
	Mothballed or dormant site		
	Greenfield		x
3. Deliverability	No owner objection		✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 or no flood risk		✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	possible conflict with current agricultural/equestrian uses to be investigated if an application is submitted	✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres	8 properties at Holmescales, 265 to 425m from site, but on lorry route	?
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)	Important great crested newt habitat adjacent to existing quarry	?
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact	LGS (RIGS) in original, disused quarry	?
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in vicinity Landscape Character = low farmland	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued supply of aggregates to the regional economy and safeguarding direct jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	None identified	✓ ✓
	Conflict with safeguarding procedures/zones		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
 SP7 Minerals provision
 SP8 Minerals safeguarding
 SP9 Strategic areas for new minerals development
 SP13 Climate change mitigation and adaptation
 SP14 Economic benefit
 SP15 Environmental assets
 SP16 Restoration and aftercare
 DC1 Traffic and transport
 DC2 General criteria
 DC6 Cumulative environmental impacts
 DC12 Criteria for non-energy minerals development
 DC16 Biodiversity and geodiversity
 DC17 Historic Environment
 DC18 Landscape and visual impact
 DC20 The water environment
 DC21 Protection of soil resources
 DC22 Restoration and aftercare
 SAP4 Areas for minerals

Mitigation proposals in Sustainability Appraisal:

Use of best practice mitigation measures, in combination with excavation below ground-level, should address most of the generic impacts resulting from re-opening of this site, and the comments above identify the more specific survey and mitigation requirements needed to address possible groundwater and inevitable traffic impacts.

Summary of overall assessment:

The potential to supply high-quality roadstone for the county and wider regional market gives this allocation an overall positive assessment. Adverse impacts such as those from road traffic on properties in narrow roads along the access routes to the site, and possible impact of groundwater changes on a protected species nearby, would be addressed at any planning application stage.

Site Assessment score: ✓ positive

M30 Roan Edge Quarry, New Hutton

Land adjacent to this high specification roadstone quarry is identified as an Area of Search for its extension in policy SAP4.

Considerations

Roan Edge Quarry produces high skid resistance roadstone for a regional market and there are concerns that former regional policy restrictions on quarries in the Yorkshire Dales National Park may put increased pressure on Cumbrian quarries, particularly this one.

The existing quarry has permission until 2038, having extended the expiry date and added considerably to its reserves with a planning permission granted in 2008. However, the 2014 Local Aggregates Assessment identified a need for further provision towards the end of the Plan period.

Access to the strategic road network is excellent, as this quarry is next to the M6 motorway junction 37.

The re-routeing of the public right of way, that follows the existing quarry boundary, and landscape and visual impact, especially of spoil heaps, would be considerations at planning application stage.

Environmental assets

The site lies 3.8km east of the River Kent SAC and 8.4km east of the Morecambe Bay Pavements SAC; there are no apparent pathways between M30 and the SACs.

Killington Reservoir County Wildlife Site (CWS) is 420m to the east, on the other side of the M6 motorway; an area of calcareous grassland UK Priority Habitat lies 460m to the south, heathland is 900m north and hay meadows & pastures is 1.7km south west; Firbank Fell CWS lies 1.4km to the north east; Hutton Park Mire CWS is 950m north west; Brundrigg Moss CWS, which is also fen, marsh & swamp UK Priority Habitat, is 1.2km west; Lily Mere & New Park Mosses CWS is 1.6km east; and Lambrigg Tarn & Fell CWS is 1.6km north. There is one special roadside verge, 1.2km east on the other side of the M6, along the C5069. A bridleway is adjacent to the west of the existing quarry, between it and the allocation.

The **Habitats Regulations Assessment** will need to consider whether this site is likely to adversely affect the integrity of the SACs.

The boundary changes to the National Parks, which came into effect 1 August 2016, has brought the Yorkshire Dales National Park within 1.9km, to the east; the Lake District National Park now lies 5km to the north.

Enhancement potential

Potential for habitat creation/enhancement

Environment Agency flood map zone

Zone 1 - no identified flood risk

Electricity North West assets

33kV and 11kV assets present within the development area

United Utilities assets

Location of nearest sewer should be confirmed, as it may be a remote site

CAA and NATS³⁸ aeronautical assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, NATS should be consulted

Health & Safety Executive hazard notifications

No hazards identified

Ministry of Defence assets and hazards

If a wind turbine (11 metres to blade tip or taller and/or a rotor diameter of 2 metres or more) were part of the development, the MOD should be consulted

Agricultural Land Classification

Grade 5 - less than 20% likelihood that this is Best and most Versatile land

Landscape Character Area

Sub-type 11b – upland fringes, low fells

Sequential approach

Existing quarry operations – adjacent greenfield

Summary of comments from consultation stages

It was broadly acceptable to the highway authority.

The parish council expressed no objection to the proposal, providing that when work takes place at the site, the public footpath through it is moved to the east and the area is securely fenced.

A large area of land is taken up by spoil heaps – any further expansion could exacerbate the problem; the height of the spoils is also a concern; quarrying can lower and affect the skyline.


Object on the basis that the proposed extension area will break the ridge line, leading to views into the quarry from the east. Note that much of the land to the east lies within the identified extension area for the Yorkshire Dales National Park, raising concerns that this proposal would have a damaging impact on a landscape of national importance and its setting.

³⁸ Civil Aviation Authority and National Air Traffic Services


M30 - Roan Edge Quarry, near New Hutton

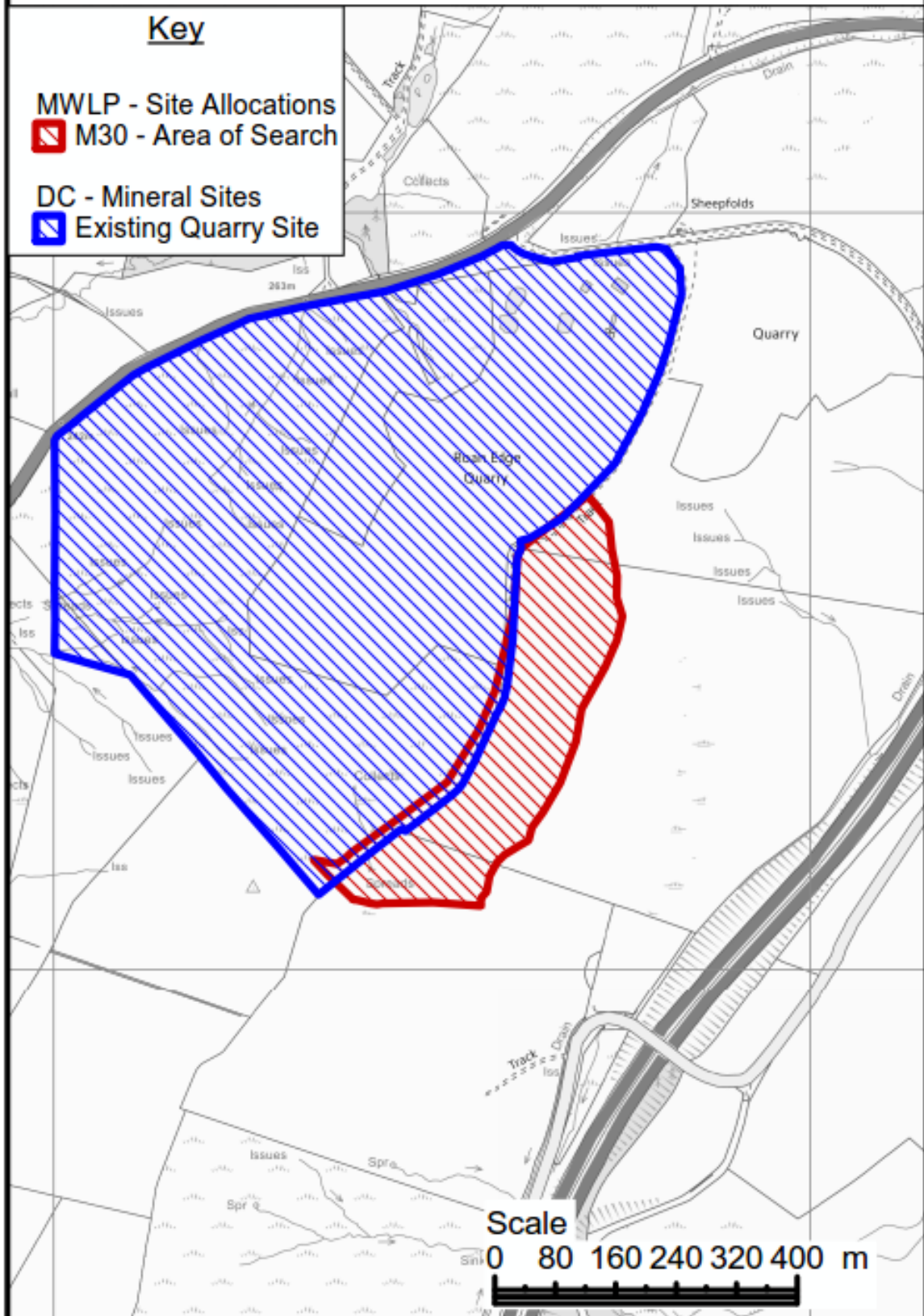
Key

MWLP - Site Allocations

 M30 - Area of Search

DC - Mineral Sites

 Existing Quarry Site



Scale
1:15000

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MINERALS SITE SCORING MATRIX

M30 Roan Edge Quarry, New Hutton

Site selection criteria	Description/Characteristic	Comment/explanation/issues	Score
1. Accessibility	Access to existing rail facilities		
	Access to existing primary road network	Adjacent to M6 junction 37	✓ ✓
	Potential for rail access	No potential	XX
	Access to proposed primary road network		
	Good local road accessibility		
2. Sequential approach	Existing quarry operations	Existing operational quarry	✓ ✓
	Mothballed or dormant site		
	Greenfield		
3. Deliverability	No owner objection	Put forward by owner	✓ ✓
	Owner objection exists		
4. Flood risk	Zone 1 little or no flood risk	No flood risk identified	✓ ✓
	Zone 2		
	Zone 3a		
	Zone 3b (functional floodplain)		
5. Other land uses	Conflict unlikely with other land use	No conflict identified	✓ ✓
	Conflict likely with other land use		
6. Proximity to housing	No houses within 250 metres		✓ ✓
	Houses within 250 metres		
7. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact	No impact identified	✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	Local sites or priority species/habitats		
	Potential to enhance	Potential for habitat creation/enhancement	?
	No impact	County Wildlife Site (Killington Reservoir) is 260m away on the other side of the motorway; a bridleway runs between M30 and the existing quarry	✓
	Requires mitigation/compensation measures - indirect adverse (site outside designated area)		
	Requires compensation measures - direct adverse (site within designated area)		

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	No landscape designations in the vicinity, although consideration needed of the effect of 2016 National Park boundary changes Landscape character = upland fringes, low fells	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Continued supply of aggregates to the regional economy and safeguarding direct jobs	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***	No safeguarding impacts identified	✓ ✓
	Conflict with safeguarding procedures/zones		
<p>Relevant MWLP policies:</p> <p>SP1 Presumption in favour of sustainable development SP7 Minerals provision SP8 Minerals safeguarding SP9 Strategic areas for new minerals development SP13 Climate change mitigation and adaptation SP14 Economic benefit SP15 Environmental assets SP16 Restoration and aftercare SP18 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC6 Cumulative environmental impacts DC12 Criteria for non-energy minerals development DC16 Biodiversity and geodiversity DC17 Historic Environment DC18 Landscape and visual impact DC20 The water environment DC21 Protection of soil resources DC22 Restoration and aftercare SAP4 Areas for minerals</p>			
<p>Mitigation proposals in Sustainability Appraisal</p> <p>Continuation of best practice mitigation measures used in the existing quarry, in combination with excavation below ground level, should address most of the generic impacts resulting from extension of this site. The bridleway/footpath running between the existing quarry and the extension will need to be relocated, possibly permanently. Additional consideration may need to be given to the effect of additional below-ground level working on the groundwater regime and pattern of runoff down the slope to the east of the extension, and survey of the site to check for use by protected species may also be warranted.</p>			
<p>Summary of overall assessment:</p> <p>This site is identified as an Area of Search for an important source of high specification roadstone. It has direct access to the M6 motorway. The public bridleway between this site and the existing quarry, plus visual impact, would be issues for a planning application.</p> <p>Site Assessment score: ✓ ✓ very positive</p>			

OTHER SITES IN SOUTH LAKELAND THAT HAVE BEEN CONSIDERED

SL1A Kendal Fell Quarry, Kendal

Reason for withdrawal: This site (the quarry floor) has been removed from the Plan because the landowner has other plans for the area. An area of land adjacent to this quarry has been allocated in the Plan as SL1B for an HWRC.

General

The site is a disused limestone quarry that had been proposed for waste management use by the previous lessee. It is mostly within the Lake District National Park, and had had been allocated for waste management use, in both the LDNPA and SLDC Local Plans.

Summary of comments from consultation stages

Supported as a Green Resource Park in principle, if based on the Best Practical Environmental Option, and acknowledged that waste management uses would provide some employment. Mitigation of traffic impacts were seen to be a key consideration, together with other impacts, including noise and pollution.

Broadly acceptable to the highway authority.

Advice should be sought on archaeological mitigation.

The Environment Agency stated that it is important to establish the relationship with the water table and active or passive dewatering.

Environmental assets

The Morecambe Bay Pavements SAC and the Scout & Cunswick Scars SSSI are 600m from the site; Serpentine Wood & Kendal Fell County Wildlife Site (CWS) is adjacent to the eastern edge; Cunswick Fell CWS is 550m away, Cunswick & Park Spring Woods CWS is 950m and Barrowfield & Honeybee Woods CWS is 1.5km; an area of calcareous grassland UK Priority Habitat is adjacent to the site, semi-natural woodland UK Priority Habitat is 800m away and hay meadows and pastures UK Priority Habitat is 400m away.

The Northern Brown Argus, Small Heath, High Brown and Small Pearl-bordered Fritillary butterflies have all been recorded on both the nearby golf course and Scout Scar. Badgers have been recorded within the site. There are records of brown hares and common pipistrelle bats in the vicinity.

A public footpath runs along the eastern edge of the quarry.

There is licensed groundwater extraction close to this site.

Enhancement potential

The size of the site should enable significant habitat enhancement measures to be incorporated into a development scheme.

Information required on extent of modern disturbance - some archaeological mitigation may be needed.

Flood map zone

No identified flood risk

Safeguarding

There is an HSE safeguarding zone for the quarry

Agricultural Land Classification

Grade 4 - less than 20% likelihood that this is Best and Most Versatile land

Landscape Character Area

Sub-type 3a – open farmland and pavements

Sequential approach

This is a brownfield site in a town

SL24 Lindal former ore mill sidings, Lindal

Reason for withdrawal: The site has a history of subsidence and may be polluted by its former use related to iron ore.

General

This site has been included in South Lakeland District Council's consultations for possible development sites. It was put forward for consideration as a possible waste transfer station site. It is not a preferred site.

Summary of comments from consultation stages

This site would not appear to be suitable for waste treatment, given its history of subsidence, presence of underground limestone and one workshop, which may have left a legacy of pollution.

The site might also be regarded as too close to houses for waste treatment use, and would be better used for light industry, reflecting its historic use.

Environmental assets

There are several County Wildlife Sites (CWS) in the locality - Dalton and Lindal Mining Area CWS is around 725 metres away; Little Urswick Craggs, Stone Walls & Bower Wood CWS is 1.4km; Flat Woods CWS is 1.5km; and Dalton Railway Cutting CWS is 1.6km. Ancient Woodlands in the area - Heaning Wood, also semi-natural woodland UK Priority Habitat, is 920m away; Flat Woods is 1.5km and Bower Wood is 1.6km. An area of calcareous grassland UK Priority Habitat is 1.6km away.

There are records of badgers, noctule bats and brown hares in the vicinity.

National cycle route 72 runs adjacent to the north west boundary of the site.

Enhancement potential

Potential for habitat creation/enhancement.

Information needed on historic industrial remains - mitigation may be required.

Flood map zone

No identified flood risk

Safeguarding

The site is not within a safeguarding area, but the Ulverston to Barrow Transco gas pipeline runs 330m away; the Green Lane former landfill site is 150m away

Agricultural Land Classification

Grade 3 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Although this is described as former sidings, the use was so long ago that the site should be regarded as greenfield; it is not at a town or Key Service Centre

SL25 Roan Edge landfill, New Hutton

Reason for withdrawal: It has proved difficult to develop the site in an environmentally acceptable way and it is difficult to see how an extension could be developed satisfactorily in this sensitive location.

General

This site is an inert landfill and recycling site used by the main construction, demolition and excavation waste contractor in the south of the county. An extension to the site was put forward for consideration. The site is well located next to junction 37 of the M6 and its visual and landscape impacts have been recently mitigated. The recent planning permission to increase the capacity of the site required an amount of quarrying to create a void.

An extension is not a preferred site.

Environmental assets

There are a number of County Wildlife Sites (CWS) in the locality - Killington Reservoir CWS is around 650m away; Firbank Fell CWS and Hutton Park Mire CWS are both around 1km; Lambrigg Tarn and Fell CWS is 1.4km; Lily Mere & New Park Mosses CWS is 1.75km; and Brundrigg Moss CWS is 1.9km away. There are two areas of UK

Priority Habitat in the area - calcareous grassland is around 1.45km distance and heathland is 1km. A Special Roadside Verge lies 850m away.

There are records of brown hares, badgers and Small Pearl-bordered Fritillary butterflies in the vicinity.

A bridleway runs to the north and west boundaries of the site.

There are several areas of open access land within 2km.

Enhancement potential

Potential for habitat creation/enhancement.

Archaeological work is not recommended.

Flood map zone

No identified flood risk

Safeguarding

The site is within a consultation area for British Waterways for development likely to affect Killington Reservoir, which feeds the Kendal-Lancaster Canal

Agricultural Land Classification

Grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

This is greenfield and not within a Town or Key Service Centre

SL26 Near Junction 36 of M6 motorway

Reason for withdrawal: This site was suggested as a transfer/bulking station, but no area was identified.

M14 Kirkby Slate Quarry, Kirkby in Furness

Reason for withdrawal: This Area of Search for slate, covering an area of 36 ha, was allocated in policy SAP4. The Area of Search was granted planning permission in November 2016.

Considerations

Most of the area proposed, based on data provided by the mineral operator, is within an area with an existing planning consent that expires in 2042. The proposal is to extract slate, including from areas within the permitted area, which have not yet been quarried, and to enable some re-organisation of stockpiles.

The extension would be limited by the presence of wind turbines, but does not appear to break through the ridge line. The site is 1km from the Lake District National Park boundary and Landscape and Visual Impact Assessment may be required with any planning application.

The site already contains part of the Kirkby Moor SSSI (heather moorland and other varied habitats). The extension would include approximately 6.3 ha, 130m beyond the planning permission boundary, into Kirkby Moor SSSI – compensation land and mitigation would be necessary.

Approximately 3.4ha of SSSI is already within the permitted boundary at this point, and a further 8.2ha at the easterly boundary of the permitted area. Much of that habitat has already been affected by quarrying activity.

There may also be scope to designate a Local Geological Site (LGS, formerly RIGS) within the quarry.

Environmental assets

A significant part of the proposed site falls within Kirby Moor SSSI. The Subberthwaite, Blawith & Torver Low Commons SAC/SSSI falls within a 2km radius of the site to the north. The Duddon Estuary and Duddon Mosses SSSI Consultation Area falls within a 2km radius of the site to the west.

The **Habitats Regulations Assessment** will need to assess likely impacts on the assets listed above.

There are three County Wildlife Sites within a 2km radius of the site; the nearest, Hallstead Wood, is 770m to the north west.

Gawthwaite Moor RIGS site is just within a 2km radius of the site to the north east.

The Lake District National Park Boundary is 1km to the north of the site.

The Grade II Listed Building Garden Wall, to the west and south west of Ashlack Hall, is located 1.6km to the north of the quarry.

The nearest Scheduled Monument, cairn and ring mound on Long Moor, west of Gill House Beck, is located 560m from the site boundary.

The Cumbria Coastal Way long distance footpath falls within a 2km radius of the site to the west. A network of Public Rights of Way cross the quarry Area of Search.

Enhancement potential

Since most of the SSSI is currently in 'Unfavourable recovering' condition there is scope to contribute to habitat improvement through restoration proposals, if these are not already covered by those for the wider site. Habitat creation/enhancement should be sought.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

Agricultural land classification

Grade 5

Landscape Character Area

Sub-type 9d: Intermediate Moorland and Plateau – Ridges

Sequential approach

Existing quarry operations present with potential extension

Summary of comments from consultation stages

Concern that development will mean destruction of part of the Kirkby Moor SSSI, and consider that the argument used in the Site Assessment that enhancement within the SSSI will mitigate for the loss from quarrying is flawed, on the basis that enhancing habitat within a SSSI whilst losing part of it to development, will lead to a net loss of area of SSSI. Improvement in the SSSI's condition should not be conditional of loss of another part of it.

The quarry is also close to the boundary of the Lake District National Park and there may be further landscape impacts on the Park from a quarrying extension.

The site is greenfield; it potentially drains to Chapels, Kirkby, should a connection be sought. Potential to impact on Marshside Pumping Station. Would need confirmation that the quarry has surface water pumps.

Potential to disturb archaeological assets; there is the potential for currently unknown, but designatable, assets to be found within the proposed extension area.

Support this allocation, subject to appropriate mitigation and habitat creation and enhancement to Kirkby Moor SSSI, and provision of appropriate alternative routes for footpaths. Also support the investigation of LGS/RIGS potential.

The proposal to infill Winnow End Quarry with inert material may affect the existing private water supply in the vicinity. Due to the extensive quarrying operations, there are few reliable, good quality water sources and it is unlikely that a suitable alternative is available. The supply currently serves Longlands Holiday Park and is proposed to serve also Burlington Quarry offices, showroom and production facilities, as the current supply to the quarry has been 'mined out' to the point that the supply is failing in terms of quality and sufficiency.

M21 Baycliff Haggs Quarry, Baycliff, Ulverston

Reason for withdrawal: Baycliff Haggs is within a Limestone Pavement Order and it is considered that the issues of a small extension need to be addressed through the planning application process. It is not, therefore, identified as a preferred site.

General

There is no doubt about the importance of this and the Kirkby slate quarries, they are an integral part of the operations of what is probably Cumbria's largest mineral operator, in terms of employment. It falls within the limestone Mineral Safeguarding Area.

Summary of comments from consultation stages

Provision of Preferred Areas to extend Baycliff Haggs building stone and Kirkby slate quarries have been requested.

Environmental assets

Scales & Baycliff Haggs County Wildlife Site (CWS), which is also subject to a Limestone Pavement Order, falls within part of the site; Morecambe Bay SAC, SPA, Ramsar and SSSI all lie 1km away; Birkrigg Common Limestone Karst Regionally Important Geomorphological Site (RIGS) is 1.2km; Birkrigg Common CWS is 1.3km; Sea Wood Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 1.4km; Mere Tarn CWS is 1.5km; Wellhouse Wood CWS is 1.7km; and Urswick Site CWS is 1.8km away.

Enhancement potential

Potential for habitat creation/enhancement. There are archaeological remains in the vicinity - mitigation may be required.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

Agricultural Land Classification

Grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

M25 Stainton Quarry, Stainton with Adgarley

Reason for withdrawal: Existing quarry producing high purity limestone and aggregates, with a life beyond the Plan period. No need to be included as a preferred option.

Summary of comments from consultation stages

Although the planning permission does not expire until 2042, this is subject to periodic reviews and an application for the determination of new conditions is expected to be

submitted, with an environmental statement, before the end of 2009. It is suggested that the quarry is included as a Preferred Area, at least until the forthcoming application is determined.

Environmental assets

Stainton Quarry and Bolton Heads Pavement County Wildlife Site falls partially within the site. Little Urswick Crags, Stone Walls Wood and Boxer Wood Ancient Woodland lies 675m away. Bolton Heads and Stainton Quarry Limestone Pavement Order falls partially within the site. UK Priority Habitat - calcareous grassland - lies 675m away.

Dalton Conservation Area lies 1.2km from the site.

National Cycle Route 72 runs adjacent to part of the NW boundary of the site. A bridleway runs through the site and a public footpath runs through the north of the site.

Enhancement potential

Potential within a restoration scheme

Flood map zone

No flood risk identified

Safeguarding

No safeguarding issues identified

Agricultural land classification

Part grade 3, part grade 5 - less than 20% likelihood that this is Best and Most Versatile land

Sequential approach

Existing quarry operations

THE FOLLOWING SITES WERE CONSIDERED, BUT EXCLUDED, AT THE EARLIER STAGES OF THE ISSUES AND OPTIONS DISCUSSION PAPER (2006) AND THE ORIGINAL PREFERRED OPTIONS (2007)

- SL2 Station Yard, Milnthorpe - not compatible with owner's intentions and shortage of employment land in the area
- SL3 Holme Park Quarry – too environmentally sensitive
- SL4 Millness, Crooklands - mistakenly thought to be unused land
- SL5 Dockray Hall Industrial Estate, Kendal - gone before Issues & Options 2006
- SL6 Shap Road Industrial Estate, Kendal - gone before Issues & Options 2006

- SL7 Westmorland Business Park, Kendal - gone before Issues & Options 2006
- SL8 Mint House, Gillthwaiterigg Lane - gone before Issues & Options 2006
- SL9 Quarry Lane, Storth - gone before Issues & Options 2006
- SL10 Cross Lane, Ulverston - gone before Issues & Options 2006
- SL11 Low Mill Tannery, Ulverston - committed to other development
- SL12 Moor Lane, Flookborough - highway/pedestrian safety issues and impact on tourism/other adjacent uses
- SL13 Crakeside Business Park, Greenodd - gone before Issues & Options 2006
- SL14 Shenstone House, Kendal - gone before Issues & Options 2006
- SL15 Kirkby Motors, Kirkby Lonsdale - gone before Issues & Options 2006
- SL16 Fall Beck, Gatebeck - gone before Issues & Options 2006
- SL17 Allithwaite Road, Grange - gone before Issues & Options 2006
- SL18 Tram Lane, Kirkby Lonsdale - gone before Issues & Options 2006
- SL19 Grisleymires Lane, Milnthorpe - already committed to other development
- SL20 Station Road, Kendal - gone before Issues & Options 2006
- SL21 adjacent to Schweppes, Mintsfeet Road - gone before Issues & Options 2006
- SL22 North Lonsdale Road, Ulverston - gone before Issues & Options 2006
- SL23 Whinfield Farm, Lindal in Furness - no specific boundaries given
- M9 Roan Edge Quarry - gone before Issues & Options 2006
- M14 Kirkby Slate Quarry – granted planning permission