

# PROPOSED SITES WITHIN EDEN DISTRICT

## Household Waste Recycling Centres

None

## Waste Treatment and Management Facilities

ED31 Flusco waste management site

## 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

Gypsum

Also old planning permission areas for underground lead and zinc mining

## 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

\*\* Key Service Centres = Alston, Appleby, Kirkby Stephen

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

## **ED31 Flusco landfill complex, Flusco, Penrith**

This site, within this existing waste management/quarry complex, is identified for further built waste management treatment facilities under Policy SAP2.

### **Considerations**

Three sites within this landfill complex, which also encompasses a still active limestone quarry, were identified for potential development in previous stages of the Plan process. One of the sites, suggested for inert waste recycling, has already been developed and forms part of a new planning permission for the complex with an expiry date of 31 December 2031. A second site has also already been developed for a waste transfer and recycling building, and has its own separate planning consent.

The current proposal concerns an area of brownfield land near the entrance of the complex, which was at one time to have housed new site offices and is no longer required for that purpose. No specific waste facility is proposed for the site, but it is seen as potential additional capacity to the complex. The proposed site benefits from co-location with other waste functions carried out on the site, including inert and non-inert landfill areas, leachate lagoons, and landfill gas powered electricity generator, in addition to the modern Household Waste Recycling Centre adjacent to the landfill complex.

Considerations include traffic, and landscape and visual impacts. Lorry traffic is directed to use the route to the A66 that avoids the village of Newbiggin.

### **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 1.6km from the site; the Disused Railway Line Near Newbiggin County Wildlife Site (CWS) is around 1km away and the Roadside Verge Near Newbiggin CWS, which is also an area of hay meadows and pastures UK Priority Habitat, is around 1km away.

A survey for great crested newts (GCN) was carried out on the site in 2009, and the water body on the site is being retained as part of a GCN management plan for the site. There are records for great crested newts, red squirrels, brown hares and noctule bats in the vicinity. The Greystoke red squirrel buffer zone lies 930m to the west.

The **Habitats Regulations Assessment** will need to consider any effects on the River Eden SAC, and other environmental assets identified above.

The licenced groundwater abstraction within the site, primarily to damp down dust, has a quota of 6 tanker-fulls per day.

### **Enhancement potential**

Some enhancement within the identified site is possible, in association with the approved restoration of the quarry/landfill. However, development and operations on the whole site could have an adverse impact on protected species that may currently be using the site.

No archaeological work recommended.

### **Flood map zone**

No identified flood risk

### **Agricultural Land Classification**

Grade 4 land within a quarry/landfill complex - less than 20% likelihood that this is Best and Most Versatile land

### **Landscape Character Area**

Sub-type 12c – limestone foothills

### **Safeguarding**

Not within a safeguarding area, although both the Carlisle Airport 30km and the Great Dun Fell LRRS Technical Site (2) safeguarding areas fall within 2km of the site

### **Sequential approach**

Not all of the land has been previously developed, it is within a quarrying/landfill complex. The site is not within a Town or Key Service Centre. It is approximately 7km by road west of Penrith.

### **Summary of comments from previous consultation stages**

There is a licensed groundwater abstraction close to this site, for the spray irrigation of the nearby golf course.

No large vehicles should go through Newbiggin and the Highways Agency should be consulted about the A66 junction.

The Environment Agency states it is important to establish the relationship with the water table and active or passive dewatering; and that 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.

Limited wastewater infrastructure in the area; therefore, the County Council will need to provide foul discharge flow data before United Utilities can confirm when capacity is available; there are existing sewerage flooding issues within the local drainage catchment, County Council to ensure the development does exacerbate the issues and/or transferred the problem to another location.

# ED31 - Flusco waste management site, near Penrith



Scale  
1:10000

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## WASTE MANAGEMENT SITE SCORING MATRIX

### ED31 Flusco landfill complex, Flusco, 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**	Within 3.75 miles (6km) of Penrith 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 A66 and then 4km to M6 motorway junction	✓ ✓
	Potential for rail access	No potential, but good road access to railway at Penrith	X
	Access to proposed primary road network		
	Good local road accessibility		
3. Sequential approach	Previously developed land (brownfield)	Previous quarry	✓ ✓
	Greenfield		
	Allocated for waste management or employment use and at a town or Key Service Centre	existing operational quarry and landfill	0
	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	This is a long standing land use, and the additional site is unlikely cause significant additional conflicts	✓
	Conflict likely with other land use		
7. Co-location potential	Large enough to accommodate more than one facility	Very large site	✓ ✓
	Not large enough to accommodate more than one facility		

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	Parts of Newbiggin village are within 200m	X
9. Environmental assets	<b>European/national sites, species or habitats</b>		
	Potential to enhance		✓
	No impact		
	Indirect adverse (site outside designated area)	Potential impacts on great crested newts	X
	Direct adverse (site within designated area)		
	<b>Local sites or priority species/habitats</b>		
	Potential to enhance		
	No impact	No impacts identified	✓
	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 = limestone foothills	✓ ✓
	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/safeguard a small number of jobs	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***	Development at the site is unlikely to affect the Great Dun Fell LRRS Technical Site (2)	✓
	Conflict with safeguarding procedures/zones		

**Relevant MWLP policies:**

SP1 Presumption in favour of sustainable development  
SP2 Provision for waste  
SP3 Waste capacity  
SP12 Climate change mitigation and adaptation  
SP14 Environmental assets  
DC1 Traffic and transport  
DC2 General criteria  
DC3 Noise  
DC5 Dust  
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/change proposed in Sustainability Appraisal**

Nothing specific identified and requirements would need to reflect the eventual type of facilities established and relevant industry best practice. Enclosure of recycling or similar facilities can mitigate a number of the principal impacts, but any additional open management activities (e.g. aggregates recycling) would probably need additional mitigation including dust suppression, wheel-washing and noise suppression on plant. The area proposed for re-development may need to be re-surveyed for the presence or use by protected species.

**Summary of overall assessment:**

Suitable waste development on the site would have small positive impacts on jobs and the waste hierarchy, and is neutral on environmental assets, if surveys are submitted with any planning application and suitable mitigation/enhancement secured. There is potential for development without significant additional adverse impacts on other land uses in the area.

**Site Assessment score:** ✓ ✓ very positive

## **M18 Stamphill, Long Marton, Appleby-in-Westmorland**

This is identified as a Preferred Area for gypsum in Policy SAP2.

### **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 re-submitted planning application will need to be supported by a full Environmental Impact Assessment, supported 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 450m away; the boundary of the North Pennines AONB is 1.9km. Dufton Ghyll County Wildlife Site is 1.9km away; Dufton Ghyll Ancient Woodland, which is also semi-natural woodland UK Priority Habitat, is 1.6km; Flackbridge Wood Ancient Woodland is 2.5km; and the Woodland Trust Nature Reserve at Dufton Ghyll Wood is 1.9km.

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 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 away - Camp east of Redlands Bank and Kirkby Thore Roman Fort and Vicus.

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.

Potential in restoration scheme, which would need to protect landscape quality, distinctiveness and character.

### **Flood map zone**

A narrow strip of flood zones 2 and 3 cuts into the north of the site

### **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)

### **Safeguarding**

The site lies within the Great Dun Fell LRRS Technical Site (2) consultation area; it is 30m from the Longriggs Mine and 70m from the Birkshead Mine safeguarding areas

### **Sequential approach**

Greenfield

### **Summary of comments from previous 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.

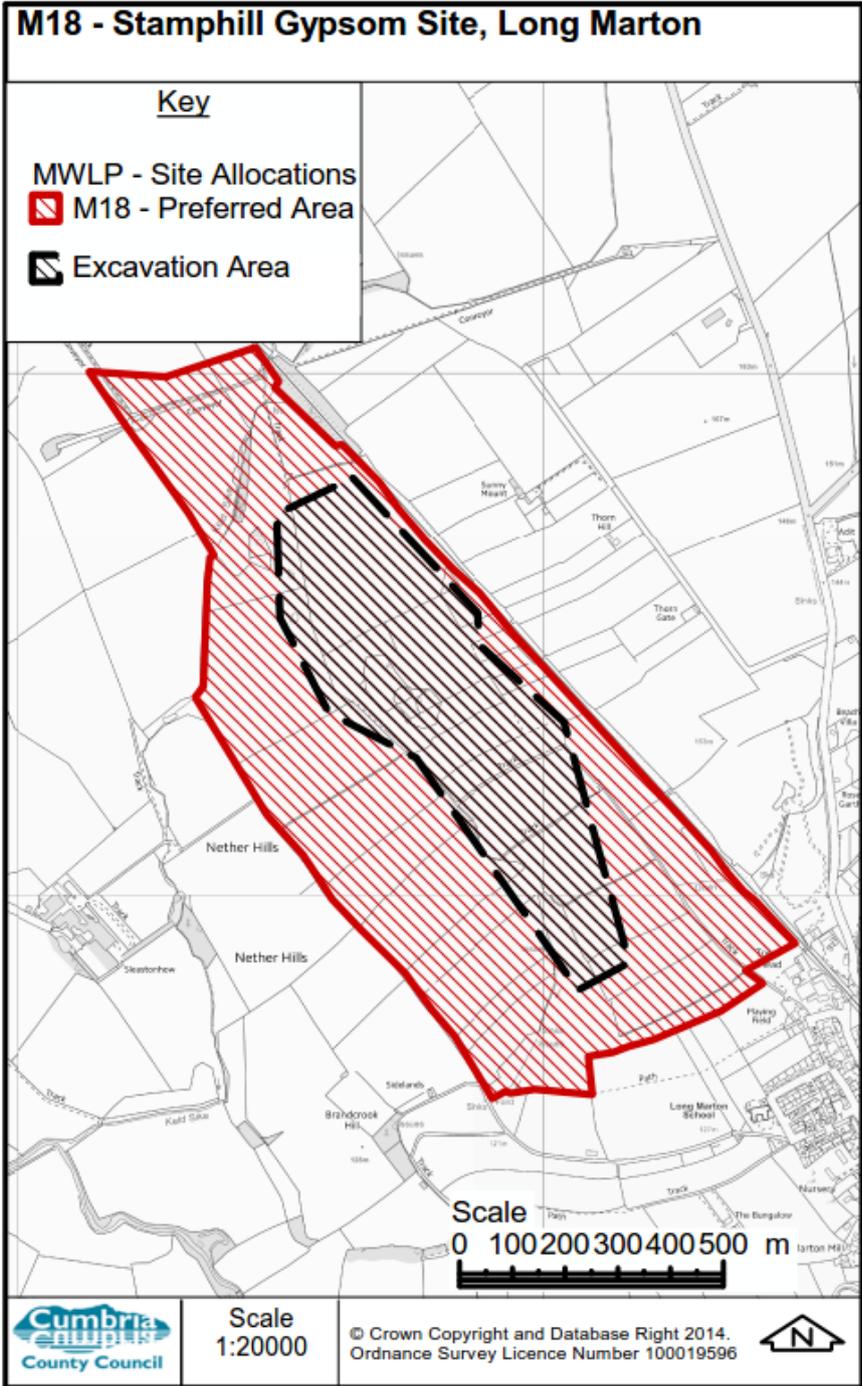
The site falls within the River Eden Drinking Water Catchment, so any activity that potentially causes pollution of drinking water should be discussed with United Utilities.

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.



## 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	X
	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	<b>European/national sites, species or habitats</b>		
	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	?
	Direct adverse (site within designated area)	Could affect otters, great crested newts, water vole	?
	<b>Local sites or priority species/habitats</b>		
Potential to enhance			

	No impact	Adjoins a Conservation Area, but this is 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 TXRX Technical Site consultation areas – conflict considered to be unlikely	?
<b>Relevant MWLP policies:</b>			
SP1 Presumption in favour of sustainable development			
SP7 Minerals provision and safeguarding			
SP8 Strategic areas for new mineral developments			
SP12 Climate change mitigation and adaptation			
SP13 Economic benefit			
SP14 Environmental assets			
DC1 Traffic and transport			
DC14 Review of Mineral Permissions			
DC15 Minerals safeguarding			
DC16 Biodiversity and geodiversity			
DC17 Historic environment			
<b>Mitigation/change proposed in Sustainability Appraisal:</b>			
This development would require very 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 may be necessary as this is an undisturbed greenfield site.			
<b>Summary of overall assessment:</b>			
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 1980's, but is no longer valid. It would be needed as a replacement for the Birkshead Mine.			
<b>Site Assessment score:</b> ✓ ✓ 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 SAP6.

### **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 is located 2km from the site to the south west.

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

Two County Wildlife Sites are located within 2km of the site, the nearest being Rosgill Hill Meadow. Special roadside verges are also present on the C3053 and C3043.

The Ancient Woodland of High Keverigg is just over 2km from the site to the east.

An area with a Limestone Pavement Order is located 1.4m 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 Public Right of Way crosses the site.

### **Enhancement potential**

Existing rail siding

### **Flood map zone**

Flood Risk Zone 3 runs along the eastern boundary of the site following the line of the main line railway.

### **Safeguarding**

A National Grid consultation zone is 1km east of the site. An HSE Major Hazard pipeline also falls within a 2km radius of the site to the east.

## Agricultural Land Classification

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

## Landscape Character Area

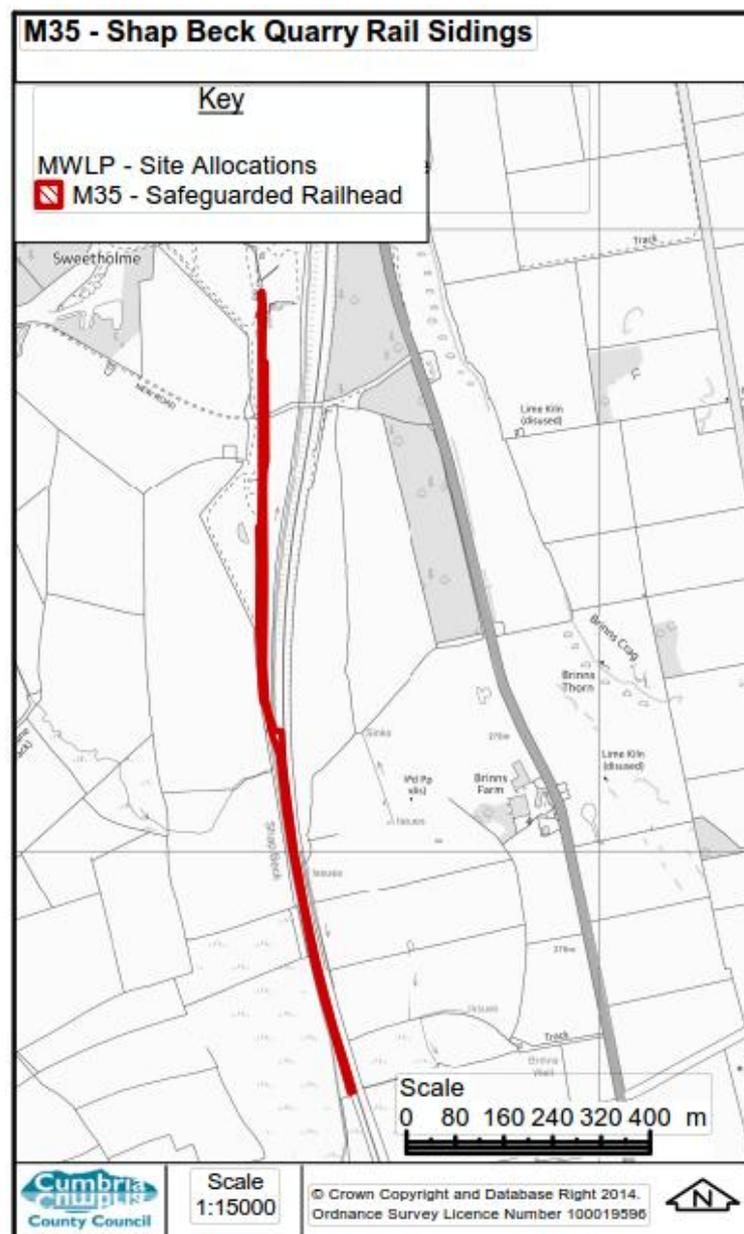
Sub-type 12a: Higher Limestone - Limestone Farmland

## Sequential approach

Existing quarry rail siding in rural area

## Summary of comments from previous consultation stages

N/A - this is a new allocation



## 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		
	Zone 2		
	Zone 3a	Flood Zone 3 adjacent, but risk managed currently	X
	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	<b>European/national sites, species or habitats</b>		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	<b>Local sites or priority species/habitats</b>		
	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	✓
	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><b>Relevant MWLP policies:</b>  SP1 Presumption in favour of sustainable development  SP12 Climate change mitigation and adaptation  SP13 Economic benefit  SP14 Environmental assets  SP17 Monitoring and enforcing planning control  DC1 Traffic and transport  DC6 Cumulative environmental impacts  DC16 Biodiversity and geodiversity  DC20 The water environment  SAP6 Safeguarding of potential and existing railheads and wharves</p>			
<p><b>Mitigation/change proposed in Sustainability Appraisal:</b>  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. However, it is not evident that an HRA has been undertaken to evaluate potential impacts on nearby Natura 2000 sites (impacts on nearby SSSIs also require survey) and this would be needed as part of assessing the MWLP.</p>			
<p><b>Summary of overall assessment:</b>  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.  <b>Site Assessment score:</b> ✓ ✓ 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 proposed to be safeguarded for that purpose in Policy SAP6.

### **Considerations**

The site is owned by Tata Steel who produce lime for the manufacture of cement and 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 is located 780 m from the site to the west. The Asby Complex SAC and Crosby Ravensworth Fell SSSI is also 1km to the south of the site.

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

The Force Beck Quarry County Wildlife site is located 230m to the north of the rail site and a special roadside verge runs from the A6 adjacent to the site along the U3234 to the west.

The Asby Complex Limestone Pavement Order falls with a 2km radius of the site. The Lake District National Park boundary is 840m from 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.

Shap Large Regular Stone Circle (SAM) is located adjacent to the site on the western boundary.

The Coast to Coast long distance footpath is 430m to the north east of the site.

### **Enhancement potential**

n/a - existing rail siding

### **Flood map zone**

Flood Risk Zone 3 runs across the northern tip of the site.

### **Safeguarding**

A National Grid consultation zone runs around the site and an HSE Major Hazard pipeline also crosses the site.

## 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

## Summary of comments from previous consultation stages

N/A - this is a new allocation



## 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		
	Zone 2		
	Zone 3a	Flood Zone 3 adjacent, but risk managed currently	X
	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	<b>European/national sites, species or habitats</b>		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	<b>Local sites or priority species/habitats</b>		
	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	✓
	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><b>Relevant MWLP policies:</b>  SP1 Presumption in favour of sustainable development  SP12 Climate change mitigation and adaptation  SP13 Economic benefit  SP14 Environmental assets  SP17 Monitoring and enforcing planning control  DC1 Traffic and transport  DC6 Cumulative environmental impacts  DC16 Biodiversity and geodiversity  DC20 The water environment  SAP6 Safeguarding of potential and existing railheads and wharves</p>			
<p><b>Mitigation/change proposed in Sustainability Appraisal:</b>  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. However, it is not evident that an HRA has been undertaken to evaluate potential impacts on nearby Natura 2000 sites (impacts on nearby SSSIs also require survey) and this would be needed as part of assessing the MWLP.</p>			
<p><b>Summary of overall assessment:</b>  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.  <b>Site Assessment score:</b> ✓ ✓ 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 SAP6.

### **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 is located 1.3km from the site to the north west. The Asby Complex SAC (Crosby Ravensworth Fell SSSI) is 500m to the east of the site and the Lake District High Fells SAC (Shap Fells SSSI) is 720m to the 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 is located 1.5km to the east of the site and a special roadside verge runs along the U3234 from the junction with the A6 to the north.

The Asby Complex Limestone Pavement Order falls 2.5km to the east of the site. The Lake District National Park boundary is 500m from the site.

Shap Large Regular Stone Circle (SAM) is located 2km to the north of the site.

A Public Right of Way runs north-south across the site.

### **Enhancement potential**

Existing rail siding

### **Flood map zone**

No flood risk identified

### **Safeguarding**

A National Grid consultation zone runs either side of the site approximately 500m to the east and west of the site boundary. An HSE Major Hazard pipeline is 800m from the site to the east.

## 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 previous consultation stages

N/A - this is a new allocation



## 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 250 m from site	✓
	Houses within 250 metres		
7. Environmental assets	<b>European/national sites, species or habitats</b>		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	<b>Local sites or priority species/habitats</b>		
	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	✓

	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><b>Relevant MWLP policies:</b>  SP1 Presumption in favour of sustainable development  SP12 Climate change mitigation and adaptation  SP13 Economic benefit  SP14 Environmental assets  SP17 Monitoring and enforcing planning control  DC1 Traffic and transport  DC6 Cumulative environmental impacts  DC16 Biodiversity and geodiversity  DC20 The water environment  SAP6 Safeguarding of potential and existing railheads and wharves</p>			
<p><b>Mitigation/change proposed in Sustainability Appraisal:</b>  None, 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. However, it is not evident that an HRA has been undertaken to evaluate potential impacts on nearby Natura 2000 sites (impacts on nearby SSSIs also require survey) and this would be needed as part of assessing the MWLP.</p>			
<p><b>Summary of overall assessment:</b>  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.  <b>Site Assessment score:</b> ✓ ✓ 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 a safeguarding allocation is proposed in Policy SAP6.

### **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 is located just within a 2km radius of the site to the north and south west. 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 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.

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

### **Flood map zone**

No flood risk is identified.

### **Safeguarding**

There is a HSE major hazard (consultation zone), related to the British Gypsum activity, at Birkshead Mine, Long Marton, Appleby, falling 1.6 km from the rail siding.

### **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 previous consultation stages

N/A – this is a new allocation



## 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	<b>European/national sites, species or habitats</b>		
	Potential to enhance		
	No impact	Existing site	✓ ✓
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)		
	<b>Local sites or priority species/habitats</b>		
	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 landscape setting	✓
	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><b>Relevant MWLP policies:</b></p> <p>SP1 Presumption in favour of sustainable development  SP7 Minerals provision and safeguarding  SP8 Strategic areas for new mineral developments  SP12 Climate change mitigation and adaptation  SP13 Economic benefit  SP14 Environmental assets  DC1 Traffic and transport  DC14 Review of Mineral Permissions  DC15 Minerals safeguarding  DC16 Biodiversity and geodiversity  DC17 Historic environment  SAP6 Safeguarding of existing and potential railheads and wharves</p>			
<p><b>Mitigation/change proposed in Sustainability Appraisal</b></p> <p>None, provided existing mitigation is effective (previous consultation on sites has not identified any complaints about the facility) and provided 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><b>Summary of overall assessment:</b></p> <p>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><b>Site Assessment score:</b> ✓ ✓ 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 previous 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

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## **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 previous 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

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## **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

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## **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 previous 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

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## **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 previous 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

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## **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

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## **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 previous 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

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## **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

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## **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 previous 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

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**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