

Cumbria Minerals and Waste Local Plan - Assessment of Infrastructure Requirements and Deliverability

Site Ref	Site Name	Address	Location	Purpose of Site	Ease of public access	Ease of business/ trade access	Ease of vehicular access	Distance to main road (metres)	Means of access	Work required to facilitate access	Off site highway works required?	Cost of off site works (£)	Ease of rail access	Distance to rail facility (km)	Rail improvement works required?	Cost of rail improvement works?	Nearest Port	Distance to port (miles)	Ownership	Willing Owner	Other information	Infrastructure Requirements to ensure site deliverability
	Copeland District																					
CO11	Bridge End Industrial Estate	Vale View	Egremont	covered waste treatment facility or transfer bulking station	Not applicable	Good by road.	Good access to A595	100	off Vale View	Construct access onto Vale View	No	?	Not available	Workington	No	Not applicable	Workington	13	Private	?	Vale View is a public highway. There is an issue with parking of vehicles, which impacts on site access.	The site can be accessed from Vale View. The developer would be required to pay for the introduction of waiting restrictions on Vale View to ensure unimpeded access to the site. Significant HGV traffic would need to avoid peak traffic flows relating to Sellafield. A Transport Assessment is likely to be required
CO32	Land adjacent to Sellafield Site	Land east of Sellafield	Sellafield	treatment, management, storage and/or disposal of lower activity Low Level Waste from Sellafield	Not applicable	Very good as adjacent to Sellafieldsite where waste arises	Good access from Sellafield Calder Gate access road	0	External access unlikely to be required. Access direct from main Sellafield site	road link from Calder Gate or from Sellafield internal access road. Security and boundary fence issues for Sellafield	No	0	Rail access to and within Sellafield	0.5	No	Not applicable	Workington	19	Nuclear Decommissioning Authority	Assessment undertaken by Sellafield Ltd	Feasibility study undertaken on behalf of Sellafield Ltd. Only part(s) of the allocated site would be utilised	The site should be accessed directly from Sellafield's own internal road or rail network. If material is to be brought in from elsewhere, any HGV movements would need to avoid peak traffic flows relating to Sellafield and use of rail should be maximised. Use of the site would need to be sufficiently flexible to enable Sellafield to work towards their preferred credible option for long term decommissioning of the whole Sellafield site. If stone is sourced from Ghyll Scaur Quarry, it could be moved by rail using site M31
CO35	Low Level Waste Repository, near Drigg	Old Shore Road, Drigg	Drigg	treatment, management, storage and/or disposal of Low Level Waste	Not applicable	Very good by rail. Close to Sellafield and with rail access	Access via B5344 is traffic calmed through Drigg village	200	existing access via Old Shore Road to B5344 & A595 at Holmrook	None	No	0	direct connection to adjacent rail line via siding	0	No	Not applicable	Workington	23	LLWR Ltd	Yes	Highway access would be needed for construction access only, not for low level waste, which would use railway.	Site has rail connection, which should be used for waste movements. All bulk construction materials, other than locally sourced, e.g. Peel Place Quarry, should also be delivered by rail. If stone is sourced from Ghyll Scaur Quarry, it could be moved by rail using site M31.
CO36	Sellafield Site	Land within Sellafield Ltd site	Sellafield	treatment, management, storage and/or disposal of lower activity Low Level Waste from Sellafield	Not applicable	Very good as within Sellafield Ltd site where waste arises	Good access from Sellafield Main Gate or Calder Gate access road	0	via Main Gate or Calder Gate access roads, which provide link to A595	Construct internal access	No	0	Rail access to and within Sellafield	0	No	Not applicable	Workington	19	Nuclear Decommissioning Authority	Assessment undertaken by Sellafield Ltd		The site would be accessed internally from Sellafield's own road or rail network. If material is to be brought in from elsewhere, any HGV movements would need to avoid peak traffic flows relating to Sellafield and use of rail should be maximised. If stone is sourced from Ghyll Scaur Quarry, it could be moved by rail using site M31
M15	Peel Place Quarry, Holmrook	Land west of A595, north of Holmrook	Gosforth	Area of Search for sand and gravel	Not applicable	Very good by road	Adjacent to existing quarry and A595	0	via existing quarry access road to A595	None	No	0	Not available	Workington	No	Not applicable	Workington	21	Private	Yes	Site put forward by owner. No change to highway access or traffic volumes.	Good private access off the A595.
M17	Ghyll Scaur Quarry, Millom	Ghyll Scaur Quarry, Millom	west of A5093, Millom	Area of Search for very high skid resistance roadstone	Not applicable	Poor access by road	Adjacent to existing quarry and A5093	0	via existing quarry access road to A5093	None	No	0	Temporary rail loading facility	2	No	Not applicable	Millom	4	Aggregate Industries	Yes	Site put forward by owner	Provided the rate of extraction remains in line with the current planning consent, there is no deliverability constraint. Any expansion of output would require the use of rail (see site M31) or shipping facilities (e.g. Port of Millom)
M31	Rail sidings, Salthouse Road, Millom	Salthouse Road, Millom	Millom	potential temporary rail loading facility for Ghyll Scaur Quarry (M17)	Not applicable	Good access to quarry	Only 1.5 miles from quarry	500	via A5093 to quarry	Previous temporary use accessed by road. Permanent or reinstated rail loading facility could involve installation of aerial conveyor	Possibly, if permanent loading facility is constructed	?	Good	0	Possibly	?	Millom	2	Private	Yes	Site put forward by owner. If aerial conveyor is proposed, consent of relevant land owners would be needed	The site has previously been used as a rail loading facility associated with the nearby Ghyll Scaur Quarry. If the site is brought back into use, consideration should be given to the means of transporting material from the quarry, eg. an aerial conveyor, in order to minimise HGV movements on the A5093.
	South Lakeland District																					
SL1	Kendal Fell Quarry	Underbarrow Road, Kendal	Kendal	Household Waste Recycling Centre	Limited without access improvement	Poor without access improvement	Good access to A591 (southbound), subject to access improvements	0	via existing quarry access onto A591 (southbound) and to Underbarrow Road	Current access onto the A591 will require improvement to ensure that all lorries can access the site this way. Effective and safe access to the A591 is not helped by the absence of acceleration and deceleration lanes.	Yes. The access onto the A591 will require improvement. HWRC may be accessed from Underbarrow Road.	£8M (LEP bid for highway improvement)	Not available	Not available	No	Not applicable	Barrow or Heysham	30	Private	Potentially	Quarry operator relinquished minerals lease. Land and minerals rights owner preparing masterplan for area. Can HWRC be developed with access from Underbarrow Road, without any access improvements to A591?	Use of the site would be dependent upon improvements to access. A Transport Assessment or Statement would be required to identify the necessary road and junction improvements
M14	Kirkby Slate Quarry		Kirkby in Furness	Area of search for slate	Not applicable	good access to A5092 main road	Private access onto A5092	0	via existing quarry access onto A5092	None - internal access road	No	0	Not available	Not available	No	Not applicable	Barrow	15	Private	Yes		None, assuming no change to existing rate of extraction
M16	Holmescales Quarry	Old Hutton	Kendal	Area of Search for skid resistant roadstone	Not applicable	Poor access by road	HGV access is currently controlled by condition	4000 (A65)	One way system for HGVs from A65 via Oxenholme, Middleshaw and Old Hutton (B6254) and via minor road to Gatebeck (and back to A65).	Compliance with condition on existing consent, which stipulates the 'one-way' HGV route that must be used. Traffic impact on narrow local roads and nearby villages needs to be considered.	Improvements may be required to facilitate further use of quarry.	0	Not available	?	No	Not applicable	Barrow or Heysham	35	Aggregate Industries	Yes	HGV routing policy in place. Quarry not currently extracting due to limited remaining reserves	Owner is supportive of proposed Area of Search. Existing access arrangement (via minor roads, controlled by one way lorry routing plan) is not ideal. If the quarry is to be expanded, highway improvements may be necessary.
M30	Roan Edge Quarry	New Hutton	Adjacent A684 and M6	Area of Search for sand and gravel	Not applicable	Very good by road	Adjacent to existing quarry and M6	0	via existing quarry access road to A684 and nearby M6 (J37)	None	No	0	Not available	?	No	Not applicable	Barrow or Heysham	30	Cemex UK Materials Ltd	Yes	May require the diversion/closure of an existing bridleway. New or temporary bridleway may need to be constructed	Expansion into the Area of Search would require a Transport Assessment or Statement to determine highway impacts. The Developer would need to fund any necessary improvements and to divert the existing public right of way.

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	Eden District																					
ED31	Flusco Landfill Complex	Newbiggin, Penrith	Penrith	Waste treatment and management facility	Not applicable	Good by road. Close to A66 and M6 (J40)	Good. Lorries would need to be routed using minor roads to west of site to avoid Newbiggin village.	2,500	via existing access onto minor roads to A66	Highways Agency (HA) will need consulting re. suitability of existing A66 junction	Possible improvements to A66 junction, subject to HA views	??	Not available	7	No	Not applicable	Workington	38	Lakeland Minerals Cumbria Waste Management partnership	Yes		A Transport Assessment or Statement will be required if a significant increase in HGV traffic is anticipated. The developer would need to fund any necessary improvements. The existing lorry routing plan would need to be complied with
M18	Stamphill	Long Marton	Appleby	Preferred Area for gypsum	Not applicable	Good by road or rail	Access to A66 via existing minor roads	2,000	Via minor roads to A66	Whilst gypsum would be moved by conveyor to nearby Kirkby Thore Works, the access for quarry workers needs to be clarified.	Possible works to improve access between the site and A66	??	Existing rail loading facility at Kirkby Thore Works	0	No	Not applicable	Workington	50	Private	Yes	The means of access to the new open cast quarry for construction traffic and site operatives would need to be established. Planning permission previously granted in 1990's	No constraints, provided an internal access route can be provided between the quarry and Kirkby Thore Works. Any new access to the highway network would need to be the subject of a Transport Assessment or Statement. The developer would need to fund any necessary improvements.
M35	Shap Beck Quarry Sidings		Shap	Sidings for transporting quarry products	Not applicable	Good by rail	Not applicable	Not applicable	via sidings off West Coast Main Line	None	No	0	Operational sidings	0	No	Not applicable	Workington	46	Hanson	Yes		None
M36	Shap Fell Quarry Sidings		Shap	Sidings for transporting quarry products	Not applicable	Good by rail	Not applicable	Not applicable	via sidings off West Coast Main Line	None	No	0	Operational sidings	0	No	Not applicable	Workington	50	Tata Steel	Yes		None
M37	Shap Blue Quarry Rail Sidings		Shap	Sidings for transporting quarry products	Not applicable	Good by rail	Not applicable	Not applicable	via sidings off West Coast Main Line	None	No	0	Operational sidings	0	No	Not applicable	Workington	51	Cemex UK Materials Ltd	Yes		None
M38	Kirkby Thore Gypsum Works Sidings	Long Marton	Appleby	Sidings for transporting gypsum by rail	Not applicable	Good by rail	Not applicable	Not applicable	Via Settle to Carlisle railway line	None	No	0	Operational sidings	0	No	Not applicable	Workington	50	British Gypsum/Saint Gobain	Yes		None
	Carlisle																					
CA11	Stephenson Industrial Estate	Willowholme	Carlisle	Waste treatment and management facility	Not applicable	Site is centrally located in Carlisle, but access is awkward, being served by a industrial access road, with a 300m length of unadopted single track	Site is slightly isolated and the final 300m of the access road is an unadopted single track road, which will require improvement	1,000	via existing industrial area (Willow Holme Road and Bridge Lane) to A595 Bridge Street	Unadopted single track access road may require improvement to increase capacity and enhance standard of construction.	No	0	Rail freight facility at Kingmoor, Carlisle	5	No	0	Workington	32	Private	Yes	Junction of Bridge Lane and Bridge Street (A595) has recently been improved. It is anticipated that the site entrance would require improvement.	Development of the site will be dependent upon improvements to Stephenson Road (a private access road) and a limitation on peak hour vehicle movements should the roundabout at the junction of A595 and B5307 be over capacity.
CA30	Kingmoor Road Recycling Centre	Kingmoor	Carlisle	Recycling centre (sorting and bulking of kerbside waste)	Not applicable	Good	Close to Carlisle. Approx 2 miles from J44 via A689 (CNDR)	1,000	Access via Kingmoor Road to A689	None, though bridge height restriction (4.2m) limits access between the site and A689	No	0	Rail freight facility nearby at Kingmoor	2	No	0	Workington	34	Private	Yes	Height restriction on the bridge to the north of the site may be an issue	No highway constraints envisaged. Nearby railhead offers potential for movement by rail.
CA31	Kingmoor Park East	Kingmoor	Carlisle	Waste treatment and management, including Energy from Waste plant	Not applicable	Very good by road	Adjacent to A689 (CNDR) and close to M6 (J44)	0	Access onto adjacent A689, via existing industrial estate roads.	Access to Kings Drive to south or Kingmoor Park Road to the north	No	0	Rail freight facility nearby at Kingmoor	2	No	0	Workington	34	Private	Yes		No highway constraints are envisaged, provided access is from King's Drive. Significant waste volumes would ideally be delivered close to the site by rail, as the Kingmoor railhead is only 0.5km away.
M08	Cardewmires Quarry	Cardewlees	Dalston	Area of Search for sand and gravel	Not applicable	Good by road	Close to A595	800	Via existing quarry access road and minor road (Barras Brow) onto A595	None if existing access can be used	No	0	Adjacent rail line, but siding unlikely	11	No	0	Workington	27	Thomas Armstrong Ltd	Yes	Need to investigate vehicular access to the site, given that it is separated from the existing site via the existing quarry by a railway.	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 will require a Transport Assessment or Statement.
M10	Silvertop Quarry	Hallbankgate	Brampton	Area of Search for limestone (to replace part of site that has engineering problem)	Not applicable	Good by road	Close to A689	500	via existing quarry access road to A689	None	No	0	Not available	24	No	0	Workington	40	Private	Yes	No extra capacity likely, therefore no relevant highway impact.	No highway constraints provided there is no change in site output.
M34	Kingmoor Rail Sidings		Kingmoor	Safeguarded railway sidings	Not applicable	Good by rail	Not applicable	Not applicable	via sidings off West Coast Main Line	None	No	0	Operational sidings	0	No	0	Workington	34	Network Rail			Railfreight Terminal has good access to A689 (CNDR)
	Allerdale																					
AL3	Oldside	Oldside	Workington	Waste treatment and management facility	Not applicable	Good by road	Close to A596	250	via minor road to A596	possible improvement to A596/A66 and A596/A594 junctions	Yes. Possible junction improvements	Highways have prepared report commissioned by LEP to look at highway improvements	Sidings available at Workington Docks	0.5	No	0	Workington	0	Allerdale BC	Allerdale BC has no objection to the allocation. A previous option agreement with Port Derwent has been terminated	Need to establish whether junctions require improvement. Review Highways report.	The site would ideally receive deliveries of waste by rail to the nearby sidings at Port of Workington. A Transport Assessment or Statement will be required to the assess the highway impacts of any development. The developer would need to fund any necessary improvements.
AL8	Lillyhall Waste Management Centre	Lillyhall	Workington	Waste treatment and management facility	Not applicable	Good by road	Close to A595	250	via Joseph Noble Road to A595	None	No	0	Sidings available at Workington Docks	5	No	0	Workington	3	Private	FCC	No extra traffic.	No highway constraints.

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AL18	Port of Workington	Port of Workington	Workington	Waste treatment and management facility	Not applicable	Good by road	Close to A596	250	via minor road to A596	possible improvement to A596/A66 and A596/A594 junctions	Yes. Possible junction improvements	Highways have prepared report commissioned by LEP to look at highway improvements	Sidings available at Workington Docks	0	No	0	Workington	0	Cumbria CC	Yes		The site would ideally receive deliveries of waste by rail to the sidings on site. A Transport Assessment or Statement will be required to the assess the highway impacts of any development. The developer would need to fund any necessary improvements.
AL32	Rail sidings at Siddick	Flimby	Maryport	Railhead for minerals or waste development	Not applicable	Good by road	Close to A596	0	direct access to A596	Minerals or waste transported by rail, but new entrance onto A596 needed for worker and construction access	Possible improvements associated with formation of entrance	?	Adjacent to railway with potential to create sidings and rail freight facility	0	Yes	?	Workington	2	Unknown	?	Ground stability considerations	A Transport Assessment or Statement would be required to determine highway impacts. Site access would be likely to require improvements to the highway (A596), including right turn lane and acceleration/deceleration lanes.
AL37	Lillyhall Industrial Estate	Lillyhall	Workington	Household Waste Recycling Centre	Good by road	Good by road	Close to A595	400	via Joseph Noble Road to A595	None	Unlikely	0	Sidings available at Workington Docks	5	No	0	Workington	3	Private	Yes	Traffic will be generated. Seek Highways opinion.	No highway constraints.
AL38	Innovia rail sidings		Wigton	Safeguarded railway sidings	Not applicable	Good by rail	Not applicable	Not applicable	via Cumbrian Coast Railway Line	None	No	0	Operational sidings	0	No	0	Workington	23	Private			No rail constraints
AL39	Silloth Port		Silloth	Safeguarded port	Not applicable	Good by sea	Not applicable	9,000	Via B5301 to A596	None	No	0	Not available				Silloth	0	ABP	Yes		Operational port, used mainly for agricultural and food imports, but with potential for minerals or waste movements.
M6	Overby and High House Quarries	Aikshaw		Area of Search for sand and gravel	Not applicable		5km from principal road network (A596)	5,000	Via B5301 to A596	None	No	0	Workington		not applicable		Silloth		D A Harrison and Thomas Armstrong Ltd		No extra capacity likely, therefore no relevant highway impact.	No highway constraints provided there is no change in site output.
M24	Derwent Howe		Workington	Minerals Safeguarding Area for Secondary Aggregates	Not applicable	Good by rail or sea	Access to A597 is via mainly residential areas.	600	Via existing access onto Prince's Way and Bessemer Way	None	No	0	Sidings available	0	Yes if sidings are to be used	?	Workington	0	Private	Yes	No extra capacity likely, therefore no relevant highway impact.	No significant highway constraints. Potential rail or port use nearby
	Barrow																					
BA26	Barrow Port	Ramsden Dock Road	Barrow	Safeguarded port	Not applicable	Good by sea	Not applicable	1,500	via local roads to A590	None	No	0	Rail sidings serve port	0	No	0	Barrow	0	ABP	Yes		
M5	High Greenscoe Quarry	East of A595	Askam in Furness	Area of Search for brick-making mudstone	Not applicable	Good by road	Access via minor road and quarry access road to A595	600	via minor road to A595. However quarry serves brickworks immediately west of A595 (800m away)	No change to rates of extraction.	No	0	Not available	11	No	0	Barrow	8	Private	Yes	Quarry serves brickworks on opposite side of A595, only 800m away by road	No highway constraints provided there is no change in site output and destination of the materials. If a change is proposed, then a Transport Assessment or Statement would be required to identify the necessary road and junction improvements. It appears that the public footpath along the SE boundary would be unaffected by development of the site, but this would need to be considered.
M12	Roosecote Quarry	Rampside Road (A5087)	Roosecote	Area of Search for sand and gravel	Not applicable	Good, but involves additional traffic in Barrow town centre	Direct access to A5087, although traffic would need to travel through Barrow town centre	0	Along A5087	Construct entrance onto A5087 Rampside Road	No	0	Not available	6	No	0	Barrow	4	Private	Yes	A Transport Assessment would be required. Site replaces existing quarry to west of main road and would not increase the rate of extraction.	A Transport Assessment or Statement will be required to the assess the highway impacts of any development. The developer would need to fund any necessary improvements. It appears that the public footpath along the northern boundary would be unaffected by development of the site, but this would need to be considered.

Deliverable - Suitable means accessible. Achievable means willing developer. Available means willing landowner