

PROPOSED 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

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

* main towns = 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.

Considerations

The site 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 is within 1.3km; River Derwent and Tributaries SSSI is within 1.3km; Workington Hall – Registered Historic Park and Gardens and Workington Bridge – Listed Structure are within 1.3km. Siddick Ponds SSSI/Local Nature Reserve is 285m away and Oldside County Wildlife Site 360m. 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 the 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.

Flood map zone

No flood risk identified

Safeguarding

None identified

Agricultural Land Classification

Urban

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 previous 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.

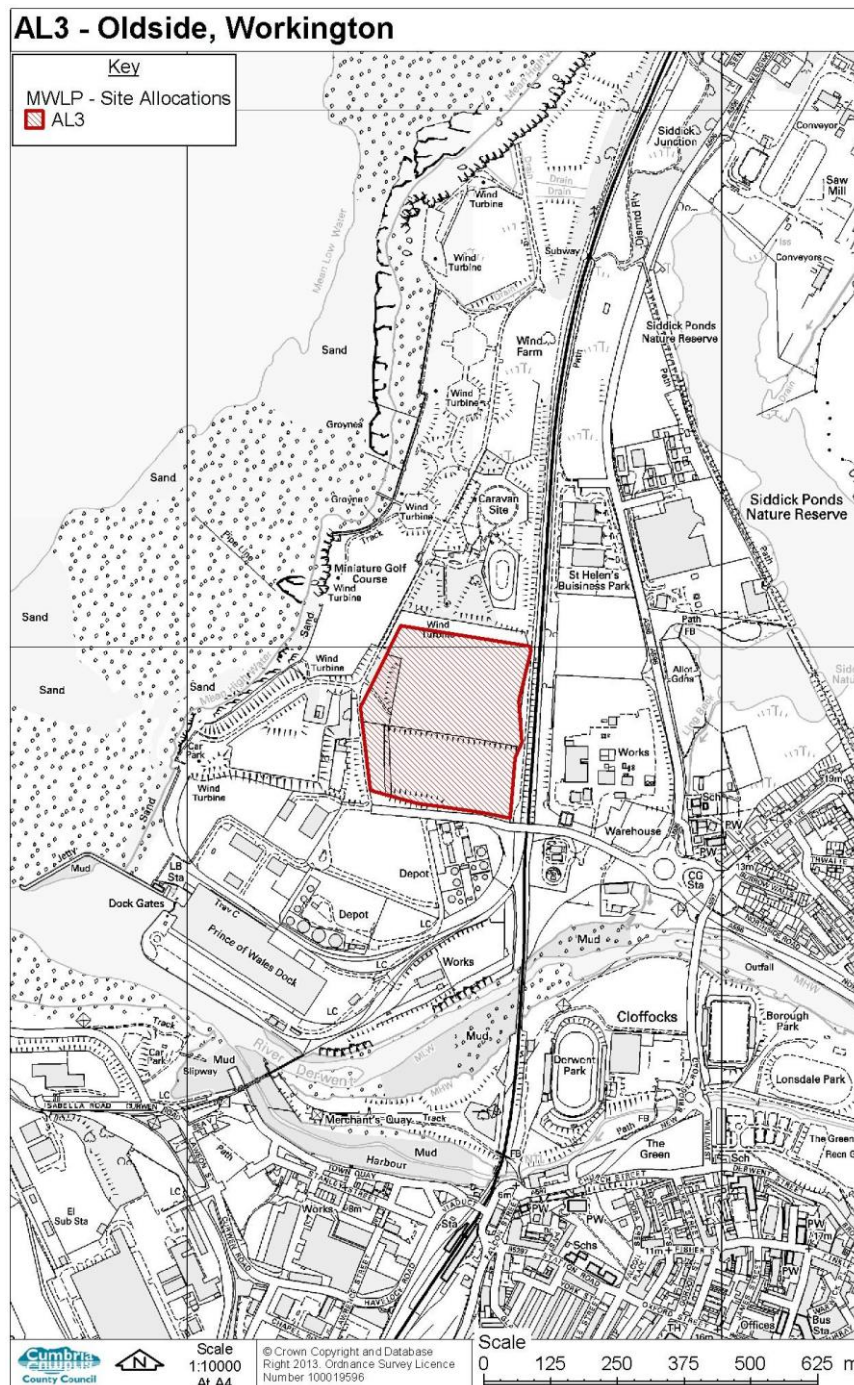
Waste management developments would not be in keeping with businesses in the area.

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

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.

Summary of spring 2015 consultation comments

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.



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 to which access could 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)		?
	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 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
SP12 Climate change mitigation and adaptation
SP13 Economic benefit
SP14 Environmental assets
SP17 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/change proposed 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.: again 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 and should not have an adverse impact on 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 away and the Oily Johnnies Willow Patch CWS is 700m. There are two areas of Ancient Woodland/UK Priority Habitat at 1km and 1.2km from 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, 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.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

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 previous 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.

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.

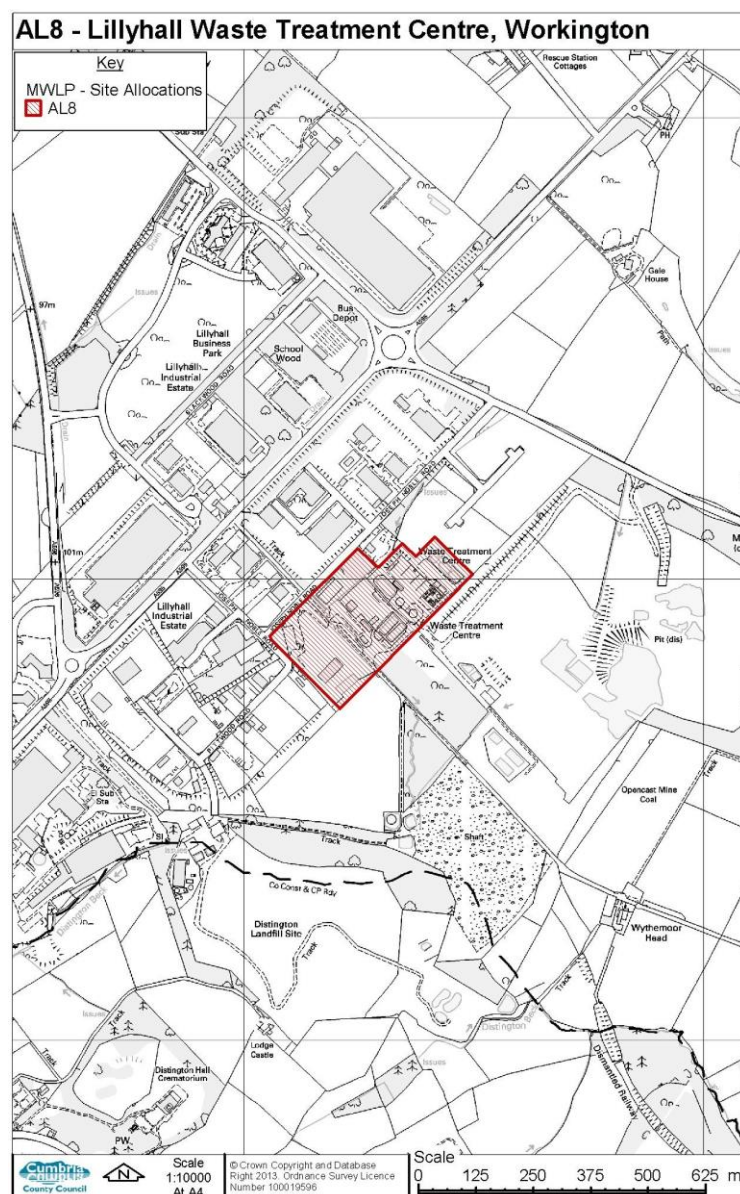
The minor tributary, Distington Beck, runs through this site and contains trout; otter signs were recorded in 2005.

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.

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.

Summary of comments from spring 2015 consultation

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



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
SP12 Climate change mitigation and adaptation
SP13 Economic benefit
SP14 Environmental assets
SP17 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/change proposed 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 policies SAP2 and also 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 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 within 730m; Barepot CWS is 1.4km; Hazel Gill CWS is 1.5km; Hallguards CWS is 1.6km; Siddick Pond SSSI/Local Nature Reserve/UK Priority Habitat of fen, marsh and swamp 450m; UK Priority Habitat of coastal habitats above high water lies 620m away; and three separate areas of Ancient Woodland/UK Priority Habitat of semi-natural woodland - Stainburn Woods, Hazel Gill Wood and Calva Brow Wood - are 1.6km, 1.7km and 1.8km away respectively.

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 from 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.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues are identified

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 previous 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.

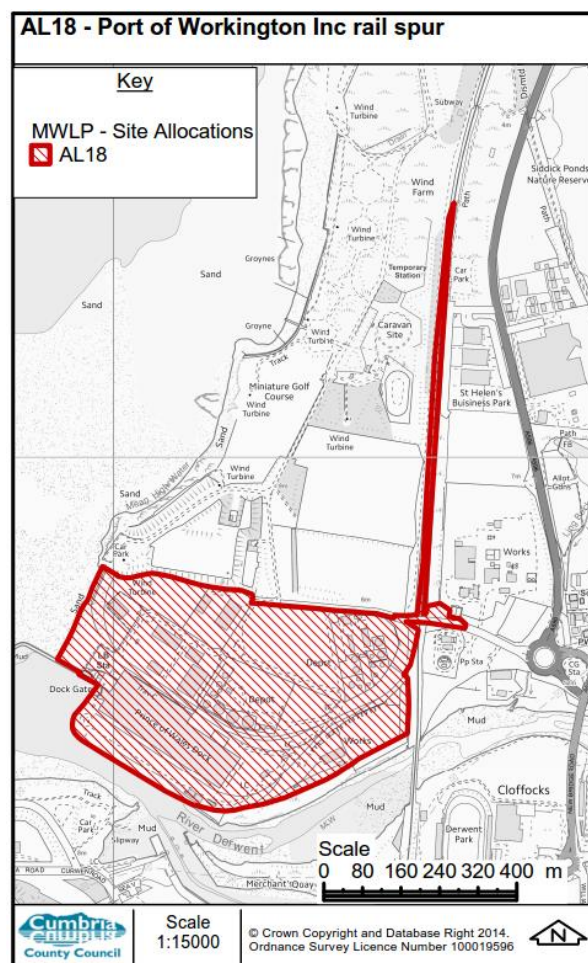
River Derwent SAC is not far from the site, so there is a need to ensure that there are no impacts on migratory fish. Mitigation measures would be needed to ensure that there is no contamination of watercourses during construction and operation.

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.

Summary of comments from spring 2015 consultation

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.



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		
	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***	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
SP12 Climate change mitigation and adaptation
SP13 Economic benefit
SP14 Environmental assets
SP17 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/change proposed 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; previous SA assessment also refers to possible need for improvements at junction at 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 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.

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 butterfly, Dingy Skipper, Grayling, Small Heath and reptiles.

Environmental assets

The site adjoins the Siddick (Flimby Coast) County Wildlife Site (CWS) and is around 800m from Eagle Gill CWS, 1.6km from Hazel Gill CWS and 1.1km from Oldside CWS. Eagle Gill and Hazel Gill CWSs are also semi-natural woodland UK Priority Habitat. 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.

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.

Flood map zone

No identified flood risk

Safeguarding

The site is within the safeguarding areas for the Siddick to St Helens and Bothel to Seaton gas pipelines

Agricultural Land Classification

Urban

Landscape Character Area

Sub-type 2d – coastal urban fringe

Sequential approach

Land developed with wind turbines

Summary of comments from previous consultation stages

This is a greenfield site with coastal views.

The safeguarding of potential railheads is supported.

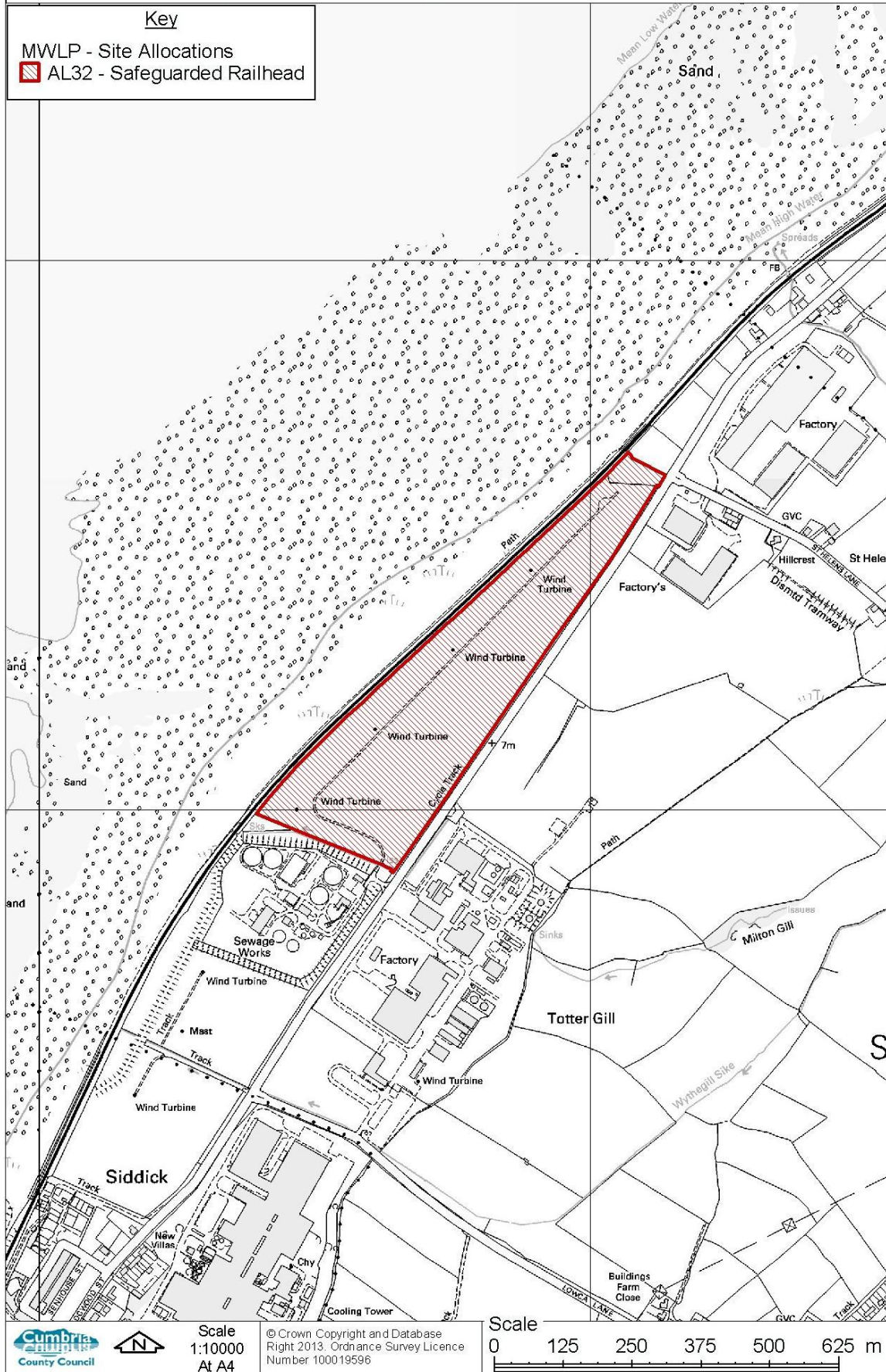
Development is adjacent to Workington WwTW and could impair the future expansion of the assets in supporting the development aspirations of Allerdale Council.

Advice on archaeological mitigation should be sought.

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.

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



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	✓ ✓
	Zone 2		
	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	?

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
 SP12 Climate change mitigation and adaptation
 SP13 Economic benefit
 SP14 Environmental assets
 DC6 Cumulative environmental impacts
 DC16 Biodiversity and geodiversity
 DC18 Landscape and visual impact
 SAP5 Safeguarding of existing and potential railheads and wharves

Mitigation/change proposed 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.

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 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

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 away; the Alcan Wildlife Area CWS, which is also UK Priority Habitat hay meadows and pastures, is 790m away; both the Harrington Railway Line CWS and the Wythemoor CWS are 2.1km away; and the Harrington Reservoir Local Nature Reserve CWS is 2.4km away. There is an area of UK Priority Habitat semi-natural woodland 1.4km away. There are two areas of Ancient Woodland; one unnamed is 1.5km away and Struthers Wood is 1.8km away. There is a special roadside verge on the industrial estate at Blackwood Road, 490m away.

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 3.35km away.

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. 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 may be required.

Flood map zone

No identified flood risk

Safeguarding

No safeguarding issues identified

Landscape Character Area

Sub-type 5d – urban fringe

Sequential Approach

Brownfield, within 5 miles of a town

Summary of comments from previous consultation stages

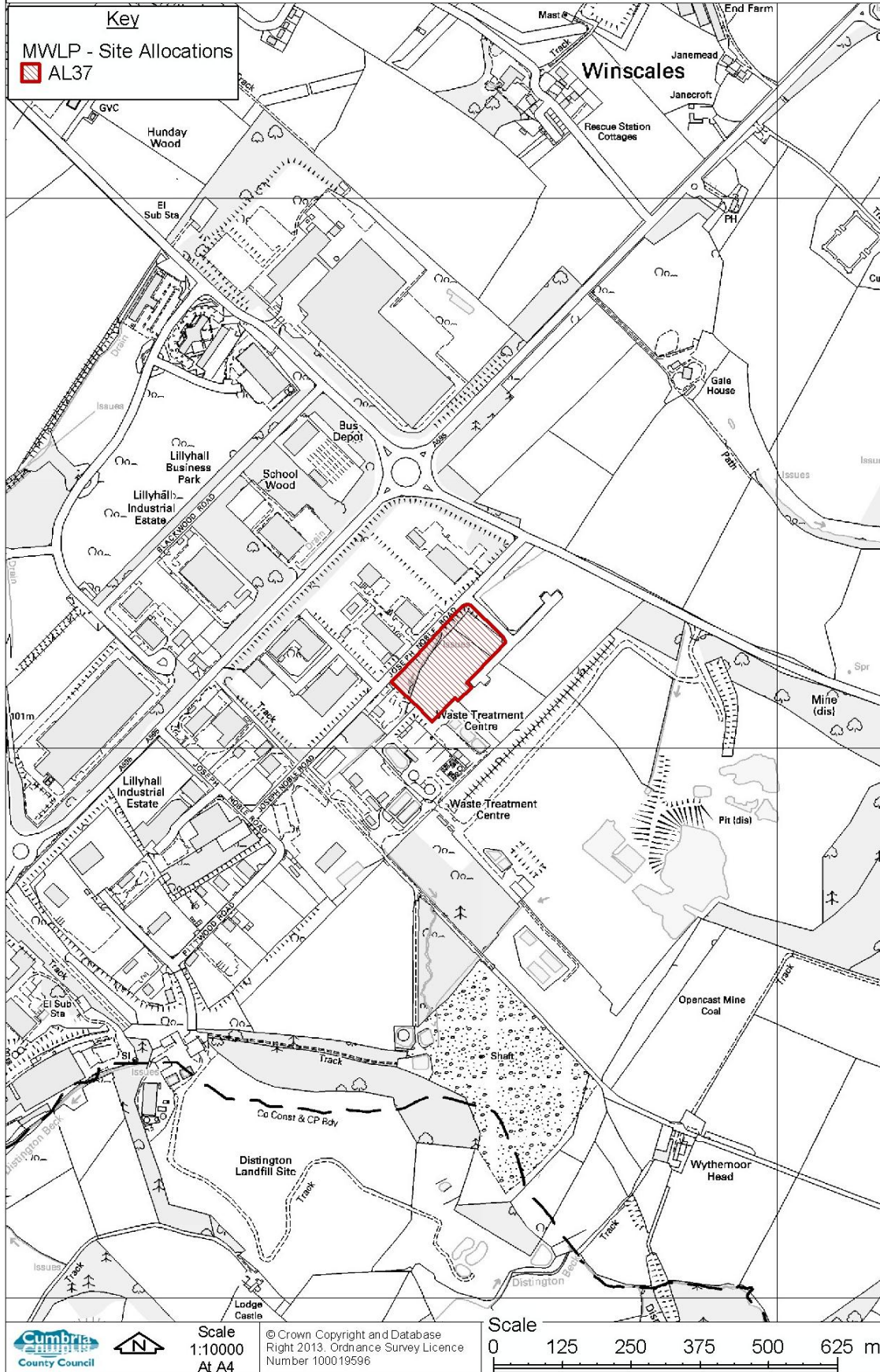
Support for this allocation in the preceding rounds of consultation was expressed and sustains no objection now.

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

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.

AL37 - Lillyhall Industrial Estate, Workington



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
SP12 Sustainable location and design
SP13 Economic benefit
SP14 Environmental assets
SP17 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/change proposed 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 away
- South Solway Mosses SAC (which is also a National Nature Reserve) is the closest European Wildlife Site at 3.6km
- Oulton Moss SSSI is the closest at 2.5km
- UK priority habitat – coastal and floodplain grazing marsh 850m away
- Brickworks Pond County Wildlife Site just over 2km away
- Old Lane Mill (windmill), Station Road, closest Listed Building at 80m, but a number of others 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

Flood map zone

Flood zones 2 and 3 are adjacent to site, which is embanked

Safeguarding

- Innovia Films, a Major Hazard Site (designated by HSE), adjacent
- Oxrigg/British Sidac (CW04) – Northern Gas Network is 150m away

Agricultural Land Classification

Urban

Landscape Character Area

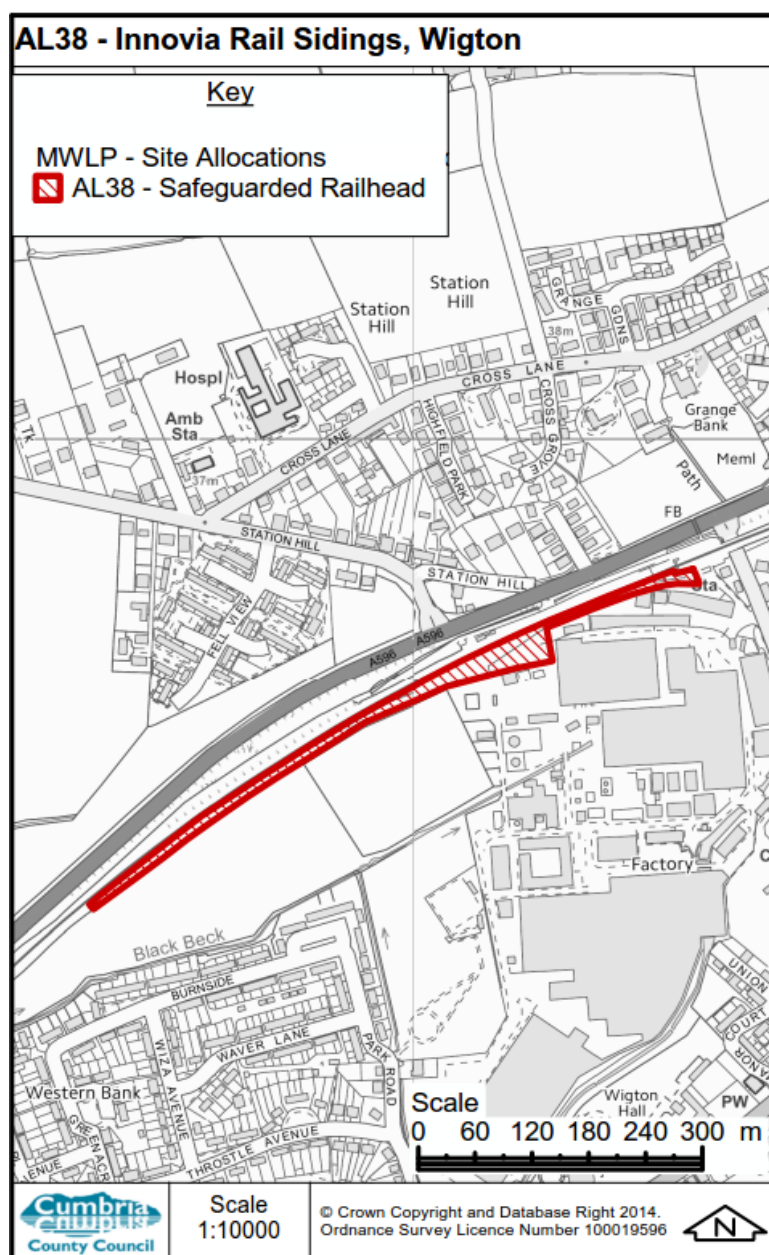
5b: Lowland - Low Farmland

Sequential approach

Existing facility, within a town

Summary of comments from previous consultation stages

None



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	✓
Relevant MWLP policies: 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 DC2 General criteria DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity DC17 Historic environment SAP5 Safeguarding of potential and existing railheads and wharves			
Mitigation/change proposed 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 site is identified as an existing safeguarded site for 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			

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

Flood map zone

Flood Zone 3 tidal model

Safeguarding

- site is outside (360m away) of MOD safeguarding zones affecting parts of Silloth area
- nearest HSE Major Hazard site is approximately 1.5km to the east

Agricultural Land Classification

Urban and non-agricultural

Landscape Character Area

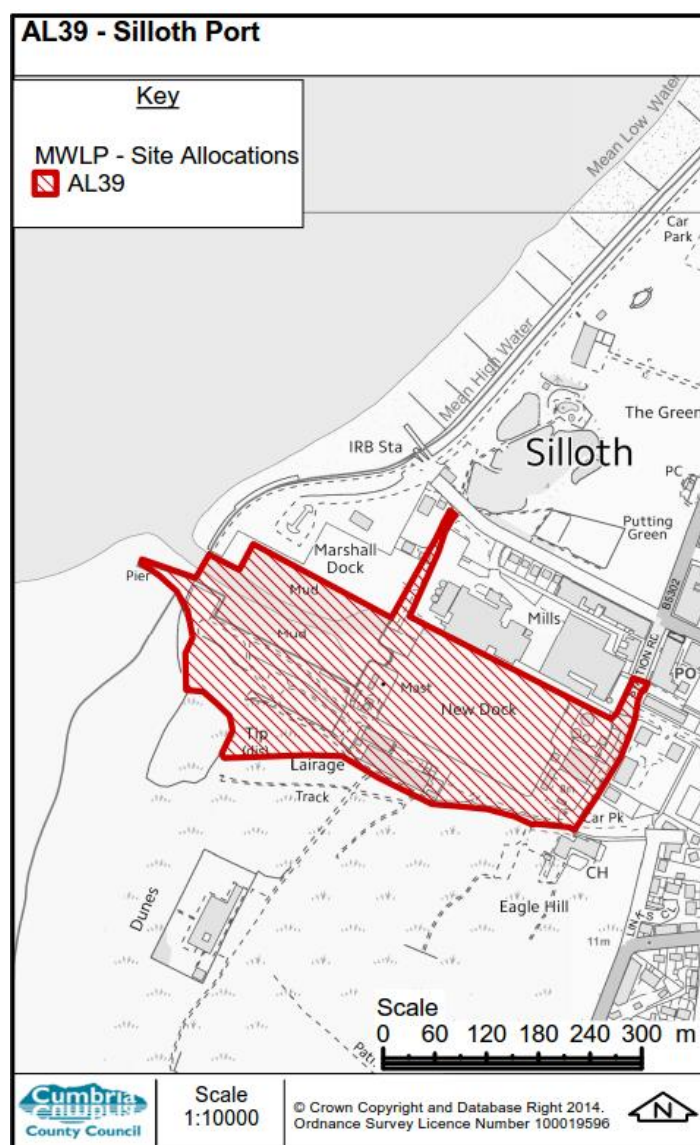
Sub-type 2d: Coastal Margins - Coastal Urban Fringe

Sequential approach

Under-utilised areas within the Port, at a town

Summary of comments from previous consultation stages

None



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	x
	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 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 SAP5 Safeguarding of potential and existing railheads and wharves			

Mitigation/change proposed in Sustainability Appraisal:

No mitigation proposed.

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

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 Dec 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 away (and also a Site of Invertebrate Significance). Hangingshaw Moss CWS 1.1km; Cockley Moss and Meadows CWS 1.4km; and New Cowper Meadow CWS 1.9km away.

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

An area of coastal and floodplain grazing marsh UK Priority Habitat is 700m away. 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 **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 away. There is no pathway between site M6 and South Solway Mosses SAC, around 7.9km away.

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.

Flood map zone

No flood risk identified

Safeguarding

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

Agricultural land classification

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

Landscape Character Area

Sub-type 5b – low farmland

Sequential Approach

Existing quarries

Summary of comments from previous consultation stages

General: The Area of Search is inappropriate because it appears unlikely that extra reserves will be needed within the Plan period.

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:

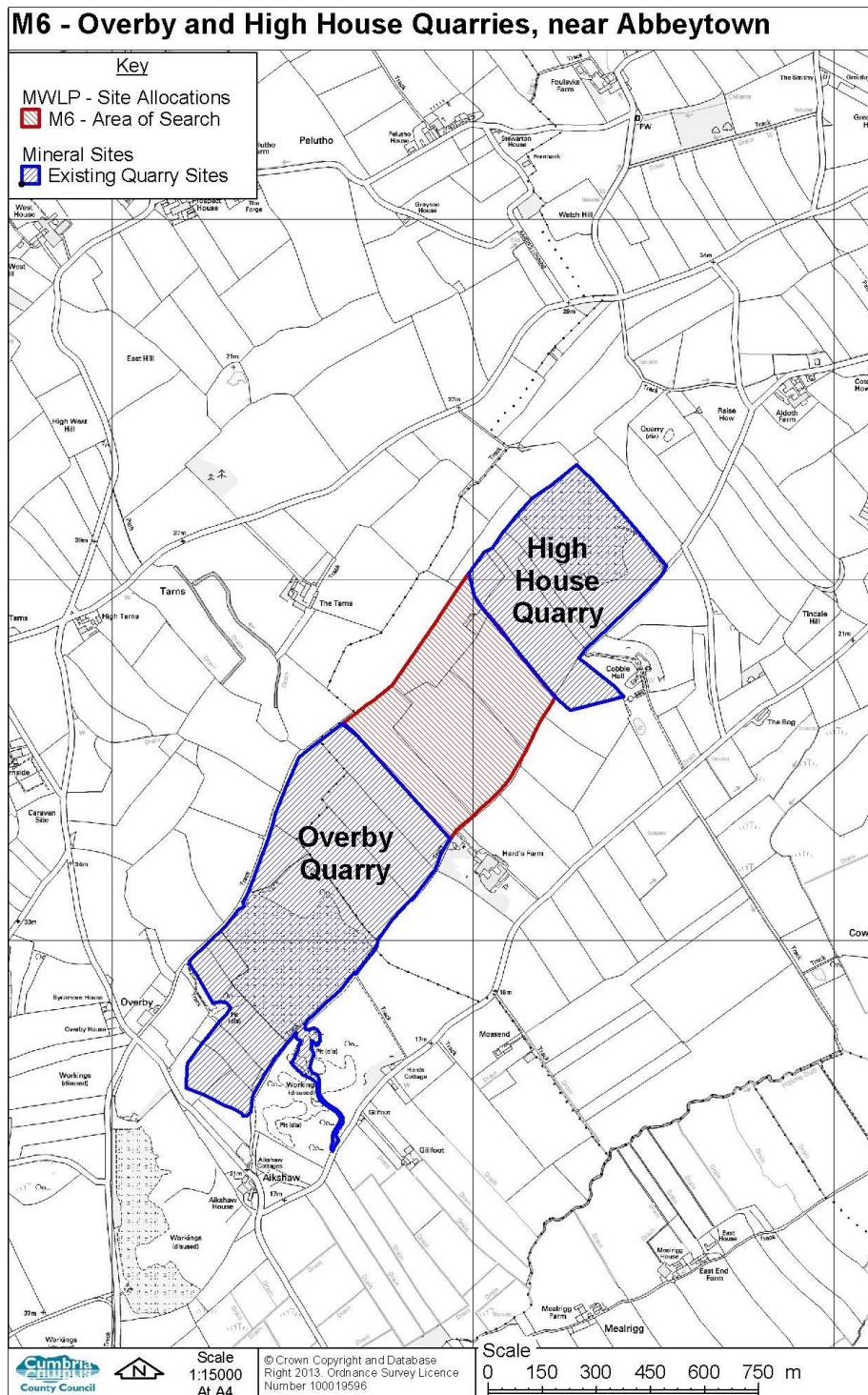
- Restoration/creation of Biodiversity Action Plan habitats should be considered.
- The four surrounding County Wildlife Sites rely on water table/water supply being maintained. Main interest is the relationship between the hydrology and the surrounding high value wildlife sites; an assessment of this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

Summary of comments from spring 2015 consultation

In order to reduce the impact of associated transport movements on local communities, should a planning application be approved on this area of search, the County Council should impose planning conditions restricting traffic movements to and from the site.

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.



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 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***	Dean Cross DVOR Technical Site (1) consultation area – unlikely to cause an impact	?
	Conflict with safeguarding procedures/zones		
Relevant MWLP policies: SP1 Presumption in favour of sustainable development SP7 Minerals provision and safeguarding SP12 Climate change mitigation and adaptation SP13 Economic benefit SP14 Environmental assets SP15 Restoration and afteruse SP17 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 afteruse SAP4 Areas for minerals			
Mitigation/change proposed in Sustainability Appraisal: Provided the site is only worked progressively, once one or both of the currently operational sites have closed, 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.			

Summary of overall assessment:

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.

Site Assessment score: ✓ positive

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.

It is proposed to allocate the slag bank 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 current planning permission expires on 31 October 2016.

Considerations

The proposed 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.

Coastal erosion, especially near the current quarry access is being addressed through use of rock armour, and allocation of a larger MSA could assist in the investigation of an extension of the quarry (to the north). A safeguarding allocation does not, of itself, permit further development, and the extent of further working is unclear. 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 away. Siddick Ponds SSSI, which is also fen, marsh and swamp UK Priority Habitat, is 1.6km away. 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 from the site. Workington Hall, Registered Historic Park and Gardens, lies 1.7km from the site. Workington Bridge, Listed Structure, is 2km away.

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 of any ongoing or extended quarrying 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.

Flood map zone

Adjacent to flood zone 3 and the slag bank provides sea defence

Safeguarding

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.

Agricultural Land Classification

Urban

Landscape Character Area

Urban

Sequential Approach

Existing secondary aggregates extraction

Summary of comments from previous 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.

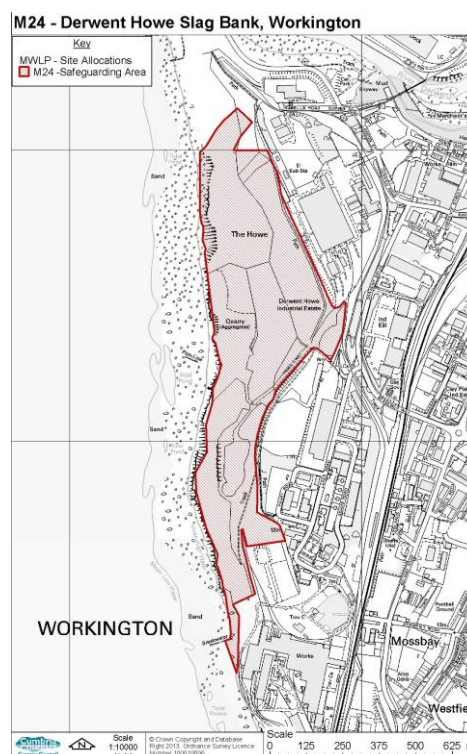
There is good access to the site via rail and sea, but all bar one road is via residential areas, so any traffic volume increase would have major implications.

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.

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.

Summary of comments from spring 2015 consultation

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.



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	Existing 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		

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
 SP7 Minerals provision and safeguarding
 SP12 Climate change mitigation and adaptation
 SP15 Economic benefit
 SP14 Environmental assets
 SP15 Restoration and afteruse
 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 afteruse
 SAP5 Mineral Safeguarding Areas

Mitigation/change proposed in Sustainability Appraisal:

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.

Summary of overall assessment:

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 proposed Minerals Safeguarding Area.

Site Assessment score: ✓ positive

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 previous 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 would 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 previous 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 previous 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 previous 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 previous 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 which 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 previous 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 previous 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 previous 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, as this was the only one proposed, 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