

PROPOSED SITES WITHIN CARLISLE CITY

Household Waste Recycling Centres

None

Waste Treatment and Management Facilities

CA11 Willowholme

CA30 Kingmoor Road recycling site

CA31 Kingmoor Park East

Landfill

None

Preferred Areas for minerals

None

Areas of Search for minerals

M8 Cardewmires Quarry for sand and gravel

M10 Silvertop Quarry for limestone

M11 Kirkhouse Quarry for sand and gravel

Mineral Safeguarding Areas

Limestone

Sand and gravel

Shallow coal and fireclay

Brick clay

Safeguarding of existing and potential railheads and wharves

M34 Kingmoor Rail Sidings, Carlisle

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

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

* main towns = Carlisle

** Key Service Centres = Brampton, Longtown

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

CA11 Stephenson Industrial Estate, Willowholme, Carlisle

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

Considerations

This site has an existing waste transfer and recycling facility, as well as a partly completed inert waste landfill. Modernisation of this site may free up land/capacity. It is considered that there is sufficient space on this site, and operations are not likely to constrain the adjacent WwTW, but this would be considered in more detail at planning application stage.

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

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

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

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

Environmental assets

Within a 2km radius of the proposed site are 14 Scheduled Monuments, all associated with Hadrian's Wall World Heritage Site and its Visual Impact Zone. Carlisle City Conservation Area is about 900m away.

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

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

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

Enhancement potential

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

This is the site of an historic ford, so mitigation would be required.

Flood map zone

Flood Zones 2 & 3

Safeguarding

The site is within the safeguarding area for the Macgas and Calor Gas Ltd. sites

Agricultural Land Classification

Urban

Landscape Character Area

Urban

Sequential approach

Brownfield site within a town

Summary of comments from previous consultation stages

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

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

Access to the site is via an unadopted road through Willowholme Industrial Estate. It is anticipated that the development of this site for waste management purposes would require some improvement to the site entrance.

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

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

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

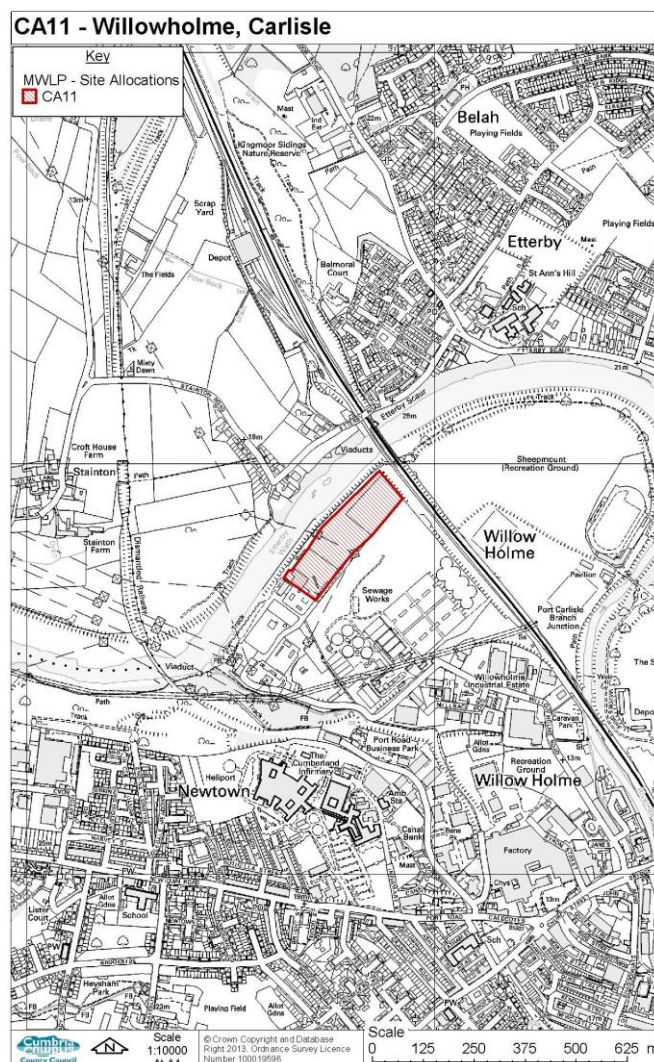
The impact on the setting of Scheduled Monuments, World Heritage Site and the Conservation Area will need to be assessed; advice should be sought on archaeological mitigation and interpretation of the historic ford.

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

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

Summary of comments from spring 2015 consultation

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



WASTE MANAGEMENT SITE SCORING MATRIX

CA11 Willowholme Industrial Estate, Carlisle

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

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

	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site lies within the safeguarding area for the Macgas and Calor Gas Ltd sites	?
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 SP15 Restoration and afteruse SP16 Section 106 planning obligations 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 DC17 Historic environment DC18 Landscape and visual impact DC19 Flood risk DC20 The water environment SAP2 Waste treatment facilities			
Mitigation/change proposed in Sustainability Appraisal: Principal measure is to restrict development to enclosed waste use, possibly requiring internal storage of incoming material and any baled (or similar) outputs in order to limit impacts on adjacent biodiversity assets. Possibly require buffer zone along the north western boundary, to reduce risks of impacts to the river, and provide scope for biodiversity improvement and visual screening of the site from the adjacent footpath. Additional assessments for protected species, heritage impacts on the adjacent historic ford, and of cumulative traffic impacts on the junction of the access road into the estate with the A595 needed.			
Summary of overall assessment: This is a brownfield site, allocated for employment use, which would provide an extension to the existing waste management facilities. It is well situated near the city centre, but there are problems with access and flooding unless water compatible development is proposed. Further assessment will be required to determine the level of impacts on the designated sites of national/international importance. Site Assessment score: ✓ positive			

CA30 Kingmoor Road recycling centre, Carlisle

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

Considerations

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

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

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

The site consented by permission 1/10/9019, accepted clean recyclables from local authority kerbside collections, Household Waste Recycling Centres and mixed commercial and industrial wastes. Approximately 39,000 tonnes per annum (tpa) of cardboard, paper, glass, cans, plastics, wood and metals were sorted and baled before transfer for recycling. The operator has indicated that throughput for the rebuilt facility could increase to approximately 58,000 tpa. Energy from Waste is not proposed for the site and would be unsuitable due to the proximity of residential areas to the east and south (more housing immediately to the south is allocated in the Carlisle Local Plan 2001-2016).

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

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

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

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

Environmental assets

The site is around 700m from both the River Eden and Tributaries SAC and SSSI; it adjoins the Kingmoor Sidings County Wildlife Site (CWS), which is also a Local Nature Reserve, and is on the opposite side of Kingmoor Road from the Kingmoor South Nature Reserve CWS. It is 500m from the Stanwix Conservation Area and is less than 100m from the Hadrian's Wall World Heritage Site Visual Impact Zone.

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

The following Key Species have been recorded in the locality: brown hare, common pipistrelle and noctule bat, Dingy Skipper, Small Heath, Wall and Grayling butterfly, Great Crested Newt, Lattice Heath and Cinnabar moth, otter, Pink Waxcap fungus and barn owl. Surveys will be required for breeding birds, reptiles, invertebrates and botanical interest.

The site is within a goose/swan flyway area and a great crested newt area; it is also 550m from a goose/swan important area.

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

The **Habitats Regulations Assessment** will need to assess whether allocation of this site is likely to have impacts on the River Eden SAC.

Enhancement potential

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

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

Flood map zone

No flood risk has been identified

Safeguarding

The site is within the Carlisle Airport 30km safeguarding area and lies 1.1km from the MoD ROC Carlisle Technical Site safeguard area

Agricultural Land Classification

Urban

Sequential approach

Part brownfield site within 5 miles of a town

Summary of comments from previous consultation stages

This site is partially designated as a Primary Leisure area, which links into a designated Local Nature Reserve. The loss of this area would be resisted.

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

It is too close to housing.

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

It has limited access from one direction due to a low bridge, meaning larger lorries travel through town. The highway authority would resist intensification of use before the CNDR is open and points out that access from the CNDR is restricted by a rail bridge height restriction.

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

Summary of comments from spring 2015 consultation

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

Summary of comments from autumn 2015 consultation

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

Key

MWLP - Site Allocations
CA30

Scale
0 60 120 180 240 300 m

Scale
1:10000

© Crown Copyright and Database Right 2014.
Ordnance Survey Licence Number 100019596

Waste Treatment and Management Site Scoring Matrix

CA30 Kingmoor Road recycling centre, Carlisle

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

8. Proximity to housing	No houses within 250 metres		
	Houses within 250 metres	150 houses within 250m. Nearest property 44 m away.	xx
9. Environmental assets	European/national sites, species or habitats		
	Potential to enhance		
	No impact		
	Indirect adverse (site outside designated area)		
	Direct adverse (site within designated area)	The site is 700m from River Eden SAC and SSSI - assessment of watercourse receptors required. Evidence indicates Great Crested Newts are adjacent to the site.	xx
	Local sites or priority species/habitats		
	Potential to enhance		
	No impact		
	Requires mitigation/ compensation measures - indirect adverse (site outside designated area)	The site adjoins the Kingmoor Sidings County Wildlife Site, and is on opposite side of road from Kingmoor Nature Reserve County Wildlife Site	x
	Requires compensation measures - direct adverse (site within designated area)	Mitigation and compensation may be possible, but will not be known until planning application stage	xx
10. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	Site is less than 100m from Hadrian's Wall World Heritage Site Visual Impact Zone, but impact would depend on height of development proposed	x
	Site likely to adversely impact on nationally designated landscape areas		
11. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Redevelopment of the previously approved site is likely to safeguard jobs.	✓
	Demonstrable adverse impact on inward investment		
12. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	The site falls within Carlisle Airport 30km safeguarding zone consultation area, but is unlikely to be a constraint	?

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
DC1 Traffic and transport
DC2 General criteria
DC6 Cumulative environmental impacts
DC9 Criteria for waste management facilities
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
DC19 Flood risk
DC20 The water environment
SAP2 Waste treatment and management facilities

Mitigation/change proposed in Sustainability Appraisal:

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

Summary of overall assessment:

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

Site Assessment score: ✓ /x positive/negative balance

CA31 Kingmoor Park East, Carlisle

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

Considerations

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

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

An Energy from Waste plant in this location could serve the whole complex of Kingmoor Park sites, which have a connected electricity supply provided by the landowner.

Given the limitations of site CA30 (proximity to housing; bridge height restrictions on access) this would be better location for equivalent capacity.

Environmental assets

River Eden SAC lies 800m away. The site is 340m from the nearest County Wildlife Site, Kingmoor Nature Reserve CWS; and is 780m from Kingmoor Sidings CWS and Local Nature Reserve which is an important site for Great Crested Newts.

The site lies 100m to the east of the Hadrian's Wall World Heritage Site Visual Impact Zone.

The **Habitats Regulations Assessment** will need to consider habitat surveys for otters, and maintenance/enhancement measures as appropriate and other impacts on the River Eden SAC. The site is near one of the most important areas for great crested newts, so mitigation/compensation measures may be needed.

Enhancement potential

The site proposed for allocation does not extend to the boundaries of the industrial estate plot, but leaves buffer strips between the site, adjoining estate roads, the CNDR and the railway line. Surveys of the allocated site and the surroundings would be required for breeding birds, reptiles, invertebrates and botanical interest.

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

Flood map zone

No flood risk identified

Safeguarding

The site lies within the Carlisle Airport 30km safeguarding area

Agricultural land classification

Urban

Landscape Character Area

Sub-type 5d – urban fringe

Sequential approach

Brownfield site within 5 miles of a town

Summary of comments from previous consultation stages

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

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

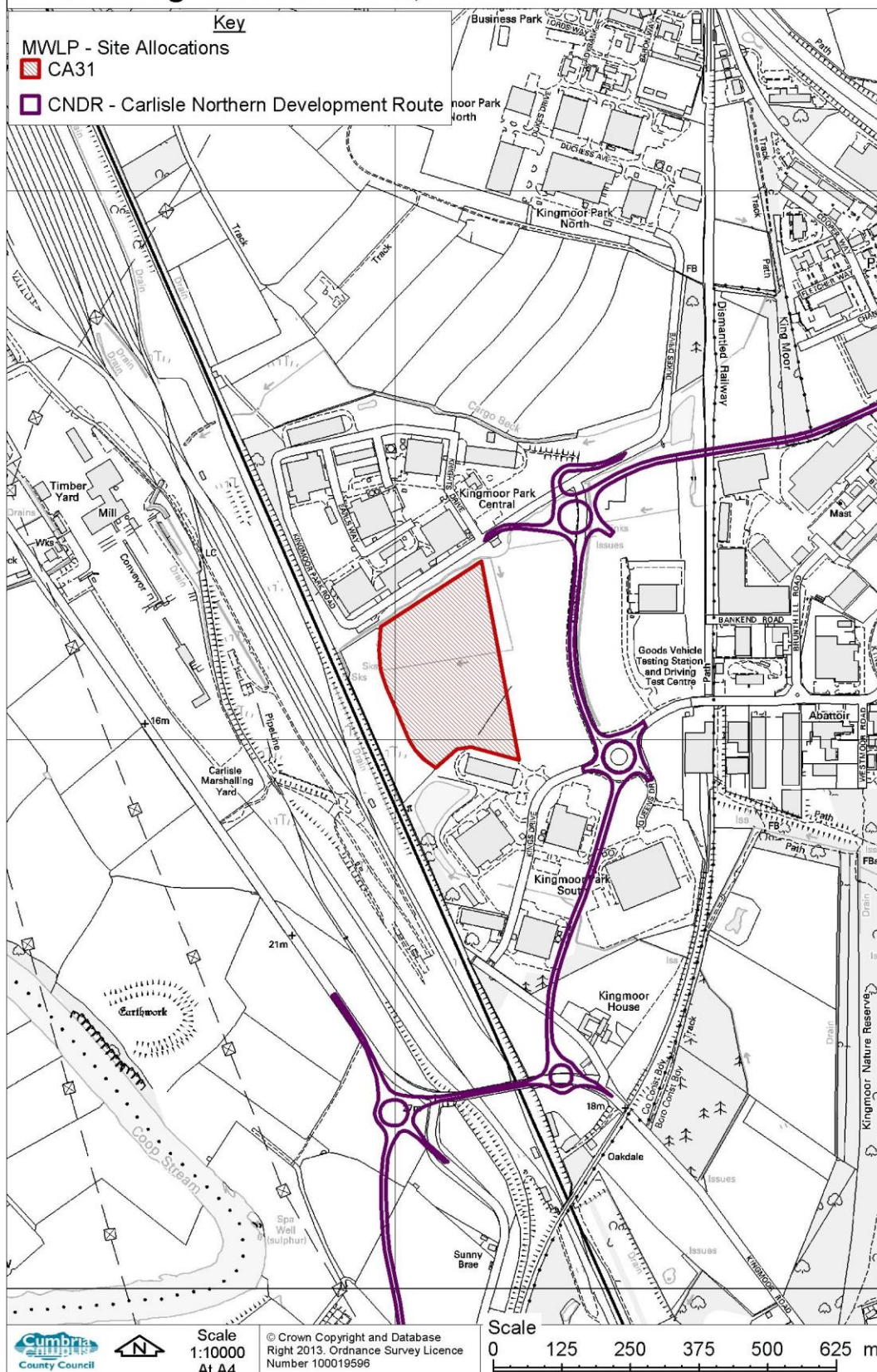
Any new or additional waste facilities should be planned and operated in ways that would not adversely impact on its future development potential.

Transferred private sewers may be affected by development

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

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

CA31 - Kingmoor Park East, Carlisle



WASTE MANAGEMENT SITE SCORING MATRIX

CA31 Kingmoor Park East, near Carlisle

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

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

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
DC2 General criteria
DC6 Cumulative environmental impacts
DC7 Energy from Waste
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
SAP2 Waste treatment facilities

Mitigation/change proposed in Sustainability Appraisal:

Mitigation requirements are primarily best practice requirements for supporting detail of waste developments and will probably include those required by the local planning authority's validation lists. A planning permission will need to be supported by ecological assessments to check on use/occupancy of the site by various protected species. Assessment of cumulative impact on traffic on the Carlisle Northern Development Route is also advisable, though there may be limited history of usage levels as the road has only been open a little over 2 years. Further assessment and mitigation may be necessary if the site is proposed for an EfW facility.

Summary of overall assessment:

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

Site Assessment score: ✓ ✓ very positive

M8 Cardewmires Quarry, Cardewlees, Dalston, Carlisle

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

Considerations

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

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

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

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

Environmental assets

Both the River Eden and Tributaries SAC and SSSI are 1.1km away. Two areas of Special Roadside Verge lie 700m and 600m to the north.

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

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

Dalston Conservation Area is 700m away. A Scheduled Monument, comprising a settlement SE of Cardew Hill, lies 900m away.

Cycle route 10 runs east of the site.

Enhancement potential

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

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

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

Flood map zone

Zones 2 and 3

Safeguarding

The site is crossed by the Dalston to Wigton Transco gas pipeline safeguarding area and is within the Carlisle Airport 8km safeguarding zone

Agricultural land classification

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

Landscape Character Area

Sub-type 5a – lowland, ridge and valley

Sequential approach

Existing quarry operations

Summary of comments from previous consultation stages

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

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

This site lies partly within a river floodplain.

Summary of comments from spring 2015 consultation

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

[illegible]

MINERALS SITE SCORING MATRIX

M8 Cardewmires Quarry, near Dalston

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

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

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
 SP7 Minerals provision and safeguarding
 SP8 Strategic areas for new mineral developments
 SP12 Climate change mitigation and adaptation
 SP14 Environmental assets
 SP15 Restoration and afteruse
 DC1 Traffic and transport
 DC2 General criteria
 DC3 Noise
 DC4 Quarry blasting
 DC5 Dust
 DC6 Cumulative environmental impacts
 DC12 Criteria for non-energy minerals development
 DC16 Biodiversity and geodiversity
 DC17 Historic environment
 DC18 Landscape and visual impact
 DC19 Flood risk
 DC20 The water environment
 DC21 Protection of soil resources
 DC22 Restoration and afteruse
 SAP4 Areas for minerals

Mitigation/change proposed in Sustainability Appraisal:

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

Summary of overall assessment:

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

Site Assessment score: ✓ ✓ very positive

M10 Silvertop Quarry, Hallbankgate, Brampton

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

Considerations

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

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

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

Environmental assets

Both the North Pennine Moors SAC and SPA lie 1.5km from the site, as does the Geltsdale and Glendue Fells SSSI. The North Pennines AONB is 900m away and the Denton Fell South County Wildlife Site is 1.6km. The Geltsdale RSPB Nature Reserve is 390m to the south. There are two UK Priority Habitat areas - heathland lies 1.5km away and semi-natural woodland 1.8km.

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

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

The site is adjacent to the Hadrian's Wall World Heritage Site Visual Impact Zone.

Enhancement potential

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

Flood map zone

No identified flood risk

Safeguarding

The site lies within the Carlisle Airport 30km radius safeguarding area. It is also adjacent to the Great Dun Fell LRRS Technical Site (2) safeguarding area. The RAF Spadeadam safeguard zone lies 920m to the east, but adjacent to the existing extent of quarry operations.

Agricultural land classification

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

Landscape Character Area

Sub-type 11a – upland fringes, foothills

Sequential approach

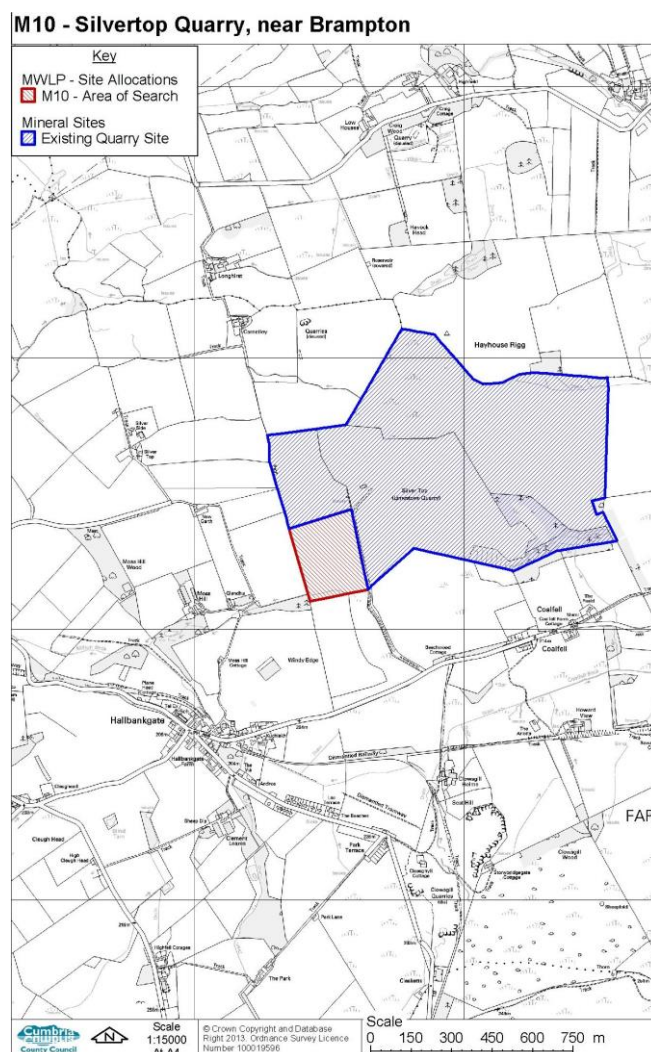
Existing quarry operations

Summary of comments from previous consultation stages

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

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

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



MINERALS SITE SCORING MATRIX

M10 Silvertop Quarry, Hallbankgate, Brampton

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

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks		
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	Allocation is not likely to increase crushed limestone reserves, and there is no identified need for additional reserves	0
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	Within Carlisle Airport 30km safeguarding zone but quarrying is unlikely to have any impact	?

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
 SP16 Section 106 planning obligations
 DC1 Traffic and transport
 DC2 General criteria
 DC3 Noise
 DC4 Quarry blasting
 DC5 Dust
 DC6 Cumulative environmental impacts
 DC12 Criteria for non-energy minerals development
 DC16 Biodiversity and geodiversity
 DC17 Historic environment
 DC18 Landscape and visual impact
 DC22 Restoration and afteruse
 SAP4 Areas for minerals

Mitigation/change proposed in Sustainability Appraisal:

Existing mitigation measures should be sufficient to deal with operational impacts, though a future planning application will need to provide evidence to this effect. Specific mitigation may be needed to address localised impacts on protected species and the World Heritage Site (visually) and additional surveys (and mitigation proposals as necessary) will be required in support of any future application.

Summary of overall assessment:

This small scale extension of an existing operational limestone quarry is not justified on any identified need for additional reserves, and would be assessed under SP14 DC12, DC18 and other relevant Local Plan policies.

Site Assessment score: ✓ positive if, as proposed, it was an alternative to a portion of the currently permitted site and had lesser landscape and visual impact, particularly on the setting of the North Pennines AONB.

M11 Kirkhouse Quarry, Hallbankgate, Brampton

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

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

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

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

Environmental assets

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

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

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

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

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

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

Enhancement potential

Significant biodiversity enhancement potential.

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

Flood map zone

The majority of the site is located within Flood Zone 1, but Milton Beck flows through the north of the site, which is located within Flood Zones 2 and 3

Safeguarding

The site lies within the 'Carlisle Airport 8km' and the 'Carlisle Airport - Birdstrike & Other Aviation Uses' safeguarding zones. The southern tip of the site lies adjacent to the Great Dun Fell LRRS Technical Site (2) safeguarding area. The northern edge of the site lies adjacent to the Electricity Transmission Network safeguarding area for National Grid's 275 kV cable. The Catton/Cummersdale (CC02) HSE Major Hazard gas pipeline outer zone lies 1km to the south of the site.

Agricultural land classification

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

Landscape character area

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

Sequential approach

Greenfield adjacent to existing quarry operations

Summary of comments from previous consultation stages

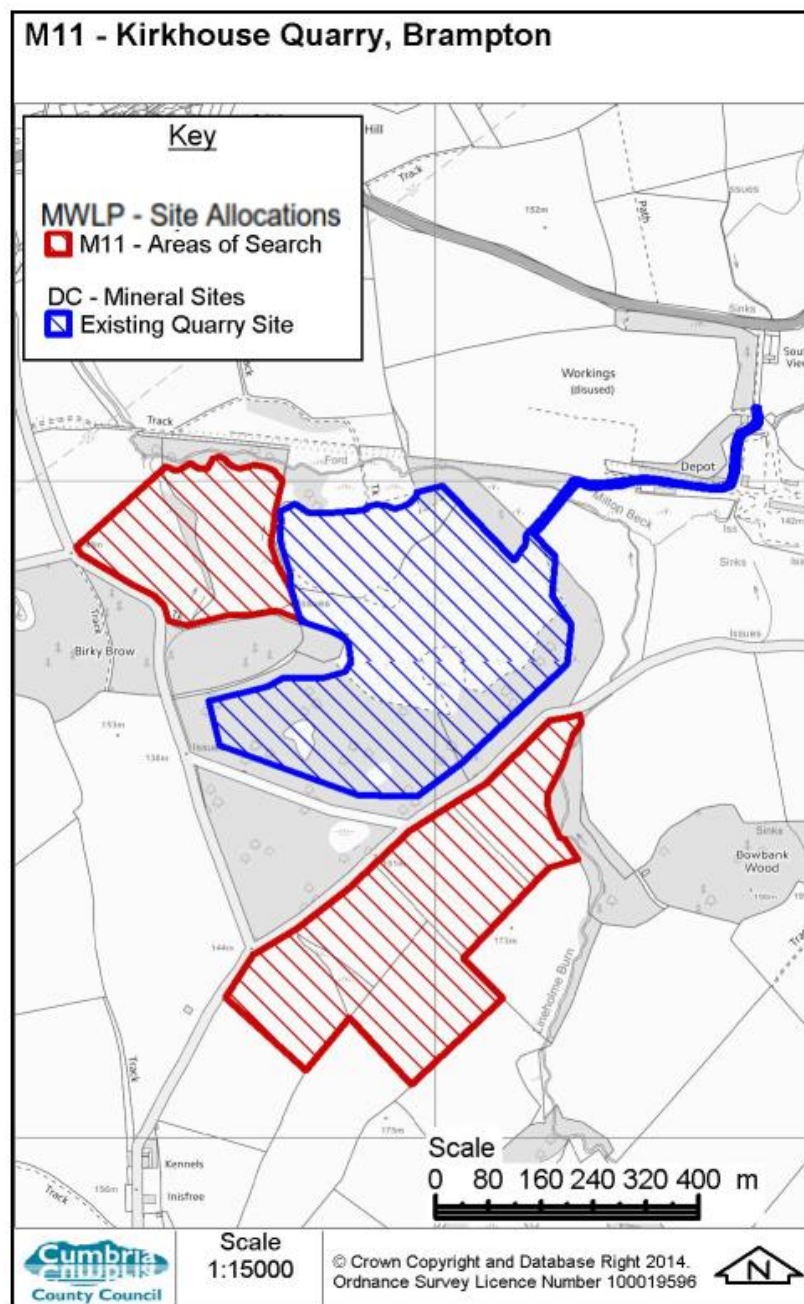
The existing and proposed sites lie within a sensitive landscape area (previously Landscape of County Importance).

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

Summary of comments from autumn 2015 consultation

The nearest sewer is approximately 500m away.

The archaeological potential of the site is low, so no archaeological work would be requested.



MINERALS SITE SCORING MATRIX

M11 Kirkhouse Quarry, Hallbankgate, Brampton

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

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

Relevant MWLP policies:

SP1 Presumption in favour of sustainable development
SP7 Minerals provision and safeguarding
SP8 Strategic areas for new mineral developments
SP12 Climate change mitigation and adaptation
SP14 Environmental assets
SP15 Restoration and afteruse
DC1 Traffic and transport
DC2 General criteria
DC3 Noise
DC4 Quarry blasting
DC5 Dust
DC6 Cumulative environmental impacts
DC12 Criteria for non-energy minerals development
DC16 Biodiversity and geodiversity
DC17 Historic environment
DC18 Landscape and visual impact
DC19 Flood risk
DC20 The water environment
DC21 Protection of soil resources
DC22 Restoration and afteruse
SAP4 Areas for minerals

Mitigation/change proposed in Sustainability Appraisal:

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

Summary of overall assessment:

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

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

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

Site Assessment score: ✓ positive

M34 Kingmoor Rail Sidings, Carlisle

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

Considerations

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

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

Environmental assets

The River Eden SAC and River Eden & Tributaries SSSI at its nearest point is approximately 640m from the site. The Kingmoor Nature Reserve County Wildlife Site is approximately 1km to the east.

The nearest Listed Building (Grade II) is George Sibson Tomb Chest south west of the Church of St Kentigern, approximately 1 km to the south west of the site.

Hadrian's Wall World Heritage Site (WHS) falls within a 2km radius of the site and the WHS Visual Impact Zone covers the whole rail sidings site.

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

The **Habitats Regulations Assessment** would need to consider whether safeguarding this site would have impacts on the River Eden SAC.

Enhancement potential

Existing operational rail area

Flood map zone

No identified flood risk

Safeguarding

Falls within ROC Carlisle Technical Site and Eskdalemuir Seismic Recording Station (MOD consultation required for structures)

Outwith the site but within a 2km radius, National Grid consultation zone present, due to transmission installations

Agricultural Land Classification

Urban

Landscape Character Area

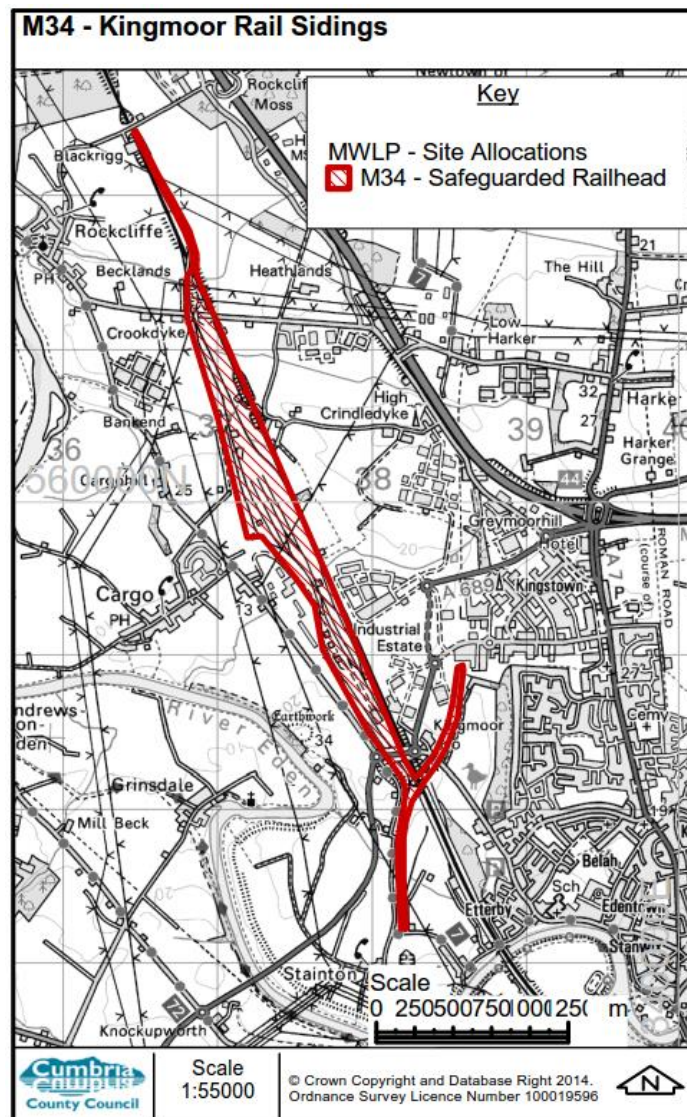
Sub-type 5d: Lowland - Urban Fringe

Sequential approach

Urban fringe operational employment area

Summary of comments from previous consultation stages

None



SAFEGUARDING SITE SCORING MATRIX

M34 Kingmoor Rail Sidings, Carlisle

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

8. Visual and landscape impact	Site not likely to impact on nationally designated landscape areas – Areas of Outstanding Natural Beauty, Heritage Coasts and National Parks	n/a - no new development proposed, but no landscape designations in the vicinity Landscape character = Urban fringe	✓ ✓
	Site likely to adversely impact on nationally designated landscape areas		
9. Economic potential	Likely to be part of or aid regeneration and/or safeguard jobs	There are economic benefits from the retention and ongoing utilisation of such a strategic rail asset	✓ ✓
	Demonstrable adverse impact on inward investment		
10. Safeguarding	Not affecting safeguarding procedures/zones***		
	Conflict with safeguarding procedures/zones	n/a - no new development proposed	
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 SP17 Monitoring and enforcing planning control DC1 Traffic and transport DC2 General criteria DC6 Cumulative environmental impacts DC16 Biodiversity and geodiversity SAP5 Safeguarding of potential and existing railheads and wharves			
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 a safeguarded site for existing rail sidings for minerals or waste development. The allocation recognises its existing strategic role and development potential for minerals and waste management facilities. Site Assessment score: ✓ ✓ very positive			

OTHER SITES IN CARLISLE THAT HAVE BEEN CONSIDERED

CA2 Harker Estate, Kingmoor Park, Carlisle

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

Summary of comments from previous consultation stages

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

The site would require major development, including demolition of numerous buildings, some containing asbestos, which would require specially controlled removal complying with Health & Safety regulations.

Transport, causing harmful CO₂ emissions, would be greatly increased during this project construction and would continue to be present if the site were to become operational. There were also concerns over noise, smell and chemical pollution of adjacent waterways.

This site has good accessibility and has few immediate neighbours, making it easier to minimise adverse impact.

Environmental assets

Kingmoor Nature Reserve County Wildlife Site (CWS) is 480m away, Harker Moss CWS, which is also a lowland raised bog UK priority habitat, is 740m. One special roadside verge lies 280m away, whilst another, which is also hay meadow and pasture UK Priority Habitat, is at 400m.

The site falls within a goose/swan flyway area. Deer are known to frequent the adjacent Gibbet Wood.

National cycle route 7 runs to the west of the site.

Of several Listed Buildings at nearby Harker, the closest is Harker Lodge which lies 200-250m away.

Enhancement potential

A stream along the south side of the site might support otters – one was recorded only 400m away, linked to this stream - so there is potential for habitat creation/enhancement. Some local enhancement, possibly through native shrub planting, could be achieved within the site.

No archaeological work recommended.

Flood map zone

No flood risk identified.

Safeguarding

This site falls within the Carlisle Airport 30km safeguarding area

Agricultural Land Classification

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

Sequential approach

Brownfield site within 5 miles of a town

CA6 Peter Lane, Cummersdale, Carlisle

Reason for withdrawal: Conflict of land use with housing and employment site; inadequate road network, and alternative site developed for the municipal waste treatment facility originally considered.

General

In the 2007 Preferred Options consultations, this was identified for waste management buildings on around 2ha. It is within an area that is allocated for employment and housing development in the Carlisle Local Plan.

Summary of comments from previous consultation stages

A large number of objections to this site were received, including a petition.

This greenfield site is part of District Local Plan allocated employment land for the extension to the urban area at Morton. At the time of the 2007 consultations, the land was subject to a planning application which had been “called in” by the Secretary of State. There was concern that a waste management proposal could encompass the whole employment allocation, leaving no new employment land available on the west side of Carlisle and creating a shortfall of employment land.

The site was regarded as being unsuitable for any type of waste management for several reasons. Such use was considered inconsistent with its allocation as employment land intended for use as a business park and incompatible with the Carlisle Renaissance programme. The adopted development brief for the site included a large number of uses, and there was no available location for a waste facility. The adjacent land to the north east was allocated for residential development and was the subject of an outstanding planning application. In addition, a waste management facility here was considered to create an unwelcoming entrance into Carlisle. Willowholme industrial estate or other industrial land were suggested as better locations.

This site includes a minor watercourse, Fairy Beck, which flows into the River Caldew approximately 2km downstream. The Caldew is part of the River Eden & Tributaries SSSI and River Eden SAC, and so water quality leaving this site would be a relevant consideration.

There are records of red squirrels at the site, a protected species, which will need to be taken into account.

This is a greenfield site when brownfield sites are available.

No matter how small the initial operation, by virtue of the site area, the project has the potential to become a major waste site. It will involve significant movements of waste/refuse vehicles on and off site in an already overloaded surrounding rural road network; increased traffic would affect Dalston village and Parish Peter Lane, a local rat run between Wigton Road and Dalston Road. All traffic to and from the site would have to use either of these roads, as the village of Dalston has a heavy vehicle ban in the village, therefore causing further traffic problems on Wigton Road and Dalston Road, which are already congested.

The surrounding road network would require significant upgrading - to the detriment of a residential area, to accommodate such a development; developing a site on the edge of the main west road from Carlisle will only create road hazards with the manoeuvring of heavy goods vehicles to and from the site. Without improvements to the surrounding highway infrastructure, 40 lorry journeys per day would have a huge impact on the access roads.

It would be in close proximity and cause loss of amenity to a school and to existing and proposed residential areas and would impact on the value of houses. Waste sites have the potential for noise and dust and to encourage vermin in the vicinity, any resulting smells would be dispersed over the whole of the city due to the prevailing westerly winds. It may be that potential employees for the waste management site, and local business owners who benefit from the site, live outwith the affected residential area.

Aesthetics - this is the main artery into Carlisle from the west coast and the Lake District. What would such a site say about the city. First impressions count, should we not be making the incoming arteries visually appealing. If the proposed development of the Morton Park/Dalston Road area takes place this would hardly be a suitable location for such a site; the site is on a main road (A595) which is the main westerly route into the city, i.e. a gateway route into the city. It is also a main tourist route into the city from the Lake District, i.e. a tourist route, and Carlisle is undergoing a number of redevelopments within its central area, i.e. a regeneration area.

It is adjacent to a major planning application, which is outstanding at the moment, awaiting the Carlisle Northern Development Route, i.e. 800 houses, a new school, a park and ride area and a new local store (which could be a new super store). This site is allocated for B1 employment use. Together with the surrounding area, it is subject to a current planning application for mixed use of housing, 40,000m² of business park and public open space.

Owners

At the time of the 2007 consultations, the owners, the Church Commissioners, had no objection in principle to the proposed 'modern enclosed waste facility', but required more information about the type of uses that would be seen as appropriate. An objection has now been made, but the site is not identified as a preferred one.

Environmental assets

The site is circa 2km from the River Caldew (part of the River Eden SAC) and water quality in the small beck leaving the site could be an issue. There are some reasonable sized trees that might support bats. The site also has records for red squirrels, a protected species, which will need to be taken into account if the site is allocated.

Dalston Hall Wood Ancient Woodland, which is also designated as semi-natural woodland UK Priority Habitat, lies just on the 2km radius from the site, as does Brownelson Wood & Thurnam Wood County Wildlife Site.

Carlisle, Holme Head Conservation Area lies some 1.3km away, and Dalston Road Cemetery - Registered Historic Park and Garden is 1km away. A farmhouse, barn and cottage complex at Newby West is the closest Listed Building to the site, at a distance of 550m.

Enhancement potential

There are significant enhancement possibilities – rough grassland for barn owls, woodland areas and pond areas.

There is potential for Roman remains on the site - mitigation would be required.

Flood map zone

No flood risk identified

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding area

Agricultural Land Classification

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

Sequential approach

Greenfield site within 5 miles of a town

CA24 Hespian Wood Landfill Complex, Todhills, Carlisle

Reason for withdrawal: The Local Plan, informed by the 2014 Cumbria Waste Needs Assessment, proposes that no further inert or non-inert landfill sites be identified for use in the Plan period, but that this is kept under review. No site allocation is needed for the current waste operations, including landfill, to continue on the site.

General

This site was previously considered for a number of waste management facilities, including the Mechanical and Biological Treatment Plant that was developed for treating municipal waste following grant of planning permission in 2009, and as a potential location for significant additional landfill capacity, although that would have also required a lateral extension to the north which was never formally identified or allocated.

The current landfill operation expires in 2020, but it is anticipated that a significant part of the 1million cubic metres void space remaining at the end of 2013 will still be unused by then. If a planning application is submitted for a time extension, or for additional capacity within the site boundary, it would be for the site operator to demonstrate that the proposal complies with relevant policies in the Local Plan.

Summary of comments from previous consultation stages

It was felt that there should not be intensified use of the site, it should just be used for landfill and restored to agriculture. It was also suggested that the existing composting operation should be moved, as it causes unacceptable smells for residents.

The need for such a large greenfield site was questioned, given the proximity principle and existing facilities with room to accommodate expansion. In addition, concerns were expressed about health effects from chimney emissions and about potential negative impacts on the Solway Coast AONB.

The minor watercourses on this site enter the Solway and River Eden SSSI/SAC/SPA/Ramsar, which are slightly over 1km downstream. Water quality of drainage leaving the site is relevant under CROW & Habitats Regulations. There are also breeding birds, otters, a record of a great crested newt within this site and good records of red squirrels in the area. The main concerns were mitigation to prevent harm, to maintain the woodland on the site, not just treat it as a landscaping screen; management of restoration; and the need to determine the Great Crested Newt population to decide whether it requires more significant management/pond creation.

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

The site was also supported as it lies on the, then, proposed M74 relief road, which would have buses running to Gretna to cater for employees. It is already screened, has good vehicular access, could be worked overnight and is far enough from any residential area to not cause concerns.

Advice would be sought on archaeological mitigation.

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

The highway authority considers that further developments should only be progressed on completion of the CNDR and that development will need to contribute towards ensuring the structural integrity of the intended road access network (i.e. resurfacing/improving the road surface from the C1022).

There is public concern over some of the existing operations at Hespin Wood.

There is a water distribution main passing through the east of the site, requiring a 5m wide maintenance strip and no building or level changes in the proximity.

Environmental assets

The site is around 1.3km from the Solway Firth SAC and the Upper Solway Flats and Marshes SPA, Ramsar and SSSI; it is also around 615m from the Rockcliffe Moss County Wildlife Site. The northerly extension that has been proposed is within an important area for geese and swans and the whole site is within a geese/swan flyway area. There are public footpaths to the north and south east of the site.

There are good records of red squirrels in the area, great crested newts are recorded on the site and otters are nearby. The site is also home to breeding birds.

Enhancement potential

Main concerns are to maintain and enhance woodlands on the site and the management of restoration. Also the newt population should be determined to decide whether more significant management, including pond creation, would be appropriate.

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

Flood map zone

No identified flood risk

Safeguarding

The site is within the Carlisle Airport safeguarding zone

Agricultural Land Classification

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

Landscape Character Area

Sub-type 2c – coastal plain

Sequential approach

Greenfield site within 5 miles of a town

CA28 Rockcliffe Estate, Kingmoor Park

Reason for withdrawal: Having considered the cumulative impact of the number of waste management sites proposed in the area; the impact of lorry traffic on narrow, minor roads, the distance from the CNDR and the issues raised in representations, this is not now a preferred site for any new waste facilities.

General

This part of Kingmoor Park was originally put forward for consideration for waste treatment facilities and an Energy from Waste plant. There are already substantial waste management developments on this site. It was on the reserve list because a transport assessment, that would look in detail at the standard of the access roads, would be needed once the Carlisle Northern Development Route is fully open.

The Habitats Regulations Assessment concludes that habitat surveys for otters would be needed, with maintenance/protection measures as appropriate and that, without drainage mitigation measures, this site could have other impacts on the River Eden SAC.

Summary of comments from previous consultation stages

The site is within the World Heritage Site buffer zone and the scale and nature of plant would need careful assessment. Advice should be sought on archaeological mitigation.

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

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

Environmental assets

The River Eden and Tributaries SAC and SSSI both lie 300m from the site. The Solway Firth SAC and the Upper Solway Flats and Marshes SPA and Ramsar all lie approximately 1.3km away. The Solway Coast AONB is around 420m away. Harker Moss County Wildlife Site (CWS), which is also a lowland raised bog UK Priority Habitat, lies 1.3km away, whilst Rockcliffe Moss CWS is 1.5km. There is also an area of hay meadows and pastures UK Priority Habitat around 1.3km to the east. The site lies within the goose/swan flyway zone and is adjacent to the goose/swan important area.

The site lies within the Hadrian's Wall World Heritage Site Visual Impact Zone. In the village of Rockcliffe, some 450m away, both the churchyard cross and the Old Hall are Listed Buildings. Cycle route 7 passes the entrance to the estate and the Cumbria Coastal Way is 200m to the west.

Enhancement potential

A constrained site with little enhancement potential.

Information is required on modern disturbance to the site - some archaeological mitigation may be required.

Flood map zone

Flood zone 2

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding zone and the MoD ROC Carlisle Technical Site safeguard area lies approximately 350m away

Agricultural Land Classification

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

Sequential approach

Brownfield site within 5 miles of a town

CA29 Heathlands Estate, Kingmoor Park

Reason for withdrawal: Having considered the cumulative impact of the number of waste management sites proposed in the area; the impact of lorry traffic on narrow, minor roads, the distance from the Carlisle Northern Development Route and the issues raised in representations, this is not now an allocated site.

General

This site was put forward for waste management facilities, and for an Energy from Waste plant, for energy use, primarily electricity generation, to supply all the Kingmoor Park sites. The eastern half of the estate was a reserve list site for waste treatment facilities and an Energy from Waste plant.

Heathlands is an industrial estate; the size of the proposed site was reduced in order to keep a distance of around 250 metres from the houses at Meadowfield. It was a reserve because only this or Kingmoor Park East would be needed and Heathlands would require transport assessment once the CNDR is fully open to assess its impact on traffic flows and the impacts of other proposed developments in the area.

The Habitats Regulations Assessment concludes that this site is unlikely to have impacts on the River Eden SAC.

Summary of comments from previous consultation stages

Both this site and CA28 Rockcliffe Estate have current occupiers. Heathlands is the better site in terms of access, although the impact of a waste management facility on the adjacent residential area at Meadowfield will need to be assessed.

It is too close to housing and a farm. Object to the proximity to local residents and the impact on them.

Hespin Wood is a more suitable location.

The narrow rural roads are unsuitable for the traffic; low bridges and weight restrictions cause lorries to use small unclassified roads, causing irreparable damage to verges and the countryside, and to use private driveways as passing places. The access roads C1015/C1016 are not suitable for the increase in use by heavy goods vehicles; local access roads already have been subject to huge increases in traffic volumes (in excess of 7,000 vehicles/day); traffic volumes are already likely to increase significantly due to numerous other planned developments in the locality; local access roads are not suitable for the increased traffic, have become extremely dangerous and there have been many accidents and reports to police of traffic issues.

The highway authority would have no objections after the CNDR is open.

Environmental assets

The River Eden and Tributaries SAC and SSSI both lie 1.5km from the site. The Solway Coast AONB is around 1.6km away. Harker Moss County Wildlife Site (CWS), which is also a lowland raised bog UK Priority Habitat, lies 240m away, Rockcliffe Moss CWS is 1.3km and Kingmoor Nature Reserve CWS is 1.1km. There is also an area of hay meadows and pastures UK Priority Habitat, which is adjacent to the site. An area of Special Roadside Verge touches the north east corner. The site lies within the goose/swan flyway zone and is 1km from the goose/swan important area.

The site lies 380m from the Hadrian's Wall World Heritage Site Visual Impact Zone. In the village of Rockcliffe, some 1.5km to the west, both the churchyard cross and the Old Hall are Listed Buildings. In the village of Harker, 1.5km to the east, of several Listed Buildings, the closest is Harker Lodge.

Cycle route 7 passes the estate and the Cumbria Coastal Way is 1.4m away.

Enhancement potential

A constrained site with little enhancement potential. No archaeological work recommended.

Flood map zone

No flood risk identified

Safeguarding

The site falls within the Carlisle Airport 30km safeguarding zone and the MoD ROC Carlisle Technical Site safeguard area lies approximately 250m away

Agricultural Land Classification

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

Sequential approach

Brownfield site within 5 miles of a town

M7 Low Gelt Quarry, Brampton

Reason for withdrawal: This site was recommended as an Area of Search, but that area was subsequently granted planning permission, so there is now no need to include it in the policies.

General

This is a sand and gravel quarry, the quality being suitable for the production of concrete and concrete products. It serves the local market within Cumbria as well as the north east of England. The quarry was put forward in the 2007 Preferred Options consultation. The proposed site was subject to detailed geological investigations in 2005 and 2007, the results of which indicate a potential reserve in excess of 1 million tonnes.

Summary of comments from previous consultation stages

There are serious concerns about the scale of development proposed at Low Gelt. This will have a major impact on the landscape and surrounding environment. There are also concerns about the pressure to extract any water from the River Gelt, which would be against the Eden and Esk Catchment Area Management Schemes.

Low Gelt Quarry and its potential extension are within close proximity to the River Gelt SAC; this may have some bearing on any permits that are issued, particularly with regard to de-watering and discharges.

We would have significant concerns over the potential landscape impact of this proposed extension. The site is adjacent to public rights of way. The site is prominent, and offers distant views. In addition, the scale of the extension relative to the original operation may create additional adverse effects, in terms of increased activity and noise pollution.

The site is adjacent to an area of high biodiversity interest – need to ensure that working does not affect the integrity of the SAC/SSSI or the wet woodland.

No new access roads should be created to the site and worked out areas should be satisfactorily landscaped.

Care should be taken that quarrying does not interfere with the aquifer, which could affect spring water supply and bore hole water supply to nearby properties.

This site is close to the River Gelt SSSI. Both the visual impact of the proposal and any potential impacts on the SSSI would need to be assessed.

Advice should be sought on archaeological mitigation; impact on the historic landscape should be assessed.

Traffic impact should be addressed at the planning application stage.

Agree with the site's potential to be restored to woodland to complement that of the SSSI woodland directly adjacent.

Environmental assets

The Gelt Woods SSSI is adjacent to the site, as is Hellbeck Wood Ancient Woodland, an area of semi-natural woodland UK Priority Habitat and Gelt Wood Regionally Important Geomorphological Site (RIGS). Both the River Eden and Tributaries SAC and SSSI lie approximately 120m to the north. Unity Bog SSSI lies on the other side of the River Eden. The RSPB Geltsdale Nature Reserve lies 700m away and Townhead Wood Ancient Woodland is around 700m away.

The site lies in an area of water vole potential. There are significant records of red squirrels in the woodlands. Badgers are likely to be encountered, possibly using setts in the woodlands, there are otters on the river and bats (noctule and pipistrelle) are recorded in the area. Bats may roost in the woodland, or individual trees, and assessment is likely to be required on the impacts of development on flight routes, etc.

There is a Roman inscribed rock 700m from the site and Brampton Conservation Area lies 2km away.

Cycle route 72 and a public footpath run on the west boundary of the site, along the access road.

Enhancement potential

If the development goes ahead, restoration should be to wet woodland or wetland if below the water table. There is considerable scope for habitat enhancement if development is compatible with the SSSIs/SAC. Retain all mature trees, where possible. Retain and restore habitat links.

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

Flood map zone

Zone 2

Safeguarding

The site lies within the Carlisle Airport 8km safeguarding area

Agricultural land classification

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

Sequential approach

Existing quarry operations

M26 Brocklewath Quarry, Great Corby, Carlisle

Reason for withdrawal: Due to the small size of the site on this sand and gravel quarry, it is considered that any issues are more relevant to the planning application process than this Development Framework.

Summary of comments from previous consultation stages

This site lies within a sensitive landscape (former Landscape of County Importance) and close to the River Eden SSSI. The small size is unlikely to have visual impact, but potential impacts on the River Eden may need to be assessed.

Environmental assets

River Eden SAC lies 300m away; Brackenbank Wood County Wildlife Site (CWS), which is also the closest semi-natural woodland UK Priority Habitat, is 470m; Fishgarth Wood & Brown Bank Ancient Woodland is 720m; Millbeck Wood Ancient Woodland is 770m; Brown Bank CWS is 880m; Cotehouse Wood Ancient Woodland is 890m; High Wood Ancient Woodland is 1.1km; Cotehouse Wood CWS is 1.2km; and River Wood Ancient Woodland is 1.3km away.

Settle to Carlisle Railway Conservation Area is 900m away from the site.

Enhancement potential

Limited enhancement potential.

No archaeological work recommended.

Flood map zone

Flood risk zone 2 falls within the site and zone 3 is within 50m of the site

Safeguarding

The site lies within the Great Dun Fell Technical Site (2) consultation area and the Carlisle Airport 30km safeguarding zone

Agricultural land classification

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

Sequential approach

Existing quarry operations

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

- CA1 Parkhouse Industrial Estate - intended for other development
- CA3 land near Kingmoor transfer station – not favourable for an HWRC
- CA4 Burgh Road Industrial Estate, Carlisle – no undeveloped land
- CA5 Broomhills Farm, Little Orton – no undeveloped land
- CA7 former Cocklakes works, Cotehill - gone before Issues & Options 2006
- CA8 Townfoot Industrial Estate, Brampton – not favourable for an HWRC
- CA9 Cocklakes Yard, Cotehill - gone before Issues & Options 2006
- CA10 Hespin Wood, Todhills - gone before Issues & Options 2006
- CA12 Kingmoor Park - strategic employment opportunity site and not compatible with owner's intentions
- CA13 Kingmoor Marshalling Yard - already committed for other development/rail use
- CA14 Durrannahill sidings, Carlisle - gone before Issues & Options 2006
- CA15 land east of Borders Business Park - gone before Issues & Options 2006
- CA16 Barras Lane Industrial Estate - gone before Issues & Options 2006
- CA17 Carlisle Airport - gone before Issues & Options 2006
- CA18 Kingstown Industrial Estate - gone before Issues & Options 2006
- CA19 Harraby Green Business Park - gone before Issues & Options 2006
- CA20 Birkhill Farm, Great Corby - gone before Issues & Options 2006
- CA21 former Porter Engineering, Carlisle - gone before Issues & Options 2006
- CA22 Port Road Business Park, Carlisle - gone before Issues & Options 2006
- CA23 former J K Innes, Kingmoor Road - gone before Issues & Options 2006
- CA25 Council depot, Willowholme - no need for an HWRC in this location
- CA26 Kirkhouse brickworks - highway access not suitable for lorries
- CA27 Former rail yard, London Road - access and listed building issues