



Copeland Local Plan 2021-2038

Infrastructure Delivery Plan

**Stage 2 – Infrastructure requirements to support the
Local Plan**

January 2022

Contents

List of Tables and Figures

1. Introduction
 2. Methodology
 3. Development Quantum
 4. Highways and Transport
 - Road
 - Rail
 - Bus
 - Walking and Cycling
 5. Utilities
 - Electricity
 - Gas
 - Water and Waste Water
 - Broadband
 6. Charging/low carbon vehicle infrastructure (EV charging points/hydrogen refuelling)
 7. Flooding, drainage and coastal change management
 8. Health
 - GP surgeries
 - Dental practices
 - Care homes
 - Secondary care
 9. Education
 - Primary education
 - Secondary education
 - Other education provision
 10. Sport and Leisure Facilities
 11. Green infrastructure and open space
- Appendix 1 Infrastructure Delivery Schedule

List of Tables and Figures

Figures

Figure 1: Area included within the Copeland Local Plan

Figure 2: Stages of preparation for the Infrastructure Delivery Plan

Figure 3: Location of EV charging points in Copeland

Tables

Table 1: Quantum of housing growth and distribution

Table 2: Employment land allocations

Table 3: Sites requiring Travel Demand measures

Table 4: Distance from Local Plan sites to nearest existing bus stop.

Table 5: Frequency of bus services at nearest bus stops within 400m of Local Plan sites.

Table 6: Estimated number of trips by bus to/from the 9 largest residential sites.

Table 7: Current passenger train services on Cumbrian Coastal railway

Table 8: Railway station passenger entry and exit data

Table 9: Location of EV charging points in Copeland

Table 10: Number of proposed development sites at risk from fluvial flooding

Table 11: Proposed development sites at risk from surface water Flooding

Table 12: Open Space Typology and Primary purpose

- 1.1 An Infrastructure Delivery Plan identifies the key infrastructure required to support the growth identified in an emerging Local Plan. Infrastructure is a term used to define the requirements needed to allow settlements to function effectively and efficiently which supports the development of sustainable communities. There are three categories of infrastructure: physical (e.g. highways, transport and drainage); social (e.g. schools, healthcare and leisure facilities); and green (e.g. open spaces, green corridors and parks).
- 1.2 This Infrastructure Delivery Plan will be used to support the development of Copeland's Local Plan (2021-2038) to encourage necessary infrastructure improvements prior to the start of development, but also as evidence to support funding bids and to assist decision making.
- 1.3 As the Infrastructure Delivery Plan will support Copeland's Local Plan, it will only focus on the areas of Copeland which are located outside of the Lake District National Park (Figure 1).



1.4 Due to the evolving nature of the preparation of the Copeland Local Plan, the Infrastructure Delivery Plan has been prepared in stages alongside the Local Plan. Stage 1 of the Infrastructure Delivery Plan set out the baseline of infrastructure provision and was produced in September 2020 to support the Preferred Options consultation of the Local Plan.

1.5 Stage 1 of the Infrastructure Delivery Plan identified the following areas of infrastructure which are currently over capacity or are forecasted to be over capacity within the next 15 years prior to any Local Plan growth:

- the highway network in and around Whitehaven, leading to a potential need for a relief road around the town
- increased demand on the electricity network due to increased demand for low carbon technology;
- an increase in demand for the number of electric vehicle charging points;
- required improvements to the drainage system in Millom;
- an increase in primary school places in Haverigg;
- an increased demand for GP services and Extra Care Housing due to an ageing population; and
- increased investment in the current indoor sports facilities due to the age of the current facilities and the increased demand for gymnastics, swimming and indoor bowls

1.6 This Stage 2 document builds upon the baseline findings by considering how the Local Plan growth will affect already identified infrastructure constraints as well as identifying any potential new issues where additional infrastructure improvements are required. As part of this, the document includes an Infrastructure Delivery Schedule at Appendix 1 to identify how the infrastructure will be delivered and how it will be funded. It is intended that the Infrastructure Delivery Schedule will be updated throughout the Plan period as schemes are delivered or new schemes are required. To do this, the Council will monitor the infrastructure requirements across the district and maintain open dialogue with stakeholders and infrastructure providers.

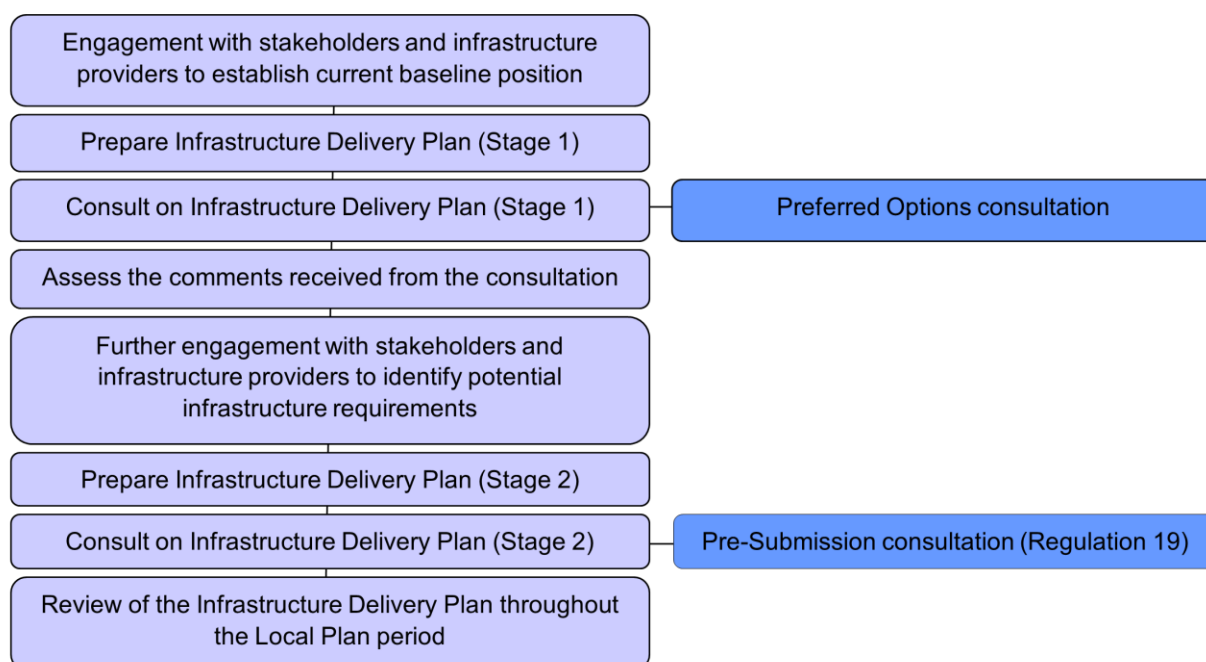


Figure 2: Stages of preparation for the Infrastructure Delivery Plan

2. Methodology

- 2.1 The Infrastructure Delivery Plan has been prepared in stages alongside the Local Plan.
- 2.2 Stage 1 was completed in September 2020 to support the Preferred Options stage of the Local Plan. This provided the baseline situation for various types of infrastructure and identified if there were gaps or constraints to existing infrastructure capacity prior to any development relating to the Local Plan. The types of infrastructure assessed were:
- Highways and Transport (road, bus, rail and walking and cycling)
 - Utilities (electricity, gas, water and broadband)
 - Charging/low carbon vehicle infrastructure (EV charging points/hydrogen refuelling)
 - Coastal change management, flooding and drainage
 - Health (GP surgeries, dental practices, care homes and acute services and community care homes)
 - Education (primary education, secondary education and Further and Higher education)
 - Sport and Leisure facilities
 - Green infrastructure and open space
- 2.3 This document is Stage 2 of the Infrastructure Delivery Plan; it identifies the level of infrastructure provision required to support the growth included within the Local Plan. Once the required infrastructure has been identified through discussions with stakeholders and data analysis, the Infrastructure Delivery Schedule in Appendix 1 identifies how the infrastructure can be delivered.

Delivery Mechanisms

- 2.4 One of the key purposes of the Infrastructure Delivery Plan is to identify the types of infrastructure required to support the identified Local Plan growth. It is important to identify how and when it will be delivered. The Infrastructure Delivery Schedule in Appendix 1 summarises the projects required, the estimated cost (where available), the likely timescale of delivery and potential funding sources.
- 2.5 There are a number of potential different sources which can be used to fund the delivery of infrastructure:
- s106 Agreements
 - Council Tax
 - New Homes Bonus
 - Private sector funding
 - Public sector funding

3. Development Quantum

- 3.1 The Infrastructure Delivery Plan seeks to determine the level of infrastructure required to support the level of growth identified within the emerging Local Plan, including proposed housing and employment site allocations. It should be noted that some development may come forward that are outside the site allocation process; this is known as windfall development. As this level of development is unknown, it will be unable to be accounted for through this Infrastructure Delivery Plan.
- 3.2 Table 1 sets out the housing development quantum for the emerging Local Plan; this growth scenario has been used to identify infrastructure requirements.

Table 1 Quantum of housing growth and distribution

Hierarchy of settlement	Settlement	Percentage of development	Total Basic Requirement (dwellings)	Total Growth (dwellings)
Principal Town	Whitehaven	40%	993	1,360
Key Service Centres	Cleator Moor	30%	745	1,020
	Egremont			
	Millom			
Local Service Centres	Arlecdon and Rowrah	19%	422	578
	Cleator			
	Distington and Common End			
	Frizington and Rheda			
	Haverigg			
	Seascale			
	St. Bees			
	Thornhill			
Sustainable Rural Villages	Beckermest	10%	248	340
	Bigrigg			
	Drigg			
	Parton			
	Ennerdale Bridge			
	Holmrook			
	Moresby Parks			
	Moor Row			
	Lowca			
	Parton			
Rural Villages	Calderbridge	3%	76	108
	Hallthwaites			
	Keekle			
	Kirkland			
	Kirksanton			
	Summergrove			
	The Green			

- 3.3 The assumed housing quantum of development for the Local Plan is 146 dwellings per annum which equates to a minimum of 2,482 between 2021 and 2038. The Plan will contain sufficient sites to meet this requirement and also deliver the growth figure if required. This should enable future growth opportunities to be maximised, as well as give confidence to the development industry and provide sufficient range and choice of sites to deliver the Local Plan strategy.

Employment allocations

- 3.4 The Economic Development Needs Assessment (EDNA) 2021 concluded that the employment land requirement to support the highest economic growth forecast during the Plan period is 39.9 ha

The proposed employment land supply is made up of the following sites

Table 2 Employment land allocations

Site Ref.	Name	Settlement	Area	Developable Area (approx.)
ES1a	Westlakes Science Park	Moor Row	61.3	6.4
ES1b	Westlakes Science Park - Rounding Off Allocation	Moor Row	2.7	2.7
ES1c	Westlakes Science Park - Southern Growth Area	Moor Row	6.3	6.3
ES2a	Leconfield Industrial Estate	Cleator Moor	16.2	13.0
ES2b	Leconfield Eastern Extension	Cleator Moor	1.5	1.5
ES2c	Leconfield Northern Growth Area	Cleator Moor	14.0	14.0
ES3	Whitehaven Commercial Park	Whitehaven	16.8	11.2
ES4	Sneckyeat Industrial Estate	Whitehaven	4.9	1.1
ES5	Haig Enterprise Park	Whitehaven	2.6	0.0
ES6	Red Lonning	Whitehaven	1.7	0.6
ES7	Bridge End	Egremont	12.5	5.0
ES8	Furnace Row	Distington	3.2	0.9
ES9	Frizington Road	Frizington	1.6	0.8
ES10	Energy Coast Business Park	Haile	3.6	0.0
ES11	Haverigg Industrial Estate	Haverigg	2.6	0.0
ES12	Mainsgate Road Expansion Site	Millom	3.4	1.5
ES13	Devonshire Road	Millom	5.9	1.3
ES14	Seascale Rural Workshops	Seascale	1.4	0.7

4. Highways and Transport

- 4.1 As demonstrated in Stage 1 of the Infrastructure Delivery Plan, there is a high reliance on cars which is reflective of the more rural nature of Copeland. However, the current road network is considered to be constrained, hampering access to markets, the movement of freight and the ability of supply chains and clusters to become embedded and grow.
- 4.2 Outside of the more urban areas in Copeland, access to public transport is limited. Given the wider ambition of reducing carbon emissions and addressing climate change, investment into improving public transport infrastructure and access to public transport is important.

Road

- 4.3 Copeland Borough Council and Cumbria County Council jointly commissioned WSP to carry out a Transport Improvement Study for the Plan area. This study assessed the impacts of the Plan on the highway network and identified transport improvements to mitigate the cumulative effects of development over the Plan period together with potential indicative costs.
- 4.4 The A595 serves key settlements in Copeland, including Whitehaven, Egremont and Millom, and Sellafield, the single biggest employer in West Cumbria. It also provides a strategic link to the M6 and wider national markets. However, the A595 acts as a constraint to the long term economic aspirations of the area. The A595 is predominately single carriageway with limited overtaking opportunities, experiences significant congestion associated with Sellafield shift patterns, has a large number of junctions, and there are poor alternative route options resulting in resilience issues.
- 4.5 The Council, working with Cumbria County Council and National Highways, have supported the need to deliver a Whitehaven Eastern Relief Road. A Transport Appraisal Guidance stage 1 study was completed and led to an options appraisal and business case being produced in 2017. It was then considered as a project for Road Investment Strategy 2 (RIS2), but required further confirmation about its position with the Local Plan and future growth opportunities, and the Council now hopes it will be included with the next Road Investment Strategy which cover the period 20250-2030. The scheme, which is supported in Local Plan policy CO2PU, is important as it would remove traffic from Whitehaven town centre; significantly improve the capacity, resilience and reliability of the A595 corridor. It would also enable strategic growth and new investment opportunities, especially to the south of Whitehaven, which is particularly constrained by existing road infrastructure. It should be noted that the delivery of the Local Plan is not dependent on the construction of the Whitehaven Eastern Relief Road.

Local Plan impacts

- 4.6 The Transport Improvement Study has identified a number of interventions to mitigate the potential impact of Local Plan development on the highway

network. The schemes can be categorised as capacity or safety improvements and are listed in Appendix 1.

In addition to specific schemes there are instances where traffic demand is likely to exceed the road capacity, even after improvement, in such instances Travel Demand Management measures will need to be considered in order to deliver some of the Local Plan sites. These measures could include restricting on site car parking, car share schemes or dedicated bus services. To support delivery a Travel Planning Working Group comprising Copeland Borough Council, Cumbria County Council and National Highways would provide a suitable mechanism to agree the appropriate intervention. The sites which are likely to require this approach are set out in the table below.

Table 3 sites requiring Travel Demand measures

Site	Settlement	Allocation	Forecast Trips	
			AM in	PM out
Leconfield Industrial Estate	Cleator Moor	Employment	1,016	150
West Lakes Science Park	Whitehaven	Employment	835	82
Cleator Mills	Cleator Moor	Opportunity	531	75
Old Dawnfresh Factory Site	Whitehaven	Opportunity	220	7

Bus

- 4.7 Currently Stagecoach is the main operator in Copeland, providing almost all of the local bus services. Most of the services focus on providing connections to Whitehaven from surrounding settlements including Egremont, Thornhill, Cleator Moor, Distington and Lowca. Wider bus links are available to Workington, with onward connections to Carlisle. Direct bus services to Carlisle from Whitehaven were withdrawn in November 2020.
- 4.8 Village Wheels is a Community Transport Initiative operated by Cumbria County Council that provides links from Seascale, Gosforth, Ponsonby, Calder Bridge and Beckermeth with Egremont on Wednesdays and Saturdays. There is also the Muncaster Microbus service which is operated by unpaid volunteers to provide links between Bootle, Eskdale, Wasdale, Holmrook, Seascale and Gosforth. It also provides a twice-weekly circular service to Whitehaven.
- 4.9 Cumbria Community Transport, supported by Cumbria County Council, also operates a community minibus sharing scheme (Rural Wheels) offering services between the more rural areas of Copeland. It is a dial-a-ride service which provides transport for those in rural areas from their home to their nearest town or public transport connection.

- 4.10 Cumbria County Council have been successful in securing £1.5 million of funding from the Department of Transport's Rural Mobility Fund to deliver four pilot Digital Demand Responsive Transport services in Cumbria, one of which will cover Egremont and St Bees. The service will provide access to transport for those who live within 10 miles of the towns and do not have access to existing public transport services.

Local Plan sites

- 4.11 The development identified in the Copeland Local Plan is primarily concentrated in and around Whitehaven where there is a greater number of existing bus services which operate at least at hourly frequencies. 38 of the sites assessed are located within 300m of a bus stop. This is the recommended acceptable walking distance to a bus stop on a route with services operating less than every 12 minutes. A further eight Local Plan sites are within 400m of a bus stop, however 23 of the Local Plan sites do not have a bus stop located within 400m distance which is beyond the acceptable walking distance for low frequency routes. For these sites, travel by bus would currently be either inconvenient or impractical. Tables 4 and 5 below show proximity to bus stops and frequency of services

Table 4 Distance from Local Plan sites to nearest existing bus stop.

Proximity to bus stop	No. of sites
Within 300m	38
Within 400m	8
Over 400m	23

Table 5 Frequency of bus services at nearest bus stops within 400m of Local Plan sites.

Service Frequency	No. of sites
< 30 minutes	2
30-59 mins	11
1-2 hours	27
Infrequent	6

- 4.12 There are limited bus services across most of Copeland. Due to the borough's relatively small and sparse population it is unlikely that additional bus services for the Local Plan sites would be commercially viable.
- 4.13 The Transport Improvement Study modelled the potential demand for bus travel that could be generated by the Local Plan sites. Table 6 below outlines the results.

Table 6 Estimated number of trips by bus to/from the 9 largest residential sites.

Local Plan Site	Town	Potential Yield	AM trips	PM trips
Former Marchon Site North	Whitehaven	532	16	12

Local Plan Site	Town	Potential Yield	AM trips	PM trips
Land at Edgehill Park*	Whitehaven	510	30	22
Moor Farm	Millom	195	4	3
Land at Gulley Flatts	Egremont	170	10	7
Land to south of Daleview Gardens	Egremont	141	11	8
Land at West Cumberland Hospital and Homewood Road	Whitehaven	127	5	3
Jacktrees Road	Cleator Moor	127	7	5
Playing Fields Ashlea road	Egremont	108	7	5
Back of Grammerscroft	Millom	107	2	1

* It should be noted that since the TIS was produced most of this site has gained full planning permission and only land for approximately 120 homes remains

- 4.14 It can be seen that the area with the greatest potential demand for bus travel, generated by the Local Plan sites, is in Whitehaven. This is in part due to the volume of dwellings proposed in the housing sites and also the existing, relatively high, proportion of bus users in the town.
- 4.15 As sites come forward, an assessment of the demand for bus services will need to be undertaken in order to fully understand the potential for improvements to bus infrastructure and services, including Community Transport Initiatives such as Rural Wheels and Muncaster Microbus.

Bus service Infrastructure and Local plan sites

- 4.16 Where public transport infrastructure such as bus shelters are required to support direct access from new Local Plan site developments to the bus network, and new bus routes or an extension / diversion of an existing route it is expected that developers will fund the full cost of the infrastructure works required. Bus stop infrastructure and potential bus service requirements are identified in Appendix 1

Rail

- 4.17 Copeland is served by the Cumbrian Coast Line Railway which connects Carlisle to Barrow-in-Furness and there are 14 railway stations located in the Borough. The railway serves several of the larger settlements, including Whitehaven and Millom, as well as Sellafield Ltd which is the largest employment site.
- 4.18 The Cumbrian Coast Line is important as it is used to facilitate freight movements in the development of the supply chains. The majority of freight

movements are linked to nuclear activity at Sellafield, with the transportation of nuclear flasks from Kent, Anglesey, Somerset and Suffolk. Waste is also sent to the Low Level Waste Repository at Drigg.

- 4.19 The passenger services are currently operated by Northern and the current typical service pattern is outlined below.

Table 7 current passenger train services on Cumbrian Coastal railway

Service	Monday – Saturday	Sunday
Carlisle to Barrow-in-Furness and Barrow-in-Furness to Carlisle	13 services per day (approximately hourly between 06:00 and 21:00)	9-10 services per day
Carlisle to Whitehaven and Whitehaven to Carlisle	Additional 2 services per day	Additional 3-4 services per day

- 4.20 A journey from Whitehaven to Millom takes approximately 50 minutes by train, from Whitehaven to Carlisle approximately 75 minutes and from Millom to Barrow-in-Furness 35 minutes.
- 4.21 The rail service is constrained by a length of single track between Whitehaven and Sellafield and limited station facilities. Services can also experience more frequent disruption due to points/signals failure, landslides, trespassing, and staff shortages (for reasons other than Covid). Overcrowding at peak times is also a frequent issue due to Sellafield shift times and social travelling (shopping and days out) from West Cumbria to Carlisle and Barrow.
- 4.22 Table 8 shows the number of entries and exits at all 14 stations between 2017 and 2020, passenger entry and exit levels increased at all Copeland railway stations, with the exception of Drigg. Across all stations, passenger numbers grew by 205,209 with the largest increases occurring at Sellafield, Whitehaven and Millom. However, as this data predates Covid-19, it is expected that passenger levels will have decreased significantly over the last 18 months.

Table 8: Railway station passenger entry and exit data

Station (request stops are italicised)	Passengers (2017-2018)	Passengers (2018-2019)	Passengers (2019-2020)	Growth levels from 2017-2020
<i>Parton</i>	7,426	6,508	9,134	+ 1,708
Whitehaven	231,926	220,670	270,400	+ 38,474
Corkickle	50,422	53,668	68,974	+ 18,552
St. Bees	46,734	61,020	77,134	+ 30,400
<i>Nethertown</i>	536	516	730	+ 194
<i>Braystones</i>	992	1,036	1,374	+ 382
Sellafield	206,094	242,066	259,834	+ 53,740
Seascale	37,034	36,618	46,602	+ 9,568
<i>Drigg</i>	9,728	9,156	8,404	- 1,324
Ravenglass	31,930	33,456	42,802	+ 10,872

Station (request stops are italicised)	Passengers (2017-2018)	Passengers (2018-2019)	Passengers (2019-2020)	Growth levels from 2017-2020
<i>Bootle</i>	10,870	13,386	17,225	+ 6,355
<i>Silecroft</i>	7,030	7,858	10,810	+ 3,780
Millom	186,668	196,364	216,802	+ 30,134
<i>Green Road</i>	6,504	7,918	8,878	+ 2,374
Total	833,894	890,240	1,039,103	+ 205,209

4.23 The Transport Improvement Study commissioned by Cumbria County Council and Copeland Borough Council assessed the rail accessibility of the Local Plan sites using a criterion of a 20 minute walking catchment area. This analysis showed that 26 of the Local Plan sites are with 1,440m of a railway station and of those 20 are less than 800m. However the majority of the sites do not have a railway station within 1,440m and therefore rail travel is less likely to be an attractive option for getting to or from these sites.

4.24 Work has recently been undertaken at Whitehaven Station to improve the customer experience including: refurbishment of the waiting room; car park resurfacing; new shelters; provision of CCTV; and new customer information screens. The station at Sellafield has benefitted from funding which has seen the refurbishment of toilet, waiting room and shelter facilities; improvements to the car park are currently ongoing. There is also a network wide rollout of CCTV at all stations to increase passenger safety.

4.25 In terms of future improvements along the Cumbria Coast Line, the Millom Town Deal includes £1.2 million to enhance accessibility to the railway station to develop it as a hub and gateway to the town.

4.26 Collaborative work through the Cumbrian Rail Programme Board is also ongoing to secure investment to improve infrastructure to increase capacity and line speeds along the Cumbria Coast Line. This is seeking to create an Energy Coast Line which is fit for the future as pressure on the line is expected to increase significantly over the next 10 years due to a number of planned major projects including a potential new nuclear power station at Moorside, decommissioning and waste management at Sellafield and the proposed new coal mine at Whitehaven.

4.27 The Local Plan allocations provide an opportunity for developers to promote rail travel to new house purchasers; this could include providing service timetables and maps of safe access routes from the development to the nearest station in new home welcome packs. Contributions may be required towards infrastructure to make access to the station easier and rail travel more attractive; this could include way finding signage, installation of dropped kerbs, provision of discounted tickets and additional parking where the nearest rail station is not within walking distance.

Walking and Cycling

- 4.28 There is an opportunity through the Local Plan site allocations and other initiatives, outlined below, to improve the cycling and walking infrastructure in Copeland to the benefit of local residents and the visitor economy.

Local Cycling and walking Infrastructure Plan (LCWIP)

- 4.29 A LCWIP is being developed for Whitehaven by Cumbria County Council working with a wide range of stakeholders, including Copeland Borough Council. This will provide a long term strategic approach to identifying and delivering walking and cycling improvements to support active travel. The key outputs of the LCWIP will be walking and cycling plans and a prioritised programme of improvements. A final draft of the Whitehaven CWIP is due for public consultation in February 2022.

Cumbria Cycling Strategy

- 4.30 The Cumbria Cycling Strategy (2017-2022) was produced by the Cumbrian Cycling Partnership, which consists of partners such as Local Authorities (including Copeland), Sustrans and British Cycling. The Strategy was designed to: promote cycling as part of a healthy lifestyle; enable cycling to support the economy; promote Cumbria as an excellent place to cycle; and improve the cycling infrastructure to enable more cycling.
- 4.31 The Strategy recognised that there are some significant infrastructure gaps in the urban and rural route network infrastructure and the Partnership is committed to working with partners and landowners to improve the cycling networks. Three schemes were proposed as part of the Study (2017) for Whitehaven. These are:
- A package of improvements to the Coast to Coast Cycleway from Whitehaven Harbour to Mirehouse Road;
 - Extension of the traffic free cycle route from Mirehouse to St. Bees;
 - Extension of the traffic free cycle route from Mirehouse to West Lakes Science Park.

Town Investment Plans

- 4.32 In June 2021, the Council was awarded £22.5 million for Cleator Moor, as part of the Towns Fund programme. The Cleator Moor Town Investment Plan identifies an indicative allocation of £6 million for transport and related public realm interventions to improve the connectivity of the town. The improvements are to be delivered for completion by 2026. This includes approximately 5km of new and upgraded walking and cycling paths as well as wider cycle infrastructure such as parking. The priority enhancements outlined in the plan include:

Improving connections to key parts of the town and surrounding areas;

- Upgrading links between the town centre and C2C cycle route;
- Improving the pedestrian and cycling environment along Leconfield St / High St / Ennerdale Road;
- Enhancing gateways to improve the experience and arrival into Cleator Moor.

4.33 The Council was also awarded £20.6 million through the Towns Fund for the Millom and Haverigg Town Investment Plan. Improving transport connections is one of four priority projects in the Plan, with interventions totalling an indicative allocation of £5.62 million identified, including the following:

- Upgrades to Millom Railway Station, such as improved pedestrian and cycle access; Approximately 6km of new and improved walking and cycling routes;
- Improvements at three junctions to regulate speeds, improve provision for pedestrians and better connect outer and core town centre areas; and
- Town centre corridor enhancements and upgrading while also improving the public realm.

Borderlands- Hadrian's Wall Walking and Cycling Corridor

4.34 One of the Destination Borderlands projects is to develop a series of schemes along the length of Hadrian's Wall (from Wallsend to Ravenglass) to improve the visitor experience and encourage people to explore different attractions within this unique World Heritage Site. This will link with a separate 'Borders Walking and Cycling Routes' project and will seek to establish the Borderlands as a national and international destination for outdoor recreation, by enhancing the existing network of long-distance walking and cycling routes, and through the creation of a new route.

Connecting Cumbria's Hidden Coast

4.35 The Council are leading this project to develop a recreational route between Whitehaven and Millom, featuring adrenalin activities, cycling facilities and art installations at various intervals. Largely following the route of the designated English Coastal Path, phase 1 of project will include:

- A cyclists' crossing created over the River Irt to fill a current gap in the path to remove a 6km detour;
- 1.4km of new cycle path;
- 1.8km of new or improved footpaths;
- A permanent hub at Silecroft beach that will house a café and toilet/shower facilities;
- Links to Wheels For All Hub, an inclusive cycling centre.

Impact of the Local Plan on the cycling and walking network

- 4.36 Copeland Borough Council and Cumbria County Council commissioned WSP to assess potential impacts the Local Plan growth strategy could have on the transport network and identify solutions and opportunities to mitigate those impacts. In developing active travel schemes 6 themes were explored:
- Pedestrian access improvements to Local Plan sites
 - On-road cycle lanes connecting Local Plan sites
 - Traffic calming measures
 - Crossing improvements
 - Cycle parking facilities
 - Crossing improvements at Bowthorn Road in Cleator Moor
- 4.37 The principal aim was to identify walking and cycling improvements that connect Local Plan sites to existing infrastructure, and where required, upgrade infrastructure to improve connectivity between sites and key destinations such as public transport interchanges.
- 4.38 Appendix 1 sets out the detail of the walking and cycling schemes with indicative costs. The cost of the infrastructure works would be covered by developer contributions relating to the specified allocation.

5. Utilities

Electricity

- 5.1 Electricity North West has raised no concerns about the capacity of the distribution network in supporting the levels of growth associated with the Copeland Local Plan.
- 5.2 The key challenge for distribution network operators will be supporting the move towards a low carbon economy and net zero carbon emissions, with the consequent implications for the electricity transmission network and the way electricity is generated, stored and transported. The Net Zero transition will result in significant increases in network demand driven by renewable generation connections, electric vehicles and the electrification of heating.
- 5.3 In order to achieve their vision of 'Leading the North West to Net Zero', ENW are investing in the network throughout the region to ensure that the potential of new technology can be maximised, and that the network is not a barrier to connecting EV chargers or other low carbon technologies. There will be a fundamental shift from distribution network operation to distribution system operation. Distribution system operation involves the coordination of a range of functions enabling the network operator to develop a smart, flexible distribution system to adapt to changing customer behaviour. ENW produces an annual Distribution Future Electricity Scenarios report forecasting generation and demand to inform future needs and the R110 -ED2 Business plan (December 2021) will ensure that the network can accommodate increased demand and growth in the North West.

Gas

- 5.4 The capacity of the gas network to accommodate the growth set out in the local plan has not been identified as an issue by National Grid that operates the National Gas Transmission Network, or Cadent and Northern Gas Networks which operate the distribution networks.
- 5.5 Northern Gas Network and Cadent are continuing to invest in the upgrading of the mains network throughout the region, replacing iron and steel pipes with polyethylene components, which is programmed to be complete by 2032.
- 5.6 The National Grid Business plan for 2021-2026 R110-2 seeks to ensure that the transmission network can support the hydrogen economy and 'green' gas to assist in the delivery of net zero ambitions. Gas demand is expected to reduce to 68% of 2018 levels by 2050, and the level of network capability is being considered. National Grid recognises the uncertainty over future energy generation and capability and will continue to undertake annual network capability assessments.
- 5.7 Cadent's business plan R110-2 (2021-26) outlines innovations to decarbonise the NW with hydrogen and their role in delivering Net Zero emissions. It is expected that hydrogen would be distributed through the existing gas

networks. Northern Gas Networks' Business Plan R110-GD2 (2021-26) references the uncertainty associated with future supply and demand and the need to manage variation; it also produces annual long term development statements to ensure network capability.

Water and Wastewater

- 5.8 United Utilities has not identified any water supply issues associated with the level of growth set out in the local plan. West Cumbria now falls within United Utilities Strategic Resource Zone (SRZ) which also covers south Cumbria, Lancashire, Manchester, Merseyside and most of Cheshire. The Water Resources Management Plan (WRMP) 2019¹ predicts that the region will have sufficient water through to 2045. It forecasts that the SRZ will have a healthy surplus of water following the implementation of leakage reduction and water efficiency measures, ensuring that the supply remains resilient should demand be higher than expected due to high economic or population growth, or if the climate becomes drier than predicted.
- 5.9 A shortfall in supply had originally been identified in the former West Cumbria Resource Zone in the WRMP 2015 which resulted in the West Cumbria Water Supply project (Thirlmere transfer scheme) and the amalgamation of west Cumbria into the SRZ. Abstraction licenses for Ennerdale expire at the end of March 2022 and the Thirlmere pipeline is operationally complete.
- 5.10 United Utilities is supportive of Policy N5PU of the Local Plan, *Protection of Water Resources*, which references the need for development to include water efficiency and saving measures where possible.
- 5.11 Whilst no specific wastewater infrastructure schemes have been identified as necessary to support the Local Plan allocations, much sewage collection infrastructure is aged and involves combined sewers. Existing infrastructure assets will need to be protected and accommodated, and a coordinated approach will be needed for the development of the larger sites. United Utilities are currently developing their Drainage and Wastewater Management Plan² which focuses on the future of drainage, wastewater and environmental water quality in the north west, and investigating possibilities to strengthen the resilience of the wastewater network.
- 5.12 The effects of climate change and extreme weather events on the performance of the network have the potential to be significant, and enhanced overflow, storage and pumping capacity may be needed to mitigate the effects of storms upon flood risk and environmental pollution.
- 5.13 United Utilities supports relevant policies in the plan which address flood risk, promote sustainable drainage and the drainage hierarchy, and highlight the role of landscaping and natural processes in reducing surface water discharge into the wastewater network. These include Policies DS8PU Reducing Flood

¹ [Water Resources Management Plan \(unitedutilities.com\)](https://www.unitedutilities.com/water-resources-management-plan)

² [Drainage and wastewater management plan \(unitedutilities.com\)](https://www.unitedutilities.com/drainage-and-wastewater-management-plan)

Risk, DS9PU Sustainable Drainage, DS7PU Hard and soft landscaping and N5PU, Protection of Water Resources.

Broadband

- 5.14 Broadband in Copeland is currently delivered via four different communication methods:
- ADSL (Asymmetric Digital Subscriber Line) over copper from the local exchange
 - VDSL (Very high speed Digital Subscriber Line) over copper from the local exchange
 - Wireless local loop using radio links
 - 4G
- 5.15 Recent investment in the provision of Superfast and Fibre infrastructure has meant that coverage has risen across Copeland (including the Lake District National Park) from 0.5% to 96.1% (Superfast) and 0.7% to 99.5% (Fibre) between January 2010 and September 2021³. The expansion of fibre based broadband to the majority of properties in Copeland has created opportunities for both residents and businesses, particularly during the Covid-19 pandemic.
- 5.16 However, it is expected that speeds of 30Mbps will soon be too slow for average residential and business needs; it is therefore necessary to start expanding access to gigabit capable infrastructure.
- 5.17 The County Council is supporting the development of the national Project Gigabit Programme which aims to expand access to Gigabit broadband to 80% of properties in the UK by 2025. It is expected that this will be funded commercially; the remaining 20% are the hardest to reach premises and there is a consensus that public subsidies will be required to complete Gigabit delivery⁴. It is likely that Copeland would require publically funded intervention to deliver gigabit broadband. Cumbria is a pilot area for the Project Gigabit Programme, and it is anticipated that deployment will begin in 2022.
- 5.18 Copeland Borough Council is also exploring the creation of a digital grid for Whitehaven which would provide access to secure and free wifi to support businesses. In addition the Council is working with the private sector to secure funding through the Borderlands Inclusive Growth Deal to provide digital investment in Egremont which, if successful, would benefit both business and residents.
- 5.19 5G services are currently only deployed in limited locations across the UK as its use is still developing. It is expected that there will be an increase in demand for 5G services from all four major mobile network operators across all urban/near urban areas and throughout the road and rail transport network.

³ <https://labs.thinkbroadband.com/local/copeland-district,E07000029>

⁴ <https://www.gov.uk/government/publications/project-gigabit-phase-one-delivery-plan/project-gigabit-phase-one-delivery-plan>

It is anticipated that part of this coverage will be achieved through the expansion and upgrading of current 4G mobile infrastructure.

- 5.20 The majority of the Local Plan allocations are proposed to be located in urban areas therefore broadband connection issues are not expected to be a factor. Developers are increasingly encouraged to make provision for digital connectivity when developing sites. Broadband network providers typically offer such connections at no or subsidised costs if they are engaged at the early planning stages of a project.

6. Charging/low carbon vehicle infrastructure (EV charging points/hydrogen refuelling)

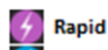
- 6.1 Demand for electric car charging infrastructure has increased recently due to the rise in popularity of low emission vehicles to address climate change and greenhouse gas emissions.
- 6.2 It is expected that the demand for low carbon vehicles will continue to increase significantly owing to the continuing Government focus to reduce emissions and the ban of petrol and diesel vehicle sales in 2030; this will therefore increase demand for charging points.
- 6.3 Stage 1 of the IDP showed that there were 18 electric vehicle charging points within Copeland, all within the north of the borough. Since the Stage 1 report was produced a further 11 charge points have been installed, including two new devices in the south (Millom and Thwaites), providing an extra four charging points. In the north of the borough, four 7kW charge points have been installed by PodPoint at Tesco. There have been three additional charge points installed but these have restricted use, linked to homes and workplaces.

Figure 3 Location of EV charging points in Copeland



Location	Connector Type	Operator
Moresby Hall	2 x Fast	Tesla Destination
J. Edgar and Son Nissan, Rowrah	2 x Fast	Nissan Dealerships
Senhouse Street Car Park, Whitehaven	3 x Rapid	Genie Point
Tesco, Whitehaven	4 x Fast	PodPoint
Morrisons, Whitehaven	3 x Rapid	Genie Point
West Lakes Science and Technology Park	4 x Fast	EV Charge Online
Sella Park Hotel, Calder Bridge	1 x Slow 1 x Fast	ZeroNet
Bailey Ground Hotel, Seascale	2 x Fast	Tesla Destination
W. Milligan and Sons, Millom	2 x Fast	Hubsta
Thwaites Village Hall	2 x Fast	Charge My Street

Table 9 Location of EV charging points in Copeland



- 6.4 A recent Study carried out by PodPoint for Cumbria County Council showed that over 90% of the electric vehicles on the road can only draw a single phase from a 22kW charge point; this equates to a maximum 7kW draw. A one hour charge at 7kW will provide 30 miles of vehicle range.
- 6.5 The limited range provided by this single charge indicates that there is a need for more electric vehicle charge points as drivers will need to stop more frequently to re-charge the vehicles. Whilst new points have been installed in the last year, there is a clear need for the provision of extra charging points in the south of Copeland. At present the number of publically available charging points in Copeland is below the county and national average.
- 6.6 Cumbria County Council is currently managing a programme which will see the upfront installation of 30 active charging points across Carlisle, Maryport, Workington and Kendal, with expansion potential for a further 162 charging points. It is expected that the current project will be completed by March 2022. Work is currently underway to identify sites in other areas of Cumbria, including Copeland, for future investment. To support this an EV working group has been established by Cumbria County Council, District Councils, Cumbria Police, NHS and Sellafield Ltd to identify publically available charging points and establish future demand for on street EV charging infrastructure for those without private driveways.
- 6.7 Both Local Plan policy and proposed changes to the Building Regulations will further support improvements to the availability of EV charging infrastructure.
- 6.8 Policy CO7PU in the Copeland Local Plan will require all new development to integrate new Electric Vehicle Charging Infrastructure. For new residential development, one charging point must be provided per dwelling with off street parking. Where off street parking is not provided, a commuted sum will be required to provide charging facilities in the immediate locality. For non-residential development, at least one charging point must be provided per 10 spaces and the infrastructure to enable future installation of charging points in every parking bay. Furthermore, changes to the Building Regulations in 2022 will require new homes, with an associated parking space, to provide an EV charging point and non-residential development a charging point for one in five parking spaces.
- 6.9 There are two key challenges that could constrain the expansion of charging capacity in Copeland. Firstly, given the rurality of the Borough, it will be harder to secure commercial investment to deliver a wider network of charging points beyond individual domestic or commercial premises and secondly, investment in the electricity grid capacity maybe required to maximise deliver of EV networks. These challenges are considered outside the scope of Local Plan, but the Council will continue to work with Electricity North West and commercial providers to deliver a comprehensive charging network supported by public funding opportunities.

7. Flooding, drainage and coastal change management

- 7.1 The Council commissioned JBA to undertake a Level 1 Strategic Flood Risk Assessment (SFRA). The SFRA has informed the final selection of sites in the Local Plan.

Summary of flood risk in Copeland

- 7.2 The risk across the Copeland area is varied:

The main fluvial risk comes from:

- the River Ehen and Skirting Beck in Egremont,
 - the River Keekle around Cleator Moor,
 - Pow Beck in Whitehaven, and
 - Kirk Beck in Beckermest.
- 7.3 The main tidal risk comes from the Copeland coastline, particularly along the low-lying coastal flats and estuaries. The town of Millom, in the south of the borough, is at high tidal flood risk, particularly east Millom from the Duddon Estuary.
- 7.4 Surface water risk is spread across the whole of the Copeland borough. The main areas of risk are primarily centred around the Main Rivers, and the areas with the highest levels of groundwater vulnerability

SFRA Recommendations

- 7.5 The SFRA categories its recommendations as follows:
- Strategic Recommendation A – consider withdrawal based on significant level of fluvial / tidal flood risk (if development cannot be directed away from areas of risk);
 - Strategic Recommendation B – Exception Test required;
 - Strategic Recommendation C – detailed consideration of site layout and design around flood risk will be required;
 - Strategic Recommendation D – development could be allocated subject to the findings of a site-specific Flood Risk Assessment; and
 - Strategic Recommendation E – development could be allocated on flood risk grounds subject to suitable consultation with the Local Planning Authority and Lead Local Flood Authority.

Development sites assessed by the SFRA

- 7.6 A total of 119 sites were screened against the latest available flood risk information. The majority of the sites were housing at 79 with smaller numbers of other uses: 21 employment, 18 opportunity areas and one wellbeing village. Following the flood risk screening, three sites were recommended as being potentially unsuitable for development due to their location within the functional floodplain. There were two sites to which Strategic Recommendation B applied, 20 potential sites to which Strategic Recommendation C applied. Of these sites, 10 have over 97% within Flood Zone 1, meaning surface water is the main source of risk requiring mitigation. For these sites, the developer would need to carefully consider site layout and design with a view to removing the development site footprint from the flood zone. If that is not possible then an alternative would be to investigate the incorporation of on-site storage of water into the site design through appropriate SuDS, following detailed ground investigation.
- 7.7 Strategic Recommendation D applied to 84 sites with 76 of these sites being wholly within Flood Zone 1. Strategic Recommendation E applied to 10 sites.

Table 10 Number of proposed development sites at risk from fluvial flooding

Proposed use	Number of sites within...			
	Flood Zone 1	Flood Zone 2	Flood Zone 3a	Flood Zone 3b
Housing	69	9	6	6
Employment	14	5	3	5
Opportunity area	6	11	7	6
Wellbeing village	0	1	1	1
TOTAL	89	26	17	18
*Note: Sites may be in more than one flood zone. In reality, a site in Flood Zone 3a will also be in Flood Zone 2				

Table 11 proposed development sites at risk from surface water flooding

Proposed Use	RoFSW flood zone		
	Low risk (1 in 1000)	Medium risk (1 in 100)	High risk (1 in 30)
Housing	48	33	27
Employment	17	14	12
Opportunity area	14	12	9
Wellbeing village	1	1	1
TOTAL	80	60	49
*Note: Sites may be in more than one flood zone. In reality, a site in the high risk zone will also be in the medium and low risk zones			

- 7.8 Of the 18 sites identified as being in Flood zone 3b the majority have not been taken forward for allocation. Of those that remain the majority are opportunity sites, and not essential to the delivery of the Plan. The Cleator Moor Innovation Quarter allocation has been identified as high risk but as a strategic employment site, covering 26.4 hectares it is considered that there is sufficient site capacity and opportunity at the detailed design stage to avoid the Flood Zone 3b area, and address and mitigate the flood risk for the site.
- 7.9 As outlined above Millom is a high flood risk area. The LLFA are progressing a comprehensive flood mitigation scheme that should benefit both Millom and Haverigg. Details are set out in Appendix 1.
- 7.10 The Local Plan policies, DS8PU “Reducing Flood Risk” and DS9PU “Sustainable Drainage”, sets out the Council’s approach to flood risk and mitigation. It supports the principles of avoiding areas of high flood risk, seeking mitigation where drainage infrastructure is inadequate, supports new flood defence measures and promoting sustainable drainage. A drainage strategy will be required in line with the local validation checklist for certain development to ensure foul and surface water drainage is adequately addressed.

8. Health

GP Surgeries

- 8.1 GP practices within Copeland are still accepting new patients. The recruitment and retention of GPs and appropriately qualified staff is challenging, although this is recognised as a nationwide rather than local issue. The number of GPs has declined because of retirement or through working reduced hours, as demand has increased with a growing and ageing population and the management of long-term health conditions. This has had a direct impact on how some patients have been able to access their GP practice.
- 8.2 NHS England and the Clinical Commissioning Groups that cover the borough (Morecambe Bay CCG and North Cumbria CCG) are responsible for commissioning health care services to serve local needs. Services may need to be delivered differently to ensure that they remain safe and sustainable, and practices are now depending on a wider range of clinicians with different roles and skills to provide primary healthcare.
- 8.3 North Cumbria Health and Care Partnership seeks to support primary healthcare in a range of ways⁵:
- Extending the role of community pharmacies to provide a wider range of enhanced services.
 - Extending roles within practices including advanced nurse practitioners, physiotherapists and community paramedics.
 - Enabling practices to collaborate to deliver an enhanced range of services.
 - Improving access to general practice by enabling practices to work together to coordinate their provision of extended access.
 - Supporting practices to reduce differences across practices and improve outcomes.
 - Creating more attractive models of employment, e.g. salaried GP services portfolio careers with varied clinical and academic job plans.
- 8.4 The Government is committed to recruiting 6000 additional GPs by 2025, but this target is not going to be met, and this remains an ongoing issue to be resolved, particularly as workloads and demands have increased during the pandemic.

Dental Practices

- 8.5 Dental practices in Copeland are now only accepting private patients. Emergency dental care for those not registered with a dentist may be available through the NHS referral service, but patients are struggling to access NHS dentistry services throughout the Country.

⁵ [Our Priorities \(North Cumbria Health and Care Partnership\) :: North Cumbria CCG](#)

- 8.6 There is a backlog of patients requiring appointments following restrictions imposed on routine dental care by Covid regulations, and NHS statistics indicate that fewer dentists are now offering NHS care⁶. Additional funding of £50 million has been announced for NHS dentistry and the provision of additional appointments to help tackle this issue at a national level, but the way NHS dentistry is funded is likely to require fundamental change to increase the availability of NHS dentists.

Care Homes

- 8.7 Cumbria County Council is the responsible authority for adult social care, although the provision of elderly care in Copeland is delivered by a mix of private and public sector providers.
- 8.8 The Stage 1 Infrastructure Delivery Plan identified a need for an additional 349 Extra Care Housing Units in Copeland by 2025 in line with the Extra Care Housing and Supported Living Strategy 2016-2025⁷. There are currently 61 units in the borough, leaving an estimated shortfall of 289 units by 2025. With demand expected to rise given the super-ageing nature of the population, the need for additional units is likely to increase.
- 8.9 Extra care housing plays a key role in enabling people to maintain their independence in their own home for longer, preventing, reducing, or delaying the need for higher level services such as residential care, and also freeing up market or social housing. The County Council is committed to increasing the availability of this type of accommodation to make it a viable option or choice for all older people, whilst acknowledging the challenge in the face of increased demand for services alongside a reduction in overall spending.
- 8.10 The County Council recognises development in partnership as being crucial to delivering extra care housing, encouraging innovative approaches to capital finance and mixed tenure development, and seeking to identify and secure potential funding sources. These include private developer contributions, Homes England funding and other asset and funding programmes the County Council and district council are able to access
- 8.11 To support the development and facilitation of extra Care housing the County Council will consider⁸:
- Using County Council and district authority owned sites.
 - Liaising with developers to deliver Extra Care housing in smaller settlements.
 - Encourage private development and mixed tenure schemes

⁶ [NHS Dental Statistics - NHS Digital](#)

⁷ <https://cumbria.gov.uk/elibrary/Content/Internet/327/6214/42849133548.PDF>

⁸ [Extra Care Housing and Supported Living Development Programme | Cumbria County Council](#)

- Encourage Registered Providers (Housing Associations) and private developers to come forward with site proposals for potential development.
- Re-modelling of older sheltered housing schemes; and
- Developments in partnership with the NHS, as part of its estates management programme.

8.12 To further support the development of Extra Care housing and Supported Living accommodation, a capital fund has been established to facilitate the development of the 'social housing' element of extra care housing. There is currently £3.684 million in the capital programme from the original £4.624 million allocation. There are two different delivery methods⁹:

- A Grant Award Programme which involves the opportunity for potential providers to come forward with proposals for Extra Care/Supported Living development subject to criteria. The grant will only support the capital costs of the development of a proposed scheme; it cannot be used to support any ongoing requirement for revenue support.
- A Framework Agreement for the development of new schemes in which funds will be used to call for sites, or develop existing Council owned sites in areas the Council has identified as key areas based on levels of need. Through this framework the Council will be offering the opportunity for framework providers to develop and manage Extra Care Housing/Supported Living accommodation.

8.13 Whitehaven has been identified as a preferred location to focus efforts in Copeland, with the former Brackenthwaite care home being examined as a possible location, although no schemes are planned for Copeland at present.

8.14 Policy H12PU of the Local Plan, *Residential Establishments, including Specialist, older persons housing and purpose-built student and key-worker accommodation*, supports the provision of residential establishments including extra care housing. Working collaboratively with providers and partners, the Council will seek to identify suitable locations to meet identified needs and enabling residents to access key services and play an active part in community life.

Secondary Care

8.15 Following the completion of the £90 million Phase 1 redevelopment of West Cumberland Hospital in 2015, investment in the facility has continued, with a £1.5 million extension to the emergency assessment unit which opened in May 2021, and ongoing improvements in the main hospital with the development of a Rapid Assessment & Treatment room in the A & E department.¹⁰

⁹ [Extra Care Housing Grant Prospectus \(cumbria.gov.uk\)](https://www.cumbria.gov.uk/extra-care-housing-grant-prospectus)

¹⁰ [£1.5million Same Day Emergency Care Unit to open at West Cumberland Hospital :: North Cumbria Integrated Care \(ncic.nhs.uk\)](https://www.ncic.nhs.uk/1.5million-same-day-emergency-care-unit-to-open-at-west-cumberland-hospital-north-cumbria-integrated-care)

- 8.16 With business case approval for the £40 million Phase 2 redevelopment of the hospital, planning permission was granted in November 2021, and construction work is expected to commence this Spring. The redevelopment includes a Specialist Palliative Care unit, a 24 bed 'Step Down' area as well as a Stroke and Rehabilitation ward and a Short Stay Paediatric Assessment Unit, and 7 inpatient beds. Other existing areas and wards will also be refurbished, reconfigured, and improved.
- 8.17 Staff recruitment and retention continues to be addressed by North Cumbria Integrated Care NHS Foundation Trust, an issue further impacted by the effects of the pandemic. International recruitment has been pursued by the Trust as one of the options to address historical staffing issues, alongside other local and national routes such as supporting other members of the workforce to train as associate and apprentice nurses. The trust expects to have 197 International nurses by the end of March working at both Cumberland and West Cumbria hospitals.
- 8.18 With increasing demands on the health service and the movement towards a more comprehensive integrated approach, as reflected in the creation of the North East and North Cumbria Integrated Care System in 2019¹¹, healthcare providers will continue to work together to find new and innovative ways of delivering services, and achieving the best healthcare and health outcomes for communities.

¹¹ [The Trust :: North Cumbria Integrated Care \(ncic.nhs.uk\)](https://www.ncic.nhs.uk)

9. Education

- 9.1 Copeland has 40 schools; this comprises of 34 primary schools, four secondary schools, one special school and one independent school. The majority of the schools (34) are run by the Local Education Authority (Cumbria County Council), five are Academies and one is an Independent school.
- 9.2 Stage 1 of the Infrastructure Delivery Plan (2020) identified that there were a number of schools currently operating at capacity and that developer contributions may be required to accommodate additional pupils from new development.
- 9.3 Following continuing discussions with the Local Education Authority (Cumbria County Council), it is clear that there are two towns in Copeland which are likely to need considerable investment into the provision of education facilities. These are for the provision of primary school places in south Whitehaven and for both primary and secondary school places in Egremont.
- 9.4 The Council is working closely with the Local Education Authority to identify how the required additional places can be provided. This work includes commissioning studies to assess the suitability of sites for a new build education facility as well as assessing which currently operating schools have the ability to be extended.
- 9.5 Once the results of this work have been completed, the Council intends to release a follow up iteration document to this Infrastructure Delivery Plan which will set out the joint position of the Council and the Local Education Authority as to how the required school places could be delivered across the period of the Local Plan.

10. Sport and Leisure Facilities

- 10.1 The Council has commissioned a Playing Pitch Strategy (PPS) which will be completed in Spring 2022. An addendum to this IDP will be published detailing the findings of the PPS and its implications for the Local Plan.
- 10.2 The Copeland Local Plan contains a number of policies that recognise the importance of sports and leisure to health and wellbeing, supports proposals that will deliver new and improved sport and leisure facilities, safeguards existing sporting facilities and pitches from development and seeks developer contributions for new or improved facilities where appropriate. The relevant policies are listed below.
- Policy DS5PU Planning Obligations
 - Policy SC1PU Health and Wellbeing
 - Policy SC2PU Sporting, Leisure and Cultural Facilities
 - Policy SC3PU Playing Fields and Pitches
 - Policy SC4PU Impact of new development on sport facilities

Existing projects

- 10.3 The Council was recently allocated Town Deal funding, a large proportion of which is being spent providing or improving sports facilities in the Borough. Town Improvement Plans (TIP) have been produced for Cleator Moor and Millom/Haverigg these identify the following potential projects:
- The redevelopment of the existing Cleator Moor Centre to create a modern, multi-functional centre including an indoor sports hall, flexible studio space, gym and café as well as wider health and well-being provision and targeted youth activity. This project sits under the TIP's Healthy Town theme.
 - The provision of a new, leisure size, swimming pool in Millom as part of the Activating Community Health project.

11. Green infrastructure and open space

- 11.1 Copeland is primarily rural in nature, with a large part of the district lying within the Lake District National Park. It has an attractive coastline which includes a stretch of heritage coast, a marine conservation zone, and parts of which are designated as SACs and a SPA in recognition of their ecological value. There are a variety of open spaces within the settlements, some of which are identified as highly valued Local Green Spaces.
- 11.2 The Open Space Assessment Report 2020 (and addendum) provides detail on what open space provision exists in parts of the borough outside the national park, its condition, distribution, and overall quality. The following types of open space are examined:

Table 12 Open Space Typology and Primary purpose

Typology	Primary purpose
Parks and gardens	Accessible, high quality opportunities for informal recreation and community events.
Natural and semi-natural greenspaces	Wildlife conservation, biodiversity and environmental education and awareness.
Amenity greenspace	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.
Provision for children and young people	Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters.
Allotments	Opportunities for those people who wish to do so to grow their own produce as part of the long term promotion of sustainability, health and social inclusion.
Cemeteries, churchyards and other burial grounds	Burial of the dead and quiet contemplation, often linked to wildlife and biodiversity promotion.
Civic space	Provides a setting for civic buildings, public demonstrations and community events

11.3 A size threshold of 0.2 hectares has been applied to the inclusion of some typologies within the study (amenity greenspace and natural and semi-natural greenspace). This means that sites that fall below this threshold were not audited unless identified as being significant.

11.4 In addition, several large sites are excluded from provision figures due to their significant size and location outside settlement boundaries. These sites serve a wider area/population than a specific settlement, with most people likely to be willing to travel to them, often by car. These include:

- Hodbarrow RSPB (205 ha)
- Drigg Beach (132 ha)
- Walkmill, Moresby (37 ha)
- St Bees Beach (24 ha)
- Clints Quarry (9 ha)
- Haverigg Shoreline (3 ha)
- Longlands Lake (11 ha)
- Nethertown Beach (2 ha)
- Seascale Beach (4 ha)
- St Bees Beach and St Bees Head (24 ha)

11.5 These factors combined with the rural nature of the Borough mean that although areas within the district might possess less than the average provision of 5.33 ha per 1000 head of population, additional outdoor resources may be available nearby.

11.6 A settlement may be deficient in a particular type of open space, for example parks and gardens or civic space, but has good access to natural/semi-natural greenspace. The different types of space offer different types of benefits and

are often multi-functional. Spaces may be important for specific reasons, such as biodiversity, informal recreation, or visual amenity.

- 11.7 The study also made a qualitative assessment of each site, with some sites scoring poorly in terms of quality and/or value, which is helpful in determining where additional resources might need to be directed to enhance existing provision.
- 11.8 The Study makes recommendations on whether sites should be protected, and whether sites meet the stringent criteria of the government's Local Green Space designation. Strategic Policy N11PU identifies protected green spaces on the policies map, and Strategic Policy N12PU identifies and protects Local Green Spaces.
- 11.9 Provision of open space will be required as part of new development where there are existing deficiencies in quantity or access to open space, and/or where development will result in deficiencies as identified in the Study. Where on-site provision is deemed impractical or is not needed, there may be opportunities for the enhancement of existing sites, or the creation of off-site provision through developer contributions, as set out in Policy DS5PU, Planning Obligations. This policy references the potential for planning obligations to relate to (amongst other things) green infrastructure, public open space, play areas, allotments, landscaping tree planting and biodiversity net gain, which reflects some of the multiple benefits that open space can deliver.
- 11.10 The contribution that open spaces and the natural environment make to health and wellbeing is recognised in Strategic Policy SC1PU, Health and Well-being, which supports new development that enhances the natural environment, promotes active travel, protects, or delivers green infrastructure and open spaces, improves access to the countryside or creates spaces for food growing.
- 11.11 Open spaces and green infrastructure are also important components of Strategic Policy DS2PU, Reducing the impacts of development on Climate Change, and the potential of nature-based solutions to reduce flood risk is outlined in Strategic Policy DS8PU.
- 11.12 Strategic Policy N9PU, Green Infrastructure, outlines the different GI assets that deliver multi-functional benefits and highlights their importance. Other policies in the Plan reinforce the natural environment, green infrastructure and open space assets including Strategic Policy N2PU, Local Nature Recovery Networks, Strategic Policy N3PU, Biodiversity Net Gain, Strategic Policy N7PU, St Bees and Whitehaven Heritage Coast, Strategic Policy N8PU, The Undeveloped Coast, Strategic Policy N10PU, Green Wedges, Policy N13PU, Woodlands, Trees and Hedgerows and Policy N14PU, Community Growing Spaces.
- 11.13 These policies embed the consideration of green infrastructure, open space, and the natural environment in the design and development process to

maximise the multiple benefits that they can deliver, providing a strong policy framework for the consideration of natural assets.

- 11.14 Planning obligations are just one mechanism to provide and enhance open space assets. Alternative external funding sources will be necessary to address deficits of provision and to improve or enhance the quality of many of the Borough's open spaces. Whilst some of the spaces are maintained by Copeland Borough Council, others are operated by community organisations such as Parish Councils. Delivery of the levels of investment required for additional provision, enhancement and long-term maintenance requires a local partnership approach.
- 11.15 The Towns Deal Fund is supporting several projects. In Cleator Moor, accelerated funding has already financed the transformation of the Jacktrees Road play area into an activity hub with enhanced access to the C2C path, and schemes in the Town Investment Plan include improvements to the public realm in the Town Square and improving sports and leisure provision.
- 11.16 In Millom, the Town Deal accelerator-funded project involved an upgrade to the children's play area in Millom Park, ensuring that facilities are more visible and easier for resident and visitors to access. The Activating community health theme in the investment plan includes capital investment to improve outdoor amenity spaces in Millom and Haverigg parks to encourage greater informal outdoor activity across all ages.
- 11.17 Egremont has been put forward for the Borderlands Place Programme funding, with themes relating to a connected, healthy, and active town. Projects include investment into greenways, public realm, and green spaces, and increasing the engagement of residents in sports and recreation. There are opportunities to develop green gyms and enhanced green spaces as part of the active towns offer.
- 11.18 £60,000 was received by Copeland Borough Council from the heritage lottery funded 'Get Cumbria Buzzing' project to create pollinator-friendly habitats by planting trees, wildflowers, shrubs, and bulbs in open spaces in Whitehaven and Distington.
- 11.19 Defra's Nature or Climate Fund has announced £220,000 to kickstart planting as part of the development of a new Community Forest for Cumbria. The objective is to create a minimum of 5,000 hectares of new woodland along a 56 mile stretch of the western coast of Cumbria over the next 25 years. It will be delivered by Cumbria County Council in partnership with organisations including the Forestry Commission, Cumbria Woodlands, and the National Trust. The Forest will benefit wildlife, the environment, and people's wellbeing through increasing access to nature.
- 11.20 The Copeland Community Fund provides funding for a variety of projects that support Copeland's communities. Areas of funding include quality open spaces (Local communities fund), improvements to open community spaces, and community growing schemes such as allotments (Places and spaces).

Appendix 1 Infrastructure Delivery Schedule

It should be noted that following viability testing there may be a need for some matched funding from other sources, as well as developer contributions, to deliver the full schemes identified in the following tables.

Projects with direct links to the Local Plan

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HAR1 Garage Site Arlecdon	Traffic calming along Arlecdon Rd	£5,100	Developer Contributions		No		
		Footway surfacing Arlecdon Rd	£ 54,400					
Active Travel	HBE2 Land Adjacent to Mill Fields	New footway along Mill Lane to connect with existing footway	£83,900	Developer Contributions		No		
		Provision of advisory cycle signage along Mill Lane	£1,700					
Active Travel	HBE 1 Adj. Crofthouse Farm Sellafield Rd	Provision of footway along boundary of site. Western side of Sellafield Rd.	£22,400	Developer Contributions		No		
		Provision of crossing of Sellafield Rd.	£37,800					

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	ES1 Westlakes Science Park	Provision of an off- road cycle access to the NCN 72 from Westlakes Science Park	£8,300	Developer contributions		No		
Active Travel	HBI1 Land north of Springfield Gardens	Provision of shared use path along the eastern side of the A595 to connect with NCN 72	£ 235,400	Developer contributions		No		
Active Travel	HBI2 Land west of Jubilee Gardens	Provision of shared use path along the eastern side of the A595 to connect with NCN 72.	£235,400	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	Leconfield Industrial Estate-Employment	Provide off-road cycle access to the NCN 71 from Leconfield Estate.	£8,300	Developer Contributions		No		
		New pedestrian refuge near Bowthorn Road to connect to bus stops on Leconfield Street.	£6,800					

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HCM1 Land at Jacktrees Road	Widen existing footways along the northern boundary of the site.	£123,000	Developer Contributions		No		
		Traffic calming measures on Jacktrees Road from the Site at Jacktrees Road to B5295 High Street.	£12,800					
		Change designation of FP403015 to bridleway to connect with the NCN 71.	N/A					
		Footpath FP403015 to be subject to surfacing improvements	£63,500					

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	Cleator Mills Opportunity Site	Change designation of FP403013 to bridleway. Footpath FP403013 to be subject to surfacing improvements	N/A £155,900	Developer Contributions		No		
Active Travel	HCM3 Former Ehenside School	Traffic calming measures on Towerson Street.	£2,600	Developer Contributions		No		
Active Travel	HCM2 Land north of Dent Road	Provision of shared-use path along Frizington Road from Greystones Avenue along the eastern boundary of the site. Surface improvements along old Parkside Road to connect to the NCN 71.	£332,400 £78,000	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	Furnace Row Employment	Provision of footway connection to Distington roundabout.	£201,200	Developer Contributions		No		
		Upgrade puffin crossing on A595 northern arm to toucan crossing.	£45,300					
Active Travel	Land south west of Rectory Place	Widen footways at pinch points.	£212,400	Developer Contributions		No		
		Implement traffic calming measures.	£10,300					
Active Travel	HDI1 Land south of Prospect Works	Implement traffic calming measures.	£5,100	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HDH2 Wray Head Station Rd	Provision of footway connection along the boundary of the sites on Station Road and B5344 (between Station Road and Land north Meadowbrook, Drigg).	£184,500	Developer Contributions		No		
Active Travel	HEG 1 Land north of Ashlea Road	Traffic calming measures on St Bridget's Lane and Baybarrow Road to connect to Playing Fields Ashlea Road.	£21,800	Developer Contributions		No		
Active Travel	HEG3 Land south of Daleview Gardens	Traffic calming measures on Bookwell. Localised footway improvements on Bookwell.	£7,700 £41,700	Developer Contributions		No		
Active Travel	HEG2 Land at Gulley Flats	Localised footway improvements on Bookwell.	£41,700	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	Bridge End Employment	<p>Surface improvements on Bridge End as an alternative route to Vale View</p> <p>Signage on Bridge End as an alternative route to Vale View.</p>	<p>£54,400</p> <p>£1,700</p>	Developer Contributions		No		
Active Travel	HTH 1 Land south of Thornhill	<p>Provision of an off-road cycle access to the NCN 72 from Land to the South of Thornhill.</p> <p>Existing NCN 72 to be subject to surfacing improvements.</p>	<p>£49,900</p> <p>£70,700</p>	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	Frizington Road Employment	Surface improvements on Park Street.	£32,600	Developer Contributions		No		
		Change designation of FP401005 to bridleway.	N/A					
		Footpath FP401005 to be subject to surfacing improvements.	£145,000					
		Surface improvements on Yeathouse Road.	£123,300					
		Provision of signage on Yeathouse Road.	£3,300					

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HMI 1 Land west of Grammerscroft	Traffic calming measures on Grammerscroft, Palmers Lane and Moor Terrace to connect to Back of Grammerscroft.	£6,400	Developer Contributions		No		
		Provide pedestrian refuge crossing on Palmers Lane.	£6,800					

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HMI 2 Moor Farm	Surface improvements and change designation of Church Walk to bridleway	£112,400	Developer Contributions		No		
		Surface improvements and change designation of FP415007 to bridleway. Note risk of level crossing.	£168,600					
		Provide a toucan crossing on St George's Road in proximity to Church Walk.	£181,300					
Active Travel	Mainsgate Rd Expansion Site Employment	Traffic calming measures along Mainsgate Road.	£5,100	Developer Contributions		No		
Active Travel	Devonshire Road Employment	Traffic calming measures along Devonshire Road.	£15,400	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HSE 2 Fairways Extension	Change designation of FP426003 to bridleway and connect to Croft Head Road. Footpath FP426003 to be subject to surfacing improvements.	N/A £117,800	Developer Contributions		No		
Active Travel	Seascale Rural Workshops Employment	Provide pedestrian crossing on Gosforth Road to footway on east side of the carriageway.	£37,800	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HSB1 Land adjacent Abbots Court	Improve footpath connection FP423016 between Land adjacent Abbots Court and Beach Road. Provide crossing on Beach Road to footway on south side of the carriageway.	£33,500 £37,800	Developer Contributions		No		
Active Travel	Old Dawnfresh Factory Site Opportunity Site	Widen the western footway and extend to integrate with the site.	£123,000	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	HWH2 Red Lonning and Harris Moor	Traffic calming measures on Harras Road.	£10,300	Developer Contributions		No		
		Provision of shared-use path using existing verges on Harras Road.	£656,500					
		Provision of shared use path utilising wide verges on Red Lonning.	£573,400					
Active Travel	Whitehaven Commercial Park Employment	Provision of shared use path on Moresby Parks Road.	£664,800	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
	Sneckyeat Industrial site Employment	Pedestrian refuge on Homewood Road in proximity to Sneckyeat Industrial Estate. Segregated cycle track on Homewood Road	£6,800 £373,900	Developer Contributions		No		
Active Travel	Land at West Cumberland Hospital and Homewood Road	Improved crossing facilities at Homewood Road / A595 / B5295 roundabout.	£13,600	Developer Contributions		No		
Active Travel	Car Park Quay Street East Opportunity Site	Provision of off-road segregated cycle infrastructure.	£68,600	Developer Contributions		No		
Active Travel	Jacksons Timber Yard Opportunity site	Provision of off-road segregated cycle infrastructure.	£68,600	Developer Contributions		No		
Active Travel	Preston Street Garage Opportunity Site	Provision of off-road segregated cycle infrastructure.	£68,600	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Active Travel	BT Depot Opportunity Site	Provision of off-road segregated cycle infrastructure.	£68,600	Developer Contributions		No		
Active Travel	Haig Enterprise Park Employment	Traffic calming measures along High Road and Woodville Way.	£7,700	Developer Contributions		No		
Active Travel	HWH4 Land south and west of St Mary's School	Traffic calming measures along High Road and Woodville Way.	£7,700	Developer Contributions		No		
Active Travel	HWH6 Land south of Waters Edge Close	Traffic calming measures along High Road and Woodville Way.	£7,700	Developer Contributions		No		
Active Travel	HWH5 Former Marchon Site North	Traffic calming measures along High Road and Woodville Way.	£7,700	Developer Contributions		No		
Active Travel	HWH3 Land at Edgehill Park	Traffic calming measures along High Road and Woodville Way.	£7,700	Developer Contributions		No		
Bus	HCM2 Land north of Dent Road	Bus stop Frizington road (A5086)	£91,000 for layby £5,500 per shelter	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Bus	HCM4 Land at Mill Hill	Bus stop Keekle Terrace (B5295)	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	HMI 1 Land west of Grammerscroft	Bus stop Palmers Lane	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	MMI2 Moor Farm	Bus stop Haverigg Road	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	ES12 Mainsgate Rd Expansion Site	Bus stop Devonshire Road/St George's Road	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	ES13 Devonshire Road	Bus stop Devonshire road	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	HWH2 Red Lonning and Harras Moor	Bus stop Red Lonning	£91,000 for layby £5,500 per shelter	Developer Contributions		No		
Bus	Whitehaven Commercial Park	Bus stop Moresby Parks Road	£91,000 for layby £5,500 per shelter	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Bus	HWH2 Red Lonning and Harras Moor	New bus service to Moresby Parks	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		
Bus	Whitehaven Commercial Park	New bus service to Moresby Parks	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		
Bus	HMI1 Land west of Grammerscroft	New bus service between Millom and Haverigg	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Bus	HMI2 Moor Farm	New bus service between Millom and Haverigg	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		
Bus	ES12 Mainsgate Rd Expansion Site	New bus service between Millom and Haverigg	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		
Bus	ES13 Devonshire Road	New bus service between Millom and Haverigg	£105,00 annually Additional bus (single deck) within timetable	Developer Contributions		No		

Highway Capacity Improvements on the A595 ID references refer to schemes contained in appendices of the Transport Improvement Study

Scheme	Cost	Sites that contribute to the improvement (developer contribution)
ID 26 A595/ New Road (Pelican Garage) Whitehaven	£1,497,800	Old Dawnfresh Factory Site Westlakes Science Park Former Bus Garage, Bransty Row Mark House and Park Nightclub
ID30 A595/ Inkerman Terrace and A595/Ribton Moorside Whitehaven	£1,172,200	Westlakes Science Park Land at Mill Hill Leconfield Industrial Estate Old Dawnfresh Factory site Land at West Cumberland Hospital and Homewood Road Land to south of Daleview Gardens
ID33 Homewood Rd roundabout Whitehaven	£500,000- £1 million	Westlakes Science Park Land at Mill Hill Leconfield Industrial Estate Old Dawnfresh Factory site Land at West Cumberland Hospital and Homewood Road Land to south of Daleview Gardens
ID34 A595/Mirehouse Rd Whitehaven	£500,000- £1 million	Westlakes Science Park Land to south of Daleview Gardens
ID39 A595/Crow Park Way Whitehaven	£500,000- £1 million	Westlakes Science Park

Highway capacity improvements to local road network

Scheme	Cost	Site that contributes to the improvement (developer Contribution)
ID31 Moresby Rd/Cleator Moor Rd/ Main Street Whitehaven	£805,800	Land at Mill Hill Leconfield Industrial Estate Westlakes Science Park Land at Edgehill Park Red Lonning and Harras Moor
ID32 Cleator Moor Rd/ Overend Rd Whitehaven	£332,400	Land at Mill Hill Leconfield Industrial Estate Westlakes Science Park Land at Edgehill Park Red Lonning and Harras Moor

Safety Improvements on A595

Scheme	Cost	Site that contributes to the improvement (developer Contribution)
ID43 A595/Rosehill Whitehaven	£338,700	Land at Mill Hill Leconfield Industrial Estate Whitehaven Commercial Park
ID45 A595/ Moor Row	£5-10 million	Westlakes Science Park Land at Mill Hill Leconfield Industrial Estate

Safety Improvements on local road network

Scheme	Cost	Site that contributes to the improvement (developer Contribution)
ID29 Preston Street/Coach Road	£41,800	Pow Beck Opportunity Site
ID36 St Bees Road/Mirehouse Road Whitehaven	£178,800	Westlakes Science Park Land at Edgehill Park
ID41 Castle Villas/ Main Street Egremont	No cost estimate of cost	Westlakes Science Park Land to south of Daleview Gardens
ID50 Aikbank Road Whitehaven	£27,300	
ID50 Bransty Road Whitehaven	£44,900	
ID 50 Lincoln Road Whitehaven	£82,200	
ID50 Richmond Hill Road Whitehaven	£25,100	Sneckyeat Industrial Estate
ID 50 Thornton Road Whitehaven	£27,600	Westlakes Science Park
ID53 Homewood Road/Sneckyeat Road Whitehaven	£169,600	Sneckyeat Industrial Estate
ID54 Leconfield Street Cleator Moor	£63,700	
ID55 Meadow View Whitehaven	No estimated cost	Pow Beck Opportunity Site

Flood and drainage

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed	Delivery	Deliver Timescales
Flood scheme	Millom	Flood Mitigation scheme	£13 million	Defra 7m United Utilities 2m	4m (other Government funding)	Outline business 2022	3 years	

Wider projects

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Rail	Whitehaven Station	Delivery of second platform						
Rail	Whitehaven Station	Improved wayfinding information to town centre						
Rail	Parton Station	More accessible platforms						
Rail	Nethertown Station	New shelter				Yes		
Rail	Braystones Station	New shelter				Yes		
Rail	Millom Station	Develop the station as a 'hub'	£1.2 million	Towns Fund			CCC Network Rail	
Rail	Green Road Station	Indoor waiting room refurbishment						
Rail	St. Bees Station	Additional car parking facilities					St. Bees Parish Council	

Type	Location	Project	Estimated Capital Cost	Funding Sources	Shortfall	Programmed?	Delivery Agency	Delivery Timescales
Rail	All stations	General access improvements (e.g. way finding signs, dropped kerbs, additional parking)		Developer contributions				
Rail	Cumbria Coast Line	Investment to increase capacity and line speeds					Cumbrian Rail Programme Board	
Broadband	Whole district	Delivery of Gigabit broadband		Government Project Gigabit funding allocation £60-102 million		Yes – due to begin 2022	BDUK, Cumbria County Council	Short term
Whitehaven Eastern Relief Road	Eastern edge of Whitehaven	Delivery of relief road to form SRN around Whitehaven		National Highways RIS programme?		No	National Highways	