



*Proud of our past. Energised for our future.*

# Copeland

Local Plan 2013-2028:

Site Allocations and Policies Plan

Background Report 1b

**Site assessments:**

**Howgate and Distington**

**locality**

'Preferred Options' draft January 2015



# **Howgate and Distington Locality Site Assessments**

## **Contents**

	<b>Page</b>
<b>Introduction</b>	<b>2</b>
<b>Planning for local centres – the strategy</b>	<b>3</b>
<b>Assessment of sites:</b>	
<b>Distington</b>	<b>6</b>
<b>Lowca</b>	<b>22</b>
<b>Parton</b>	<b>26</b>
<b>Moresby Parks</b>	<b>31</b>
<b>Strategy for development in small villages and the countryside</b>	<b>41</b>
<b>Site assessment – sites in the countryside</b>	<b>43</b>

# Introduction

**This is a background report for the Site Allocations and Policies Plan (SAPP), and should be read alongside the SAPP 'Preferred Options' draft.**

The SAPP is the final part of the Copeland Local Plan 2013-2028. (The other parts – the Core Strategy and Development Management Policies – were adopted in December 2013.)

The SAPP contains two main parts.

1. Site Allocation Policies – these take forward in more detail some of the themes of the Core Strategy and set out the principles according to which sites are proposed to be allocated for development.
2. Recommendations as to the site which should be allocated.

The site recommendations are based on an assessment which takes into account the Sustainability Appraisal, along with the further considerations of planning history (for instance; does the site have planning permission?), constraints (such as drainage issues or highway access), and the contribution development of the site would make to the physical and economic regeneration of the Borough>

This report is one of five, containing the assessments of every site that has been proposed for development in each locality. (The reports for Mid and South Copeland are combined owing to the relatively small number of sites proposed.) As well as the assessments for each site it contains a copy of the strategy for (respectively) the town (if any) in that locality, the Local Service Centres, and the countryside. Note that the development strategy for the Borough has already been determined in the Core Strategy. Decisions taken in the SAPP must by law be in conformity with the Core Strategy.

For a site to be assessed as being suitable for development it must be acceptable in terms of the Core Strategy, and deliverable. We must allocate enough land to meet the targets set in the Core Strategy (which are based on the forecast needs of the population), but to do so we do not have to allocate every suitable site.

## Planning for local centres - the strategy

The Core Strategy lays down the following principles for future development in local centres

New housing should not be more than 20% of the total provided in the Borough and should be built within the defined physical limits of development of the settlement as appropriate. Where needed, small extension sites on the edges of settlements may be permissible.

New housing will be provided to meet general and local needs, and may be on 'windfall' rather than allocated sites. The provision of affordable housing is desirable.

The emphasis in planning for employment will be on retention of existing businesses and premises. Expansion potential may include tourism related development but that should be limited by the need to respect the environment. New provision will most likely arise either in converted or re-used existing buildings, or on sites already allocated in the 2006 Local Plan.

Retail and service provision should focus on shopping to meet local day-to-day needs (although farm shops may be encouraged where not conflicting with other policies); again, the Council will emphasise retaining existing businesses.

### Strategic options for the local centres

As each of these settlements has a different character, the choices for each individual village, including settlement boundary changes where there are potential sites that would require it, are dealt with in the following pages.

Note that the approach for planning for business development (including local services such as shopping) is set by the Core Strategy, and therefore alternative approaches are not put forward.

The Council has considered three possible ways of distributing development land between these centres.

**1. An even distribution allocating land for development in each place.** There is logic in giving every village a share of the quantum of development that is allowed for at this level. The chief advantage is that it would mean that no one settlement would seem to be taking 'more than its share'; it might also be argued that it would result in more certainty of development, particularly for housing, being distributed evenly across the more rural areas. However, the SHLAA exercise has gone through three phases of inviting offers of land for development and there are a number of villages where little or none has come forward – there is no reason to suppose that this will change. Alternatively,

a potentially serious disadvantage would be that it would lead to pressure for land releases in places that do not have the right character, or the environmental capacity, to absorb so much development.

**2. Allocate land for development where sites have been offered.** This approach has the merit of focusing on places where we know that land can be brought forward. The disadvantage is that there may be places where people feel that an excessive share of development is being planned for. It might also lead to some villages growing too fast, putting pressure on local infrastructure (such as roads) or services (such as schools) and sucking development away from the towns.

**3. Allocate land with regard to the capacity of villages to take it, as well as the availability of sites.** This approach also focuses on the places where we know that landowners are willing to see development happen, but balanced against the environmental capacity of those places to accept development. This reduces the risk of large scale development in a small number of villages skewing the overall balance of housing across the district and increasing pressure for villages to grow faster than the Core Strategy permits. As with option 2, there is a risk that people in some villages might feel that they are being ‘swamped’ by large housing development.

Options 2 and 3 would not stop development in villages with no allocated land, as small scale ‘windfall’ sites can still come forward as they have in the past.

### **The Council’s preferred approach is option 3**

An approach that takes advantage of land availability where there is land available, rather than going looking for more in places where none has come forward, must be the more practical alternative. Care will need to be taken to make sure that villages where a lot of land has been offered are not ‘swamped’ by development. Option 3 provides a better basis than option 2 for doing this. However, the number of places where this may be a threat is less than would be the case if option 1 were adopted, and the plan proposed development in places where there has been no demand for it.

## **IMPLEMENTATION - PHILOSOPHY FOR LAND RELEASE**

The Plan lays down that about twenty per cent of development in Copeland will be in Local Service Centres. This means that in allocating land, we have to take care that not too much is allocated in these places, as a surplus of land in villages may deflect development from the towns, where it is most needed. Therefore in some settlements, not all land that is suitable for development might be allocated.

Similarly, during the Plan period land release will be monitored to make sure that development in these places is not taking places at excessive levels, that is, at a rate which could threaten urban regeneration. In pursuit of this aim, the release of some sites whose development is acceptable might be phased.

## Assessment of sites

The sites being considered for allocation for development have come from three sources.

1. Sites allocated in the 2006 Local Plan but not developed. (These sites have been evaluated under policy SA1B, with some recommended to be 'de-allocated', that is, no longer included in the Plan.)
2. The Strategic Housing Land Availability Assessment. This was carried out prior to the Core Strategy, to establish that the Borough can provide an adequate housing land supply. Some sites put forward are already in use or allocated for employment. The SHLAA was published in 2012.
3. Individual proposal that have emerged since 2012, from landowners and/or developers.

Each site is assessed against four criteria:

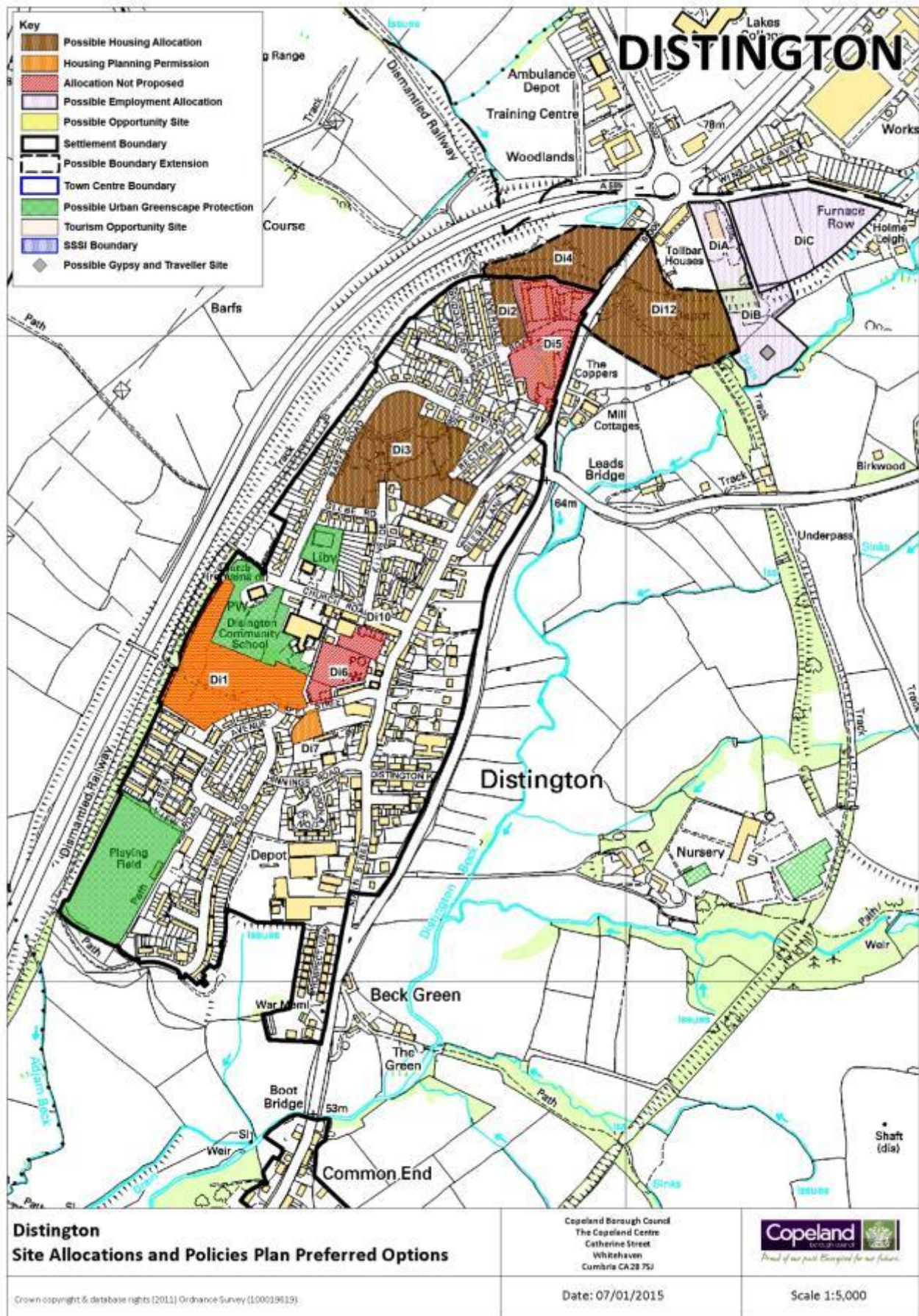
1. its planning history;
2. known physical constraints such as drainage issues or ease of connection to the highway;
3. sustainability (using the criteria of the Sustainability Appraisal, which is also shown);
4. the contribution that development might make to advancing the regeneration of the area.

Each site is scored, but this is illustrative only. A lower score indicates that a site might in principle be less suitable for development, but there might be reasons for allocating it anyway.

Note that, at this stage, the proposals (except for sites that have already been given planning permission since being first identified), are recommendations. The Council will take all comments into account. (This does not rule out locally unpopular decisions being made, as there is an overriding duty to provide enough land for development to meet the community's needs for 15 years. But wherever, possible, we will try to make decisions that reflect local opinion.)

Comments made at this 'Options' stage of plan production will help to make sure that the recommendations, as to which sites should be made available for development, are right.

They will also inform decisions made at the next stage, relating to what kind of development (such as affordable housing, or specialised homes for older people) will be encouraged on each site. (This is not being done at this stage because the policy decision has not yet been made to make detailed requirements for every site.)





## DISTINGTON

DiA	Central Garage	
Area 0.7 ha.	Suggested use Employment	Capacity (housing) n/a
Planning history	<b>None</b>	
<b>PREFERRED USE</b>	<b>Consider allocation for employment use, along with land to south (DiB)</b>	

### Allocation criteria; allocation score (employment use) 3

	Comments	Rating
Planning history	Site in current commercial use, which should smooth the path for commercial redevelopment.	+
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Out of settlement but located on public transport route and reasonably integrated with employment area to north. Sustainability score 9.	+
Regeneration potential	Site already in commercial use therefore redevelopment Depending on the nature and quality of what succeeds it) may not make a significant difference.	0

### Conclusion

This site has been occupied by a car sales business but is now offered for re-use. Its location is suitable for business use. Although it is not within the settlement boundary it is close to the Lillyhall strategic employment area (outside the Borough), and the fact of its existing use, plus its location, mean that continued business use here is broadly compatible with Core Strategy policy ST2C (iv), which allows for employment development outside settlements where they are at strategic employment locations.

### Alternative options

**Change use to housing.** This option is not favoured because of the existing commercial use, and location close to a busy roundabout.

### DiA Central Garage

### Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Development will not harm any heritage resource and will not have significant landscape impact.	+
Water resources	Possible sewer capacity issues	-
Climate change	Small site. Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with little potential for sustainable drainage measures.	+
Energy	Development likely to have neutral effect	0
Land quality	Brownfield site.	+
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	0
Education and skills	Will not make a significant contribution.	0
Sustainable economy	Site accessible by walking, cycling or frequent public transport.	+
Leisure and tourism	Development will not make a contribution	0
Housing	Not relevant.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

DiB	Rear of Central Garage	
Area 1.27 ha.	Suggested use Employment	Capacity (housing) n/a
Planning history	<b>None</b>	
<b>PREFERRED USE</b>	<b>Consider allocation for employment use, along with DiA</b>	

### Allocation criteria; allocation score (employment use) 3

	Comments	Rating
Planning history	Site in current commercial use, which should smooth the path for commercial redevelopment.	+
Physical constraints	No critical constraints known but surface water flooding would have to be looked at.	0
Sustainability (see Sustainability Appraisal for more detail)	Out of settlement but located on public transport route and reasonably integrated with employment area to north. Sustainability score 9.	+
Regeneration potential	Site already in commercial use therefore redevelopment Depending on the nature and quality of what succeeds it) may not make a significant difference.	0

### Conclusion

Although, like DiA, it is not within the settlement boundary this land is close to the Lillyhall strategic employment area (outside the Borough), and the fact of its existing use, plus its location, mean that continued business use here is broadly compatible with Core Strategy policy ST2C (iv), which allows for employment development outside settlements where they are at strategic employment locations.

### Alternative options

**Change use to housing.** This option is not favoured because of the existing commercial use, and location close to a busy roundabout.

### DiB Rear of Central Garage Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Development will not harm any heritage resource and will not have significant landscape impact.	+
Water resources	Possible sewer capacity issues	-
Climate change	Small site. Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with little potential for sustainable drainage measures. Some surface water flooding identified.	+
Energy	Development likely to have neutral effect	0
Land quality	Brownfield site.	+
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	0
Education and skills	Will not make a significant contribution.	0
Sustainable economy	Site accessible by walking, cycling or frequent public transport.	+
Leisure and tourism	Development will not make a contribution	0
Housing	Not relevant.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

DiC	Furnace Row	
Area 2.2 ha.	Suggested use Employment	Capacity (housing) n/a
Planning history	<b>None</b>	
<b>PREFERRED USE</b>	<b>Consider allocation for employment use</b>	

### Allocation criteria; allocation score (employment use) 1

	Comments	Rating
Planning history	None known	0
Physical constraints	Furnace Row itself has limitations in access terms and the site access should therefore be as near as possible to its entrance (i.e. as close as possible to the A595). Drainage connections also may be an issue.	-
Sustainability (see Sustainability Appraisal for more detail)	Outside settlement boundary but close to public transport route and reasonably integrated with employment area to north. Sustainability score 9.	+
Regeneration potential	This is a significant site close to the A595 and Lillyhall, and if satisfactory access can be provided, it could be a worthwhile addition to the employment land supply.	+

### Conclusion

The site would need to be developed in a way which would minimise impact on nearby homes, with the most suitable access point being as near as possible to the north western corner.

### Alternative options

**Allocate for housing.** This option is not favoured because of access limitations as far as large numbers of private cars would be concerned.

**Retain in its current state as rough pasture.**

### DiC Furnace Row Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect as long as boundary vegetation is preserved.	0
Landscape/conservation	Site is rough pasture with buildings around it, therefore limited impact as long as boundary trees/hedges are preserved, especially along its southern edge.	+
Water resources	Possible sewer capacity issues.	-
Climate change	Close to developed areas and existing employment area. Development will have no or a neutral effect.	0
Flood risk	Site in Zone 1 but with little potential for sustainable drainage measures. Surface water flood risk on southern boundary.	+
Energy	Development likely to have neutral effect	0
Land quality	Greenfield site on edge of settlement.	-
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	0
Education and skills	Close to education and training facilities.	++
Sustainable economy	Site accessible by walking, cycling or frequent public transport.	+
Leisure and tourism	Development will not make a contribution	0
Housing	Not relevant.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di1	Hinnings Farm	
Area	Suggested use Housing	Capacity (housing) 85
Planning history	<b>Allocated for housing in the 2006 Local Plan</b>	
<b>PREFERRED USE</b>	<b>Suitable in principle for housing but consider de-allocation due to uncertain market attractiveness.</b>	

### Allocation criteria; allocation score (housing use) 3

	Comments	Rating
Planning history	2006 Local Plan allocation H26 (with planning consent) Planning permission?	++
Physical constraints	Sewer capacity may be a constraint requiring developer financial input, and a culvert may restrict capacity and hinder viability.	-
Sustainability (see Sustainability Appraisal for more detail)	By virtue of its frequent bus service to Whitehaven and Workington, and accessibility to Lillyhall, Distington is a reasonably sustainable location for house building. Sustainability score 11.	+
Regeneration potential	Unused land not in beneficial use, adjacent housing is social therefore may lack market attractiveness.	+

### Conclusion

This site was allocated in the 2006 Local Plan, at which time it had planning permission. The apparent lack of market interest suggests that de-allocation may be sensible. Alternatively, part or all of it would be suitable for social housing.

### Alternative options

**Retain for housing.** This option is not favoured because of the apparent lack of market interest

**Designate as open space.** The site has clear evidence of use for informal recreation, and designation of open space would make sense, especially if resources could be found to improve access and maintain or develop its biodiversity value.

### Di1 Hinnings Farm Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Development will not harm any heritage resource and could be used to enhance significantly the landscape or an asset or its setting	++
Water resources	Sewer capacity issues	-
Climate change	Small site. Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 and with good potential for sustainable drainage measures; but surface water an issue.	0
Energy	Development likely to have neutral effect	0
Land quality	Greenfield site in within town development boundary	0
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Has potential to deliver affordable units.	+
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di2	Ennerdale View	
Area 0.36 ha.	Suggested use Housing	Capacity (housing) 11
Planning history	<b>SHLAA rating; 'deliverable'</b>	
<b>PREFERRED USE</b>	<b>Housing</b>	

### Allocation criteria; allocation score (use) 3

	Comments	Rating
Planning history	SHLAA site reference S132; 'deliverable' (0-5 years) Planning permission granted in 1991 (expired) for a terrace of 20 homes.	+
Physical constraints	Site slopes significantly and there is a watercourse on eastern boundary.	-
Sustainability (see Sustainability Appraisal for more detail)	The site is within the developed area, and though not in a town, is accessible by frequent bus services. Sustainability score 11.	+
Regeneration potential	Fairly unsightly plot, housing would be a benefit to the community but may lack market attractiveness. (Some site clearance done in past?)	+

### Conclusion

There is a clear case to release this land for development which would help to diversify the housing offer in Distington.

### Alternative options

**Employment use.** Bearing in mind that neighbouring land is occupied by small business units, this site would be suitable in principle for an extension of that use. Any such development would have to be built to a standard (quality of buildings, orientation of elements like yards and parking, landscaping) suitable to be near houses without causing disturbance or spoiling their environment. The Council does not favour this option as there is no evidence of demand for such a development, and housing is more likely to happen.

### Di2 Ennerdale View

### Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Development will not harm any heritage resource and is not likely to have significant landscape impact.	+
Water resources	Sewer capacity issue	-
Climate change	Impact probably neutral.	0
Flood risk	Site in Zone 1 though its nature (size, slope) may inhibit use of SuDS.	+
Energy	Not likely to have significant impact.	0
Land quality	Development will utilise brownfield land	+
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site probably not big enough to have significant impact unless developed for social housing.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di3	Kilinside	
Area 2.56	Suggested use Housing	Capacity (housing) 77
Planning history	<b>SHLAA rating; 'developable'</b>	
<b>PREFERRED USE</b>	<b>Consider allocation for housing only if analysis of viability supports it.</b>	

### Allocation criteria; allocation score (housing use) 5

	Comments	Rating
Planning history	SHLAA reference S331; 'developable' (6-15 years)	+
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	The site is within the developed area, and though not in a town, is accessible by frequent bus services. Development would deliver a clear regeneration benefit. Sustainability score 15.	+
Regeneration potential	Site has been grassed and some is laid out as informal open space. To develop the whole site may be problematic, although development could create a less bleak aspect.	++

### Conclusion

Development here would have the benefit of making a more diverse neighbourhood and offering a better range of homes for anyone wishing to move into Distington, or existing residents wishing to upgrade. The site is previously developed, has been cleared, and therefore should be easily developable.

### Alternative options

Allocate for open space. However, maintenance of an area this size would be expensive.

Allocate part of the site as open space. In this instance, a contribution could be negotiated from the house builder to create open space of better quality.

### Di3 Kilinside Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Development will not harm any heritage resource and could be used to enhance significantly the landscape or an asset or its setting.	++
Water resources	Sewer capacity issue	-
Climate change	Site capable of being developed in a way that will minimise impacts associated with climate change	+
Flood risk	Site in Zone 1 and with good potential for sustainable drainage measures	++
Energy	Large site with potential to incorporate good standards of sustainable design and construction and off-site renewable energy	+
Land quality	Development will utilise brownfield land	+
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site has potential to deliver affordable units.	+
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di4	Land off Ennerdale Road/Barfs Road	
Area 1.31 ha.	Suggested use Housing	Capacity (housing) 39
Planning history	SHLAA rating; 'developable'	
<b>PREFERRED USE</b>	<b>Housing</b>	

### Allocation criteria; allocation score (housing use) 2

	Comments	Rating
Planning history	SHLAA site reference CS78; 'developable' (6-15 years)	+
Physical constraints	Sloping ground on much of site, which was disturbed during building of the bypass. No other constraints known.	0
Sustainability (see Sustainability Appraisal for more detail)	The site is within the developed area, and though not in a town, is accessible by frequent bus services. Development would deliver a clear regeneration benefit. Sustainability score 12.	+
Regeneration potential	As the site is on the edge of the village, outside the settlement boundary, not prominent from most viewpoints, and will regenerate naturally in time, regeneration benefit is limited.	0

### Conclusion

This site does not look easily developable, so although there might be no objection in principle to extending the settlement boundary and developing it for housing, there is at present no sign that the site is likely to attract a developer. It is therefore proposed that the settlement boundary be extended to include the land, but no allocation made.

### Alternative options

As there is already employment use next to this site in the form of small workshops, additional workshop development would be acceptable in principle.

### Di4 Ennerdale Rd/Barfs Rd Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	No evidence that development will harm the landscape or built environment	0
Water resources	Further information required from UU	0
Climate change	Site capable of being developed in a way that will minimise impacts associated with climate change	+
Flood risk	Site in Zone 1 and with good potential for sustainable drainage measures.	++
Energy	Development likely to have neutral effect	0
Land quality	Greenfield/brown field site within/ out of town development boundary	0
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site has potential to deliver affordable units.	+
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di5	Barfs Road	
Area 1.6 ha.	Suggested use Housing	Capacity (housing) 48
Planning history	<b>SHLAA rating; 'developable'</b>	
<b>PREFERRED USE</b>	<b>Continue in present uses, scope for development of underused areas</b>	

### Allocation criteria; allocation score (housing use) -2

	Comments	Rating
Planning history	SHLAA site reference S024; 'developable' (6-15 years) Refused permission for housing on part of site 2007 (07/2112)	0
Physical constraints	Part of site is in use as workshops, next to a house. Another part appears to be a house and large garden.	--
Sustainability (see Sustainability Appraisal for more detail)	Reasonably accessible location close to village services and not far from employment and education opportunities at Lillyhall. Sustainability score 16.	+
Regeneration potential	The workshops are not very slightly but do appear to be in business use.	-

### Conclusion

There does not appear to be evidence of demand for development here, and most of the site is in use – in fact, it is not clear why it was included in the SHLAA. The presence of workshops in active business use is an additional factor indicating that to allocate the land for housing would be undesirable.

### Alternative options

Allocate unused parts of site for housing.

Allocate unused parts of site for employment.

## Di5 Barfs Road

## Sustainability criteria

	Comments	Rating
Biodiversity	Development likely to maintain and could enhance biodiversity	++
Landscape/conservation	Development will not harm any heritage resource and could be used to enhance significantly the landscape or an asset or its setting	++
Water resources	United utilities rated Red / Green for Waste water / surface water.	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with small southern section in zone 2. (Floods off site private issue)	+
Energy	Potential for good standards of sustainable design and construction and off-site renewable energy	+
Land quality	Development will bring a contaminated brownfield site into use	++
Air quality	Could have moderate detrimental effect on local air quality.	-
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site has potential to deliver affordable units.	+
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++



Di6	Chapel Street Distington	
Area 0.54 ha.	Suggested use Housing	Capacity (housing) 16
Planning history	<b>SHLAA rating; 'developable'</b>	
<b>PREFERRED USE</b>	<b>No action, continue in present condition</b>	

### Allocation criteria; allocation score (housing use) 0

	Comments	Rating
Planning history	SHLAA site reference S137; 'developable' (6-15 years) Planning permission for bungalow (part of site? expired?) 06/2183	+
Physical constraints	Narrow access	-
Sustainability (see Sustainability Appraisal for more detail)	Reasonably accessible location close to village services and not far from employment and education opportunities at Lillyhall. Sustainability score 8.	+
Regeneration potential	Site is grassed and (?) used for informal recreation therefore regeneration impact arguably negative.	-

### Conclusion

Whilst residential development would bring benefits, there are better sites in Distington which do not have access constraints. It is questionable whether this site is in fact developable, given the narrow access. Thus, although there is no objection in principle to homes being built here, it does not make sense to allocate it for development. If anyone did wish to build houses here the application could be dealt with on its merits.

### Alternative options

Allocate for housing – the Council does not favour this option for reasons given above.

Allocate as open space. This would be acceptable in principle, but allocation is not supportable unless there are resources to lay the site out and maintain it.

### Di6 Chapel Street Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Limited risk that development might detract from the built environment	-
Water resources	United utilities rated Red / Green for Waste water / surface water	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with limited potential for sustainable drainage measures	+
Energy	Development likely to have neutral effect	0
Land quality	Greenfield site in within town development boundary	0
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site probably not big enough to have significant impact unless developed for social housing.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di7	Rear of old school	
Area 0.16 ha.	Suggested use Housing	Capacity (housing) 5
Planning history	<b>SHLAA rating; 'developable'</b>	
<b>PREFERRED USE</b>	<b>Housing – planning permission granted</b>	

### Allocation criteria; allocation score (housing use) 4

	Comments	Rating
Planning history	SHLAA site reference S322; 'developable' (6-15 years) <b>Included in site given planning permission.</b>	++
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Reasonably accessible location close to village services and not far from employment and education opportunities at Lillyhall Sustainability score 10.	+
Regeneration potential	Minor significance.	0

### Conclusion

The site is reasonably attractive in its present condition but is not in beneficial use, and as bare grass on a private site, has little recreational or nature value.

### Alternative options

Incorporate the site in the former school site?

### Di7 Rear old School, Distington Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	No evidence that development will harm the landscape or built environment	0
Water resources	United utilities rated Red / Green for Waste water / surface water	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with no potential for sustainable drainage measures.	+
Energy	Development likely to have neutral effect	0
Land quality	Greenfield site in within town development boundary	0
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site not big enough to have significant impact unless developed for social housing.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di8	101 Main Street Distington	
Area 0.03 ha.	Suggested use Housing	Capacity (housing) 1
Planning history	<b>Discounted in SHLAA (small site)</b>	
<b>PREFERRED USE</b>	<b>Small site – no allocation</b>	

### Allocation criteria; allocation score (housing use) 2

	Comments	Rating
Planning history	SHLAA site reference S140; discounted (small site)	0
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Accessible site in centre of village close to services and to employment and education opportunities at Lillyhall. Sustainability score 13.	+
Regeneration potential	Not significant.	0

### Conclusion

Suitable in principle for housing but as small site not appropriate for allocation.

### Alternative options

Commercial use would also be suitable.

## Di8 101 Main Street

## Sustainability criteria

	Comments	Rating
Biodiversity	Development likely to maintain biodiversity	+
Landscape/conservation	Development will not significantly harm the landscape or any heritage asset and could be used to enhance moderately its setting	+
Water resources	Further information required from UU. Possible sewer capacity issues.	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with no potential for sustainable drainage measures.	+
Energy	Development likely to have neutral effect	0
Land quality	Development will utilise brownfield land	+
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site not big enough to have significant impact.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di9	Old Hall Distington	
Area 0.01 ha.	Suggested use Housing	Capacity (housing) 1
Planning history	<b>Discounted in SHLAA (small site)</b>	
<b>PREFERRED USE</b>		

### Allocation criteria; allocation score (housing use) 2

	Comments	Rating
Planning history	SHLAA site reference S142; discounted (small site)	0
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Accessible site in centre of village close to services and to employment and education opportunities at Lillyhall. Sustainability score 12.	+
Regeneration potential	Not significant.	0

### Conclusion

Suitable in principle for housing but as small site not appropriate for allocation.

### Alternative options

Commercial use would also be suitable.

## Di9 Old Hall

### Sustainability criteria

	Comments	Rating
Biodiversity	Development likely to maintain biodiversity	+
Landscape/conservation	Development will not significantly harm the landscape or any heritage asset and could be used to enhance moderately an asset or its setting	+
Water resources	Further information required from UU. Possible sewer capacity issues.	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site not big enough to have significant impact.	0
Energy	Development likely to have neutral effect	0
Land quality	Development will utilise brownfield land	+
Air quality	Potential to make some positive contribution regarding air quality	+
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site not big enough to have significant impact.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di10	British Legion car park	
Area 0.23 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in current use.</b>	

### Allocation criteria; allocation score (housing use)

	Comments	Rating
Planning history	SHLAA site reference S138; discounted (in beneficial use as car park, access may be difficult).	-
Physical constraints	Narrow access onto narrow street with on-street parking by residents and school users.	-
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score 8.	
Regeneration potential	Site is in use as a car park and forcing cars off it would add to congestion.	-

### Conclusion

Whilst housing development could be beneficial, the site appears not to be developable owing to its narrow access. The loss of the car park would also cause severe parking and traffic problems outside the site. Development is therefore not acceptable.

### Alternative options

Allocate for housing – the Council does not support this, for reasons given above.

## Di10 British Legion

## Sustainability criteria

	Comments	Rating
Biodiversity	Development will have neutral or no effect	0
Landscape/conservation	Limited risk that development might detract from the landscape and/or built environment	-
Water resources	Further information required from UU. Possible sewer capacity issues.	0
Climate change	Site in Zone 1 but with limited potential for sustainable drainage measures	0
Flood risk	Site in Zone 1 but with little potential for sustainable drainage measures	+
Energy	Development likely to have neutral effect	0
Land quality	Development will utilise brownfield land	+
Air quality	Could have moderate detrimental effect on local air quality.	-
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and within 400 m. of a frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site probably not big enough to have significant impact unless developed for social housing.	0
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

Di11	Castle View, Common End	
Area 0.12 ha.	Suggested use Housing	Capacity (housing) 2
Planning history	<b>SHLAA rating; 'developable'</b>	
<b>PREFERRED USE</b>	<b>No allocation</b>	

### Allocation criteria; allocation score (housing use) 1

	Comments	Rating
Planning history	SHLAA site reference CS53; 'developable' (6-15 years)	+
Physical constraints	Highway access would need to be of suitable standard; some trees would need to be retained.	0
Sustainability (see Sustainability Appraisal for more detail)	On edge of Common End; reasonable public transport accessibility. Sustainability score 3	0
Regeneration potential	Not significant.	0

### Conclusion

The site might be able to accept one or two dwellings, though it would be necessary to retain sufficient tree cover to preserve the appearance of this approach to the village.

### Alternative options

No alternatives have been identified, other than leaving the site as it is.

### Di 11 Castle View Sustainability criteria

	Comments	Rating
Biodiversity	Development could cause some harm to biodiversity due to loss of tree cover.	-
Landscape/conservation	Tree cover looks to be grown from scrub but does enhance the southern approach to Common End. Loss would damage this.	-
Water resources	Further information required from UU	0
Climate change	Development will have no or a neutral effect	0
Flood risk	Site in Zone 1 but with no potential for sustainable drainage measures.	0
Energy	Development likely to have neutral effect	0
Land quality	Greenfield site on edge of settlement	-
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility	+
Services and facilities	Accessible by bus to services in Distington, Whitehaven or Workington.	+
Health and wellbeing	Site in service centre and within 400 m. of a frequent bus route	+
Education and skills	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Sustainable economy	Site accessible by frequent public transport to vocational training and adult education facilities	+
Leisure and tourism	Site accessible by frequent public transport to a choice of employment opportunities	+
Housing	Development will not make a contribution	0
Retail	Site not big enough to have significant impact unless developed for social housing.	0
Transport	Service centre at Distington (or Whitehaven) accessible by bus.	0

<b>Di12</b>	<b>Former concrete depot</b>	
Area 2.5 ha.	Suggested use Housing	Capacity (housing) 75
Planning history	n/a	
<b>PREFERRED USE</b>	<b>Consider allocation for housing</b>	

### Allocation criteria; allocation score (housing use) 3

	<b>Comments</b>	<b>Rating</b>
Planning history	Consent refused in 1990 for soil screening and aggregate storage. No recent history.	0
Physical constraints	None known, though contamination might be a possibility.	0
Sustainability (see Sustainability Appraisal for more detail)	The site is reasonably well located in relation to Disting ton village, on a bus route, and close to job and education opportunities at Lillyhall. Sustainability score 14.	++
Regeneration potential	Remediation of this derelict site would be beneficial and the site is capable of providing a boost to the quality of Distington's housing 'offer'.	+

### Conclusion

Allocation of this site would require an extension to the settlement boundary, but to do so would fit well with incorporation of the proposed employment sites on Furnace Row (DiA, B and C). Development of this land is clearly desirable, though at the same time its prominence will be muted by the way it slopes upward from the B5306 and the level of tree cover to the south, which reduces its prominence in the landscape. There is interest in its development for housing and this seems the option most likely to succeed, given the remediation that is likely to be needed.

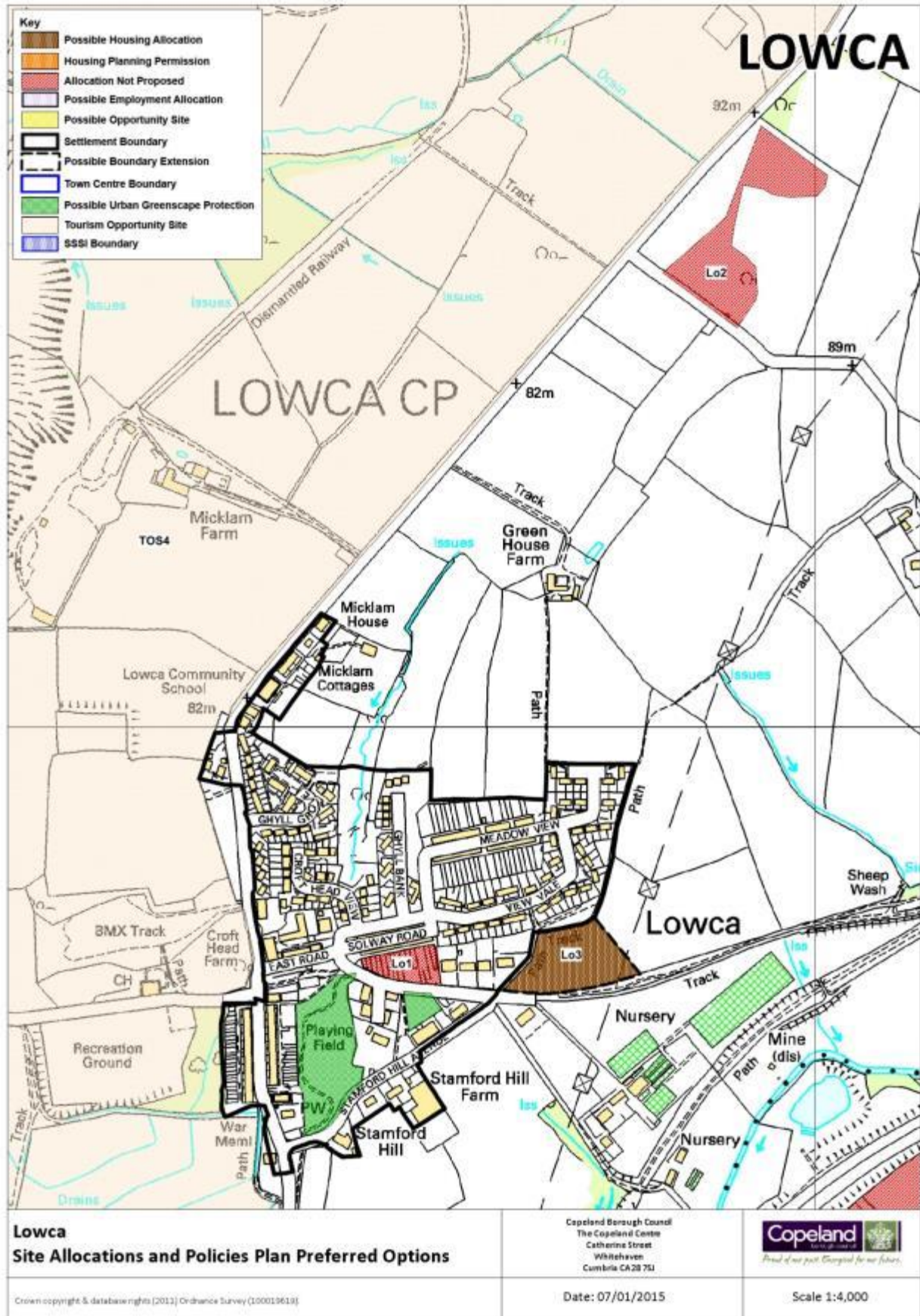
### Alternative options

The site might be appropriate for commercial or industrial use, or tourism related development such as a hotel.

### Di 12 Former concrete depot Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	If tree population is protected and any necessary losses compensated for, development would probably have limited or neutral effect.	0
Landscape/conservation	Development unlikely to harm the landscape or built environment	0
Water resources	Further information required from UU	0
Climate change	Site capable of being developed in a way that will minimise impacts associated with climate change	+
Flood risk	Site in Zone 1 and with good potential for sustainable drainage measures.	++
Energy	Development likely to have neutral effect	0
Land quality	Brownfield in poor state.	++
Air quality	Neutral or no effect	0
Waste and recycling	Site within 1km of recycling facility or allocated for development capable of incorporating on-site recycling	+
Services and facilities	Site in service centre and on frequent bus route	+
Health and wellbeing	Site accessible by walking, cycling or frequent public transport to primary care facility and opportunities for healthy sport and informal recreation	+
Education and skills	Site accessible by walking or frequent public transport to vocational training and adult education facilities	+
Sustainable economy	Site accessible by walking, cycling or frequent public transport to a choice of employment opportunities	+
Leisure and tourism	Development will not make a contribution	0
Housing	Site has potential to deliver affordable units.	+
Retail	Service centre within 500m.	+
Transport	Within 400m. of a frequent bus service	++

# LOWCA AND PARTON SITE ASSESSMENT





Lo1	Allotments, Solway Road	
Area 0.3 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in current use</b>	

### Allocation criteria; allocation score 0 (housing use)

	Comments	Rating
Planning history	SHLAA site reference S022; discounted (private allotment gardens).	-
Physical constraints	None known	+
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score 3.	o
Regeneration potential	The site is private property and in use as gardens. It is overgrown or dilapidated in places but not unattractive overall, and there would be no regeneration gain in changing its use.	o

### Conclusion

The site consists of gardens which appear to belong to the houses to the north, and although some are not well cultivated, there is clearly no case to allocate them for development over the heads of their owners.

### Alternative options

No other development is considered appropriate. It would be for the owners to come forward with proposals if they wanted to.

### Lo 1 Solway Road allotments

### Sustainability criteria

	Comments	Rating
Biodiversity	Loss of allotments might cause some harm.	-
Landscape/conservation	Not likely to harm landscape.	0
Water resources	Possible foul drainage capacity issues.	-
Climate change	Loss of allotment space detrimental.	-
Flood risk	Zone 1 but limited SuDS potential.	+
Energy	Likely to have neutral effect.	0
Land quality	Within settlement but loss of allotments space.	0
Air quality	Effects likely to be insignificant.	0
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting.	0
Health and wellbeing	Accessible to opportunities for healthy recreation.	-
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service.	+
Leisure and tourism	Will not make a contribution.	0
Housing	Not likely to make a major contribution.	0
Retail	Shops selling goods to meet day-to-day needs within 500m.	+
Transport	Within 400m. of frequent bus service.	++

Lo2	Hodgson Pit	
Area c. 1 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in current condition</b>	

### Allocation criteria; allocation score -3 (housing use)

	Comments	Rating
Planning history	SHLAA reference CS24; discounted (open countryside, detrimental landscape impact).	-
Physical constraints	Former mine workings, possible contamination, probable ground instability.	-
Sustainability (see Sustainability Appraisal for more detail)	Green field site outside settlement, though reasonably close to Parton with its bus service. Sustainability score -1	-
Regeneration potential	No regeneration gain from development in open countryside.	o

### Conclusion

The site put forward consists of two areas of disturbed ground in a field of about 4 ha. This ground is vegetated predominantly with gorse, and while it may be unproductive, it is not unattractive. Therefore from a planning point of view, the location in very open countryside means that development would be prominent and have a highly damaging landscape impact, and even if there were any advantage to be gained from improving the productivity of this land, it would not outweigh that damage (Core Strategy policy ENV5 refers, as well as ST2C and possibly ENV3 regarding biodiversity).

### Alternative options

The owner is free to improve the productivity of the land by taking steps to bring it into agricultural use. This would be likely to lead to net damage in terms of biodiversity, but is beyond planning control.

### Lo 2 Hodgson Pit Sustainability criteria

	Comments	Rating
Biodiversity	Currently rough pasture with shrubs, some biodiversity loss likely.	-
Landscape/conservation	Open land, potential for landscape damage	-
Water resources	No sewer connection.	-
Climate change	Remote from settlement, likely to be car dependent.	-
Flood risk	Zone 1 but limited SuDS potential.	+
Energy	Likely to have neutral effect.	o
Land quality	Green field outside settlement.	--
Air quality	Effects likely to be insignificant.	o
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting.	o
Health and wellbeing	Accessible to opportunities for healthy recreation.	-
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service.	+
Leisure and tourism	Will not make a contribution.	o
Housing	Not likely to make a major contribution.	o
Retail	Shops selling goods to meet day-to-day needs within 500m.	+
Transport	Within 800m. of frequent bus service.	+

Lo3	Solway Road	
Area 0.8 ha.	Suggested use Housing	Capacity (housing) 25
Planning history	<b>None</b>	
<b>PREFERRED USE</b>	<b>Consider for housing allocation</b>	

### Allocation criteria; allocation score 0 (housing use)

	Comments	Rating
Planning history	Not considered in SHLAA.	0
Physical constraints	Potential surface water issues, unknown condition of ditch/culvert.	-
Sustainability (see Sustainability Appraisal for more detail)	Green field site on edge of settlement, reasonably close to bus service and not far from Whitehaven. Sustainability score 3.	0
Regeneration potential	Offers potential to improve housing 'offer' of Lowca.	+

### Conclusion

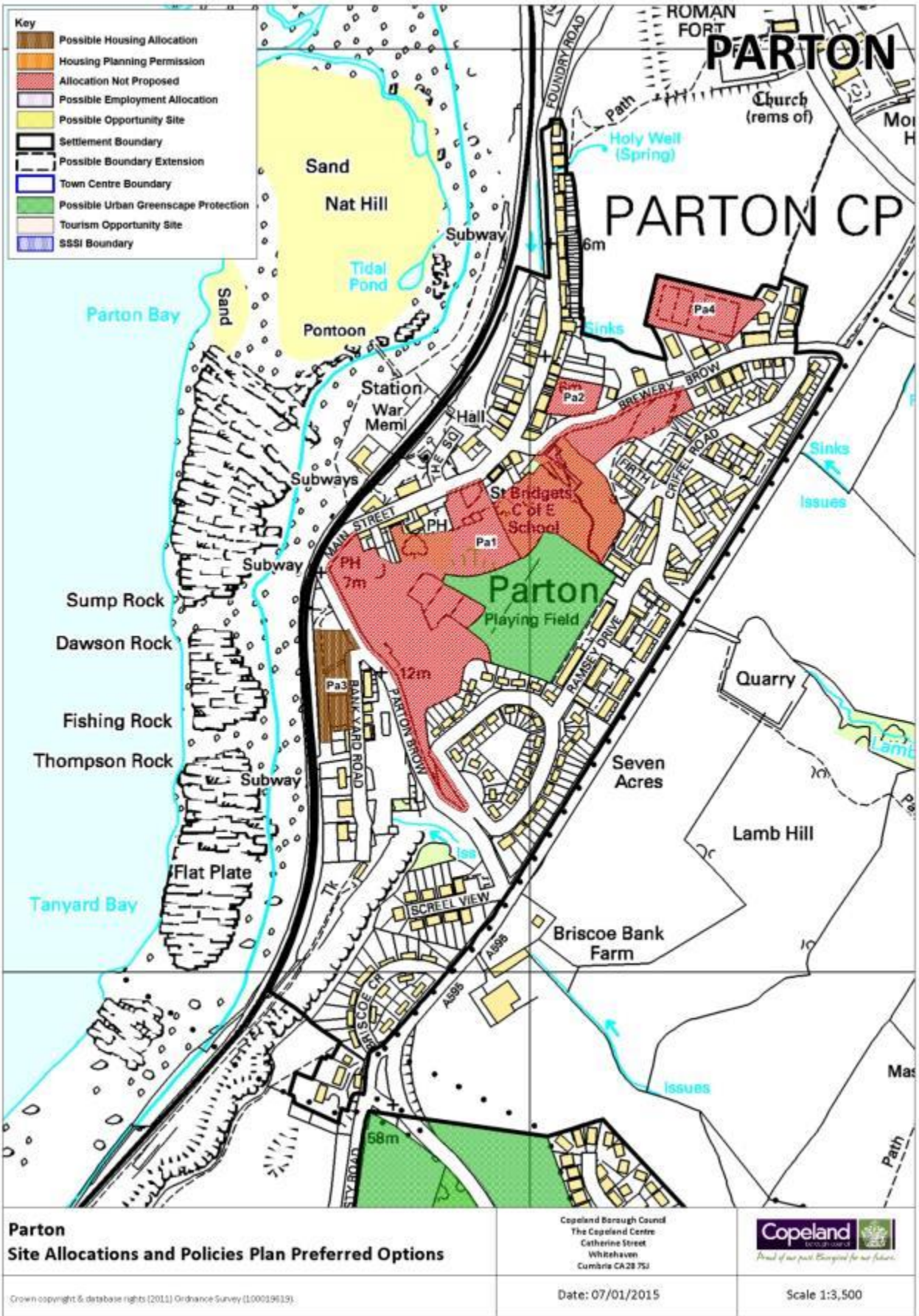
A reasonably accessible site close to school and bus route, and occupying land which is effectively bounded on three sides by development (including the glasshouses to the south, which also minimise the landscape impact of development here).

### Alternative options

Would be suitable for continued agricultural use, or for horticultural development, bearing in mind its neighbour to the south.

### Lo3 Solway Road Sustainability criteria

	Comments	Rating
Biodiversity	Currently rough pasture with shrubs, some biodiversity loss likely.	-
Landscape/conservation	Not likely to damage the landscape or heritage assets.	0
Water resources	Status not known.	0
Climate change	Adjacent to settlement which has a reasonably regular bus service, which mitigates against excessive car dependency.	0
Flood risk	Zone 1 but limited SuDS potential.	+
Energy	Likely to have neutral effect.	0
Land quality	Green field next to settlement..	-
Air quality	Effects likely to be insignificant.	0
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting.	0
Health and wellbeing	Accessible to opportunities for healthy recreation.	-
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service.	+
Leisure and tourism	Will not make a contribution.	0
Housing	Not likely to make a major contribution.	0
Retail	Shops selling goods to meet day-to-day needs within 500m.	+
Transport	Within 800m. of frequent bus service.	+



<b>Pa1</b>	<b>Parton Brow</b>	
Area 4.5 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in current use/condition</b>	

### Allocation criteria; allocation score -3 (housing use)

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA site reference S013; discounted (scale of site, ground conditions, topography, access difficulty)	-
Physical constraints	Topography steep, presence of old spoil heaps.	-
Sustainability (see Sustainability Appraisal for more detail)	In locational terms the site has potential but there are several negative factors. Sustainability score 7.	o
Regeneration potential	Damage to the coastal landscape would outweigh any benefits of developing whatever parts of this land could be built on.	-

### Conclusion

For the reasons given above this site is not suitable for development, quite apart from factors not mentioned in the SHLAA, namely landscape impact. Development here would be contrary to policies ENV2 (coastal management), ENV3 (biodiversity) and ENV5 (landscape).

### Alternative options

It may be acceptable in principle for small areas of this land to be developed, especially for uses encouraging access to and usage of the coast, but there are no proposals and therefore the Council does not think it appropriate to propose to allocate land for development.

### Pa 1 Parton Brow

### Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Potential for harm.	-
Landscape/conservation	Potentially prominent site, could impact on landscape.	-
Water resources	Possible foul drainage capacity issues.	-
Climate change	Effects likely to be neutral.	o
Flood risk	Zone 1 but limited SuDS potential.	+
Energy	Likely to have neutral effect.	o
Land quality	Brownfield partly, but within settlement but loss of open land.	o
Air quality	Effects likely to be insignificant.	o
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting and train.	+
Health and wellbeing	Accessible to opportunities for healthy recreation.	o
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service and by train.	++
Leisure and tourism	Will not make a contribution.	o
Housing	Big enough to have potential to make a contribution to strategic objectives.	+
Retail	Shops selling goods to meet day-to-day needs within 1 km.	+
Transport	Within 400m. of frequent bus service, and rail services accessible.	++

Pa2	Fern Cottage	
Area 0.19 ha.	Suggested use Housing	Capacity (housing) 6
Planning history	<b>SHLAA rating 'developable'</b>	
<b>PREFERRED USE</b>	<b>Leave in current state. No allocation.</b>	

### Allocation criteria; allocation score 1 (housing use)

	Comments	Rating
Planning history	SHLAA reference S323; 'developable' (6-15 years)	+
Physical constraints	Site slopes steeply.	-
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score 9	+
Regeneration potential	No significant contribution as site is largely hidden behind wall and fence.	o

### Conclusion

The site appears to be in private residential curtilages and there is no evidence that it is available for development. Development would in any event be difficult given the topography of the site and tendency for overlooking of neighbouring homes.

### Alternative options

The site does not appear to offer potential for any other kind of development so no alternatives are suggested.

### Pa 2 Fern Cottage

### Sustainability criteria

	Comments	Rating
Biodiversity	Not likely to harm biodiversity.	+
Landscape/conservation	Significant effect unlikely, could be beneficial to village scene.	+
Water resources	Possible foul drainage capacity issues.	-
Climate change	Effects likely to be neutral.	0
Flood risk	Zone 1 but limited SuDS potential. (Assessment arises from recent map update)	+
Energy	Likely to have neutral effect.	0
Land quality	Grassed cleared land serving as amenity open space but suitable for development.	+
Air quality	Effects likely to be insignificant.	0
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting and train.	+
Health and wellbeing	Accessible to opportunities for healthy recreation.	o
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service and by train.	++
Leisure and tourism	Will not make a contribution.	0
Housing	Could make a contribution to strategic objectives.	+
Retail	Shops selling goods to meet day-to-day needs within 1 km.	+
Transport	Within 400m. of frequent bus service, and rail services accessible.	++

Pa3	Whites Row	
Area 0.4 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Consider for allocation for development</b>	

### Allocation criteria; allocation score 2 (housing use)

	Comments	Rating
Planning history	SHLAA reference S350; discounted (Flood Zone 3a)	-
Physical constraints	Flood Zone 3a originally, but recent map update casts doubt on this.	-
Sustainability (see Sustainability Appraisal for more detail)	Site in middle of village with clear potential for development if flood issue resolved. Sustainability score 12.	++
Regeneration potential	New housing here would have the potential to upgrade the centre of the village.	++

### Conclusion

This is a fairly level site in a prominent position in the centre of the village. It has been grassed but is featureless. Development here would therefore be an opportunity for an upgrade of the appearance of central Parton, making its seafront a little less bleak.

The site was discounted in the SHLAA because at that time the Environment Agency's flood maps indicated it as being in Zone3a, which is normally an almost automatic 'stop'. However, the recent revision of the map suggests that the site is safe from flooding.

### Alternative options

**Commercial or employment use.** Commercial use, including a pub and/or shop, would be acceptable in principle, but no proposals have emerged.

**Public open space.** The land could be converted into more usable amenity land by planting and hard landscaping, perhaps including seats and shelter. This would require evidence that there were resources available to lay the site out and look after it, before the Council could support such a proposal.

### Pa 3 Whites Row Sustainability criteria

	Comments	Rating
Biodiversity	Not likely to harm biodiversity.	+
Landscape/conservation	Significant effect unlikely, could be beneficial to village scene.	+
Water resources	Possible foul drainage capacity issues.	-
Climate change	Effects likely to be neutral.	0
Flood risk	Zone 1 but limited SuDS potential. (Assessment arises from recent map update)	+
Energy	Likely to have neutral effect.	0
Land quality	Grassed cleared land serving as amenity open space but suitable for development.	+
Air quality	Effects likely to be insignificant.	0
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting and train.	+
Health and wellbeing	Accessible to opportunities for healthy recreation.	0
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service and by train.	++
Leisure and tourism	Will not make a contribution.	0
Housing	Could make a contribution to strategic objectives.	+
Retail	Shops selling goods to meet day-to-day needs within 1 km.	+
Transport	Within 400m. of frequent bus service, and rail services accessible.	++

<b>Pa4</b>	<b>Brewery Row playground</b>	
Area 0.59 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Continue in existing use (playing field)</b>	

### Allocation criteria; allocation score (housing use) -1

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA reference S324; discounted (difficult access, in use as playing field)	-
Physical constraints	None known other than probable difficulty of highway access.	o
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score 6.	+
Regeneration potential	Loss of playground would be a disbenefit. There are other possibilities for new housing.	-

### Conclusion

The circumstances of Parton do not justify closing a playing field in order to build on it. Development here would also have a strongly detrimental effect as far as coastal scenery is concerned.

### Alternative options

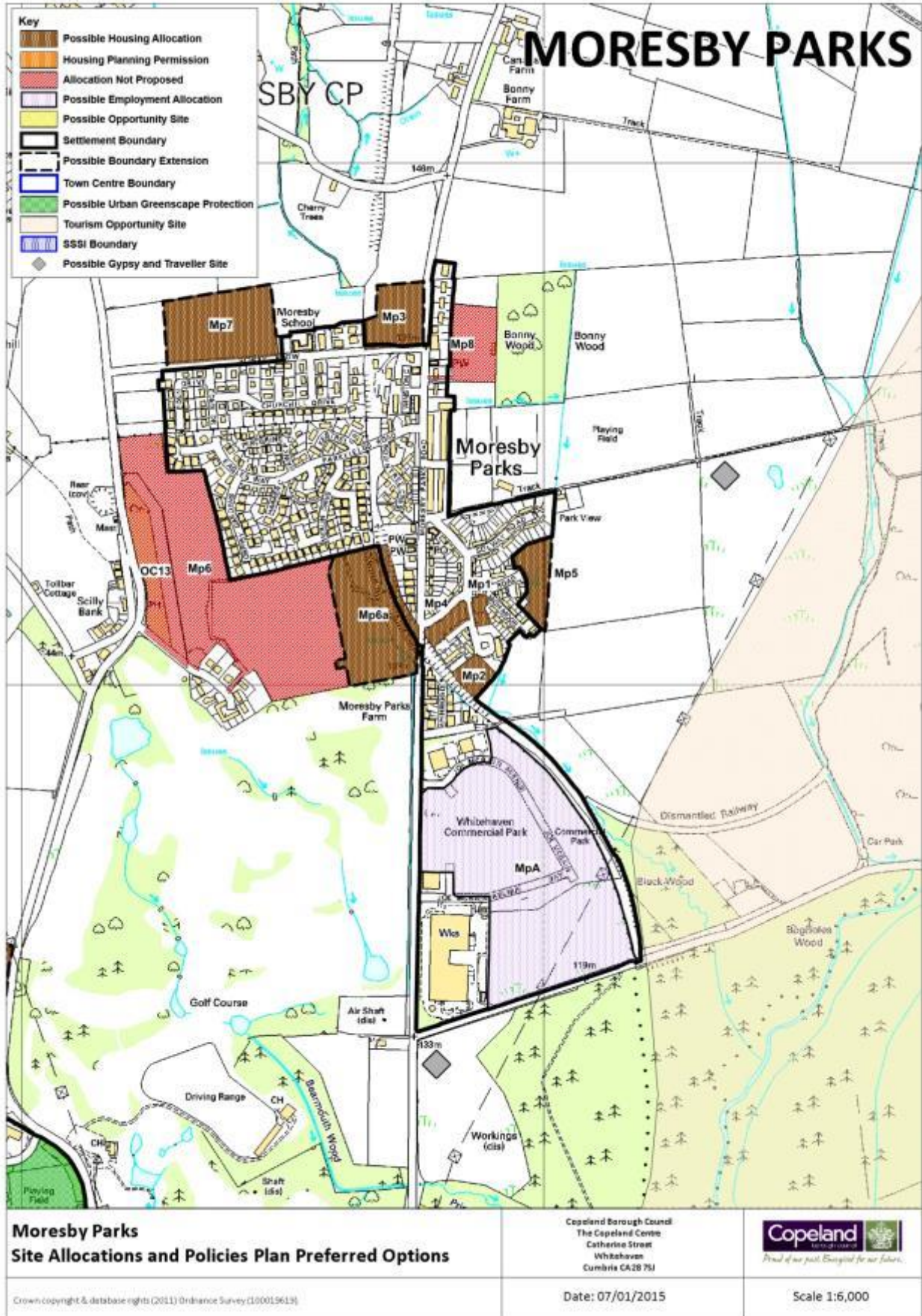
No alternatives are put forward.

### Pa 4 Brewery Row Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Potential for harm.	-
Landscape/conservation	Potentially prominent site, could impact on landscape.	-
Water resources	Possible foul drainage capacity issues.	-
Climate change	Effects likely to be neutral.	0
Flood risk	Zone 1 but limited SuDS potential.	+
Energy	Likely to have neutral effect.	0
Land quality	Brownfield partly, but within settlement but loss of open land.	0
Air quality	Effects likely to be insignificant.	0
Waste and recycling	Within 1km. of recycling facility.	+
Services and facilities	Accessible by bus service suitable for commuting and train.	+
Health and wellbeing	Accessible to opportunities for healthy recreation.	o
Education and skills	Accessible by public transport to skills opportunities.	+
Sustainable economy	Accessible to jobs by frequent bus service and by train.	++
Leisure and tourism	Will not make a contribution.	0
Housing	Big enough to have potential to make a contribution to strategic objectives.	+
Retail	Shops selling goods to meet day-to-day needs within 1 km.	+
Transport	Within 400m. of frequent bus service, and rail services accessible.	++



# MORESBY PARKS



<b>SES2</b>	<b>Whitehaven Commercial Park</b>	
Area 12.7 ha.	Suggested use Employment (Class B1/B2/B8, mixed)	Capacity (housing) n/a
Planning history	<b>Allocated for employment in 2006 Local Plan</b>	
<b>PREFERRED USE</b>	<b>Employment</b>	

### Allocation criteria; allocation score 5 (employment use)

	Comments	Rating
Planning history	Allocated for employment in 2006 Local Plan (E2)	++
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Site not ideally located in terms of sustainable development but has some advantages. Sustainability score 1.	o
Regeneration potential	The site is generally unkempt and some of the existing buildings are poor quality. Development involving improvement of the environment on the site would be highly beneficial in regeneration terms.	++

### Conclusion

The Local Plan evidence base (Employment Land and Premises Study 2008 and Employment Land Review Update 2012) notes that this site “is the third largest site in West Cumbria ... and ... has the potential to significantly influence the employment land portfolio” and that there is no case to de-allocate it. The Council agrees with this, believes that the Commercial Park and is the best land available for non-strategic B1, B2 and B8 activity (ie it does not compete with Westlakes). Its retention is needed in the foreseeable future to ensure that Copeland is able to respond to any increase in demand which may arise from anticipated activity in the nuclear sector. It should, therefore, be retained in the Local Plan as an employment site.

### Alternative options

**Retail use.** There have been enquiries about building a supermarket here. Such a development would, in the Council’s opinion, be contrary to the National Planning Policy Framework as there is land available close to Whitehaven town centre. (Proposals for smaller retail development to serve the local community could also be an amenity for the occupiers of the Commercial park and would be dealt with on their merits.)

**Residential use.** The Council does not support this; even if a developer were persuaded that this land could provide a satisfactory environment for housing, there are other sites available and loss of employment land is, therefore, not justifiable.

### SES2 Whitehaven Commercial park Sustainability criteria

	Comments	Rating
Biodiversity	Site already laid out, though so overgrown that development may cause some biodiversity loss.	-
Landscape/conservation	Could be harmful to landscape if design standards and planting not up to standard.	-
Water resources	Site partially developed, therefore assumed that this is taken care of.	++
Climate change	Potential for moderately unfavourable impact due to vehicle movements, though this could be mitigated.	-
Flood risk	Zone 1 with SuDS potential.	++
Energy	Potential for on-sit renewable generation.	++
Land quality	Partially developed site.	++
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	Employment site.	o
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	o
Leisure and tourism	Not relevant.	o
Housing	Not relevant.	o
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

Mp1	Former housing, High Moor Road	
Area 0.17 ha.	Suggested use Housing	Capacity (housing) 5
Planning history	SHLAA rating 'deliverable'	
PREFERRED USE	Housing	

### Allocation criteria; allocation score 4 (housing use)

	Comments	Rating
Planning history	SHLAA reference S329; 'deliverable' (0-5 years)	+
Physical constraints	Previously developed housing land therefore probably none.	++
Sustainability (see Sustainability Appraisal for more detail)	Brownfield site on edge of settlement, but not well served in terms of wider accessibility. Sustainability score – 2.	o
Regeneration potential	New homes on this grassed clearance site would improve the appearance of the estate.	+

### Conclusion

This land has been grassed and is reasonably neat but is clearly a gap site. Re- use of it would help to knit the estate back together, improve its appearance and market attractiveness. The main problem is likely to be dealing with local drainage issues in a manner that does not impact on development viability.

### Alternative options

**Open space.** If the community requires amenity open space, designation here would be appropriate if there are resources available to upgrade and maintain it.

### Mp 1 High Moor Road

### Sustainability criteria

	Comments	Rating
Biodiversity	Disturbed site close to houses. Little effect likely.	o
Landscape/conservation	Edge of settlement site with minimal landscape impact.	0
Water resources	Flooding and capacity issues in area; UU rating 'red/red/green'	-
Climate change	Development likely to have neutral effect.	0
Flood risk	In Zone 1 (surface water flooding risk off site).	+
Energy	Likely to have neutral effect.	0
Land quality	Thought to be brownfield.	+
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	0
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	0
Leisure and tourism	Not relevant.	0
Housing	Not significant.	0
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

<b>Mp2</b>	<b>Former housing, Walkmill Close</b>	
Area 0.39 ha.	Suggested use Housing	Capacity (housing) 12
Planning history	<b>SHLAA rating 'deliverable'</b>	
<b>PREFERRED USE</b>	<b>Housing</b>	

### Allocation criteria; allocation score 3 (housing use)

	Comments	Rating
Planning history	SHLAA reference S330; 'deliverable' (0-5 years)	+
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Brownfield. Sustainability score -2.	+
Regeneration potential	Rough ground but not prominent therefore no significant impact.	o

### Conclusion

This site is rough ground on the edge of the settlement and next to a former railway. Development would have little landscape impact, probably marginal biodiversity impact given that the railway acts as a 'wildlife corridor' next to it and there is similar quality land adjacent. New housing here would help to diversify the housing stock at this end of Moresby Parks; however, drainage issues off site will need to be addressed.

### Alternative options

The access is relatively narrow, through a housing estate, and therefore no other form of built development would be acceptable.

### Mp 2 Walkmill Close

### Sustainability criteria

	Comments	Rating
Biodiversity	Disturbed site close to houses. Little effect likely.	0
Landscape/conservation	Edge of settlement site with minimal landscape impact.	0
Water resources	Flooding and capacity issues in area; UU rating 'red/red/green'	-
Climate change	Development likely to have neutral effect.	0
Flood risk	In Zone 1 (surface water flooding risk off site).	+
Energy	Likely to have neutral effect.	0
Land quality	Thought to be brownfield.	+
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	0
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	0
Leisure and tourism	Not relevant.	0
Housing	Not significant.	0
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

<b>Mp 3</b>	<b>Bonny Farm, High Ghyll Bank</b>	
Area 1.16 ha.	Suggested use Housing	Capacity (housing) 35
Planning history	<b>SHLAA rating 'deliverable'</b>	
<b>PREFERRED USE</b>	<b>Housing</b>	

### Allocation criteria; allocation score -1 (housing use)

	Comments	Rating
Planning history	SHLAA reference SR14; 'deliverable' (0-5 years)	+
Physical constraints	Highway access will be near existing junctions, which will require care in siting the entrance, such as placing it near the south west corner of the site onto School Brow. Gas pipeline, possible surface water problem.	--
Sustainability (see Sustainability Appraisal for more detail)	Greenfield, edge of settlement drainage issues though these may be resolvable. Sustainability score -4.	-
Regeneration potential	Site is outside present development boundary but offers potential for 'high end' housing of which there is an identified shortage in the Borough.	+

### Conclusion

Although this site is outside the development boundary, it is adjoined by housing around more than half its boundary, so the effect of building here would have very little landscape impact. The site offers potential for a good quality development of the type needed to improve the range of the Borough's housing stock.

### Alternative options

The surroundings are residential and the Council does not consider that extending the settlement boundary at this point would be justifiable for other types of built development.

### Mp 3 Bonny Farm Sustainability criteria

	Comments	Rating
Biodiversity	Pasture land edge of settlement, development not likely to have significant impact.	o
Landscape/conservation	Site could be developed in a way which would help to enhance settlement edge, which would mitigate any unfavourable landscape impact.	o
Water resources	Drainage authorities regard this site as problematic though local improvements are under consideration. UU; 'red/red/green'.	-
Climate change	Not likely to have significant impact.	o
Flood risk	Zone 1 but risk of surface water flooding.	-
Energy	Likely to have neutral effect.	o
Land quality	Greenfield, edge of settlement.	-
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	o
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	o
Leisure and tourism	Not relevant.	o
Housing	Not relevant.	o
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

<b>Mp4</b>	<b>Walkmill Close</b>	
Area 0.32 ha.	Suggested use Housing	Capacity (housing) 10
Planning history	<b>SHLAA rating 'developable'</b>	
<b>PREFERRED USE</b>	<b>Consider for housing allocation</b>	

### Allocation criteria; allocation score 3 (housing use)

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA reference SR30; developable (6-15 years) Outline planning permission for housing (2006, expired).	+
Physical constraints	Level site, no constraints anticipated.	+
Sustainability (see Sustainability Appraisal for more detail)	Greenfield. A logical site to develop but less beneficial than Mp2 and Mp4; however, could be developed as part of a package with them. Sustainability score -4.	0
Regeneration potential	Prominent gap site close to southern entrance to the settlement, development here would be an image booster.	+

### Conclusion

This vacant plot has been grassed but is prominent and clearly a 'gap' site, whose development is desirable to improve the appearance of the estate.

### Alternative options

**Open space.** If the community requires amenity open space, designation here would be appropriate if there are resources available to upgrade and maintain it. But, given its size and prominence, landscaping would require heavy investment in planting and other features to achieve the right standard, so the Council considers that to pursue this option would be ill-advised.

### Mp 4 Walkmill Close Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Disturbed site close to houses. Little effect likely.	0
Landscape/conservation	Edge of settlement site with minimal landscape impact.	0
Water resources	Flooding and capacity issues in area; UU rating 'red/red/green'	-
Climate change	Development likely to have neutral effect.	0
Flood risk	In Zone 1 (surface water flooding risk off site).	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield, edge of settlement.	-
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	0
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	0
Leisure and tourism	Not relevant.	0
Housing	Not significant.	0
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

Mp5	Dent Road	
Area 0.79 ha.	Suggested use Housing	Capacity (housing) 24
Planning history	<b>SHLAA rating 'developable'</b>	
<b>PREFERRED USE</b>	<b>Consider allocation for housing</b>	

### Allocation criteria; allocation score 0 (housing use)

	Comments	Rating
Planning history	SHLAA reference SR31; 'developable' (6-15 years)	+
Physical constraints	Boggy ground with watercourse draining to culvert.	-
Sustainability (see Sustainability Appraisal for more detail)	Greenfield site capable of development beneficial to locality if built in conjunction with other nearby sites. Sustainability score -3.	o
Regeneration potential	Although development here may be beneficial, the site is 'tucked away' and regeneration impact would not be significant.	o

### Conclusion

The site is rough grassland and is outside the 2006 development boundary, but development here would 'rounding off' the settlement edge, not extending it into the countryside.

### Alternative options

No alternatives suggested, although if the community were able to raise funds to create and maintain public open space here, that might be acceptable in principle.

### Mp 5 Dent Road Sustainability criteria

	Comments	Rating
Biodiversity	Close to houses. Little effect likely.	0
Landscape/conservation	Edge of settlement site with minimal landscape impact.	0
Water resources	Flooding and capacity issues in area; UU rating 'red/red/green'	-
Climate change	Development likely to have neutral effect.	0
Flood risk	In Zone 1 (but surface water flooding risk off site).	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield, edge of settlement.	-
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	0
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	0
Leisure and tourism	Not relevant.	0
Housing	Capable of providing housing to meet strategic objectives, such as affordable units.	+
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

<b>Mp6</b>	<b>Round Close Farm</b>	
Area 9.8 ha.	Suggested use Housing	Capacity (housing) 20
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Consider allocation of small part of site.</b>	

### Allocation criteria; allocation score -3 (housing use) or -2 (small development)

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA reference CS47; discounted (detrimental to landscape, inadequate access).	-
Physical constraints	Drainage issues, dependant on how much of the site would actually be developed. Gas pipeline. Also highway access difficult onto Moresby Parks Road. Small development could avoid these.	-
Sustainability (see Sustainability Appraisal for more detail)	Green field (partly reclaimed? but has greenfield quality). Sustainability score -5. Smaller site loses some advantages in terms of ability to host housing to meet strategic objectives, or sustainable measures, but otherwise similar – score -6.	0
Regeneration potential	Not significant, and would have to be weighed against landscape impact.	-

### Conclusion

Moresby Parks has grown substantially in recent decades and development of a site this size would represent further large scale expansion which would have severe landscape impact. The Core Strategy (policy ST2) clearly states that development will be accommodated within the Borough's settlements at an appropriate scale; development of this size should be in towns and Whitehaven has land capable of accepting it.

However, the Highways Authority has indicated that there is space to construct an access point for a development of up to 20 dwellings. Such a development, at the eastern side of the site, would be capable of relating reasonably well to the settlement and contribute to improving its southern 'gateway'.

### Alternative options

This land – or at least the greater part of it - should be retained as open countryside.

### Mp 6 Round Close Farm Sustainability criteria

	<b>Comments</b>	<b>Rating</b>	<b>Rating (small site)</b>
Biodiversity	Large site, could have some detrimental impact but that could be mitigated if large areas left undeveloped.	0	0
Landscape/conservation	Likely to have significant detrimental impact.	-	0
Water resources	Waste water treatment works and network capacity issues.	-	-
Climate change	Sizeable development site, with capacity to cause significant car traffic emissions. However, could also incorporate large green infrastructure element.	0	0
Flood risk	Zone 1 but likely surface water issues.	0	0
Energy	Whole site could host development big enough to incorporate renewable energy generation.	+	0
Land quality	Greenfield; edge of settlement but large site.	--	-
Air quality	Could have moderate detrimental effect.	-	-
Waste and recycling	Capable of incorporating on-site recycling.	+	0
Services and facilities	Not accessible.	--	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	0	0
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	0	0
Leisure and tourism	Not relevant.	0	0
Housing	Capable of providing housing to meet strategic objectives, such as affordable units. Less potential on smaller site.	+	0
Retail	Town centre about 2 km. away.	-	-
Transport	Bus service not suitable for commuting.	-	-



Mp7	School Brow	
Area 2.7 ha.	Suggested use Housing	Capacity (housing) 70
Planning history		
<b>PREFERRED USE</b>	<b>Consider allocation for housing</b>	

### Allocation criteria; allocation score (housing use) -2

	Comments	Rating
Planning history	Not considered in SHLAA.	O
Physical constraints	None known but likelihood of drainage constraints; attenuation measures likely to be necessary, restricting capacity.	-
Sustainability (see Sustainability Appraisal for more detail)	Greenfield. Sustainability score -4. Not significantly worse located than other sites in Moresby Parks, which is inherently not a very accessible location.	-
Regeneration potential	Not significantly beneficial.	O

### Conclusion

Adjoins 2006 development boundary.

Needs to be assessed alongside other possibilities – delay for later phase dependent on performance of other sites may be an option.

### Alternative options

Unlikely to be suitable for other forms of development; leaving in agricultural use is considered to be the only realistic alternative.

### Mp 7 School Brow Sustainability criteria

	Comments	Rating
Biodiversity	Pasture land edge of settlement, development not likely to have significant impact.	o
Landscape/conservation	If whole site developed, could have detrimental impact.	-
Water resources	Site may be problematic though local improvements are under consideration.	-
Climate change	Not likely to have significant impact.	O
Flood risk	Zone 1.	+
Energy	Likely to have neutral effect.	O
Land quality	Greenfield, edge of settlement.	-
Air quality	Could have moderate detrimental effect.	-
Waste and recycling	Capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	O
Sustainable economy	Accessible to Moresby Parks residents, though much less so from further afield.	O
Leisure and tourism	Not relevant.	O
Housing	Capable of providing housing to meet strategic objectives, such as affordable units.	+
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

<b>Mp 8</b>	<b>Land adjoining Bonny Wood</b>	
Area 2.24 ha.	Suggested use Housing	Capacity (housing) 70
Planning history		
<b>PREFERRED USE</b>	<b>No allocation. Leave in current use</b>	

### Allocation criteria; allocation score 0 (housing use)

	Comments	Rating
Planning history	SHLAA reference SR14; 'deliverable' (0-5 years)	+
Physical constraints	No highway access and possible surface water drainage problems off-site.	0
Sustainability (see Sustainability Appraisal for more detail)	Greenfield, edge of settlement drainage issues though these may be resolvable. Sustainability score -4.	-
Regeneration potential	Site is outside present development boundary. Not likely to be significant.	0

### Conclusion

Although this site is outside the development boundary, it is adjoined by housing around more than half its boundary, so the effect of building here would have very little landscape impact. The site offers potential for a good quality development of the type needed to improve the range of the Borough's housing stock. However, it is not appropriate to allocate it due to constraints, especially that of highway access.

### Alternative options

The surroundings are residential and the Council does not consider that extending the settlement boundary at this point would be justifiable for other types of built development.

### Mp8 Adjoining Bonny Wood Sustainability criteria

	Comments	Rating
Biodiversity	Pasture land edge of settlement, development not likely to have significant impact.	0
Landscape/conservation	Not prominent in landscape due to adjoining woodland.	0
Water resources	Drainage authorities regard this location as problematic though local improvements are under consideration. UU; 'red/red/green'.	-
Climate change	Not likely to have significant impact.	0
Flood risk	Zone 1 but risk of surface water flooding.	-
Energy	Likely to have neutral effect.	0
Land quality	Greenfield, edge of settlement.	-
Air quality	Could have moderate detrimental effect due to car dependency.	-
Waste and recycling	Site large enough to be capable of incorporating on-site recycling.	+
Services and facilities	Not accessible.	--
Health and wellbeing	Accessible to opportunities for healthy outdoor informal recreation.	+
Education and skills	Not very well located, though within short car journey of schools.	0
Sustainable economy	There are some jobs in Moresby Parks but bus service to Whitehaven is not good for commuting.	-
Leisure and tourism	Not relevant.	0
Housing	Capable of providing housing to meet strategic objectives, such as affordable units.	+
Retail	Town centre about 2 km. away.	-
Transport	Bus service not suitable for commuting.	-

## Strategy for development in small villages and the countryside

**‘The countryside’ means, for the purposes of this plan, all areas not inside a settlement boundary on the plan map – small villages and hamlets, isolated buildings and free-standing developments (including Sellafield and West Lakes Science and Technology Park) and the open countryside.**

**The Core Strategy lays down the following principles for future development in local centres**

Policy ST2 (‘Spatial Development Strategy’) restricts development outside defined settlement boundaries to that which has a proven requirement to be there. This includes nuclear and renewable energy developments and the infrastructure needed to support them, existing employment locations, land uses characteristically located outside settlement (agriculture, including farm diversification schemes, forestry, rural tourism and Haverigg Prison) and housing that meets local needs requiring it to be in the countryside.

The Core Strategy allows for business development in the countryside (though preferably in or near villages) related to agriculture and farm diversification, forestry and tourism.

Proposals for retail and service development in villages, which will strengthen their viability, may be acceptable.

Housing development would normally take the form of ‘rural exceptions’, that is, there will not normally be land allocated for development and where development does happen, it will be permitted on the grounds that it meets a defined local need.

There is no quota for development in the countryside. From the prescribed development levels in Paragraph 3.5.7 (and referred to in the other sections of this document) it can be inferred that rural development would not be expected to be more than 5% of all development in the Borough – excluding nuclear-related development and anything happening at West Lakes. The Council would not seek to impose a ceiling on numbers of ‘local need’ homes permitted, as long as occupancy of such homes is restricted by a properly drawn up covenant under a Section 106 agreement.

### Strategic options for the countryside?

The Council does not intend to offer choices regarding how development is planned for in the countryside. This is because the Core Strategy is specific on what is permissible, and the spatial development strategy fulfils the objective that most (at least 80% of development should take place

in the towns. This policy has been subject to extensive public consultation and has been adopted after independent public examination by a Government-appointed Planning Inspector.

The flexibility within that policy is provided by asking for opinions on each site that has been proposed for development. Where sites are appropriate for development consistent with Core Strategy and Development Management policies, they may be allocated, as long as the total capacity allocated in Local Service Centres and other villages does not lead to the risk that development in these places will exceed 20% of the overall Borough-wide total.

**Most of the housing sites that have been proposed are, in the Council's opinion, contrary to the policies of the Core Strategy and, where this is so, it is clearly stated.** It should be noted that to make decisions contrary to the Core Strategy runs the risk of making the Site Allocation plan unsound, and/or attracting legal challenges from anyone opposed to them.

There is therefore an onus on anyone proposing development in the countryside to demonstrate that such development will not be contrary to the Local Plan (in particular, the Core Strategy; in other words that the proposal is for development requiring location in the countryside, including:

- nuclear energy;
- renewable energy;
- essential infrastructure;
- development on Westlakes Science and Technology Park or other allocated or safeguarded sites (Whitehaven Commercial Park, Beckermest industrial estate, Hensingham Common, and reasonable expansion of existing businesses located in the countryside);
- land uses characteristically located in the countryside;
- housing meeting proven specific and local needs.

Core Strategy policy ST4 provides more detail.

Farm-based employment development (that is, development related to the working of the farm, diversification projects helping to keep a farm viable, and businesses reusing farm buildings to serve local rural needs)

### **Strategic employment sites and Tourism Opportunity Sites**

These are covered by specific policy, the former by the provisions of Core Strategy policy ST2 C, and the latter by Core Strategy policy ER10C backed up by the proposed Site Allocation policy SA7. Core Strategy policies are adopted and are not now the subject of discussion. Policy SA7 is discussed in the main Site Allocation Plan Options document, and comment can be made using the relevant comment forms.

<b>Site ref.</b> <b>TOS4</b>	<b>Site name LOWCA</b> <b>TOURISM OPPORTUNITY SITE</b>	
Area 163.8 ha.	Suggested use Tourism/leisure development	Capacity (housing) n/a
<b>Planning history</b>	2006 Local Plan allocation and Core Strategy.	
<b>CONCLUSION</b>	<b>Retain as TOS with more specific policy guidance</b>	

### Allocation criteria

	Comments	Rating
Planning history	2006 Local Plan and identified as TOS in Core Strategy policy ER10.	++
Physical constraints	None known as far as likely permissible developments are concerned.	+
Sustainability (see Sustainability Appraisal for more detail)	Generic sustainability appraisal indicates sustainability score of 2. As these areas are by their nature out of town, they will not score highly, but the low intensity nature of the activity promoted, and the likelihood that their existence will encourage low impact recreational activity, means that they are broadly beneficial.	+
Regeneration potential	Development here would be a boost for Lowca and for the diversity of Copeland's tourism potential.	+

### Assessment

Although the Lowca TOS has not attracted development, the fact of planning permission having been sought suggests that there is enough potential to continue with this. The site may also be suitable for temporary nuclear new-build-related accommodation that could be convertible for future touristic use.

### Alternative options

With a half hourly bus service to Whitehaven connecting also with the train, Lowca is reasonably accessible and this site would support a range of land uses.

Housing is considered unacceptable as it would contravene Policy ST4, and be less sustainable than what is proposed.

revoking the allocation would preserve the land as countryside, but lose the economic and social sustainability benefits that development offers.

Development incorporating more formal tourism activity, such as hotel accommodation or a golf course, would create employment, but the former in particular would be less sustainable than the preferred location in towns, and more intensive activity might be more damaging environmentally.

### Tourism Opportunity Sites Sustainability criteria

	Comments	Rating
Biodiversity	The TOS concept is compatible with the maintenance of biodiversity and developments which go against that would be discouraged.	+
Landscape/conservation	TOSs are intended to capitalise on the attractiveness of their landscape and it would be expected that development would at the very least harmonise with that.	+
Water resources	Development is likely to be small scale and should not impact unfavourably on water supply or drainage.	+
Climate change	Although these areas are to a large extent in locations where use would require car transport,	o
Flood risk	These areas are generally not in Zone 2 or 3, and some of the development envisaged would be compatible with location in a flood plain.	+
Energy	The location and the type of activity may encourage creative energy solutions.	+
Land quality	Generally green field, but development likely to be very small scale.	o
Air quality	Car-dependent locations might be offset by encouragement of low impact activity such as walking and cycling.	o
Waste and recycling	Impact likely to be minimal.	o
Services and facilities	Activity likely to be in places where local services are accessible only by car.	--
Health and wellbeing	Not relevant.	o
Education and skills	Not strictly relevant.	o
Sustainable economy	Leisure related therefore not strictly applicable. Any jobs generated might not be accessible other than by car.	-
Leisure and tourism	TOSs are intended to make a positive contribution to the development of tourism infrastructure.	++
Housing	Not relevant.	o
Leisure and retail	Not applicable in terms of the impact of tourism-related activity.	o
Transport	Generally not accessible to modes other than car.	--

<b>NS1</b>	<b>Field 5264, Waterloo Terrace nr. Arlecdon</b>	
Area 0.35 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in agricultural use; no allocation</b>	

### Allocation criteria; allocation score (housing use)

	Comments	Rating
Planning history	SHLAA site reference CS28; discounted (outside settlement boundary; highly detrimental landscape impact; possible contamination)	-
Physical constraints		
Sustainability (see Sustainability Appraisal for more detail)		
Regeneration potential		

### Conclusion

Although there are dwellings next to this site it is remote from the settlement of Arlecdon and, as far as the Plan is concerned, in open countryside. Housing here is, therefore, not acceptable unless it satisfies the policy requirement of needing special justification in terms of need.

### Alternative options

No alternative options are suggested. Most forms of development would be unacceptable in this countryside location, which has the disadvantage of an unsustainable location without the compensatory advantage of being within the boundary of a settlement.

## NS1 Waterloo Terrace nr. Arlecdon

## Sustainability criteria

	Comments	Rating
Biodiversity	Little or no effect on biodiversity.	o
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources		
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	o
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	o
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

NS8/NS9	Howgate sites 1 and 2	
Area 1.16 ha./2.1 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain for agriculture; no allocation</b>	

### Allocation criteria; allocation score -4 (housing use)

	Comments	Rating
Planning history	SHLAA site reference CS100; discounted (open countryside, unrelated to a settlement with services, detrimental landscape impact)	-
Physical constraints	None known	+
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score -14	--
Regeneration potential	Development here would not produce net benefit, but might detract from regeneration in the towns.	--

### Conclusion

Howgate is a small group of dwellings with, apart from the Premier Inn, has no services and is not a Local Service Centre. Development of these fields would therefore be contrary to Core Strategy policies ST1B (sustainable development), ST2 (spatial strategy), as well as ENV5 by being detrimental, owing to its prominence, to the landscape.

### Alternative options

No alternatives have been put forward. It is unlikely that any built development would be in conformity with the Core Strategy.

### NS8/NS9 Land at Howgate Sustainability criteria

	Comments	Rating
Biodiversity	Little or no effect on biodiversity.	o
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	Status not known.	o
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	o
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	o
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

NS13	Former Opencast Access, Round Close	
Area 2.1 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in current condition. No allocation.</b>	

### Allocation criteria; allocation score -2 (housing use)

	Comments	Rating
Planning history	SHLAA site reference CS62; discounted (outside settlement boundary, detrimental landscape impact)	-
Physical constraints	None known.	+
Sustainability (see Sustainability Appraisal for more detail)	Sustainability score -16.	--
Regeneration potential	Development here confers no particular regeneration benefits.	0

### Conclusion

This is a neighbourhood with small, sporadic, isolated housing developments, quite close to Moresby parks but separated from it by the road network. The Council does not support further development in this vicinity because it is not well related to any settlement providing services. Development here would thus be contrary to Core Strategy policies ST1B (sustainable development) and ST2 (spatial strategy).

The site is additionally prominent in the landscape and further development here would accentuate the detrimental landscape effect of housing already completed, thus arguably being contrary to policy ENV5.

### Alternative options

No alternatives are put forward as no form of development has been identified which would conform with the spatial strategy.

### NS13 Round Close

### Sustainability criteria

	Comments	Rating
Biodiversity	Little or no effect on biodiversity.	0
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	There are known drainage issues in that area and connection is also likely to be difficult.	--
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	0
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-



VS5	Field 2271, Low Moresby	
Area 1.59 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in agricultural use; no allocation</b>	

### Allocation criteria; allocation score (housing use)

	Comments	Rating
Planning history	SHLAA site reference CS75; discounted (access – gradient and visibility, detrimental to landscape).	-
Physical constraints	Location isolated from services and development would be car dependent. Sustainability score -14.	-
Sustainability (see Sustainability Appraisal for more detail)	Location isolated from services and development would be car dependent. Sustainability score -14.	-
Regeneration potential	Whilst this land is capable of accommodating 'high end' housing, development offers no specific regeneration advantages.	-

### Conclusion

Low Moresby is relatively isolated with narrow road access and no local services. Development here does not, therefore, offer any advantages compensating for its being contrary to Core Strategy policy, particularly in view of its landscape impact.

### Alternative options

No alternatives are presented as it is unlikely that any built development would be permissible here.

### VS5 Field 2271 Low Moresby Sustainability criteria

	Comments	Rating
Biodiversity	Little or no effect on biodiversity.	o
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	Status not known.	o
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	o
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	o
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

<b>VS6</b>	<b>Land at Low Moresby</b>	
Area 1.04 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in agricultural use; no allocation</b>	

### Allocation criteria; allocation score (housing use)

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA site reference CS82; discounted (backland site with poor access, detrimental to landscape).	-
Physical constraints	Access is via a narrow farm track between existing residential properties, or down a narrow lane, therefore likely to be difficult to achieve satisfactory access to development here.	-
Sustainability (see Sustainability Appraisal for more detail)	Location isolated from services and development would be car dependent. Sustainability score -14.	-
Regeneration potential	Whilst this land is capable of accommodating 'high end' housing, development offers no specific regeneration advantages.	-

### Conclusion

Low Moresby is relatively isolated with narrow road access and no local services. Development here does not, therefore, offer any advantages compensating for its being contrary to Core Strategy policy, particularly in view of its landscape impact.

### Alternative options

No alternatives are presented as it is unlikely that any built development would be permissible here.

### VS6 Land at Low Moresby Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Little or no effect on biodiversity.	0
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	Status not known.	0
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	0
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

<b>VS7</b>	<b>Land at Low Moresby</b>	
Area 0.25 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in agricultural use; no allocation</b>	

### Allocation criteria; allocation score (housing use) -4

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA site reference CS83; discounted (backland site with poor access, detrimental to landscape).	-
Physical constraints	Satisfactory highway access will be difficult to achieve from the narrow lane leading to the site.	-
Sustainability (see Sustainability Appraisal for more detail)	Location isolated from services and development would be car dependent. Sustainability score -14.	-
Regeneration potential	Whilst this land is capable of accommodating 'high end' housing, development offers no specific regeneration advantages.	-

### Conclusion

Low Moresby is relatively isolated with narrow road access and no local services. Development here does not, therefore, offer any advantages compensating for its being contrary to Core Strategy policy, particularly in view of its landscape impact.

### Alternative options

No alternatives are presented as it is unlikely that any built development would be permissible here.

### VS7 Land at Low Moresby

### Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Little or no effect on biodiversity.	0
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	Status not known.	0
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	0
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

<b>VS8</b>	<b>Land at Low Moresby</b>	
Area 0.3 ha.	Suggested use Housing	Capacity (housing)
Planning history	<b>Discounted in SHLAA</b>	
<b>PREFERRED USE</b>	<b>Retain in agricultural use; no allocation</b>	

### Allocation criteria; allocation score (housing use) -3

	<b>Comments</b>	<b>Rating</b>
Planning history	SHLAA site reference CS84; discounted (access problematic, detrimental to landscape).	-
Physical constraints	None known but likely to need drainage connection.	0
Sustainability (see Sustainability Appraisal for more detail)	Location isolated from services and development would be car dependent. Sustainability score -14.	-
Regeneration potential	Whilst this land is capable of accommodating 'high end' housing, development offers no specific regeneration advantages.	-

### Conclusion

Low Moresby is relatively isolated with narrow road access and no local services. Development here does not, therefore, offer any advantages compensating for its being contrary to Core Strategy policy.

### Alternative options

No alternatives are presented as it is unlikely that any built development would be permissible here.

(It might be suitable for affordable and/or social housing to meet rural need, as a 'rural exception' site, but this does not require allocation for development.)

### VS8 Land at Low Moresby Sustainability criteria

	<b>Comments</b>	<b>Rating</b>
Biodiversity	Little or no effect on biodiversity.	0
Landscape/conservation	Likely to have detrimental effect on landscape.	-
Water resources	Status not known.	0
Climate change	Likely to have moderately unfavourable effect due to car dependency.	-
Flood risk	Zone 1, some potential for sustainable drainage measures.	+
Energy	Likely to have neutral effect.	0
Land quality	Greenfield out of settlement.	--
Air quality	Likely to make negative contribution owing to car dependency.	-
Waste and recycling	Over 2 km from recycling facility.	-
Services and facilities	Not accessible to frequent public transport and remote from most services.	--
Health and wellbeing	Accessible to opportunities for healthy recreation but not close to healthcare facilities	-
Education and skills	Not easily accessible to education/training locations.	-
Sustainable economy	Not accessible by choice of modes of transport to a range of employment opportunities.	--
Leisure and tourism	Development will not make a contribution.	0
Housing	Development not likely to be sustainable or consistent with the Core Strategy.	-
Leisure and retail	No shops within 1 km.	-
Transport	Infrequent bus service only.	-

