

1. Introduction

1.1 Brief Introduction to the Moorside Project and this Preliminary Environmental Information Report ('PEIR')

- 1.1.1 NuGeneration Ltd ('NuGen') proposes to make an application for an order granting development consent (hereafter referred to as a 'DCO') for the construction and operation (including maintenance) of the proposed Moorside new nuclear power station ('Moorside Power Station') under the Planning Act 2008. The Moorside Power Station is planned to be located to the west and north of the existing Sellafield Site in Cumbria (the 'Moorside Site').
- 1.1.2 The Moorside Power Station is classed as a "Nationally Significant Infrastructure Project" (NSIP) under sections 14 and 15 of the Planning Act 2008. In addition, the Moorside Project Railway is classed as a NSIP under sections 14 and 25 of the Planning Act 2008. The DCO application will, therefore, include two "Nationally Significant Infrastructure Projects".
- 1.1.3 It should be noted that in addition to the Moorside Power Station and the Moorside Project Railway being NSIPs, the proposed Marine Off-loading Facility (MOLF) at the Moorside Site had the potential to be a harbour facility NSIP under the Planning Act 2008. However, as the design and its anticipated usage have evolved, it has been determined that the MOLF will not meet the thresholds for harbour facilities as set out in the Planning Act 2008. This means that the MOLF will be Associated Development (see further below) to the Moorside Power Station rather than a NSIP in its own right. This position has come clear following the publication of NuGen's Statement of Community Consultation in April 2016.
- 1.1.4 The DCO application will also include what is known as 'Associated Development' (a term used in the Planning Act 2008), which is development that is associated with the Nationally Significant Infrastructure Project but which is not, or is not part of, that Nationally Significant Infrastructure Project, such as accommodation and related facilities for the workforce and certain road works and utility provision. Some of this Associated Development will be located on the Moorside Site (such as the MOLF), whilst other Associated Development (such as the worker accommodation campuses and highway improvements) will be located off the Moorside Site on various sites in the administrative areas of Copeland District Council and Allerdale Borough Council. These sites are called the Accommodation Sites (comprising the Corkickle Site, the Egremont Site and the Mirehouse Site) and the Additional Sites (comprising the St Bees Railway Site, the Corkickle to Mirehouse Railway Site, the Port of Workington Site, and there are also 9 potential locations for highways improvements (for which there are various emerging proposals)). In addition to these sites, there will be a requirement for a freshwater water supply to the Moorside Site. The project for which NuGen proposes to make an application for a single DCO, and which is described in **Chapter 2** of this document, is called the 'Moorside Project' and is, at this time, to contain two

nationally significant infrastructure projects (the Moorside Power Station and the Moorside Project Railway) and Associated Development to those nationally significant infrastructure projects.

1.1.1 Under sections 42, 47 and 48 of the Planning Act 2008, there is a requirement for NuGen to undertake a consultation process in respect of its proposed application. This consultation must take place prior to any application being submitted.

1.1.2 Regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (hereafter referred to as the 'EIA Regulations') identifies the requirement for a statement of community consultation (under section 47 of the Planning Act 2008) to set out:

“(a) Whether the development for which the applicant proposes to make an application for an order granting development consent is EIA development; and

(b) If that development is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information.”

1.1.3 The Moorside Project meets the criteria for EIA development and hence there is a requirement for NuGen to consult on preliminary environmental information relating to the Moorside Project.

1.1.4 Accordingly, NuGen has prepared this 'Preliminary Environmental Information Report' ('PEIR') for its statutory Stage Two Consultation. NuGen's Stage Two Consultation satisfies the requirements regarding consultation as set out in sections 42, 47 and 48 of the Planning Act 2008.

1.1.5 Stage One Consultation took place between 16 May and 15 July 2015 and is explained in further detail in the Stage One Consultation Report which can be found on NuGen's website at:

<http://www.nugenconsultation.com/media/1151/stage-one-consultation-feedback-report.pdf>

1.1.6 Since the close of the Stage One Consultation, NuGen has had regard to the responses received, which have informed the evolution of the Moorside Project leading up to Stage Two Consultation. The document entitled "Interim Consultation Report: How we have taken your views into account" contained within "The Moorside Project: Our Proposals" that has been prepared for the Stage Two Consultation explains how NuGen has had regard to the Stage One Consultation responses.

1.1.7 Following completion of the Stage Two Consultation, NuGen will have regard to the responses received which will assist NuGen in finalising the Moorside Project in preparation for submitting its application for a DCO in Quarter 2 2017. The application will be submitted to the Secretary of State for Energy and Climate Change (Secretary of State ('SoS')) through the Planning Inspectorate. The Secretary of State will then appoint inspectors to examine the application (the 'Examining Authority'). The Examination will last up to six months and interested parties are entitled to be engaged in that Examination.

At the end of the Examination, the Examining Authority has up to three months to write its report and make a recommendation to the Secretary of State on whether or not she should make a DCO for the Moorside Project. The Secretary of State will then have a further three months to make a decision.

1.2 Planning policy and legislative context

Introduction

- 1.2.1 The Moorside Project involves a Nationally Significant Infrastructure Project under the Planning Act 2008. The regime set out in the Planning Act 2008 provides for such projects to be submitted for a DCO. The DCO for the Moorside Project would be made by the Secretary of State for Energy and Climate Change and would include consent for the development of the Moorside Project itself, various statutory powers (such as the right to break open and stop up or restrict the use of streets and extinguish and divert public rights of way) as well as powers of compulsory acquisition of land (including the creation of rights over land) necessary for the construction, operation (including maintenance) and decommissioning of the Moorside Project. The DCO will also include other powers and consents (such as a deemed marine licence and harbour empowerment order).
- 1.2.2 NuGen intends to submit an application for a DCO for the Moorside Project which comprises a nuclear generating station, auxiliary buildings, railway works, highway works, utilities works, construction and operational worker accommodation, offices, related facilities and works, hard and soft landscaping and ecological measures.
- 1.2.3 The nuclear generating station (i.e. the Moorside Power Station), the MPS Associated Development and the Moorside Site Railway would be located on the Moorside Site, adjacent to the Sellafield Site, West Cumbria. The Moorside Site forms part of the land identified in the Government's National Policy Statement for Nuclear Power Generation (NPS EN-6).

Legislative requirements

Consultation

- 1.2.4 The Planning Act 2008 sets out various requirements for consultation before a promoter can submit an application for a DCO. These are set out in sections 42, 47 and 48 of the Planning Act 2008. As part of discharging the requirements of the EIA Regulations, NuGen must include information in its section 47 Statement of Community Consultation ('SoCC') explaining how it intends to publicise and consult on preliminary environmental information (i.e. this PEIR). NuGen's SoCC for the Stage Two Consultation can be found at www.nugenconsultation.com.

- 1.2.5 As such, this PEIR forms part of the materials that NuGen is consulting on during its Stage Two Consultation. The other Stage Two Consultation documents can be found at www.nugenconsultation.com.
- 1.2.6 Guidance issued under the Planning Act 2008 by the Government and advice notes produced by the Planning Inspectorate which are relevant to this stage of the pre-application process includes:
- Planning Act 2008: Guidance on the Pre-application Process. Department of Communities and Local Government (March 2015).
 - Advice Note Three: EIA Consultation and notification. Planning Inspectorate (June 2015).
 - Advice Note Seven: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping. Planning Inspectorate (March 2015).
 - Advice Note Nine: Rochdale Envelope. Planning Inspectorate (April 2012).
 - Advice Note Ten: Habitat Regulations Assessment relevant to nationally significant infrastructure projects. Planning Inspectorate (January 2016).
 - Advice Note Twelve: Transboundary Impacts. Planning Inspectorate (December 2015); and
 - Advice Note Seventeen: Cumulative Effects Assessment. Planning Inspectorate (December 2015).
- 1.2.7 As required by the EIA Regulations, this PEIR contains information that has been compiled by NuGen and which is reasonably required, at this time, to assess the environmental effects of the Moorside Project. It is important to note that this PEIR is not meant to be a draft Environmental Statement. Rather, this PEIR contains information on the preliminary environmental effects of the Moorside Project that NuGen has been able to establish to date (i.e. as at May 2016). It is not, therefore, intended to be a complete assessment of the likely significant environmental effects of the Project and should be read with this in mind. NuGen is continuing its survey and assessment work throughout 2016, all of which will inform its Environmental Statement to be submitted with the DCO application in Quarter 2 2017. Given the complex nature of the Moorside Project and the fact that the requirement for certain development is dependent on the outcomes of other parts of the Moorside Project, some aspects of the Moorside Project are more advanced than others. For example, the freshwater supply to the Moorside Site and the potential development at the Port of Workington are still at the early options stage and as such the likely significant environmental effects of the freshwater supply and development at the Port of Workington will be reported on in the Environmental Statement rather than this PEIR.
- 1.2.8 Accompanying its application for a DCO, will be a report that will provide such information as is reasonably required to enable the Secretary of State to determine whether an appropriate assessment is required under the Conservation of Habitats and Species Regulations 2010 and/or the Offshore

Marine Conservation (Natural Habitats, &c.) Regulations 2007 in respect of the effects, if any, of the Moorside Project on a European site or a European Marine site (either alone or in combination). This PEIR contains NuGen's preliminary assessment of the environmental effects of the Moorside Project and, as such, includes information gathered to date on the effect of the Moorside Project on European sites. As NuGen continues its assessment process, NuGen will prepare a standalone document that will either confirm that there will be no significant effects on European sites (a No Significant Effects Report) or, if there are such effects, a Habitats Regulations Assessment Report.

Determination

- 1.2.9 In deciding the application for the Moorside Project (once this is submitted in 2017), the Secretary of State must have regard to:
- Any National Policy Statement which has effect in relation to the Moorside Project.
 - The appropriate marine policy documents.
 - Any Local Impact Report submitted by the local authority(ies) (as part of the Examination, the Examining Authority will invite the relevant local authorities to submit a report giving details of the likely impact of the Moorside Project on their respective administrative area).
 - Any prescribed matters; and
 - Any other matters which the Secretary of State thinks are both important and relevant to her decision.
- 1.2.10 The Secretary of State's decision must be made in accordance with the relevant designated National Policy Statements, unless one or more of the following exceptions apply, being:
- Deciding the application in accordance with any relevant National Policy Statement would lead to the UK being in breach of its international obligations.
 - Deciding the application in accordance with any relevant National Policy Statement would lead to the Secretary of State being in breach of any duty imposed on her under any enactment.
 - Deciding the application in accordance with any relevant National Policy Statement would be unlawful by virtue of any enactment.
 - The Secretary of State is satisfied that the adverse impact of the proposed development would outweigh its benefits.
 - the Secretary of State is satisfied that any condition prescribed for deciding an application otherwise than in accordance with a National Policy Statement is met.

- 1.2.11 Section 106 of the Planning Act 2008 empowers the Secretary of State to disregard representations that relate to the merits of policy set out in a National Policy Statement or which relate to compensation for the compulsory acquisition of land or rights in land (as this is dealt with under a separate process).

National Policy Statements

- 1.2.12 National Policy Statements (NPS) are produced by the Government and include the Government's objectives, policies and circumstances that should be considered in the determination of Nationally Significant Infrastructure Projects (NSIPs). They are made under the Planning Act 2008 and are designated following consultation and engagement with Parliament. The Government has produced a suite of NPSs relevant to energy, and these are known as EN-1 to EN-6 (inclusive).
- 1.2.13 Collectively, these National Policy Statements establish that there is an urgent need for new electricity generating capacity, including from nuclear. NPS EN-6 makes clear that a DCO application for a new nuclear generating station should be assessed on the basis that "*the need for such infrastructure has been demonstrated*" (paragraph 2.2.1). It identifies eight sites in England and Wales as suitable locations for nuclear power stations, one of which is at Moorside (Sellafield).
- 1.2.14 The Overarching National Policy Statement for Energy (NPS EN-1) also confirms that the starting point for any determination is that there should be a presumption in favour of granting consent to applications for energy infrastructure projects of national significance, providing there are no adverse impacts of the proposed development which would outweigh its benefits.

Overarching National Policy Statement for Energy (NPS EN-1)

- 1.2.15 The Planning Act 2008 (section 5(4)) provides for the designation of NPSs by the Government. NPS EN-1 was published by the Department of Energy and Climate Change ('DECC') in July 2011 and sets out national policy for the energy infrastructure in the UK. The NPS, when combined with the relevant technology specific energy NPSs (in the case of nuclear, EN-6 Nuclear Power Generation), provides the primary basis for decisions on a DCO application by the Secretary of State.
- 1.2.16 The NPS documents can also be used by local authorities in preparing their Local Impact Reports ('LIR').
- 1.2.17 NPS EN-1 confirms the Government's commitment to meeting legally binding targets to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels, by moving to a secure, low carbon energy system. In order to do this the UK needs to end its reliance on fossil fuels and move to other cleaner, low carbon sources such as nuclear. The UK also needs to ensure that it replaces generating capacity that is coming to the end of its working life whilst also meeting growing capacity demands.

- 1.2.18 NPS EN-1 goes on to confirm that it is Government policy that new nuclear power should be able to contribute as much as possible towards meeting the need for around 18 GW of non-renewable capacity by 2025.
- 1.2.19 The NPS confirms that the Secretary of State's starting point for any determination is that there should be a presumption in favour of granting consent to applications for energy NSIPs. That presumption applies unless any more specific and relevant policies set out in the technology specific NPSs clearly indicate that consent should be refused.
- 1.2.20 In considering any proposed development, and in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account:
- Its potential benefits including its contribution to meeting the need for energy infrastructure, job creation and any long-term or wider benefits.
 - Its potential adverse impacts, including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce or offset for any adverse impacts.
- 1.2.21 Other matters that the Secretary of State may consider both important and relevant to the decision-making may include the National Planning Policy Framework, National Planning Practice Guidance, local Development Plan Documents or other documents in the Local Development Framework (i.e. local planning policies published by the host local planning authority). In the event of a conflict between these or any other documents and an NPS, the NPS prevails for purposes of the Secretary of State's decision making given the national significance of the infrastructure.
- 1.2.22 The individual topic chapters of this PEIR consider the topic relevant policies set out in the NPS documents. As such, these are not repeated here.

National Policy Statement for Nuclear Power Generation (NPS EN-6)

- 1.2.23 The nuclear NPS (EN-6), identifies eight sites in England and Wales as suitable locations for nuclear power stations, which includes land within the Moorside Site (Sellafield). Following on from NPS EN-1, there is an assumption that need for new nuclear power has been demonstrated for these sites.
- 1.2.24 A Strategic Siting Assessment ('SSA') was carried out to identify the eight sites captured in NPS EN-6. The SSA proposed specific site boundaries for the relevant power stations and it is expected that the key operational elements of the power station, and in particular the infrastructure that has the potential to directly cause a radiological hazard such as the reactor building (including the associated turbine hall), spent fuel and intermediate level waste stores, would be located within the boundary of the site that was assessed by the SSA. It is recognised, however, that there may need to be some flexibility and that associated and ancillary development is likely to need to be located further afield.
- 1.2.25 When assessing an application for a new nuclear power station, the Secretary of State should have regard to the relevant site assessment set out in the NPS

and the impacts and general siting considerations that the document goes on to consider.

- 1.2.26 The SSA for land within the Moorside Site concludes that there are a number of areas which would require further consideration by the applicant, the Secretary of State and/or the regulators should an application for a DCO come forward. This includes, amongst other things, the impact of any proposal's in combination effects with any other relevant nuclear power stations in the region, and in particular the effect of this on the Lake District National Park. However, the Government concluded that none of these factors was sufficient to prevent the site from being considered as potentially suitable.
- 1.2.27 The individual topic chapters of this PEIR consider the topic relevant policies set out in the NPS documents. As such, these are not repeated here.
- 1.2.28 The Government assessed NPS EN-6 pursuant to the Habitats Regulations (on the basis that the NPS is a policy document) and produced a Nuclear Habitats Regulations Assessment. However, this does not remove the need for the promoter of each of the identified nuclear sites to carry out its own assessment pursuant to the Habitats Regulations and NuGen will submit such an assessment with its DCO application.

National Networks National Policy Statement (NN NPS)

- 1.2.29 As referred to above, the Moorside Project is likely to include the construction or alteration of a railway that falls within the definition of a NSIP under sections 14 and 25 of the Planning Act 2008. The key criteria under the Planning Act 2008 is that the stretch of track is a continuous length of more than 2 kilometres.
- 1.2.30 The National Networks National Policy Statement ('NN NPS') sets out the need for, and Government's policies to deliver, nationally significant development on the national road and rail networks in England. The NN NPS is therefore relevant to the Moorside Project as it applies in relation to the railway works that are proposed as part of the Moorside Project.
- 1.2.31 A Habitats Regulation Assessment was published alongside the NN NPS, although appropriate levels of assessment under the EIA Regulations and Conservation of Habitats and Species Regulations 2010 will need to be carried out on individual proposals to the extent these are necessary.
- 1.2.32 Government's vision and strategic objectives for the national networks is that national networks should be delivered "*that meet the country's long term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:*
- *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
 - *Networks which support and improve journey quality, reliability and safety.*

- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
 - *Networks which join up our communities and link effectively to each other.” (NN NPS, page 9)*
- 1.2.33 The NN NPS identifies that there is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. It therefore concludes “*that at a strategic level there is a compelling need for development of the national networks - both as individual networks and as an integrated system. The Examining Authority and the Secretary of State should therefore start their assessment of applications for infrastructure covered by this NPS on that basis*” (NN NPS, paragraph 2.10).
- 1.2.34 In relation to the rail network specifically, the NN NPS (paragraphs 2.37 and 2.38) recognises that as demand pressures rise, an incremental approach of improvements to signalling and related support infrastructure will no longer be sufficient to maintain the desired levels of service in the longer term. It recognises that substantial investment in infrastructure capacity will be needed highlighting that modal shift from road and aviation to rail can help reduce transport’s carbon emissions, as well as providing wider transport and economic benefits. For these reasons, the Government seeks to accommodate an increase in rail travel and rail freight where it is practical and affordable by providing for extra capacity.
- 1.2.35 With regard to the Moorside Project in particular, maps on pages 100 and 101 of the NN NPS specifically show how the Cumbrian Coast Railway Line, included within the Moorside Project, connects directly with core trunk routes for freight and interacts with highspeed and frequent passenger services at both its northern and southern ends.
- 1.2.36 The NN NPS therefore demonstrates need for the railway works included in the Moorside Project both generally and specifically in relation to West Cumbria.

Other Relevant National Documents

Marine Policy Statement (MPS)

- 1.2.37 The UK Marine Policy Statement ('MPS') provides the policy framework for the marine planning system and has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009. It provides the context for Marine Plans which put into practice the objectives for the marine environment that are identified in the MPS alongside the National Planning Policy Framework ('NPPF') and the Localism Act 2011.
- 1.2.38 Marine Plan 10 (North West inshore) and Marine Plan 11 (North West offshore) are the two Marine Plan areas potentially relevant to the Moorside Project.

However, these have not yet been published and there currently appears to be no published timetable for the preparation of these plans.

- 1.2.39 The MPS facilitates and supports the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives.
- 1.2.40 The MPS mainly addresses issues that Marine Plan Authorities should consider when developing Marine Plans. It does, however, identify that the construction, operation or decommissioning of a coastal power station may have impacts on the local marine environment through, for example, the construction of the plant and associated development and marine offloading facilities, such as jetties and marinas, for heavy plant items. There may also be impacts from abstraction and discharge of cooling water during operation.

Habitats and Species Regulations

- 1.2.41 The Conservation of Habitats and Species Regulations 2010 and the Offshore Marine Conservation (Natural Habitats, &c) Regulations 2007 provide for the designation and protection of European sites, European marine sites, the protection of European protected species, and the adaptation of planning and other controls for the protection of European sites and European marine sites. Under the Habitats Regulations, competent authorities have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.
- 1.2.42 The Habitats Regulations require competent authorities to consider applications for new development in the context of their impacts on a European site(s)/European marine site(s). Where a proposed development is likely to have a significant effect on a European site/European marine site, it must be the subject of an appropriate assessment into the implications for the site (in light of the site's conservation objectives). Generally, consent should only be granted where development will not adversely affect the integrity of a European site(s)/European marine site(s).
- 1.2.43 Where there would be an adverse effect on the integrity of a European site/European marine site, only where there are no alternative solutions, there are Imperative Reasons of Overriding Public Interest ('IROPI') for the project to proceed, and compensatory measures are secured to ensure that the overall coherence of the Natura 2000 network of European sites is protected, can consent be granted for a development.

National Planning Policy Framework (NPPF)

- 1.2.44 The NPPF states at paragraph 3, in relation to NSIPs to which the Planning Act 2008 applies that:
- “This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both*

important and relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and are a material consideration in decisions on planning applications.”

Development plans

Development plans

- 1.2.45 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that unless material considerations indicate otherwise, applications for planning permission must be determined in accordance with any Development Plans which can include Local Plans and Neighbourhood Plans for the area. Section 38(6) requirements will apply to any planning applications submitted by NuGen under the Town and Country Planning Act 1990. Whilst NuGen is required to submit an application for a DCO in respect of those parts of the Moorside Project that are classed as "the NSIP" or "part of the NSIP", those elements of the Moorside Project that fall outside that classification can either be consented through the DCO application or through a Town and Country Planning Act planning application (or indeed both). For example, NuGen may submit a Town and Country Planning Act application for early site preparation works within the Moorside Site to allow these elements to commence at an early stage in the construction programme. For the purposes of this PEIR, it is assumed that all works required are to be included in the DCO application, and are therefore to be considered in the PEIR.
- 1.2.46 Section 38(6) of the Planning and Compulsory Purchase Act 2004 does not apply to a DCO application (as such an application must be determined in accordance with section 104 or section 105 of the Planning Act 2008 instead). The Development Plan is, however, likely to be both an important and relevant matter for the Secretary of State's decision on a DCO application, as well as relevant for the local authorities in preparing their Local Impact Reports under section 60 of the Planning Act 2008 (which the Secretary of State also has to have regard to in making a decision on a DCO application).
- 1.2.47 Currently the Development Plan for the Moorside Project comprises:
- In respect of the Moorside Site, Corkickle Site, Egremont Site, Mirehouse Site, St Bees Railway Site, the Corkickle to Mirehouse Railway Site and various of the Highway Improvement and utilities sites:
 - Copeland Local Plan 2013-2028: Adopted Core Strategy and Development Management Policies (Adopted December 2013); a
 - Copeland Local Plan 2001-16 - 'saved' policies only;
 - Pow Beck Valley Development Brief Supplementary Planning Document (SPD) - The PoW Beck Supplementary Planning Document (SPD) was adopted by Copeland Borough Council in December 2007 to assist in the regeneration of the Pow Beck Valley in Whitehaven. The SPD identifies

the constraints and opportunities within the Pow Beck Valley, along with the types of developments and uses the Council wishes to see. The SPD sets out overarching principles for development which include (inter alia) high quality design, interconnected routes, access, car parking, flood risk, ecology and public space.

- In respect of the Port of Workington and various of the Highway Improvement sites:
 - Allerdale Local Plan (Part 1) - Strategic and Development Management Policies including saved policies from the Allerdale Local Plan 1999.

1.2.48 Cumbria Minerals and Waste Development Framework - Core Strategy (Adopted April 2009), and Generic Development Control Policies (Adopted April 2009), which applies to minerals and waste applications within the County of Cumbria, but excluding the National Parks. Policies in this plan that relate to the disposal of radioactive waste and minerals safeguarding may be relevant to the Moorside Project.

1.2.49 The Copeland Local Plan sets out at Section 2.4 the Council's approach to NSIPs, and it identifies Moorside as the site for a new nuclear power station. It goes on to state that although NPSs are not part of the statutory Development Plan, the Borough Council has had regard to them in preparing its Core Strategy, and that the Council will be an important statutory consultee when any DCO application is made.

1.2.50 The Copeland Local Plan also confirms that the Council will seek a Statement of Common Ground with the developer of any new nuclear power station at Moorside before an application is submitted to the Secretary of State and that the Council would be the decision maker for any elements of development associated with or ancillary to the NSIP that is applied for under the Town and County Planning Act 1990. Any such development would be considered by the Council against the applicable National Policy Statements and its Development Plan (i.e. currently the Local Plan 2013-2028 and the saved policies from the Local Plan 2001-16).

Proposed Future Updates to the Development Plan

1.2.51 Copeland Borough Council intends to produce a Site Allocations and Policies Plan, which will be pursuant to the Copeland Local Plan 2013-2028 - Adopted Core Strategy and Development Management Policies. When adopted, the Site Allocations and Policies Plan will be a part of the Development Plan, and will replace the 'saved' policies of the Copeland Local Plan 2001-16.

1.2.52 In respect of Allerdale Borough Council, the Council has commenced work on the Local Plan (Part 2) which will contain the site allocations that will deliver the strategy contained in the adopted Local Plan (Part 1). Following a "call for sites" in late 2013/January 2014, the Council undertook a consultation on the Site Allocations Issues and Options Discussion Paper in the summer of 2014 and carried out a consultation on additional sites between January and February 2015. It is understood that the Council is now considering the responses

received from these consultations and is preparing the Council's Site Allocations "Preferred Options" paper.

- 1.2.53 Cumbria County Council is in the process of preparing the Cumbria Minerals and Waste Local Plan for the period up until 2029. Once adopted, this plan will replace the Cumbria Minerals and Waste Development Framework documents. There are proposed site allocations for the existing Sellafield Site and adjacent land to the south of the Sellafield Site for the disposal of low level and very low level radioactive waste. Parts of the Moorside Site are also subject to a Minerals Safeguarding Zone for sand and gravel. It is understood that the County Council currently expects that the Cumbria Minerals and Waste Local Plan to be formally adopted in 2017.

Lake District National Park

- 1.2.54 The Lake District National Park Core Strategy (Adopted October 2010) contains Policy CS06: West Distinctive Area. However, this is only applicable to areas within the administrative area of the Lake District National Park and does not apply to the Moorside Site. For details about the landscape characteristic refer to **Chapter 7 (Landscape)**.
- 1.2.55 It is recognised that the Lake District National Park has made an application for World Heritage Site status, with the bid submitted and accepted for consideration. Whilst the decision on whether the bid has been successful is not expected in July 2017, for the purposes of the EIA and the ES to be submitted with the DCO application, NuGen will assume that the bid is successful.

1.3 Purpose of this PEIR

- 1.3.1 Under sections 42, 47 and 48 of the Planning Act 2008, there is a requirement for NuGen to undertake a consultation process relating to the Moorside Project before it submits an application for a DCO in 2017.
- 1.3.2 Regulation 10 of the EIA Regulations identifies the requirement for a Statement of Community Consultation (under section 47 of the Planning Act 2008) to set out:
- “(a) Whether the development for which the applicant proposes to make an application for an order granting development consent is EIA development; and*
- (b) If that development is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information.”*
- 1.3.3 The Moorside Project meets the criteria for EIA development and hence there is a requirement (under section 47) for NuGen to consult on preliminary environmental information relating to the Moorside Project.
- 1.3.4 To contribute to meeting this requirement, NuGen has prepared this PEIR for its statutory Stage Two Consultation.

- 1.3.5 Regulation 2 of the EIA Regulations defines preliminary environmental information as "*...information referred to in Part 1 of Schedule 4 which—*
- (a) Has been compiled by the applicant; and*
- (b) Is reasonably required to assess the environmental effects of the development (and of any associated development)".*
- 1.3.6 This PEIR represents the environmental information that has been compiled by NuGen and which, at this stage in the process, is reasonably required to assess the environmental effects of the Moorside Project. It is important to note that an Environmental Statement will be submitted as part of NuGen's application for a DCO in 2017. The Environmental Statement will comply with the requirements of the EIA Regulations and will assess in detail the likely significant environmental effects of the Moorside Project.
- 1.3.7 NuGen regards part of the purpose of this PEIR as assisting consultees in responding to its Stage Two Consultation. Therefore, this PEIR sits alongside other material prepared for Stage Two Consultation, being "The Moorside Project: Our Proposals." "The Moorside Project: Our Proposals" document explains which parts of the Moorside Project are fixed and which are still undergoing evaluation. In addition, "The Moorside Project: Our Proposals" raises various questions for consultees to consider and respond to, which will assist NuGen in evolving the Moorside Project. Notwithstanding these questions, consultees are invited to provide their observations on the Moorside Project as it stands at Stage Two Consultation and on the preliminary environmental effects identified in this PEIR.

1.4 Approach to preparing the PEIR

- 1.4.1 As noted above, the definition in the EIA Regulations as to what constitutes "preliminary environmental information" is:
- "Information referred to in Part 1 of Schedule 4 which—*
- (a) Has been compiled by the applicant; and*
- (b) Is reasonably required to assess the environmental effects of the development (and of any associated development)".*
- 1.4.2 Part 1 of Schedule 4 of the EIA Regulations contains the following:
- Description of the physical characteristics of the development, the land-use requirements and the production processes, including estimates of the expected residues and emissions which would result.
 - An outline of the main alternatives and reasoning for the applicant's choice.
 - Descriptions of the likely significant effects to be created by the development, the aspects of the environment to be affected and how these have been forecasted.

- A description of the measures envisaged to prevent, reduce or offset the significant effects identified.
- A non-technical summary of the above information.
- An indication of any difficulties encountered in compiling the information.

1.4.3 NuGen's approach to assessment in this PEIR is to clearly:

- a) Provide a preliminary assessment of the development on the Moorside Site.
- b) Provide a preliminary assessment of the Accommodation Sites and, where possible, the Additional Sites (save in respect of the Port of Workington and the freshwater supply, where the assessment will be contained in the Environmental Statement).
- c) Provide a preliminary assessment of the Moorside Project as a whole; and then
- d) Provide a preliminary cumulative assessment of the Moorside Project with other projects (to the extent possible, as this is dependent on the level of information available from the other proposed projects which is not in NuGen's control).

1.1.5 It should be noted that some of the information that is included within this PEIR will also be included in the Environmental Statement (ES) that will be submitted with the DCO application for the Moorside Project in 2017.

1.5 Structure of this report

1.5.1 **Chapter 1** of the PEIR includes an overview of the Moorside Project and the PEIR process, the planning policy and legislative content relevant, details on the purpose of the PEIR and the approach to preparing the PEIR. It also identifies which other consents, licenses, permits and assessments will be necessary for the Moorside Project.

1.5.2 **Chapter 2** provides a description of the Moorside Project, including the different sites involved, the transport proposals, information on waste management, development programme and phasing and how the design has evolved.

1.5.3 **Chapter 3** contains details on the approach to the PEIR, including the scoping, the identification of baseline conditions, an overview of the assessment methodology and an overview of how cumulative effects will be assessed.

1.5.4 **Chapters 4 to 19** then provide a preliminary environmental assessment of impacts on, or arising from, the following subjects:

- 4. Transport.
- 5. Noise and Vibration.
- 6. Air Quality.

- 7. Landscape.
- 8. Visual.
- 9. Countryside Access and Recreation.
- 10. Socio-economics.
- 11. Soils, geology and land quality.
- 12. Historic Environment.
- 13. Freshwater Environment: Groundwater.
- 14. Freshwater Environment: Surface Water.
- 15. Marine and coastal physical processes.
- 16. Marine water and sediment quality.
- 17. Marine ecology.
- 18. Terrestrial and Freshwater ecology.
- 19. Ornithology.

- 1.5.5 These all build on the policy and legislation, baseline conditions methodology, scope and assessment methodology provided in **Chapter 3**, by identifying any specific differences or details that are relevant to that subject. They also identify any limitations to the assessment due to the preliminary nature of the work. Each chapter then provides a summary of the effects and their significance, based on the preliminary assessment work undertaken to date. Each chapter covers the Moorside Site and the Accommodation Sites. The Additional Sites are included in the topic assessment where sufficient information is available to date to enable a preliminary assessment to be carried out. As referred to above, the Port of Workington and the freshwater supply route options are not included in this PEIR given their early design stage within the overall Moorside Project. As the PEIR is prepared almost a year before submission of the DCO application, the PEIR cannot be expected to (and the Planning Act 2008 and EIA Regulations does not expect it to) include a preliminary assessment of every aspect of the Moorside Project. In addition, the Transport chapter covers assessments on the road, rail and sea transport proposals.
- 1.5.6 **Chapters 20 and 21** then provide commentary around the subjects of Climate and Radiological matters as these cannot be assessed in the same way as the other environmental subjects due to the wider geographical study area that are relevant to these subjects.
- 1.5.7 **Chapter 22** then provides an assessment of the interrelationships between the environmental subjects identified. **Chapter 23** provides a summary of all predicted significant effects identified in the environmental chapters, and **Chapter 24** provides details of the further work required in the environmental assessment process for the DCO application.

1.6 Other required consents, licences, permits and assessments

Other consents and licences

- 1.6.1 NuGen will include as part of its submission for an application for a DCO for the Moorside Project a document that summarises the other consents and licences (in addition to the DCO) that the Moorside Project will require. This document will also provide a summary of where NuGen is in its discussions with the relevant regulators regarding those consents and licences. NuGen will also use this document to clarify the small number of permits that it will already have had in place prior to 2017, for example in relation to the consents and permits needed for certain of the EIA and Site Characterisation work. Set out below is a brief summary of some of the key consents and licences that will not form part of the DCO and NuGen's intentions regarding applying for these. More detail will be available in the other consents and licences document that NuGen will produce as part of its DCO application, anticipated to be submitted in 2017.

Nuclear site licence

- 1.6.2 The nuclear site licence is a legal document, granted by the Office for Nuclear Regulation ("ONR") under the Nuclear Installations Act 1965. Through its licensing powers, the ONR ensures the safety of nuclear power stations by assessing safety cases and inspecting sites for licensing compliance.
- 1.6.3 The nuclear site licence contains 36 standard conditions which cover the licensee's activities on the site through each of the design, construction, operation and decommissioning phases. The licence also contains detailed information that is specific to the nuclear installation in question, such as the identity of the licensee, the location of the site, and the permitted activities on the licensed site.
- 1.6.4 The ONR also works with the Environment Agency to ensure that new nuclear power stations meet high standards of safety, security, environmental protection and waste management, through a process called Generic Design Assessment ("GDA"). The reactor design for the nuclear power station at Moorside, the AP1000, is currently going through GDA. The GDA process will be completed before ONR decides whether or not to grant a nuclear site licence at the Moorside Site.
- 1.6.5 The AP1000 design has also undergone regulatory justification in 2010. This is separate to the licensing process and is where the Regulating bodies (the Office for Nuclear Regulation and the Environment Agency) have confirmed that the AP1000 technology is safe to deploy in the United Kingdom through issue of the interim Design Acceptance Confirmation (iDAC) and interim Statement of Design Acceptability (iSoDA).
- 1.6.6 NuGen anticipates submitting its application for a nuclear site licence in 2017.

Environmental permitting

- 1.6.7 The use of radioactive materials and the keeping of radioactive materials and wastes at the Moorside Site will be covered by the Nuclear Site Licence. NuGen will also be required to obtain various environmental permits, granted by the Environment Agency ("EA") under the Environmental Permitting (England and Wales) Regulations 2010 (as amended). These permits will include a permit for the discharge of radioactive substances into the air, water as well non-radioactive discharges to water and air for the construction and operational activities. The environmental permits will set out strict limits, conditions and requirements in relation to these different activities.
- 1.6.8 NuGen will be required to satisfy the EA that all proposed radioactive discharges made into the environment will be kept as low as reasonably achievable ("ALARA") and that Best Available Technology ("BAT") has been applied, before the EA will grant an environmental permit.
- 1.6.9 In relation to the Radioactive Substances Activity ("RSA") environmental permit associated with the operational phase of the project, the EA will not grant a permit until positive opinion has been obtained from the European Commission (under Article 37 of the Euratom treaty) on whether such disposals are liable to result in radioactive contamination of the water, soil or airspace of another EU Member State.
- 1.6.10 NuGen anticipates submitting its environmental permit applications for radioactive, water and combustion activities associated with the operational phase of the project that it needs in early 2017.

Health impact assessment

- 1.6.11 With respect to health and wellbeing issues, NuGen will undertake a Health Impact Assessment (HIA) to determine potential effects, for example, on existing health, welfare and community amenity facilities. The HIA will be informed by a HIA Steering Group that will identify issues that it considers should be included within the scope of the HIA. This is likely to include an assessment upon the "quality of life" of persons that may be affected by the Moorside Project. The outcome of the HIA will be presented in a Health Impact Assessment Report (HIAR) that will be submitted with the DCO Application in 2017.

Funded decommissioning programme

- 1.6.12 An operator has to notify the Secretary of State of its intention to submit a Funded Decommissioning Programme ("FDP") at the same time as the nuclear site licence application is applied for. The FDP sets out how the operator will decommission its installation and manage and dispose of waste and spent fuel. It involves the creation of an independent Fund to secure and accrue the necessary funds.
- 1.6.13 NuGen anticipates submitting its FDP for approval in 2017.

Marine licence

- 1.6.14 A marine licence is granted by the Marine Management Organisation (“MMO”) pursuant to the Marine and Coastal Access Act 2009. It is required before certain types of development can be carried out in, on, over or under the seabed. NuGen anticipates that the marine licence(s) required for the Moorside Project will be included within the DCO as a deemed marine licence. NuGen is engaging with the MMO on this basis.
- 1.6.15 As such, NuGen’s application for a deemed marine licence would be submitted as part of its DCO application, anticipated to be in 2017.

Harbour empowerment order

- 1.6.16 A Harbour Empowerment Order will be required to enable NuGen to manage, operate and maintain the MOLF and its breakwater. NuGen anticipates that rather than apply to the MMO for a Harbour Empower Order, the necessary powers will be included within the DCO. NuGen is engaging with the MMO on this basis.

Nuclear security plan

- 1.6.17 The Nuclear Industries Security Regulations 2003 require that there is a security plan in place for all nuclear premises, including nuclear construction sites. The security plan must be approved by the ONR and NuGen and its contractors must adhere to the stringent security arrangements following approved standards and procedures.
- 1.6.18 NuGen anticipates submitting its first draft of the security plan in 2017, with an approvals process broadly in line with the Nuclear Site License application. NuGen is currently considering those additional consents, licences and permits that it requires and which it will include in the DCO application. NuGen is discussing this with stakeholders and more information.

1.7 Moorside Project glossary

- 1.7.1 Please note that all references to plans made in the Glossary are to those contained within the Book of Plans and Drawings which accompany the Stage Two Consultation, rather than the figures included with this PEIR.

Table 1.1 Glossary

Term	Definition
A595/Homewood Road Roundabout Whitehaven Improvement	The provision of additional capacity at the junction, with all movements to be supported.

Term	Definition
A595/Homewood Road Roundabout Whitehaven Improvement Site	The land shown on Plan 33 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A595 Homewood Road Roundabout Improvement.
A595/Moor Row Improvement	The provision of a right turn pocket to support movements to Moor Row.
A595/Moor Row Improvement Site	The land shown on Plan 34 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A595/Moor Row Improvement.
A595 Parton Junctions Improvement	The provision of right turn pockets to enable movements into the local access roads from the A595.
A595 Parton Junctions Improvement Site	The land shown on Plan 29 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A595 Parton Junctions Improvement.
A595/The Crescent Thornhill Improvement	The provision of a right turn pocket to support movements to Thornhill. This junction may benefit from becoming signalised.
A595/The Crescent Thornhill Improvement Site	The land shown on Plan 35 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A595 / The Crescent Thornhill Improvement.
A595/A5094 Inkerman Terrace/B5295 Ribton Moorside Improvement	The provision of additional capacity at the junction and two southbound lanes on the A595 to remove the requirement for vehicles to switch lanes in-between the signals.
A595/A5094 Inkerman Terrace/B5295 Ribton Moorside Improvement Site	The land shown on Plan 32 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A595/A5094 Inkerman Terrace/B5295 Ribton Moorside Improvement.
A596 Hall Brow Workington Improvement	Localised widening of the carriageway to provide on-street parking for residents of the properties along this section of the road and to enable two way flows past the parked vehicles.
A596 Hall Brow Workington Improvement Site	The land shown on Plan 28 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A596 Hall Brow Improvement.
A66 Ramsay Brow Workington Improvement	Widening of the A66 approach at the junction to enable longer length vehicles such as HGVs to turn right towards the Port of Workington.
A66 Ramsay Brow, Workington Improvement Site	The land shown on Plan 27 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A66 Ramsay Brow Improvement.
A66/A595 Roundabout Cockermouth Improvement	The provision of additional capacity at the roundabout to accommodate additional movements. This could take the form of localised widening and/or part time signalisation.

Term	Definition
A66/A595 Roundabout Cockermouth Improvement Site	The land shown on Plan 26 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the A66/A595 Roundabout Improvement.
Accommodation Sites	All sites which include the development of worker accommodation which are the Mirehouse Site, the Corkickle Site and the Egremont Site.
Additional Sites	<p>The totality of the following sites which, together with the Moorside Site and the Accommodation Sites, provide the land for the Moorside Project:</p> <ol style="list-style-type: none"> 1. A66/A595 Roundabout Cockermouth Improvement Site; 2. A66 Ramsey Brow Workington Improvement Site; 3. A596 Hall Brow Workington Improvement Site; 4. A595 Parton Junctions Improvement Site; 5A. Coach Road/Station Road Corkickle Improvement Site; 5B. Coach Road/B5345 Corkickle Improvement Site Improvement Site; 6. A595/A5094 Inkerman Terrace/B5295 Ribton Moorside, Improvement Site; 7. A595 Homewood Road Roundabout Whitehaven Improvement Site; 8. A595/Moor Row Improvement Site; 9. A595/The Crescent Thornhill Improvement Site. 10. Corkickle to Mirehouse Railway Site; and 11. St. Bees Railway Site.
Allerdale Borough Council	<p>The administrative authority and the local planning authority in respect of the following Moorside Project Sites:</p> <ol style="list-style-type: none"> 1. Port of Workington Site 2. A596 Hall Brow, Workington Improvement Site; 3. A66 Ramsay Brow, Workington Improvement Site; 4. A66/A595 Roundabout, Cockermouth Improvement Site;
Associated Development	<p>Development which is associated with the Moorside Power Station and/or the Moorside Project Railway.</p> <p>Associated development is permitted to be consented by a Development Consent Order pursuant to s115 of the Planning Act 2008.</p> <p>Guidance from the Department for Communities and Local Government sets out core principles to be taken into account, which include that the associated development should be directly related to the principal development (i.e. the NSIP), subordinate to the principal development and proportionate in scale to the principle development.</p>
Circulating Water System (CWS)	<p>A once-through system with two intake tunnels that draw water from the Irish Sea, which would then be used to cool the steam that is passed through the turbines, and then discharge heated water back into the Irish Sea at a location sufficiently far from the intake to preclude re-circulation of heated water. The main elements of the CWS include:</p> <ol style="list-style-type: none"> 1. forebay; 2. pump house; 3. onshore piping; 4. vertical discharge shaft; 5. offshore tunnels (4 in total); 6. intake and outfall structures, and 7. fish deterrent and return system.
Coach Road/B5345 Corkickle Improvement	The junction will be widened to provide two approach lanes to separate vehicles turning left and right.

Term	Definition
Coach Road/B5345 Corkickle Improvement Site	The land shown on Plan 31 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the Coach Road/B5345 Improvement.
Coach Road/Station Road Corkickle Improvement	A change in priority at the eastern end with Coach Road being the main route and Station Road a side arm.
Coach Road/Station Road, Corkickle Improvement Site	The land shown on Plan 30 included in the Book of Plans and Drawings that accompany the Stage Two Consultation and required for the Coach Road/Station Road Improvement.
Conservation Areas	A designated area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation areas are designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Consultation Report	<p>A document outlining the Consultation Responses NuGen has received in response to its consultation process and setting out how NuGen has had regard to the Consultation Responses received.</p> <p>A Consultation Report must, under s37 of the Planning Act 2008, be submitted as part of NuGen's application for a Development Consent Order for the Moorside Project.</p> <p>In November 2015, NuGen released the Stage One Consultation Feedback Report. A more detailed report, the Interim Consultation Report, setting out how NuGen has had regard to the Consultation Responses received is included as part of its Stage Two Consultation.</p> <p>NuGen will submit a final Consultation Report as part of its application for a Development Consent Order in 2017.</p>
Consultation Response	A response received from a consultee during either Stage One Consultation or Stage Two Consultation.
Copeland Borough Council	<p>The administrative authority and the local planning authority in respect of the following Moorside Project Sites, the:</p> <ol style="list-style-type: none"> 1. Moorside Site; 2. Corkickle to Mirehouse Railway Site; 3. St. Bees Railway Site; 4. A595 Parton Junctions Improvement Site; 5A. Coach Road/Station Road Corkickle Improvement Site; 5B. Coach Road/B5345 Corkickle Improvement Site; 6. A595/A5094 Inkerman Terrace/ B5295 Ribton Moorside Improvement Site; 7. A595 Homewood Road Roundabout Whitehaven Improvement Site; 8. A595/Moor Row Improvement Site; 9. A595/The Crescent Thornhill Improvement Site. 10. Corkickle Site; 11. Egremont Site, and the, 12. Mirehouse Site.
Corkickle Development	<p>The Corkickle Development comprises:</p> <ol style="list-style-type: none"> 1. Associated Development (to the Moorside Power Station) including construction worker accommodation and facilities (for an estimated 1,000 workers with the ability to increase its accommodation capacity to 1,500 workers), up to three facilities management buildings, new egress and access roads, up to 295 car parking

Term	Definition
	<p>spaces, a coach interchange facility, footpaths and cycleways (where required), landscaping, green spaces and environmental mitigation (where required), and</p> <p>2. Associated Development (to the Corkickle to Mirehouse Railway) including access road and car parking.</p>
Corkickle Search Area	<p>The area studied and assessed by NuGen, and consulted on as part of the Stage One Consultation, in the process of determining the extent of the boundary required for the Corkickle Development.</p> <p>The Corkickle Search Area has subsequently been refined into the Corkickle Site.</p>
Corkickle Site	<p>Land adjacent to Corkickle Station in Whitehaven, as shown on Plan 14 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the Corkickle Development.</p>
Corkickle to Mirehouse Railway	<ol style="list-style-type: none"> 1. Development comprising a new stretch of railway track that would be used to transport workers and staff (construction, operation and decommissioning) from the Corkickle Site and Mirehouse Site to the Moorside Site and for the use of scheduled public rail services as necessary to meet the national need for additional railway capacity on the Cumbrian Coast Line and to maintain efficient running of the railway. The new railway track would run alongside the existing railway and would become part of the national network following its construction. The new railway track would be approximately 3.2 km in length, approximately 1.2 m in width and would be located approximately 1.8 m to the east of the existing railway. The new railway track would connect into the existing railway near to the tunnel at Corkickle and immediately south of the proposed new station at Mirehouse. Additional links along the new track would also provide connections back onto the main line; 2. Development comprising a new worker rail platform adjacent to the Corkickle Site. The new platform would be approximately 240 m long, approximately 7 m wide and approximately 1.1 m high. It is proposed that the entire length and breadth of the platform would be enclosed by a secure structure measuring up to 3.5 m in height. Adjacent to the new platform would be a structure measuring up to 1,650 m² and up to 3.5 m in height for use as a shelter/holding area as workers enter the platform. Two locations are proposed for the new worker rail platform: <ol style="list-style-type: none"> a) immediately south of the existing Corkickle Station on the western side of the rail track, or, b) at Corkickle Station on the eastern side of the rail track. This option would require the construction of two platform bridges which could measure up to 7 m in height and up to 2.5 m in width and would span across the railway; 3. Development comprising a new worker rail platform adjacent to the Mirehouse Site on the eastern side of the existing railway. The new platform would be approximately 240 m long, approximately 7 m wide and approximately 1.1 m high. It is proposed that the entire length and breadth of the platform would be enclosed by a secure structure measuring up to 3.5 m in height. Adjacent to the new platform would be a structure measuring up to 1,650 m² and up to 3.5 m in height for use as a shelter/holding area as workers enter the platform;

Term	Definition
	<ol style="list-style-type: none"> 4. Development comprising a potential public passenger platform adjacent to the Mirehouse Site on the western side of the existing railway. The platform would measure approximately 80 m long, approximately 5 m wide and approximately 1.1 m high; 5. Development including access roads and car parking, and 6. All other ancillary works necessary for the Corkickle to Mirehouse Railway.
Corkickle to Mirehouse Railway Site	Land adjacent to the existing railway line between the existing Corkickle Station and the proposed new station at Mirehouse, as shown on Plan 25 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the Corkickle to Mirehouse Railway.
Cumbria County Council	County Council for the land on which the Moorside Project is to be constructed.
Cumbria Wildlife Trust (CWT)	A charitable organisation registered in the UK dedicated to the conservation of the wildlife and wild place of Cumbria.
DECC	The Department of Energy and Climate Change. The Secretary of State for Energy and Climate Change, together with the Secretary of State for Transport, will decide NuGen's application for a DCO for the Moorside Project.
Decommissioning	Decommissioning means the dismantling of a building or structure once it has reached the end of its operational life. The decommissioning of nuclear facilities is subject to a particular regulatory regime and requires an environmental impact assessment be produced before decommissioning can commence (see the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999 for more detail).
Development Consent Order (DCO)	<p>A DCO is the form in which the Secretary of State grants consent for an NSIP. A DCO for an NSIP must be applied for under the Planning Act 2008 - a nuclear power station cannot be constructed without a DCO being in place. A DCO will remove the need for planning permission to be applied for under the Town and Country Planning Act 1990.</p> <p>The Secretary of State will make his or her decision on an application for a DCO only once he or she has received a report from a Panel of Planning Inspectors termed the Examining Authority. This report will be produced following an Examination into the application for a DCO. This Examination will generally last no longer than six months and will consist of written representations as well as hearings at which the Examining Authority can ask questions of an applicant and any interested party. Once the Examination is complete, the Examining Authority will generally have three months to produce the report to the Secretary of State with a recommendation on whether or not an application for a DCO should be granted. From receipt of this report, the Secretary of State will generally have three months to make a decision.</p> <p>A DCO is often a statutory instrument (a form of legislation) and can include statutory powers (such as the right to break open and stop up streets) as well as powers of compulsory acquisition of land and/or rights. A DCO will also contain "requirements", which the applicant must comply with when constructing, operating and decommissioning the development authorised under the DCO.</p>

Term	Definition
	<p>Before submitting an application for a DCO, an applicant must comply with the requirements of the Planning Act 2008 as to what documents must be submitted as part of the application, as well as undertaking consultation with the local community, statutory consultees, local authorities, landowners and the wider community in England and the wider UK where relevant.</p>
<p>DfT</p>	<p>The Department for Transport. The Secretary of State for Transport, together with the Secretary of State for Energy and Climate Change, will decide NuGen's application for a DCO for the Moorside Project.</p>
<p>Egremont Development</p>	<p>Associated Development (to the Moorside Power Station) including construction worker accommodation and facilities (for an estimated 500 workers with the ability to increase its accommodation capacity to 1,000 workers), up to two facilities management buildings, up to 218 car parking spaces, a coach interchange, a potential new cycleway connection to Sustrans 72, new egress and access roads, green spaces, landscaping and environmental mitigation (where required).</p>
<p>Egremont Search Area</p>	<p>The area studied and assessed by NuGen, and consulted on as part of the Stage One Consultation, in the process of determining the extent of the boundary required for the Egremont Development. The Egremont Search Area has subsequently been refined into the Egremont Site.</p>
<p>Egremont Site</p>	<p>Land to the south of Egremont, as shown on Plan 17 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the Egremont Development.</p>
<p>EIA Regulations</p>	<p>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.</p>
<p>EIA Scoping Report</p>	<p>Under Regulation 8 of the EIA Regulations, an applicant can seek a "Scoping Opinion" from the Secretary of State. A "Scoping Opinion" is an opinion as to the information to be provided in the Environmental Statement for a project. Whilst this is not compulsory, it is good practice. NuGen therefore requested a Scoping Opinion by submitting an EIA Scoping Report (setting out its proposals as to what information should be provided in the Environmental Statement) in June 2015 and published on the Planning Inspectorate's website on 26 June 2015. The Secretary of State's Scoping Opinion was then published on 5 August 2015 and is also available on the Planning Inspectorate's website (see http://infrastructure.planninginspectorate.gov.uk/projects/north-west/nugens-moorside-project-in-west-cumbria/?ipcsection=docs).</p>
<p>Environment Agency (EA)</p>	<p>An executive non-departmental public body with the remit of creating better places for people and wildlife, and supporting sustainable development. Responsibilities include regulating major industry and waste, treatment of contaminated land, water quality and resources, fisheries, inland river, estuary and harbour navigations and conservation and ecology. The EA is a statutory consultee under the Planning Act 2008 that NuGen has, and will, continue to engage with as part of its application for a DCO.</p>

Term	Definition
Environmental Impact Assessment (EIA)	<p>A method or procedure for predicting the likely significant effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making.</p> <p>An EIA for the Moorside Project is required pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A Preliminary Environmental Information Report will be published by NuGen as part of Stage Two Consultation. The EIA of the Moorside Project will be set out within an Environmental Statement that will form part of the application for a DCO for the Moorside Project to be submitted by NuGen in 2017.</p>
Environmental Permit (EP)	<p>An environmental permit pursuant to the Environmental Permitting (England and Wales) Regulations 2010 (as amended).</p> <p>Application for all environmental permits required by NuGen will be separate to NuGen's application for a DCO.</p> <p>It is noted that the Environmental Permitting (England and Wales) Regulations 2016 will come into force later in 2016.</p>
Environmental Statement (ES)	<p>The document reporting the process and outcomes of the EIA. The ES will set out the likely significant environmental effects of a project.</p> <p>NuGen will submit its ES as part of its application for a DCO for the Moorside Project in 2017.</p>
Examination	<p>The process of an Examining Authority examining an application for a DCO. This process is mainly one of written representations by all interested parties. However, an Examination is likely to include one or more hearings at which the Examining Authority can put questions to all interested parties, including the applicant, local authorities, statutory consultees, landowners and other interested parties whether objectors to/supporters of a project.</p>
Examining Authority	<p>The planning inspector(s) appointed by the Secretary of State for Communities and Local Government to examine, report and make a recommendation to the Secretaries of State upon the application for the DCO for the Moorside Project.</p>
Freshwater Water Supply	<p>A source of freshwater is required for the operation of the Moorside Power Station. The supply of freshwater for plant and for staff facilities is expected to be provided from local water providers.</p>
Habitats Regulation Assessment Report (HRAR)	<p>A report produced for the purposes of providing such information as the competent authority may reasonably require in accordance with the Conservation of Habitats and Species Regulations 2010 and/or the Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007. Where a project is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects) a HRAR must be produced that sets out whether or not the project will have an adverse effect on the integrity of any European site or European offshore marine site.</p>
Habitats Regulations	<p>Conservation of Habitats and Species Regulations 2010 and the Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007.</p>
Health Impact Assessment (HIA)	<p>An assessment of the potential effects on the health and wellbeing of individuals and communities that may be affected by the development proposals.</p>

Term	Definition
Heavy Haul Road	A road approximately 40 m wide extending from the River Ehen Floodplain Bridge and terminating just before the footprint of the Power Blocks.
HGV (Heavy Goods Vehicle)	A vehicle in excess of 3.5 tonnes in weight.
Highway Improvements	The totality of the highways improvements Improvement: 1. A66/A595 Roundabout Cockermouth Improvement; 2. A66 Ramsey Brow Workington Improvement; 3. A596 Hall Brow Workington Improvement; 4. A595 Parton Junctions Improvement; 5A. Coach Road/Station Road Corkickle Improvement; 5B. Coach Road/B5345 Corkickle Improvement; 6. A595/A5094 Inkerman Terrace/B5295 Ribton Moorside Improvement; 7. A595 Homewood Road Roundabout Whitehaven Improvement; 8. A595/Moor Row Improvement, and the 9. A595/The Crescent Thornhill Improvement, being Associated Development to the Moorside Power Station.
Highways Authority	The authority responsible for the maintenance and improvement of the highways. Within Cumbria, this responsibility is split between Highways England (responsible for the strategic road network) and Cumbria County Council (the local highway authority).
Highways England	The government agency responsible for operating, maintaining and improving England's motorways and major A roads.
Indicative Development Area	The area of the Moorside Site which is proposed principally to be used to provide the site of the Moorside Development, subject to final plans being confirmed.
Indicative Area for Environmental Measures	The area of the Moorside Site which is proposed principally to be used to provide the site for environmental works including enhancement and/or mitigation measures, subject to final plans being confirmed.
Interim Consultation Report	A report published as part of the Stage Two Consultation which summarises how NuGen has had regard to the Consultation Responses received during the Stage One Consultation.
Lake District National Park	An area of protected countryside to the east of the Moorside Site.
Listed Buildings	Buildings and structures which have been identified as being of special architectural or historic interest. Listed buildings are designated under section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Local Impact Report (LIR)	During the Examination of an application for a DCO the Examining Authority will invite the relevant local authorities to submit a local impact report giving details of the likely impact of the proposed development on the authority's area. This is in accordance with section 60 of the Planning Act 2008.
Local Planning Authority (LPA)	The local authority responsible for planning within a given administrative area.

Term	Definition
Marine Conservation Zone (MCZ)	Statutory designations, made under the Marine and Coastal Access Act 2009, which afford a level of protection to areas of territorial or offshore waters with marine ecological or geological features that are of national significance.
Marine Management Organisation (MMO)	<p>The Marine Management Organisation is an executive non-departmental public body sponsored by the Department for Environment, Food & Rural Affairs and created by the Marine and Coastal Access Act 2009. The MMO licences, regulates and plan marine activities in the seas around England and Wales.</p> <p>NuGen's application for a DCO in respect of the Moorside Project will include a provision deeming a marine licence to have been issued under the Marine and Coastal Access Act 2009 (as permitted under s149A of the Planning Act 2008). The deemed marine licence will cover marine works in England and waters adjacent to England up to the seaward limits of the territorial sea. The MMO is a statutory consultee and the licensing body responsible for enforcement of any conditions deemed attached to the marine licence.</p>
Marine Off-Loading Facility (MOLF)	<p>Marine facility located on the coast to the south-west of the Moorside Power Station which would have the capability of accepting deliveries by barge, roll-on and roll-off, and lift-on and lift-off. The MOLF would be protected from wave action through the provision of breakwaters.</p> <p>It is anticipated that the MOLF would be reduced in size once the Moorside Power Station becomes operational in order to allow deliveries of large loads during the operational period to facilitate its maintenance.</p> <p>The MOLF would be connected to the Moorside Power Station by the Heavy Haul Road.</p>
Marine Policy Statement	The UK Marine Policy Statement dated March 2011 and prepared by HM Government. The Marine Policy Statement, prepared and adopted under section 44 of the Marine and Coastal Access Act 2009, is the framework for preparing Marine Plans and taking decisions that will affect the marine environment.
Mirehouse Development	<p>The Mirehouse Development comprises:</p> <ol style="list-style-type: none"> 1. Associated Development (to the Moorside Power Station) including construction worker accommodation and facilities (for an estimated 2,500 workers with the ability to increase its accommodation capacity to 3,500 workers), up to four facilities management buildings, up to 809 car parking spaces, a shuttle coach interchange, new egress and access roads, sports pitches and amenity spaces, footpaths and cycleways (where required), green spaces, landscaping and environmental mitigation (where required); and 2. Associated Development (to the Corkickle to Mirehouse Railway) including access road and car parking.
Mirehouse Search Area	<p>The area studied and assessed by NuGen, and consulted on as part of the Stage One Consultation, in the process of determining the extent of the boundary required for the Mirehouse Development.</p> <p>The Mirehouse Search Area has subsequently been refined into the Mirehouse Site.</p>
Mirehouse Site	Land adjacent to the southern edge of Whitehaven, as shown on Plan 11 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the Mirehouse Development.

Term	Definition
Mitigation	<p>Measures to avoid, reduce or offset significant adverse effects on the environment which are borne out of the EIA process. The PEIR identifies Mitigation for the Moorside Project.</p> <p>Mitigation measures that are relied on in the ES will be clearly set out in that document and will be secured either via requirements at Schedule 2 to the DCO or as obligations in an agreement or undertaking made pursuant to Section 106 Agreement.</p>
Moorside Development	<p>The Moorside Development comprises the:</p> <ol style="list-style-type: none"> 1. MPS; 2. MPS Associated Development; and 3. Moorside Site Railway.
Moorside Power Station (MPS)	<p>The proposed new nuclear power station which would be capable of producing up to 3.8 gigawatts (GW) nominal gross electrical capacity. This figure is subject to turbine technology choices which NuGen is currently considering and as a result, the generating capacity that is ultimately in the DCO application may be lower than this figure. NuGen has a secured Connection Agreement with National Grid to export up to 3.4GW of electricity to the grid and any increase in this figure would be subject to future agreement with National Grid. The MPS includes the following integral elements:</p> <ol style="list-style-type: none"> 1. The nuclear island (Shield building plus Auxiliary building (x3) which forms part of the Power Block): Free-standing steel containment vessel Concrete shield building Auxiliary building All founded on integral base-mat which supports these buildings 2. The turbine building (x3) (each building forms part of a Power Block): Contains the turbine generator. The transformer area is located immediately adjacent to the turbine building 3. The annexe building (x3) (each building forms part of a Power Block): Includes functions such as the health physics area Control support area Access control Personnel facilities (shower and locker rooms) 4. The diesel generator building (x3) (each building forms part of a Power Block): Houses two diesel generators and their associated heating, ventilation and air conditioning equipment 5. The radiological waste building (x3) (each building forms part of a Power Block): Contains facilities for the handling and storage of plant wastes. 6. Support Buildings; and 7. Circulating Water System.
Moorside Project (Project)	<p>The totality of all development and other works that are proposed by NuGen to be consented in the DCO. This comprises the construction, operation and future decommissioning of the:</p> <ol style="list-style-type: none"> 1. Corkickle Development; 2. Corkickle to Mirehouse Railway; 3. Egremont Development; 4. Highway Improvements;

Term	Definition
	<ol style="list-style-type: none"> 5. Mirehouse Development; 6. Moorside Development; 7. Port of Workington Development, and 8. St. Bees Railway.
Moorside Project Railway	<p>The proposed new railway infrastructure comprising:</p> <ol style="list-style-type: none"> 1. Corkickle to Mirehouse Railway; 2. Moorside Site Railway, and 3. St. Bees Railway.
Moorside Project Sites	<p>The totality of all sites comprising the Moorside Project, being the:</p> <ol style="list-style-type: none"> 1. Moorside Site; 2. Accommodation Sites, being: <ul style="list-style-type: none"> Corkickle Site; Egremont Site; Mirehouse Site; 3. Additional Sites, being: <ul style="list-style-type: none"> A595/Homewood Road Roundabout, Whitehaven Improvement Site; A595/Moor Row Improvement Site; A595 Parton Junctions Improvement Site; A595/The Crescent Thornhill Improvement Site; A595/A5094 Inkerman Terrace/B5295 Ribton Moorside Improvement Site; A596 Hall Brow, Workington Improvement Site; A66 Ramsay Brow, Workington Improvement Site; A66/A595 Roundabout Cockermouth Improvement Site; Coach Road/B5345 Corkickle Improvement Site; Coach Road/Station Road Corkickle Improvement Site; Corkickle to Mirehouse Railway Site; St. Bees Railway Site; 4. Port of Workington Site, and "Moorside Project Site" means any one of the above.
Moorside Search Area	<p>The area studied and assessed by NuGen, and consulted on as part of the Stage One Consultation, in the process of determining the extent of the boundary required for the Moorside Development.</p> <p>The Moorside Search Area has subsequently been refined into the Moorside Site.</p>
Moorside Site	<p>Land adjacent to the Sellafield Site south of Whitehaven, as shown Plan 2 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the Moorside Development.</p>
Moorside Site Railway	<ol style="list-style-type: none"> 1. Development comprising new stretches of approximately 4.2 km of railway including the re-use of a disused branch providing access from the Cumbrian Coast Line into the Moorside Site from the south, one or more spurs and sidings; 2. Development comprising a new rail spur to provide access from the north onto the previously disused railway referred to above, supported on a new viaduct over the River Ehen; 3. Development comprising a new construction and operational worker rail platform and platform canopy/buildings located within the Moorside Site close to the Moorside Power Station 4. Development comprising a new construction and operational worker rail platform and an enclosed walkway located at the end of the River Ehen Floodplain Bridge;

Term	Definition
	<ol style="list-style-type: none"> 5. All other necessary development and works including railway infrastructure resilience works, embankments, retaining walls, abutments and freight unloading facility; and 5. All other ancillary works necessary for the Moorside Site Railway including a new manually controlled level crossing.
MPS Associated Development	<p>Development that is Associated Development to the MPS and located at, or connected to, the Moorside Site including:</p> <ol style="list-style-type: none"> 1. the Heavy Haul Road; 2. the MOLF and beach landing facility; 3. the New Moorside Access Road; 4. the New Sellafield Access Road; 5. the River Ehen Floodplain Bridge; 6. the Substation; 7. all internal roads, car parking, vehicle storage, rest/service areas for outages; 8. all support buildings offices necessary to the MPS; 9. all other development necessary, for the MPS together with necessary ancillary works; and 10. any works to provide environmental mitigation and compensation including earthworks, landscaping, replacement habitats, environmental offsetting, common land replacement, floodplain compensation and public rights of way diversions and other amenity diversions.
National Grid	<p>The company which owns and maintains the high-voltage electricity transmission network in England and Wales. The network carries electricity from generators to substations where the voltage is lowered ready for distribution. Most of National Grid's network is overhead lines, underground cables and substations.</p>
National Nature Reserve (NNR)	<p>Statutory designations, made under the National Parks and Access to the Countryside Act 1949 (as amended), which afford a level of protection to areas with ecological or geological features that are of national significance.</p>
National Policy Statement (NPS)	<p>National Policy Statements are produced pursuant to the Planning Act 2008, are designated by Parliament and set out policy for NSIPs. Where a NPS has been designated under the Planning Act 2008 then under s104, a Secretary of State must decide an application for a DCO in accordance with the NPS, unless particular limited exceptions apply. In respect of the Moorside Project, the following NPSs are relevant:</p> <ol style="list-style-type: none"> 1. NPS EN-1 - the Overarching National Policy Statement for Energy; 2. NPS EN-6 - the National Policy Statement for Nuclear Power Generation; and 3. NPS for National Networks.
Nationally Significant Infrastructure Project (NSIP)	<p>A project that meets the thresholds to be nationally significant as defined in the Planning Act 2008 (section 14).</p>
Natural England (NE)	<p>An executive non-departmental public body which is the government's adviser for the natural environment in England.</p>
New Moorside Access Road	<p>A new access road from the Moorside Site to the north end of the existing C4037, to provide access to the A595, to be constructed on land to the south of Beckermat and running in an east/west direction.</p>

Term	Definition
New Sellafield Access Road	<p>A new road in the event the existing Sellafield Access Road is diverted. Plans 43 and 44 included in the Book of Plans and Drawings that accompany the Stage Two Consultation contain indicative options for any diverted route.</p> <p>A new road junction to the A595 would be necessary to serve a diverted Sellafield Access Road and would permit separate access to the Sellafield Site and potentially the Moorside Site. Public access to Sellafield Railway Station would be preserved.</p>
Non-statutory Consultation	<p>Any consultation undertaken by NuGen which does not take place pursuant to the statutory consultation requirements of sections 42, 47 and 48 of the Planning Act 2008.</p> <p>In broad terms, this equates to any consultation or engagement with a person or organisation that has taken place outside of the Stage One Consultation and Stage Two Consultation.</p>
Nuclear Decommissioning Authority (NDA)	<p>An executive non-departmental public body which is responsible for managing the effective and efficient clean-up of the UK's nuclear legacy.</p>
Nuclear Site Licence (NSL)	<p>A licence pursuant to the Nuclear Installations Act 1965 for assuring the safety of nuclear installations. A NSL is required in order for NuGen to install and operate the Moorside Power Station.</p> <p>An application for a NSL is determined by the Office for Nuclear Regulation. The application for a NSL will be a separate application to NuGen's application for a DCO.</p>
NuGeneration Limited (NuGen)	<p>NuGen is a joint venture between Toshiba and ENGIE (formerly GDF SUEZ) which aims to develop the Moorside Project.</p>
Nursery Lane	<p>The road leading east from Beckermat to the A595.</p>
Office for Nuclear Regulation (ONR)	<p>A statutory public corporation established under the Energy Act 2013 that regulates the safety and security of the nuclear industry in the UK.</p>
Offshore Survey Area	<p>The area within which marine surveys have been carried out including geophysical, bathymetry and exploratory surveys for environmental assessment and project design purposes.</p>
Planning Act 2008 (PA 2008)	<p>Provides the legislative framework for NSIPs. It is under the PA 2008 that a DCO is required for the Moorside Project.</p>
Planning Inspectorate (PINS)	<p>The executive agency of the Department of Communities and Local Government that provides support to the Examining Authority as appointed by the Secretary of State, including providing the inspectors who comprise the Examining Authority.</p>
Port of Workington Development	<p>Potential Associated Development including:</p> <ol style="list-style-type: none"> 1. use of, and potential alterations to, land and buildings located at the water side; 2. use of existing, and construction of new, rail sidings enabling rail access from both the north and south together with related facilities;

Term	Definition
	<ol style="list-style-type: none"> 3. replacement of the road bridge providing access into the Port, with a widened and strengthened new structure to also afford enhanced rail freight access; 4. use of land within or adjacent to the Port to provide laydown and storage; 5. use of /construction of a dedicated storage/sequencing centre and associated laydown area; and 6. use of the fuel tank farm to store fuel for construction equipment. These works could be carried out either by the Port of Workington or NuGen.
Port of Workington Site	Land within the Port of Workington, as shown on Plan 36 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, potentially required for the Port Workington Development.
Power Block	<p>Each Power Block comprises:</p> <ol style="list-style-type: none"> 1. the nuclear island; 2. the turbine building; 3. the annexe building; 4. the diesel generator building; and 5. the radiological waste building.
Preliminary Environmental Information Report (PEIR)	<p>The EIA Regulations require NuGen to produce preliminary environmental information, which is published in a PEIR. Preliminary environmental information provides a preliminary assessment of the likely significant environmental effects of a project at that point in its evolution. It is designed to aid good consultation, rather than being a definitive assessment. NuGen has produced two stages of preliminary environmental information - an initial PEIR was contained in NuGen's State One Consultation. A second PEIR is published as part of NuGen's Stage Two Consultation. NuGen will submit an ES as part of its application for a DCO for the Moorside Project in 2017 that will report in detail on the likely significant environmental effects of the Moorside Project.</p>
Public Rights of Way (PRoW)	A footpath, byway or bridleway over which the public have a right of access.
Railway Hubs	Existing railway stations at Carlisle, Maryport, Workington, Whitehaven, St Bees, Sellafield, Drigg, Bootle, Millom, Askam and Barrow-in-Furness where there may be improvement works carried out by parties other than NuGen to support potential modest increases in passenger numbers as a result of the Moorside Project and potential improvement works to the railway at the Port of Workington carried out by parties other than NuGen to support improved sea/road/rail freight transfer.
River Ehen Floodplain Bridge	A bridge to be constructed across the River Ehen which would support the Heavy Haul Road with an option of an enclosed walkway for personnel. It would comprise piled supports over the main river channel and be flanked by earth embankments.
Royal Society for the Protection of Birds (RSPB)	A charitable organisation registered in the UK dedicated to securing the protection of threatened birds and wildlife.
Scheduled Monument	An ancient monument of national importance scheduled as such pursuant to the Ancient Monuments and Archaeological Areas Act 1979.

Term	Definition
Scoping Opinion	An opinion from the Secretary of State as to the information to be provided in the Environmental Statement for a project.
Search Areas	The wider areas of land studied and assessed by NuGen in the process of determining the extent of the boundary required for each Moorside Project Site.
Secretary of State/Secretaries of State	Secretary of State means a member of the UK Cabinet who is in charge of a Government department. As the Moorside Project contains two NSIPs, being the MPS and the Moorside Project Railway, the relevant Secretaries of State who will decide NuGen's application for a DCO for the Moorside Project will be: 1. the Secretary of State for Energy and Climate Change; and 2. the Secretary of State for Transport.
Section 106 Agreement	An agreement or undertaking made under s106 of the Town and Country Planning Act 1990, as amended by s174 of the Planning Act 2008, that contains development consent obligations on the part of the applicant. In the event that some of the Mitigation required for the Moorside Project is not secured via the DCO, then the Mitigation may be secured in an agreement made pursuant to s106 of the Town and Country Planning Act 1990. The obligations included in such an agreement are referred to as "development consent obligations."
Section 278 Agreement	Under s278 of the Highways Act 1980, a local highways authority can enter into a legal agreement with a developer (in order to facilitate development) for the developer to either pay for or make alterations or improvements to the highway.
Sellafield Access Road	The C4037 that provides the current public highway route from Blackbeck Roundabout to Sellafield Railway Station, serving the Sellafield Waste Monitoring and Compaction Plant, Main Gate and Station Gate (generally only heavy construction) access points.
Sellafield Site	The location of another nuclear licensed site located to the south of the Moorside Site. The licensee of the Sellafield Site is Sellafield Ltd.
Service Water System (SWS)	The service water system that provides cooling water to the component cooling water system heat exchangers located in the turbine building of a Power Block.
Site of Special Scientific Interest (SSSI)	A site identified under the Wildlife and Countryside Act 1981 as being of special interest due to the flora or fauna present or the geological make-up or physiography of the area.
Special Area of Conservation (SAC)	Special Areas of Conservation (SACS) are strictly protected sites designated under the EC Habitats Directive.
Special Protection Area (SPA)	Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive.
St. Bees Railway	1. Development comprising an extension to the existing passing loop at St. Bees by approximately 285 m further south, thereby creating a passing loop measuring approximately 485 m in total. The new track would measure approximately 1.2 m in width and would be located

Term	Definition
	<p>approximately 1.8 m to the east of the existing railway. The extension to the existing loop would provide sufficient passing space to allow a Moorside Project charter train or Moorside Project freight train in the construction, operational and decommissioning phases, or any other train, to move off the main line and allow scheduled trains to pass by without interruption necessary to meet the need for capacity and for the efficient running of the railway.</p> <ol style="list-style-type: none"> 2. Development including access roads and car parking; and 3. All other ancillary works necessary for the St. Bees Railway.
St. Bees Railway Site	Land adjacent to the existing railway line near the existing St Bees railway station, as shown on Plan 24 included in the Book of Plans and Drawings that accompany the Stage Two Consultation, required for the St. Bees Railway.
Stage One Consultation	<p>A public consultation process undertaken at 24 locations across West Cumbria between 16 May 2015 and 15 July 2015 to understand how the Moorside Project can be shaped to minimise the impacts on local communities. This consultation was carried out pursuant to sections 47 and 48 of the PA 2008.</p> <p>The results of the Stage One Consultation are included within the Stage One Consultation Feedback Report and in the Interim Consultation Report.</p>
Stage One Consultation Feedback Report	<p>An interim report published in November 2015 and available at www.nugenconsultation.com which summarises the key points arising from the Stage One Consultation.</p> <p>A more detailed report, the Interim Consultation Report, setting out how NuGen has had regard to the Consultation Responses received during the Stage One Consultation is included as part of its Stage Two Consultation. NuGen will submit a final Consultation Report as part of its application for a Development Consent Order in 2017.</p>
Stage Two Consultation	<p>The second public consultation process to be undertaken across West Cumbria between 14 May and 30 July 2016.</p> <p>The purpose of Stage Two Consultation is to consult on the proposed Moorside Project - making clear what refinements have taken place since the Stage One Consultation.</p> <p>Stage Two Consultation will meet the requirements of Statutory Consultation. Stage Two Consultation will be reported on in the Consultation Report that is submitted by NuGen as part of its application for a DCO for the Moorside Project in 2017.</p>
Stage Two Consultation Strategy	NuGen's strategy, published in April 2016, in relation to how it will consult the public during the Stage Two Consultation. This strategy is available at http://nugenconsultation.com/ .
Statement of Community Consultation (SoCC)	<p>A document required by section 47 of the PA 2008 and which is published by NuGen.</p> <p>The SoCC for Stage One Consultation was published in April 2015 (see http://nugenconsultation.com/stage-one-consultation/).</p> <p>The SoCC for Stage Two Consultation was published in April 2016 (see http://nugenconsultation.com/).</p>
Statement of Common Ground (SoCG)	A written statement prepared jointly by NuGen and any interested party, which contains agreed information about the Moorside Project and is submitted as evidence as part of the application or the Examination into the application.

Term	Definition
Statutory Consultation	Consultation undertaken pursuant to sections 42, 47 and 48 of the PA 2008. In broad terms, this comprises consultation with landowners, local authorities and statutory consultees, consultation with the local community and consultation with the wider UK.
Statutory Nuisance Statement	A document outlining whether a project engages one or more of the matters set out in section 79(1) (statutory nuisances and inspections therefor) of the Environmental Protection Act 1990 and, if so, how the applicant proposes to mitigate or limit them. This statement must be submitted as part of an application for a DCO.
Strategic Siting Assessment (SSA)	The process undertaken by the government (and captured in NPS EN-6) for selecting potentially suitable sites for new nuclear power stations.
Substation	The substation located on the Moorside Site and which is the point of connection between the MPS and National Grid's high voltage transmission network.
Westinghouse Electric Company UK Limited (WEC)	Provider of nuclear technology to be used in the Moorside Power Station.