9. Countryside access and recreation

9.1 Introduction

9.1.1 This chapter presents a preliminary assessment of potential effects for countryside access and recreation arising from the Moorside Project. Of particular relevance to this chapter is the potential for modification to the alignment of long-distance paths and cycleways due to the construction and operation of the Moorside Project. However, the assessment of impacts on countryside access and recreation is also of relevance to other environmental receptors, which are described in the following sections of the PEIR, notably:

- **Chapter 4**, **Transport** for traffic effects on users of roads;
- **Chapter 5**, **Noise & Vibration** and **Chapter 6**, **Air Quality** for noise/air quality effects on countryside access and recreation receptors;
- **Chapter 7**, **Landscape** and **Chapter 8**, **Visual** for effects on the views enjoyed by countryside access and recreation receptors;
- **Chapter 10**, **Socio-economics and human population** for effects on economic activity arising from changes in patterns of activity by countryside access and recreation receptors;
- **Chapter 17**, **Marine Ecology** for effects in the marine environment which may affect recreation activity; and
- **Chapter 18**, **Terrestrial and Freshwater Ecology** for effects in the freshwater environment which may affect recreation activity.

9.1.2 In this chapter, "countryside access and recreation" is taken to mean the use of countryside resources such as public rights of way, permissive paths and public access areas (including common land) for recreation and commuters accessing places of work and members of the public gaining access to services. Recreational or commuter use of the network of metalled/vehicular roads, and their associated footways, is covered in the chapter in **Chapter 4**, **Transport**.

9.1.3 This chapter also includes use of bodies of freshwater, rivers, intertidal areas and the sea for recreation. Commercial use of the sea is covered by a Commercial Fisheries Section in **Chapter 10**, **Socio-economics and human population**. Responses to enquiries to date indicate that relatively low levels of recreational receptors make use of the sea for recreation, and so it is felt that the term 'countryside' is appropriate (as opposed to 'countryside and marine').

9.1.4 There are several areas of registered common land within the red line boundary of the Moorside Site, over which nearby farms have rights and the public have rights to access on foot (by virtue of the Countryside and Rights of Way Act 2000). This chapter considers use of these public access rights,

whereas use of the grazing and other rights by current rights holders is considered in **Chapter 10**, Socio-economics and human population.

9.1.5 There may be effects on the amenity value of the countryside access resources because of the Moorside Project, which will affect people's enjoyment of their experience of using it. This may be the loss of availability of a resource that is convenient to use or valued, or a change in its character. This effect in considered within the assessments within this chapter. The implications of changes to people's behaviour as a result of this for their physical and mental health and well-being will be addressed in the Health Impact Assessment.

9.2 Limitations of the PEIR

9.2.1 The scale and complexity of the Moorside Project means that it is continuing to evolve at this preliminary stage, which presents limitations in terms of programme and phasing.

9.2.2 The assessment in this PEIR has focused on the construction and operational phases of the Moorside Project Sites. Decommissioning has not been assessed within the PEIR as it remains uncertain at this point which elements would be decommissioned and when. Each of the Moorside Project Sites may see some element of decommissioning activity undertaken once the construction phase of the MPS itself is complete (demolition or removal of certain features) and the effects of these operations are expected to be no greater than those in the construction phase assessments for these sites. The decommissioning phase of each Moorside Project Site will be included in the ES. As discussed in **Chapter 2**, decommissioning of the MPS itself will also be included within the ES, but at a high level given that these activities will take place around 60 years after operations commence, and they will be covered by a discrete EIA of the activities at that time.

Technical

9.2.3 It should be noted that there is no standard methodology for assessing the impacts of a development on countryside access and recreation. The methodology adopted has been determined in the light of the author's past experience of EIAs and guidance provided by key authorities (see paragraph 9.4.40 to 9.4.43 below).

9.2.4 One limitation which should be noted in the context of both the preliminary and the final assessment (which will be reported in the ES) is that there will always be an element of uncertainty in the baseline information regarding the usage of specific countryside access resources (such as particular walking routes and marine-based recreation) and the nature of that usage (e.g. whether for recreation or commuting; or by locals or visitors) as it is not feasible to continuously monitor usage of every such resource. However, data on the number and type of users of the cycleway and the existing coastal footpath which cross the Moorside Site are being captured and are discussed further in **Section 9.4**.

9.2.5 In the ES, inferences drawn about baseline usage and judgments made about the effects of the Moorside Project will be informed by comments and information supplied by key stakeholders, local community groups and special interest groups. In addition, the proposed user survey (see paragraphs 9.4.30 to 9.4.39 below) will provide further insight into baseline usage and effects of the Moorside Project.

9.3 Policy and legislative context

9.3.1 The following planning policy and guidance will be used to inform this assessment.

Policy context

National Policy:

9.3.2 National Policy Statements have been designated to guide the examination and determination of DCO applications. National Policy Statements EN-1 (Ref 1, DECC[1]) and EN-6 (Ref 2, DECC) relate to the countryside access and recreation aspect of the Moorside Project.

- Section 5.10 of the Overarching National Policy Statement for Energy (NPS EN-1) is entitled 'Land use including open space, green infrastructure & Green Belt'. This section requires the applicant to identify, consult and take appropriate measures in relation to green belt and high quality open space. Paragraph 5.10.2 notes that "*open spaces, sports and recreational facilities all help to underpin people's quality of life and have a vital role to play in promoting healthy living.*"
- Paragraphs 5.10.5 and 5.10.6 of NPS EN-1 relate to the possible effects of the Moorside Project on high quality land, such as recreational land. The applicant must:
  - "*identify existing and proposed land uses near the proposed land uses* [i.e. the Moorside Project]*, any effects of replacing an existing development or use of the site with the proposed* [Moorside Project] *or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan*" (Paragraph 5.10.5);
  - "*consult the local community on their proposals to build on open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal. Applicants should use any up-to-date local authority assessment or, if there is none, provide an independent assessment to show whether the*

[1] References are listed in full in Section 9.12

existing open space, sports and recreational buildings and land is surplus to requirements." (Paragraph 5.10.6);

- Paragraph 5.10.16 makes clear that "*In considering the impact on maintaining coastal recreation sites and features, the [Secretary of State] should expect applicants to have taken advantage of opportunities to maintain and enhance access to the coast. In doing so the [Secretary of State] should consider the implications for development of the creation of a continuous signed and managed route around the coast, as provided for in the Marine and Coastal Access Act 2009.*"

- Overarching National Policy Statement for Nuclear Power Generation (EN-6):
  - Paragraph 3.12.2 of the Overarching National Policy Statement for Nuclear Power Generation (EN-6) sets out that sites listed in the NPS are on coastal or estuarine locations in rural areas and that there is therefore the potential for impact on land that has recreational and amenity value. As a result, this section of the NPS should also be read in conjunction with Section 5.10 of EN-1 (Land Use including open space, green infrastructure & Green Belt).
  - Also, Paragraph 3.7.6 states that "*in the design of any direct cooling system the locations of the intake and outfall should be sited to avoid or minimise adverse impacts on legitimate commercial and recreational uses of the receiving waters, including their ecology. There should also be specific measures to minimise impact to fish and aquatic biota by entrainment or by excessive heat or biocidal chemicals from discharges to receiving waters.*"
- National Networks National Policy Statement (NN NPS)
  - The NN NPS sets out the Government's policy for the delivery of nationally significant rail and road projects in England.

    Part 5 of the NN NPS identifies that some impacts will be relevant to any national networks infrastructure, whatever the type. The NN NPS identifies a range of generic impacts which may arise from rail or road projects. Applicants have to satisfy criteria contained within each of the sections. The section entitled 'Land use including open space, green infrastructure and green belt' (paragraph 5.162 – 5.185) is relevant to this chapter. The criteria that the applicant will be assessed against are outlined below (paragraphs 5.165 – 5.172):
    - Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings (paragraph 5.166).

- In addition, paragraphs 5.179 to 5.185 of Part 5 outlines mitigation measures that the applicant should incorporate into the project to minimise any negative impacts. The relevant paragraphs are summarised below:
  - Applicants can minimise the direct effects of a project on the existing use of the proposed site, or proposed uses near the site by the application of good design principles, including the layout of the project and the protection of soils during construction (paragraph 5.179).
  - Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way (paragraph 5.180).
  - The Secretary of State should also consider whether mitigation of any adverse effects on green infrastructure or open space is adequately provided for by means of any planning obligations, for example, to provide exchange land and provide for appropriate management and maintenance agreements. Any exchange land should be at least as good in terms of size, usefulness, attractiveness, quality and accessibility. Alternatively, where Sections 131 and 132 of the Planning Act 2008 apply, any replacement land provided under those sections will need to conform to the requirements of those sections (paragraph 5.181).
  - Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent (paragraph 5.184).
  - Public rights of way can be extinguished under Section 136 of the Act if the Secretary of State is satisfied that an alternative has been or will be provided or is not required (paragraph 5.185).

- UK Marine Policy Statement (UK MPS)(Ref 3, UK Government):
  - The Marine Policy Statement is the framework for preparing Marine Plans and taking decisions that will affect the marine environment. The UK MPS will contribute to the achievement of sustainable development in the United Kingdom marine area and will ensure that marine

resources are used in a sustainable way in line with high level marine objectives and in particular the following objective: "*Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues*".

- The UK MPS outlines the vision for the UK marine area is for "*clean, healthy, safe, productive and biologically diverse oceans and seas*". The UK high level marine objectives published in April 2009 set out the broad outcomes for the marine area in achieving this vision, and reflect the principles for sustainable development and include the following relevant to this chapter:
- The coast, seas, oceans and their resources are safe to use;
- There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.

- National Planning Policy Framework
  - NPPF (Ref 4, DCLG), paragraph 75, states that:
  - "*Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.*"

Local Policy:

9.3.3 Policy to be considered at a local level includes the following:

- Copeland Local Plan (2013-2018) (Ref 5, CBC) identifies the following designations relevant to certain sites:
  - Policy ENV2 which includes for undeveloped coastline to be protected from development to promote tourism and recreational use;
  - Policies SS5 and DM26 which provide protection to urban greenspace for recreational or amenity use;
- Allerdale Local Plan (Ref 6, ABC) contains these relevant policies:
  - Policy S24 Green Infrastructure: "*Seek the creation of new and enhanced links and corridors between towns and settlements such as cycle ways and footpaths.*"
  - Policy S25 Sport, Leisure and Open Space: "*The Council will seek to maintain, enhance and protect the provision of formal and informal sports and recreation facilities and public open space throughout the Plan Area.*"
- Lake District National Park Core Strategy (Ref 7, LDNPA).

- Policy CS01: Lake District National Park CS Policy CS01 states that the National Park will only support developments that: "*conserve and enhance the special qualities of the Lake District National Park.*" These Special Qualities include a number which are linked to the visual quality of the National Park including Complex Geology, Diverse Landscape, Unique Mosaic of Lakes, Tarns and Rivers, History of Tourism and Outdoor Activity, Opportunity for Quiet Enjoyment and Open Nature of the Fells.

- In addition, the following local policies and plans have informed this preliminary assessment:
  - Cumbria's Rights of Way Improvement Plan (RoWIP) (Ref 8, CCC);
  - Cumbria Countryside Access Strategy (2014)(Ref 9, CCC/LDNPA/YDNPA);
  - Making the Dream a Reality - The Tourism Strategy for Cumbria 2008-2018 (Ref 10, Cumbria Tourism);
  - Adventure Capital UK Strategy 2009-2018 (Ref 11, Cumbria Tourism);
  - Cumbria's Local Transport Plan (Ref 12, CCC);
  - Developing Sustainable Cumbria 2008-2028 (Ref 13, CCC and Cumbria Strategic Partnership);
  - Britain's Energy Coast: A Master Plan for West Cumbria (Ref 14, Cumbria Partners).

Legislative context

9.3.4 Acts of Parliament most relevant to the countryside access and recreation elements of the Moorside Project are:

- Marine and Coastal Access Act 2009;
- Planning Act 2008;
- Commons Act 2006;
- Countryside and Rights of Way Act 2000;
- Highways Act 1980; and
- National Parks and Access to the Countryside Act 1949.

9.4 Data gathering methodology

9.4.1 There is no standard methodology for assessing the effects of a development on countryside access and recreation, so a bespoke methodology has been devised, drawing on professional experience and guidance from authorities through the quarterly meetings (typically involving representatives of ABC, CBC, CCC, HE, LDNPA and NE). The data gathering methodology is described below and is consistent with that described in the Environmental Impact

Assessment Scoping Report issued in May 2015 (Ref 15, NuGen) and following review of the formal PINS response to the Scoping Report no substantial changes to the scope and content of data gathering are considered to be necessary.

Study area

Moorside Project collectively

9.4.2 During discussions at stakeholder meetings (most recently on 8 April 2016), it was recognised that the Moorside Project Sites, taken as a whole, create opportunities for the development of enhanced linkages for walkers and cyclists within the area stretching from Whitehaven to Sellafield, between the coast and inland as far as the fringe of the uplands. Impacts, mitigation and enhancements are to be identified through the assessment work and in the further discussions with key stakeholders. Due to the differing nature of these linkages, it was agreed that an approach based on a standard distance from the red line boundary will not be applicable for the Zone of Influence (ZoI). The extent of the influence of the Moorside Project Sites will depend on the types of access available to people in the surrounding area, the extent of each relevant countryside access resource and the opportunities for linkages the Moorside Project can provide.

Moorside Site

9.4.3 The study area (i.e. the Zone of Influence - ZoI) used for the Moorside Site is shown on **Figure 9.1**, as agreed with stakeholders on 8 April 2016.

9.4.4 Following discussions with Natural England and Cumbria County Council officers, locations were agreed for two automatic counters to be installed within this area; their locations are shown in the **Figure 9.1**. The proposed user survey (see paragraphs 9.4.30 to 9.4.39 below) at this site will be located at points close to the automatic counters, although the precise location will be considered in discussion with the contractors appointed to undertake the survey.

9.4.5 An area of suitable land will need to be found as replacement land for registered common land that is likely to be lost to the Moorside Project. The current design proposals would result in the loss of most of High Sellafield Banks (Cumbria County Council Commons Register Unit Number 408) (24.5ha, according to the register of common land). Based on information available at this point in time, it is anticipated that the necessary replacement land will be provided from within a larger parcel of land within the red line boundary, as identified on **Figure 9.2**.

Accommodation Sites

9.4.6 The study area used for each Accommodation Site has been the site's red line boundary, extended as necessary as described in paragraph 9.4.2 above. These are shown in **Figures 9.3** to **9.5**. These boundaries were endorsed by

representatives of organisations who attended the workshop on 8 April 2016. The proposed user survey at two of these sites will be located at suitable points on the Sustrans routes (for Corkickle and Mirehouse) and the riverside footpath (for Egremont), although the precise location will be considered in discussion with the contractors appointed to undertake the survey.

9.4.7 In order to capture all potential effects and in response to suggestions from consultees, and endorsed at the workshop on 8 April 2016, additional countryside access resources have been included as follows:

- Mirehouse: the countryside access resources outside the red line boundary, but on its fringes, namely Mirehouse Pond and its margins and various small areas of green infrastructure embedded in the housing estates adjoining it to the north; and
- Egremont: the southern extensions of the public riverside footpath, the permissive path on the western (true right) bank of the River Ehen and the Sustrans Route 72 on the site's eastern edge.

Additional Sites

9.4.8 Outwith the Moorside Site and the Accommodation Sites, a number of other sites have been identified as locations for developments to improve transport infrastructure. The sites are:

- Corkickle to Mirehouse Railway Site;
- St Bees Railway Site; and
- The Highways Improvement Sites.

9.4.9 At this stage, information gathering has been focused on the area defined by the red-line boundary associated with each site. Further information on these sites and their study areas will be provided in the ES that will be released in 2017.

Desk study

9.4.10 A desk study was undertaken which reviewed the availability (and suitability) of existing data on countryside access and recreation. This study was supplemented by discussions with Cumbria County Council and Sustrans (organisations considered most likely to hold data on use of countryside access resources) and it was concluded that no directly relevant data (i.e. data gathered from within the sites themselves) was available and that new survey work would be needed.

9.4.11 Further to this data review, desk studies have been undertaken through reference to various data sources (as listed in the Q4 2015 quarterly progress report – see **Table 9.1** below) to:

- Identify the countryside access resources present within each study area;
- The extent to which the resources are promoted;

- Obtain any useful data relating to use of the countryside access resources.

Table 9.1 Data sources used to date

Data	Source	Status
Approved coastal margin	The Marine and Coastal Access Act 2009 (Pt 9) introduced the power for a right of access to the coastal access margin (also referred to as 'spreading room'), which cover land to the seaward side of the coastal national trail and some land on the inland side, where appropriate. (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/355192/map4.2-final.pdf and https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/355194/map4.3-final.pdf) Also shown on Ordnance Survey (OS) Map 303 and Natural England's open access maps.	Data obtained for Moorside Site (available online) – not relevant to Accommodation or Additional Sites.
Copeland Borough Council (CBC) Constraints Review	Information provided by CBC from various sources.	Data received, in response to the EIA Scoping Report and PPG17 study.
Country Parks	Country Parks are public green spaces often at the edge of urban areas which provide places to enjoy the outdoors and experience nature in an informal semi-rural park setting. Most are owned and managed by Local Authorities. Many Country Parks were designated in the 1970s by the then Countryside Commission, under the Countryside Act 1968. More recently Country Parks have been created under a less formal arrangement. The dataset contains boundaries of each Country Park, digitised against Ordnance Survey MasterMap using source maps supplied by Local Authorities. (www.magic.gov.uk)	Data reviewed on all sites (available on line via MAGIC and on OS mapping).
Cumbria County Council's Illustrative Definitive Map	An online version of the OS map, although details provided vary with scale. (http://hims.cumbria.gov.uk/wip3_no_login/map.aspx?cg=prow)	Data reviewed for all sites (available online) but comparison with definitive map still to be completed.
Doorstep Greens	Doorstep Greens are permanent areas of public green space, close to peoples' homes, in disadvantaged areas where regeneration of the local environment is crucial. Local communities were actively engaged in their design and creation. Each Green is now managed by its own charitable trust that fundraise for and maintain each space in-perpetuity. The dataset contains boundaries of each Doorstep Green, digitised against Ordnance Survey MasterMap, using the original hand-drawn plans as the source. (www.magic.gov.uk)	Data reviewed for all sites (available online on MAGIC).

Data	Source	Status
Google Earth/ Street View	Google Earth is a freely available dataset of aerial photography and is linked to Street View, which is photography acquired from vehicles driven along the public road network. Imagery is from 2008 for Google Earth and 2011 for Street View.	Imagery reviewed for all sites.
HLS Permissive access	The (HLS) Higher Level Scheme is a government funded scheme managed by Natural England, which pays farmers for agreeing to deliver a range of 'public goods'. These are normally of an ecological or landscape nature but, up until 2010, also included options to improve public access – either linear or area-wide. Schemes are made under contract law and run for 10 years. Information about the permissive access is available on the Country Walks and Rides website (http://cwr.naturalengland.org.uk/). The scheme is now closed to new entrants.	Data reviewed for all sites (available online via MAGIC.)
Millennium Greens	Millennium Greens are permanent areas of public green space, close to peoples' homes, in urban or rural locations. They provide breathing spaces for relaxation, play and enjoyment of nature. They were funded by the Millennium Commission, via the Countryside Agency (now Natural England), using National Lottery money. The project was started in 1996 and ran until 2001. Each Green is now managed by its own charitable trust, supported and controlled by the Charities Commission. The dataset contains boundaries of each Millennium Green, digitised against Ordnance Survey MasterMap, using the original hand-drawn plans as the source. (www.magic.gov.uk)	Data reviewed for all sites (available online).
Open Access Land which is not Registered Common Land	The Countryside Rights of Way Act 2000 (CRoW) introduced rights of public access over 'open country' and Registered Common Land (RCL). This descriptor refers to 'open country', which for the purposes of CRoW is "*mountain, moor, heath and down*". (www.magic.gov.uk)	Data reviewed for all sites (available on line via MAGIC and paper copies of OS maps 1:25,000).
OS 1:25,000 Scale Maps (OL6 and 303)	OS maps contain a variety of information of interest to outdoor recreationalists but only that of a 'permanent' nature (such as promoted routes, country parks). Public rights of way (PRoW) are shown but these maps are not definitive (although they are based on information provided by Surveying Authorities) It is not unusual for public ways in urban areas to not be recorded as PRoW. Legally speaking, they may be PRoW that have not been recorded but it is impossible to identify these. OS Explorer 303 – Last fully revised 2000, with selected revision to 2014. OS OL 6 – Last fully revised 2002, with selected revisions to 2011.	Data reviewed for all sites (paper copies).

Data	Source	Status
Planning Policies	Local authority plans usually have a geospatial component provided in a 'Proposals Map'. Copeland Borough Council's plan includes policies: R (Recreation), B (both Recreation and Landscape) and TSM2 (Tourism) (http://www.copeland.gov.uk/sites/default/files/attachments/localplanproposalsmap.pdf) Allerdale Borough Council's plan contains policies S24 and S25 which are relevant to the Hall Brow Widening Site.	Data reviewed for all sites covered by this report (available online).
Registered Common Land	RCL is recorded on a register held by the Commons Registration Authority (in this case CCC). In addition, geospatial data are recorded on the MAGIC website (www.magic.gov.uk). Under the CRoW, all RCL is now open to informal public access on foot.	Register reviewed for all sites (and online via MAGIC).
S15 land	This descriptor refers to s15 of the CRoW, which lists four categories of land where statutory rights of public access existed prior to the CRoW. The earlier rights have primacy over the later rights. (www.magic.gov.uk)	Data reviewed for all sites (available online via MAGIC).
Sustrans National Cycle Network	Sustrans is a charitable body which has developed a national network of cycling routes. It comprises both on- and off-road sections. These routes have no legal distinctiveness or official status but are generally well-promoted, well-managed and well-used. (http://www.sustrans.org.uk/ncn)	Data reviewed for all sites (available online).
Town and Village Greens	Town and Village Greens (TVG) are recorded on a register held by the Commons Registration Authority (in this case CCC). However, geospatial data are recorded on the MAGIC website (www.magic.gov.uk). As with PRoW, areas of land may have become a TVG without this having been recorded; such TVGs will not appear on MAGIC.	Data reviewed for all sites (available online via MAGIC).
Organised events	Events Advisory Group of Cumbria County Council.	Date received for whole of 2014 and 2015 to end of September.
Promotion of country-side access resources within the study areas	Google search engine using search texts: "*Hadrian's Wall Cycle Route*"; "*Sustrans Route 72*"; "*Coast to Coast Cycle Route*"; "*Sustrans Route 71*" "*Walks around Whitehaven*"; "*Walks around Egremont*"; "*Cycle rides around Whitehaven*" "*Cycle rides around Egremont*"; "*Horse rides around Whitehaven*"; "*Horse rides around Egremont*"; "*Fishing on River Ehen*"; and "*Canoeing on the River Ehen*".	Searches undertaken in September 2015. To be refreshed in 2016

9.4.12 The analysis of information from the above sources demonstrated that, at the scale of both west Cumbria and specific sites, there are a small number of countryside access resources that are important at a regional and/or national

level (e.g. the existing coastal footpath that will become the ECPNT, the National Cycle Network cycleways [Sustrans Routes 71 and 72], the riverside footpath at Egremont). Some of these are promoted widely but relatively little data about usage levels within the Moorside Project Sites are available. Virtually no data are available about other countryside access resources.

9.4.13 At a meeting of authorities (ABC, CBC, CCC, HE, LDNPA and NE) on 4 August 2015, it was suggested that a search be undertaken for existing usage data from other routes with similar characteristics that may be used either as a surrogate (i.e. from which inferences can be made about use of the resources within the study areas) and/or a comparator (i.e. to allow any data about usage of the resources within the study area to be placed in a wider context). To this end, it was found that:

- Sustrans hold data in two forms (counts of use by cyclists and intercept surveys of all user types) for various locations within west Cumbria;
- In 2014, Natural England conducted a survey of National Trail users throughout England, involving both visitor interviews at selected locations and analysis of data from adjacent automatic counters (Ref 16, TSE Research and Ref 17, Martin respectively); and
- In 2008, Asken Ltd (Ref 18, Asken Ltd) collected data from a number of multi-user routes many of which form part of the NCN and this provides a useful source of comparable data (the relevant section of this report is included in **Appendix 9.A**).

9.4.14 In 2011, Copeland Borough Council undertook an open space assessment (Ref 19, CBC) to inform their Leisure Strategy, including an assessment of local needs for open space, sport and recreation facilities. This provides some useful pointers when considering impacts and opportunities for enhancements. These include, for example:

- that footpaths, bridleways and cycle tracks are the resources likely to be used most frequently, whereas playing field and play areas are likely to be used less often;
- walking is the mode of transport most commonly used to gain access to areas/resources for recreation;
- nearly three quarters of respondents said they would be prepared to walk/cycle if routes were improved and the same percentage would use them more often;
- 40% felt that more countryside facilities were needed (the remainder were happy with the current level of provision);
- scope for improvement in the quality of facilities exists, with a range of factors noted. The most commonly mentioned were:
  - cleanliness/lack of litter/absence of graffiti;
  - easy for everyone to get to; and

- feeling safe and secure.

- top priority for such improvements was given to 'Footpaths, bridleways and cyclepaths'.

These findings suggest that the countryside access resources are valued by local residents and there is a latent demand for increased use, but this is conditional on improvements – particularly to footpaths.

9.4.15 Websites associated with water-based recreation have also been consulted:

- The Outdoor Swimming Society has a website of swimming locations across the country[2], although none are located within the Moorside Project Sites;
- UK Diving host a map of wrecks off UK waters on its website which assists divers identify suitable dive site, although no wrecks are reported off the west Cumbrian coast[3] (although it is recognised that there may be other reasons to dive in an area of sea);
- Kite Surfing website of beach locations[4] shows no surfing locations along the Cumbrian coast; and
- UK Rivers website provides information about canoeing on rivers Calder[5] and Ehen[6] (and similar information is available in Ref 20, Miller);

9.4.16 The Environment Agency (EA) holds information in the form of catch returns by river. Data for the period 2004 to 2013 was analysed to provide annual catch returns (Ref 21, EA).

Walkover surveys

9.4.17 Walkover surveys have been conducted over the Moorside Site, the Accommodation Sites and the Corkickle to Mirehouse Railway Site, St Bees Railway Site and the Highways Improvement Sites, at various times with the first undertaken in July 2014. The walkover survey involved:

- considering each site in its local context, to identify any relevant resources on the periphery (i.e. outside the redline boundary but adjacent to the site) which should be included;
- walking across each site using the countryside access resources available and, during the course of the walk:
  - photographing anything considered to be of interest;
  - using a GPS to log positions of anything of interest;
  - making notes of specific points of interest; and

[2] See: http://wildswim.com/ (visited 22 March 2016)
[3] See: http://www.ukdiving.co.uk/wrecks/map.php (visited 22 March 2016)
[4] See: http://kitesurfinguk.org.uk/ (visited 22 March 2016)
[5] See: http://www.ukriversguidebook.co.uk/rivers/england/north-west/river-calder-thornholme-farm-to-sellafield (visited 22 March 2016)
[6] See: http://www.ukriversguidebook.co.uk/rivers/england/north-west/river-ehen (visited 22 March 2016)

- observing the condition of the route/area, the wear and tear of any access furniture and any users present during the survey.

9.4.18 The purposes of the walkover surveys were to:

- verify by direct observation the existence of the countryside access resources identified via desk studies (see paragraphs 9.4.10 to 9.4.16 above);
- identify additional resources not apparent from desk research;
- assess the condition and context of the resource;
- make observations about public use; and
- allow inferences to be made about likely levels and nature of use of the resources, where possible.

9.4.19 It should be noted that it is impossible to infer levels of use of, for example, a tarmacked track by walkers or cyclists by examining the track surface, or the level of recreational sailing by looking at the sea. In order to understand the nature of usage of these countryside access resources, reliance will be placed on direct observations of users during sites visits, consultations with local community and special interest groups (see paragraphs 9.4.40 to 9.4.46 below) and, for the Sustrans routes, user survey.

Moorside Site

9.4.20 A series of walkover surveys were conducted so that the whole of the site was covered. Surveys were undertaken in July 2014, December 2014, October 2015 and March 2016. In the workshop of 8 April 2016, possible diversions to the ECPNT and Sustrans Route 72 were devised which run to the east of Sellafield. Consequently, it was agreed by the delegates at the workshop that the ZoI for Moorside should be extended to encompass these routes (as shown in see **Figure 9.1**). Walkover surveys have not been completed of the area south of Lady Wood (NGR NY036046) but will be completed during summer 2016.

9.4.21 Following discussions with Cumbria County Council (CCC) and Natural England (NE), it was agreed that the key countryside access and recreation resources likely to be significantly impacted upon within the Moorside Site were the Sustrans cycle way and the existing coastal footpath (which will become the England Coast Path National Trail for most of its length when established). Given the significance of the Sustrans route (Sustrans Route 72) and the future ECPNT, it was considered important to obtain quantified data, if possible.

9.4.22 Having established that there was unlikely to be any existing data about the use of these routes, it was agreed usage data would be needed for the baseline characterisation and could be gathered using counters that record each use and classified it into one of the three types – pedestrian, cyclist or horse rider. It was judged that the configuration of the routes would mean that users are restricted to certain 'pinch points' and so a good indication of

route usage could be gained from installing the counters as close as practically possible to the respective pinch points.

9.4.23 Specific locations for each counter were identified and agreed with CCC and NE and the devices were installed on 17 March 2015 (locations shown on **Figure 9.1**). Data were downloaded at intervals during the year, with the most recent download being on 21 March 2016.

9.4.24 Understanding of the baseline position will be further strengthened through consultation, as discussed below.

Accommodation Sites

9.4.25 Walkover surveys have been undertaken at all Accommodation Sites covered by the PEIR. Surveys took place in October 2015 and January 2016.

9.4.26 It was recognised that the Sustrans routes are of high importance. Given that the proposed methodology should provide intelligence from a range of sources (Sustrans data for other sections of these routes, observations, direct discussion with stakeholders and user survey), it was agreed at a meeting of relevant authorities on 15 February 2016, attended by representatives of ABC, CBC, CCC, HE, LDNPA and Cumbria Constabulary, that gathering data via counters was not necessary, provided that the Sustrans routes are recognised as being of high importance.

9.4.27 Understanding of the baseline position will be further strengthened through consultation, as discussed below.

Additional Sites

9.4.28 Walkover surveys have been undertaken at all Additional Sites covered by the PEIR. Surveys took place in March and April 2016.

9.4.29 Understanding of the baseline position will be further strengthened through consultation, as discussed below.

User survey

9.4.30 It is proposed to conduct a survey of users of key routes within the Moorside Site and Accommodation Sites. The primary objective of this research is to provide information that will allow an assessment to be made of the effects of the Moorside Project on usage of these routes. It will provide qualitative data rather than estimations of annual usage levels.

9.4.31 Secondary objectives are to obtain information which will contribute further to the understanding of the baseline position. Specific areas of interest are:

- nature of the activities taking place on the routes;
- where users come from/are going to;
- what they spend on their outing; and

- demographic data about individual users.

9.4.32 Agreement will be sought with relevant authorities over the detailed methodology to be used (as discussed below).

Interview locations

9.4.33 It is expected that interviews would be carried out with users at five locations, corresponding to countryside access resources which appear to be the most popular, and therefore the most important resources. Research to date suggests that these will be:

- Sustrans Route 72, where it passes through the Moorside Site;
- the existing coastal footpath (which will become the ECPNT);
- Sustrans Route 71/72, where it passes through the Corkickle Site;
- Sustrans Route 71/72, where it passes through the Mirehouse Site; and
- the riverside public footpath, where it passes through the Egremont Site.

9.4.34 Provisional locations for interviewing are, for the five sites listed above, respectively:

- slightly north of the location of the automatic counter (Counter 'x1');
- at the railway bridge over the River Ehen, close to the automatic counter (Counter 'x2');
- where the Sustrans Route 71/72 crosses Coach Road;
- on the Sustrans Route 71/72, close to Low Hall Farm; and
- close to Bridge End industrial estate.

9.4.35 The two locations proposed for the Moorside Site have each been selected because of their proximity to automatic counters, as this will allow the characteristics of users identified in the user survey to be correlated with the data from the automatic counters. Other proposed locations have been selected because of the likelihood that they will maximise numbers of interviews secured and ease of access for surveyors. Final locations to be used will be agreed following consultation with key stakeholders, landowners and the contractor engaged to do the work.

Survey instrument(s)

9.4.36 It will be necessary to prepare a survey questionnaire which can be used at each survey location, with slight variations to reflect the individual circumstances. The starting point for the questionnaire will be those used in user surveys of National Trails and/or Sustrans routes. Final details of the questionnaire to be used will be agreed following consultation with key stakeholders and the contractor engaged to undertake the work.

Target interviewees

9.4.37 Contractors will be required to undertake interviews with as many users of the route as possible. Therefore, all users would be asked for an interview, except individuals who appear to be under 16 years of age. Where a group of people take part, the interview should take place with a randomly selected member of the group. If that person is a child who appears to be under 16, he/she should only be interviewed with the permission and in the presence of a parent or guardian.

Sampling strategy

9.4.38 It is not feasible to maintain surveyors in the field for extended periods of time, and so the interviewees will need to be, as far as possible, a representative sample of users. In order to gain a good cross-section of users, it is expected that interviews will be conducted:

- during different periods of the day and week;
- at times when usage is expected to be high (ideally, including bank holiday weekends); and
- on at least 4 survey days.

9.4.39 Interview data would be analysed to explore how users are likely to react to the element of the Moorside Project that is expected to be built at the sites and the mitigation measures used (e.g. diversions). Data from interviewees will be stored in a manner that ensures that it is not possible to attribute any individual response to any specific individual.

Consultation

9.4.40 In line with policy requirements in NPS EN-6, and as part of the assessment process, consultations have been initiated and will continue to be undertaken with relevant stakeholders.

9.4.41 Further to the details outlined in **Chapter 3** regarding the consultation that has taken place to date, it should be noted that consultation responses received from the following organisations (in the form of responses to earlier PEIRs, feedback during quarterly meetings and/or at a workshop held on 8 April 2016) have been used to inform the scope of the assessment:

- Allerdale Borough Council;
- Copeland Borough Council;
- Cumbria County Council (and the Council's Local Access Forum);
- Cumbria Tourism;
- Highways England;
- Lake District National Park Authority;

- Marine Management Organisation (MMO);
- Natural England;
- Cumbria Constabulary;
- National Trust;
- Sustrans; and
- Sellafield Ltd.

9.4.42 **Table 9.2** provides details of the issues which have been raised during these consultations, and a response on how they are being considered in the EIA process.

9.4.43 Delegates at the workshop held on 8 April 2016 (representing all the organisations listed in paragraph 9.4.41 above, except for Cumbria Tourism, Highways England, MMO and Cumbria Constabulary) were able to reach consensus on the most appropriate diversions where needed, based on their local knowledge. Micro-siting will be needed to adjust for local conditions, for example the need for continued farm access to fields, drainage needs and so on.

Consultation – special interest and local community groups

9.4.44 Due to the lower levels of infrastructure available for water-based recreation, it is more difficult to draw inferences on use. Consequently, priority has been given to making contact with groups in the area which have a special interest in water-based recreation activities.

9.4.45 To date, contact has been made with:

- British Sub-Aqua Club;
- Calder Angling Association;
- Egremont Anglers;
- Haig Angling Club;
- Royal Yachting Association;
- Sellafield Area Sports and Recreation Association (SASRA);
- Wath Brow and Ennerdale Anglers Association;
- West Cumbria Canoe Club/British Canoe Union;
- West Cumbria Kitesurfing/British Kite Surfing; and
- Wild Swimming/Outdoor Swimming Society.

9.4.46 It is proposed to initiate similar contact with local community groups, other organisations involved in water-based recreation, and special interest groups with interests in land-based activities (e.g. Ramblers, British Horse Society) to feed into the EIA process. As well as providing insights into the nature and

likely significance of effects, it is anticipated that the groups consulted will provide additional information about the patterns of existing usage of countryside access resources.

Table 9.2 Consultation responses received

Issue raised	Consultees	Response
Extent of zones of influence for Moorside and Accommodation Sites need to be determined, and compared with those used by other disciplines.	Copeland Borough Council	During the workshop held on 8 April (attended by representatives of ABC, CBC, CCC, CCC LAF, Environment Agency, LDNPA, NE, National Trust, Sellafield Ltd and Sustrans), agreement was reached on suitable Zones of Influence for each of the four sites (Moorside, Corkickle, Mirehouse, Egremont) and have been used for the May PEIR. Comparisons with ZoIs of other disciplines will be made for the ES.
Impact on amenity of residents and local workers.	Copeland Borough Council	The impact on amenity value of countryside access resources is included within the assessment of effects on countryside access and recreation receptors. Impacts on health and well-being of users are addressed in the Health Impact Assessment.
It is necessary to identify all countryside access resources that will be included in the assessment	Copeland Borough Council	The ES will include an inventory of resources that are included in the assessment and agreement will be reached between EIA team members to ensure nothing significant is omitted.
Which receptors are to be included in this chapter of the assessment.	Copeland Borough Council	The countryside access and recreation chapter will address all receptors using countryside access resources other than on a mechanically propelled vehicle for whatever purpose. Thus, commuters using a cycleway would be included within the countryside access and recreation chapter and recreational road cyclists would be covered by the transport chapter. This arrangement was endorsed at the meeting with relevant authorities on 15 February 2016.
Baseline characterisation is not complete.	Copeland Borough Council	Progress is being made to complete the baseline data gathering, which will be completed for the ES.

Issue raised	Consultees	Response
There is a need to demonstrate what enhancements can be made (over and above mitigation) flowing from the Moorside Project.	Copeland Borough Council, Cumbria County Council, Lake District National Park Authority	Opportunities for enhancement were identified through discussion with representatives of a range of organisations at the workshop held on 8 April, 2016. Further opportunities are expected to emerge during future consultations.
The Chapter 2 of the January PEIR makes insufficient reference to important countryside access resources.	Cumbria County Council (Technical report)	The Project Description is intended to be a description of the development proposals, with a summary of the existing site. Detailed baseline information on existing resources is contained within the relevant technical chapters in this case **Chapter 9**, Countryside Access and Recreation.
Information is needed about proposed diversions of public rights of way.	Cumbria County Council (Technical Report), Copeland Borough Council	Provisional agreement was reached with organisations represented at the workshop on 8 April 2016 as to what mitigation measures are to be proposed for each countryside access resource. The findings are incorporated into this PEIR. Further, it is proposed to formalise these arrangements into the Construction Environmental Management Plan (CEMP) and an associated Rights of Way Management Plan.
The severity of impact on non-designated hydrological sites from disturbance due to increased local populations and recreation is likely to be greater.	Environment Agency	These receptors will be within **Chapter 14,** Freshwater Environment: Surfacewater and **Chapter 18**, Terrestrial and Freshwater Ecology if relevant.
Need to consider footpaths and cycle routes from Moorside to settlements in the NP, to promote more sustainable modes for locals and visitors.	Lake District National Park Authority (NPA)	The LDNPA attended the workshop of 8 April 2016. Clarity on their thoughts on the matter will be pursued through ongoing consultation.

Issue raised	Consultees	Response
Visual impact on hillwalkers visiting the Lakeland Fells and St Bees Heritage Coast.	Lake District NPA, National Trust, Natural England, Planning Inspectorate	This will be assessed in **Chapter 7**, Landscape and **Chapter 8**, Visual.
Alignment of the new England Coast Path.	Planning Inspectorate (Scoping Opinion)	This is the subject of on-going discussions with Natural England.
Title of chapter should include reference to Marine Environment.	Marine Management Organisation	It is felt that the title being used now, plus the descriptions provided in paragraphs 9.1.2 and 9.1.3 above include recreational activity in the marine environment. Given that recreational use of the marine environment appears to be low, adding this to the title may give an undue prominence to this aspect.

9.5 Scope of the assessment

Potential receptors

9.5.1 Potential receptors are people who access the countryside using routes or areas (including common land). Non-motorised (e.g. pedestrians, horse riders and cyclists) users of byways open to all traffic are covered in this definition because such byways are defined as ways which carry public rights for the driving of mechanically propelled vehicles but which are used in ways more akin to footpaths and bridleways, but other routes that have public rights for the driving of mechanically propelled vehicles are covered by **Chapter 4**, Transport.

9.5.2 The definition includes local residents and visitors, individuals and groups such as:

- utilitarian users (such as people travelling to and from their place of work, children going to and from school, people accessing shops or public services). This does not include people using footways[7], or entirely urban routes and footways which are covered in **Chapter 4**;
- recreational walkers, runners and joggers (whether on linear routes or in access areas, such as registered common land);
- recreational cyclists (other than on a way that carries public rights for the driving of mechanically propelled vehicles);
- horse riders, carriage drivers;
- anglers (tarn/pond, riverbank, estuary, shoreline and sea-based);
- in-shore sailors and other sea users (e.g. kite surfers, kayakers, dinghy sailors and divers);
- canoeists/paddlers; and
- beach users (including dog walkers, swimmers).

9.5.3 Potential receptors engaged in more formal activities, such as football, rugby, bowling and archery, are not included. It also excludes anyone engaged in illegal activities (e.g. poaching, driving mechanically propelled vehicles without lawful authority). Consequently, this chapter does not cover users of, for example:

- footways (i.e. the pedestrian routes that run along the edges of metalled roads) (see **Chapter 4**, Transport);
- the sports grounds (at Corkickle) (see **Chapter 10**, Socio-economics and human population);

[7] i.e. pedestrian ways which run along the edge of metaled roads

- Woodend Gardens (at Mirehouse) (see **Chapter 10**, Socio-economics and human population);
- commercial fishery at Petersburgh (see **Chapter 10**, Socio-economics and human population); and
- Tarn Side camping and caravan site at Braystones and any associated angling (see **Chapter 10**, Socio-economics and human population).

Spatial and temporal scope

9.5.4 The geographical extent of the assessment is focussed on the ZoIs (as described in **Section 9.4** above). Consequently, data about the existence and type of countryside access resources is largely focussed on those areas. In addition, however, searches of relevant plans and policies have extended to the immediate locality and the district and county boundary extents as appropriate. Internet-based searches for information about promotion of countryside activities to date have also focused on possible origins and/or destinations of countryside access and recreation users (i.e. Whitehaven, Egremont and Sellafield).

9.5.5 The timeframe for the assessment has varied depending on the nature of the source:

- internet-based searches revealed information available on-line at the time of the search (September/October 2015, to be refreshed in 2016);
- the walkover surveys allowed inferences to be made about recent usage (over a few months prior to these surveys, undertaken on a number of occasions between July 2014 and April 2016); and
- the counters at the Moorside Site have provided data for the baseline assessment for the period from mid-March 2015 to mid-March 2016.

9.5.6 Consultations with special interest and local community groups are planned for Summer 2016 and it is expected that this will provide historical information of value for the baseline characterisation, mainly anecdotal but with some more quantitative data. The latter includes that available from work done by Sustrans in the form of automatic cycle counts and intercept surveys (various timeframes but with the most recent being the period up to mid-2015).

Potentially significant effects

9.5.7 Receptors most likely to experience significant effects are:

- users of many of the countryside access resources will experience a greater magnitude of effects during construction when compared to the operational phase for all sites;
- users of routes which are popular amongst local residents and visitors cycling or walking along the long distance routes, where their use is either interrupted and/or denied; and

- receptors whose recreation is centred around freshwater resources (e.g. anglers on affected rivers, those walking along the riverbank) where this resource is adversely affected.

9.5.8 It should be noted, however, that these are provisional indications only and may change as a result of further research and/or identification of mitigation and enhancement measures.

9.6 Environmental measures incorporated into the proposed development

9.6.1 Details of environmental measures that have been incorporated into the overall design of the Moorside Project are set out in **Chapter 2**. Specific measures relating to countryside access and recreation and how these have been targeted to specific countryside access resources at each of the Moorside Project Sites are summarised in **Table 9.3**. A more detailed description of planned embedded mitigation and, where appropriate, possible enhancements, is provided in **Appendix 9.B**. Where environmental measures are currently unknown, or uncertain, they are not included within **Table 9.3** or in **Appendix 9.B**. The aim of all measures proposed is to retain an adequate supply of open space and countryside access resources as required by policy in NPS EN-1 and local planning policies. The measures will be developed in consultation with interested parties (as set out in NPS EN-6) and will seek to provide enhancements to the countryside access resources where possible, in line with the NPPF and local planning policy requirements.

9.6.2 NuGen is considering and appraising options for temporary and permanent diversion routes, for public rights of way and other key resources, during construction and operation of the Moorside Project, along with the replacement of common land as necessary. NuGen intends to make provision in the DCO to deliver the necessary diversions of public rights of way and replacement common land. A Rights of Way Management Plan will be included as an annex/adjunct to the Construction Environmental Management Plan (CEMP) in the ES. The CEMP will also include measures for managing countryside access and recreation during construction activity.

9.6.3 The design of other measures is still being progressed. For example, measures are being considered in the design of the MOLF and other structures that cross the route to enable users of the England Coast Path National Trail (ECPNT) to continue to be able to use this route or an appropriate diversion. Other measures will be incorporated where reasonably possible.

9.6.4 Details of the countryside access resources of relevance to countryside access and recreation are shown in the following figures:

- **Figure 9.1**: Countryside access resources - Moorside Site;
- **Figure 9.2**: Existing Common Land and Replacement Search Area;
- **Figure 9.3**: Countryside access resources – Corkickle Site;

- **Figure 9.4**: Countryside access resources – Mirehouse Site;
- **Figure 9.5**: Countryside access resources – Egremont Site;
- **Figure 9.6**: Countryside access resources –A595/Moor Row Improvement Site;
- **Figure 9.7**: Countryside access resources – A595/Homewood Road Roundabout Improvement Site;
- **Figure 9.8**: Countryside access resources – A596 Hall Brow Improvement Site;
- **Figure 9.9**: Countryside access resources – St Bees Railway Site; and
- **Figure 9.10**: Countryside access resources - Corkickle to Mirehouse Railway Site.

9.6.5 In order to allow cross-referencing between the Tables and Figures used in the chapter, each countryside access resource is given a reference code (such as MS01, TS05, ADB05). This reference number appears on the figures listed above alongside the countryside access resources to indicate its location. The tables below use the same codes.

9.6.6 Walkover surveys have been conducted at the other Additional Sites and, at this stage, it is believed that no countryside access and recreation receptors or resources will be affected. Consequently, it is not proposed to consider these further and no figures of these sites are included in this chapter.

Table 9.3 Rationale for incorporation of environmental measures

Potential receptor	Predicted changes and potential effects	Incorporated measure
Common to all sites		
Users of public rights of way	Potential for these ways to be closed due to construction and/or operational requirements. This would lead to loss of access for users and reduced amenity value.	Provisional routes for diversions have been identified and agreed with stakeholders who attended workshop on 8 April 2016.
Users of permissive paths	Potential for any of these routes to be closed due to construction and/or operational developments. This would lead to loss of access for users.	For all routes of sufficient importance (i.e. the Sustrans routes 71/72) diversions or alternatives will be provided and provisional routes for diversions have been identified and agreed with stakeholders who attended workshop on 8 April.

Potential receptor	Predicted changes and potential effects	Incorporated measure
Users of all routes and access areas	Risks to users from construction activity.	Appropriate signage and the use of banksmen will be provided as appropriate. Full details will be contained within the CEMP which accompanies the ES.
Moorside Site only (to be read in conjunction with Figures 9.11 and 9.12)		
Users of the existing coastal footpath (to become the England Coastal Path National Trail)	Development will require the existing route to be closed during construction.	An alternative route will be provided during construction, which will form part of the DCO application. During operation, the ECPNT is expected to be reinstated. Details of these diversions are shown in **Figures 9.11** and **9.12**.
Users of Sustrans Route 72	Development will require the existing route to be closed permanently.	An alternative route will be provided, which will form part of the DCO application. Details of these diversions are shown in **Figures 9.11** and **9.12**.
Recreational users of Common Land	The proposals will require part of the existing Common Land to be developed, resulting in loss.	Replacement Common Land will be provided as necessary and will form part of the DCO application. **Figure 9.2** provides an area of search within which replacement land will be sought, based on information available at this point in time.
Users of foreshore	Public access to sections of the foreshore will be lost during construction and a smaller area during operation.	Access would be provided to the limit of the fenced area, with access to the south of the MOLF facilitated by a new footbridge. During operation, access to the foreshore would be reinstated except to a small area needed for the MOLF.
Anglers wanting to fish in lower reaches of the River Ehen	Public access to sections of the river will be lost during construction.	Access would be provided to limit of fenced area, with access to the south of the MOLF facilitated by a new footbridge. During operation, access to the river where it passes under the MOLF would be reinstated.

Potential receptor	Predicted changes and potential effects	Incorporated measure
Users of public footpaths	Most public footpaths will not be affected. However, some will need to be diverted and one public footpath (MS05) will be lost to the development.	Alternative routes will be provided as appropriate, which will form part of the DCO application. Details of these footpath diversions are shown in **Figure 9.11** and **9.12**). Discussions will be held with local residents to develop ideas for a suitable replacement (possible involving a section of the dismantled railway). In addition, appropriate improvements will be made (e.g. gates will replace stiles) to other public rights of way, many of which are difficult to use at present, so that there should be a net gain in length of way available for the public to use.
Corkickle Site only (to be read in conjunction with Figure 9.13)		
Sustrans Route 71/72	Construction traffic may impact on availability of the route or pose risks to users.	Management measures (e.g. banksmen) will be used to ensure route remains available during construction. The ambiance of the route could be enhanced by removal of metal palisade fencing.
Open Areas	The proposals will require this land to be developed.	The masterplans for the site include a linear park and other green infrastructure to provide access to better quality open spaces.
Mirehouse Site (to be read in conjunction with Figure 9.14 and 9.15)		
Sustrans Route 71/72 including Westlakes Link	Construction traffic may impact on availability of the route or pose risks to users. Character and attractiveness of route may change adversely.	Management measures (e.g. banksmen) will be used to ensure route remains available during construction. Bridges will be built so that the route remains 'at grade' through the site. Westlakes Link will be re-routed to join and follow the new access road.
Open Areas	These areas lie outside the red line boundary but may be affected by disturbance e.g. dust, noise, increased traffic, change of character.	Mitigation measures to be set out in the CEMP which will accompany the ES will reduce the impact.

Potential receptor	Predicted changes and potential effects	Incorporated measure
Mirehouse Pond and path	These features lie outside the red line boundary but may be affected by disturbance e.g. dust, noise, increased traffic, change of character.	Mitigation measures to be set out in the CEMP which will accompany the ES will reduce the impact.
Egremont Site (to be read in conjunction with Figure 9.16)		
Sustrans Route 72	Access to the site for construction traffic crosses the Sustrans Route.	A shift in the Sustrans route crossing point, with appropriate signage.
Additional Sites		
Users of Sustrans Routes 71/72 (Corkickle to Mirehouse Railway Site; A595/Moor Row Improvement Site)	Construction work could interfere with continued use of the routes.	Construction methods designed to ensure routes remain open (particularly where they pass under bridges).
Users of Coast to Coast Walk (A595/Moor Row Improvement Site)	Construction work could interfere with access between this route and A595.	Construction methods designed to ensure route remains open.
Users of bridleways (on each side of the A595/Homewood Road Roundabout Improvement Site)	Construction work could interfere with continued use of the bridleways.	Construction methods designed to ensure routes remain open.
Users of private track (St Bees Railway Site)	Construction work could interfere with continued use of the track.	Mitigation measures to be set out in the CEMP which will accompany the ES will reduce the impact on public users.
Users of Curwen Park (A596 Hall Brow Improvement Site)	Current access point from A66 may be affected during construction.	Temporary replacement access to park provided if needed.

9.7 Assessment methodology

9.7.1 The assessment methodology is described below and is consistent with that described in the Environmental Impact Assessment Scoping Report issued in May 2015. It also takes account of the formal PINS response to the Scoping Report.

Methodology for prediction of effects

9.7.2 The likely effects of the proposed Moorside Project on countryside access and recreation receptors (and whether these are significant) will be determined through consideration of the 'sensitivity' of each scoped-in receptor and the 'magnitude of change' that would be brought about by the construction, operation and decommissioning of the Moorside Project. The type of effect is

also considered and may be direct or indirect; temporary or permanent; and beneficial or adverse.

9.7.3 The sensitivity of countryside access and recreation receptors to effects caused by the proposed Moorside Project Sites is assessed on a 'Very high' to 'Very low' scale assessed against the criteria shown in **Table 9.4**.

Table 9.4 Sensitivity of countryside access and recreation receptors

Sensitivity	Criteria
Very high	Effects could be felt by users of a type that are very highly sensitive either because they are identified as having a very high priority in policy and/or are especially dependent on the countryside access resources which the affected area has to offer because there are no or few alternative resources available nationally.
High	Effects could be felt by users of a type that are highly sensitive either because they are identified as having a high priority in policy (e.g. mobility-impaired users) and/or are especially dependent on the countryside access resources which the affected area has to offer because there are no alternative resources available reasonably locally.
Medium	Effects could be felt by users of a type that are of medium sensitivity either because they are identified as having a medium priority in policy (e.g. users of strategic routes) and/or are largely dependent on the countryside access resources which this area has to offer and have few alternative resources available reasonably locally.
Low	Effects could be felt by users of a type that are of low sensitivity either because they are identified as having only a low priority in policy (e.g. users of non-strategic routes) and/or are not particularly dependent on the countryside access resources which the area has to offer and have some alternative resources available reasonably locally.
Very low	Effects could be felt by those given no specific mention in policy or casual and/or local users (e.g. dog walkers) with many alternative countryside access resources available to them.

9.7.4 The magnitude of effects on countryside access and recreation would be determined based upon an assessment of the predicted deviation from baseline conditions which may result from the proposed Moorside Project. Using the criteria that are set out in **Table 9.5**, the magnitude will be scored on a 'Very high' to 'Very low' scale.

Table 9.5 Magnitude of effect on countryside access and recreation receptors

Magnitude of effect	Description
Very high	Proposals would prevent use of heavily-used countryside access resources.
High	Proposals would cause a substantial change to existing patterns and levels of use of countryside access resources.
Medium	Proposals would cause a moderate change to existing patterns and levels of use of countryside access resources.

Magnitude of effect	Description
Low	Proposals would cause a slight change to existing patterns and levels of use of informal access resources.
Very low	No discernible changes in expected levels or patterns of use are expected.

Significance evaluation methodology

9.7.5 The overall approach to significance assessment is outlined in **Section 3.3**. For countryside access, effects are considered to be significant or not significant according to the matrix in **Table 3.1**. However, this is an aid to assessment and the process of significance evaluation involves the application of professional judgement.

9.7.6 Cumulative effects are assessed on the same basis as described in **Chapter 3** (the approach to identifying other developments to be included in the assessment of cumulative effects is described in **Chapter 3**). This is discussed further in **Section 9.9** below.

9.8 Preliminary assessment of residual effects

Baseline conditions

9.8.1 Baseline conditions are discussed below in relation to two key aspects: resources available and the nature of their use. Apart from the data from the counters (see paragraphs 9.8.10 to 9.8.16 and **Charts 9.1** to **9.6** below), estimations of baseline usage levels are based upon information drawn from on-site observations of nature and number of activities being conducted by members of the public during visits, and wear and tear of infrastructure and surface where feasible. It is intended that these estimations will be further informed by the proposed user survey and consultations with relevant authorities, local communities and special interest groups. The outcome of the further surveys and consultations will be reported in the ES that will be published in 2017.

9.8.2 In the summary description of recreational resources, qualitative comments using professional judgment are made based on observations when on-site (of both actual usage and the condition of the infrastructure such as gates, stiles, surface wear and tear):

- ‘Heavily-used’ means that many (3 or more) users were observed and/or infrastructure appeared worn;
- ‘Lightly-used’ means that one or two users were observed and/or there was evidence of the infrastructure having been used but is not worn; and

- 'Little or no use' means that no users were observed and there was no +evidence of the infrastructure being used (e.g. stiles completely overgrown, no sign of a track on the ground).

9.8.3 As noted in paragraph 9.4.19, it is impossible to infer levels of use, for example, of a tarmacked track by walkers or cyclists by examining the track surface, or the level of recreational sailing by looking at the sea. In order to understand the nature of usage of these countryside access resources, reliance is being placed on direct observations of users during sites visits, consultations with local community and special interest groups and, for the Sustrans routes, user survey.

Whole of Moorside Project

9.8.4 It was suggested at the Q2 2015 meeting (attended by ABC, CBC, CCC, HE, LDNPA and NE) that consideration be given to the possibility that the area is used for organised events. A desk exercise was undertaken to explore this possibility. For the purpose of the analysis, an organised event is taken to mean an outdoor event in which members of the public can take part (as opposed to, for example, a club or group of friends).

9.8.5 In order to identify if organised events take place within the area, a database held by Cumbria County Council's Events Advisory Group (CCC's EAG) was interrogated. Data were obtained for all of 2014 and 2015 up to the end of September 2015. The key data are summarised in **Table 9.6** below. Data for events after September 2015 will be added for the ES.

Table 9.6 EAG data on reported organised events in Cumbria (Jan 2014 to Sep 2015)

Data field	Total in database (whole of Cumbria)		Possibly in the west Cumbria area	
	2014	2015 to Sept	2014	2015 to Sept
Total number of events	336	236	4	7
Total number of expected participants	90,023*	88,053	948	1,628
Total number of expected spectators	169,755*	145,055	10,300**	1,000

*Data are not available for 8 of the 336 events
**Includes 10,000 expected to attend a musical event near Workington

9.8.6 In 2015, of the seven events in west Cumbria:

- three were described as being located in Workington;
- two in St Bees;
- one in Whitehaven;
- one in "*Allerdale/Copeland*"; and

- of these seven, two took place along "*highways*" (which, in this context, is taken to mean metalled roads and not public rights of way).

9.8.7 In 2014, two of the four events were in Workington, one in Whitehaven and one starting at Seascale (with participants heading to the east coast at Whitby).

Moorside Site

Land-based

9.8.8 The countryside access resources located within the Moorside Site's ZoI are shown on **Figure 9.1**. Information gained from desk and observational surveys relevant to use of the resources is summarised as follows:

- there is no promotion of access routes/areas within the Moorside Site itself (other than cycle routes using roads shared with vehicular traffic);
- such promotion as does exist relates to routes for walkers and cyclists that pass through the area (e.g. the current coastal footpath – the Cumbria Coastal Way - and Sustrans Route 72);
- estimations of actual use suggest a polarisation between a few heavily-used resources and others with little or no use;
- greatest use by receptors is along Sustrans Route 72 and, to a lesser extent, the existing coastal footpath (currently the Cumbria Coastal Way but which is to become the ECPNT), the anglers path by the River Calder and the High Sellafield Banks (aka Starling Castle) area of common land; and
- based on the condition and/or observed (lack of) use during site visits, other resources (public footpaths, open access land at Field O.S 752 near Sellafield and The Rakes, and tarns) receive little or no use.

9.8.9 Further research is needed to assess the baseline conditions that exist in that part of the ZoI which is south of Calder Bridge and east of Sellafield. This will be completed for the ES.

Automatic counters

As noted above, counters have been installed in two locations within the Moorside Site (on the cycleway and at the foot of the steps on the existing coastal footpath which gives access to the bridge over the river, alongside the railway line), shown as 'x1' and 'x2' respectively in **Figure 9.1**. Data are now available for a 12-month period from 17 March 2015 to 21 March 2016 inclusive. Data have been logged on an hourly basis for each user type (pedestrian, cyclist and horse rider) for each location, enabling detailed analyses to be performed. **Table 9.7** shows the overall total recorded over the 371 days the counters were in place, (although 29 days of cyclist data were lost from the cycleway logger due to a technical problem).

Table 9.7 Total usage recorded (17 March 2015 to 21 March 2016)

	People	Bikes	Horses	Total
Cycleway (Counter x1)	11,161	17,205*	37	28,403
Existing coastal footpath (Counter x2)	4,132	162	**	4,294

Notes:
* data are missing for 29 days between mid-October and mid-November

9.8.10 The ** alongside the entry for horses in the table above signifies that the data recorded by this counter for horses is believed to be erroneous. The counter is designed to count and differentiate between walkers, cyclists and horse riders (it is referred to by the counter's manufacturer as a 'triple'). The nature of the query over these data arises from the fact that it would be impossible to take a horse over the bridge.

9.8.11 Correspondence with the suppliers suggests that the 'triple' uses two frequencies; one is a very high frequency (the 'people' beam) that will detect all path users and one is a very low frequency (the 'bike' beam) which will only respond to bicycles. For all categories to be counted they must be detected by the people beam, and bike riders will be differentiated from other users by the bike beam. Differentiation between people and horses is then determined by the amount of time the beam is broken, with beam interruptions of over 1.1 seconds taken to mean that a horse has passed.

9.8.12 Based upon this understanding (and as advised by the equipment supplier), it is likely that the 'horse' results relate to people being counted as horses because they either take so much time to approach and cross the stile or stay at the stile in a group while others take their turn to cross.

9.8.13 A study of the data suggested that 'horse' records occurred mostly around lunchtime but these could occur on any day, although infrequently and to no discernible pattern. In an effort to ground truth the data, two hours were spent by surveyors (on Wednesday 7 October 2015 between 12:30 and 14:30), observing activity at each of the loggers. During this time, no member of the public passed through the railway bridge logger, although the surveyor did so twice and this was accurately recorded by the logger. There was more activity on the cycleway and, again, this was accurately recorded. This limited verification exercise suggests the loggers are working properly but clearly the test did not really cover the situation thought likely to trigger the aberrant recording.

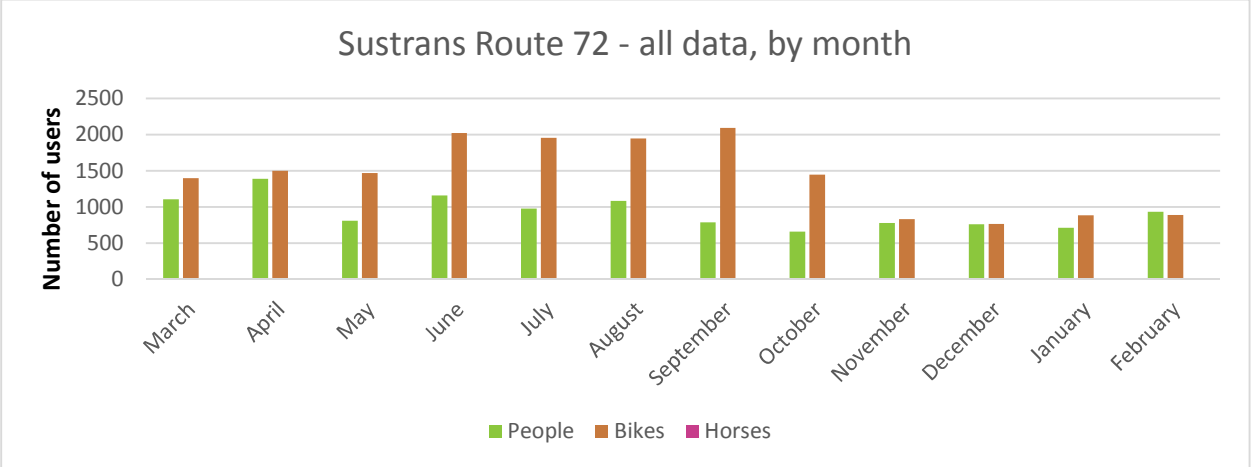
9.8.14 Given the desire to address the errors, it was agreed with representatives of the landowner, NE and CCC that the stile close to the counter would be replaced with a gate. This work was undertaken on 4 December 2015. Since then, recorded 'horse' activity has reduced to 3. This suggests that the error has been largely (but not entirely) rectified. It also does nothing to suggest that the decision to treat 'horses' as 'walkers' should be changed.

9.8.15 Clearly there is a much higher level of usage of the cycleway when compared with the existing coastal path (the cycleway carrying more than six times the volume of the existing coastal footpath).

Counter 1 – Sustrans Route 72

9.8.16 Data presented in **Chart 9.1** are from the counter on the cycleway (i.e. Sustrans Route 72), shown as 'x1' on **Figure 9.1**, and show information for the year from mid-March 2015 broken down by month.

Chart 9.1: Sustrans Route 72 usage recorded by month (March 2015 to March 2016)



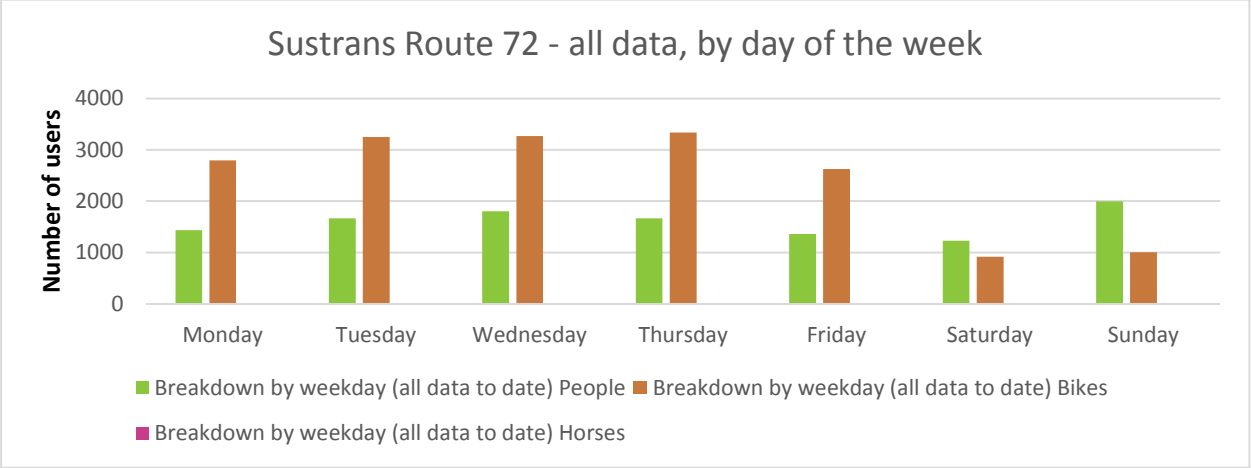
Note – Data for March comprises usage in the second half of March 2015 and the first half of March 2016

9.8.17 It can be seen from the above chart that:

- cycling is the predominant activity (60%), with walking second (39%);
- very few horse riders use the route (<1%);
- cycling activity peaks during the spring and summer months;
- during the spring and summer, level of walking activity is rather more variable; and
- during the winter, walkers and cyclists use the route in broadly equal numbers and there is less variability in these activities.

9.8.18 Data presented in **Chart 9.2** show data for the year from mid-March 2015 broken down by day of the week.

Chart 9.2: Sustrans Route 72 usage recorded by day of the week (March 2015 to March 2016)

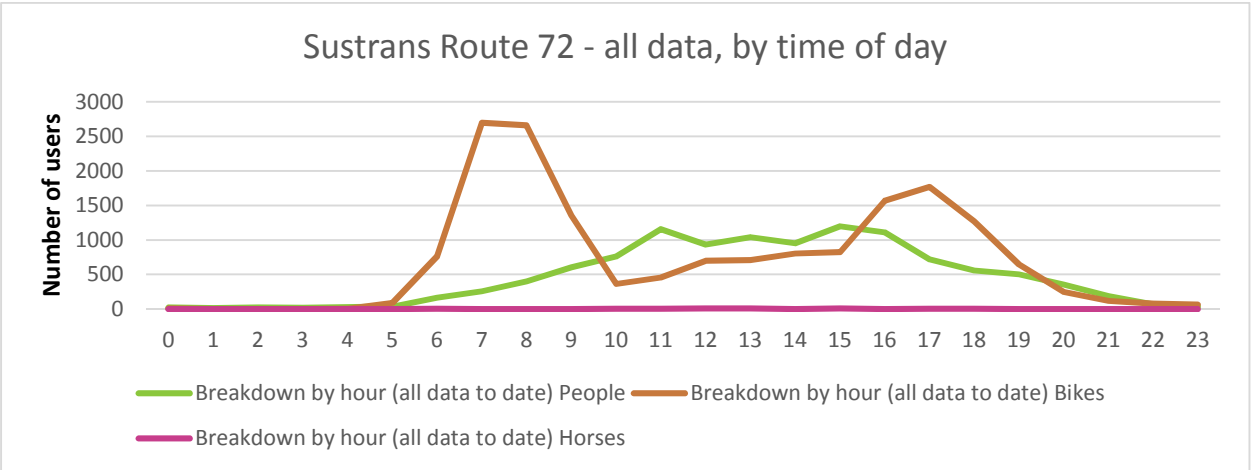


9.8.19 It can be seen from the above chart:

- cycling is the is the dominant activity on weekdays, whereas walking dominates at weekend;
- mid-week (Tuesday to Thursday) see the highest level of use by cyclists; and
- on weekend days, use on Sunday is higher, substantially more so by walkers and only marginally higher for cyclists.

9.8.20 Data presented in **Chart 9.3** show data for the year from mid-March 2015 broken down by time of day, the figures on the x axis show the hour of the day, corrected to reflect the change to/from BST and GMT.

Chart 9.3: Sustrans Route 72 usage recorded by time of day (March 2015 to March 2016)



9.8.21 It can be seen from this that a sharp peak occurs in the morning and a more flattened peak in the afternoon. It has been suggested by CBC (during the quarterly meetings) that there could be a link between these levels of activity and shift changes at the Sellafield complex. NuGen have identified that the

shifts for workers there are staggered, so that some start their shifts at around 07:00, whilst others start at 10:00. A similarly staggered pattern of shift completions occurs at the end of the working day. When data from the cycleway counter are examined by day of week and time of day, peaks can be seen during weekdays and these periods of the day.

9.8.22 Weekend use (walkers and cyclists) could be taken as a 'base level' of recreational users in order to estimate level of commuter traffic. Saturday and Sunday averages combined provide an estimate of around 50 users per day. However, recreational use at weekends (especially Sunday) is likely to be higher than during the week, so it would be better to consider Saturday levels as representing the base level of recreational users (i.e. 41 users per day). By difference, this means that commuter usage during the week can be estimated at approximately:

- around 40/day on Mondays and Fridays (equivalent to just under 50% of total usage); and
- around 55/day on Tuesdays/Wednesdays/Thursdays (about 55-57% of total usage).

9.8.23 In contrast, data collected in a 2015/16 survey by Sellafield Ltd under a Long Term Cooperation Agreement between it, the NDA and NuGen (Ref 22, Sellafield Ltd) has identified that around 250 workers cycle to work on average on weekdays. However, this does not discriminate on the basis of routes taken, so not all will make use of the cycleway. Nonetheless, it is reasonable to conclude that commuting to Sellafield on bicycles is a significant activity and the cycleway plays an important part in allowing this activity to take place.

9.8.24 At the request of key authorities (made during quarterly meetings – see paragraph 9.4.13 above), data from other routes have been assembled to enable usage characteristics of Sustrans Route 72 and future ECPNT to be compared with other routes. Asken Ltd (Ref 18, Asken Ltd) did a similar comparison, collating data for a number of multi-user routes (i.e. designed for use by walkers, cyclists and horse riders), most of them part of the Sustrans' National Cycle Network (NCN).

9.8.25 **Table 9.8** brings together annual usage figures from these other routes for comparison with the usage data for the cycleway that passes through the Moorside Site. A blank cell means that a breakdown is not available. More details of the data contained in that report are provided in **Appendix 9.A**.

9.8.26 The comparison shows that the Sustrans Route 72, where it passes through the Moorside site, is towards the lower end of the range of total usage of this sample of routes/trails. It also shows that it is not uncommon for cyclists to be the dominant user group. It is concluded that Sustrans Route 72, where it passes through the Moorside Site, is of similar importance (as measured by usage levels) to other parts of the NCN. Nonetheless, there may be potential for greater use by both recreational users (long and short distance) and commuters.

Table 9.8 Annual usage data for a number of multi-user trails

Multi user route	Year	Usage for the year			
		Pedestrians	Cyclists	Other	Total
Sustrans Route 72	2015/2016 (C)	11,161	17,205	37	28,403
Cheshire Lines	2006 (A)	9,310	31,795	281	41,386
Stratford Greenway	2007 (E)				60,000
Plym Valley	2007 (C)	25,935	56,369		82,304
East Devon/Exe Valley	2007 (C)				27,493
Phoenix Trail	2006 (A/E)		27,000 - 43,000		27,000 - 43,000
Tissington/High Peak Trails	2007 (E)				50,000
Cuckoo Trail	2000 (C)				191,500
Strawberry Trail	2007/08 (C)		3,864		3,864
Sett Valley	2006/07 (C)	29,429	17,221		46,650

Source: Ref 18, Asken Ltd. Note: (C) = data from counters; (A) = aggregated from samples (E) = estimated

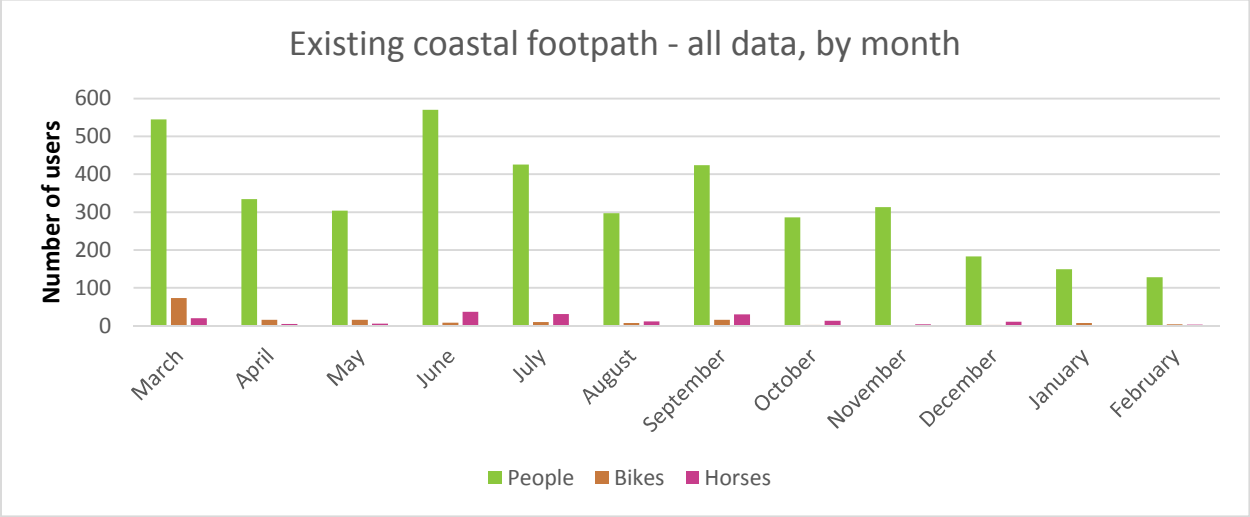
9.8.27 Further data is expected to be forthcoming from Sustrans which will not only help understand the nature of usage of this route, but also provide indications of usage where Sustrans routes pass through other sites which comprise the Moorside Project. It is expected that these datasets will be available for the ES and any more recent datasets if any become available.

Counter 2 – Existing Coastal Footpath (becoming the ECPNT)

9.8.28 This counter was located in front of a stile which affords access to the bridge across the River Ehen, thus allowing users to walk the existing coastal footpath through this area. As a 'pinch point', it is a good location to capture usage data (shown as 'x2' on **Figure 9.1**). However, some aberrant results were recorded until the stile was replaced by a kissing gate (in early December 2015; the work done to replace the stile itself produced some aberrant results and the counts during this period have been set at zero). Following advice from the equipment supplier, records of 'horses' have been treated as 'walkers'. There is further discussion on this point in paragraphs 9.8.10 to 9.8.16 above.

9.8.29 Data presented in **Chart 9.4** are from the counter 'x2' and show information for the year from mid-March 2015 broken down by month.

Chart 9.4: Existing coastal footpath usage recorded by month (March 2015 to March 2016)



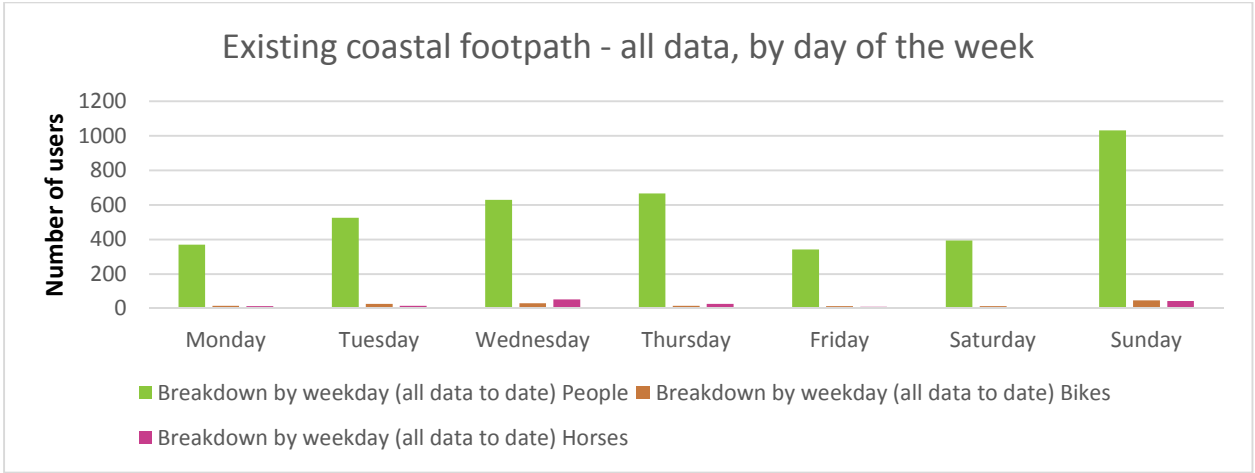
Note – Data for March comprises usage in the second half of March 2015 and the first half of March 2016

9.8.30 It can be seen from the above chart that:

- use of the route is dominated by walkers (97%) and, given that taking a bicycle across the bridge is very difficult, may in reality be 100%; and
- usage is quite variable through the year, with peaks recorded in June, March and January, whilst February was the quietest month (it is worth noting that December and January were extremely wet months in Cumbria).

9.8.31 Data presented in **Chart 9.5** show data for the year from mid-March 2015 broken down by day of the week.

Chart 9.5: Existing coastal footpath usage recorded by day of the week (March 2015 to March 2016)

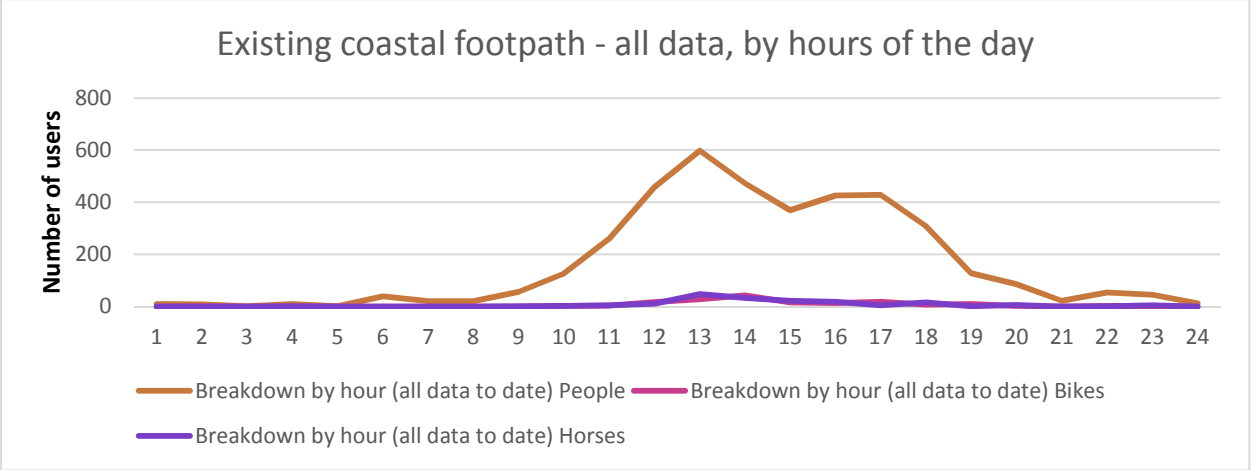


9.8.32 It can be seen from the above chart:

- although there is some similarity between these data and the cycleway data (with highest mid-week usage being Tuesday to Thursday, and higher weekend usage being Sunday), usage is more variable;
- usage is at its highest on Sunday, with the mid-week highs of Wednesday and Thursday being somewhat lower than this; and
- lowest use is Monday, Friday and Saturday.

9.8.33 Data presented in **Chart 9.6** show data for the year from mid-March 2015 broken down by time of day, the figures on the x axis show the hour of the day, corrected to reflect the change to/from BST and GMT.

Chart 9.6: Existing coastal footpath usage recorded by time of day (March 2015 to March 2016)



9.8.34 It can be seen from the above chart:

- the timing of usage differs markedly from that of the cycleway, with usage peaking around lunchtime, and then dropping to a plateau which extends to later afternoon;
- the rise to the peak does not start until 8:00 to 9:00am;
- this pattern of timings is more typical of recreational usage, either:
  - long-distance users who start their walk from a nearby settlement (such as Seascales or St. Bees); and/or
  - local walkers taking a stroll during the course of the day.

9.8.35 In examining data about types of users that make up this pattern of use, there is merit in looking at data from other National Trails. In 2014, Natural England conducted a visitor survey of the National Trails in England. The survey involved interviews at two locations along each of the trails. One of the locations on each trail was selected because of its proximity to an automatic counter. In parallel to the user survey, data from the counters adjacent to some of the interview sites were analysed. Reports from both strands of the

work have been obtained from Natural England (Ref 16, TSE Research and Ref 17, Martin).

9.8.36 Data available from Martin (Ref 17) is available in a form that allows data for coastal trails to be disaggregated. **Table 9.9** provides data on total usage (with the data from Counter 2 included for comparison[8]). As can be seen, the existing coastal footpath is at the lower end of usage, with only Sennen Cove seeing fewer users. The other paths listed in the table are already national trails and so maintained and promoted accordingly. In contrast, the existing coastal path at Moorside is promoted in the form of the Cumbria Coastal Way only. It is a permissive path with diversions in place between Sellafield railway station and the bridge over the River Ehen. Therefore, usage level on completion of the ECPNT along this section could be expected to be higher than at present and the data for these other trails may provide an indication of expected uplift. The extent to which these data can help develop a prediction for the future baseline (after the ECPNT has been established) will be explored in the ES.

Table 9.9 Annual usage data for a number of coastal national trails

Trail	Status	Annual Usage*
Moorside Site	Existing coastal footpath/future ECPNT	4,294
Rocket Post Field	Cleveland Way National Trail	41,654
Holme Dunes	Peddars Way and Norfolk Coast Path National Trail	24,145
Ryehope Dean	ECPNT (Durham)	10,544
Trimmingham	ECPNT (Norfolk)	8,671
Blue Anchor	ECPNT (Somerset)	4,944
Sennen	South West Coast Path National Trail	72

*Note: 1 July 2014 to 30 June 2015, except for Moorside (17 March 2015 to 21 March 2016)
Source: Ref 17, Martin

9.8.37 In addition, Annex 1.2 of the Martin report (*ibid*) provides data by hour of the day for each location, showing results for June, December and the annual average. Many of the sites show the same pattern of timing of activity as the existing coastal footpath at the Moorside Site. It would be reasonable to infer that characteristics of users are similar.

9.8.38 It was not the intention of the visitor survey (Ref 16, TSE Research) interviews to allow comparisons to be made between trails and in view of the wider margins of error associated with smaller samples this report does not provide results separately for each of the National Trails. It is not possible, therefore, to determine if users of coastal trails differ in any significant way from users of inland trails. Nonetheless, the dataset as a whole can give some insights

[8] Note: the data are for walkers and 'horses' combined

into what might be the baseline situation when the ECPNT is completed along this section of coast. Some headline characteristics of trail users are:

- 42% are local people (compared to 32% who are staying visitors and 26% day visitors);
- 92% of users are pedestrians, with only 8% cycling (horse riders comprise less than 1% of the total);
- 90% are of a white British ethnic background;
- nearly four fifths of people travelled by car to reach the trail they used and 70% had travelled 5 miles or more to get to the start point (although the distance travelled varied significantly between local people, overnight stayers and day visitors);
- over two thirds (70%) were making a repeat visit;
- just over three-quarters of all visits (76%) to National Trails are limited to shorter sections of the route (i.e. follow part of it just for one day) with visitors having no plans to make an onwards journey further along the trail. This proportion is higher among local residents (89%) and day visitors (82%);
- 14% of visitors visited the trail because it was a national trail (note: this is an important consideration when considering whether creation of the ECPNT would generate an uplift in user numbers, and therefore the baseline situation for the EIA); and
- reasons given for visiting the trail, by visitor type, are shown in **Table 9.10**.

Table 9.10 Reasons for visiting the trail, by visitor type

Reason	Total	Local resident	Day visitor	Overnight visitor
To enjoy scenery	68%	68%	65%	69%
For fresh air/enjoy pleasant weather	61%	68%	58%	53%
For health or exercise	60%	68%	60%	51%
To relax and unwind	49%	52%	46%	49%
For peace and quiet	45%	47%	42%	47%
To be somewhere I like	39%	46%	33%	34%
To enjoy wildlife	36%	40%	34%	33%
To exercise the dog(s)	30%	45%	22%	17%
To spend time with family	25%	26%	26%	23%
To challenge myself/achieve something	18%	10%	17%	28%

Reason	Total	Local resident	Day visitor	Overnight visitor
To spend time with friends	17%	15%	21%	15%
To learn something about the outdoors	16%	12%	15%	21%
To entertain children	11%	14%	10%	7%
For other reasons	8%	5%	8%	10%
Sample size	2415	1010	642	763

Source: Ref 16. Table 13. Note that respondents could give more than one response

9.8.39 It can be seen from this that scenery, opportunity to relax/unwind and peace/quiet are reasons for visiting the trail for a large percentage of users, irrespective of visitor type.

Motocross

9.8.40 A motocross area has been developed on the dunes of the Moorside Site close to the railway bridge over the River Ehen (see **Figure 9.1**). It is believed that this has been done without the permission of the landowner or planning permission for change of use, and that any continuing use is also undertaken without the current landowner's permission and planning consent.

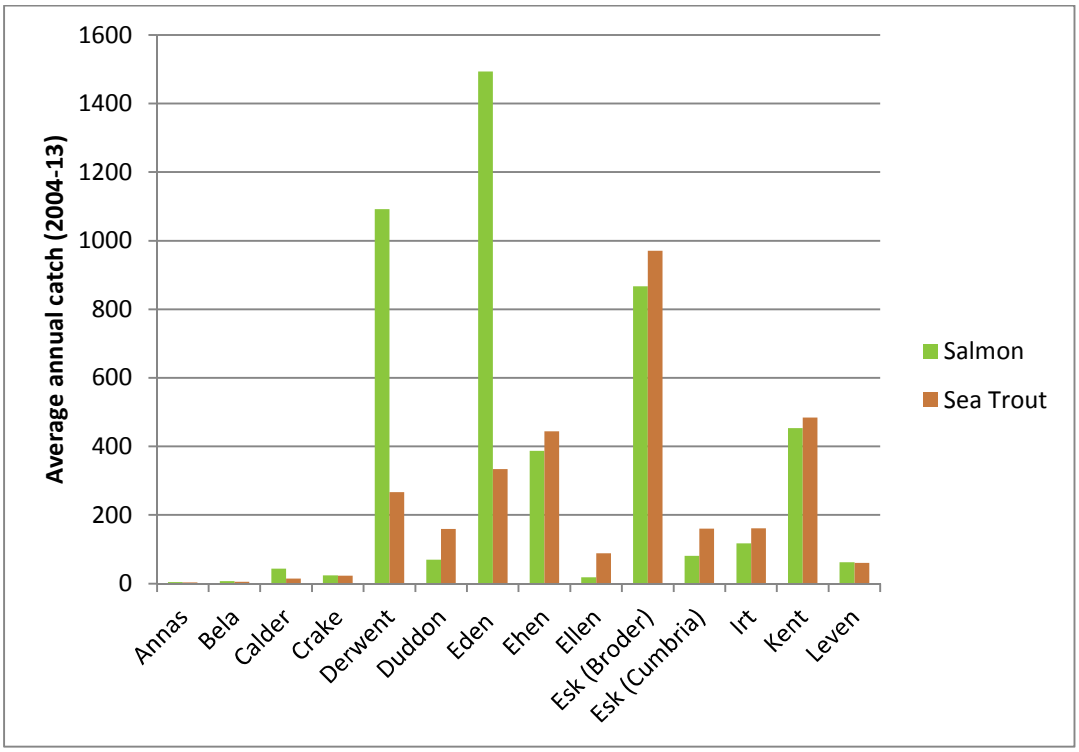
9.8.41 The PINS EIA Scoping Opinion (Ref 23, PINS) at Paragraph 3.160 encouraged discussions to take place with relevant consultees on the potential replacement of this racetrack. The subject has been raised at quarterly progress meetings and it was agreed at a meeting of consultees (on 26 June 2015, attended by representatives of ABC, CBC, CCC, HE, LDNPA and NE) that, as the activity did not benefit from planning permission, it should be described in the baseline characteristics of the ES but 'scoped out' from the impact assessment. Consequently, it is not included in the list of countryside access resources.

9.8.42 It should be noted that other sites are available nearby (Haverigg and Bootle) at which motorised recreation can be undertaken.

Water-based

9.8.43 The rivers Ehen and Calder are of value for angling, particularly salmon and sea trout. In order to put these rivers into context, number of these fish species caught in Cumbria rivers is shown in **Chart 9.7**, drawn from catch returns submitted to the EA (Ref 21, EA). These show the average per year between 2004 and 2013 inclusive, for those years for which data are available (some have data for 10 years, some for fewer).

Chart 9.7 Catch statistics for Rivers in Cumbria



Source: Environment Agency.

9.8.44 Based on the 2013 statistics, the Ehen out-performed the Derwent and Eden for sea trout and was comparable with the Esk. Both Esk and Ehen sea trout catches were high in 2013. The sea trout catch in the Ehen fell away in 2014, but was still not far behind the Eden, which is a bigger river. With respect to salmon, rivers Eden, Derwent and Border Esk are the most significant, but this probably reflects the size of the river as well as number of angling person days. The River Ehen is a relatively small river (length/width/depth) and the salmon catch looks quite good when that is taken into account. Freshwater ecology is discussed further in **Chapter 18, Terrestrial and Freshwater Ecology**.

9.8.45 The River Ehen is valued as a recreational resource by anglers, with salmon, sea trout and brown trout all caught. Rights are held by Egremont Anglers (either owned or leased), which has just over 200 members, all of whom are active. Parking and access to the lower reaches are described by Egremont Anglers as restricted (Ref 24, Thornton).

9.8.46 The fishing on the Calder is reported by anglers to be not as good as other rivers (Ref 25, Cook). As well as Atlantic salmon and sea trout, the river contains small populations of wild brown trout and European eels (*Anguilla anguilla*). The majority of fishing is after mid-June. Fishing rights are enjoyed by two clubs, with combined membership of 50-60 (Ref 25, Cook; Ref 26, Burn).

9.8.47 According to anecdotal reports from special interest groups consulted, sea fishing from the shore takes place between Sellafield to Braystones, both at high and low water (Refs 24, Thornton, Ref 25, Cook, and Ref 26, Burn). This

takes place from April/May through to the end January/February, with night fishing from September to February. There are also competitions run from Braystones Caravan Park. Access is generally from Sellafield, Braystones and Nethertown via public access points. Numbers can vary depending on a number of factors such as tides, sea conditions, fishing reports, weather, time of the year etc. Cod and bass are the main fish caught but there are other species such as mackerel, pollack, flatfish (dabs, flounder, plaice), silver eels, rays, tope, dogfish and smoothhounds, but catches vary depending on the time of year.

9.8.48 It is reported that the same species are caught from boats operating a few miles out at low water. The main fishing season is from spring through to late autumn with the majority of the boats coming from Seascale (such as members of the Winscale Boat Club), Braystones (from the caravan park) and Whitehaven.

9.8.49 The Ehen and Calder offer different experiences to canoeists (Ref 27, Curley). Downstream of Egremont, the Ehen is relatively flat and uninteresting from a paddlers' perspective and so is seldom paddled. In contrast, the Calder offers a challenging paddle for experienced canoeists but only when running very high. The usual entry points for the Calder are high up the catchments and egress is typically at the sea.

9.8.50 The in-shore waters along this section of coast gets little/no use for other types of recreation, according to special interest groups consulted (i.e. divers/sub-aqua [Ref 28, Boniface], kite-surfers [Ref 29, Elliott], wild swimmers [Ref 30, White], sea kayakers [Ref 27, Curley]), although some parts of the foreshore are used for dog walking, probably by local residents, (on-site observation) and sea angling (Ref 24, Thornton; Ref 25, Cook; and Ref 26, Burn).

Summary

9.8.51 Numbers and type of use for each countryside access resource is described in **Table 9.11** below. It is based on observations made during walkover surveys, discussion with key stakeholders and representatives of some water-based recreation groups (as noted above). The table will be updated as further information is received. The figures in the reference column (e.g. MS 01) refer to features marked on **Figure 9.1**. References in brackets (e.g. Ref: 424017) refer to the PROW number taken from the illustrative definitive map available on the Cumbria County Council website.

Table 9.11 Countryside access resources at the Moorside Site

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
MS 01	Inshore waters	Marine	Lightly used for recreational sailing and fishing; very little use for other recreation activities	Some sea angling and sailing	Based on special interest groups consulted so far (i.e. divers/sub-aqua, kite-surfers, wild swimmers, sailing and fishing groups)
MS 02	Foreshore and other land seaward of existing coastal footpath	Coastal Margin	Lightly used, mainly around Braystones	Dog walkers and sea fishing from the shore. Also possibly some beach-based activities such as sunbathing, games, etc. but none observed to date	Further feedback from local community groups will feed into the ES.
MS 03	River Ehen	Permissive	Anecdotal reports suggest it is heavily-used by anglers (over 200 active members) Canoeing – Low to nil	Angling – salmon/trout Canoeing – not applicable (n/a)	Fishing rights owned by or licenced to Egremont Anglers. River uninteresting for canoeing.
MS 04	River Calder	Permissive	Angling – lightly used (around 55 active anglers) Canoe – lightly used	Angling – salmon/trout Canoe - experts	Fishing rights licenced to local angling clubs. Canoe – paddled by experts from fells down to sea but only when river is in spate.
MS 05	Mid Tarn Farm FP (Ref: 424017)	Public footpath	Nil	n/a	Route blocked by impenetrable vegetation and locked gate at Mid Tarn Farm.
MS 06	Petersburgh FP (Ref: 424016)	Public footpath	Low	Anecdotal reports (from CCC) suggest local walkers use the route when it is clear	Section of the route was overgrown with impenetrable vegetation at time of walkover survey.
MS 07	Haile Bank-Blackbeck FP (Ref: 424003)	Public footpath	Nil	n/a	Very difficult to use in current state due to vegetation on stiles/steps.

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
MS 08	Beckermet FP (Ref: 424002)	Public footpath	Nil	n/a	Difficult to use in current state due to encroachment from adjacent properties.
MS 09	Haile Bank FP (Ref: 424003)	Public footpath	Nil	n/a	Very difficult to use in current state due to vegetation over stiles/steps.
MS 10	Sustrans Route 72	Permissive cycleway	Usage for period mid-March 2015 to mid-March 2016 is 28,403 (see Paragraphs 9.8.17 to 9.8.24 above)	Breakdown by user type is 11,161 walkers; 17,205 cyclists; and 37 horses. Some of this use likely to be by commuters (see Paragraph 9.8.17 to 9.8.24 above)	Quantified information available from automatic counters.
MS 11	Current diversion of coastal footpath (as shown on **Figure 9.1**)	Permissive	It is likely that most users will follow the Sustrans Route 72 – see above	It is likely that most users will follow the Sustrans Route 72 – see above	The diversion was brought in to allow development associated with Sellafield and was supposed to stay in place until June 2014.
MS 12	Middlebank FP (Ref: 424027, 414007, 424025)	Public footpath	Moderately well used	Anglers Local walkers/dog walkers	Line is clear on the ground but not heavily worn. Some flood damage means legal line of public footpath is threatened.
MS 13	CL408 - High Sellafield Banks (aka Starling Castle) Common Land	OAL/RCL	Moderately well used	Local walkers, dog walkers and anglers	Usage based on observations, anecdotal information from land agents and anglers.
MS 14	CL409 – Field O.S. 752 near Sellafield Common Land	OAL/RCL	Nil	n/a	Very difficult to use in current state as no obvious entry point, rank vegetation and no evidence of any usage by the public.
MS 15	Existing coastal footpath	Permissive	Usage for period mid-March 2015 to mid-March 2016 is 4,294 (see Paragraph 9.8.29 to 9.8. 35 above)	Breakdown by user type is 4,132 walkers; 162 cyclists. Likely to be a mix of local and long distance walkers (see Paragraph 9.8.29 to 9.8. 35 above)	Quantified information available from automatic counters.

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
MS 16	Yottenfews FP (Ref: 424028)	Public footpath	Usage cannot be inferred from observations due to hard track surface	Anglers	Provides access to river Calder and anglers path.
MS 17	Anglers path (Calder)	Permissive	Lightly used	Anglers	Provides access to River Calder's true right bank for anglers.
MS 18	Low Church Moss (tarn and area of scrub)	Permissive	Nil	n/a	Church Moss is designated as SSSI (as Low Church Moss).
MS 19	'Central' tarn	Permissive	Nil	n/a	Based on site visit and feedback in 8 April workshop, it appears to have no public access.
MS 20	Tarn near Petersburgh	Permissive	Not yet known	Fly fishing	Believed to be run as a commercial fly fishery.
MS 21	Yourity FP (Ref: 425007)	Public footpath	Nil	n/a	Path by river and through fields but little evidence of use.
MS 22	CL10 - The Rakes, Yourity Common Land	OAL/RCL	Nil	n/a	Very difficult to use in current state, as entry blocked by mud, silage bales and dense vegetation.
MS 23	Braystones FP (Ref: 414006)	Public footpath	Nil	n/a	Unusable in state due to flooding and lack of railway underpass on seaward side.
MS 24	Braystones Tarn	Permissive	Not yet known	Coarse anglers	Believed to be used by occupants at the caravan site but of little value.
MS25	Lantern Moss Tarns	Permissive	Nil	n/a	Anecdotal reports suggest that the tarns are very shallow and some become dry in summer.
MS 26	Dismantled railway	Private land	Nil	n/a	No public access at present.

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
MS 27	Mill Farm FP (Ref: 425005)	Public footpath	Nil	n/a	Unusable in current state, as the route crosses curtilage of a building and is blocked by fencing.
MS 28	Stephney W FP (Ref: 424013)	Public footpath	Southern – very light; Northern – hard to say because of hard surface	Any use is likely to be local walkers/dog walkers	Infrastructure in place but little/no evidence of use of southern section.
MS 29	Stephney E FP (Ref: 424015)	Public footpath	Lightly used - nil	Any use is likely to be local walkers/dog walkers	Brand new stiles but little evidence of use on the line of the path (except in the wood).
MS 30	Blackbeck to Low Godderthwaite FP (Ref: 410020, 424018)	Public footpath	Lightly used	Any use is likely to be local walkers/dog walkers	Various factors (boggy ground, penned cattle) likely to deter use.
MS 31	Ponsonby FP (Ref: 421015)	Public footpath	Nil	n/a	Section of the route through wood is overgrown and vegetation was virtually impenetrable at time of visit.
MS 32	Church track	Permissive	Hard track so hard to say	Churchgoers Visitors	Church is in a prominent position, so provides good viewpoint.
MS 33	Church House BW (Ref: 421016)	Public bridleway	Hard track so hard to say	Local walkers and horse riders, cyclists	Need further feedback on usage.
MS 34	Seascale – coast FP (Ref: 421021)	Public footpath	*	*	Not yet surveyed.
MS 35	How Farm BW (Ref: 426010)	Public bridleway	*	*	Not yet surveyed.
MS 36	Seascales BOAT (Ref: 426015)	Byway Open to All Traffic	*	*	Not yet surveyed.

Baseline physical description of common land (usage covered in Table 9.11)

9.8.52 The red-line boundary for the Moorside site contains three registered units of common land (see **Figure 9.2**), amounting to 30.17 ha. These units are as follows:

- Unit CL408 (MS13: High Sellafield Banks). This common was registered in 1970. A section of the original common has already been deregistered (in 1980). The land has grazing rights registered against it and, according to the Common Land Register, is 24.5 ha in size. It is in three separate sections, located on each side of the railways (live and dismantled); the coastal parcel is mainly dune grassland and scrub, whilst the inland parcels comprises a mix of grassland vegetation types. It is flat in nature and the river Ehen runs through it.
- Unit CL409 (MS14: Field No O.S. 752 near Sellafield). This common was registered in 1970 and the registration covers an area of 5 ha. There are rights of common for the grazing and watering of cattle and for fishing registered against it. It is located between the Sellafield complex and Tarn Head/Mid Tarn Farms. The vegetation cover is mainly semi-natural broad-leaved woodland and it is flat.
- Unit CL10 (MS22: The Rakes). This common was registered in 1967 and, according to the Common Land Register, is 0.67 ha in size. There is no known owner and no rights are listed in the register. It is subject to Section 9 of the Commons Registration Act 1965 (now repealed and replaced with s45 of the Commons Act 2006). It appears to be flat ground covered in scrub.

Accommodation Sites

9.8.53 Promotion, existence and inferred use of the resources are summarised as follows:

- Corkickle Site:
  - Promotion of countryside recreation activities in the Whitehaven area is limited to the route along the coast from St. Bees Head and the Sustrans routes.
  - Resources are the Sustrans Routes 71/72 (the Coast to Coast Cycle route and Hadrian's Cycleway). There are also some areas used for informal recreation and a disused railway line which may hold potential for recreational use in the future.
  - The Sustrans route is heavily-used by receptors (locals and visitors). Other resources are only lightly-used.
  - Numbers and type of use for each countryside access resource are described in **Table 9.12** below. The figures in the reference column (e.g. ADA 01) refer to features marked on **Figure 9.3**.

Table 9.12 Countryside access resources at the Corkickle Site

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
ADA 01	The Gardens (wild area)	De facto	Nil	n/a	This is a small grassy area with bench seat.
ADA 02	The Gardens (formal area)	De facto	Lightly used	Locals	An area of derelict land used for informal recreation.
ADA 03	Sustrans Route 71/72	Permissive cycleway	Heavily used	Recreational walkers and cyclists (short and long-distance), commuters	Of high value to locals as a means of reaching town centre.
ADA 04	Dismantled railway arc	Private land	Nil	n/a	No public access at present.

- Mirehouse Site:
  - Promotion of countryside recreation activities in the Whitehaven area is limited to the Sustrans Route 71/72;
  - Resources available are the Sustrans Route 71/72 (including the link between it and Westlakes Science Park) and a network of public footpaths. There are some important recreational resources on the site's periphery (Mirehouse Pond, the Coast to Coast walking route and several small public open spaces on the edge of the residential areas);
  - Apart from the Sustrans route and link (which appear from on-site observations to be heavily-used), public footpaths within the site receive little or no use by receptors.
  - Numbers and type of use for each countryside access resource are described in **Table 9.13** below. The figures in the reference column (e.g. ADB 01) refer to features marked on **Figure 9.4**. References in brackets (e.g. Ref: 422011) refer to the PROW number taken from the illustrative definitive map available on the Cumbria County Council website.

Table 9.13 Countryside access resources at the Mirehouse Site

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
ADB 01	C2C 1 FP (Ref: 422011)	Public footpath	Lightly used	Long distance walkers	Section of the Coast to Coast walking route
ADB 02	C2C 2 FP (Ref: 423007)	Public footpath	Lightly used	Long distance walkers	Section of the Coast to Coast walking route

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
ADB 03	Mirehouse SE FP (Ref: 423005)	Public footpath	Nil	n/a	Any use is likely to be local walkers/dog walkers
ADB 04	Mirehouse NE FP (Ref: 423005)	Public footpath	Nil	n/a	Any use is likely to be local walkers/dog walkers
ADB 05	Sustrans Route 71/72	Permissive cycleway	Heavily used	Recreational walkers and cyclists (short and long-distance), commuters	Thought to be of value as an 'off-road' route giving access to and from Whitehaven
ADB 06	Low Hall Fm	Public footpath	Hard to say because of hard surface to track	Local walkers/dog walkers	Probably very low because the track gives access to a network of paths that appear to receive very little/no use
ADB 07	Mirehouse NW FP (Ref: 423006)	Public footpath	Nil	n/a	Very difficult to use in current state because the route of the path was (at the time of the walkover survey) set up as a sheep-race, with many gates across it
ADB 08	Mirehouse SW FP (Ref: 431042/423014)	Public footpath	Nil	n/a	Dead end route
ADB 09	Mirehouse Pond	Private	Not yet known	Coarse Anglers	Popular facility used locals and visitors
ADB 10	Mirehouse Pond path	Permissive	Heavily used	Local walkers/dog walkers	Well-worn path around the pond, used mainly by locals
ADB 11	Permissive link to Sustrans Route 71/72	Permissive	Lightly used	Local walkers	Route provides a short cut to residential areas and access for Sustrans to the track for route maintenance
ADB 12	Open areas	To be confirmed	Lightly used	Local walkers, dog walker, children	Open grass areas within high density housing

- Egremont Site:
  - Promotion of countryside recreation activities around Egremont focuses on routes/areas outside the site itself.

- A key resource here is the public footpath alongside the River Ehen which provides residents of Egremont and Thornhill with a circular dog-walking/jogging route, when combined with the farm tracks through Low Mill (NY007086), Kersey Bridge (NY007083) and the permissive path on the west side of the river.
- The Sutsrans Route 72 is expected to receive heavy usage both by long-distance cyclists, commuting cyclists and locals walking and cycling between Egremont and Thornhill. However, its former route through Thornhill is convoluted and poorly signposted until it emerges in the south west of the village and returns to join the line of the dismantled railway (at NY009086). The present route follows the footway of the A595.
- The River Ehen is fished by members and guests of the Egremont Anglers and is noted for its run of salmon, sea and brown trout. See paragraph 9.8.44 to 9.8.46 above for further information (Ref 24, Thornton).
- The river can be canoed but offers little of interest apart from the weir near Gulley Flats, which is occasionally used as a 'play weir' (Grid Ref NY012100) by local paddlers for skills practice when conditions are suitable (high water) (Ref 27, Curley).
- Numbers and type of use for each countryside access resource are described in **Table 9.14** below. The figures in the reference column (e.g. ADC 01) refer to features marked on **Figure 9.5**. References in brackets (e.g. Ref: 406009) refer to the PROW number taken from the illustrative definitive map available on the Cumbria County Council website.

Table 9.14 Countryside access resources at the Egremont Site

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
ADC 01	Riverside FP (Ref: 406009)	Public footpath	Heavily used	Local walkers, dog walkers, joggers	Attractive route, possibly part of circuit with ADC02/03/06 via Kersey Bridge
ADC 02	Farm Track (N)	To be confirmed	Hard to say because surface is hard but likely to be heavily used	Local walkers, dog walkers, joggers	Included because it is part of a circuit with ADG01/03/06 via Kersey Bridge
ADC 03	Farm Track (S)	To be confirmed	Hard to say because surface is hard but likely to be heavily used	Local walkers, dog walkers, joggers	Included because it is part of a circuit with ADC01/02/06 via Kersey Bridge

Ref	Resource	Status	Inferred level of use	Inferred type of use	Comments
ADC 04	Field path	To be confirmed	Lightly used	Local dog walkers	A local dog walking area by residents of Thornhill
ADC 05	Sustrans Route 72	Public road and then permissive cycleway	Heavily used	Recreational walkers and cyclists (short and long-distance), commuters	
ADC 06	Riverside path (permissive)	Permissive under Higher Level Stewardship Scheme	Heavily used	Local walkers, dog walkers, joggers	Included because it is part of circuit with ADC01/02/03 via Kersey Bridge
ADC 07	River Ehen	Permissive	Angling – lightly used Canoe – lightly used	Game fishing for salmon/sea trout Canoe – local canoeists	Valued river for game fishing but lower reaches preferred Canoe - weir at Grid Ref NY012100 is used as a 'play wave' when conditions allow
ADC 08	Dismantled railway	Private land	Nil	n/a	No public access at present

- Additional Sites:
  - Preliminary information on countryside access resources identified on the Additional Sites are included below and further information will be provided in the Environmental Statement that will be released in 2017.
  - Numbers and type of use for each countryside access resource are described in **Table 9.15** below. The figures in the reference column (e.g. TS 01) refer to features marked on **Figures 9.6** to **9.10**. References in brackets (e.g. Ref: 262027) refer to the PROW number taken from the illustrative definitive map available on the Cumbria County Council website.

Table 9.15 Countryside access resources at the Additional Sites

Ref	Site and resource	Status	Inferred level of use	Inferred type of use	Comments
TS 01	A596 Hall Brow Improvement Site: FP (Ref 262027)	Public footpath	No inference can be made due to hard surface.	Access to shops and services by local people	Urban metalled path parallel to but at lower grade than adjoining road to which it is linked by flights of steps at western end

Ref	Site and resource	Status	Inferred level of use	Inferred type of use	Comments
TS 02	A596 Hall Brow Improvement Site: Curwen Park	To be confirmed	No inference can be made due to hard surface.	Local walkers, dog walkers, joggers	Area of parkland with well-made walkways
TS 03	A595/Moor Row Improvement Site: Scalegill Hall FP (Ref 423008)	Public footpath	Low	Any use is likely to be local walkers/dog walkers and long-distance walkers on C2C	Part of C2C walk
TS 04	A595/Moor Row Improvement Site: Sustrans Route 71/72 and link	Permissive cycleway	No inference can be made due to hard surface.	Local walkers, dog walkers, cyclists	Barrier suggests that motorcycle use is a problem
TS 05	A595/Homewood Road Roundabout Improvement Site: BW (Ref 431020, western half of 431019)	Public bridleway	Lightly used	Walkers/dog walkers	Flights of steep steps preclude use by cyclists and horse riders
TS 06	A595/Homewood Road Roundabout Improvement Site: BW (Ref Eastern half of 431019)	Public bridleway	Nil	n/a	Route runs into an area on which housing exists and so is lost as a PROW
TS 07	St Bees Railway Site: Track	To be confirmed	No inference can be made due to hard surface.	Local walkers, horse riders	Horse rider seen using it during visit
TS 08	St Bees Railway Site: Park	To be confirmed	Low	Locals and visitors	Small area of parkland with statue of St Bega
TS 09	Corkickle to Mirehouse Railway Site: Sustrans Route 71/72	Permissive cycleway	Heavily used	Local dog walkers, local and long distance walkers and cyclists	Two underpasses take the route under the section of railway on which work will take place

9.8.54 Based on information obtained so far, no effects on countryside access and recreation are expected at:

- A595/A5094/Inkerman Terrace/B5295 Ribton Moorside Improvement Site;

- A595 Parton Junction Improvement Site;
- A595/The Crescent Thornhill Improvement Site;
- A66/A595 Roundabout Improvement Site;
- A66 Ramsay Brow Improvement Site;
- Coach Road/B5345 Improvement Site; and
- Coach Road/Station Road Improvement Site.

9.8.55 Consequently, it is currently intended that these sites will be scoped out of the ES for the purposes of countryside access and recreation.

Predicted residual effects and their significance

9.8.56 The evaluation tables (**Tables 9.16** to **9.20**) provide preliminary assessments of the Moorside Site, Corkickle Site, Mirehouse Site and Egremont Site. The assessments of predicted residual effects are based on the embedded mitigation summarised in **Table 9.3** above. Reference numbers in the Receptor column relate to those shown in **Tables 9.11** and **Figure 9.1** (Moorside Site), **Table 9.12** and **Figure 9.3** (Corkickle Site), **Table 9.13** and **Figure 9.4** (Mirehouse Site), **Table 9.14** and **Figure 9.5** (Egremont Site) and **Table 9.15** and **Figures 9.6** to **9.10** (Additional Sites).

9.8.57 The evaluation table generally presents a preliminary assessment of the potential adverse effects arising from the Moorside Project unless explicitly stated to be neutral or beneficial in the rationale.

9.8.58 Where insufficient development, and/or baseline information, is available to undertake a prediction of the magnitude of change, and therefore draw preliminary conclusions regarding the significance of effects, the respective column has been populated by an asterisk (*) only.

9.8.59 With respect to the decommissioning of the Moorside Project, potential effects associated with decommissioning are likely to be similar or less than to the effects arising from the construction phase. It is not anticipated that additional receptors would be affected beyond those identified for the construction phase assessment as this assessment has assumed a reasonable worst case. It is anticipated that the decommissioning works would be of shorter duration and would occupy more limited footprints than those currently assumed for construction of the relevant facilities. Subject to further design and delivery details, and for the purposes of this PEIR, a worst case scenario has been applied, i.e. it has been assumed that the effects would be the same (rather than less) as those identified for the construction phase. Decommissioning is therefore not considered further in the assessment tables below (**Tables 9.16** to **9.20**) that address the construction and operational phases.

Table 9.16 Moorside Site: Summary of predicted residual effects

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Construction					
MS15, MS11: Existing coastal footpath (expected to become the England Coastal Path National Trail) and current diversion					
Walkers, joggers and runners	Likely	Very high	Low	Major (Significant)	Deemed to be very highly sensitive because the National Trail is intended to follow the coast and a diversion route away from the coast would be required during construction. The alternative/diversion (see **Appendix 9.B** and **Figure 9.11**) would not substitute in character for what is expected to be a nationally-important ECPNT and would be longer. The current diversion of the coastal footpath (MS11) would become unnecessary during construction.
MS10: Sustrans Route 72					
Walkers, joggers and runners	Likely	High	Low	Moderate (Significant)	Embedded mitigation (a diversion – see **Appendix 9.B** and **Figure 9.11**) will ensure a route remains available during construction. Some effect is anticipated to arise from deterrence.
Cyclists	Likely	High	Low	Moderate (Significant)	Embedded mitigation (a diversion – see **Appendix 9.B** and **Figure 9.11**) ensures a route remains available during construction. Some effect is anticipated to arise from deterrence.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Horse riders	Likely	High	Very low	Minor (Not Significant)	Construction activity is likely to deter horse riders, even if route remains open via a diversion. However, indications are that baseline usage by horse riders is very low.
MS07, MS08, MS09, MS27: Public footpaths around Beckermet and west of A595 (Nos. 424003, 424002, 425005)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	The routes are difficult to use in their current state, suggesting baseline usage is very low or nil. Mitigation measures are intended to improve the attractiveness of the network (see **Appendix 9.B**).
MS21: Footpath from Yourity to Wodow Bank (No. 425007)					
Walkers, joggers and runners	Unlikely	Medium	Very low	Negligible (Not Significant)	This path is well-signposted and can be used but there was little evidence of usage. Mitigation measures are intended to improve the attractiveness of the network (see **Appendix 9.B**).
MS26: Dismantled railway					
Walkers, joggers, runner, cyclists, horse riders	Unlikely	Very low	Very low	Negligible (Not Significant)	Current use is nil.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS28, MS29, MS30: Public footpaths north east of A595 (Nos. 424013, 424015, 410020, 424018)					
Walkers, joggers and runners	Likely	Low	Very low	Negligible (Not Significant)	Infrastructure is generally in place (some of it new – on MS29), there is little evidence of much use by the public, although one section of path (part of MS28) has a hard surface. Embedded mitigation (diversions – see **Appendix 9.B** and **Figure 9.11**) ensures a route remains available during construction.
MS12: Public footpath – Middlebank to coast (No. 424027, 414007, 424025 – note this is one footpath but its reference number changes at parish boundaries)					
Walkers, joggers and runners, anglers	Likely	Medium	Low	Minor (Not Significant)	This path is moderately well-used as it provides access to the River Ehen for anglers and to the shoreline/beach. Access infrastructure would be improved to allow for temporary re-alignment of coastal footpath/ECPNT and permission given for a re-alignment of the legal line if required to remove risk of severance caused by recent flood damage.
MS23: Public footpath – Braystones to coast (No. 414006)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	The route is difficult to use in its current state, suggesting baseline usage is very low or nil.
MS05: Public footpath – Mid Tarn Farm (No. 424017)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	This route could not be walked at the time of the walkover survey due to locked gate at one end and overgrown vegetation at the other. Path lies outside construction fence.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS06: Public footpath – Petersburgh (Nos. 424016)					
Walkers, joggers and runners	Likely	Low	Low	Negligible (Not Significant)	The route could not be walked at the time of the walkover survey (see **Table 9.9** above), although anecdotal reports suggest that there is some local demand for its use. However, the route would be lost because of the development. NuGen intends to explore options for delivering new permissive paths or PRoWs within the Moorside Site boundary in consultation with local residents.
MS16: Public footpath – Yottenfews (No. 424028)					
Walkers, joggers and runners, anglers	Unlikely	Low	Low	Negligible (Not Significant)	The route has a hard surface and so inferences on usage levels cannot be made. It is likely that the track will be used by anglers to reach the River Calder. However, the route lies outside the redline boundary of the Moorside Site.
MS14: Common land CL409 – Field O.S. 752 near Sellafield (5 ha)					
Walkers, joggers, runners	Unlikely	Low	Very low	Negligible (Not Significant)	Baseline usage is believed to be low to nil. Although within the current redline boundary, it is likely that this land will not be developed and so can remain as common land and thus available for public access.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS13: Common land CL408 – High Sellafield Banks (aka Starling Castle)					
Walkers, joggers, runners, anglers	Likely	Medium	Low	Minor (Not Significant)	It is believed the area is moderately well used de-registration would mean that access rights will be lost. Based on information available at this point in time, it is expected that replacement land can be provided as necessary from within the indicative area shown in **Figure 9.2**.
Anglers	Likely	Medium	Medium	Moderate (Significant)	Lower reaches of the river Ehen are most valued by anglers and access to some of these will be affected during construction of the MOLF, as will the character of the area thus reducing its amenity value.
MS22: Common land CL10 – The Rakes, Yourity					
Walkers, joggers, runners	Unlikely	Very low	Very low	Negligible (Not significant)	Access to this small area of common land is currently (March 2016) blocked by silage bales and deep mud, indicating very little/no existing public use, plus the area is mainly covered by shrubby woodland. There is little obvious inherent interest in the area for the public.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS03: River Ehen and estuary					
Anglers	Likely	Medium	Medium	Moderate (Significant)	Access to some sections of riverbank for angling will be lost and/or the character of these areas changed during construction, thus reducing the amenity value. The CEMP to be issued with the ES will contain measures to ensure the river corridor will be protected against effects of construction activity (e.g. such as risk of pollution).
Canoeists	Likely	Low	Low	Negligible (Not Significant)	Access to locations for canoeing on rivers may be lost or the character of these areas changed (although current usage is reported by BCU to be very low and there is no canoe access agreement in place).
MS04, MS17: River Calder and riverside permissive path					
Anglers	Unlikely	Medium	Low	Minor (Not Significant)	The river lies outside the red line boundary and should not experience any adverse effects
Canoeists	Unlikely	Low	Low	Negligible (Not Significant)	The river lies outside the red line boundary and should not experience any adverse effects. Current usage is reported by BCU to be very low and there is no canoe access agreement in place.
MS24, MS25: Braystones and Lantern Moss Tarns					

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Anglers	Unlikely	Low	Low	Negligible (Not Significant)	Limited observation and anecdotal reports suggest Braystones Tarn gets little use for coarse angling by people staying at the caravan site. Also, Lantern Moss Tarns are very shallow and often dry up in summer.
MS20: Tarn near Petersburgh					
Anglers	Likely	Low	High	Moderate (Significant)	Assessed on the basis of its value for recreation. Tarn will be lost due to the development. Limited observation and anecdotal data suggest the tarn is used as a commercial fly fishery.
MS18, MS19: Church Moss and 'Central' tarn					
Anglers	Unlikely	Low	Very low	Negligible	Low Church Moss, including the tarn, is designated as a SSSI so is protected, and has no angling or other recreational interest. Limited observation and anecdotal data suggest the 'central' tarn is not used for angling.
MS02: Foreshore/Beach/Coastal Margin					
Walkers (particularly dog walkers), joggers and runners	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to parts of the foreshore etc. and deterrence but there are many alternative locations for walkers/dog walkers, joggers, runners.
Sea anglers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to parts of the foreshore etc. and deterrence but there are many alternative locations for sea anglers where access to the foreshore is easier.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Swimmers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to parts of the foreshore etc. and deterrence but there are many alternative locations for wild water swimming and this section of the shore is thought to be unattractive for swimmers.
Other beach users	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to parts of the foreshore etc. and deterrence but there are many alternative locations for other beach users to access the foreshore more easily.
MS01: In-shore waters					
Sea anglers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to some areas of inshore waters but there are many alternative locations in which recreational users can fish in order to avoid construction activities. Usage is low.
Recreational sailors	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to some areas of inshore waters but there are many alternative locations in which recreational users can sail in order to avoid construction activities. Usage of inshore waters is generally low to nil as the section of coast is said to be unattractive for sailing and for common destinations from nearby ports of Ravenglass and Whitehaven, sailors will tend to be further out to sea.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Sea kayakers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to some areas of inshore waters but there are many alternative locations in which recreational users can paddle in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for sea kayaking.
Kite surfers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to some areas of inshore waters but there are many alternative locations in which recreational users can surf in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for kite-surfing.
Divers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to some areas of inshore waters but there are many alternative locations in which recreational users can dive in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for diving due to a lack of interesting features (such as wrecks and/or underwater topography) and turbidity.
MS31, MS32, MS33, MS34, MS35, MS36: Public access routes (Ref: 421015, 421016, 421021, 426010, 426015 and private track)					
Walkers, runners, joggers, cyclists	Likely	*	*	*	Effects are likely to arise from increased use by users following diversions of Sustrans Route 72 (MS10) and the coastal footpath/ECPNT (MS15).

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Recreational users enjoying distant views of the site					
All users	Likely	*	*	*	Effects will correlate with conclusions of **Chapter 7**, Landscape, and **Chapter 8**, Visual.
Operation					
MS15, MS11: Existing coastal footpath (expected to become the England Coastal Path National Trail) and current diversion					
Walkers, joggers and runners	Likely	Very high	Very low	Moderate (Significant)	Deemed to be very highly sensitive because the use is of a National Trail. The assessment assumes that the route available during operation will follow the coast (west of the railway) and cross the River Ehen on a new footbridge to be constructed at the end of the spit of land, giving a more direct route staying closer to the sea than the current SoS approved alignment. Effects due to deterrence would therefore be very low. The current diversion of the coastal footpath would become redundant during operation.
MS10: Sustrans Route 72					
Walkers, joggers and runners	Likely	High	Low	Moderate (Significant)	Embedded mitigation will ensure a diverted route remains available during operation (see **Appendix 9.B**). Some effect is anticipated to arise from deterrence.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Cyclists	Likely	High	Low	Moderate (Significant)	Embedded mitigation will ensure a diverted route remains available during operation and a new link to Sellafield would be created to ensure commuting cyclists are able to access this site (see **Appendix 9.B**). Some effect is anticipated to arise from deterrence.
Horse riders	Likely	High	Very low	Minor (Not Significant)	Embedded mitigation will ensure a diverted route remains available during operation, although some sections of the route may be unattractive to horse riders, so effects may arise from deterrence.
MS07, MS08, MS09, MS27: Public footpaths around Beckermet and west of A595 (Nos. 424003, 424002, 425005)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	The routes are difficult to use in their current state, suggesting baseline usage is very low or nil.
MS21: Public footpath from Yourity to Wodow Bank (No. 425007)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	This path is well-signposted and can be used but there was little evidence of usage.
MS26: Dismantled railway					
Walkers, joggers, runner, cyclists, horse riders	Unlikely	Very low	Very low	Negligible (Not Significant)	Current use is nil.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS28, MS29, MS30: Public footpaths north east of A595 (Nos. 424013, 424015, 410020, 424018)					
Walkers, joggers and runners	Likely	Low	Very low	Negligible (Not Significant)	Infrastructure is generally in place (some of it new – on MS29), there is little evidence of much use by the public, although one section of path (part of MS28) has a hard surface. Embedded mitigation (diversions – see **Appendix 9.B** and **Figure 9.11**) ensures a route remains available during operation.
MS12: Public footpath – Middlebank to coast (No. 424027, 414007, 424025 – note this is one footpath but its reference number changes at parish boundaries)					
Walkers, joggers and runners, anglers	Likely	Medium	Low	Minor (Not Significant)	This path is moderately well-used as it provides access to the river Ehen for anglers and to the shoreline/beach. Magnitude of effect is low as alignment will not change (unless needed to address risk of loss due to flood damage and erosion) and access infrastructure would be improved.
MS23: Public footpath – Braystones to coast (No. 414006)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	The route is difficult to use in its current state, suggesting baseline usage is very low or nil.
MS05: Public footpath – Mid Tarn Farm (No. 424017)					
Walkers, joggers and runners	Unlikely	Low	Very low	Negligible (Not Significant)	This route could not be walked at the time of the walkover survey due to locked gate at one end and overgrown vegetation at the other.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS06: Public footpaths – Petersburgh (No. 424016)					
Walkers, joggers and runners	Likely	Low	Low	Negligible (Not Significant)	This route could not be walked at the time of the walkover survey (see **Table 9.9** above) due to vegetation, although anecdotal reports suggest that there is some local demand. However, the route would be lost because of the development. NuGen intends to explore options for delivering new permissive paths or PRoWs within the Moorside Site boundary in consultation with local residents.
MS16: Public footpath – Yottenfews (No. 424028)					
Walkers, joggers and runners, anglers	Unlikely	Low	Low	Negligible (Not Significant)	The route has a hard surface and so inferences on usage levels cannot be made, although it is likely to be used by anglers. The route lies outside the redline boundary and provides access for the sewage treatment works and so it is expected that no adverse effects would arise during operation.
MS14: Common land CL409 - Field O.S. 752 near Sellafield					
Walkers, joggers, runners		Low	Very low	Negligible (Not Significant)	Baseline usage is believed to be low to nil. Although within the current redline boundary, it is likely that this land will not be developed and so can remain as common land and thus available for public access.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS13: Common land CL408 – High Sellafield Banks (aka Starling Castle)					
Walkers, joggers, runners, anglers	Likely	Medium	Low	Minor (Not Significant)	Baseline usage is believed to be low. Based on information available at this point in time, it is expected that replacement land can be provided as necessary from within the area shown in **Figure 9.2**.
Anglers	Likely	Medium	Low	Minor (Not Significant)	Access to the lower reaches of the River Ehen is over this land and, although access would be restored to licensed anglers during operation, the character of the area may be affected.
MS22: Common land CL10 – The Rakes, Yourity					
Walkers, joggers, runners	Unlikely	Very low	Very low	Negligible (Not significant)	Access to this small area of common land is currently (March 2016) blocked by silage bales and deep mud, indicating very little/no existing public use, plus the area is mainly covered by shrubby woodland. It is has no obvious inherent interest for public access.
MS03: River Ehen and estuary					
Anglers	Likely	Medium	Low	Minor (Not Significant)	The character of the area close to the retained MOLF may change thus reducing its amenity value.
Canoeists	Likely	Low	Low	Negligible (Not significant)	The character of the areas close to the retained MOLF may change, although current usage is reported by BCU to be very low and there is no canoe access agreement in place.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS04, MS17: River Calder and riverside permissive path					
Anglers	Unlikely	Medium	Low	Minor (Not Significant)	It is assumed that the river corridor will remain unaffected.
Canoeists	Unlikely	Low	Low	Negligible (Not Significant)	It is assumed that the river corridor will remain unaffected. Current usage is reported by BCU to be low and there is no canoe access agreement in place.
MS24, MS25: Braystones and Lantern Moss Tarns					
Anglers	Unlikely	Low	Low	Negligible (Not Significant)	Limited observation and anecdotal data suggest Braystones Tarn gets little use for coarse angling by those staying at caravan site.
MS20: Tarn at Petersburgh					
Anglers	Likely	Low	High	Moderate (Potentially Significant)	Assessed on the basis of its value for recreation. Tarn would be lost due to the development. Limited observation and anecdotal data suggest the tarn is used as a commercial fly fishery.
MS18, MS19: Church Moss and 'Central' tarn					
Anglers	Unlikely	Low	Very low	Negligible	Church Moss is designated as a SSSI so will be protected. Limited observation and anecdotal data suggest the 'central' tarn is not used for angling.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS02: Foreshore/Beach/Coastal Margin					
Walkers (particularly dog walkers), joggers and runners	Likely	Low	Low	Negligible (Not Significant)	Access to virtually all the foreshore would be restored during operation but there are many alternative locations for walkers/dog walkers, joggers, runners.
Sea anglers	Likely	Low	Low	Negligible (Not Significant)	Access to virtually all the foreshore would be restored during operation but there are many alternative locations for sea anglers where access to the foreshore is easier.
Swimmers	Likely	Low	Low	Negligible (Not Significant)	Access to virtually all the foreshore would be restored during operation but there are many alternative locations for wild water swimming and this section of the shore is thought to be unattractive for swimmers.
Other beach users	Likely	Low	Low	Negligible (Not Significant)	Access to virtually all the foreshore would be restored during operation but there are many alternative locations for other beach users to access the foreshore more easily.
MS01: In-shore waters					
Sea anglers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to a small area of inshore waters but there are many alternative locations in which recreational users can fish in order to avoid construction activities. Usage is low.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Recreational sailors	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to a small area of inshore waters but there are many alternative locations in which recreational users can sail in order to avoid construction activities. Usage is generally low to nil as the section of coast is said to be unattractive for sailing and not on the way to common destinations from nearby ports of Ravenglass and Whitehaven or sailors pass further out to sea.
Sea kayakers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to a small area of inshore waters but there are many alternative locations in which recreational users can paddle in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for sea kayaking.
Kite surfers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to a small area of inshore waters but there are many alternative locations in which recreational users can surf in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for kite-surfing.
Divers	Likely	Low	Low	Negligible (Not Significant)	Effects may arise from loss of access to a small area of inshore waters but there are many alternative locations in which recreational users can dive in order to avoid construction activities. Usage is generally low to nil as this section of coast is said to be unattractive for diving due to a lack of interesting features (such as wrecks and/or underwater topography) and turbidity.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
MS31, MS32, MS33, MS34, MS35, MS36: Public access routes (Ref: 421015, 421016, 421021, 426010, 426015 and private track)					
Walkers, runners, joggers cyclists	Likely	*	*	*	Effects are likely to arise from increased use by users following diversions of Sustrans Route 72 (MS10) (i.e. only those who do not take the shorter diversion via Sellafield station).
Recreational users enjoying distant views of the site					
All users	Likely	*	*	*	Effects will correlate with conclusions of Chapter 7, Landscape and Chapter 8, Visual.

Note: * Denotes where the assessment is incomplete and ongoing at this time and therefore the significance of the effects cannot be accurately predicted.

Table 9.17 Corkickle Site: Summary of predicted residual effects

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Construction					
ADA03: Sustrans Route 71/72					
Walkers, joggers and runners	Likely	High	Low	Moderate (Significant)	Embedded mitigation (i.e. management during construction such as use of banksmen) will ensure route remains available during construction. A diversion is available if needed (see **Appendix 9.B**). Some effect is anticipated to arise from deterrence.
Cyclists	Likely	High	Low	Moderate (Significant)	Embedded mitigation (i.e. management during construction such as use of banksmen) will ensure route remains available during construction. A diversion is available if

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
					needed (see **Appendix 9.B**). Some effect is anticipated to arise from deterrence.
Horse riders	Likely	High	Very low	Minor (Not Significant)	The proposed access points for construction traffic are close to the route but as the route should remain available during construction effects may only arise from deterrence. Horse riders are easily deterred because of fears of the effects on their horse but level of horse riding activity is likely to be very low.
ADA01, ADA02: Open areas					
Pedestrians	Likely	Very low	High	Minor (Not Significant)	Access to these areas, neither of which is designated open space, will be unavailable during construction.
ADA04: Dismantled railway					
Walkers, joggers, runner, cyclists, horse riders	Unlikely	Very low	Very low	Negligible (Not Significant)	Current use is nil.
Operation					
ADA03: Sustrans Route 71/72					
Walkers, joggers and runners	Likely	High	Very low	Minor (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).
Cyclists	Likely	High	Very low	Minor (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Horse riders	Likely	High	Very low	Minor (Not Significant)	Horse riders are easily deterred because of fears of the effects on their horse but level of horse riding activity is likely to be very low.
ADA01, ADA02: Open areas					
Pedestrians	Likely	Very low	High	Minor (Not Significant)	The areas will be lost during operation but public open space will be created elsewhere on the site.
ADA04: Dismantled railway					
Walkers, joggers, runner, cyclists, horse riders	Unlikely	Very low	Very low	Negligible (Not Significant)	Current use is nil.

Table 9.18 Mirehouse Site: Summary of predicted residual effects

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Construction					
ADB05: Sustrans Route 71/72 (and link to Westlakes Science Park)					
Walkers, joggers and runners	Likely	High	Low	Moderate (Significant)	Use of the route is likely to be disrupted during construction work but would remain available for use. Measures will be put in place (i.e. management during construction such as use of banksmen) but potential users could be deterred.
Cyclists	Likely	High	Low	Moderate (Significant)	Use of the route is likely to be disrupted during construction work but would remain available for use. Measures will be put in place (i.e. management during construction such as use of banksmen) which will allow commuters and long-distance cyclists to continue to use the route, potential local recreational users could be deterred.
Horse riders	Likely	High	Very low	Minor (Not Significant)	Use of the route is likely to be disrupted during construction work but would remain available for use. Measures will be put in place (i.e. management during construction such as use of banksmen) but potential users could be deterred, although existing use is thought to be very low.
ADB03, ADB04, ADB06, ADB07, ADB08: Public footpaths south of Low Hall Farm (Nos. 423005, 423006, 423014, 431042)					
Walkers, joggers and runners	Likely	Low	Very low	Negligible (Not Significant)	The routes are difficult to find in their current state, suggesting baseline usage is very low or nil, and one is a ‘dead end’. Nonetheless, routes would be closed

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
					temporarily during construction and diversions provided (see **Appendix 9.B**).
AD09, ADB10: Mirehouse Pond (permissive path around pond and pond itself)					
Walkers, joggers and runners (including those with impaired mobility)	Unlikely	High	Very low	Minor (Not Significant)	The path lies outside the red line boundary. As will be explained in the CEMP, management measures (e.g. dust and noise control) will be applied to ensure that any effect on recreational amenity value is minimal.
Anglers	Unlikely	Medium	Very low	Negligible (Not Significant)	The Pond lies outside the red line boundary. As will be explained in the CEMP, management measures will be applied to ensure that any effect on recreational amenity value is minimal.
ADB11: Permissive path alongside Sustrans Route No. 71/72					
Walkers, joggers and runners	Likely	Low	Medium	Minor (Not Significant)	Risk of interference with construction traffic will be managed by traffic control measures.
ADB12: Open areas					
Pedestrians	Unlikely	Medium	Very low	Negligible (Not significant)	These resources lie outside the red line boundary. As will be explained in the CEMP, management measures (e.g. dust and noise control) will be applied to ensure that any effect on recreational amenity value is minimal.
ADB01, ADB02: Coast to Coast path (Nos. 422011, 423007)					
Walkers, joggers and runners	Unlikely	Medium	Very low	Negligible (Not Significant)	Usage during construction should not be affected.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
Operation					
ADB05: Sustrans Route 71/72 (and link to Westlakes Science Park)					
Walkers, joggers and runners	Likely	High	Low	Moderate (significant)	A bridge will be built to maintain route grade over new access road. There may be some change in routing of the Westlakes Link as a result of change to the road layout and a diversion will be provided (see **Appendix 9.B**). However, usage during operation should increase rather than decrease (from increased resident population in the area).
Cyclists	Likely	High	Low	Moderate (significant)	A bridge will be built to maintain cycle route grade over new access road. There may be some change in routing of the Westlakes Link as a result of change to the road layout and a diversion will be provided (see **Appendix 9.B**). However, usage during operation should increase rather than decrease (from increased resident population in the area).
Horse riders	Likely	High	Very low	Minor (Not Significant)	Usage during operation should not change and is likely to remain very low.
ADB03, ADB04, ADB06, ADB07, ADB08: Public footpaths south of Low Hall Farm (Nos. 423005, 423006, 423014, 431042)					
Walkers, joggers and runners	Likely	Low	Very low	Negligible (Not Significant)	The routes will be retained in their current position and restored during operation. Usage is likely to increase due to increased size of resident population and enhancements to network connectivity.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
ADB09, ADB10: Mirehouse Pond (permissive path around pond and pond itself)					
Walkers, joggers and runners (including those with impaired mobility)	Likely	High	Very low	Minor (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).
Anglers	Unlikely	Medium	Very low	Negligible (Not Significant)	Usage during operation should not be affected.
ADB11: Permissive path alongside Sustrans Route No. 71/72					
Walkers, joggers and runners	Likely	Low	Very low	Negligible (Not Significant)	The short-cut can be retained, so usage during operation should increase rather than decrease (from increased resident population in the area).
ADB12: Open areas					
Pedestrians	Unlikely	Medium	Very low	Negligible (Not Significant)	Usage during operation should not be affected.
ADB01, ADB02: Coast to Coast path (Nos. 422011, 423007)					
Walkers, joggers and runners	Likely	Medium	Very low	Negligible (Not Significant)	Usage during operation could increase rather than decrease (from increased resident population in the area and improvements to ease of use of footpath network).

Table 9.19 Egremont Site: Summary of predicted residual effects

Receptor and summary of predicted effects	Probability	Sensitivity /value of receptor	Magnitude of change	Significance of effect	Rationale
Construction					
ADC05: Sustrans Route 72					
Walkers, joggers and runners	Likely	High	Very low	Minor (Not Significant)	The route lies mainly outside the red-line boundary, but the proposed access point for construction traffic crosses the route. The point at which the route crosses the road will be shifted approximately 50 m eastwards, and signage changed accordingly.
Cyclists	Likely	High	Very low	Minor (Not Significant)	The route lies mainly outside the red-line boundary, but the proposed access point for construction traffic crosses the route. The point at which the route crosses the road will be shifted approximately 50 m eastwards, and signage changed accordingly.
Horse riders	Likely	High	Very low	Minor (Not Significant)	The proposed access point for construction traffic crosses the route. The point at which the route crosses the road will be shifted approximately 50 m eastwards, and signage changed accordingly. Any effects will only arise from deterrence. Given that the route runs adjacent to the A595, the additional deterrent effect of construction activity is likely to be low.
ADC01: Riverside public footpath (No. 406009)					
Walkers, joggers and runners	Likely	Medium	Medium	Moderate (Significant)	The footpath lies within a proposed green buffer zone and so should not be affected significantly by construction work. Any effects will arise from deterrence.

Receptor and summary of predicted effects	Probability	Sensitivity /value of receptor	Magnitude of change	Significance of effect	Rationale
ADC06: Riverside permissive footpath (created under HLS agreement and due to expire in 2018)					
Walkers, joggers and runners	Likely	Medium	Low	Minor (Not Significant)	These form part of a 'circuit' and effects are assessed on the same basis as ADC01, although these resources will not be directly affected by construction activity.
ADC02, ADC03: Farm track, north and south of Low Mill					
Walkers, joggers, runners	Likely	Medium	Low	Minor (Not Significant)	These form part of a 'circuit' and effects are assessed on the same basis as ADC01, although these resources will not be directly affected by construction activity.
ADC07: River Ehen					
Anglers	Likely	Medium	Low	Minor (Not Significant)	It is assumed that the river corridor will be protected against construction activity (e.g. such as risk of pollution). However, access to riverbanks for angling may be affected if the character of these areas is changed.
Canoeists	Unlikely	Low	Low	Negligible (Not Significant)	Access to the weir for canoeing on rivers is unlikely to be affected as it lies upstream of the entry point (although it should be noted that there is no canoe access agreement in place).
ADC04: Field path					
Walkers	Unlikely	Very low	Low	Negligible (Not Significant)	This appears to be used by local residents as a dog walking area, tolerated by the landowner. It will only be affected during construction if the proposed enhancements are undertaken (see **Appendix 9.B**).

Receptor and summary of predicted effects	Probability	Sensitivity /value of receptor	Magnitude of change	Significance of effect	Rationale
ADC08: Dismantled railway					
Walkers, joggers, runners, cyclists, horse riders	Unlikely	Very low	Very low	Negligible (Not Significant)	Current use is nil.
Operation					
ADC05: Sustrans Route 72					
Walkers, joggers and runners	Likely	High	Very low	Minor (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).
Cyclists Horse riders	Likely	High	Very low	Minor (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).
ADC01: Riverside public footpath (No. 406009)					
Walkers, joggers and runners	Likely	Medium	Very low	Negligible (Not Significant)	Usage during operation should increase rather than decrease (from increased resident population in the area).
ADC06: Riverside permissive footpath (created under HLS agreement and due to expire in 2018)					
Walkers, joggers and runners	Likely	Medium	Very low	Negligible (Not Significant)	These form part of a 'circuit' and effects are assessed on the same basis as ADC01, although these resources will not be directly affected during operation.
ADC02, ADC03: Farm track, north and south of Low Mill					
Walkers, joggers, runners	Likely	Medium	Very low	Negligible (Not Significant)	These form part of a 'circuit' and effects are assessed on the same basis as ADC01, although these resources will not be directly affected during operation.

Receptor and summary of predicted effects	Probability	Sensitivity /value of receptor	Magnitude of change	Significance of effect	Rationale
ADC07: River Ehen					
Anglers	Likely	Medium	Very low	Negligible (Not Significant)	Usage during operation should not be affected.
Canoeists	Likely	Low	Very low	Negligible (Not Significant)	Usage during operation should not be affected (although it should be noted that there is no public right of navigation on fresh waters).
ADC04: Field path					
Walkers	Unlikely	Very low	Very low	Negligent (Not Significant)	This appears to be used by local residents as a dog walking area, tolerated by the landowner. It will not be affected during operation.
ADC08: Dismantled railway					
Walkers, joggers, runners, cyclists, horse riders	Likely	High	Very low	Minor (Not Significant)	Current use is nil. However, the assessment assumes this potential resource linking Thornhill and Egremont could be made available to cyclists, horse riders and walkers as an alternative to the Sustrans route that currently runs alongside the A595.

Table 9.20 Additional Sites: Summary of predicted residual effects

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
A596 Hall Brow Improvement Site					
Construction					
TS01: Public footpath (Ref: 262027)					
Walkers, joggers, runners	Unlikely	Low	Low	Negligible (Not Significant)	Urban footpath with potential diversions available along the adjacent metalled road during construction.
TS02: Curwen Park					
Walkers, joggers, runners	Likely	Low	Low	Negligible (Not Significant)	Assumes that an alternative entrance to Curwen Park will be available during construction.
Operation					
TS01: Public footpath (Ref:262027)					
Walkers, joggers, runners	Unlikely	Low	Low	Negligible (Not Significant)	Urban footpath to be engineered into scheme design as far as is necessary.
TS02: Curwen Park					
Walkers, joggers, runners	Likely	Low	Low	Negligible (Not Significant)	Assumes that an alternative entrance to Curwen Park will be restored close to original location during operation.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
A595/Moor Row Improvement Site					
Construction					
TS03: Public footpath by Scalegill Hall (Ref: 423008)					
Walkers, joggers, runners	Likely	Medium	Low	Minor (Not Significant)	Assumes that pedestrian access to and from the A595 will remain available during construction.
TS04: Link to Sustrans Route 71/72					
Walkers, joggers, runners, cyclists	Likely	High	Very low	Minor (Not Significant)	Assumes that pedestrian and cyclist access will remain available during construction.
Operation					
TS03: Public footpath by Scalegill Hall (Ref: 423008)					
Walkers, joggers, runners	Unlikely	Medium	Very low	Negligible (Not Significant)	Assumes that pedestrian access to and from the A595 will be restored for the operation phase.
TS04: Link to Sustrans Route 71/72					
Walkers, joggers, runners, cyclists	Unlikely	High	Very low	Minor (Not Significant)	Assumes that pedestrian and cyclist access will remain available during operation.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
A595/Homewood Road Roundabout Improvement Site					
Construction					
TS05: Public bridleway (Ref: 431020; western half of 431019)					
Walkers, joggers, runners	Likely	Low	Low	Negligible (Not Significant)	Assumes that pedestrian access to and from the A595 will remain available during construction
Cyclists, horse riders	Likely	Medium	Very low	Negligible (Not Significant)	Steps on the bridleway on each side of the A595 preclude use by cyclists and horse riders.
TS06: Public bridleway (eastern half of 431019)					
Walkers, joggers, runners, cyclists, horse riders	Unlikely	Medium	Very low	Negligible (Not Significant)	This section of bridleway has been completely lost to residential development.
Operation					
TS05: Public bridleway (Ref: 431020; western half of 431019)					
Walkers, joggers, runners	Unlikely	Low	Very low	Negligible (Not Significant)	Assumes that pedestrian access to and from the A595 will remain available during operation.
Cyclists, horse riders	Unlikely	Medium	Very low	Negligible (Not Significant)	Steps on the bridleway on each side of the A595 preclude use by cyclists and horse riders.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
TS06: Public bridleway (eastern half of 431019)					
Walkers, joggers, runners, cyclists, horse riders	Unlikely	Medium	Very low	Negligible (Not Significant)	This section of bridleway has been completely lost to residential development.
St Bees Railway Site					
Construction					
TS07: Track					
Walkers, joggers, runners, cyclists, horse riders	Likely	Medium	Low	Minor (Not Significant)	The track separates the railway station from the proposed parking area, but measures will be put in place to allow users to pass across the working site during construction.
TS08: Small Park					
Pedestrians	Unlikely	Low	Low	Negligible (Not Significant)	The park lies outside the red line boundary but the peace and quiet of the park may be impaired by construction activity.
Operation					
TS07: Track					
Walkers, joggers, runners, cyclists, horse riders	Likely	Medium	Low	Minor (Not Significant)	The track separates the railway station from the proposed parking area, but measures will be put in place to allow users to pass across the working site during construction.

Receptor and summary of predicted effects	Probability	Sensitivity/value of receptor	Magnitude of change	Significance of effect	Rationale
TS08: Small Park					
Pedestrians	Unlikely	Low	Very low	Negligible (Not Significant)	The park lies outside the red line boundary but the peace and quiet of the park may be impaired by increased traffic passing the site to reach the new car park.
Corkickle to Mirehouse Railway Site					
Construction					
TS09: Sustrans Routes 71/72					
Walkers, joggers, runners, cyclists, horse riders	Unlikely	High	Very low	Minor (Not Significant)	It is assumed that underpasses remain in use.
Operation					
TS09: Sustrans Routes 71/72					
Walkers, joggers, runners, cyclists, horse riders	Unlikely	High	Very low	Minor (Not Significant)	No effects expected.

9.9 Preliminary assessment of the Moorside Project as a whole

9.9.1 An assessment of the Moorside Project as a whole will be included in the ES. For the purposes of this PEIR, due to the limitations set out above, the PEIR has looked at the Moorside Site, Accommodation Sites and Additional Sites together and whether there would be any additional, *"accumulated effects"* on specific environmental receptors.

9.9.2 In terms of the spatial scope of the assessment of accumulated effects, the principles have been set out in **Section 3.4** and summarised in **Table 3.8**. With respect to countryside access and recreation, the ZoIs around each Moorside Project Site were agreed with a number of key stakeholders (ABC, CBC, CCC, Cumbria LAF, EA, LDNPA, National Trust, NE, Sellafield Ltd, Sustrans). The agreed lines reflect local circumstances. For example, the Moorside Site ZoI has been extended to include proposed diversions east of Sellafield, whereas the ZoI for Mirehouse has been extended outside the red line boundary to include some adjacent countryside access resources that could be affected.

9.9.3 The following table (**Table 9.21**) contains a preliminary high-level accumulated effects assessment of the effects on countryside access and recreation receptors arising from the whole Moorside Project, taking into account the preliminary residual effects assessments for the individual project elements contained in **Tables 9.16 to 9.20** above. However, it should be noted that it is not possible at this stage to determine the magnitude of change and therefore the significance of whole Moorside Project effects on countryside access and recreation receptors because of the absence of the required detailed design information. Full detailed assessments will be carried out subsequently and reported in the ES that is due to be submitted in 2017.

9.9.4 It is considered likely that whole Moorside Project effects would only be felt where receptors could come into contact sequentially with multiple sites, particularly when construction work is underway. At this time, diversions and construction activity may be underway at several Moorside Project Sites simultaneously and someone using or wanting to travel along (for example) the Sustrans Route 72 and then 71/72, could experience a reduction in its amenity value and/or be deterred from using it. In addition, walkers on the western Lake District fells could have a number of construction sites in their view during the course of a walk and feel that this has diminished the value of their hill-walking experience.

9.9.5 During operation of the Moorside Power Station, the greatest potential for whole project effects to arise would be from visual impacts (particularly from the western Lakeland Fells) and on the amenity value of long-distant routes. Reduction in amenity value of the long-distance routes to users who pass through several sites may be marginally diminished.

Table 9.21 Summary of predicted residual effects on countryside access and recreation receptors – whole project

Receptors	Whole Project accumulated effects/Significance of effects*					
	Moorside	**Corkickle Site**	**Mirehouse Site**	**Egremont**	**Additional Sites**	**Whole Project**
Construction						
Users of England Coast Path National Trail	Potentially Significant	No effects	No effects	No effects	No effects	Potentially Significant
Users of Sustrans routes 71/72 and 72	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
Walkers on the Coast to Coast Walking route	No effects	No effects	Potentially Significant	No effects	Potentially Significant	Probably Not Significant
Hillwalkers on western Lake District fells	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**
Operation						
Users of England Coast Path National Trail	Potentially Significant	No effects	No effects	No effects	No effects	Potentially Significant
Users of Sustrans routes 71/72 and 72	Potentially Significant	Not Significant	Not Significant	Not Significant	Not Significant	Potentially Significant
Walkers on the Coast to Coast Walking route	Not significant	No effects	Not significant	No effects	Not Significant	Probably Not Significant

Receptors	Whole Project accumulated effects/Significance of effects*					
	Moorside	Corkickle Site	Mirehouse Site	Egremont	Additional Sites	Whole Project
Hillwalkers on western Lake District fells	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See LVIA, **Chapter 8, Visual, 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**	See **Chapter 8, Visual, Table 8.14**

*All effects are currently assessed as Potentially Significant, except where significant effects can be excluded or probably excluded. These ratings may change for individual receptors and groups of receptors as more project design information becomes available and will be reported in the ES that is to be submitted in 2017.

9.10 Preliminary assessment of cumulative effects with other developments

Scope of the assessment

9.10.1 As outlined in **Section 3.4**, an exercise has been undertaken to determine which other (non-Moorside) developments should be considered in the context of their ability to result in cumulative adverse environmental effects with the Moorside Project.

9.10.2 Of the other developments described in **Section 3.4**, listed in **Table 3.4** and in the context of **Table 3.9** in terms of effects on countryside access and recreation, the following projects are located outwith the Zones of Influence of the Moorside Project Sites:

- 4. Low Level Waste Repository, Drigg (LLWR Ltd);
- 5. West Cumbria Water Supply Pipeline (United Utilities);
- 6. Walney Extension Wind Farm (Dong Energy);
- 7. Barrow-in-Furness Site (BAE Systems);
- 8. Ulverston Biopharmaceutical Manufacturing Facility (GSK);
- 9. Heysham New Nuclear Power Station (EDF Energy); and
- 10. Tidal Lagoon West Cumbria (Tidal Lagoon Power).

9.10.3 However, it should be noted that the situation with respect to the above sites will be kept under review during the preparation of the ES, pending the availability of information from the respective developers regarding their own ZoIs for countryside access and recreation receptors.

9.10.4 Of the remaining other developments considered in **Table 3.9**, these are briefly discussed in the context of their likely interaction with respect to countryside access and recreation in the sub-sections below.

1. Sellafield Site Decommissioning (Sellafield Ltd/Nuclear Decommissioning Authority)

9.10.5 The Sellafield Site Decommissioning project has the potential to interact with the Moorside Project, particularly with respect to the number of people commuting along cycleways to the Moorside and Sellafield Sites. This would notably occur during the construction phase of the Moorside Site, when potentially significant cumulative effects could occur with respect to numbers of workers wanting to use the cycleway. Diversions would be provided, including a new link to the North Gate.

2. North West Coast Connections (NWCC), West Cumbria (National Grid)

9.10.6 The North West Coast Connections Project is intimately related to the Moorside Project, since it would provide the connection to the UK national electricity grid for the power generated and therefore the local works would partially take place within the boundary of the Moorside Site.

9.10.7 It is therefore anticipated that there would be potentially significant cumulative countryside access and recreation effects generated during the construction phase of the Moorside Project, notably with respect to loss of access to countryside access resources.

3. Whitehaven Coking Coal Project (West Cumbria Mining)

9.10.8 West Cumbria Mining is developing proposals to create a coking coal mine off the coast near Whitehaven. Plans available on its website[9] shows that some elements of the development (a mine portal and associated buildings; an overland covered conveyor; and coal process plant and rail loadout) would be located near Stanley. This is west of the railway line and south of Woodend. It is therefore within 1 km of the Mirehouse Site's south western boundary.

9.10.9 Countryside access resource ADB01 (part of Wainwright's Coast to Coast walk) could be affected by these developments. However, this lies outside the red line boundary and ZoI for the Mirehouse Site. Although the development is located in an area which can be reached from the network of public footpaths which cross the Mirehouse Site, this network is assessed as being currently little used at present but could increase with an increase in the resident population.

9.10.10 If construction work is conducted at the same time at both the Stanley and Mirehouse Sites, there may be some additional reduction in amenity value to users of Sustrans Route 71/72 due to noise.

9.10.11 Nonetheless, it is unlikely that the combination of the Moorside Project and the West Cumbria Mining project would lead to any adverse effects on countryside access and recreation receptors that would be considered Significant.

9.11 Consideration of additional mitigation

9.11.1 There is currently no requirement for the consideration of additional mitigation. However, a number of possible enhancements are being considered which will mitigate for disruption and loss of amenity caused by the Moorside Project. In general terms, these are:

- diverting the legal line of public footpaths, where realistically possible, to encourage or sustain usage;

[9] See: http://www.westcumbriamining.com/ (visited 20 April 2016)

- upgrading of access furniture so that public ways can be used by a wider range of users, such as stiles replaced with kissing gates, steps replaced with ramps;
- strengthening of bridges and improvements to surfaces where needed to carry/encourage additional usage; and
- development of new countryside access resources where none currently exist (e.g. opening up dismantled railways as multi-user routes, creation of public routes across sites to improve network connectivity).

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