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<th>4/17/2256/0F1</th>
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<td>Application Address:</td>
<td>SELLAFIELD NUCLEAR POWER STATION, FROM THE A595 TO THE B5344, SEASCAL, CA20 1PG</td>
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<td>Proposal</td>
<td>NEW STEAM GENERATION PLANT AND DEMOLITION OF EXISTING COMBINED HEAT AND POWER PLANT (CHP)</td>
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<td>Parish:</td>
<td>Ponsonby</td>
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<td>Recommendation Summary:</td>
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Introduction

An application has been received for the construction of a new steam generation plant (SGP) at Sellafield. This is a major construction project which seeks to replace the main combined heat and boiler plant (CHP) on the site. The proposal also involves demolition of the CHP.

The application was reported to Planning Panel on 27 September 2017 whereby Members agreed to visit the site. This site visit took place on 17 October 2017.

A separate application was also submitted concurrently to Cumbria County Council for part of the development comprising a temporary access road to the site, siting of a contractor’s welfare/office accommodation, repurging and reinstatement of the CHP landscape mound to serve the construction phase. As the site for this element of the works involves the CHP Landscape Mound the County as Waste and Minerals Planning Authority are the relevant authority. This application has now been approved.
The Site

Sellafied is an existing licensed nuclear site situated on the west coast of Cumbria. It is highly industrialised covering an area of approximately 6km square and accommodating over 1300 buildings of varying sizes. Vehicular access is via the A595T at Blackbeck, Calderbridge and Seascale.

Location within Sellafied

The site, the subject of this application, is located within an area known as Fellside, situated immediately adjacent to the eastern boundary of the licensed Sellafied site. Part of it is currently home to the existing combined heat and power plant (CHP). In the north-west corner is the boiler park and adjoining the south-eastern boundary is an associated car park beyond which is the existing CHP landscape mound and an access track leading to Area D1 for the storage of landscape materials. Access to the new facility once operational will be from within the Sellafield site.

Planning History of the Site

Planning permission for the CHP Plant was originally approved in 1990 (4/90/0190/0F1 refers). Subsequent permissions have been granted for the provision of prefabricated temporary office accommodation for CHP staff, along with extensions to this and an associated single storey management centre. (4/92/0479/0F1, 4/92/0923/0F1, 4/93/0405/0F1 and 4/93/0556/0F1 respectively refer.)

The Proposal

This is a major application for the construction of a new Steam Generation Plant (SGP) and the demolition of the existing Combined Heat and Power Plant (CHP) on a large 5.8ha site which would comprise the following development identified in phases and delivered over an estimated 8 year period:

First Phase - Site set up and replacement of the Fuel Oil Tanks

• Associated construction compound and site accommodation cabins on the existing Fellside car park and adjacent area.

Modular office/welfare accommodation sited adjacent to the temporary access road.

• Construction of a temporary access road, 5.5m in width. This will be constructed through part of the spoil mounds to the east of the site for construction access and will require cut and fill earthworks. (These works and the office accommodation were the subject of the application to Cumbria County Council)

• A new temporary car park adjacent to D1 mound.

NB. All of the above will be in use until 2025

• Demolition of two existing 6000 cubic metre CHP fuel tanks to make way for the siting of the main SGP building.
• Installation of three new Fuel Tanks as a replacement for the above, each 450 cubic metres in volume on the eastern edge of the site.

Second Phase - Fellside Steam Generation Plant (2018-2020)
• Construction of Main SGP Plant Building measuring some 38m x 42m x 13m in height. This will take the form of a steel portal framed clad building with a pitched roof and vehicle and personnel access doors. Proposed external finishes of this main building comprise dark grey horizontal wall cladding panels, pre-cast concrete plinth walls, dark grey profiled roof cladding, roller shutter doors, other doors and louvre panels - all steel frame powder coated finish in dark grey. It will be located adjacent to the existing Fellside Boiler Park Building and associated 40m stack on the site of the existing oil tanks.
• New exhaust stack to the immediate west of the main building circa 40m height.
• Various new cable routes and pipework including construction of Steam Pipe Bridge 170m in length to link to site network.

Third Phase – Demolition of existing Fellside CHP plant (2021-2025)
• Demolition and clearance of existing Fellside CHP comprising the three existing gas turbines, steam valve house / turbine building and cooling towers.
• Reinstatement of temporary car park and landscaping mound
• Reinstatement of the existing Fellside Lodge Car Park.

It is anticipated that the demolition phase of the development will take place over a period of four years and will be the final phase.

Timing of Phasing
The development would be delivered in three key phases details as above. The first would commence early 2018, the second between 2018 and 2020, and the final from 2020 to 2025.

Vehicle Access
It is anticipated that the majority of vehicle movements (personnel and deliveries) for construction and demolition will be made via the B5344 Gosforth to Seascale road and the access to Calder Gate as opposed to through the Sellafield site. The impact of this is assessed in the accompanying Construction Statement, Transport and Waste Plan.

Purpose
The purpose of the development is to provide for the replacement of the existing CHP, which is an ageing asset, and replace it with a more efficient steam only generation plant to serve the continuing demand for steam on the Sellafield site until the end of site operations. It is required to meet Sellafield’s obligations under the Industrial Emissions Directive by the implementation date of 2020.
The Fellside Boiler Park alongside will remain to provide a back-up/emergency steam supply should the need arise.

The application is accompanied by the following documents:
- Design and Access Statement
- Construction Statement Transport and Waste Plan
- Flood Risk Assessment
- Arboricultural Impact Assessment
- Noise Assessment Report
- Drainage Strategy
- Preliminary Geo Environmental Assessment Summary
- Preliminary Ecological Appraisal
- Air Quality Assessment Consultations

Consultations

Ponsonby Parish Council – no objections

Update: Originally had concerns which are summarised below regarding the potential impact of the proposal on Parishioners and nearby Parishes. In particular they were concerned over the lack of engagement with Sellafield Ltd on the project. However, since these comments were received there has been considerable dialogue between the Parish Council and Sellafield Ltd to the extent that there is now a general recognition that engagement on this and future planning issues can be improved. Sellafield Ltd has also provided reassurance that their issues on this project will be addressed. They have also committed to liaise with the Parish Council’s at key points as the project proceeds. As a result, Ponsonby Parish Council would not wish to see the development held up by any of their original concerns.

Original Concerns

The original concerns received from Ponsonby Parish Council are set out below:

Are generally supportive subject to the following comments as summarised:

1. Recognise that safe and effective operations at Sellafield require the provision of a reliable steam supply to the site and that existing steam generation facilities will be nearing the end of their useful lifetime.

2. Lack of clarity between the two applications submitted. This has been compounded because there has been no engagement between Sellafield Ltd and local Parishes on this application.

3. The plant to be constructed has not been subject to any detailed design. Would like to be informed of the outcomes of such assessments as design proceeds, so we can be reassured that
their findings and impacts upon Parishioners, have been considered and remain acceptable. Further engagement with Sellafield Ltd is requested.

4. A key issue relates to transport to and from the Site. A preliminary transport plan has been provided and is broadly acceptable. Would wish to be engaged when the plan has been finalised particularly in relation to the number, route and timing of HGV deliveries to and from the site. Are also interested in the decisions that are eventually taken on transport of the construction workforce to and from Site. Local car parks are becoming increasingly clogged up with vehicles used by the workforce of the Sellafield supply chain and the driving behaviour of some is at best irresponsible and on occasions dangerous. Seek to be assured that Sellafield Ltd will ensure that the project contracts require appropriate driving routes and behaviours by their supply chain workforce and that these are routinely enforced.

5. Preliminary site drainage reports have been provided but these note that a number of important unknowns still exist and that further detailed inspections of existing drainage systems are required. Further assessment of "oily water" drainage management is still outstanding. keen to ensure River Calder and Row Bank Beck water courses remain unpolluted and that appropriate pollution control arrangements are in place.

6. The flood risk assessment shows the risk to be moderate in certain areas but this needs to be reviewed once the inspections referred to above are completed. Additionally, the assessment recommends/requires that remedial work to a culvert low spot is carried out. The information pack supporting the application contains a table entitled "Proposal to address Recommendations – New SGP" the remedial work on this culvert has not been captured in this table. Likewise, a recommendation from the Preliminary Ecological Appraisal that any trees removed will be replaced on a 2:1 ratio on a like for like basis is also not captured. Concerned that this table does not visibly capture all the important recommendations made in the supporting assessments and request that this is addressed.

7. There appear to be conflicting statements of where the proposed developments lie in relation to the Sellafield Licensed Site boundary and Site security fence. Request assurance re site security.

8. The noise assessment provided appears to indicate that noise levels during operation will be reduced compared to the existing steam and power generation facilities. Whilst this is pleasing a notional plant design has been assumed and we would wish to be reassured of these conclusions when the plant design has been completed. Additionally, we believe there is a significant gap in the assessment. There are a number of our Parishioners who live very close to the proposed development eg. Calder farm and Church house farm and additionally neighbouring Villages eg Calderbridge, Gosforth and Seascale can hear site operations eg. steam blowdown under the right weather conditions. There is no assessment of the noise and light nuisance during the 8 year period of plant construction and demolition nor how this will be controlled or mitigated to avoid undue impact on Sellafield’s immediate neighbours.

9. It is reassuring that the air quality assessment demonstrates that anticipated NOx emissions are expected to reduce compared to current levels, however note that these assessments are for a nominal plant design and will need to be confirmed once a plant design is finalised. At that stage the expected sulphur dioxide discharges should be reviewed to confirm that the suggested increase in discharge, associated with fuel oil operations, is indeed pessimistic.
10. Support the “reuse” excavation spoil on site to avoid the need for offsite transport. Would appreciate reassurance that the location for reuse is such there will be no significant off site visual impact as a result and that noise mitigation will not be reduced.

11. No consideration has been given to providing any local community benefits.

**Beckermet with Thornhill Parish Council - no comments received.**

**Gosforth Parish Council - considered the application and would raise the following concerns:**

1) It is noted that there will additional use of the B5344, in addition to an increased load on the A595 and in particular, the Gosforth crossroads.
   - Arising from this, there are concerns that the proposals for scheduling HGVs is appropriately monitored;
   - That conditions are imposed that wear and tear arising from the increased use of HGVs will be made good;
   - That other contractor traffic to the site is properly managed, monitored and policed to avoid undue loading (which also has an impact on the Gosforth crossroads, given the impact on visibility for traffic turning north or south).

2) It is noted that reference is made to the noise levels following construction. There will, however, be a noise impact during construction and during testing to the detriment of local communities. This was previously recognised during construction on the same site by means of recompense to the neighbouring authorities, including Gosforth Parish Council, by means of planning gain.

3) Gosforth Parish Council feels strongly that it should be those communities directly affected by the construction who should receive some form of recompense for the disruption to their residents and there is no mention or recognition of this in the application.

**Seascale Parish Council – no objections subject to the following considerations:**

1. Seascale Parish Council are in general supportive of this proposal. Recognise that safe and effective operations at Sellafield require the provision of a reliable steam supply to the site and that existing steam generation facilities will be nearing the end of their useful lifetime. Also appreciate that utilisation of a site for the new facilities adjacent to the existing ones, allows effective use of existing supply and service infrastructure. In making these comments we are trying to ensure that the facilities which are the subject of the application are provided and operated in a manner which minimises their impact upon these Parishioners and those in neighbouring Parishes.

2. Query why there are two separate planning applications. There is also inconsistency in the way consultation is being carried out. For example, CBC have sent the application to several parishes whilst CCC have only consulted with Ponsonby PC.

3. Concern that only preliminary design assessments have been provided with no details. Would like to be informed of the outcomes of such assessments as design proceeds, so we can be reassured that their findings and impacts upon local Parishioners, have been considered and remain
acceptable. Our support for the project is conditional on this being done, it could be achieved by routine discussions between the project and representatives.

4. A key issue relates to transport to and from the Site. A preliminary transport plan has been provided and is broadly acceptable. However, a number of unknowns still exist and the plan will need to be finalised as designs and construction plans are firmed up. We would wish to be engaged when this is done particularly in relation to the number, route and timing of HGV deliveries to and from the site. We are also interested in the decisions that are eventually taken on transport of the construction workforce to and from Site. Local car parks are becoming increasingly clogged up with vehicles used by the workforce of the Sellafield supply chain and the driving behaviour of some of them is at best irresponsible and on occasions downright dangerous. We would seek to be assured that Sellafield Ltd will ensure that the project contracts require appropriate driving behaviours by their supply chain workforce and that these are routinely policed and enforced.

5. Preliminary site drainage reports have been provided and note that further detailed inspections of existing drainage systems are required. Additionally, further assessment of “oily water” drainage management is still outstanding. Site drainage eventually end up in the River Calder either directly or via Row Bank Beck or Site systems and we are keen to ensure these water courses remain unpolluted. Would like to be assured that appropriate pollution control arrangements are in place.

6. The flood risk assessment for the project shows the risk to be moderate in certain areas but this needs to be reviewed once the inspections referred to above are completed. Additionally, the assessment recommends/requires that remedial work to a culvert low spot is carried. The information pack supporting the application contains a table entitled “Proposal to address Recommendations – New SGP” the remedial work on this culvert has not been captured in this table and may therefore may be missed. Likewise, a recommendation from the Preliminary Ecological Appraisal that any trees removed will be replaced on a 2:1 ratio on a like for like basis is also not captured. We are concerned that this table does not visibly capture all the important recommendations made in the supporting assessments and request that approval is either withheld or made conditional upon this deficiency being demonstrably resolved.

7. There appear to be conflicting statements of where the proposed developments lie in relation to the Sellafield Licensed Site boundary and Site security fence. Would like assurance re site security. The plant is vital to safe and effective operations at Sellafield and the gas supply arrangements and bulk fuel oil storage facilities constitute a significant hazard to the local population which must be controlled.

8. The noise assessment provided indicates that noise levels during operation will be reduced compared to the existing steam and power generation facilities. Whilst this is pleasing a notional plant design has been assumed and would wish to be reassured of these conclusions when the plant design has been completed. Additionally, believe there is a significant gap in the assessment. There are a number of Ponsenby Parishioners who live very close to the proposed development eg. Calder farm and Church house farm and additionally neighbouring Villages such as our village of Seascale, Calderbridge and Gosforth can hear site operations eg. steam blowdown under the right weather conditions, there is no assessment of the noise and light nuisance during plant construction and demolition nor how this will be controlled or mitigated to avoid undue impact on Sellafield’s immediate neighbours, again approval should be conditional on this gap being suitably closed.

9. It is reassuring that the air quality assessment demonstrates that anticipated NOX emissions are expected to reduce compared to current levels, however again we note that these assessments are
for a nominal plant design and will need to be confirmed once a plant design is finalised. At this stage the expected sulphur dioxide discharges should be reviewed to confirm that the suggested increase in discharge, associated with fuel oil operations, is indeed pessimistic.

10. Support fully the decision to “reuse” excavation spoil on site to avoid the need for offsite transport. Would appreciate reassurance that the location for reuse is such there will be no significant offsite visual impact as a result.

In summary both Ponsonby and Seascale Parish Councils are in principle supportive of the proposal but have a number of concerns that need to be addressed before unconditional approval is granted. In particular all of the Parish Councils do not believe that the impacts on the immediate neighbours and environment have yet been assessed and where appropriate mitigated to the extent they need to be for the full project.

Comments re Ponsonby, Gosforth and Seascale Parish Council’s Concerns

In response to the concerns raised by Ponsonby, Gosforth and Seascale Parish Councils, the following comments have been provided by the applicants:

Sellafield Ltd acknowledges the points raised by the Parish Councils and would welcome specific and wider discussions as required with the parish councils to ensure a shared understanding. This can be progressed separately from the planning application process through the Local Parish Council Forum.

General Support

The Parish Councils general support for the application is welcomed given SGP’s role in ensuring safe and effective operation of the Sellafield site, and in reducing wider environmental impacts in terms of emissions, noise and visual intrusion. The construction, operation and demolition phases have sought to reduce the impacts on the local community, amongst other things by adopting the ‘as low as reasonably practicable’ principles, recognising that for items later in the 8 year construction and demolition programme these later elements have not been planned in detail.

Requirement for Separate Applications

The two Local Planning Authorities for this project requested that separate planning applications be submitted, with each one covering the aspects specific to each authority. The scope statements for each application seek to make this clear.

Stakeholder Engagement

Regarding engagement Sellafield Ltd have worked within our stakeholder communications framework. Clearly that has not met Ponsonby Parish Council’s expectations. To improve the position for future planning applications the overall approach will be reviewed with the Local Parish Council Forum and the Local Planning Authorities.
Detailed Plant Design

SGP design is following a structured approach with detailed design following on after early stages such as concept design and associated reviews. Recognising the importance of meeting any conditions placed by the Local Planning Authorities as part of the planning consent, detailed design for the plant itself is not normally performed prior to seeking and obtaining planning consent. This approach, widely adopted, sets a bounding envelope in the planning application, which if approved is then used to constrain the detailed design. Local Planning Authorities do not normally assess or permission detailed elements of internal plant design/specification. The planning assessment itself is against UK and LPA planning policies, which must be met for consent to be granted.

There are some important elements of design and operation that are regulated by others, such as the Environment Agency (EA). These are generally statutory consultees for a planning application.

The SGP detailed plant design is being undertaken by suitable qualified and experienced people who specialise in such facilities. Sellafield believes the design is at a reasonable stage for the planning application. Any changes to the bounding envelope would be subject to a further application to the appropriate planning authority if required. Documents showing some elements of the detailed design of the SGP cannot be made available in the public domain for security reasons.

Sellafield Ltd wishes to provide assurance that the design complies with relevant legislation and is safe to operate. Separately from the planning process we will offer a meeting to the Parish Councils to explain the detailed design, once that design has been completed.

Transport

Over recent years Sellafield Ltd has received much feedback from local stakeholders regarding transport and logistics issues. Responses to this feedback include development of a site transport and movement plan, and enhanced transport and waste plans for each planning application.

The SGP project will result in additional use of the roads identified, as set out in the Construction Statement, Transport and waste Plant submitted as part of the SGP planning application. Scheduling of HGVs will be monitored and can be controlled by planning conditions. The details of actual arrangements are dependent on the outcome of detailed planning for the project, which is in turn dependent upon the appointment of the contractors to perform the work. These details will not be known for some months, but will be within the bounding case submitted. However, the project is actively pursuing opportunities to reduce traffic moves in a number of ways, e.g. re-use of spoil on the site.

The number and size of planned HGV moves is not expected to lead to any road damage. If any road damage due to the SGP project does occur then it would be made good. The arrangements for contractor traffic to the site will be managed and monitored. As noted in the planning application a Park and Ride scheme will be implemented, with the details to be agreed once a contractor for the work has been agreed. SL seeks to manage its impact on the local community, including local car park use and driving behaviours. For the latter expectations for driving behaviours are regularly communicated to the workforce and contractors, and periodically
reinforced. However, these are ultimately behaviour choices specific to the individuals involved, and therefore SL cannot guarantee complete compliance.

Recognising Ponsonby Parish Council’s interest in the final arrangements SL offers to meet with them to outline those detailed arrangements – this will be on completion of contractor appointment etc. so is likely to be in 2018.

SL seeks to manage its impact on the local community, including local car park use and driving behaviours. For the latter expectations for driving behaviours are regularly communicated to the workforce and contractors, and periodically reinforced. However, these are ultimately behaviour choices specific to the individuals involved, and therefore SL cannot guarantee complete compliance.

Flood Risk /Drainage

Further drainage surveys will be undertaken as detailed design progresses. Any additional works identified will be undertaken in full compliance with environmental legislation and approved by the EA, noting that it is EA who regulate these aspects. Please be reassured that current and proposed water draining from the Fellside site falls into two separate interceptors located South of the Fellside site. The water then falls via Sellafield drainage network into a further interceptor channel that runs parallel and adjacent to the Calder River. Under normal conditions this interceptor discharges 800m out to sea avoiding the Calder River. Sellafield’s internal drainage network/interceptors are under strict control of qualified experts and are regulated by the EA.

The Flood Risk Assessment has concluded the overall risk of the site flooding is low. The site would only be at moderate risk of flooding if a blockage occurred in the culvert located within the Row Bank Beck. Sellafield will undertake the recommendations provided within the Flood Risk Assessment including the remediation of the culvert low spot, periodic inspections and maintenance as required. Sellafield has programmed this work, but did not capture within the overall list of recommendations. It has now been added to the list. Likewise, the tree plantation scheme at a ratio of 2:1 is also now included within the table of recommendations. Details of the tree replacement scheme are however also included within the planning application covering letter and Proposed Site Plan.

Location

The Fellside site (current CHP and boiler park location) is located within the Sellafield nuclear licensed site boundary. However, it is outside the Sellafield secure site boundary with different security arrangements reflecting the specific needs of Fellside operation. Details of the SGP security arrangements cannot be made available in the public domain. Both the statement on page 9 of the Preliminary Geo-environmental Statement and the Site Plan are correct.

Storage of Combustible Fuels
Regarding the hazard arising from the storage and use of combustible fuels such storage and use will be well within the UK standards required. These will be overseen and inspected by the relevant regulatory authorities.

Noise

The design of the SGP includes modern efficient technologies that will significantly reduce the operational noise being omitted from the Fellside site. The Noise Assessment has used upper bound decibel levels produced by existing plant designs similar to that proposed for the SGP. This highlights that the cumulative impacts from noise associated with operation of both the Boiler Park and the proposed SGP at the nearest receptor (Calder Farm), are expected to be below the level at which adverse effects on health and quality of life can be detected (as defined by Government’s Planning Practice Guidance on noise (PPG-N)4). Sellafield Ltd is confident that there will be an improvement in the overall noise climate at the receptor locations when the CHP is replaced with the proposed SGP. Of particular note, the existing CHP is required to regularly vent excess steam, whereas steam production by the SGP will be able to be closely aligned to demand, negating the requirement for bulk venting.

The full detailed design of the plant is not yet available. However, recognising that noise levels are of particular concern to local residents, Sellafield Ltd offer a meeting to explain the detailed design, once that design has been completed.

Noise and light during the 8 year construction period: An assessment on construction noise was undertaken by Sellafield Environmental Manager using knowledge of existing noise levels emitted by the Fellside Site and the background levels associated with Sellafield Site operations. A separate report on construction noise was deemed unnecessary due to the assessed worst case impact being negligible when compared with existing noise sources. Lighting being omitted from the SGP construction phase will not increase above existing operational levels and will be negligible when compared against overall lux levels emitted from the Sellafield site. Additional lighting included within the proposal is limited to the temporary access road and car park only. Any light being emitted at this location will be mitigated by the existing CHP Landscaping mound. In addition, the ecological protection measures for the SGP project includes directional cowls to focus light downwards, away from surrounding natural habitats to protect foraging bats (see Preliminary Ecological Appraisal included within the planning application). This should provide assurance that the proposed development will not increase the existing lux levels omitted from the Sellafield site.

As for the noise response above, the use of modern efficient technologies will result in a significant environmental improvement, particularly for emissions from the new SGP. A key driver for the project is to ensure Sellafield compliance with the Industrial Emissions Directive. The Air Quality Assessment included within the SGP planning application has used upper bound levels produced by existing plant designs similar to that proposed for the SGP. Once in operation SGP emissions will be reviewed and permitted by the Environment Agency, with actual emissions publicly reported as part of that permitting regime.
The proposed development will include re-profiling the CHP Landscape Mound and the reuse of spoil at Area D1. Spoil placed at Area D1 will be visible from offsite and will further help screen out the Sellafield site. Area D1 has a separate planning consent that permits the placing of excavated spoil from the Sellafield site until July 2027. CCC ref: 4/16/9012 date: 20th October 2016. All planning conditions relating to the operation of D1 (including maximum height, noise, hours of working etc) will be complied with. The height of the existing CHP Landscape Mound will be increased by approximately one metre as a result of the proposed works. Therefore, noise attenuation afforded by the CHP landscape mound will not be reduced. There will be a demonstrable improvement on the visual appearance and sound levels when the SGP project is complete and Area D1 is filled.

Environmental Impact

The proposed SGP will provide a significant environmental improvement through using more efficient technologies. The proposal will significantly reduce the visual impact on removal of the current Fellside plant, reduce the noise impact during operations and reduce impact on the local highways infrastructure during operations due to the reduced workforce required. The view is that overall SGP results in a positive community impact when compared to the current position.

It is reiterated that following the response from the applicants it should be noted that Posterby Parish Council are satisfied with the reassurances given and the future engagement that as a result will take place. They have removed their request for any permission granted to be subject to the conditions they originally requested. No further comments have been received from Gosforth and Seascale Parish Councils.

The request for financial community benefit to be provided has been raised by all the Parish Councils however this is a matter that is considered separately outside the planning process and should for the purposes of this assessment be disregarded.

Similarly, the request for further engagement with the applicants, which has been acceded to, will take place separately, out with the planning process, as part of enhancing Sellafield Lt’s stakeholder engagement.

It should be noted that some of the issues raised are governed by other regulators i.e. Environment Agency regarding drainage, and the storage of combustible fuels.

There has been some confusion over what is meant by 'design'. In planning terms, it usually means the external appearance whereas some of the comments made by the Parishes relate to the internal plant/machine specifications. The applicants have confirmed that the external design remains as submitted and only the internal specifications may change. Recognising this, any changes that may affect the existing submission such as noise emissions for example can be adequately controlled by conditions. Any significant deviation from either internal or external design however, may require an amendment or a new application.
Lake District National Park – no objections

Having taken account of the proposal and particularly considering the context of the site and the existing landscape characteristics in respect of views out of and into the National Park, are of the opinion that the proposal has no significant adverse effects on the special qualities nor setting of the National Park, or the Attributes of Outstanding Universal Value of the English Lake District World Heritage Site.

Highways England - no comments received.

Cumbria County Council Highway Authority – no objections

Sellafield has clearly indicated their willingness to reduce car usage to the site. This ambition to reduce vehicle journeys to the site is welcomed and its efforts over the past year in producing overarching movement plans shows a clear commitment to this important aspect.

It is accepted that these documents were not submitted as part of the application, but we are confident that if the aforementioned movement Travel plan for the site is developed and monitored, that the impact of this development will hold positive benefits for both the people of Cumbria and Sellafield.

The commitment by Sellafield to a well monitored and structured Travel Plan / Movement strategy enables this authority to confirm that we have no objection to this application subject to a condition covering the provision of a Transport and Movement Travel Plan before the development is operational.

Cumbria County Council Lead Local Flood Authority – no objections

The surface water drainage scheme is mostly acceptable but no calculations have been provided to demonstrate the current greenfield runoff rates where the new temporary car park is situated. To secure greenfield runoff rates or lower as per our standards, the applicant will need to provide appropriate tests and associated measures if necessary to limit the surface water runoff from the site. However, it is accepted that the site is removed from any neighbouring receptors and that sustainable drainage will not be acceptable in most locations. It is also accepted that the majority of the site is already impermeable. This development will therefore not materially increase the amount of impermeable run off. No drainage conditions are therefore considered necessary.

Cumbria County Council Resilience Unit – no objections

As the proposal will lead to a number of contractors etc being located in an area outside the licensed site and in the Detailed Emergency Planning Zone (DEPZ) and it is imperative that such persons are aware of the appropriate action to take in the event of an incident at the site. Informative requested to be attached if permission is granted to ensure this.
Office of Nuclear Regulation (ONR) - no objections – does not advise against this development.

Natural England (NE) - no objections

Based on the plans submitted consider that the proposed development will not have significant impacts on designated sites.

Consider that the proposed development will not have likely significant effects on the Drigg Coast Special Area of Conservation and have no objection to the proposed development.

To meet the requirements of the Habitats Regulations, advise the decision is recorded that a likely significant effect can be ruled out. The following may provide a suitable justification for that decision:

- The prevailing wind is south-westerly and the Drigg Coast SAC is roughly 3.5 km south of the proposal.

The contour maps in the Air Quality Assessment for all potential scenarios show emissions below the critical levels for the SAC for both NOx and SO2.

Advise a Construction Environmental Management Plan (CEMP) is obtained. This should contain appropriate pollution prevention guideline measures to include biosecurity, materials and machinery storage, and mitigation for the control and management of noise, dust and vehicle emissions, surface water runoff and waste to protect any surface water drains connecting to Row Bank which discharges into the River Calder from sediment, and pollution from cement or fuel. NE have agreed that this does not need to be a pre-commencement condition but a standard condition requiring compliance

Other Advice has been provided as informatics regarding:

- Assessing the adequacy of the existing surface water regime including attenuation, ensuring oil/petrol interceptors are installed where required.

- Culverting and the requirement for various watercourse and discharge consents.

- The mitigation in the Preliminary Ecological Appraisal should be followed in accordance with NE’s standing advice for protected species as Great-crested newts and Natterjack toads are present in the local area.

- The roofs of buildings should not be designed to support breeding gull species and any ground works should be timed to avoid the nesting season between March and August, as
the provisions of the general licence under the Wildlife and Countryside Act 1981 do not cover removal of birds during the breeding season.

Environment Agency

There is a medium risk of contamination/pollution during construction. The preliminary geo environmental report provides confidence that it will be possible to suitably manage the risk posed to controlled waters by this development but will require further detailed information in the form of a remediation strategy before construction commences which can be covered by an appropriate pre-commencement condition and a follow up condition for a verification report.

Advice is also provided in respect of drainage strategy and the production of waste and varying the environmental permit.

It should be noted that subject to the proposed development being approved it is the applicant’s intention to submit an application to discharge the required pre-commencement condition regarding remediation imminently.

Copeland Borough Council, Flood and Coastal Defence Engineer – no objection and offers the following comments:

- The proposed development lies entirely within Flood Zone 1.
- The proposed development is essential infrastructure, as is the existing site use and is deemed appropriate if Flood Zone 1.
- Hydraulic modelling of Row Bank Beck, which flows through the site has shown, if adequately maintained, there is a low risk of flooding from this watercourse.
- Flood risk is assessed as moderate, should a blockage occur within the culverted section of Row Bank Beck.
- The risk of surface water and groundwater is low and no records of historic flooding on this site have been reported.
- The proposed development will largely re-use the existing site drainage network, with the overall impermeable surface remaining the same.
- A new connection further downstream than the existing one is proposed.
- A culvert downstream of the proposed connection is in good repair, although remedial work is required at a low point that has the potential to restrict flows.
- Runoff from a temporary construction access road and car park will be infiltrated or attenuated at greenfield runoff rates.

Copeland Borough Council, Scientific Officer – no objection in principle subject to the following comments:

Noise

The noise assessment follows the correct procedure and predicts that noise levels will be reduced at Calder Farm from current levels with the operational CHP. Standard operation of the SGP is predicted to result in 37 dBA at Calder Farm, below the background noise levels measured at Tarn
Head Farm away from the CHP. At peak operation the levels are predicted to be 41 dBA, which is within the range of the recorded background levels.

It should be noted that the predicted levels do not include the Fellside Boiler Park (FBP) which is likely to operate at a similar level to the SGP, this would potentially cause a further 3 dB increase at Calder Park. The report notes that the two plants would only infrequently operate at the same time, and the noise level would still be below the current levels caused by the CHP.

As with all models, assumptions have been made. In this case the model has been based on the details of the FBP and final tonal characteristics of the equipment are still unknown. The assessments states that it will be reviewed when the data is available, this review should be conditioned as part of the permission and be required to be approved by us to ensure that the noise levels remain as predicted.

Air quality

The air quality assessment shows that the development should improve local NO2 levels, and SO2 levels would only be expected to increase in a worse case/emergency scenario. The general expectation is for an overall improvement in air quality.

Contaminated land

The history of the site suggests a likely risk of contamination and would recommend an informative condition, highlighting the potential for contamination and need for Sellafield to follow all appropriate policies and procedures. However, as the EA have requested a contaminated land condition accept there is no need for both.

Demolition

Request that a condition be implemented to cover this aspect of the development as no specific details have been provided. This should take the form of a demolition plan to cover noise, traffic, dust, air quality, operating hours etc.

Copeland Borough Council, Strategic Planning Policy Team – no objections

The development site lies outside of and adjacent to the licensed site, on Sellafield owned land. As the application is for a replacement plant and the existing Combined Heat and Power Plant is to be demolished, the development proposal would not encroach on greenfield land. It is also understood that the site identified for temporary access comprising the landscaped Combined Heat and Power Plant mound will be reinstated once construction of the NSGP is complete.

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and, as such, the proposal is considered to comply with all the relevant planning policies and Strategic Planning therefore supports the proposal for a new steam generator and associated works at the Sellafield site, Seascale.
Neighbours

A letter has been received from the resident of the nearest neighbouring residential property to the development site which forms part of a practising farm unit. Concern is expressed regarding the potential for noise to emanate from the new Plant. In particular, they have continuing concerns with noise emissions from the existing CHP Plant and are sceptical that new Plant will reduce noise to the predicted levels indicated in the Noise Assessment Report accompanying the application. Have no objections providing they can be reassured that the predicted noise levels are correct.

Relevant National Policies and Planning Policies

NDA Strategy (April 2016)

The Nuclear Decommissioning Authority is the body tasked with implementing Government Policy on higher activity radioactive waste and the low level waste strategy. It also has the role of ensuring that decommissioning of civil nuclear sites is undertaken in a safe secure and cost effective way. The NDA Strategy sets out the following mission ‘Deliver safe, sustainable and publicly acceptable solutions to the challenge of nuclear clean up and waste management’. It identifies five strategic themes; site decommissioning and remediation; spent fuel management; nuclear materials; integrated waste management and critical enablers.

It is recognised that this proposal for a new Steam Generation Plant on the site which will replace the existing CHP Plant, will support the NDA’s mission for the site.

National Policy Statements (NPS)

National Policy StatementS (NPS) set out national policy for energy infrastructure. Used as the basis for decisions on National Planning Infrastructure Projects (NSIP’s) NPS’s may also be a material consideration in decision making on other planning applications. Whether, and to what extent however, will be judged on a case by case basis. NPS EN-1 Overarching Energy infrastructure This is the most relevant NPS and sets out the Governments Policy for delivery of major energy infrastructure. It recognises that energy is vital to economic prosperity and social wellbeing and as such it is important that the Jk has secure and affordable energy. The aim being to move to a secure low carbon energy system. To support the transition one of four key programme areas identified is that of managing our energy legacy responsibly and cost effectively.

NPS EN-6 specifically covers nuclear power generation.

National Planning Policy Framework (NPPF) 2012

The NPPF sets out the economic, social and environmental principles to sustainable development and endorses a presumption in favour of sustainable development. Core principles of the NPPF
relevant to the four related applications include proactively driving and supporting sustainable economic development and taking into account the different roles and characters of different areas.

Paragraph 11 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 12 highlights the statutory status of the development plan being the starting point for decision making. Paragraphs 196 and 197 under ‘decision taking’ reiterate these.

Paragraph 3 of the NPPF’s introduction confirms that the advice and guidance in the National Policy Statements on Energy (EN-1) and Nuclear Power Generation (EN-6) are material considerations to decisions on planning applications as they form part of the overall framework of national planning policy.

Planning Practice Guidance (NPPG)

A web based resource produced by the Department for Communities and Local Government in 2014. This supports the implementation of the NPPF by the provision of a set of practice guidance on topic areas.

Copeland Local Plan 2013-2028

Strategic Policies ST1 Strategic Development Principles and ST2 Spatial Development Strategy apply to the application with respect to economic sustainability in supporting the development of energy infrastructure and facilitating growth in the local economy, particularly in the energy sector.

Policies ER1 Planning for the Nuclear Sector and ER3 Support Infrastructure of the Energy Coast are applicable in planning for the Energy Coast and support the fulfilment of the Energy Coast concept.

Policy DM1 Nuclear-related Development. This sets out the principles proposals for development related to the nuclear industry should conform to.

Policy DM2 Renewable Energy Development in the Borough is designed to minimise the impacts of renewable energy developments from potential adverse impacts such as noise, odour and vibration.

Policy DM5 Nuclear Sector Development at Sellafield and the LLWR at Drigg sets out the Council’s approach to dealing with proposals for nuclear reprocessing and waste management in the Borough is to work with operators of facilities at the Sellafield licensed site. Criterion B specifically states that any further development related to the nuclear fuel cycle will only be permitted where it contributes to a long term strategy for the future management of the site.

Policy DM11 Sustainable Development Standards this sets out the detailed requirements for sustainable development and construction in support of the key principles outlined in Policy ST1.

Policy DM25 Protecting Nature Conservation Sites, Habitats and Species outlines that all development proposals should protect the biodiversity value of land and buildings; minimise fragmentation of habitats and; maximise opportunities for conservation, restoration, enhancement
and connection of natural habitats and the creation of habitats. It sets out the approach towards managing development proposals which may have an effect on the above.

**Sellafield Context Plan (April 2017)**

Produced by Sellafield as an aid to Local Planning Authority understanding of the future development of the Sellafield Site. Covering the period 2017-2026, it provides a useful framework and shows the context within which development proposals form part of a logical and integrated overall land use for the site. It explains the changes and challenges the site faces and identifies the key drivers behind a significant construction programme. Although it has no formal planning status the document is considered relevant as it provides useful background enabling the understanding of the context of Sellafield applications.

**Assessment / Impacts**

The application and the accompanying documentation put forward the case that the proposal for a new Steam Generation Plant (SGP) and demolition of the CHP Plant is compliant with national and local planning policies and that where there are potential effects these can be mitigated within reasonable limits.

It informs that the new SGP will be constructed using more up to date and efficient technologies which it is expected will result in reduced environmental impacts when compared to the existing CHP plant. Irrespective of this, there are a number of potential impacts the proposal raises that warrant careful consideration including landscape and visual, ecology, waste, aerial discharges, traffic generation, noise and cumulative effects. Each is assessed as follows:

**Landscape & Visual**

The proposed replacement main SGP building at 38m in length by 42m in width and 13m in height to apex is in itself a sizeable building (1,596 square metres in floor area) which will have a visual impact. The adjacent stack at circa 40m is a considerable height which will be fairly prominent. It is considered however that in context this will be limited, similarly its landscape impact, due to its location being on the edge of a major industrial complex. The presence of a variety of large and larger scale industrial buildings in the background (to north and west) comprising the Sellafield site together with the existing D1 landscape mound to the south and east which neighbours the site will significantly serve to reduce potential landscape and visual impact. It also has to be taken into account that the SGP will be considerably lower in height than the existing CHP plant it will replace. The proposed stack will also be some 16m lower than those that currently exist for the CHP plant and that the one proposed and will replace the four existing ones which currently tower at 56m in height.

Taking this into account it is considered that the existing building infrastructure in the immediate vicinity of the proposed site in terms of both height and massing will remain the dominant features in the majority of views along with the intervening feature of the landscape mound. As a result, it is
not considered that the proposed development would have a significant or adverse visual or landscape impact.

Ecology and Biodiversity

Sellafield is a highly industrialised and complex site. Whilst it does not benefit from any sensitive designations per se it is identified as a potential area for Natterjack Toads, a protected species. It is likely that the construction phase of the development will disturb some existing habitats.

The application is accompanied by a Preliminary Ecological Assessment which covers fauna and floral aspects of the site. Surveys undertaken as part of this assessment found that there were no reptiles present but it may be the case that there is a low population that wasn’t detected. As regards bats the site was assessed as having negligible bat roost potential but of high value for foraging and commuting but as only part of the site is to be developed it is not considered that bats will be displaced. Badgers – no presence of badgers was indicated but there was evidence that medium sized mammals can access part of the site. Although there are habitat linkages to the site there are no indications that red squirrels are present on the site. Orchids have also been identified on the site and re-surveys are required. There is also the potential for breeding birds. As a result, a series of ecological precautionary measures will be undertaken throughout the construction and demolition phase to mitigate the potential impact on the identified species.

As regards ecological enhancements a management plan is recommended to ensure that the site remains of value to a range of species.

Natural England in their consultation response endorse the need for ecological protection measures and appropriate pollution prevention and advise this is embodied in a Construction Environmental Management Plan.

Trees

It has been identified that the proposal will result in the loss of a small number of trees to make way for the new temporary car park adjacent to the access to the D1 mound as this is to be situated on the edge of a planted woodland screen adjacent to the Calder Road. Whilst it is proposed to replant two trees for every one lost it is our Consultant Arborist’s view that it would be more appropriate to have a planting scheme that fits the space available to prevent too dense a replacement planting. There are also a number of trees which will be near the construction works that will require protection. An Arboricultural Impact Assessment accompanies the application and recommends a Method Statement detailing protection measures of the retained trees be provided, a requirement which is supported by our consultant. It is also our Consultants view that conditions be attached if the decision is favourable requiring provision of a landscaping scheme including maintenance, phasing and replacement planting.
Waste

The majority of the waste associated with the SGP will be created during the construction phase (i.e. ground preparation) and in the decommissioning of the existing CHP.

As regards CHP decommissioning it is estimated there will be some 7500 cubic metres of concrete / brickwork etc. 528 tonnes of soft strip/ timber, general rubbish etc. and 7320 tonnes of scrap.

Some 40,000 cubic metres of excavated material will need to be redistributed /disposed from the development site to provide for the new development footprint. It is planned to redistribute the majority of it on the CHP landscaping mound and for storage on the adjacent Area D1 mound. Planning permissions have already been granted in both these areas by the County Council to provide for an increase in height in each of these areas which will adequately accommodate this spoil. Material that is not suitable for acceptance on the mounds will be sent to an appropriate landfill site.

To minimise impacts therefore large volumes of construction waste will be managed via reuse or recycling opportunities. There will also be opportunities for waste minimisation through the application of the waste hierarchy.

A Site Waste Management Plan to ensure this is adequately controlled is provided as part of the submitted Construction Statement, Transport and Waste Plan.

Operational waste will be minimal and will arise mainly from routine maintenance activities and this will be significantly less than that produced by the existing CHP.

Whilst the proposal during the construction and decommissioning period would result in some significant quantities of waste - management and mitigation measures to control it as identified will substantially reduce its potential impact and as a result the environmental impact from waste is not considered to have a significant environmental effect.

Aerial Discharges/ Other Pollutants

There will be no significant aerial emissions during the construction phase of the development. Creation of dust, noise and combustion products could potentially be an issue associated with necessary plant movements but this is considered to be low. There is also potential for encountering contaminated land such as hydrocarbon contamination though desk studies undertaken indicate that this likelihood is low and the potential for radiological contamination is also low. The submitted Geotechnical Desk Study investigates this further.

Taking the above into account it is accepted that it is unlikely that the aerial and other pollutants associated with the construction phase will have a significant impact on the environment.
Aerial emissions during the operational phase will take the form of combustion products and noise. There are nearby farms, located close to the site boundary to the south east which are susceptible to noise pollution. Steam venting from the existing CHP plant is recognised as being a noisy activity and this occurs frequently which is exacerbated by the current height of the plant. The proposed SGP will require some venting but on a much less frequent basis and the technology used means such venting will inherently be quieter which will alleviate some current noise impacts and thus operational noise levels from the new SGP will be significantly reduced. Due to the efficiency of the proposed SGP it is noted that other aerial pollutants including sulphur dioxide, NOx, carbon monoxide and carbon dioxide will be significantly reduced.

Whilst the SGP will produce aerial emissions during operation these will be much lower than the current emissions produced by the CHP and are considered as a result to have an overall net positive impact. The accompanying air quality assessment cites that the development should improve local NO2 levels and SO2 levels would only be expected to increase in an emergency scenario. The general expectation is, according to our Scientific Officer, for an overall improvement in air quality.

The operational and construction phases of the development is therefore not considered to generate significant aerial or other pollutants and that this will be significantly reduced compared to that produced by the existing CHP.

Contaminated Land

The history of the site and the preliminary geo environmental report accompanying the application suggests a medium risk of contamination from the site. It is considered that potential pollution arisings can be adequately mitigated by the pre-commencement contaminated land and remediation conditions the Environment Agency recommend. A view that is endorsed by our Scientific Officer.

Traffic Generation

There will inevitably be some impacts from traffic during construction of the SGP due to the scale of the proposed development and the subsequent decommissioning of the existing CHP.

Access for construction and demolition phases will be via the existing access to the site – A595, B5344 Gosforth to Seascale Road and Calder Gate due to the difficulties of transporting goods via Main Gate’s transit centre and security issues.

For phase 1 of the construction period it is estimated that there will be 14 two-way HGV movements per day with a peak period of some 3 months where there may be up to 25 two-way movements per day. Phase 2 will generate a smaller number at some 4 two-way vehicle movements per day. There will also be 12 abnormal load deliveries during phase 1 and 2 and will include delivery of 3 boilers, large plant items, fuel tanks and structural steel.
As regards Phase 3, the demolition of CHP, during a 4 year time period (2021-2025), is likely to result in some 5 two way movements per day on average with up to 15 during peak periods.

To minimise disruption on the local road network appropriate mitigation will be undertaken including a delivery management system and a restriction on delivery hours as stated in the accompanying Construction Statement.

In terms of construction workers, it is anticipated there will be a total of 75 workers for Phase 1 and 2 of the development and that 50 of those will be additional staff. This will help to keep the number of new worker trips to a minimum. Phase 3 will require approximately only 15 extra workers. Park and Ride will be used to minimise trips from two off site locations, one to the north of the site and one to the south, yet to be confirmed. If this is not possible Yottenfews will be used. 12 seater minibuses will ferry workers to and from site which translates into 14 vehicle trips per day for phases 1 and 2 (assuming all construction workers are required to use the service, 7 minibuses are used and they are all parked on site to minimise movements).

It is accepted that with the appropriate mitigation measures, especially the redistribution and storage of spoil on site, along with the transient nature of the construction and decommissioning work this potential impact is unlikely to be so significant that it will have an adverse impact on the environment. It is important to note that Cumbria County Council as Highway Authority accept the Construction Statement, Transport and Waste Plan submitted and raise no objection on highway safety grounds. This implies they are satisfied that the proposed traffic generated by the development can be accommodated on the surrounding transport networks. They also welcome the applicant’s commitment to provide a Site Travel Plan.

Noise

There are residential receptors in the vicinity in form of two farms adjacent to the Ponsonby Track, the nearest is situated only some 50m from the Sellafield site. A letter expressing concern regarding the validity of the submitted Noise Assessment from the resident of the nearest farm has been received.

The existing CHP has been the subject of a number of sustained noise complaints received from neighbouring farming residents and the local community in the vicinity since it became operational. Of particular concern is the noise emanating from the venting of the excess steam.

It is accepted that there will be noise associated with construction, transportation and decommissioning though it is considered from the submitted documentation that these will not be significant. Conditions to ensure there is adequate control should the need arise will provide reassurance.

In terms of operation, the fact that the new SGP will require less venting will significantly reduce potential noise impacts in comparison to the current baseline once the CHP is removed.
A noise impact assessment has been submitted and predicts sound levels associated with the SGP within the vicinity of the building and at the nearest noise sensitive receptors to the Sellafield site. It concludes that noise associated with the operation of the SGP will have a low impact and cause no significant adverse effect. As regards the period of construction mitigation measures aimed at managing potential noise in the form of limiting construction working hours and movements etc. have been included in the submitted Construction Management Plan. Our Scientific Officer has reviewed the submitted plan and the local concerns which are detailed in his consultation response. He notes that assumptions have made with final details of the plant and equipment unknown and that the Assessment commits to a further review once the final plant design specification is confirmed. To ensure the levels remain as predicted in the Assessment it is the intention that this review will be conditioned. As a consequence, it is considered that noise impacts with the mitigation measures outlined are unlikely to be significant.

Cumulative Effects

Given the anticipated changes within the Sellafield site and the decommissioning work being undertaken it is likely that there will be other developments taking place within the site though these will be carefully planned and phased to ensure impacts are minimised. There are no known developments though which have been approved within the immediate vicinity of the SGP proposal.

External developments however are beyond the applicants control and at this point in time ones of any considerable scale likely to have an impact are uncertain and as they do not currently have the benefit of planning permission (i.e. Moorside) they have been discounted.

Conclusion

This is a major application for the erection of a new SGP and associated development on the Sellafield nuclear site which is essential for the future provision of a reliable steam supply to the site. It will replace the ageing CHP with a more efficient plant with reduced environmental impacts and meet the revised emission standards required by the Industrial Emissions Directive 2020.

Through the use of more efficient technologies the proposed SGP will result in significant environmental improvements compared to the operation of the existing CHP. Whilst there will inevitably be some disturbance during the construction and demolition phases it has been demonstrated that this can be adequately mitigated by management and the imposition of various controls including conditions.

Once the current CHP has been demolished the visual impact of the new SGP will be less significant with views from within and outside the site being dominated by the existing industrial site infrastructure. Noise impact will also be reduced once the new SGP is operational. It will not require venting of excess steam in the same way as the existing CHP and as a result it will be a lot quieter with potentially less adverse community impact.

Even though there will be some tree loss it is considered that this impact can be adequately mitigated by provision of a landscaping/ tree replanting scheme and protection of retained trees. As
regards ecology providing the recommended ecological precautionary measures are undertaken and a Construction Environmental Management Plan provided it is likely that any impacts will be minimal.

Whilst the proposal would result in some significant quantities of waste – the identified management and mitigation measures will substantially reduce its potential impact and as a result the environmental impact from waste is not considered to have a significant environmental effect. Contamination is a potential issue but it is accepted that with the use of appropriate conditions this aspect can be adequately controlled.

It has been demonstrated that the operational and construction phases of the development will not generate significant aerial or other pollutants and that this will be significantly reduced compared to that produced by the existing CHP. Development is likely to result in an overall improvement in air quality.

In respect of traffic it is accepted that with the appropriate significant mitigation measures, including the redistribution and storage of spoil on site and the provision of an overall site travel plan, it is considered unlikely that this potential effect will have an adverse impact on the environment.

Taking the above into account, it has been demonstrated that any potential harm arising from the likely impacts can be reasonably mitigated and that these are outweighed by the benefits of the scheme. The proposal overall therefore is considered to represent an acceptable form of development which accords with national government policy and national and local planning policies.

**Recommendation:-**

Approve

**Conditions**

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

   **Reason**

   To comply with Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. Permission shall relate to the following plans and documents as received on the respective dates and development shall be carried out in accordance with them:

Construction Statement, Transport and Waste Plan, by Alasdair Whiteley of Infrastructure Strategic Alliance, ref. 248684-00, dated 23 June 2017, received 27/07/2017.
Flood Risk Assessment Summary, by Arup for Infrastructure Strategic Alliance, ref. 248684-ARP-SGD-00-RP-C-00-20002, dated 21 June 2017, received 27/07/2017.
Preliminary Ecological Appraisal, by Ove Arup & Partners Ltd, ref 248684-ARP-SWD-XX-RP-EC-00-00001, dated 26 June 2017, received 27/07/2017.
Air Quality Assessment for the SGP, by Environmental Management, Sellafield Ltd, ref SSEM/2017/12, dated June 2017, received 27/07/2017.
Proposal to address Recommendations, by Sellafield Ltd, received 27/07/2017.
Location Plan, ref 1BE 2951612 Rev A, received 27/07/2017.
Existing Site Plan, ref ARP-SWD-XX-GA-C-00-01002, received 27/07/2017.
Proposed Site Plan, ref ARP-SWD-XX-GA-C-00-01003, received 27/07/2017.
Phasing Plan, ref ARP-SWD-XX-GA-C-00-01006, received 27/07/2017.
Demolition Plan, ref ARP-SWD-XX-GA-C-00-01009, received 27/07/2017.
GA Site Elevations as Existing, Sheet 1 of 2, ref 519-SGP-XX-EL-A-90-43001, received 27/07/2017.
GA Site Elevations as Existing, Sheet 2 of 2, ref 519-SGP-XX-EL-A-90-43002, received 27/07/2017.
GA Site Elevations as Existing, Sheet 2 of 2, ref 519-SGP-XX-EL-A-90-44001, received 27/07/2017.
Proposed Drainage, ref ARP-SWD-BG-DR-C-84-01007, received 27/07/2017.
Proposed External Lighting Column Layout, ref ARP-HRCP-00-SI-E-63-22001, received 27/07/2017.
Reason

To conform to the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

3. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
   • all previous uses;
   • potential contaminants associated with those uses;
   • a conceptual model of the site indicating sources, pathways and receptors; and
   • potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution.

4. Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
Reason

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

5. All of the pollution prevention measures identified in Sellafield Ltd SGP Project Environmental Management Plan (PEMP) shall be implemented as agreed in writing with the Local Planning Authority.

Reason

To manage the risk of pollution to features of ecological and biodiversity interest.

6. The SGP shall not be operated until the Noise Assessment Report (ISA Document No: 248684-ARP-SWD-XX-RP-AC-00-00001) has been reviewed using specific sound level data for equipment associated with the Steam Generation Plant (SGP) and submitted to the Local Planning Authority for approval in writing. Any significant increases identified over the noise levels predicted in the revised noise assessment will require noise mitigation to be incorporated into the scheme, such mitigation measures will be submitted to and approved in writing by the Local Planning Authority and implemented in accordance the approved mitigation scheme to the satisfaction of the Local Planning Authority.

Reason

To protect amenity of neighbouring residents and to ensure noise generation from the development remains at acceptable levels and that noise pollution does not occur.

7. The Steam Generation Plant shall not become operational until a Sellafield Site Transport Movement and Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved plan.

Reason

In the interests of highway safety and to promote sustainable development.

8. No construction or demolition works shall take place outside the hours of 0700 –
1900 Mondays to Fridays inclusive and 0700 – 1300 on Saturdays.

Reason

To protect the amenities of local residents.

9. Before Phase 3; demolition of the Combined Heat and Boiler (CHP) Plant commences a Demolition Management Plan including such aspects as method of demolition, waste, traffic impacts, noise, air quality, hours of working, lighting assessment and reinstatement shall be submitted to and approved in writing by the Local Planning Authority. The approved Demolition Management Plan shall be implemented as agreed.

Reason

To ensure adequate control of the potential impacts of the demolition Phase of the development in the interests of general amenity.

10. Before the Steam Generation Plant becomes operational a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

Reason

To ensure a satisfactory landscaping scheme.

I also told them that the tree protection must be done prior to commencement
11. No development shall commence until a scheme for the management of existing trees on the site and for their protection during construction as well as for replacement tree planting, including species and sizes with a proposed timetable for planting and a maintenance regime, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Reason

To protect the existing trees on the site from unnecessary harm and secure replacement planting.

INFORMATIVES

Contamination

Environment Agency recommend that developers should:
1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
4. Refer to the contaminated land pages on GOV.UK for more information.

Pollution

Natural England provide the following advice:
1. According to the Geo-environmental Assessment there have been reports of oil contamination of Row Bank Beck downstream of the proposal in previous years, thought to be due to breakout from the CHP oil interceptors and mobilisation of oil from previous incidents trapped in the beck sediments. Should therefore ensure that the proposed assessments are undertaken to ensure the existing surface water drainage regime is adequate to accommodate proposed flows with sufficient attenuation capacity, and that any extra petrol / oil interceptors are installed as necessary to prevent the potential pollution of Row Bank Bank and the River Calder.
2. An ordinary watercourse consent from Cumbria County Council will be required for culverting the watercourse, and for any works within 8m of the watercourse.
3. EA discharge consent will be required for the new surface water discharge outlet and discharge from the Package Treatment Plant.
4. The mitigation in the Preliminary Ecological Appraisal should be followed in accordance with our standing advice for protected species provided in Annex A, as Great-crested newts and Natterjack toads are present in the local area.
5. The roofs of buildings should not be designed to support breeding gull species and any ground works should be timed to avoid the nesting season between March and August, as the provisions of the general licence under the Wildlife and Countryside Act 1981 do not cover removal of birds during the breeding season.
Emergency Planning
Cumbria County Council Resilience Unit advise the developer to liaise with them regarding emergency planning arrangements in the unlikely event of an incident occurring at Sellafield.

Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the National Planning Policy Framework.