



UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks
and adjoining land, Bedford

Environmental Statement Volume 3

Appendix 0.1 - Glossary and Acronyms

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ACRONYMS AND ABBREVIATIONS

Table 1-1 - Acronyms and Abbreviations

Acronym	Description
°C	Degree Celsius
µg/m ³	Micrograms per cubic metre
AADT	Annual average daily traffic
AAWT	Annual Average Weekday Traffic
ACM	Asbestos containing material
ACoW	Archaeological Clerk of Works
AD	Anno Domini
ADMS	Atmospheric Dispersion Modelling Software
AILs	Abnormal Indivisible Loads
ALARP	As low as reasonably practicable
ALC	Agricultural Land Classification
AMS	Archaeological Mitigation Strategy
ANPR	Automatic Number Plate Recognition
AOD	Above Ordnance Datum
APIS	Air Pollution Information System
AQAA	Air Quality Assessment Area
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQS	Air quality standard
ArbMS	Arboricultural Method Statement
ARCADY	Assessment of Roundabout Capacity and Delay
ASR	Annual Status Report
AST	Appraisal Summary Table
ATC	Automatic Traffic Counter

Acronym	Description
BCR	Benefit/Cost Ratio
BCT	Bat Conservation Trust
Bedford BC	Bedford Borough Council
BESS	Battery Energy Storage System
BGL	Below ground level
BGS	British Geological Survey
BID	Bedford Business Improvement District
BNG	Biodiversity net gain
BoCC	Birds of Conservation Concern
BPM	Best Practicable Means
BS	British Standard
BTO	British Trust for Ornithology
CAA	Civil Aviation Authority
CBC	Central Bedfordshire Council
CCR	Climate Change Resilience
CCRA3	Third Climate Change Risk Assessment
CCTV	Closed circuit television
CDM	Construction (Design and Management)
CEMP	Construction Environmental Management Plan
CERC	Cambridge Environmental Research Consultants
CIEEM	Chartered Institute of Ecology and Environmental Management
CIfA	Chartered Institute for Archaeologists
CIRIA	Construction Industry Research and Information Association
CLd	Critical load
CLO	Community Liaison Officer
CLvl	Critical level
CMS	Construction Method Statement

Acronym	Description
CO ₂	Carbon dioxide
COBA	Cost-Benefit analysis
CoCP	Code of Construction Practice
COMAH	Control of Major Accident Hazards
CoP	Code of Practice
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
COSHH	Control of Substances Hazardous to Human Health
CRF	Congestion Reference Flow
CRI	Climate Risk Indicators
CRTN	Calculation of Road Traffic Noise
CSA	Core Study Area
CSM	Conceptual Site Model
CTC	Classified turning count
CTMP	Construction Traffic Management Plan
CWMP	Construction Waste Management Plan
CWS	County Wildlife Site
CWTP	Construction Workers Travel Plan
CZ	Consultation Zone
dB	Decibel
DCMS	Department for Culture, Media and Sport
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DM	Do-minimum
DMRB	Design Manual for Roads and Bridges
DN	Do-nothing
DoS	Degree of Saturation
DS	Do-something

Acronym	Description
DV	Domestic Visitors
EA	Environment Agency
EC	European Commission
EclA	Ecological Impact Assessment
ECOW	Ecological Clerk of Works
EEAST	East of England Ambulance Service NHS
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
ELC	European Landscape Convention
EP	Environmental Permitting
EPD	Environmental Product Declarations
EPUK	Environmental Protection UK
ERC	Entertainment Resort Complex
ERF	Energy Recovery Facility
ES	Environmental Statement
EU	European Union
EV	Electric vehicle
EWR	East West Rail
FJAC	Fairgrounds Joint Advisory Committee
FRA	Flood Risk Assessment
FSM	Free school meals
FTE	Full-time equivalent
GCN	Great crested newt
GHG	Greenhouse gas
GI	Geotechnical Investigation
GIS	Geographic information system

Acronym	Description
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GOMMMS	Guidance on the Methodology for Multi-Modal Studies
GP	General Practitioner
GTR	Govia Thameslink Railway
GWDTE	Groundwater Dependant Terrestrial Ecosystem
ha	Hectare
HAZID	Hazard Identification
HDV	Heavy duty vehicle
HE	Historic England
HEDBA	Historic Environment Desk-Based Assessment
HER	Historic Environment Record
HGV	Heavy Goods Vehicle (>3.5 tonnes gross vehicle weight)
HM	His Majesty
HPI	Habitat of Principal Importance
HSE	Health and Safety Executive
Hz	Hertz
IAQM	Institute of Air Quality Management
ICAO	International Civil Aviation Organisation
ICCI	In-combination Climate Change Impact
IDB	Internal Drainage Board
IEF	Important Ecological Feature
IEMA	Institute of Environmental Management and Assessment
IHT	Institution of Highways and Transportation
INNS	Invasive non-native species
ISO	International Organisation for Standardisation
IV	International Visitors
JNCC	Joint Nature Conservation Committee

Acronym	Description
KPH or KMPH	Kilometres per hour
KSI	Killed or Seriously Injured
kWh	Kilowatt hour
LAPPC	Local Air Pollution Prevention and Control
LAQM	Local Air Quality Management
LATS	London Area Transport Study
LCA	Landscape Character Area
LCRM	Land Contamination Risk Management
LEED	Leadership in Energy and Environmental Design
LEMP	Landscape and Ecological Management Plan
LGS	Local Geological Site
LGV	Light Goods Vehicles (<3.5 tonnes gross vehicle weight)
Lidar	Light Detection and Ranging
LMVR	Local Model Validation Report
LNG	Liquified Natural Gas
LNR	Local Nature Reserve
LOAEL	Lowest Observed Adverse Effect Level
LPA	Local Planning Authority
LSOA	Layer Super Output Area
LTP	Local Transport Plan
LVIA	Landscape and Visual Impact Assessment
m bgl	Metres below ground level
m/s	Metre per second
m ³ /s	Cubic metre per second
MA&D	Major Accidents and/or Disasters
MAGIC	Multi-Agency Geographic Information for the Countryside
MAH	Major accident hazard

Acronym	Description
MAHP	Major Accident Hazard Pipelines
MHCLG	Ministry of Housing, Communities & Local Government
MML	Midland Main Railway Line
MOLA	Museum of London Archaeology
MOVA	Microprocessor Optimised Vehicle Actuation
MPH	Miles per hour
MSRG	Medieval Settlement Research Framework
MtCO ₂ e	Million tonnes of carbon dioxide equivalent
NAP3	National Adaptation Programme 2023
NATA	National Approach to Appraisal
NCA	National Character Area
NCR	National Cycle Route
NDC	Nationally Determined Contribution
N-dep	Nitrogen deposition
NE	Natural England
NERC	Natural Environment Research Council
NGR	National Grid Reference
NH	National Highways
NH ₃	Ammonia
NHLE	National Heritage List for England
NMU	Non-motorised user
NNR	National Nature Reserve
NO ₂	Nitrogen dioxide
NOEL	No Observed Effect Level
NOx	Nitrogen oxides
NPPF	National Planning Policy Framework
NPSA	National Protective Security Authority

Acronym	Description
NPSE	Noise Policy Statement for England
NRMM	Non-road mobile machinery
NRTP	National Road Traffic Projections
NSR	Noise Sensitive Receptor
NTEM	National Trip End Model
NTS	National Travel Survey
NVAA	Noise and Vibration Assessment Area
OCEMP	Outline Construction Environmental Management Plan
ODN	Ordnance Survey Newlyn Datum
ODPM	Office of the Deputy Prime Minister
OGV1	HGVs with 2 or 3 axles
OGV2	HGVs with 4 or more axles
OHCEP	Outline Habitat Creation and Enhancement Plan
OLEMP	Outline Landscape and Ecology Management Plan
ONR	Office for Nuclear Regulation
ONS	Office for National Statistics
PA	Public address
PAS	Planning Advisory Service
PCU	Passenger Car Unit
PEA	Preliminary Ecological Appraisal
PEAR	Post-Excavation Assessment Report
PERS	Pedestrian Environment Review Software
PFRA	Preliminary Flood Risk Assessment
PIC	Personal Injury Collision
PICADY	Priority Intersection Capacity and Delay
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10 micrometres
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres

Acronym	Description
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
PPG-N	Planning Practice Guidance – Noise
PPGs	Pollution Prevention Guidelines
PPV	Peak Particle Velocity
PRC	Practical Reserve Capacity
PRoW	Public right of way
RAMS	Risk Assessment and Method Statement
RBMP	River basin management plan
RCP	Representative Concentration Pathway
RDE	Retail, dining and entertainment
RFC	Radio of Flow Capacity
RICS	Royal Institution of Chartered Surveyors
RMS	Root-mean square
RNR	Roadside Nature Reserve
RPE	Respiratory protective equipment
RPL	Relevant pollutant linkage
SAC	Special Area of Conservation
SAF	Sustainable Aviation Fuel
SATURN	Simulation and Assignment of Traffic to Urban Road Network
SCOOT	Split Cycle Offset Optimisation Technique
SFRA	Strategic Flood Risk Assessment
SINC	Site of Nature Conservation Importance
SMC	Scheduled Monument Consent
SOAEL	Significant Observed Adverse Effect Level
SoAP	Summaries of Agreed Position
SoBRA	Society of Brownfield Risk Assessment

Acronym	Description
SPA	Special Protection Area
SPI	Species of Principal Importance
SPL	Sound Pressure Level
SPZ	Source Protection Zone
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
SSWSI	Site Specific Written Scheme(s) of Investigation
SuDS	Sustainable drainage systems
SWL	Sound Power Level
SWMP	Surface Water Management Plan
TA	Transport Assessment
TAG	Web-based Transport Analysis Guidance
TC	Transport Coordinator
tCO _{2e}	Tonnes of carbon dioxide equivalent
TEMPro	Trip End Model Presentation Program
TM	Team Members
TOC	Train Operating Company (e.g. Govia Thameslink Rail)
TP	Travel Plan
TRICS	Trip Rate Information Computer System
TRL	Transport Research Laboratory
TRN	Trunk Road Network
TRO	Traffic Regulation Order
TSG	Transport Steering Group
TWA	Transport and Works Act
UDX	Universal Destinations & Experiences
UKCP18	UK Climate Projections 2018
UNESCO	United Nations Educational, Scientific and Cultural Organisation

Acronym	Description
UNFCCC	United Nations Framework Convention on Climate Change
UV	Ultraviolet
UXO	Unexploded ordnance
VDV	Vibration Dose Value
VMS	Variable Message Signs
VOT	Value of Time
VSRs	Vibration Sensitive Receptors
WCA	Wildlife and Countryside Act
WCH	Walker, cyclist and horse rider
WebTRIS	Web Traffic Information System
WFD	Water Framework Directive
WFDa	Water Framework Directive Assessment
WRC	Water Recycling Centre
WRMP	Water Resources Management Plan
WRZ	Water Resource Zone
WSI	Written Scheme of Investigation
WWII	World War Two
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility

GLOSSARY OF TERMINOLOGY

Table 1-2 - Glossary of Terminology

Term	Definition
(Major) Accident	In the context of the Proposed Development, an event that threatens immediate or delayed serious damage to human health, welfare and/or the environment and requires the use of resources beyond those of UDX or their contractor(s) to respond. Serious damage includes the loss of life or permanent injury, and/or permanent or long-lasting damage to a receptor that cannot be restored through minor clean-up and restoration efforts. The significance of this effect will consider the extent, severity and duration of harm and the sensitivity of the receptor.
85th Percentile Speed	This is the speed up to which 85% of the traffic is measured as travelling on a particular road in a particular direction using a speed gun or pneumatic tubes. It is a parameter used to consider the geometry of a road, like the safe level of forward visibility along a road and the appropriate visibility splays either side of a junction. It is accepted that 15% of the traffic will be travelling faster than this speed.
Accessibility	One of the five Guidance on the Methodology for Multi-Modal Studies objectives: to improve access to facilities for those without a car and to reduce severance by increasing the ease by which people can access locations and services.
Active Travel	Making journeys by physically active means, like walking and cycling.
Adaptive Capacity	The capacity of receptors to adjust to potential damage, to take advantage of opportunities, or to respond to consequences.
Ambient Sound	The totally encompassing sound in a given situation, at a given time, including sound from any source in any direction.
Annual Average Daily Traffic Flow	24 hour traffic count data averaged for all the days in the year: i.e. the total traffic flow on a road for a year divided by 365.
Annual Average Weekday Traffic Flow	24 hour traffic count data averaged for just the weekdays (Monday to Friday).
Arboricultural Method Statement	A methodology for the implementation of any aspect of development that has the potential to result in the loss of or damage to a tree.
Archaeological Clerk of Works	Responsible for managing the scope and for monitoring and assuring archaeological work on site on behalf of a client.
Archaeological Contractor	Responsible for carrying out archaeological fieldwork, post-excavation reporting, deposition of the archive and dissemination.
Archaeological Works	Full archaeological excavation.

Term	Definition
Area source	A real or theoretical source that radiates as a planar surface. Sound from an area source at close range is radiated as plane waves rather than spherical waves, close range being considered as where the source is large relative to the wavelength of the sound produced. In the far field, the sound waves from an area source become spherical.
As low as reasonably practicable (ALARP)	Reasonably practicable involves weighing a risk against the trouble, time and money needed to control it. Thus, ALARP describes the level to which the Health and Safety Executive expect to see workplace risks controlled.
Assessment	A process by which information about effects of a proposed plan, project or intervention is collected, assessed and used to inform decision-making.
Assessment of Roundabout Capacity and Delay	Software tool for assessing the capacity, traffic movement, accident risk and delay around traffic roundabouts.
Assignment and Distribution	Trip distribution and assignment are terms used to describe how generated movements is likely to use the local road, public transport and active travel networks network. Within a Transport Assessment, the Proposed Development can act as the origin and/or destination in terms of assignment.
Attraction Overlay Zone	In the Attraction Overlay Zone (see Design Standards (Document Reference 6.3.0)), the overall height of a structure may exceed the base height by up to 40m for any non-occupiable or non-habitable features where the destination is difficult to access or inaccessible, such as architectural features of buildings (i.e. cornices, eaves, gutters, towers, spires, monuments, skylights, flagpoles, domes and cupolas), cranes temporarily mounted on buildings during construction, fire or parapet walls, roof structures for housing elevators, stairways, tanks, ventilating fans, solar energy collectors or similar equipment to operate and maintain the building, or in the case of an amusement ride, tracks or other structural components.
Automatic Number Plate Recognition	A computerised system which records vehicle number plates and can be used for counting and monitoring routing of vehicles.
Automatic Traffic Count (ATC)	These can be conducted by placing pneumatic tubes across the road, often for periods of one week or more, to record the number of vehicles travelling in each direction. Permanent monitoring sites are also in place around the UK recording traffic passing over induction loops cut into the road surface. In addition to the total traffic flow, it is possible for an ATC to record more specific data, including individual vehicle speeds and vehicle types.
A-Weighting	The human ear can detect a wide range of frequencies, from 20Hz to 20kHz, but it is more sensitive to some frequencies than others. Generally, the ear is most sensitive to frequencies in the range 1kHz to 4kHz. The A-weighting is a filter that can be applied to measured results at varying frequencies, to mimic the frequency response of the human ear, and therefore better represent the likely perceived loudness of the sound. Sound Pressure Level readings with the A-weighting applied are represented in dB(A).
Background sound	A component of the ambient and residual sound, comprising the steady sounds underlying sources that fluctuate in level within a period of consideration. This can be evaluated using the L_{A90} metric.

Term	Definition
Battery Energy Storage System (BESS)	<p>A 10MVA BESS is being considered to provide emergency response power and/or to help manage peak loads on the Site. The BESS will be sized for some limited emergency power but is not intended to sustain park operations during a total long-term power failure.</p> <p>The BESS will be installed in a dedicated compound, co-located with the primary substation and energy centre.</p>
Benefit/Cost Ratio	As a rule of thumb a transport scheme needs to achieve a ratio of 3:1. This ratio is used to compare between options of the same scheme and between different schemes.
Best Practicable Means (BPM)	<p>BPM is the definition as given in the Environmental Protection Act 1990, section 79:</p> <p>In this Part “BPM” is to be interpreted by reference to the following provisions:</p> <ul style="list-style-type: none"> a) “Practicable” means reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to the financial implications; b) The means to be employed include the design, installation, maintenance and manner and periods of operation of plant and machinery, and the design, construction and maintenance of buildings and structures; c) The test is to apply only so far as compatible with any duty imposed by law; d) The test is to apply only so far as compatible with safety and safe working conditions, and with the exigencies of any emergency or unforeseeable circumstances; and e) In circumstances where a code of practice under section 71 of the Control of Pollution Act 1974 (noise minimisation) is applicable, regard shall also be had to guidance given in it.
Best Practice	<p>In relation to the undertaking of assessment, best practice means undertaking assessments in line with nationally and internationally recognised assessment guidelines.</p> <p>In relation to the delivery of mitigation, best practice means to be reasonable and practical having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications.</p>
Calibration	The process used to build a traffic model so that it reflects local circumstances.
Capacity restraint	The ability for transport models to model congestion.
Carbon Opportunities Register	A carbon opportunities register is a strategic database used by on projects to identify, evaluate, and prioritise opportunities for reducing carbon emissions across the life cycle of the project. It typically includes potential initiatives such as design updates, material substitution, energy efficiency upgrades, or renewable energy adoption along with estimated carbon savings, costs, and implementation timelines. This register supports informed decision-making and helps align sustainability goals with actionable carbon reduction strategies.

Term	Definition
Cautious Worst Case	The Environmental Statement has adopted a cautious worst case that provides a robust assessment of likely significant effects.
Classified turning count	A count of traffic at a junction by direction of movement.
Clear span bridge	Proposed road crossing located in the West Gateway Zone over Elstow Brook. The clear span bridge is to be set 600mm higher than the 1 in 100 year plus climate change modelled river level. The bridge abutments will be set back 10m from the top of bank with detailed design informed by riparian habitat, bank stability and ecological importance to reduce impacts
Construction Environmental Management Plan	A plan developed prior to construction works commencing on site, the primary purpose which is to guide environmental management of construction of the project, as required by the overseeing organisation.
Construction Exclusion Zone	A designated area on or around a construction site where access is restricted or prohibited to ensure safety and prevent accidents.
Construction Phase	The period during which the Proposed Development will be constructed, including the Primary Phase and the Full Buildout. The term has been used within the technical assessments to refer to the construction works that have been assessed during the phase years in Chapter 3: Approach to EIA (Volume 1) to identify the likely significant effects of the construction of the Proposed Development.
Construction Traffic Management Plan	A site-specific plan that allows contractors to apply controls to the movement of pedestrians and vehicles.
Construction Work	(a)The erection, installation, provision, extension, maintenance, repair, improvement, alteration, decommissioning, removal or demolition of a building, structure, plant, equipment, machinery, sewer, main, pipe, cable or other apparatus; (b)Engineering or other operations, including any: (i) excavation, other than archaeological works; (ii) building, engineering or other operation, including construction, maintenance or repair of a road that facilitates the carrying out of other operations, or access to a building or structure.
Construction Workers Travel Plan	A plan managing and promoting how construction workers travel to a particular area or organisation. It aims at promoting greener, cleaner travel choices and reducing reliance on the private car.
Consultation	An engagement process undertaken after the grant of planning permission for the Proposed Development with any relevant regulatory authorities, statutory and/or non-statutory bodies regarding licencing, information or guidance on a particular regulatory scheme to help inform the design evolution and/or carrying out of any element of the Proposed Development in a manner consistent with any planning permission for the Proposed Development (for the avoidance of doubt this term excludes any consultation undertaken by the Secretary of State in determining this planning proposal).
Consultation Zone (CZ)	The Office for Nuclear Regulation (ONR) and the Health and Safety Executive (HSE) set consultation distances around nuclear installations, major hazard sites and major accident hazard pipelines after assessing the risks and likely effects of major accidents at the nuclear installation/major hazard site/pipeline.

Term	Definition
	The area enclosed within the consultation distance is referred to as the CZ. The local planning authority is notified of this consultation distance and has a statutory duty to consult the ONR/HSE on certain proposed developments within that CZ.
Controlled waters	Taken from the meaning of “controlled waters” in the Water Resources Act 1991 Section 104 (1), for the Proposed Development controlled waters are: <ul style="list-style-type: none"> a) Inland freshwaters, that is to say, the waters of any relevant lake or pond or of so much of any relevant river or watercourse as is above the fresh-water limit; and b) Ground waters, that is to say, any waters contained in underground strata. References to controlled waters include the bed of the river, dry watercourses and waters that have overflowed.
Core Zone Perimeter	Means the perimeter of the Core Zone being 10m in width measured from each adjacent existing or proposed public adopted highway boundary and each adjacent parcel of land not part of the authorised development.
Core Zone Transport Hub	The area shown on Parameter Plans – Core Zone Transport Hub (Document Reference 1.13.0) .
Cost-Benefit analysis	Cost-Benefit analysis program used for the economic appraisal of road schemes. Criteria taken into account are: <ul style="list-style-type: none"> ■ Journey time savings; ■ Vehicle operating cost savings; and ■ Accident savings all of which are expressed as monetary values.
Critical level	The concentration limit of a pollutant beyond which a substance can cause dangerous effects to living organisms.
Critical load	A quantitative estimate of an exposure to one or more pollutants below which significant harmful effects on specified sensitive elements of the environment do not occur according to present knowledge.
Cumulative Effects	Effects that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the Proposed Development.
Cycle time	At a signalised junction the cycle time is the period required for all approaches at the signals to run. This is measured as the time which elapses between the start of an approach and the point at which that particular approach starts again. Typically, a cycle time may be up to a maximum of 120 seconds.
Decibel (dB)	The decibel scale is used in relation to sound because it is a logarithmic rather than a linear scale. The decibel scale compares the level of a sound relative to another. The human ear can detect a wide range of sound pressures, typically between 2×10^{-5} and 200 Pascal so the logarithmic scale is used to quantify these levels using a more manageable range of values.
Degree of Saturation (DoS)	DoS is the ratio of the actual traffic flow to the maximum flow, and indicates how much demand a lane/or lanes can take or approach is experiencing compared to its total capacity. A DoS of 90% on an approach to signals indicates that it is approaching its theoretical capacity and a value of above

Term	Definition
	100% indicates that it has exceeded its absolute capacity. See also Ratio of Flow Capacity.
Demolition	The act of dismantling, destroying, or removing buildings, structures, or other infrastructure.
Description of Works	Means the detailed description of uses and works as detailed in the column titled 'Proposed description of development for which planning permission would be granted (authorised development)' in Appendix 2.4: Description of Development for EIA and Examples (Volume 3) to the Environmental Statement for a specified Land Use Area.
Design Manual for Roads and Bridges	A Stationery Office publication containing current standards, advice notes and other guidance documents relating to the maintenance, operation and improvement of motorways and trunk roads. It is often applied by highway authorities to non-trunk roads, however, greater flexibility may be appropriate in these cases.
Design Standard	A standard which controls the way in which the Proposed Development would come forward (Design Standards (Document reference 6.3.0)).
Designations	Notable sites, areas, buildings or structures protected by planning or other laws. Can be applied at local, regional, national and international level.
Disaster	In the context of the Proposed Development, a naturally occurring phenomenon such as an extreme weather event (for example storm, flood, temperature) or ground-related hazard events (for example subsidence, landslide, earthquake) with the potential to cause an event or situation that meets the definition of a (major) accident, as defined above.
Distributor Roads	Distributor roads cater for long and medium distance traffic with an origin/destination. Together with primary roads, they form the bulk of the highway network in the county giving access to and from major population, industrial and commercial centres. They also distribute long and medium distance traffic between adjoining districts and to smaller towns and settlements, and provide access to those places.
District Level Licence	A strategic licence issued by Natural England that allows developers to carry out works affecting certain protected species (e.g. great crested newts) without applying for individual site-specific licences and delivering all mitigation themselves.
Disutility of travel	The disutility of travel is the generalised cost (or generalised time) of travel using a particular mode.
Diverted Trips	Diverted Trips are where vehicles use new or improved facilities in place of existing, previously used facilities. The trips are already present on the local road network but not the road from which the site access is to be taken and will divert from their existing route to access the site.
Domestic Visitors	Visitors to the Entertainment Resort Complex coming from the UK (including England, Wales, Scotland and Northern Ireland).

Term	Definition
Dynamic assignment	In transport modelling, the trips assigned to the network calculate the route taken through the network based upon information on network conditions received at regular intervals.
East West Rail Station Safeguarded Area	The land safeguarded within the Proposed Development for a potential East West Rail Station.
Ecological Enhancement Area	A designated area(s) to preserve or improve the ecological condition of a site on completion of a development project.
Economy	One of the five Guidance on the Methodology for Multi-Modal Studies objectives: To support economic activity and to achieve good value for money by improving the efficiency of transport.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact to the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Elastic assignment	In traffic modelling, the means by which forecast demand for trips is reduced to the capacity of the network.
Elasticity	The degree to which an outcome is as a result of a change in a variable. For example, petrol is very elastic as it takes a large change in price to affect the amount people drive.
Entertainment Resort Complex (ERC)	The proposed Theme Park (as such term is defined in Table 1-2), together with other uses such as retail, dining, indoor and outdoor entertainment, cultural and sports venues, visitor accommodations, and recreational facilities, associated services and uses for any operational or administrative functions of the ERC (such as office buildings and warehouse/storage facilities), utilities, parking, access routes and landscaping, as further described in detail in Appendix 2.4: Description of Development for EIA and Examples (Volume 3) and located in the area designated on the Parameter Plans – Entertainment Resort Complex Land Use Plan (Document Reference 1.10.0) . For the sake of clarification, the ERC includes the Entry Plaza and Entertainment Resort Complex Support, as such terms are defined in Table 1-2 .
Entertainment Resort Complex Expansion Areas	The areas upon which Entertainment Resort Complex (ERC) use may be provided subject to specified limitations to ensure that the proposed impacts of the ERC in this location are or can be made acceptable. The ERC Expansion Areas are shown on Parameter Plans – Entertainment Resort Complex Land Use (Document Reference 1.10.0) .
Entertainment Resort Complex Support (ERC Support)	Associated services and uses for any operational or administrative functions of the Entertainment Resort Complex, such as office buildings and warehouse/storage facilities, as further described in detail in Appendix 2.4: Description of Development for EIA and Examples (Volume 3) .
Entry Plaza	Located in the Core Zone, this restricted access area is outside of the ticketed area but requires visitors to pass a security screening before entry which

Term	Definition
	accommodates primarily themed retail, bars, restaurant and entertainment uses located in conjunction with the primary entrance. It is aimed at encouraging ticketed guests to extend their visit to the Entertainment Resort Complex by arriving earlier than the park's opening time or staying longer after the park's closing time. Whilst these uses are designed primarily for ticketed guests, they could be used by the general public.
Environment	Our physical surroundings, including land, air and water.
Environment (Traffic and Transport)	One of the five Guidance on the Methodology for Multi-Modal Studies objectives: to protect the built and natural environment by reducing the direct and indirect impacts of transport facilities and their use on the environment of both users and non-users.
Environmental Engineer/Scientist	The Environmental Engineer/Scientist will be responsible for the supervision of site remediation work including verification sampling, controlling sample quality and chain of custody. Additionally, they will be responsible for undertaking field measurements, recording observations and determining compliance with the remediation strategy. Post remediation reporting will include the drafting of factual and interpretative reports including verification.
Environmental Impact Assessment	A statutory process by which certain planned projects must be assessed and before a formal decision to proceed can be made. Involves the collection and consideration of environmental information, which fulfils the assessment requirements of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Environmental Product Declarations (EPDs)	EPDs are standardised documents that provide transparent, verified data about the environmental impacts of a product throughout its life cycle. Typically following ISO 14025:2006 - Environmental labels and declarations, EPDs quantify aspects such as greenhouse gas emissions, energy use, and resource consumption, helping manufacturers, designers, and policymakers assess and compare the sustainability of products. They are increasingly required in public and private procurement to support low-carbon construction and manufacturing practices.
Environmental Statement (ES)	A statement of impacts, either beneficial or adverse in nature, identified through the Environmental Impact Assessment (EIA) process. The ES outlines the methodologies and mitigation measures. The ES is a document produced in accordance with the EIA Directive 2014 as transposed into UK law by The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Equilibrium	In transport models, the point at which supply (the capacity of the network) matches demand (the number of trips wishing to make a journey). In general, it is the point at which Wardrop's first principle is fulfilled which is when no driver receives an advantage in terms of reducing journey cost and/or time by taking another route.
Equivalent Continuous Level (Leq,T)	The Equivalent Continuous Level represents a theoretical continuous sound, over a stated time period, T, which contains the same amount of energy as a number of sound events occurring within that time, or a source that fluctuates in level.

Term	Definition
	For example, a noise source with a sound pressure level of 80 dB(A) operating for two hours during an eight-hour working day, has an equivalent A-weighted continuous level over eight hours of 74 dB, or $L_{Aeq,8hrs} = 74$ dB. The time period over which the L_{eq} is calculated should always be stated.
External Influencing Factor	A factor that occurs beyond the Site that may present a risk to the Proposed Development, e.g. if an external major event occurred (e.g. fire or a Control of Major Accident Hazards site major accident) it would increase the risk of serious damage to a receptor associated with the Proposed Development.
Fireworks	Fireworks shall mean those articles within UN 0335 1.3G, as the same may be modified or replaced from time to time and shall not otherwise include pyrotechnics within UN 0431 1.4G.
Fugitive dust	Fugitive dust is defined as dust that is not emitted from definable point sources, such as chimney or exhaust pipe. Examples of sources of fugitive dust including unpaved roadways, areas stripped of vegetation and areas with on-going construction activities.
Full Buildout	Full Buildout consists of construction of the balance of the Entertainment Resort Complex, roads, utilities and rail-related development that was not completed during the Primary Phase (assumed to occur over a twenty year period following the Primary Opening Year, completing in 2051) and operation of same thereafter, including the evolution and expansion of the same over time in accordance with the planning permission.
Full Wixams Station (also referred to as Full Wixams Rail Station)	Means the final full configuration of the Wixams Station including both the Wixams Rail Station and the Wixams East Station.
Future Year	Point in time used in the Transport Assessment model scenarios when the Proposed Development is complete and the Entertainment Resort Complex is fully occupied, including visitor numbers at The Theme Park reaching maturity (12.5m per annum). The 'Future Year' includes committed developments as agreed with National Highways.
Generalised cost	A term to denote that more than one criterion is used: in transport modelling this generalised cost is typically a function of the length of time taken to traverse a route and the distance travelled plus any additional costs incurred such as fares or tolls.
Grade separated crossing	Where two or more surface transport routes cross each other at different heights (grades) so that they will not disrupt the traffic flow on other transit routes when they cross each other. This could include a road and a pedestrian bridge, or two roads, or a road and a railway, for example.
Grand Opening	The date on which the Theme Park within the Entertainment Resort Complex officially opens to the general public (excluding its Soft Opening Period, if applicable) with a majority of its attractions operational.
Gravity Model	The Gravity Model is a trip distribution model based on the principle that trips will be distributed to zones in proportion to the zone's population and incorporating a distance parameter that expresses the rate at which trips become less desirable as the distance between zones increases.

Term	Definition
Hazard	Anything with the potential to cause harm, including ill-health and injury, damage to property or the environment; or a combination of these.
Hazardous Waste	Waste that could pose a risk to human health or the environment due to its properties, such as being toxic, corrosive, flammable, or infectious.
Highway Authority	The organisation or body responsible for the maintenance of public roads within its jurisdiction, as defined and regulated by the Highways Act 1980.
Highway Service Area	An area providing highway services including a fuelling station, electric vehicle charging facilities, amenity building with retail and restaurant uses, vehicle maintenance, storage and service area.
Holidays	The days on or around Chinese New Year, 5 November, Diwali, Christmas or New Year's Eve.
Impact	Change that is caused by an action; for example, land clearing (action) during construction which results in habitat loss (impact).
Important Ecological Feature	Ecological features requiring specific assessment within ecological impact assessments. Ecological features can be important for a variety of reasons (e.g. quality and extent of designated sites or habitats, habitat/species rarity).
Injurious Weed	Plants recognised as posing a significant threat to agricultural land in the UK, as prescribed in the Weeds Act 1959 and the Ragwort Control Act 2003.
Integration	One of the five Guidance on the Methodology for Multi-Modal Studies objectives: to ensure that all transport decisions are taken in the context of the Government's integrated transport policy, specifically (a) between within (e.g. rail tickets for journeys involving more than one train operating company) and different (e.g. interchanges between car and bus and between bus and rail) transport modes, (b) with the environment, (c) with land-use planning, and (d) with education (e.g. access to schools and colleges) and health (e.g. access to health care and improving fitness).
Internal Drainage Board Byelaw Zone	A 9m set back from top of bank (both sides) on all watercourses within Internal Drainage Board (IDB) jurisdiction (Elstow Brook, tributaries and the diverted watercourse in Core Zone). This is a protected zone under the Land Drainage Act 1991 and permits the IDB as asset manager to undertake operation, maintenance and improvement of any watercourse within its area. The IDB may permit certain works or structures within the IDB Byelaw Zone subject to a Land Drainage Consent from the IDB, and such structures must not cause an obstruction to the flow or prohibit access that the IDB may require.
Internal Influencing Factor	A factor which occurs within the Site that may present a risk to the Proposed Development.
International Visitors	Visitors to the Entertainment Resort Complex coming from outside the UK.
Invasive Species	Non-native plants and animals that have been introduced (either deliberately or accidentally) into the UK and are able to spread, causing damage to the environment, economy or human health.

Term	Definition
Journey time	The length of time it takes to undertake a certain route or part of a route.
Killed or Seriously Injured	Number of people killed or seriously injured in road traffic accidents.
Kiss and Ride	A Kiss and Ride facility is a casual term for a place where people are driven and dropped off to board public transport.
L ₁₀ , L ₉₀ and other L _n percentile-based measures	Percentile measures express statistical measures of noise: L ₁₀ represents the sound pressure level (SPL) exceeded for 10% of the time period considered; L ₁₀ is often used to describe typical noise levels of road traffic. L ₉₀ represents the SPL which is exceeded for 90% of the time, expressed in dB or dB(A); L _{A90} is used to quantify underlying 'background sound' levels. Other percentile-based measures are sometimes used for various types of noise assessment. These include L ₀₁ , L ₅₀ , L ₉₉ .
Land Drainage Consent	Land Drainage Consent is required for any works carried out in, on, or near a watercourse, including both main rivers and ordinary watercourses, under the Land Drainage Act 1991.
Leadership in Energy and Environmental Design (LEED)	LEED certification, which stands for Leadership in Energy and Environmental Design, is a globally recognized green building rating system developed by the U.S. Green Building Council (USGBC). It provides a framework for designing, constructing, operating, and maintaining green buildings, homes, and neighbourhoods. LEED certification signifies that a building or community meets certain standards for sustainability, energy efficiency, and environmental performance. LEED certification is a globally recognized symbol of sustainability achievement and leadership.
Line Source	A theoretical source of sound, with length only, often used to model long, thin sound sources, such as roads.
Link capacity	The flow of traffic that can be accommodated on a particular stretch of road/road type. The capacity of a link is expressed in terms of a congestion reference flow and can be illustrated graphically using a speed flow curve.
Linked Trips	Examples include trips between food and non-food retail developments and adjacent sites or an established town centre.
LinSig	LinSig is a helpful tool to aid the traffic engineer in designing new traffic signal junctions as well as assessing the effects of modifying existing designs. It is a computer program used to predict practical reserve capacity, delays, and queuing. It can be used to model individual junctions as well as small networks.
Local Distributor Roads	These roads distribute traffic within environmental areas, providing links to the county distributor road network for traffic near the beginning or end of their trips. Together with access roads, these distributors serve a local function.
Local Highway Authority	The local highway authority responsible for maintaining and managing the public highways within the Site.
Local Plans	Local Plans, prepared by a local planning authority in consultation with its community, set out a vision and a framework for the future development of an area. Once in place, Local Plans become part of the statutory development

Term	Definition
	plan. The statutory development plan for the area is the starting point for determining local planning applications.
Local Transport Plan (LTP)	A LTP is a plan produced by strategic transport authorities (county councils, unitary authorities, passenger transport authorities and local councils) that should provide advice to the local planning authority on highway and transport matters. A LTP should outline the current baseline with regard to transport, accessibility and pollution, before setting out objectives that should be reached, along with a programme for achieving these objectives. It is expected to be a forward-looking plan covering a number of years (typically five years), which is then presented to the Department for Transport. It can then be used as a 'material consideration' when a local planning authority or the Secretary of State determines a planning application.
Logit Choice Set	The modes of travel available to a traveller at a given time. This takes into account car ownership/access and public transport and coach service timetables.
Logit Model	The Logit mode choice model is simply a log ratio of the probability of choosing a mode to the probability of not choosing a mode. It is based on the behavioural principle that a decision-maker will choose the travel mode that yields greatest satisfaction or 'utility'. In the context of mode choice, convention is to reinterpret utility as minimising 'generalised cost', which is essentially the negative of deterministic utility expressed in monetary units.
Loudness	The loudness of a sound is subjective and differs from person to person. The human ear perceives loudness in a logarithmic fashion, hence the suitability of the decibel scale. Generally, a perceived doubling or halving of loudness will correspond to an increase or decrease in the sound pressure level (SPL) of 10dB. Note that a doubling of sound energy corresponds to an increase in SPL of only 3dB.
Magnitude	A combination of the scale, extent and duration of a given effect.
Magnitude of Impact	The magnitude of an impact is typically defined by the following factors: <ul style="list-style-type: none"> ■ Extent – the area over which an effect occurs; ■ Duration – the time for which the effect occurs; ■ Frequency – how often the effect occurs; and ■ Severity – the degree of change relative to existing conditions.
Major Accidents and Disasters Category	A set of values used to categorise events within a related parent Major Accidents and Disasters group.
Major Accidents and Disasters Group	A Major Accidents and Disasters which can be grouped as either a natural hazard (disaster) or technological or manmade hazard (major accident).
Major Accidents and Disasters Type	A set of values used to sub-categorise events within a Major Accidents and Disasters category.
Maximum Sound Level (L_{max})	The maximum sound level, L_{max} (or L_{Amax} if A-weighted) is the highest sound pressure level that occurs during a given event or time period.

Term	Definition
Mean Max Queue	The mean maximum queue measured in passenger car units is an approximate average of the maximum queues likely to be encountered at a junction in a modelled network, and it will therefore be exceeded 50% of the time. The queue represents the average distance of the vehicle furthest from the stop line in each cycle.
Merge and Diverge Assessment	An assessment of traffic joining or exiting the mainline flow of a strategic/trunk road based on the Design Manual for Roads and Bridges criteria.
Methodology	The specific approach and techniques used for a given study.
Microprocessor Optimised Vehicle Actuation (MOVA)	Technology involving a series of loops cut into the road surface which feed vehicle data back to the automatic traffic signal controller. MOVA signal timings respond to traffic conditions and generate its own signal timings cycle-by-cycle, varying continuously with traffic conditions, both in the short term (hour to hour, day to day) and in the long term following annual trends and longer term traffic growth. This innovative method of signal control is found to be effective in reducing delays and reducing accident levels at a particular signalised junction.
Microsimulation	Microsimulation software can provide a virtual model of transportation infrastructure in order to simulate the interactions of road traffic and other forms of transportation. The software treats each vehicle, bus, train, tram, cyclist, pedestrian etc. in the model as a unique entity with its own goals and behavioural characteristics; each possessing the ability to interact with other entities in the model and can be used to predict the impact of a development on an existing highway and test proposed improvements. Paramics and Vissim are two software packages which are often used dependent upon the Highway Authority. The visual output from these packages can be used to great effect at exhibitions and presentations.
Minimum Sound Level (L_{min})	Similarly, the minimum sound level, L_{min} (or L_{Amin} if A-weighted) is the lowest sound pressure level that occurs during a given event or time period.
Mitigation	Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects.
National Approach to Appraisal	National Approach to Appraisal is the system that is used to assess the potential impacts of new road proposals on the environment, safety, economy, accessibility and integration.
National Highways	The Government agency responsible for Strategic Road Network (SRN) building, maintenance and operation and has the power to direct a refusal of a planning application which it believes would adversely affect the operation or safety of an SRN.
National Planning Policy Framework	Framework that sets out the UK government's planning policies for England.
National Road Traffic Projections	National Road Traffic Projections (Great Britain) is a document produced by the then Department of the Environment, Transport and the Regions which sets out the expected growth in the volume of motor traffic on roads in Great Britain. The latest version was published in 2022 and has forecast up until the year 2060.

Term	Definition
National Travel Survey	The National Travel Survey is the primary source of data on personal travel patterns in Great Britain. It is a household survey that has run continuously since 1988 and is designed to monitor long-term trends in personal travel. The survey collects information on how, why, when and where people travel as well as factors which affect personal travel.
National Trip End Model	The Department for Transport's model of personal travel growth, which incorporates projections of population, gross domestic product, employment and housing stock, which are key factors in travel demand.
Network Rail	The government agency responsible for building, maintenance and operation of the railway network in England, Scotland and Wales and has the power to direct a refusal of a planning application which it believes would adversely affect the operation or safety of said railway network.
Noise	A noise can be described as an unwanted sound. Noise can cause nuisance.
Noise Sensitive Receptors	Any identified receptor likely to be affected by noise. These are generally human receptors, and may include residential dwellings, work places, schools, hospitals, community facilities, places of worship and recreational spaces.
Non-motorised user (NMU)	NMU such as a pedestrian, cyclists or horse rider.
Northern Ecology Area	Northern area of the Ecological Enhancement Area as shown in Figure 1: Indicative Habitat Creation and Enhancement Plan of Appendix 6.4: Outline Habitat Creation and Enhancement Plan (Volume 3) .
OASIS	An online reporting form enabling heritage practitioners to provide information about their investigations to regional Historic Environment Records and respective national heritage organisations.
Octave	In reference to the frequency of a sound, an octave describes the difference between a given frequency and that which is double that frequency, e.g. 125Hz to 500Hz, or 4kHz to 8kHz.
Octave Band/Third Octave Bands	A sound made up of more than one frequency can be described using a frequency spectrum, which shows the relative magnitude of the different frequencies within it. The possible range of frequencies is continuous, but can be split up into discrete bands, often an octave or third-octave in width. Each octave band is referred to by its centre frequency, generally 63Hz, 125Hz, 250Hz, 500Hz, 1kHz etc.
Office for National Statistics	The UK's largest independent producer of official statistics and a recognised national statistical institute, responsible for collecting and publishing statistics related to the economy, population and society at national, regional and local levels.
Operational capacity	As a rough guide, the operational capacity of a road is often taken as being 50% higher than the design capacity (or design flow). When designing a new road design flows are used to ensure that new roads operate free from congestion for a reasonable period after opening. The operational capacity depends on a number of factors such as, road width and alignment, traffic composition, bus stops and parking, pedestrian activity, weather conditions.

Term	Definition
	When traffic builds up to operational capacity, conditions deteriorate: speeds drop, delays become more frequent, accidents increase, and the overloaded road becomes increasingly congested.
Operational Phase	The operation of the Proposed Development, entailing the operation of the Primary Phase from 2031 and the operation of the Full Buildout from completion onwards. The term has been used within the technical assessments to refer to the Proposed Development's operation during the phase years in Table 3-2 of Chapter 3: Approach to EIA (Volume 3) of the Environmental Statement and which has been assessed to identify the likely significant effects of the operation of the Proposed Development.
Parameter Plan	Means a plan showing parameters for the physical development of a site or area, in this case relating to Entertainment Resort Complex Land Use, Access and Roadways, Active Travel, Core Zone Transport Hub, Utility Compound and East West Rail Safeguarding Land.
Paramics	Paramics is a transport modelling software package that enables a wide range of real world traffic and transportation problems to be simulated. It can help to assess both individual transport schemes and broad transport strategy options for the city.
Parking Accumulation	A profile of measured or predicted total car park occupation, normally reported as the number of occupied parking spaces on an hourly basis.
PAS 2080:2023	A British Standard that provides a framework for managing carbon within the built environment, including buildings and infrastructure.
Passenger Car Unit (PCU)	PCU is a term used to represent the traffic flow on a road for various vehicle types. It is acknowledged that different types of vehicles will have different effects on traffic flow, and the PCU provides a consistent dimension. Individual vehicle classes are given different PCU values, with a car having the base PCU value of 1 and a Heavy Goods Vehicle (HGV) a PCU value of 2.3 (a HGV has the potential to cause an impact more than two times greater than a car).
Peak Particle Velocity	The maximum instantaneous velocity of a particle at a point during a given time interval, usually stated in mm/s.
Pedestrian Crossings Pegasus	A pegasus crossing is a type of crossing with special consideration for horse riders, with the control panel being positioned two metres above the ground to assist horse riders so they don't have to dismount in order to operate the crossing. These signalised horse crossing points are used where horse road crossing movements are particularly high and the road in question experiences excessive speed.
Pedestrian Crossings Pelican Crossing	A pelican crossing is a type of pedestrian crossing featuring a standard set of traffic lights with a push button and two coloured lamps for pedestrians using the crossing. The "green man" shown to the pedestrians is on the opposite side of the road. The green man is followed by a 'flashing green man/flashing amber' which gives some flexibility to the movement of pedestrians and traffic.
Pedestrian Crossings Puffin Crossing	A puffin crossing differs from a pelican crossing in that the lights controlling the pedestrians are on the near side of the road in such a position that makes the pedestrian face towards the closest lane of oncoming traffic. The system

Term	Definition
	also utilises detectors which sense the presence of pedestrians waiting at the crossing, and as they cross the road, such that the lights will not stop traffic if the pedestrian has already crossed.
Pedestrian Crossings Toucan Crossing	A toucan crossing is a combined pedestrian/cycle crossing that allows bicycles to be ridden across. The originator's attempt at humour was to suggest that since two-can cross together, the name Toucan was chosen. The pedestrian/cyclist signal lights may be on the near side of the crossing (like a puffin crossing), or on the opposite side of the road (like a pelican crossing).
Pedestrian Crossings Zebra Pedestrian Crossing	A zebra pedestrian crossing is characterised by alternating longitudinal black and white stripes (hence the term, named after the zebra) on the road, parallel to the flow of the traffic.
Pedestrian Environment Review Software	A software package to model walk routes through an area.
Permitted Preliminary Works	Works consisting of environmental surveys and monitoring, ecological habitat creation, geotechnical surveys, surveys of existing infrastructure, and other investigations for the purpose of assessing and monitoring ground conditions and levels, the preparation of facilities for the use of contractors, the provision of temporary means of enclosure and site security for construction, vegetation clearance, the temporary display of site notices or advertisements, and any nominal compounds related to such works.
Personal Injury Collision	These are collisions which involve personal injury to a driver or other road users.
Planning Practice Guidance	Planning Practice Guidance notes covering various aspects of the planning system including transport which provide further information in addition to National Planning Policy Framework.
Point Source	A theoretical source of sound, with zero size and mass, often used as an approximation to model small sources. Sound from a point source radiates spherically in all directions.
Primary Mitigation	Modifications to the location or design of the Proposed Development made during the design phase that are an inherent part of the project.
Primary Opening Year (also referred to as the Opening Year)	Opening of the Primary Phase, including the Theme Park, which, for purposes of assessment, is assumed to be 2031.
Primary Phase	<p>The Primary Phase of the Entertainment Resort Complex (ERC) designed to accommodate 8.5M annual visitors and 55,000 visitors per peak day, consisting of:</p> <ul style="list-style-type: none"> ■ A "destination" (meaning "international" as opposed to "regional" or "local") Theme Park of at least 32.37 hectares in size (excluding guest parking) with emphasis on highly immersive storytelling and theming with an international draw, focused on providing a first-class guest experience; ■ Dining and entertainment venues available to ticketed and non-ticketed visitors to the ERC; ■ Visitor accommodation with a minimum of 500 hotel rooms;

Term	Definition
	<ul style="list-style-type: none"> Associated services and uses for any operational or administrative functions, such as office buildings and warehouse/storage facilities; Vehicles and cycle parking, maintenance and servicing and transportation hubs, including a minimum of 7,106 car parking spaces, 100 coach parking spaces, and 250 cycle spaces; Access routes and circulation spaces; Green infrastructure including environmental enhancement areas to be provided at a combined minimum of 49.3 hectares and landscaping; and Active travel routes throughout the Site, which will facilitate connections from the ERC to the surrounding active travel network. <p>Associated infrastructure, including:</p> <ul style="list-style-type: none"> Utility infrastructure, and utilities generation, storage, collection, treatment, and processing facilities; New A421 Junction and dual carriageway access road into the Core Zone; Realigned and upgraded Manor Road to a dual carriageway access road between Ampthill Road and the Marston Vale Railway Line; Public Road A, and Public Road B, segment 1 as shown in Parameter Plans – Access and Roadways (Document Reference 1.11.0); An expanded Wixams Rail Station; and Shuttle bus service between the expanded Wixams Rail Station and the Theme Park <p>The Primary Phase may consist of non-Theme Park elements such as visitor accommodation, and retail, dining and entertainment venues (and associated vehicle parking) in the West Gateway Zone and/or Lake Zone so long as the peak hour traffic counts do not exceed what has been assessed in Appendix 5.1: Transport Assessment (Volume 3) and controlled by the Travel Plan. For purposes of this Environmental Statement and assessment of a cautious worst case scenario, it is assumed that the Primary Phase construction will take approximately five years and is assumed to occur by Primary Opening Year.</p>
Primary Route Network	Caters for traffic of more than local significance.
Principal Contractor	The principal contractor(s) for one or more portions of the Proposed Development appointed in accordance with applicable Construction (Design and Management) Regulations.
Principal Designer	The principal designer(s) for one or more portions the Proposed Development appointed in accordance with applicable Construction (Design and Management) Regulations.
Priority Intersection Capacity and Delay (PICADY)	A software package that models the capacity, queue length and delays at non-signalised junctions. PICADY is a helpful tool to aid the traffic engineer in designing new major/minor priority junctions as well as assessing the effects of modifying existing designs. The model predicts capacities, queue lengths and delays.
Promoter	The person promoting the planning proposal for the Proposed Development.
Proposed Development	All elements of the proposed development as described in Appendix 2.4: Description of Development for EIA and Examples (Volume 3) .

Term	Definition
Protected Species	A plant or animal species that is legally safeguarded due to its rarity, vulnerability, or ecological importance.
Public right of way (PRoW)	A PRoW is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.
Queue length	The length of a stationary queue of traffic usually expressed in passenger car units.
Queue Loop	A queue loop is a detector used to identify the presence of a queue of traffic on any approach to a traffic signal junction and calls a special series of timings to clear the queue.
Ratio of Flow Capacity (RFC)	A RFC is a measure used in traffic engineering to indicate how much demand a junction or road is experiencing compared to its total theoretical capacity. The design threshold value for capacity is usually 0.85. An RFC value in excess of 0.85 indicates that the entry arm is performing at a level beyond its ideal operational capacity. A value of 1.00 represents the junction being at capacity. See also Degree of Saturation.
Rating Level (L _{ARTR})	The specific sound level with penalties for characteristic features of the noise (i.e. tonality, intermittency or impulsivity).
Receptor	A component of the natural or built environment (such as a human being, water, air, a building or a plant) that is affected by an impact of construction works and/or the operation of a proposed development.
Red Line Boundary	The area within the red line as shown in the Site Location Plan (Document Reference 1.6.0) .
Regulations	Official rules or acts to control something.
Relevant pollutant linkage	A pollutant linkage is the term used to describe the relationship between a contaminant, a pathway, and a receptor, where the contaminant has the potential to cause harm. For a site to be considered contaminated land, a pollutant linkage must be present, meaning all three elements (source, pathway, and receptor) are linked.
Relevant Undertaker(s)	The persons (corporate or otherwise) who are permitted to carry out the Proposed Development (including their contractors and other persons appointed by them in connection with the carrying out of the Proposed Development).
Residual Effect	Effects that may exist after mitigation measures have been successfully implemented.
Residual Sound	Another component of the ambient sound, associated with any sources other than the specific source(s) under consideration.
Riparian Zone	A 10m area within which existing habitat should be protected (as required by the Water Framework Directive (WFD)) and passage/connectivity along the watercourse corridor maintained. Man made structures are generally prohibited from the 10m Riparian Zone unless they are compliant with WFD

Term	Definition
	<p>objectives. Certain recreational uses (i.e. walking, cycling) can be delivered in this area if the necessary infrastructure is assessed and designed in compliance with WFD.</p> <p>For Elstow Brook and its tributaries the Riparian Zone is to be measured 10m from top of bank (both sides) during Construction and Operation.</p> <p>For the Core Zone diverted watercourse the Riparian Zone is to be measured 10m from top of bank (both sides) once established.</p>
Risk	The likelihood of an impact occurring, combined with effect or consequence(s) of the impact on a receptor if it does occur.
Risk Event	An identified, unplanned event, which is considered relevant to the Proposed Development and has the potential to be a Major Accident and Disaster subject to assessment of its potential to result in a significant adverse effect on a receptor.
Roadway	Public roadways (and associated active travel) to be provided within the limits of deviation shown on Parameter Plans - Access and Roadways (Document Reference 1.11.0) .
Safety	One of the five Guidance on the Methodology for Multi-Modal Studies objectives: to reduce the loss of life, injuries and damage to property resulting from transport accidents and crime, the latter by improving the personal security of travellers.
Secondary Mitigation	Actions that will require further activity, these are described within the technical chapters and such mitigation will be secured and delivered via control mechanisms attached to the planning permission and summarised in the Mitigation Route Map (Document Reference 6.14.0) .
Secretary of State	The Secretary of State for Housing, Communities and Local Government.
Section 116 - Highways Stopping Up Order (Highways Act)	<p>The enables the magistrates' court to authorise the stopping up or diversion of a highway if it is deemed that the highway is either:</p> <ul style="list-style-type: none"> a) Unnecessary; or b) Able to be diverted so as to make it nearer or more commodious to the public. <p>The key differences in comparison to the Section 247 (Town and Country Planning Act 1990) process are that the stopping up process under the Highways Act is generally more exposed to objection whereas the Section 116 process does not require proof that the highway closure is necessary to enable development.</p>
Section 278 Agreement	Where a development requires works to be carried out on the existing adopted highway an agreement will need to be completed between the developer and the highway authority under Section 278 of the Highways Act 1980. Examples of such works could be the construction of new access junction or improvement of an existing junction. Similarly, works such as traffic calming or improved facilities for pedestrians and cyclists could fall within a Section 278. Under the Section 278 Agreement, the highway authority may provide the works at the developer's expense, or may allow the developer to provide the works directly, subject to an approval and inspection process.

Term	Definition
Section 38	A common way of creating new highways is by an agreement between developers and the local Highway Authority under Section 38 of the Highways Act 1980. These agreements are most often made with housing developers who agree to build the roads to standards laid down by the Highway Authority, which then adopt and maintain the road.
Sensitivity	The extent to which the receiving environment can accept and accommodate change without experiencing adverse effects.
Sensitivity (Major Accidents and Disasters)	<p>The sensitivity of a receptor is a function of its value, and capacity to accommodate change reflecting its ability to recover if it is affected. It is typically defined by the following factors:</p> <ul style="list-style-type: none"> ■ Adaptability – the degree to which a receptor can avoid, adapt to or recover from an effect; ■ Tolerance – the ability of a receptor to accommodate temporary or permanent change; and ■ Recoverability – the temporal scale over and extent to which a receptor will recover following an effect.
Significance of Effect	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic.
Simulation and Assignment of Traffic to Urban Road Network	This is a flexible network simulation application that can be used to model a range of different types of traffic network from individual junctions to major infrastructure.
Site	All land within the Site boundary.
Site boundary	The area within the red line as shown in the Site Location Plan (Document Reference 1.6.0) .
Site Preparation	The process of preparing the site for future construction work.
Slip Road	A road joining or leaving the Strategic Road Network (SRN), connecting the SRN to local highway junctions.
Soft Opening Period	Any period prior to the Grand Opening when some or all of the Theme Park on the Site is open for technical rehearsal to allow employees an opportunity to deliver guest services in a real-time operating mode, but in a controlled environment for training purposes (e.g., limited attendance, limited hours, and/or limited attraction availability).
Sound Power Level (SWL)	<p>The SWL defines the rate at which sound energy is emitted by a source and is also expressed in dB. It is defined as follows:</p> $SWL (dB) = 10 \log_{10}(W/W_{ref})$ <p>Where W = sound power (in Watts) W_{ref} = reference power 1 picoWatt</p>
Sound Pressure Level (SPL)	<p>The SPL has units of decibels and compares the level of a sound to the smallest sound pressure generally perceptible by the human ear, or the reference pressure. It is defined as follows:</p> $SPL (dB) = 10 \log_{10}(P/P_{ref})^2$

Term	Definition
	<p>Where P = Root-mean square sound pressure (in Pa)</p> <p>P_{ref} = reference pressure 2×10^{-5} Pa</p> <p>An SPL of 0dB suggests the sound pressure is equal to the reference pressure. This is known as the <i>threshold of hearing</i>.</p> <p>An SPL of 140dB represents the <i>threshold of pain</i>.</p>
Specific Sound	A component of the ambient sound, associated with a specific source/s under consideration.
Spectral content	Sounds are typically made up of acoustic energy present in many frequencies of the audible spectrum. The frequency spectrum describes this signal 'content'.
Split Cycle Offset Optimisation Technique (SCOOT)	Loops cut into each approach feed traffic information back to the central computer which carries out three calculations based on all the information it receives. It optimises the split which is the stage times for each junction, it optimises the cycle time for the whole network and it looks at the offset between the junctions. By the combination of relatively small changes to traffic signal timings SCOOT can respond to short term local peaks in traffic demand, as well as following trends over time and maintaining constant coordination of the signal network.
Statutory	Related to legislation or prescribed in law or regulation.
Statutory Organisations	Any principal council for the area where the land is situated, Natural England, Historic England, the Environment Agency; and any other public authority which has environmental responsibilities and which the Secretary of State considers likely to have an interest in the project.
Statutory Undertaker	Any statutory undertaker mentioned in Section 262(1) of the Town and Country Planning Act 1990 (as amended) or in the definition of 'statutory undertaker' in Article 2(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)".
Stochastic assignment	In transport modelling, the trips assigned to the network calculate the route taken through the network based upon information on network conditions received at the start of the journey only.
Strategic Road Network	The network of motorways and major A roads that are managed by National Highways
Stress	The degree of stress the highway network or particular highway links are under, calculated by comparing the traffic flow with the congestion reference flow (CRF) – e.g. if the traffic flow on a particular link is the same as the CRF, the link will be at 100% stress.
Summaries of Agreed Position	A document that outlines the finalised decisions or stances reached by regulatory authorities, statutory and non-statutory bodies on specific issues.
Team Member(s)	Staff employed by UDX to work at the Proposed Development.
TEMPro	Department for Transport's National Trip End program, used to adjust National Road Traffic Projections to locality. The programme presents growth forecasts

Term	Definition
	in local planning data and car ownership in order to forecast trip-making growth for different forms of transport.
Tertiary Mitigation	Actions that would occur with or without input from the Environmental Impact Assessment informing the design process. These include actions that will be undertaken to meet other existing legislative requirements, or actions that are considered to be standard practices used to manage commonly occurring environmental effects. For example, considerate contractor's practices that manage activities which have potential nuisance effects. Tertiary mitigation for the Proposed Development has largely been set out the Construction Environmental Management Plan.
Theme Park	<p>Theme park(s), amusement park(s) and/or water park(s) located in the Core Zone consisting of buildings, structures and facilities for tourism and leisure uses including:</p> <ul style="list-style-type: none"> a) Events spaces, rides, attractions, pools, shows, entertainment venues, art and creative imagery, theatres, and cinemas, all or some of which may involve water, special effects (including fire), and/or be enclosed; b) Retail, dining and entertainment facilities comprising venues for the sale of food and drink (including indoor and outdoor alcoholic beverage venues), retail venues, music and entertainment venues, dance clubs, nightlife entertainment and related ancillary facilities, support facilities, kitchens, storage, loading, security, servicing and laundry services to support these uses; c) Permanent and/or temporary exhibition or multi-use spaces, including seasonal event venues and spaces; d) Visitor facilities; e) Visitor entrance areas, including ticketing points, turnstile structures, and ancillary commercial uses; f) Security plaza, including screening facilities (such as metal detectors and x-ray machines); g) Ticketing facilities; h) Parades, shows and displays, including use of drones, indoor and outdoor concerts, fireworks, pyrotechnics, laser, light or projection shows, and seasonal events; and i) Any other similar, related or ancillary use.
Time Weighting	The sound pressure level is calculated from the root-mean square (RMS) value of the instantaneous acoustic pressure. Calculation of the RMS value requires a finite time interval over which to calculate the mean. Sound level meters use a time-weighted average, which multiplies the squared pressure sample by an exponential function of the constant time interval over which the average is calculated. Standard time constants in current use include 'Fast', 'Slow', and 'Impulse' which have values of 0.125s, 1s, and 0.035s respectively. The weighting used is designated by subscripts attached to a level descriptor, e.g. Lp,F; LSmax etc. The Leq is not a time-weighted level descriptor.
Trackout	Trackout is dirt, mud, or other debris tracked onto a paved public roadway by a vehicle leaving a construction site.
Trade Effluent Consent	A trade effluent consent is a legal document issued under the provisions of the Water Industry Act 1991.

Term	Definition
Traffic Regulation Order (TRO)	A TRO is the statutory legal document necessary to support any enforceable traffic or highway measure within the public highway. TROs are required for a range of restrictions including: waiting and loading, oneway streets, speed limits, weight and width restrictions, access and turning restrictions, road and footway closures, cycle and bus lanes and high-occupancy vehicle lanes.
Traffic Scenario 1 – 2023 Existing (Core Scenario)	This is a scenario assessing the existing road network and existing traffic.
Traffic Scenario 2 – 2023 Existing plus Peak Construction (Core Scenario)	This is a scenario of the existing road network and traffic plus traffic associated with peak construction. The assessment is made against the 2023 Existing traffic flows as this represents the greatest proportional increase in traffic and because peak construction traffic could occur at any time before 2029. In addition, by 2029 other mitigation/infrastructure improvements may have come forward which could offset the potential impacts of construction traffic.
Traffic Scenario 2a – 2023 Existing plus Average Construction (Core Scenario)	This is a scenario of the existing road network and traffic plus traffic associated with average construction. This has also been assessed against 2023 Existing traffic flows.
Traffic Scenario 3 – Reference Case (Core Scenario)	This is a scenario of the existing road network and traffic plus traffic associated with agreed committed developments.
Traffic scenario 4 – Opening Year Reference Case plus Development (Core Scenario)	This is a scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Primary Opening Year related demands from the Site. This is based on the Full Wixams Rail Station being open, East West Rail (EWR) running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity, this does not include trip generating development on either the Lake Zone or West Gateway Zone. (There may be some drainage or other infrastructure works required on the Lake Zone and West Gateway Zone to support the delivery of development on the Core Zone). This is a cautious worst case in terms of the Opening Year, as EWR is assessed to Milton Keynes only, and not to Bedford, as is proposed by EWR.
Traffic scenario 4a – Opening Year - Reference Case plus Development plus Construction (Core Scenario)	This is a scenario of the existing road network and traffic, plus traffic associated with agreed committed developments plus Opening Year related demands from the Site. This is based on the Full Wixams Station being open, East West Rail running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity, this assumes construction activities in the Core Zone, Lake Zone and West Gateway Zone. This represents a cautious worst case in relation to the potential impact on the study area, as it includes operational trips associated with Scenario 4, plus construction traffic, and assesses the potential impacts of this against the Opening Year Reference Case, which does not include any of the Proposed Development. There would not be any construction occurring on the Core Zone, Lake Zone and West Gateway Zone, without the Theme Park operating in the Core Zone, and therefore the traffic associated with Scenario 4 would be a reasonable baseline to compare Scenario 4a traffic against. However, as stated, Scenario 4a traffic will be assessed against the Opening Year (Scenario 3) only in the

Term	Definition
	Environmental Statement only. Within the Transport Assessment, Scenario 4a has been considered against Scenario 4 and Scenario 5 as it is important to confirm that the infrastructure in place at Scenario 4 and Scenario 5 is sufficient to accommodate Scenario 4a conditions.
Traffic Scenario 5 – Future Year - Reference Case plus Development	This is a scenario of the existing road network and traffic, plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, East West Rail running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction slips being complete. For clarity, this considers full development of the Lake Zone and West Gateway Zone.
Traffic Scenario 5a – Future Year - Reference Case plus Development plus full East West Rail	This is a scenario of the existing road network and traffic, plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, East West Rail (EWR) running between Oxford and Cambridge with a new station within the Site and the new A421 Junction being complete. For clarity, this considers full development of the Lake Zone and West Gateway Zone. This has been undertaken as a sensitivity test, rather than a core scenario as there is no certainty regarding the completion of EWR.
Traffic Scenario 5b – Future Year – Reference Case plus Development plus removal of Rail Discount Test	This is a scenario of the existing road network and traffic, plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, East West Rail running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity, this assumes full development of the Lake Zone or West Gateway Zone. This assumes that there is no rail discount applied for visitors. This has been undertaken as a sensitivity test rather than a core scenario as the high volume of new rail passengers to the network serving the Proposed Development means that assuming a form of rail discount for visitors is a reasonable cautious worst-case assessment. Assessing the removal of this discount has simply been undertaken to examine the potential impacts of any resultant mode shift.
Traffic Scenario 5c – Future Year – Reference Case plus Development – Junction 13 as a constraint	This is a scenario of the existing road network and traffic, plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, East West Rail running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity, this considers full development of the Lake Zone or West Gateway Zone. This assumes that there is no improvement to Junction 13 of the M1.
Transport and Works Act (TWA)	An order made under the TWA 1992 is the usual way of authorising schemes mainly for new railways or tramways in England and Wales. Nationally significant rail schemes in England, however, require development consent under the Planning Act 2008. Applications for TWA orders are made, in England, to the relevant Secretary of State. Applications are made by (or on behalf of) the promoters of the scheme. The procedure that must be followed allows any interested person to have their say before the Secretary of State or the Welsh ministers take their decision.

Term	Definition
Transport Assessment (TA)	Where a new development is likely to have significant transport implications, a TA should be prepared and submitted with a planning application for the development. It will then be used to determine whether the impact of the development on transport is acceptable. A TA tends to include local network modelling.
Transyt	A computer program used to predict degrees of saturation, queues and delays on networks of traffic signal junctions and priority junctions. Queues shown are Mean Max Queues and are not measured at a set time within the cycle time but are measured when the queue reaches its maximum point.
Travel Plan	A Travel Plan usually accompanies a Transport Assessment and is aimed at reducing reliance on private car use over time.
Trip Distribution	The process to define where trips come from and where they go to.
Trip Generation	The process to forecast how many trips will be made.
Trip Rate Information Computer System	A database for land use types and new developments allowing trip rate information to be calculated. It is the only national trip generation and analysis database and contains trip generation and site information for over 2800 sites and numerous land uses.
Trunk Road Network	A highway for through traffic forming part of the national system of routes managed by the National Highways.
Underground Work	Means any excavation, tunnelling or boring below the surface of the ground, piling, or other construction work carried out underground and comprised in the Authorised Development, and includes work undertaken in connection with the installation of any sewer, main, pipe, cable or other utility apparatus, or for the purposes of water management.
Undertaker(s)	The persons (corporate or otherwise) who are permitted to carry out the Proposed Development (including their contractors and other persons appointed by them in connection with the carrying out of the Proposed Development).
Universal Destinations & Experiences ('UDX' or 'Promoter')	Universal City Studios LLC, Kempston Hardwick Developments Limited, SC Collection Limited and/or any of their group companies involved with the ownership of the Site or the ownership or operation of the Theme Park.
Utility Compound	Utility compound located in area shown on Parameter Plans – Utility Compound (Document Reference 1.14.0) which may include some or all of the following: <ul style="list-style-type: none"> Renewable energy generation, including solar panels; A battery energy storage system compound, including: <ul style="list-style-type: none"> Transformers, inverters and associated switchgear; and Plant and building structures; Energy centre(s) that serve a defined district heating, cooling, and power network, comprising heat pumps (air, water, or ground geothermal), heat recovery, electric boilers, thermal storage, electric chillers, gas boilers and a system that is ready for connection to off-site generated waste heat sources;

Term	Definition
	<ul style="list-style-type: none"> Water collection system and processing plant for the treatment and re-use of harvested non-potable water and underground storage; Utility metering equipment; and Other utility uses.
Validation	Following the calibration stage, this is the process used to check that a transport model reflects local circumstances.
Value of Time	Values of time are used to calculate the non-monetary costs incurred as part of a journey, so that the generalised cost of the journey (a combination of both monetary and non-monetary costs) can be calculated.
Variable Message Signs (VMS)	An electronic traffic sign often used on roads to give information. Such signs warn of traffic congestion, accidents, incidents, roadwork zones, or speed limits on a specific highway or area. In urban areas VMS can be used to indicate available capacity within car parks around a town centre, for example.
Vehicle Actuated	Vehicle actuated signal control differs from fixed-timed signal control in that it requires “actuation” by a vehicle or pedestrian in order for certain traffic movements to be serviced. Actuation is achieved by vehicle detectors or pedestrian push buttons.
Vibration	<p>Vibration is defined as a repetitive oscillatory motion. Vibration can be transmitted to the human body through the supporting surfaces; the feet of a standing person, the buttocks, back and feet of a seated person or the supporting area of a recumbent person. In most situations, entry into the human body will be through the supporting ground or through the supporting floors of a building.</p> <p>Vibration is often complex, containing many frequencies, occurring in many directions and changing over time. There are many factors that influence human response to vibration. Physical factors include vibration magnitude, vibration frequency, vibration axis, duration, point of entry into the human body and posture of the human body. Other factors include the exposed persons experience, expectation, arousal and activity.</p> <p>Experience shows that disturbance or annoyance from vibration in residential situations is likely to arise when the magnitude of vibration is only slightly in excess of the threshold of perception.</p>
Vibration Dose Value (VDV)	<p>The vibration dose is a parameter that combines the magnitude of vibration and the time for which it occurs. When assessing the human response to intermittent vibration, the VDV is often utilised. The VDV is a cumulative measurement of the vibration level at a receptor over a 16-hour day-time or 8-hour night-time period. It can be measured directly or derived indirectly from other measured parameters, e.g. root-mean square acceleration or peak particle velocity. The units of VDV are $\text{ms}^{-1.75}$.</p> <p>VDV when assessing intermittent vibration it is necessary to use the vibration dose value, a cumulative measurement of the vibration level received over an 8-hour or 16-hour period.</p>
Vibration Sensitive Receptors	Any identified receptor likely to be affected by vibration. As with noise, these are generally human receptors and may include residential dwellings, work places, schools, hospitals, community facilities, places of worship and recreational spaces.

Term	Definition
Visibility Splay	A Visibility Splay is a diagram indicating the area adjacent to a road junction or access which should be free from obstruction to motorists and pedestrians. There are varying standards for visibility splays depending on the speed of traffic on the roads.
Vulnerability	In the context of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (on the assessment of the effects of certain public and private projects on the environment) the term refers to the 'exposure and resilience' of the Proposed Development to the risk of a Major Accident and Disaster. Vulnerability is influenced by sensitivity, adaptive capacity and magnitude of impact.
Waste Acceptable Criteria	Specific criteria that a waste material must meet to be accepted at a particular waste management facility.
Water Compatible Development	Development defined as water compatible as per 'Annex 3: Flood risk vulnerability classification' of the National Planning Policy Framework.
Water Processing and Collection Plant	A facility where collected rainwater, surface and/or wastewater could be processed and treated to appropriate standards for non-potable and potable uses within the Entertainment Resort Complex.
Web-based Transport Analysis Guidance (TAG)	TAG is the UK Department for Transport's transport appraisal guidance and toolkit. It consists of software tools and guidance on transport modelling and appraisal methods that are applicable for highways and public transport interventions. These facilitate the appraisal and development of transport interventions, enabling analysts to build evidence to support business case development, to inform investment funding decisions.
Whole Life Carbon Analysis	Analysis of the greenhouse gas emissions associated with a development through its entire lifespan from.
Wixams East Station	Means the rail development authorised by outline planning permission 11/01380/M73 dated 6 July 2012 and reserved matters approval 23/02136/M73 dated 27 March 2024, comprising the construction of a new railway station building, car parking facilities associated with the station, electric vehicle charging units and other associated works and infrastructure at land at Meadow Road, Wixams.
Wixams Rail Station	Means that portion of the Rail-related development, as described Appendix 2.4: Description of Development for EIA and Examples (Volume 3) , located in the East Gateway Zone between the eastern boundary of the adopted highway for Ampthill Road and the eastern boundary of the railway undertaker's operational land on the Midland Main Railway Line.
Zone	Each of the Core Zone, Lake Zone, West Gateway and East Gateway as shown on Zonal Plan (Document Reference 1.8.0) .



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