



The Sizewell C Project

8.12 Ch Mitigation Route Map Second Addendum

July 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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1 INTRODUCTION

- 1.1.1 In order to demonstrate that all necessary controls and mitigation have been identified and secured for the Application a Mitigation Route Map has been prepared and submitted to the examination. The Mitigation Route Map:
- provides an audit trail of the controls and mitigation measures on which the Environmental Statement, and related assessment documents rely on to avoid, reduce and if possible offset significant impacts of the development; and
 - sets out the way in which they have been, or will be, translated into clear and enforceable controls; either via requirements in the development consent order (DCO) (including the deemed marine licence), the deed of obligation or other consent regimes.
- 1.1.2 The Mitigation Route Map submitted at Deadline 5 consolidates the mitigation route map submitted with the application, the mitigation route map addendum submitted with the change application (accepted April 2021) and updates to the securing mechanisms as the control documents have evolved through the examination and engagement with stakeholders.
- 1.1.3 This Mitigation Route Map Second Addendum is submitted with the Request for Further Changes and sets out where the Mitigation Route Map (Doc Ref. 8.12(C)) submitted at Deadline 5 would be updated by any of the changes included in the Request for Further Changes. If the Request for Further Changes is accepted, only Proposed Changes 16, 17 and 18 would require updates to the Mitigation Route Map. These updates are shown in blue. The further changes being requested are described in Part 1 of the Proposed Further Changes to the Application (Doc Ref. 8.21 Ch). If, specifically, Proposed Changes 16, 17 and 18 are accepted by the Examining Authority, the Mitigation Route Map will be updated to incorporate the amendments shown in this Mitigation Route Map Second Addendum.
- 1.1.4 Unless specifically stated, where a document reference is provided, it refers to the document series. Refer to the **Navigation Document** (Doc Ref. 1.3(L) Ch) for the latest revision number.

2 UPDATES TO MITIGATION ROUTE MAP ARISING FROM PROPOSED CHANGES 16, 17 AND 18

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and reinstatement)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
MDS-LV5.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	<p>Retention and early planting of vegetation</p> <ul style="list-style-type: none"> Retention of established vegetation where these have an important function in containing views towards the site. These include areas of vegetation along bridleway 19, Eastbridge Road, field boundaries around Upper Abbey Farm and woodland along the northern edge of Goose Hill. Early planting within the construction phase to strengthen/enhance existing boundary vegetation and allow areas of new planting associated with the landscape masterplan to become established. This includes planting around the entrance plaza, along Eastbridge Road and Bridleway 19, and around the perimeter of the LEEIE. Some advance planting has already been completed around the perimeter of the main development site, including tree/shrub planting at Red Rails and White Gates Fields and along the northern edge of Goose Hill. Planting to reinforce existing hedgerows has been completed south of Lower Abbey Farm and at Black Walks. <p>Further details are shown on the Main Development Site Landscape Retention Plan and Main Development Site Clearance Plan (Doc Ref. 2.5). An indicative masterplan is shown for the site is shown on the Main Development Site Landscape Masterplan (Operational) (Doc Ref. 2.5).</p>	Construction and operation	Requirement 8 (MDS: Temporary construction-related development) Requirement 6 (MDS: Site clearance) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	
2VBP-AR4.	Two village bypass	Amenity and recreation	Primary	To minimise impacts to users' access of the PRow network.	<p>Closures / diversions of Public rights of Way during operation</p> <p>The permanent PRow diversions during the operational phase would be as follows:</p> <ul style="list-style-type: none"> Users of Footpath E243/003/0 would be permanently diverted via the Foxburrow Wood footbridge (2VBP-AR2). Users of Footpath E-243/004/0 would be permanently diverted via the Foxburrow Wood footbridge (2VBP-AR2). Footpath 243/001/0 would be diverted east by approximately 25m to allow the public footpath to cross the proposed two village bypass at a relatively flat location. Footpath E-137/029/0 would be diverted south west by approximately 25m to allow the alignment of the diversion to accommodate the proposed embankment slopes of the proposed two village bypass. 	Operation	Requirement 2 (PW: CoCP) Requirement 6A (MDS: Rights of Way Strategy)	ES Volume 5, Chapter 8, Section 8.5 First ES Addendum Volume 1, Chapter 5, Section 5.7 Second ES Addendum Volume 1, Chapter 3, Section 3.3	2VBP-AR2.

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					<p>In addition, Footpaths E-243/003/0 and E243/011/0 (on the east side of the proposed route of the two village bypass) would be upgraded to a bridleway, with agreement from SCC. However, other than the crossing, no physical changes would be required are anticipated to the Footpath E-243/003/0 to facilitate the change to a bridleway. Following consultation with SCC and relevant landowners, Footpath E243/011/0 would be diverted to the north, around Walk Barn Farm, where it would re-join the existing PRow network at PRow E-243/003/0, and stop up the existing PRow between the properties.</p> <p>Further details are shown on Access and Rights of Way Plan (Doc Ref 2.4) for the proposed development.</p>				
SLR-AR2.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRow network.	<p>Pretty Road overfootbridge</p> <p>The proposed development also includes the provision of a non-motorised user vehicular bridge at Pretty Road, the 'Pretty Road footbridge'. This bridgefootbridge would maintain connectivity of users of Pretty Road across the route of the proposed Sizewell link road where it is cutting.</p>	Operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 8, Section 8.5 Second ES Addendum, Volume 1, Chapter 4, Section 4.3	
SLR-AR4.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRow network.	<p>Closures / diversions of PRow during construction</p> <p>During the construction stage of the proposed development, eleven PRow (E344/013/0, E344/014/0, E-396/015/0, E-396/017/0, E-396/023/0, E-515/003/0, E-515/004/0, E-515/005/0, E-515/013/0, E-584/016/0 and E-584/016/A) would be subject to diversions (see Access and Rights of Way plan (Doc Ref 2.4). These are intended to facilitate construction of the proposed development while ensuring that users continue to have access to a safe, well connected PRow network. In all cases, diversions would be kept as short as possible to minimise disruption.</p> <p>Proposed diversions:</p> <ul style="list-style-type: none"> Users of footpath E-344/014/0 would be permanently diverted south by approximately 56m east by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road. On the south side of the Sizewell link road users would be directed west for approximately 45m, sharing an accommodation access track (rather than the PRow running 	Construction	Requirement 6A (Public rights of way)	ES Volume 6, Chapter 8, Section 8.5 First ES Addendum Volume 1, Chapter 6, Section 6.7 Second ES Addendum, Volume 1, Chapter 4, Section 4.3	

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					<p>parallel with it) until the route rejoins its original alignment.</p> <ul style="list-style-type: none"> • Users of footpaths E-344/013/0 and E-584/016/A would be diverted south-west along the proposed route of Sizewell link road and cross the proposed Sizewell link road approximately 250 metres (m) south-west of the existing location. • Users of footpath E-584/016/0 would be diverted east along the proposed route of the Sizewell link road and cross the proposed road approximately 270m east of the existing location. • Users of footpath E-396/017/0 would be diverted west along the proposed Sizewell link road, to cross the proposed road approximately 60m west of the existing location. • Users of footpath E-396/023/0 would be diverted west of its existing alignment to avoid the construction work area whilst the staggered junction north of Trust Farm is being constructed. • Users of footpath E-396/015/0 would be diverted in two separate locations. At the proposed junction of the B1122 and the B1125, there would be a short diversion to accommodate the new eastern junction towards Theberton. Where the alignment of footpath E-396/015/0 and E-515/005/0 meets the proposed Sizewell link road they would be temporarily diverted 75400m to the south of their existing alignment whilst earthworks are being constructed, to cross the work area where the land is at grade. Once construction is completed, these footpaths would be diverted to cross the route of the proposed Sizewell link road via the Pretty Road overbridge (SLR-AR2). • Users of footpath E-515/003/0 would be diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 120m from the existing location. • Users of footpath E-515/004/0 would be diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 50m from the existing location. • Users of footpath E-515/013/0 would be diverted along the route of the proposed Sizewell link road, to cross the proposed road approximately 45m south of the existing location. • Users of footpath E-515/007/0 would be temporarily 				

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					diverted for 25m to the west of its existing alignment whilst earthworks are being constructed, to cross the work area where the land is at grade. • Users of footpath E-396/020/0 would be permanently diverted along the proposed route Sizewell link road, approximately 160m to the west, to cross the proposed route before heading east along the north side of the route to re-join Hawthorn Road. This is as a result of the proposed realignment of Hawthorn Road.				
SLR-AR5.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRow network.	<p>Closures / diversions of PRow during operation</p> <p>The PRow diversions proposed as primary mitigation during the operational phase would be as follows:</p> <ul style="list-style-type: none"> • The diversion of Footpath E-344/014/0 used during construction would continue during the operation phase. • Users of footpaths E-344/013/0 and E-584/016/A would be diverted south-west to cross the proposed Sizewell link road by approximately 8025m of their existing location to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road. This would be a reduced diversion from the construction phase. • The diversion of footpath E-584/016/0 used during construction would continue during the operation phase. • The diversion of footpath E-396/017/0 used during construction would continue during the operation phase. • Users of footpath E-396/023/0 would be diverted to run permanently. between the northern and southern junctions of the proposed staggered crossroads On the south side of the route of the proposed Sizewell link road, the footpath would run alongside the route of the proposed Sizewell link road E-396/023/0 and would be diverted to the east by approximately 200m to cross the road, approximately 150m to the east of the ghost island junction. On the north side of the proposed Sizewell link road route, the footpath would then be diverted west towards the ghost island junction and then directed north-east along the proposed access road to join the B1122. This change has been proposed in order to provide greater spacing between the crossing and the ghost island junction. • An extension of Footpath E-396/020/0 from the existing Hawthorn Road. The footpath would mostly extend along the proposed route of the Sizewell link road, approximately 160m to the west, to cross the proposed route before 	Operation	Requirement 6A (Public rights of way)	<p>ES Volume 6, Chapter 8, Section 8.5</p> <p>First ES Addendum Volume 1, Chapter 6, Section 6.7</p> <p>Second ES Addendum, Volume 1, Chapter 4, Section 4.3</p>	SLR-AR2.

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					<p>heading west-east along the north side of the route to re-join Hawthorn Road.</p> <ul style="list-style-type: none"> • The diversions of footpaths E-396/015/0 and E-515/005/0 used during construction would continue during the operation phase. • The permanent diversion of footpath E-515/003/0 would be either northwards to cross the proposed Sizewell link road at the Pretty road overbridge (SLR-AR2), or southwards to join the realigned footpath E-515/004/0. • During operation, a diversion of Footpath E-515/007/0 would be provided to cross the route of the proposed Sizewell link road approximately 45m east of its existing position. Users would then be directed west to meet the existing Moat Road alignment, where it has been converted to NMU route. • The diversion of footpath E-515/004/0 used during construction would continue during the operation phase. • The diversion of footpath E-515/013/0 used during construction would continue during the operation phase. • The diversion of footpath E-396/020/0 used during construction would continue during the operation phase. <p>In addition, an additional walking and cycling route is now proposed on the north side of the proposed Sizewell link road. This provides users of the PRow with a more expedient way of joining the new walking and cycling route and crossing the Sizewell link road from Footpath E-515/007/0 (rather than users having to go to the B1122 junction to join the new walking and cycling route which is what was previously proposed in the Application).</p> <p>Further details are shown on Access and Rights of Way plan (Doc Ref 2.4).</p>				