



The Sizewell C Project

6.3 Volume 2 Main Development Site Chapter 15 Amenity and Recreation Appendix 15I of the Environmental Statement: Rights of Way and Access Strategy - Tracked Changes Version

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1 RIGHTS OF WAY AND ACCESS STRATEGY

1.1 Introduction

1.1.1 The ~~rights of way~~ Rights of Way and ~~access~~ Access strategy has been updated to respond to Suffolk County Council's comments on additional information/submissions received at Deadline 3 [[REP3-079](#)], in particular paragraphs 44-51, Deadline 5 [[REP5-172](#)], paragraph 50, and in relation to the dedication of the route of Sandlings Walk as a Public Right of Way (PRoW) (see, for example, SCC's Deadline 5 comments in response to SZC Co's response to ExQ1 AR.1.7 [[REP5-172](#)]), and the request to apply the principles identified for the main development site to the associated development sites.

1.1.2 The Sizewell C Project ~~would~~ will have an impact on various ~~public rights of way (PRoW)~~ PRoW, including temporary and permanent closures and diversions. ~~SZC Co. has developed an access strategy as described in this Appendix. This strategy is expected to inform the Public Rights of Way Implementation Plans which will be prepared by SZC Co. for each development site and submitted to the highway authority for agreement pursuant to Requirement 6A of the Draft Development Consent Order (DCO) (Doc Ref. 3.1(G)). The Public Rights of Way Implementation Plans would be agreed by the Rights of Way Working Group.~~

1.1.3 The strategy is illustrated on the following Figures:

- **Figure 15I.1** Existing Rights of Way and Access;
- **Figure 15I.2** Construction Phase; and
- **Figure 15I.3** Operational Phase.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO) (Doc Ref. 8.17 G). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the draft Development Consent Order (dDCO) (Doc Ref. 3.1(l)) and DoO set out the status of each Level 1 document.

- 1.1.5 This **Rights of Way and Access Strategy** is a Level 1 document. A series of public rights of way implementation plans, in general accordance with this **Rights of Way and Access Strategy**, must be submitted to and approved by Suffolk County Council before development of any new or diverted public rights of way on the main development site can be carried out under Requirement 6A of the **dDCO**. The public rights of way implementation plans relating to the main development site must also be in general accordance with **Chapter 7, Part B of the Code of Construction Practice (CoCP)** (Doc Ref. 8.11(E)) and in accordance with the **Rights of Way and Access Plans** (Doc. Ref 2.4(F)) unless otherwise approved by Suffolk County Council.
- 1.1.6 The Rights of Way Working Group, established by Schedule 16 of the **DoO**, must be consulted on all public rights of way implementation plans before they are submitted to Suffolk County Council under Requirement 6A.
- 1.1.7 Any updates to this **Rights of Way and Access Strategy** must be approved by the Suffolk County Council in accordance with the procedure set out in Schedule 23 of the **DCO**.
- 1.1.8 This **Rights of Way and Access Strategy** requires further documents to be submitted for approval at particular stages of the Sizewell C Project, including rights of way implementation plans.
- 1.1.9 Where further documents or details require approval, this document states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the Marine Management Organisation (MMO) will be carried out in accordance with the procedure in Schedule 23 of the **DCO**. The **DoO** establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and through the same consultation and procedure as the original documents or details.
- 1.1.10 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the **Schedule of Other Consents, Licences and Agreements** (Doc Ref. 5.11) [REP3-011].

1.2 Scope of this strategy

1.1.11 This strategy includes descriptions of the main temporary and permanent rights of way closures and diversions across the main development site throughout the construction and operation of Sizewell C.

1.1.12 There will, however, be further local short-term temporary closures and diversions during, for example, construction of roads or other works that cross PRowS. Where known, these are shown on the detailed **Rights of Way and Access plans** in Book 2 (Doc Ref. 2.4(F)). There might also be further local short-term temporary closures and diversions which are not known at this stage. Any further temporary closures or diversions must be agreed with SCC pursuant to the provisions of the DCO. Any such closures or diversions would be for the minimum time possible and would be communicated to the public in advance, as required.

1.1.13 This strategy has been informed by observation and questionnaire surveys of existing users of recreational resources within the vicinity of the main development site, and by consultation with stakeholders including Suffolk County Council, East Suffolk Council, Natural England, the Suffolk Local Access Forum, the Ramblers Association and the Suffolk Coasts and Heaths Area of Outstanding Beauty Partnership.

1.1.14 Following engagement with Suffolk County Council and East Suffolk Council it has been agreed that the principles set out in [this Strategy](#) will apply to the rights of way affected by the associated development sites, where relevant. Further information regarding these diversions is provided in the detailed **Rights of Way and Access Plans** (Doc. Ref.2.4(F)).

1.2 Rights of way and proposed improvements

1.2.1 This section refers to the main development site only. Further information on the existing rights of way and proposed changes to the associated development sites can be found in Chapter 8, Volumes 3-9 of the Environmental Statement.

~~4.1.4~~1.2.2 The Suffolk Coast Path, the future England Coast Path and Sandlings Walk ~~might will, at points,~~ need to be diverted inland for temporary periods during the construction phase ~~– any such temporary diversions must be agreed with SCC pursuant to the provisions of Article 17 of the dDCO.~~ The following figures show the existing and proposed alignments of the Suffolk Coast Path, the future England Coast Path and Sandlings Walk overlaid on the construction phase plan, ~~should temporary diversions be necessary:~~

- **Figure 15I.4** Suffolk Coast Path and Future England Coast Path Diversions – Construction Phase; and
- **Figure 15I.5** Sandlings Walk Diversions – Construction Phase.

~~1.1.5~~1.2.3 ~~It is not anticipated that the~~ The Suffolk Coast Path, the future England Coast Path or Sandlings Walk ~~would~~ will not need to be diverted inland during the operational phase.

1.2.1 In summary, enhancements to the PRow and wider access network will include:

- enhanced north-south recreational routes through the creation of a 4.5km off-road multi-user bridleway for equestrians, cyclists and pedestrians. This includes off-road routes where existing rights of way and the Sustrans cycle route currently run along roads, and the creation of new routes where none exist at present;
- a new off-road bridleway from Valley Road, connecting to the new off-road bridleway described above;
- a new bridleway connection across Lover's Lane between the off-road bridleway within Aldhurst Farm and [Bridleway 19 adjacent to Kenton Hills](#);
- the new linear and area public access created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (reference DC/14/4224/FUL) would be permanent, including the expanded car park, a definitive footpath and Open Access land;
- a new bridleway through Kenton Hills and Goose Hill, linking [Bridleway 19](#) with the accessible coastline, during the operational phase. This will be the permanent route of Sandlings Walk and is secured under the [Deed of Obligation](#);
- a new formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive footpath and new bridleway network in the woodland and to the Sandlings Walk and the Coast Path;
- the provision of additional spaces at Kenton Hills car park, surface improvements, selective vegetation removal to create a more open environment and improvements to signage;

- a permanent new footpath north of Leiston connecting two existing PRow and Abbey Lane; and
- the creation of a naturalistic coastal grassland/dune setting to the Coast Path on and east of the new sea defences as part of the accessible 'coastal margin' which will be designated under the Marine and Coastal Access Act 2009.

1.3 Structure of this strategy

~~1.1.6~~1.2.4 The strategy comprises ~~two parts and identifies a series of principles that are summarised as follows:~~three parts:

1.2.5 Section 2: Existing rights of way

1.2.6 Section 3: Construction phase

1.2.7 Section 4: Operation phase

2 EXISTING RIGHTS OF WAY

1.2.8 A number of existing rights of way extend across the Estate, including the main development site. The existing rights of way are illustrated on **Figure 151.1**.

1.2.9 Long distance walking routes passing through the main development site comprise:

- the Suffolk Coast Path and Sandlings Walk extend along the coast to the east of Sizewell A and B stations and the main development site, along definitive public right of way E-363/021/0;
- Sandlings Walk follows permissive footpaths between the coast and Bridleway 19; and then runs north on Bridleway 19 and onto Eastbridge Road; and
- the England Coast Path which is being established by Natural England under the Marine and Coastal Access Act 2009 and is likely to follow the route of the Suffolk Coast Path and Sandlings Walk along the coast to the east of Sizewell A and B stations and the main development site. The England Coast Path will likely be launched before or during construction of Sizewell C and include a wider area of 'coastal margin' either side of the path itself, giving greater statutory protection to the de facto access to the coast the public already enjoys in this area.

1.2.10 These long distance walking routes extend through a wider area of coastline with rights of public access, including the beach and foreshore.

3 CONSTRUCTION PHASE

3.1 Construction Phase Principles

3.1.1 These construction phase principles must be considered in the preparation of the public rights of way implementation plans submitted to and approved by Suffolk County Council (Requirement 6A):

~~Construction phase principles:~~

- to minimise as far as possible any physical disruption or any other reductions in amenity on existing PRow, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland;
- to minimise as far as possible any reductions in connectivity in and around the development, especially north-south;
- to, in particular, minimise any reductions in accessibility and amenity to the Suffolk Coast Path, Sandlings Walk and the future England Coast Path;
- to comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000 in terms of temporary access infrastructure and management, by ensuring that there are no physical barriers to access without lawful authority and that reasonable adjustments are made to facilitate participation by all;
- to ensure that all new linear surfaces are easy to use;
- to minimise the need for temporary path closures and diversions, and where these are unavoidable, to provide and maintain alternative routes so as to reduce to a minimum any disruption or loss of amenity;
- to minimise road crossing points and, where unavoidable, to carry out relevant road safety audits and implement recommendations to ensure user safety;
- to apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety; and

- to justify, manage and agree temporary closures in advance and to publicise closures to members of the public, as required; and
- to build a legacy benefit to maintain and enhance recreational access that will perpetuate beyond the construction phase.

~~Operation phase principles:~~

- ~~to restore to at least their original standard any PRow, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland affected by the development;~~
- ~~to comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all;~~
- ~~to ensure that all new linear surfaces are easy to use; and~~
- ~~to apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.~~

~~1.1.1 This access strategy includes descriptions of the main temporary and permanent rights of way closures and diversions. There would also be further local short term temporary closures and diversions during, for example, construction of roads or other works that cross PRows which have, where they are currently known, been shown on the detailed Rights of Way plans in Book 2 [REP5-007]. There might also be further local short term temporary closures and diversions which are not known at this stage, which would be developed in consultation with the relevant authorities should development consent be granted. Any such closures or diversions would be for the minimum time possible and would be communicated to the public in advance, as required.~~

~~1.1.2 This strategy has been informed by observation and questionnaire surveys of existing users of recreational resources within the vicinity of the main development site, and by consultation with stakeholders including Suffolk County Council, East Suffolk Council (ESC) (formerly Suffolk Coastal District Council (SCDC)), Natural England, the Suffolk Local Access Forum, the Ramblers Association and the Suffolk Coasts and Heaths Area of Outstanding Beauty Partnership.~~

~~1.1.3~~ Following engagement with Suffolk County Council and East Suffolk Council it has been agreed that the principles set out in ~~paragraph 1.1.6~~ will apply to the rights of way affected by the associated development sites, where relevant. Further information regarding these diversions is provided in the detailed ~~Rights of Way Plans [REP5-008]~~.

~~1.2~~ Rights of way and proposed improvements

~~1.2.1~~ This section refers to the main development site only. Further information on the existing rights of way and proposed changes to the associated development sites can be found in Chapter 8, Volumes 3-9 of the Environmental Statement.

~~a)~~ Existing rights of way

~~1.2.2~~ A number of existing rights of way extend across the ~~EDF Energy Estate~~, including the main development site. The existing rights of way are illustrated on ~~Figure 15I.1~~.

~~1.2.3~~ Long distance walking routes passing through the main development site comprise:

- ~~the Suffolk Coast Path and Sandlings Walk extend along the coast to the east of Sizewell A and B stations and the main development site, along definitive public right of way E-363/021/0; and~~
- ~~the England Coast Path is being established by Natural England under the Marine and Coastal Access Act 2009 and is likely to follow the route of the Suffolk Coast Path and Sandlings Walk along the coast to the east of Sizewell A and B stations and the main development site. The England Coast Path will likely be launched before or during construction of Sizewell C; it would include a wider area of ‘coastal margin’ either side of the path itself, giving greater statutory protection to the de facto access to the coast the public already enjoys in this area.~~

~~1.2.4~~ These long distance walking routes, ~~referred to as the Coast Path~~, extend through a wider area of coastline with rights of public access, including the beach and foreshore.

~~b)~~ Construction phase

~~3.1.2~~ All PRow diversions are shown on the [Access and Rights of Way Plans \(Doc Ref. 2.4\(F\)\) and must be detailed in a public rights of way implementation plan approved by Suffolk County Council \(Requirement 6A\).](#)

3.2 Coast Path

~~1.1.7~~3.2.1 ~~The Coast Path~~ The Coast Path (comprising PRoW E-363/021/0, the Suffolk Coast Path, the future England Coast Path and Sandlings Walk), and the publicly accessible wider coastline, ~~would~~will be subject to temporary disruption and change as a result of the construction of new sea defences and cross-shore infrastructure during construction. Therefore, to ensure visitor safety and minimise any reductions in amenity, ~~it is proposed that~~ the Coast Path ~~would~~will be realigned during early stages of construction to the east and seaward of the existing low embankment, during the construction of new sea defences. As ~~per shown on the~~ Access and Rights of Way and Access Plans [REP5-008] (Doc Ref. 2.4(F)), the exact alignment of ~~the~~ PRoW E-363/021/0, which will also be the alignment of the Suffolk Coast Path ~~would~~will accord with the layout and scale details of the hard coastal defence feature ~~to be submitted~~. In addition, Natural England will be consulted in relation to the England Coast Path. These details must be submitted to and approved by East Suffolk Council, in consultation with Suffolk County Council pursuant to Requirement 12B of the draft DCO (Doc Ref. and paragraph 1(4) of Schedule 23 to, the dDCO. 3.1(G)) with Suffolk County Council approving the diverted Further, a public right of way implementation plan must be approved by Suffolk County Council pursuant to Requirement 6A of the draft DCO (Doc Ref. 3.1(G)) (as with all other new or diverted public rights of way) dDCO before any part of the new alignment can be created.

~~1.2.5~~3.2.2 For the remainder of the construction phase, to ensure public safety and minimise disruption overall, the Coast Path ~~would then~~will be moved west a short distance to run parallel to a temporary sheet pile wall coastal defence and within a wider recreational corridor (refer to **Figure 15I.2**). The ~~temorary~~temporary sheet pile wall ~~would~~will help to screen lower-level construction works within the main development site from the coastline, and the recreational corridor in particular.

~~1.2.6~~3.2.3 Once construction of the permanent coastal defences are complete the Coast Path ~~would~~will be diverted onto its permanent alignment parallel to and east of the hard coastal defence landform which ~~would~~will help to screen construction works within the main development site.

~~1.2.7~~3.2.4 Area access to the wider coastline and beach ~~would~~will be retained ~~as much as possible~~ where it is safe to do so during the construction phase although some areas ~~would~~will require temporary closure.

~~1.2.83.2.5~~ The temporary and permanent diversions of PRow E-363/021/0, the Suffolk Coast Path, Sandlings Walk and England Coast Path along the coast ~~would~~ will follow the same alignment and be designed to have the same accessibility as the current PRow and Coast Path. The route ~~would~~ will have a suitable firm surface and the specification will be ~~agreed with the Highways Authority in relation to the definitive right of way, in~~ approved by Suffolk County Council through a public right of way implementation plan. In addition to Natural England will be consulted in relation to the England Coast Path. All diversions ~~would~~ will be above the Highest Astronomical Tide level.

~~1.2.93.2.6~~ A permanent beach landing facility (BLF) and a separate temporary BLF crossing the beach ~~are proposed to~~ will enable boats to dock and deliver large items and bulky materials during construction. The ~~PRow and~~ Coast Path ~~would~~ will be kept open during the operation of the permanent and temporary BLFs.

~~1.2.103.2.7~~ The permanent BLF ~~would~~ will be used to import Abnormal Indivisible Loads (AILs) to Sizewell C by sea on barges, and ~~would~~ will be accessed on the landward side via an access road from the main development site. When the permanent BLF is in use people walking along the coast ~~would~~ will be able to use the ~~PRow and~~ Coast Path across the access road, where a banksman ~~would~~ will be present to ensure safe passage and minimise delay, or walk along the beach and pass under the deck of the permanent BLF. The deck ~~would~~ will only be present during periods of BLF use. ~~The deck would also allow use for equestrians.~~

~~1.2.113.2.8~~ The temporary BLF ~~would~~ will be used for the delivery of bulk construction materials, or other materials, and ~~would~~ will be in operation for approximately 8 years during the construction phase. A conveyor along the length of the temporary BLF deck ~~would~~ will be the primary method of unloading material, passing over the Coast Path. The underside of the temporary BLF deck ~~would~~ will be at least 3.7m above the ground level of the Coast Path, to allow ~~equestrians~~ equestrians to pass under the BLF without dismounting.

~~1.2.123.2.9~~ During the construction period, the permanent BLF deck will remain in situ between April and October due to the frequency of deliveries, it will then be removed from November to March. During the operational phase, the BLF decking will only be installed when required during outages. During BLF working season, the underside of the BLF deck is at +4.7mAOD, meaning that the ground beneath can be reprofiled to a level of approximately +2.2mAOD ~~for the Coast Path~~, resulting in a clearance of

approximately 2.5m to the underside of the BLF deck. When the BLF is out of season, the deck ~~is~~ will be removed, meaning that the clearance of 2.5m only applies during the BLF working season. It is expected that equestrians will have to dismount to ensure safe crossing underneath the permanent BLF, via the use of mounting blocks ~~;~~ however the Coast Path will pass across the access road to the BLF, and not under the deck, and equestrians will be able to ride without having to dismount.

~~1.1.83.2.10~~ 3.2.10 ~~The PRow and The~~ Coast Path ~~would~~ will be redirected up and down the shoreline as necessary to facilitate construction of the permanent and ~~temporary~~ temporary BLFs and removal of the ~~temporary~~ temporary BLF. The PRow and Coast Path ~~would~~ will be kept open during the construction of the BLFs and the temporary and permanent sea defences except in rare circumstances where it is ~~considered~~ unsafe to do so. In such instances, use of the temporary inland diversion of the Coast Path ~~would~~ will be necessary, as shown on **Figures 15I.4** and **15I.5**. The southern portion of the diverted Coast Path would extend along Sandy Lane. At the junction of Sandy Lane with Lover's Lane a crossing is proposed over the road to allow for the connection of the diverted paths via a new north-south (off-road) route. The route ~~would~~ will be designated as a combined bridleway, cycleway and footpath. The route ~~would~~ will extend parallel to Lover's Lane, and towards the B1122 to connect to the north. The ~~proposed~~ route includes provision for controlled and uncontrolled road crossings suitable for equestrians, cyclists and pedestrians. A level crossing ~~would~~ will be provided in connection with the construction phase rail route. The level crossing ~~would~~ will be removed following the construction of Sizewell C and the removal of the temporary rail line.

~~1.2.13~~ 3.2.11 The phasing and programme for the construction of the new sea defences and BLFs has been carefully explored to minimise periods of closure and disruption to public access along the coastline. A banksman ~~would~~ will be present when construction works and BLF use have the potential to disrupt public access, to enable access along the coast for the maximum time possible.

~~1.2.14~~ 3.2.12 Necessary temporary diversions, closures and works to the ~~PRow and~~ Coast Path ~~would~~ will be justified, agreed in advance with the Rights of Way Working Group, and managed with the relevant authority and publicised to members of the public.

3.3 New off-road Bridleway Incorporating Bridleway 19

~~1.2.15~~3.3.1 The new off-road combined bridleway, cycleway and footpath (hereafter referred to as a bridleway) ~~would~~will extend from Sizewell Gap and King George's Avenue in the south to the accommodation campus in the north, up to the existing northern end of public right of way E-363/019/0 (~~bridleway~~Bridleway 19). This ~~would~~will incorporate the potential diversions of the Suffolk Coast Path, Sandlings Walk and the England Coast Path described above, and include the temporary diversion of ~~bridleway~~Bridleway 19 and Sustrans regional cycle route 42.

~~1.2.16~~3.3.2 In the south, the new bridleway ~~would~~will run within the edge of existing grass fields parallel to Lover's Lane, east of the existing roadside hedge and woodland to retain this vegetation and separate the route from the road. It ~~would~~will then cross Lover's Lane and continue west and north where it ~~would~~will run broadly parallel to roads, but mostly separated from them by existing hedgerows and proposed vegetation, with crossings provided as shown on **Figure 15I.2**.

~~1.2.17~~3.3.3 Bridleway E-363/013/0, which runs along a section of Lover's Lane that ~~would~~will be re-aligned, ~~would~~will be permanently closed. The new off-road bridleway described above ~~would~~will be available as an alternative and cyclists and other users ~~would~~will still be able to use Lover's Lane.

~~1.2.18~~3.3.4 The new off-road bridleway ~~would~~will be constructed prior to potential temporary closures of the Coast Path, temporary diversion of ~~bridleway~~Bridleway 19 and closure of bridleway E-363/013/0.

~~1.2.19~~3.3.5 A further section of off-road bridleway ~~would~~will be constructed from Valley Road and the Land East of Eastlands Industrial Estate (LEEIE), connecting to the new off-road bridleway described above, allowing construction phase workers residing in the caravan site on the LEEIE to access the main site entrance by walking or cycling on the new off-road bridleway. This ~~would~~will also enable the public to access the new off-road route from Leiston via new Open Access land within Aldhurst Farm or from Valley Road without having to go onto the B1122.

~~1.2.20~~3.3.6 A crossing point on Lover's Lane and a permissive footpath connection ~~would~~will be provided from the new off-road bridleway within the northern field of Aldhurst Farm, to the retained section of ~~bridleway~~Bridleway 19 adjacent to Kenton Hills car park providing access to the permissive footpath network within Kenton Hills and the wider access network. The new route and crossing point ~~would~~will be made available after approximately two years from the commencement of the construction

phase. The link ~~would~~will be designated as a permanent bridleway once the construction phase is complete. ~~This is Change 15 of the additional submission made in January 2021 (Volume 1, Chapter 2 (Main Development Site) of the ES Addendum [AS-181]).~~

~~1.2.21~~3.3.7 The ~~proposed~~ accommodation campus ~~is to~~will be built on the eastern side of Eastbridge Road, with the sports facilities located ~~remotely from the accommodation campus,~~ at a site adjacent to the existing leisure centre and Alde Valley School. Eastbridge Road ~~would~~will remain open during the construction phase, but with the addition of the off-road bridleway running parallel to it, west of the accommodation campus. The Sustrans cycle route ~~would~~will be permanently diverted from the carriageway onto the off-road route. This off-road route ~~would~~will allow for the temporary closure (for the minimum duration possible) and diversion of part of ~~bridleway~~Bridleway 19 during the construction phase.

~~1.2.22~~3.3.8 Bridleway 19 currently extends through the main development site and would cross the site entrance road. Part of this bridleway ~~would~~will be temporarily closed during the construction phase. During this time the northern part of the route ~~would~~will be diverted along the proposed bridleway running parallel to, and separate from, Lover's Lane, the B1122 and the southern section of Eastbridge Road.

~~1.2.23~~3.3.9 The southern part of ~~bridleway 19 would~~Bridleway 19 will remain open to the public during the construction phase, enabling pedestrian and vehicular access to the existing Kenton Hills car park and the extensive permissive footpath network beyond, within and south of Kenton Hills. The southern section on Lover's Lane and Sandy Lane ~~would~~will also remain open enabling pedestrian, equestrian and cyclist access to Sizewell Gap and Sizewell village, and to the wider access network.

3.4 Kenton Hills Car Park

~~1.2.24~~3.4.1 The existing car park serving Kenton Hills ~~would~~will be improved to provide up to 15 additional parking spaces and selective vegetation would be removed to make it less enclosed (set out in the Construction Method Statement (Doc Ref. 6.3 3D(B)), secured pursuant to Requirement 8). The car park surfacing and the access road to it ~~would~~will be improved, and signage ~~would~~will be enhanced by replacing existing wayfinding and information boards adjacent to the car park and providing a sign on Lover's Lane promoting the parking and walking facilities. Current access to the existing network of permissive footpaths in Kenton Hills from the car park

and ~~bridleway~~ Bridleway 19 is by an informal path and ~~it is proposed that~~ this route ~~is~~ will be formalised as a permissive footpath.

~~1.2.25~~ 3.4.2 A short, normally gated, permissive footpath that connects ~~bridleway~~ Bridleway 19 to Kenton Hills ~~would~~ will be closed during the construction phase but re-opened following the completion of the construction phase of Sizewell C, when it will be dedicated as a PRow (bridleway). Access from ~~bridleway~~ Bridleway 19 into Kenton Hills ~~would be available~~ will be available throughout the construction phase via the ~~retained~~ formalised permissive footpath at Kenton Hills car park.

3.5 Aldhurst Farm

3.5.1 ~~The new habitat at Aldhurst Farm was created in accordance with planning permission granted by Suffolk Coastal District Council (now East Suffolk Council) (planning application reference DC/14/4224/FUL). A condition of that planning permission required a plan setting out future public access arrangements across the site to be submitted for approval by Suffolk Coastal District Council; the application to discharge the condition was approved by East Suffolk Council on 25 November 2019. Under Schedule 11 of the DoO a planning permission for enhancement works to Aldhurst Farm must be submitted to East Suffolk Council as soon as reasonably practicable after the signing of the DoO.~~

~~1.1.93~~ 3.5.2 ~~In addition, public~~ Public access will be provided to specific areas of land within the Aldhurst Farm habitat creation area for informal recreation, from 2021. This will include a new five space car park, a surfaced footpath (which will be a new definitive PRow), and approximately 27 hectares of new open access land (which will be designated Open Access Land), including areas where dogs will be allowed to be exercised off-lead. This car park ~~would~~ will be increased to 20 spaces early in the construction phase to allow for additional users of the recreational access network, and funding provision for this is ~~to be~~ included in Schedule 11 of the Deed of Obligation. ~~The new habitat at Aldhurst Farm was created in accordance with planning permission granted by SCDC (now ESC) (planning application reference DC/14/4224/FUL). A condition of that planning permission required a plan setting out future public access arrangements across the site to be submitted for approval by SCDC; the application to discharge the condition was approved by ESC on 25 November 2019.~~

3.6 Sandlings Walk

~~1.2.26~~3.6.1 Sandlings Walk is a long distance pedestrian route that extends through the main development site, along definitive rights of way and permissive footpaths. The route extends along the coast and through Kenton Hills to connect to ~~bridleway~~Bridleway 19. A portion of Sandlings Walk that extends along a permissive footpath from the coast to Kenton Hills ~~would~~will be closed during the construction phase along with an additional permissive footpath loop at Goose Hill. Sandlings Walk ~~would~~will be diverted along the existing right of way E-363/020/0 further north, that extends from Minsmere sluice to Eastbridge, to reconnect inland with the existing route of Sandlings Walk running north-south (see **Figure 151.5**).

3.7 Other known rights of way and permissive footpath diversions

3.7.1 A permissive footpath which crosses a field between Reckham Pits Wood and Rookyard Wood, which is to be used as an attenuation during construction, will be temporarily diverted along the north-eastern edge of the field to retain connection between the permissive footpath in Reckham Pits Wood and Bridleway 19.

~~1.1.10~~3.7.2 ~~The proposed construction phase includes the provision of a rail line into the main development site. This would~~The delivery of the green rail routewill temporarily sever three public footpaths to the west of the B1122. One footpath to the far west near Buckleswood Road ~~would~~will be reconnected by a new temporary level crossing. The two PRoW more immediately west of the B1122 ~~would~~will be diverted parallel to the rail corridor and reconnect to PRoW at Abbey Lane, after crossing a proposed controlled level crossing on the B1122. These diversions ~~would~~will be off-road.

~~1.1.11~~3.7.3 ~~SZC Co. would prepare proposals~~Proposals to improve existing PRoW and other routes that are to receive diverted pedestrians, such as improvements to surfaces, gates, and signage, along with the removal of any stiles.~~The approach to rights of way improvement would be agreed with~~will be funded by SZC Co. through the PROW Fund (Schedule 16 DoO). The fund will be held by Suffolk County Council ~~in the Public and it must implement initiatives identified by the~~ Rights of Way ~~Implementation Plan~~Working Group.

4 OPERATIONAL PHASE

e)4.1 ~~Operational~~ Operation phase principles

4.1.1 These operation phase principles must be considered in the preparation of the public rights of way implementation plans submitted to and approved by Suffolk County Council (Requirement 6A):

- to restore to at least their original standard any PRow, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland affected by the development;
- to comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all;
- to ensure that all new linear surfaces are easy to use; and
- to apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.

4.2 Permissive paths

~~4.2.27~~4.2.1 The operational phase ~~would~~will allow ~~all~~ existing permissive footpaths and definitive PRow to substantially revert to their original alignment and to ~~at least~~ their original condition, or upgraded to definitive PRow where noted in this Strategy. Improvements to PRow and permissive footpaths, such as signage and surface improvements, ~~would~~will be provided in accordance with the ~~improvement strategy in the~~ Public Rights of Way Implementation ~~Plan agreed with the relevant authorities.~~Plans approved by Suffolk County Council (Requirement 6A).

4.3 PRow and Permissive Footpath Status

~~4.1.12~~4.3.1 ~~New routes are also proposed as described below. It is proposed that~~ The new north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George's Avenue to the northern end of ~~bridleway~~ Bridleway 19 on Eastbridge Road, the bridleway connection to the off-road bridleway from Valley Road, the bridleway connection between the off-road bridleway in Aldhurst Farm and ~~bridleway~~ Bridleway 19 adjacent to Kenton

Hills, and the southern section of the footpath created around the green rail route immediately west of Abbey Lane, ~~are~~ will be established as definitive PRow ~~and that all other new footpaths and bridleways are permissive status. All existing permissive footpaths would remain as permissive footpaths. Any new or re-instated definitive PRow would be created to the satisfaction of the Highway Authority. Subject to safety and operational requirements, SZC Co. would seek to ensure all such permissive routes within the EDF Energy Estate have as much practical permanence as possible.~~

4.3.2 A new bridleway through Kenton Hills and Goose Hill, linking Bridleway 19 with the accessible coastline, during the operational phase. This will be the permanent route of Sandlings Walk and is secured under the Deed of Obligation.

4.3.3 All other existing and new permissive footpaths will remain as permissive footpaths. Any new or re-instated definitive PRow identified on the Rights of Way and Access Plans will be created to the satisfaction of Suffolk County Council as set out and approved in the public rights of way implementation plans (Requirement 6A). Subject to safety and operational requirements, SZC Co. will ensure that all such permissive routes within the Estate have as much practical permanence as possible as set out in the Estate Wide Management Plan (Doc Ref. 9.88 (A)) (Requirement 5C).

4.4 Sandlings Walk

~~1.2.28~~ 4.4.1 The Sandlings Walk would will be reinstated on the majority of its original alignment, with sections in Goose Hill closed permanently. The permanent route of Sandlings Walk through Kenton Hills and Goose Hill, between Bridleway 19 and the coast, will become a definitive PRow (bridleway) as secured under the Deed of Obligation. A portion of the Sandlings Walk which is currently located on a permissive route through the ~~EDF Energy~~ Estate at Goose Hill (in the vicinity of the proposed access road to Sizewell C and crossing over the Sizewell Marshes Site of Special Scientific Interest), ~~would~~ will be realigned to provide connectivity to the coast.

4.5 Coast Path

~~1.1.13~~ 4.5.1 ~~PRow E-363/021/0 and the Coast Path would~~ The Coast Path will be retained on the realigned route fronting Sizewell C established during the construction phase, on the new sea defences. The route ~~would~~ will extend through a newly formed coastal grassland area. Coastal grassland habitat ~~would~~ will be created in this area, with the majority created once the new

sea defences are constructed during the first few years of the construction programme, with final restoration of all areas completed once temporary elements are removed at the end of the construction phase. ~~PRoW E-363/021/0 and the~~ The Coast Path ~~would~~ will have a suitable firm surface and the specification will be ~~agreed with the Highways Authority~~ set out in the Public Right of Way Implementation Plan approved by Suffolk County Council (Requirement 6A) in relation to the definitive right of way, ~~in~~ In addition ~~to~~ Natural England will be consulted in relation to the England Coast Path, ~~and would~~ The Coast Path will be above the Highest Astronomical Tide level. Public access ~~would~~ will be restored to the full beach and foreshore.

~~1.2.29~~ 4.5.2 The new sea defences ~~would~~ will establish a naturalistic coastal grassland/dune setting, similar to that already experienced and include access rights to the sea defences up to a physical boundary, as part of the ‘coastal margin’ under the Marine and Coastal Access Act 2009. The extent of the ‘coastal margin’ inland of the England Coast Path will be defined by Natural England.

~~1.2.30~~ 4.5.3 The crest heights of the sea defence on the coast and at the SSSI crossing may be raised during the lifetime of Sizewell C, as described in paragraphs 2.2.204 and 2.2.205 of **Volume 1, Chapter 2** (Main Development Site) of the **ES Addendum [AS-181]**. While the sea defence on the coast is being raised and new vegetation established public access to part of the ‘coastal margin’ ~~would~~ will be temporarily closed. The PRoW and Coast Path ~~would~~ will be realigned on the adapted sea defence, and the route identified when the adapted sea defence is designed in detail during the operational phase. The Coast Path, Sandlings Walk and the ~~permissive footpath~~ new bridleway east of the SSSI crossing may need to be temporarily diverted short distances, or closed for short periods, during construction of the raised defences. A banksman ~~would~~ will be present when construction has potential to disrupt public access, to minimise temporary closure and diversions.

4.6 North-South Bridleway

~~1.2.31~~ 4.6.1 The north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George’s Avenue to the northern end of ~~bridleway~~ Bridleway 19 on Eastbridge Road (approximately 4.5km long) created during the construction phase, ~~would~~ will be retained for the operational phase. A short length of this bridleway in the north-east corner of the Aldhurst Farm habitat creation area ~~would~~ will be re-aligned along the edge of the Aldhurst Farm site on removal of the water management zone. The

remainder of the water management zone ~~would~~will be re-instated to its former condition as part of the larger area of lowland heath mosaic within the Aldhurst Farm habitat creation area. The footpath connection across Lover's Lane between the off-road bridleway in Aldhurst Farm and ~~bridleway~~Bridleway 19 adjacent to Kenton Hills would be dedicated as a permanent bridleway. The bridleway connection to the off-road bridleway from Valley Road created during the construction phase ~~would~~will be retained for the operational phase. These routes ~~would~~will be off-road with road crossings as required, and provide an overall improvement to the PRow network.

4.7 Other Permanent Improvements

~~1.2.32~~4.7.1 The southern section of the public right of way diversion around the green rail route immediately west of Abbey Road which ~~would~~will have been implemented during construction ~~would~~will be retained as a permanent definitive footpath.

~~1.2.33~~4.7.2 The new linear and area public access created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (reference DC/14/4224/FUL) ~~would~~will be permanent, including the expanded car park, definitive footpath and Open Access land.

~~1.2.34~~4.7.3 The formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive network in the woodland and Sandlings Walk, ~~would~~will be retained for the operational phase as ~~would~~will other improvements to Kenton Hills involving additional car parking spaces, surface improvements, selective vegetation removal and improved signage. The permissive footpath connection to ~~bridleway 19~~would Bridleway 19 will be reopened.

~~1.1.14~~ In summary, ~~enhancements to the PRow and wider access network~~ ~~would~~ include:

- ~~• enhanced north-south recreational routes through the creation of a 4.5km off-road multi-user bridleway for equestrians, cyclists and pedestrians. This includes off-road routes where existing rights of way and the Sustrans cycle route currently run along roads, and the creation of new routes where none exist at present;~~
- ~~• a new off-road bridleway from Valley Road, connecting to the new off-road bridleway described above;~~

- ~~• a new bridleway connection across Lover's Lane between the off-road bridleway within Aldhurst Farm and **bridleway 19 adjacent to Kenton Hills;**~~
 - ~~• the new linear and area public access created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (reference DC/14/4224/FUL) would be permanent, including the expanded car park, a definitive footpath and Open Access land;~~
- ~~• a new formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive footpath network in the woodland and to the Sandlings Walk and the Coast Path;~~
 - ~~• the provision of additional spaces at Kenton Hills car park, surface improvements, selective vegetation removal to create a more open environment and improvements to signage;~~
 - ~~• a permanent new footpath north of Leiston connecting two existing PRow and Abbey Lane; and~~
 - ~~• the creation of a naturalistic coastal grassland/dune setting to the Coast Path on and east of the new sea defences as part of the accessible 'coastal margin' which will be designated under the Marine and Coastal Access Act 2009.~~

FIGURES