



The Sizewell C Project

8.12 Mitigation Route Map Addendum

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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)	Reason for new or changed mitigation measures
2VBP-AQ3.	Two village bypass	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: <ul style="list-style-type: none">• Positioning site entrances as far practicable from sensitive receptors.• Any potential use of concrete batching plant located as far as practicable from receptors;• Locating any mobile crushing and screening plant as far as practicable from sensitive receptors;• Covering potentially dusty loads (loose earth, spoil, aggregates etc.) in transit;• Managing site run-off of water or mud.• Cover, seed or fence stockpiles to prevent wind whipping.• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.• Develop and implement the dust management measures, as set out in the CoCP (Doc Ref. 8.11(A)). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 5, Section 5.4		Updated mitigation measures following engagement with stakeholders.
2VBP-AR4.	Two village bypass	Amenity and recreation	Primary	To minimise impacts to users' access of the PRoW network.	Closures / diversions of Public rights of Way during operation The permanent PRoW diversions during the operational phase would be as follows: <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. 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 PRoW Footpaths 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. Further details are shown on Rights of Way Plan (Doc Ref 2.4(B)) for the proposed development.	Operation	DCO Article 14 - 16 (Rights of Way plans) Requirement 2 (PW: CoCP) Requirement 6A (MDS: Rights of Way Strategy)	ES Volume 5, Chapter 8, Section 8.5 ES Addendum Volume 1, Chapter 5, Section 5.7	2VBP-AR2.	Updated for Change 12
2VBP-GSW3.	Two village bypass	Groundwater and surface water	Primary	To minimise afflux and flood risk.	River Alde Floodplain <ul style="list-style-type: none">• Excess water on the floodplains would be culverted through the embankments via flood arches. The arches would be approximately 5.4 by 3m in dimension and eight in number, subject to detailed design development. The flood arches minimise the afflux at the location of the bypass, to below the threshold of 30mm.• It is proposed that the area shown on ES Addendum, Volume 2, Figure 5.2.3, of approximately 2.77ha, would be used to create enhanced floodplain grassland habitats. In addition, new wetland channels would be created in this area to mitigate the loss of approximately 143m of ditches associated with the land take from the bypass and which form the most valuable element of the existing floodplain grassland in this location.	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works)	ES Volume 5, Chapter 12, Section 12.5 ES Addendum Volume 1, Chapter 5, Section 5.10	2VBP-TE10. 2VBP-TE11.	Updated for the following change at the Two village bypass - 'Additional floodplain habitat mitigation'
2VBP-LV8	Two Village Bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	Outline Landscape and Ecology Management Plan (oLEMP) The oLEMP provides the framework for the Landscape and Ecological Management Plan (LEMP) which will provide further details of the management measures and implementation of the habitat created, along with ongoing monitoring arrangements.	Operation	Requirement 22 (Highway works) Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 5, Section 5.5	2VBP-TE33	Additional detail
2VBP-TE11.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	River Alde Floodplain <ul style="list-style-type: none">• Any required flood compensation areas would be designed to minimise impacts to ditches and watercourses to avoid interfering with suitable otter and water vole habitat.• The banks of the River Alde and the associated ditches would be protected during construction of any flood compensation areas. It is proposed that the area shown on ES Addendum, Volume 2, Figure 5.2.3 , of approximately 2.77ha, would be used to create enhanced floodplain grassland habitats. There would be no change to the site boundary to accommodate the creation of this habitat. The existing floodplain grassland within this area is of low ecological value, comprising predominantly a sown agricultural ley of perennial ryegrass and the focus would be on the creation of higher quality habitats, through enhancing the diversity of the grassland sward and the habitats within existing ditches close to the River Alde. In addition, new wetland channels would be created in this area to mitigate the loss of approximately 143m of ditches associated with the land take from the bypass and which form the most valuable element of the existing floodplain grassland in this location.	Construction	Requirement 22 (Highway works) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5 ES Addendum Volume 1, Chapter 5, Section 5.6		Updated for the following change at the Two village bypass - 'Additional floodplain habitat mitigation'
2VBP-TE12.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on nearby water bodies.	Locations of contactor compound The location of the construction compound areas (and therefore main chemical, material and equipment storage area) have been sited to avoid floodplain grasslands and the River Alde has been sited on the east side of the site, approximately 1.1km away from sensitive surface water habitats such as the floodplain grasslands and the River Alde.	Construction	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 7, Section 7.5		Update to reflect latest Additional Information on the indicative location of temporary contractor compound locations
2VBP-TE33	Two Village Bypass	Terrestrial ecology and ornithology	Primary	To minimise landscape and visual impacts.	Outline Landscape and Ecology Management Plan (oLEMP) The oLEMP provides the framework for the Landscape and Ecological Management Plan (LEMP) which will provide further details of the management measures and implementation of the habitat created, along with ongoing monitoring arrangements.	Operation	Requirement 22 (Highway works) Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 5, Section 5.6	2BVP-LV8	Additional detail
FMF-AQ3.	Freight management facility	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: <ul style="list-style-type: none">• Re-use of soils on-site to form landscape bunds instead of transporting them for off-site storage.• Use of surface covering (such as seeding of earthworks and hardstanding surface/permeable paving for parking areas) to minimise extent of exposed soils and minimise potential resuspension of dust.• Avoid site run-off of water or mud.• Cover, seed or fence stockpiles to prevent wind whipping.• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.• Develop and implement a Dust Management Plan, which may include measures to control other emissions as part of the CoCP (Doc Ref. 8.11A). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 8, Section 8.2		Updated mitigation measures following engagement with stakeholders.
GRR-AQ4.	Rail	Air quality	Tertiary	To minimise the impacts of dust on air quality.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: <ul style="list-style-type: none">• Re-use of soils on-site to form bunds instead of transporting them for off-site storage.• Use of surface covering (seeding of earthworks, hardstanding surface for car park) to minimise extent of exposed soils and minimise potential resuspension of dust.• Avoid site run-off of water or mud.• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.• Develop and implement the dust management measures, as set out in the CoCP (Doc Ref. 8.11(A)). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 9, Section 9.4		Updated mitigation measures following engagement with stakeholders.
GRR-NV2.	Rail	Noise and vibration	Primary	To minimise the impacts of noise on the surrounding area.	Rail design <ul style="list-style-type: none">• The upgraded Saxmundham to Leiston branch line track would be continuously welded rail which would reduce noise and vibration generation. <ul style="list-style-type: none">• Speed limit restrictions are proposed for freight trains using this line as a result of the construction of Sizewell C nuclear power station at night on parts of the East Suffolk line and Sizewell to Leiston branch line. In general, the maximum speed along the line would be limited to 20mph, however, in three locations on the East Suffolk line, Woodbridge and Melton, Campsea Ashe and Saxmundham, trains would be required to travel no faster than 10mph at night. A 10mph speed limit will also apply during the daytime and night-time along the Sizewell to Leiston branch line in the early years. Speed limits on the Saxmundham to Leiston branch line and rail extension route in the later years are subject to further assessment of the effectiveness of the installed mitigation. Locations of the East Suffolk line speed limits are shown in Figures 4.2, 4.3 and 4.4 in Volume 9 of the ES.	Operation	Requirement 25 (Rail Noise Mitigation Strategy)	ES Volume 9, Chapter 4, Section 4.5 ES Addendum Volume 1, Chapter 9, Section 9.3		Updated mitigation measures following additional survey and assessment work between August and November 2020

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GRR-NV8.	Rail	Noise and vibration	Secondary	To minimise the impacts of noise.	Rail noise mitigation strategy - groundbourne noise • When track is being upgraded on the Saxmundham to Leiston branch line or laid for the rail extension, under-ballast mats (or equivalent) will be used where the track is within 15m of a residential property. vibration-isolating track support systems will be used to achieve an LASmax level of below 45dB within any adjacent property. • For the East Suffolk line, further assessment has been undertaken and a more stringent approach to the assessment of groundborne noise adopted, whereby groundborne noise is combined with low frequency airborne noise and assessed against the same criteria as set out in Volume 9, Chapter 4 of the ES (Doc Ref 6.10) [APP-545]. The combined assessment of groundborne and low frequency airborne noise has shown that there are only two locations where major adverse effects are likely without mitigation, and in both instances improvements to their glazing/sound insulation under the 'Noise Mitigation Scheme' (Volume 2, Appendix 11H of the ES (Doc Ref 6.3) [APP-210]) are expected to reduce the airborne component of the internal sound level, such that no significant adverse effects on health and quality of life occur. should there be any properties within 5m or 10m of the line where Sizewell C freight trains travel at 10mph or 20mph respectively, further, more detailed assessment would be undertaken to determine the site-specific exposure to groundborne noise to fully quantify the likelihood of residual adverse effects.	Operation	Requirement 25 (Rail Noise Mitigation Strategy)	ES Volume 9, Chapter 4, Section 4.7 ES Addendum Volume 1, Chapter 9, Section 9.3		Additional detail
MDS-AQ5.	Main development site	Air quality	Tertiary	To minimise impacts of construction dust.	Construction management measures: air quality. The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including but not limited to: • Hard-surfaced roadways used as far as practicable, on a risk-based basis to minimise trackout and dust raising from vehicle movements within the construction site. • Use of earth bunds with grassing/seeding, including a bund along the length of the southern temporary construction area boundary (5m height), and early planting to supplement existing vegetation and hedging, to screen sensitive boundaries from fugitive dust from construction activities. • Deposited dust and materials to be monitored and controlled through additional mitigation as necessary to avoid trackout of material into adjacent construction zones. • Wheel wash-facilities would be installed at strategic points within the main development site, and maintained for the duration of earthworks and excavations, to minimise tracked out materials from high risk to lower risk areas. • Concrete batching plant located as far as practicable from sensitive receptors, to minimise emission impacts. • Mobile crushing and screening plant located as far as practicable from sensitive receptors, to minimise emission impacts. • Use of modular (pre-fabricated) buildings, as far as practicable, for temporary accommodation and site facilities during construction phase to minimise dust raising during the construction and final removal and reinstatement phase. • Use of contractor vehicles as far as practicable that meet the Euro V VI emissions standards and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Use of non-road mobile machines as far as practicable and available that meet the Stage IV engine standards of the non-road mobile machinery (NRMM) Emission Standards Directive to minimise NOx and particulate emissions on site. Furthermore, an outline Dust Management Plan included within Volume 2, Appendix 12A of the ES sets the approach to dust mitigation that the contractors would be required to implement. The contractors would prepare Construction Environmental Management Plans including Dust Management Plans, in accordance with the CoCP and the associated outline Dust Management Plan.	Construction	Requirement 2 (PW: CoCP) Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 12, Section 12.5 ES Addendum Volume 1, Chapter 2, Section 2.7		Updated mitigation measures following engagement with stakeholders.
MDS-AQ9.	Main development site	Air quality	Secondary (monitoring)	To minimise dust impacts through monitoring of weather conditions and dust emissions.	Construction monitoring Monitoring is proposed for meteorological conditions, and dust and particulate emissions from certain activities, as detailed in Volume 2, Chapter 12 of the ES and the CoCP (Doc Ref. 8.11(A)), including: • Regular site inspections would be carried out to ensure compliance with the dust management measures and monitoring results and corrective actions would be recorded in a log book. Site inspections would be increased in frequency during periods of prolonged dry or windy conditions. • All dust and air quality complaints, and corrective actions, would be recorded in a log book to be made available to local authority on request. • Weather conditions would be reviewed prior to works to be undertaken within 50m of sensitive boundaries in Zones A and E and within 100m of sensitive boundaries in Zone C to determine the need for additional mitigation. • Baseline and activity-specific dust and particulates monitoring would be carried out according to the requirements identified within the risk assessment. • The need for diffusion tube monitoring of NO2 concentrations on key road links will be agreed with the local authority.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 12, Section 12.7 ES Addendum Volume 1, Chapter 2, Section 2.7	MDS-TE43.	Updated mitigation measures following engagement with stakeholders.
MDS-AR1.	Main development site	Amenity and recreation	Primary	To minimise the impact of physical diversions of existing PRoW.	Rights of Way and Access Strategy The Rights of Way and Access Strategy (Volume 2, Appendix 15I of the ES) sets out the strategy for PRoW, permissive paths, long distance walking routes, cycle routes, open access land and the beach during the construction and operational phases, for the main development site. This strategy is expected to inform the relevant Footpath Implementation Plan which will be prepared by SZC Co. and submitted to the highway authority for agreement pursuant to the Draft DCO (Doc Ref. 3.1). The measures included in the strategy would minimise physical disturbance to users of recreational resources, and open access to the coastline more generally would be retained as much as possible during the construction phase. For example, the long distance walking routes along the coast, east of the power station (the Suffolk Coast Path and Sandlings Walk, and the future route of the England Coast Path) and footpath E-363/021/0 (which all follow the same route within the main development site and are referred to as the 'coast path' in this section) would remain generally open during construction and operation of Sizewell C. However, there would be temporary periods where closures would be required to ensure public safety during the construction of the coastal defences and the construction and operation of the beach landing facility (BLF). The phasing of this work would be planned to minimise physical disturbance and diversions, and a bankman would be present to minimise temporary closure of the coast path. In addition, there may be some areas of the main development site that would need to be closed for parts or all of the construction phase. Appropriate diversion routes would be provided where temporary or permanent closure cannot be avoided. Further detailed design work, which has been carried out since DCO the submission of the Application, has identified measures which would enable the Coast Path to remain open during construction of the permanent BLF, except in rare circumstances where it is considered unsafe to do so. It would therefore now be assumed to remain open for substantially more of the construction period than in the submitted Application. However, shorter term temporary closures remain possible. The Coast Path would now remain open during use of the permanent BLF by providing two alternative routes along the coast. The preferred route would be along the proposed permanent alignment of the Coast Path across the BLF access road. This would provide access at all times, except for when it would be necessary to temporarily close the Coast Path for approximately 1-2 hours whilst Abnormal Indivisible Loads are delivered. During this time, a second route would be available along the beach, underneath the BLF deck, which would be open at all times. By having both options available, access along the coast would be kept open during BLF deliveries. In addition, a crossing point would be provided over Lover's Lane from the northern field of Aldhurst Farm into the arable field to the north. A new route would then pass through an existing field, parallel to the field boundary, towards Kenton Hills. It would then join the existing Bridleway 19 route, as shown in Volume 2, Figure 2.2.25 of the ES Addendum . The new permanent route and crossing point would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced. The link would be designated as a bridleway once construction is complete.	Construction and operation	DCO Articles 14 -16 (Rights of Way) Requirement 2 (PW: CoCP) Requirement 6A (MDS: Rights of Way Strategy)	ES Volume 2, Chapter 15, Section 15.5 ES Addendum Volume 1, Chapter 2, Section 2.10	MDS-TE2.	Updated for change 15

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MDS-AR2.	Main development site	Amenity and recreation	Primary	To minimise the impact of physical diversions of existing PRoW.	Closures/ diversions of PRoW during construction During the construction, the following works to PRoW are proposed (illustrated in Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES) and on the Main Development Site Rights of Way Plan (Doc Ref. 2.4): <ul style="list-style-type: none">• A section of the Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route on the B1122 and Eastbridge Road would be diverted a short distance to accommodate the construction of the roundabout on the B1122, and ensure a safe route is provided. Approximately 1.3km length of the existing routes (on the B1122 and Eastbridge Road) would be re-aligned along an off-road route alongside these roads.• The Suffolk Coast Path and Sandlings Walk (and the future route of the England Coast Path) and footpath E-363/021/0 within the main development site would be re-aligned east or west parallel to the existing route, along the coast, as sea defence construction progresses. In rare circumstances a temporary inland diversion would be necessary. During the use of the BLF it would be necessary to temporarily close the Coast Path for approximately 1-2 hours whilst abnormal indivisible loads are delivered. During this time, a second route would be available along the beach, underneath the BLF deck, this would be open at all times. The period of these closures would be minimised as far as possible.• North of the existing power stations, Sandlings Walk would be closed for the construction phase where it runs west inland from the coast and then north, through the main development site. It would be diverted north along the coast on PRoW E-363/021/0 and then inland on PRoW E-363/020/0 between Minsmere sluice and Eastbridge north of the main development site during the construction phase.• Sandlings walk and a permissive path at Goose Hill would be closed during construction, which would prevent access from Bridleway 19 and Kenton Hills to the coast. Kenton Hills car park would be improved and the permissive footpaths within Kenton Hills would remain open, although there would be no access along permissive footpaths from Kenton Hills to the coast during construction of Sizewell C.• Bridleway 19 between Kenton Hills car park and Eastbridge Road would be closed throughout the construction phase. A re-aligned route will be provided as part of the new off-road combined bridleway, cycleway and footpath. The southern section of the bridleway (between Kenton Hills car park and Sizewell Gap) would remain open, enabling access to the existing Kenton Hills car park and the permissive footpath network within Kenton Hills.• A new permanent off-road combined bridleway, cycleway and footpath would be created from Sizewell Gap and King George's Avenue in the south to the construction phase accommodation campus in the north. Parts of this would be entirely new routes (from Sizewell Gap to Sandy Lane east of Lover's Lane), and parts improve sections of existing bridleways which currently run alongside highways. It would incorporate the diversions of the Suffolk Coast Path and Sandlings Walk and include diversion of bridleways E-363/019/0 and the Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route during the construction phase.• A further section of temporary off-road bridleway would be constructed to connect Valley Road and the LEEIE to the new off-road bridleway. This would allow 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 during the construction phase. This would also enable the public to access the new off-road route from Leiston via Valley Road without having to go onto the B1122 during the construction.	Construction	DCO Articles 14 -16 (Rights of Way) Requirement 2 (PW: CoCP) Requirement 6A (MDS: Rights of Way Strategy)	ES Volume 2, Chapter 15, Section 15.5 ES Addendum Volume 1, Chapter 2, Section 2.10	MDS-AR2.	Update for Change 2
MDS-CGH10	Main development site	Coastal geomorphology and hydrodynamics	Tertiary	To minimise impacts on oastal geomorphology and hydrodynamics through mitigation by minimising the use of jack-up barges.	Construction methodology Additional measures set out within the CoCP (Doc Ref. 8.11(A)) include: <ul style="list-style-type: none">• Use of Cantitravel construction method, whereby construction progresses from landward on the pier sections of the BLFs.	Construction	Deemed Marine Licence Condition (number tbc; Construction Method Statement)	ES Addendum Volume 1, Chapter 2, Section 2.2	MDS - CGH7.	New component
MDS-CGH8.	Main development site	Coastal geomorphology and hydrodynamics	Secondary (monitoring)	To minimise impacts on coastal geomorphology and hydrodynamics through mitigation.	Coastal Processes Monitoring and Mitigation Plan A coastal processes monitoring and mitigation plan would set out the approach for monitoring impacts and effectiveness of mitigation and would include (but not limited to): <ul style="list-style-type: none">• monitoring of beach elevations, bar and shoreline movement using remote sensing techniques, including the monitoring of the performance of SCDF to confirm when replenishment of the SCDF is required;• terrestrial and bathymetric surveys of the re-profiled BLF approach and grounding pocket, and over all areas where scour is expected as a result of the installed marine structures;• surveys of seabed to quantify pre-and post-installation seabed scour for all marine structures; and• measures for beach maintenance in the scenario that HCDF is eroded.	Construction, Operation and Removal	Deemed Marine Licence Condition 17 Requirement 7A (MDS: Coastal Processes Monitoring and Mitigation Plan)	ES Volume 2, Chapter 20, Section 20.12 ES Addendum Volume 1, Chapter 2, Section 2.15	MDS-GSW30.	Updated mitigation measures following engagement with stakeholders.
MDS-CGH9	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise the impact of the temporary BLF on coastal geomorphology and hydrodynamics.	Design of Temporary Beach Landing Facility Design of the temporary BLF comprises the following features: <ul style="list-style-type: none">• open piled design that is transmissive to sediment movement;• the use of slender piles – the BLF jetty piles would be approximately 1.2m diameter and the fender and dolphin piles would be approx. 2.1m diameter;• minimum length, but extending beyond outer nearshore bar so that dredging is not required; and• design of the temporary BLF to accommodate the receipt of deliveries from self-propelled vessels of draft that requires no dredging to access the temporary BLF.	Construction	Deemed Marine Licence Condition 40	ES Addendum Volume 1, Chapter 2, Section 2.2	MDS - CGH8.	New component
MDS-GSW16.	Main development site	Groundwater and surface water	Primary	To minimise flood risk.	Design measures to reduce flood risk Primary measures which have been embedded into the design to minimise flood risk include: <ul style="list-style-type: none">• A minimum platform and SSSI crossing height at 7.3m AOD would reduce the risk of the main platform and access to it from being flooded. This has been set above the still water level for 1 in 1,000-year return period events for the theoretical maximum lifetime of Sizewell C with an allowance for sea level rise with climate change – see the Main Development Site Flood Risk Assessment (FRA) (Doc Ref. 5.2(A)) for further information.• An adaptive design for the SSSI crossing to enable future raising from 7.3m AOD to 10.5m AOD to reduce the risk of overtopping.• Provision of a continuous hard coastal sea defence feature which would tie into Sizewell B sea defences, including the rebuilt Northern Mound, and the provision of a sacrificial soft coastal defence feature which would be replenished when it erodes.• Specification of a minimum sea defence crest height at 40.2m 12.6m AOD with adaptive design to potentially raise the defence up to 44.2m approximately 16.4m 48m AOD to reduce the risk of overtopping, if required. The crest height has been set above the still water level for to address the risk from overtopping in a 1 in 10,000 year return period events over the lifetime of the proposed development with an allowance for sea level rise with climate change – see Main Development Site FRA (Doc Ref. 5.2(A)) for further information.• Repurposing the infiltration basin in WMZ5 to have a dual purpose of infiltration basin and water resources storage area enables the use of the previously identified water resources storage area for flood mitigation and wet woodland habitat creation. The change in use of the area from a water resources storage area to flood mitigation represents a change in a primary mitigation for the project.	Operation	DCO Article 3 (Scheme Design) Requirement 12B (MDS: Coastal Defences)	ES Volume 2, Chapter 19, Section 19.5 ES Addendum Volume 1, Chapter 2, Section 2.14		Updated for Change 5 and Change 9
MDS-GSW31	Main development site	Groundwater and surface water	Primary	To minimise contamination impacts on surface water.	Pakenham fen meadow The design will create a mosaic of habitats, with small-scale water management controls operated to maximise the area of fen meadow created within the site. Once operational, ongoing monitoring and management would be required to deliver and maintain the target habitats.	Construction	DCO Article 3 (Scheme design) Section 106 Agreement (Implementation Plan) Requirement 14A (MDS: Fen Meadow Plan)	ES Addendum Volume 1, Chapter 2, Section 2.14		Updated for Change 11
MDS-HE13	Main development site	Terrestrial historical environment	Primary	To minimise impacts on buried archaeological remains.	Sizewell B relocated facilities - design of Pillbox Field Measures embedded within design to avoid archaeologically sensitive areas.	Construction	Requirement 3 (PW: Archaeology)	ES Addendum Volume 1, Chapter 2, Section 2.11		Updated for change 3
MDS-HE9.	Main development site	Terrestrial historical environment	Secondary	To minimise impacts on buried archaeological remains.	Overarching archaeological written scheme of investigation To mitigate effects on known buried archaeology, an Overarching Archaeological Written Scheme of Investigation (WSI) has been produced for the Sizewell C Project (Appendix 2.11.A of the ES Addendum Volume 2, Appendix 16H of the ES). Individual site WSIs produced to supplement this will be agreed with Suffolk County Council Archaeological Service (SCCAS), including an individual WSI for the Pakenham Fen Meadow Site would also be produced. Publication and popular dissemination of any key results would allow any informative and historic value to be fully realised, and details of this will be set out within the WSIs. These site-specific WSIs will also set out requirements for further investigation of areas that could not be surveyed pre-consent, to allow for the agreement of finalised mitigation proposals. Monitoring of the agreed programme of archaeological investigation would be carried out by SCCAS during the implementation of the scheme. The details of this monitoring will be set out within the individual site WSI to be agreed with SCCAS.	Construction	Requirement 3 (PW: Archaeology)	ES Volume 2, Chapter 16, Section 16.7 ES Addendum Volume 1, Chapter 2, Section 2.11		Updated for change 11
MDS-LV15.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	Access road <ul style="list-style-type: none">• The access road would be screened using naturalistic landforms at the end of the construction phase.• The width of the access road including the section of road across the SSSI crossing would be reduced during the operational phase from their maximum widths during construction and the margins planted with native trees and shrubs to further integrate these features into the local landscape and screen/filter views to moving vehicles. The seaward slopes would accommodate new planting to integrate the crossing with its surrounding landscape, and over time as planting becomes established filter views to vehicles using the crossing from locations to the east.	Operation	DCO Article 3 (Scheme design) Section 106 Agreement (Implementation Plan) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5 ES Addendum Volume 1, Chapter 2, Section 2.8	MDS-AQ4.	Updated for change 6

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)	Reason for new or changed mitigation measures
MDS-MAD7.	Main development site	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	Temporary water resource storage area Provision of on-site temporary water resource storage area for construction water supply. Further details are provided in Chapter 2 of the ES Addendum Volume 2, Chapter-3 of the ES and Main Development Site Construction Parameter plans (Doc Ref. 2.5(B)).	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 27, Section 27.5 ES Addendum Volume 1, Chapter 2, Section 2.22	MDS-GSW7.	Updated for Change 5
MDS-MEF17.	Main development site	Marine ecology and fisheries	Tertiary	To minimise impacts on marine ecology receptors due to underwater noise during piling activities.	Construction methodology Additional measures set out within the CoCP (Doc Ref. 8.11(A)) include: • Use of a hydrohammer piling technique where feasible for installation of the marine piles of the two BLFs to suppress underwater noise. • Piling for construction of the two BLFs not to occur between 01 May and 31 August in any year.	Construction	Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 2, Section 2.17	MDS-MEF7.	New component
MDS-MN8	Main development site	Marine navigation	Tertiary	To minimise impacts on navigational safety.	Provision of suitable lighting and marking - Temporary Beach Landing Facility Suitable lighting and marking of the temporary BLF will be required in consultation with Trinity House.	Construction	Requirement 9 (MDS: Construction lighting) Deemed Marine Licence Condition (40)	ES Addendum Volume 1, Chapter 2, Section 2.19		New component
MDS-MWQ12.	Main development site	Marine water quality and sediments	Tertiary	To minimise the impact of temporary outfall discharges on marine water quality.	Management of discharges via the temporary outfall Discharges made via the CDO would be treated to the limits set by and managed in accordance with a Water Discharge Activity permit from the Environment Agency. Discharges would be treated with oil separators to minimise potential hydrocarbon contamination from mobile or fixed plant operations and a silt buster or similar technology to reduce sediment loading.	Construction	WDA Construction Permit	ES Addendum Volume 1, Chapter 2, Section 2.16	MDS-MWQ7.	New component
MDS-MWQ13.	Main development site	Marine water quality and sediments	Secondary (monitoring)	To minimise impacts on water quality through mitigation.	Monitoring under the Construction Water Discharge Activity permit Discharges from the temporary outfall would be monitored.	Construction	WDA Construction Permit	ES Addendum Volume 1, Chapter 2, Section 2.16	MDS-MWQ9.	New component
MDS-T3.	Main development site and off-site associated developments	Transport	Tertiary	To minimise construction traffic impacts from freight management and workforce travel.	Management plans to minimise construction traffic: These include best practice measures set out in the Construction Traffic Management Plan (Doc Ref. 8.7), the Construction Worker Travel Plan (Doc Ref. 8.8) and a Worker Code of Conduct (Doc Ref. 8.16) to help govern worker behaviour and manage construction traffic . The measures include but are not limited to: • direct bus services to bus workers to and from the main development site, to reduce construction workforce trips on the highway network; • allocation of parking permits to control car use; • shower and changing facilities; • cycle parking; • provision of a travel pack during induction; • promotion of sustainable travel and car sharing; • a delivery management system for the management of HGV deliveries; • adherence to HGV routes and caps; • driver induction and rules; and • wheel-washing.	Construction	Section 106 Agreement (CTMP, CWTP) Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 10, Section 10.5 ES Addendum Volume 1, Chapter 2, Section 2.5		Additional detail
MDS-T9.	Main development site	Transport	Secondary	To mitigate the effect on severance on pedestrians, cyclists and other users of the public realm.	Abbey Road (links 4a, 5) and B1069 (links 7, 76) Leiston Transport Contribution In order to mitigate the effect on severance within Leiston, SZC Co. will provide funding for pedestrian, cycle and public realm improvements in Leiston.	Construction	Section 106 Agreement (Cycle Connectivity Fund)	ES Volume 2, Chapter 10, Section 10.7 ES Addendum Volume 1, Chapter 2, Section 2.5		Additional detail
MDS-TE10.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on birds, bats, and water voles.	SSSI Crossing culvert specifications The Sizewell Marshes SSSI crossing would include a clear span bridge and would leave the banks and channel of the Leiston Drain intact-a culvert of sufficient dimensions to leave the banks and channel of the Leiston Drain intact. A ledge would be installed to enable passage by otters during periods of high flow (with fencing to guide otters to the SSSI crossing).	Operation	DCO Article 3 (Scheme design) Requirement 13 (Main development site: Ancillary Structures, other buildings and plant)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-GSW2.	Updated for change 6
MDS-TE12.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise effects from the loss of fen meadow from the Sizewell Marshes SSSI.	Fen Meadow habitat A Fen Meadow Strategy (Appendix 2.9.D of the ES Addendum) has been prepared which includes two three locations in Suffolk at which permanent fen meadow habitat will be developed (identified through a site selection study (Volume 2, Annex 14C4 of the ES)). This is to compensate for the permanent loss of fen meadow habitat from within Sizewell Marshes SSSI, associated with the construction of the Sizewell C power station platform and the diversion of the Sizewell Drain.	Construction and operation	DCO Article 3 (Scheme design) Section 106 Agreement (Implementation Plan) Requirement 14A (MDS: Fen Meadow Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-CC19.	Updated to include strategy and change 11
MDS-TE13.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise impacts from the loss of wet woodland from the Sizewell Marshes SSSI and provide habitat for protected species.	Wet woodland An area of at least 0.7ha of wet woodland would be created within the north of the main development site. This would compensate for the loss of wet woodland due to construction of the proposed development. An additional area of wet woodland would be delivered at appropriate locations in accordance with the wet woodland strategy.	Construction and operation	DCO Article 3 (Scheme design) Section 106 Agreement (Implementation Plan) Requirement 14B (MDS: Wet Woodland Strategy)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9		Updated mitigation measures following engagement with stakeholders.
MDS-TE15.	Main development site	Terrestrial ecology and ornithology	Primary	To mitigate ecological impacts on bats associated with displacement and / or to enhance retained habitats for bats	Replacement bat roosts and habitat connectivity Alternative roost sites (bat boxes) have been erected in advance of construction within woodland least likely to be directly affected by noise and lighting disturbance, should the proposed development displace roosting bats from woodland more directly exposed to disturbance. In addition, a purpose-built 'bat barn' would be constructed (or modifications made to existing buildings) to provide alternative or new roosting opportunities for bats. The height of the bat barn would be approximately 6 metres above ground level and the footprint would be approximately 25m². The structure would be made out of wood or masonry brick, with a steep pitched roof and dark coloured tiles for ecological purposes . Should any roost loss be confirmed, roosts would be replaced at an appropriate ratio, to be agreed with Natural England. An additional commuting route is proposed within the construction phase design. This would be located through the centre of the construction phase site and would link Kenton Hills in the south with Ash Wood to the North. This new link would be provided by two tree lines, both running north-south, either side of two water management zones already proposed in this area but re-configured to enable this approach. Given the reprofiling of ground levels, the tree lines would be formed of newly planted semi-mature trees although it may be possible to retain an existing hedge to form the north half of the eastern tree line.	Construction and operation	Already established Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9		Additional detail
MDS-TE22.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: • Hard-surfaced roadways used as far as practicable, on a risk based basis to minimise trackout and dust raising from vehicle movements within the construction site. • Use of earth bunds with grassing/seeding, including a bund along the length of the southern temporary construction area boundary (5m height), and early planting to supplement existing vegetation and hedging, to screen sensitive boundaries from fugitive dust from construction activities. • Wheel wash-facilities would be installed at strategic points within the main development site, and maintained for the duration of earthworks and excavations, to minimise tracked out materials from high risk to lower risk areas. • Locating concrete batching plant as far as practicable from sensitive receptors, to minimise emission impacts. • Locating Mobile crushing and screening plant as far as practicable from sensitive receptors, to minimise emission impacts. • Where batching cement plant or mobile crushing plant is employed at sufficient scale to require an Environmental Permit to be in place for the facility, dust and particulate emissions to air will be regulated by the Local Authority under the Environmental Permitting Regulations (Part B Activities) and controlled in accordance with an Environmental Permit to be issued for such operation. • Where stationary generators are employed during the construction, combustion emissions to air will be regulated under the Environmental Permitting Regulations and controlled in accordance with an environmental permit to be issued for such operation, if required. • Use of modular (pre-fabricated) buildings as far as practicable for temporary accommodation and site facilities during construction phase to minimise dust raising during the construction and final removal and reinstatement phases. • Use of contractor vehicles as far as practicable that meet the Euro √-VI emissions standards and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority . • Use of non-road mobile machines as far as practicable and available that meet the Stage IV engine standards of the NRMM Emission Standards Directive to minimise NOx and particulate emissions on site.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-AQ5.	Updated mitigation measures following engagement with stakeholders.

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MDS-TE25.	Main development site and off-site associated developments	Terrestrial ecology and ornithology	Tertiary	To avoid spread of non-native, invasive species.	Construction management measures: Ecology - Invasive species Section 14(1) of the Wildlife and Countryside Act 1981 makes it illegal to plant or otherwise cause to grow in the wild any plant which is included in Part II of Schedule 9 of the Act. There is the potential for non-native species to be introduced during the construction phase. • Contractors will be required to undertake a biosecurity risk assessment and implement a management plan to avoid potentially facilitating the spread of non-native species during construction. • During construction, mitigation measures will be implemented as necessary to prevent the establishment of invasive plant species. A general strategy will be to establish a viable vegetation cover quickly, before invasive plant species can become established. • Any invasive species that colonise an area during construction will be removed and disposed of as required. • Any imported soils will be subject to appropriate control processes to ensure they are free of any seeds/roots/stems of any invasive plant covered under the Wildlife and Countryside Act 1981.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 6, Section 6.6 ES Addendum Volume 1, Chapter 9, Section 9.5	MDS-SA9 SLR-SA10 GRR-TE14	Additional detail
MDS-TE29.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: Ecology - Deptford Pink A draft mitigation strategy for Deptford Pink (<i>Dianthus armeria</i>) has been prepared which outlines the method to mitigating potential impacts to Deptford Pink populations present within or adjacent to the site, and maintain conservation status of Deptford Pink. Prior to construction works commencing, a target walkover survey would be undertaken by an ECoW, to locate any flowering/non-flowering rosettes. If the species is identified in targeted searches, it would involve the collection of both seeds and plants and translocating to a suitable location on the sea defence seaward of the Sizewell B power station. This is outlined in the draft Method Statement and draft Protected Species Licence included in Volume 2, Annex 14C11 of the ES and the updated draft Protected Species Licence included in Appendix 2.9.C of the ES Addendum .	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Protected Species Licence	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-TE45.	Additional detail
MDS-TE30.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: Ecology - Fish and invertebrates When the Sizewell Drain is realigned, the section to be infilled would be subject to a fish and invertebrate rescue, relocating stranded individuals across to the new realigned drain or undisturbed section of the Sizewell Drain. Further details of the key approaches to mitigating potential impacts to aquatic invertebrate and fish present within or adjacent to the construction site for Sizewell C main development site are provided within the Freshwater Fish and Aquatic Invertebrates Mitigation Strategy Appendix A of the CoCP (Doc Ref 8.11(A)).	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-TE8. MDS-TE45.	Additional detail
MDS-TE32.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: Ecology - Great Crested Newt Removal of vegetation, ground clearance and the commencement of construction activities which have the potential to affect great crested newt would carried out either under a reasonable avoidance Methods Statement or under a licence from Natural England, as required, following agreement with Natural England on an appropriate mitigation strategy. Measures would likely include: • Ideally, any vegetation clearance and soil stripping of potential great crested newt terrestrial habitat would take place during the newt breeding season (mid-March to mid-June) when animals are most likely to be in ponds. • Refugia, hedgebanks and other suitable features of potential optimal terrestrial habitat would be searched by an ECoW and any great crested newts discovered removed from the construction footprint and relocated into a suitable receptor site, likely to be one of the existing ponds outside of the site. • A destructive search of the terrestrial habitat, overseen by an ECoW, should ensure no incidental mortality to great crested newts during vegetation clearance and soil stripping. An updated draft Methods Statement has been prepared for the proposed development and included in Volume 2, Annex 14C9 Appendix 2.9.C of the ES Addendum .	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9		Additional detail
MDS-TE35.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: Ecology - Water Vole Removal of vegetation, ground clearance and the commencement of construction activities have the potential to damage or destroy water vole burrows. A Natural England licence application and method statement would be required to permit works that would otherwise disturb water voles or destroy their burrows. The Water Vole Mitigation Strategy includes: • trapping out water voles from the footprint of the site within Sizewell Marshes SSSI and releasing them into a receptor area at Aldhurst Farm. • as soon as water voles have been removed from the SSSI crossing and Sizewell Drain realignment footprint, their habitat would be rendered unsuitable for recolonisation by an initial destructive search of burrows (using hand-tools), followed by clearing ditches, removing vegetation, and scraping banks. A draft Mitigation Strategy and draft-updated Method Statement has been prepared which outlines the approach to minimising effects on Water Vole and are included in Volume 2, Annex 14C6 of the ES and Appendix 2.9.C of the ES Addendum respectively.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9		Additional detail
MDS-TE39.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	Construction management measures: Ecology - Bats Tree inspections would be undertaken to determine evidence of use as roosts sufficiently in advance of tree-felling to enable licence application(s) to be submitted to Natural England, if required. A final inspection of these trees would be undertaken as close to the timing of felling as possible to take into account the regular roost switching behaviour displayed by tree-roosting bat species. Should bats (or evidence of use by bats) be identified, the mitigation strategies laid out in the licence application(s) would be implemented (for example, the fitting of exclusion devices and/or soft-felling). • To mitigate for the confirmed and potential loss of tree roosts, replacement roosts would be installed on retained trees in suitable locations within the site boundary and within the wider EDF Energy estate. An increase in the quantum of replacement bat boxes which will be totalled using Natural England guidance and informed further by the tree climbing surveys for existing bat roosts in trees to be carried out in early 2021. This provision would primarily take the form of a variety of bat boxes which would be used to support different species. However, the transfer of potential roost features, bark replacement and veteranisation of retained trees would be considered where appropriate. This is in addition to that already provided for barbastelle and detailed under primary mitigation. • Mitigation of roosts within buildings, particularly maternity and/or hibernation roosts that may be functionally lost may require:- – more robust hibernation bat boxes (such as purpose built ‘bat houses’); – the improvement of retained locations that have the potential to support roosts of this nature and/or the provision of new maternity or hibernation specific bat building(s);- • Mitigation of fragmentation effects includes: - Temporary mitigation during the construction phase will include movable features such as trees in containers, bridge structures and fencing fitted with debris netting to maintain habitat connectivity and reduce temporary fragmentation effects A draft Mitigation Strategy and Method Statement has been prepared and is included in Volume 2, Annex 14C1 of the ES.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-TE15. MDS-TE55.	Additional detail
MDS-TE4.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species (particularly nesting birds).	Marsh harrier habitat Foraging habitat for marsh harrier is being established and enhanced on the northern part of the EDF Energy estate, in advance of construction, to mitigate for any potential disturbance effects which might discourage marsh harrier from foraging over parts of the Minsmere South Levels and Sizewell Marshes SSSI during construction and operation. The provision of the flood mitigation area within the northern part of the main development site would comprise the creation of reedbed and open water habitats. These additions to the scheme design would provide beneficial impacts and create an area of permanent habitat which would be safeguarded in the long-term as remaining within the ownership of the EDF Energy Estate. These changes would also result in the provision of optimal permanent foraging habitat for marsh harrier too which is important in the context of providing compensatory foraging for marsh harriers during the construction of Sizewell C.	Construction and operation	Section 106 (Implementation Plan) Requirement 14 (MDS: Landscape works) DCO Article 3 (Scheme design)	ES Volume 2, Chapter 14, Section 14.4		Updated for change 5
MDS-TE42.	Main development site	Terrestrial ecology and ornithology	Secondary	To minimise impacts on wet woodland.	Wet woodland strategy A wet woodland strategy will be developed to define further opportunities for wet woodland compensatory habitats would be developed. The wet woodland strategy would define opportunities to create further areas of wet woodland including the following: • It would be possible over the long-term to create a small area of wet woodland habitat at Aldhurst Farm although this would at the expense of an area of existing reedbed, a more valued wetland habitat in the context of SSSI compensatory habitat provision. This would not entirely replicate the wet woodland habitats lost from Assessment Compartment 1 but would provide long-term permanent wet woodland habitat in addition to that provided at the north eastern extent of the site. • Another long term opportunity to create additional wet woodland exists by either (i) allowing the proposed reedbed in the north-east of the site to undergo natural succession to form an extended area of wet woodland (additional 1.2ha) or (ii) create additional wet woodland exists by establishing an additional area of wet woodland at one of the Fen Meadow compensation sites, although not at the expense of fen meadow habitats proposed at these locations. At Benhall, an area of wet Alder woodland is immediately adjacent to the site and could be extended into the site by manipulating water levels or by some local shallow excavation of topsoil. SZC Co. will develop further its wet woodland strategy in discussion with Natural England and other ecological stakeholders.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 14B (MDS: Wet Woodland Strategy)	ES Volume 2, Chapter 14, Section 14.7 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-TE13.	Additional detail

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MDS-TE45.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts on Norfolk Hawker through monitoring.	Monitoring: Invertebrate Norfolk hawkler is a protected species under Schedule 5 of the Wildlife and Countryside Act 1981 and a mitigation plan to recover larvae of this species along with other macro invertebrates in the impacted lengths of the Sizewell Drain, the Leiston Drain and related ditches will be developed. This would be integrated with a "fish rescue" for these watercourses during the relevant early construction works. The Freshwater Fish and Aquatic Invertebrates Mitigation Strategy Appendix A of the CoCP (Doc Ref 8.11(A)), outlines the key approaches to mitigating potential impacts to aquatic invertebrate and fish present within or adjacent to the construction site for the Sizewell C main development site.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW:CoCP)	ES Volume 2, Chapter 14, Section 14.8 ES Addendum Volume 1, Chapter 2, Section 2.9	MDS-TE30.	Additional detail
MDS-TE56	Main Development site	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on habitat and associated species.	Mammal Pass To improve connectivity for mammals between the Sizewell Marshes SSSI and the Aldhurst Farm wetlands, a new mammal culvert would be provided in close proximity to the existing culvert under Lovers Lane. It would be designed with features to encourage use by mammals including otters and water voles. Otter fencing would also be installed to guide animals to the culvert.	Operation	DCO Article 3 (Scheme design)	ES Addendum Volume 1, Chapter 2, Section 2.9		Update to description of development - Additional detail
NPR-AQ3.	Northern park and ride	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: air quality. The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: • Use of surface covering (such as seeding of earthworks, hardstanding or permeable paving for the car park) to minimise extent of exposed soils and minimise potential resuspension of dust. • Avoid site runoff of water or mud. • Cover, seed or fence stockpiles to prevent wind whipping. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. • Develop and implement the dust management measures in the CoCP . • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 3, Section 3.3		Updated mitigation measures following engagement with stakeholders.
SLR-AQ3.	Sizewell link road	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: • Positioning site entrances as far practicable from sensitive receptors. • Any potential use of concrete batching plant located as far as practicable from receptors; • Locating any mobile crushing and screening plant as far as practicable from sensitive receptors; • Covering potentially dusty loads (loose earth, spoil, aggregates etc.) in transit; • Managing site run-off of water or mud. • Cover, seed or fence stockpiles to prevent wind whipping. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. • Develop and implement the dust management measures, as set out in the CoCP (Doc Ref. 8.11(A)). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 6, Section 6.4		Updated mitigation measures following engagement with stakeholders.
SLR-AR4.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRoW network.	Closures / diversions of PRoW during construction 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 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. Proposed diversions: • Users of footpath E-344/014/0 would be permanently diverted east by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road. • 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 100m 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 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.	Construction	DCO Article 14 - 16 (Rights of Way)	ES Volume 6, Chapter 8, Section 8.5 ES Addendum Volume 1, Chapter 6, Section 6.7		Updated for Change 12
SLR-AR5.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRoW network.	Closures / diversions of PRoW during operation The PRoW diversions proposed as primary mitigation during the operational phase would be as follows: • 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 by approximately 25m 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. • 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. • 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. 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). Further details are shown on Rights of Way plan (Doc Ref 2.4(B)).	Operation	DCO Article 14 - 16 (Rights of Way)	ES Volume 6, Chapter 8, Section 8.5 ES Addendum Volume 1, Chapter 6, Section 6.7	SLR-AR2.	Updated for Change 12
SLR-GSW3	Sizewell link road	Groundwater and surface water	Primary	To minimise impacts of contamination on groundwater and surface waters.	Surface water drainage during operation • Infiltration basins Attenuation basin ponds (including the additional and revised basins described within Chapter 6 or the ES Addendum) would be located along the length of the site and would be designed to cater for a 100 years flood event plus allowance for climate change. Swales would be provided along the length of the route of the Sizewell link road. The swales would attenuate and convey surface water run-off at a rate not exceeding existing Greenfield run-off rates. • There may be a requirement for a pumping station and rising main on the west side of the railway bridge in Area 1. This would be needed to pump surface water over the railway bridge to the eastern side to be discharged. The rising main would be located within the highway and cross the railway within the bridge structure. It would likely be located near to the basin at SLR1/2 and the above ground elements would likely comprise a kiosk approximately 1.2m long, 1.2m high with 0.4m depth. • Active management and maintenance of the drainage infrastructure is required to ensure the continued efficacy of the surface water drainage system. Further detail is provided in the Outline Drainage Strategy (Volume 2, Appendix 2A of the ES).	Operation	Requirement 22 (Highway works) Requirement 5 (PW: Surface & Foul Water drainage)	ES Volume 6, Chapter 12, Section 12.5 ES Addendum Volume 1, Chapter 6, Section 6.10		Updated for the following change at the Sizewell link road - 'Drainage changes'

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)	Reason for new or changed mitigation measures
SLR-LQ3.	Sizewell link road	Geology and land quality	Primary	To minimise generation of ground gas.	Surface water drainage during operation Water draining from the road infrastructure will pass through appropriate drainage, including the incorporation of SuDS (e.g. swales), and petrol/oil interceptors as necessary. This will allow infiltration to the superficial aquifer, whilst also protecting the underlying groundwater from hydrocarbon contamination. The design of SuDS (including swales and attenuation basins - infiltration basins) would consider the ground conditions including the permeability of the strata and the level of contamination present on site, with lined drainage where necessary to reduce potential for contamination to migrate and impact on the ground, groundwaters and surface waters.	Operation	Requirement 22 (Highway works) Requirement 5 (PW: Surface & Foul Water drainage)	ES Volume 6, Chapter 11, Section 11.5	SLR- GSW2.	Updated for the following change at the Sizewell link road - 'Drainage changes'
SLR-LV7	Sizewell Link Road	Landscape and visual	Primary	To minimise landscape and visual impacts.	Outline Landscape and Ecology Management Plan (oLEMP) The oLEMP provides the framework for the Landscape and Ecological Management Plan (LEMP) which will provide further details of the management measures and implementation of the habitat created, along with ongoing monitoring arrangements.	Operation	Requirement 22 (Highway works) Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 6, Section 6.5	SLR-TE27	Additional detail
SLR-TE27	Sizewell Link Road	Terrestrial ecology and ornithology	Primary	To minimise landscape and visual impacts.	Outline Landscape and Ecology Management Plan (oLEMP) The oLEMP provides the framework for the Landscape and Ecological Management Plan (LEMP) which will provide further details of the management measures and implementation of the habitat created, along with ongoing monitoring arrangements.	Operation	Requirement 22 (Highway works) Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 6, Section 6.6	SLR-LV7	Additional detail
SPR -AQ3.	Southern park and ride	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: • Use of surface covering (such as seeding of earthworks, hardstanding or permeable paving for the car park) to minimise extent of exposed soils and minimise potential resuspension of dust. • Avoid site runoff of water or mud. • Cover, seed or fence stockpiles to prevent wind whipping. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. • Develop and implement the dust management measures in the CoCP (Doc Ref. 8.11(A)). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 5, Section 5.5 ES Addendum Volume 1, Chapter 4, Section 4.4	SPR-TE11. SPR-AR7. SPR-SA5. SPR-LQ4. SPR-GSW4.	Updated mitigation measures following engagement with stakeholders.
YOX-AQ3.	Yoxford roundabout and other highway improvements	Air quality	Tertiary	To minimise dust impacts.	Construction management measures: air quality The CoCP (Doc Ref. 8.11(A)) sets out control measures to manage construction impacts on air quality, including: • Positioning site entrances as far practicable from sensitive receptors. • Any potential use of concrete batching plant located as far as practicable from receptors; • Locating any mobile crushing and screening plant as far as practicable from sensitive receptors; • Covering potentially dusty loads (loose earth, spoil, aggregates etc.) in transit; • Managing site run-off of water or mud. • Cover, seed or fence stockpiles to prevent wind whipping. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. • Develop and implement the dust management measures, as set out in the CoCP (Doc Ref. 8.11(A)). • Contractors will seek to ensure that all road vehicles will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority. • Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards where practicable and available.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 5, Section 5.4 b) ES Addendum Volume 1, Chapter 7, Section 7.4	YOX-TE19. YOX- AR8. YOX-SA5.	Updated mitigation measures following engagement with stakeholders.