The Sizewell C Project

8.12 Consolidated Mitigation Route Map

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CONTENTS

1 INTRODUCTION

1.1.1 In order to demonstrate that all necessary controls and mitigation have been identified and secured, this Mitigation Route Map for the Sizewell C Project has been prepared.

1.1.2 This consolidated Mitigation Route Map:

- provides an audit trail of the controls and mitigation measures on which the Environmental Statement (as submitted with the application for development consent in May 2020), Environmental Statement Addendum (submitted in January 2021), and related assessment documents rely on to avoid, reduce and if possible offset significant impacts of the development; and

- sets out the way in which they have been, or will be, translated into clear and enforceable controls; either via requirements in the development consent order (DCO), section 106 obligations or other consent regimes.

1.1.3 This Mitigation Route Map is structured by development site with mitigation described for each topic. The mitigation for project wide effects is included in the main development site section reflecting the structure of the Environmental Statement.

1.1.4 Updates made to this Mitigation Route Map arising from the Environmental Statement Addendum are shown in red text. Further updates arising from the submission of further documents as part of Deadline 1 are shown in purple text.

1.1.5 Unless specifically stated, where a document reference is provided, it refers to the document series. Refer to the **Navigation Document** (Doc Ref. 1.3(H)) for the latest revision number.

2 MAIN DEVELOPMENT SITE

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and reinstatement)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
MDS-S1.	Main development site	Socio-economics	Primary	To minimise the effect of the construction workforce on the housing market.	**Provision of temporary accommodation for construction workforce** • A temporary accommodation campus for construction workers, including facilities such as a gym, restaurant, bar and informal recreation facilities, to be located on the main development site. • A temporary caravan site for construction workers, to be located on the land east of Eastlands Industrial Estate, also part of the main development site.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 9, Section 9.6	
MDS-S2.	Main development site and off-site associated developments	Socio-economics	Primary	To minimise the effect of the construction workforce on emergency services provision.	**Health service for construction workforce** A temporary on-site, 24-hour occupational health service for construction workers would be provided (further details described in **Volume 2, Chapter 28** of the ES).	Construction	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.6	MDS-HW3.
MDS-S3.	Main development site	Socio-economics	Primary	To minimise the effect of the construction workforce on sports facilities and enhance the provision of leisure facilities.	**Provision of off-site sports facilities** Permanent off-site sports facilities in Leiston including a full-size 3G football pitch and two multi-use games areas (MUGAs). This facility would have shared use with the school and local community. Measures would be built in to the design to reduce safeguarding risks, such as physical and temporal segregation of use by workers and the community, and the school.	Construction and operation	Section 106 Agreement DCO Article 3 (Scheme design) Requirement 12A (sports facilities: reserved matters)	ES Volume 2, Chapter 9, Section 9.6	
MDS-S4.	Main development site	Socio-economics	Primary	To provide educational facilities.	**Visitor centre** • The existing Sizewell B visitor centre would be replaced with a permanent, modern educational facility to the north-east of the Coronation Wood development area for the general public and school groups. • The visitor centre would be accessible by the general public with exhibition space and modern educational elements providing capacity for school groups. Its role would be to provide information to the general public and school groups about aspects including: the process for generating electricity, the benefits of low-carbon energy and sustainability more generally, and the new technology's role in the future of nuclear power in the UK. It would also illustrate the contribution of Sizewell C to carbon reduction and its role as part of the Suffolk Energy Coast, and demonstrate the importance of the surrounding area of outstanding natural beauty (AONB).	Construction and operation	DCO Article 3 (Scheme design) Requirement 12 (MDS: reserved matters)	ES Volume 2, Chapter 9, Section 9.6	
MDS-S5.	Main development site and off-site associated developments	Socio-economics	Tertiary	To reduce unemployment, enhance economic activity and provide legacy benefits.	**Employment, Skills and Education Strategy** SZC Co. has developed a strategy with a range of measures that combine to create an environment in which education, skills and workforce development can flourish, to the benefit of both the Sizewell C Project and the region. These include employment and training activities to secure local recruitment. The strategy is included in **Appendix A** to the **Economic Statement** (Doc Ref. 8.9) and sets out interventions and investments that the Sizewell C Project will make, including: • A Sizewell C Jobs Service: SZC Co.'s focus on recruitment will be on targeting the right people into the right jobs through the enhancement of the Hinkley Point C Jobs Service. This will provide a service that is managed centrally but delivers locally though dedicated staff in Suffolk and through optimising external partnerships. • Skills initiatives: including a flexible Asset Skills Enhancement and Capability Fund with a strong, accountable governance structure including Tier 1 contractors and local stakeholders; a commitment to funding a Regional Skills Coordinator post to provide a focal point of coordination and skills planning between the Sizewell C Project and providers; and supporting contractors in exploring options for training and assessment facilities to enable the competence of workers to be assessed and to identify areas of additional training. • Education initiatives, partnering with regional stakeholders to invest in a range of activities including: supporting specific and existing educational initiatives in the region that are working well or are supporting young people in raising their aspirations for careers in energy, engineering or construction; supporting and investing in specific interventions with a focus on career introduction and development; starting early with 'aspiration raising' activities; introducing actual opportunities to 'have a go' with an emphasis on the promotion of Sizewell C's critical skills that are in short supply; creating an innovative and 'first of a kind' bursary scheme to support the creation of alternative pathways for those that haven't reached the required entry level, providing a 'second chance' for young people in Leiston, Lowestoft, Great Yarmouth and Ipswich; and establishing a Young Sizewell C programme providing an insight programme to inspire and build awareness of opportunities among young people who are closest to the workplace and to help pipeline them into actual Sizewell C opportunities.	Construction and operation	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.6	
MDS-S6.	Main development site and off-site associated developments	Socio-economics	Tertiary	To reduce unemployment, enhance economic activity and provide legacy benefits.	**Supply Chain Strategy** SZC Co. has developed a strategy for its supply chain that builds on the good progress made at Hinkley Point C and seeks to engage and promote business in the region to gain competency to compete for and win contracts. The core objective of the Supply Chain Strategy is to successfully deliver the construction and commissioning of the Sizewell C Project utilising the expertise and capability within the local and regional supply chain, where possible. The Supply Chain Strategy is included as **Appendix B** to the **Economic Statement** (Doc Ref 8.9). The strategy sets out how SZC Co. will aim to replicate the design of Hinkley Point C to benefit from being able to use the UK approved, EPR™ design being built in Somerset, while taking into account local conditions in order to develop and implement Sizewell C. The strategy identifies lessons learnt from previous experience, and sets out a range of initiatives that will enable the region to capture economic benefits generated by the goods and services needed for the delivery of the Sizewell C Project. These include: • A Sizewell C supply chain team, partnering with the Suffolk Chamber of Commerce. The team will assist local and regional businesses in winning contracts on the Sizewell C Project through management of a supply chain website with project information, details of work packages and professional standards, signposting to relevant support, details of events and examples of success. • A Sizewell C Supply Chain Portal capturing details and core capabilities of regional businesses and mapping them against requirements of the Sizewell C Project, brokering business support and matching suppliers with SZC Co. and Tier 1 contractors. • Contractor engagement including senior leadership commitments from Tier 1 contractors to engage with the local and regional supply chain, including attendance at 'meet the buyer' events. • Monitoring and reporting in order to compare and contrast local and regional levels of engagement. Sizewell C's strategy is to integrate employment, skills, and education with the supply chain development activity in order to help jobseekers find roles on the Sizewell C Project and to help backfill vacancies that may become harder-to-fill within the supply chain, using the Sizewell C Jobs Service.	Construction and operation	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.6	
MDS-S7.	Main development site	Socio-economics	Tertiary	To minimise effects of the construction workforce on perceptions of public safety.	**Code of Construction Practice: Communication, community and stakeholder engagement** Some tertiary measures have been developed for multiple purposes – for example to deliver safe, efficient construction activities, but also to promote community cohesion and minimise effects of the workforce on perceptions of public safety. The strategy for communication and community and stakeholder engagement is set out in the **Code of Construction Practice** (**CoCP**) (Doc Ref. 8.11). This would provide a point of contact between the community and the Sizewell C Project, both to disseminate information and to receive comments/complaints. Community liaison activities set out in the **CoCP** would address concerns relating to community cohesion and integration that may arise from members of the public.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 9, Section 9.6	MDS-S19. MDS-S21. MDS-S24.
MDS-S8.	Main development site and off-site associated developments	Socio-economics	Tertiary	To minimise impacts on public services and community facilities.	**Public services and community facilities: Security** Embedding security vetting into recruitment and contracting.	Construction	Nuclear Site Licence	ES Volume 2, Chapter 9, Section 9.6	MDS-S9.

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MDS-S9.	Main development site and off-site associated developments	Socio-economics	Tertiary	To minimise effects of the construction workforce on the community.	**Worker Code of Conduct** A Worker Code of Conduct (see Hinkley Point C example appended to the **Community Safety Management Plan** (Doc Ref. 8.16)), would be put in place to set required standards on behaviour both on and off-site. The Worker Code of Conduct would be explained to workers at induction and reinforced in the course of the Sizewell C Project through ongoing training and awareness campaigns. Each worker would be required to sign a copy of the document at induction. Complaints would be monitored, as discussed in the **CoCP** (Doc Ref. 8.11), and action taken where necessary. Whilst the absence of a contractual relationship means SZC Co. are not able to discipline workers directly, regular performance reviews with contractors would provide a means of ensuring good worker behaviour, and breach of the Worker Code of Conduct may mean dismissal of the worker from the Sizewell C Project.	Construction	Requirement 2 (PW: CoCP) Employment contracts	ES Volume 2, Chapter 9, Section 9.6	MDS-S7. MDS-S19. MDS-S24. MDS-T3.
MDS-S10.	Main development site and off-site associated developments	Socio-economics	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** (CTMP)(Doc Ref. 8.7), the **Construction Worker Travel Plan** (CWTP) (Doc Ref. 8.8). The measures include but are not limited to: • direct bus services to bus workers to 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 Heavy Goods Vehicles (HGV) deliveries; • adherence to HGV routes and caps; • driver induction and rules; and • wheel-washing.	Construction	Section 106 Agreement (CTMP and CWTP)	ES Volume 2, Chapter 9, Section 9.6	MDS-T3.
MDS-S11.	Main development site and off-site associated developments	Socio-economics	Tertiary	To minimise impacts on emergency services and public services.	**Traffic Incident Management Plan** The **Traffic Incident Management Plan** (TIMP) (Doc Ref. 8.6) sets out for the management of the Sizewell C construction traffic during an event or incident occurring on either the HGV or park and ride bus routes to the main development site. The TIMP would help minimise potential impacts of traffic associated with Sizewell C construction on response times and delivery of emergency services in the event of an incident. Measures are likely to include: • Delivery Management System. • Live Travel Information. • HGV Tracking and communication. • Use of designated HGV routes. • Use of freight management facility and park and ride facilities. • Communication with HGVs and bus drivers. • Divert vehicles on permitted HGV routes or diversionary routes directed by or agreed with Suffolk County Council or Suffolk Constabulary.	Construction	Section 106 agreement (TIMP)	ES Volume 2, Chapter 9, Section 9.6	MDS-T4.
MDS-S12.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise impacts on the tourism sector.	**Tourism Fund** SZC Co. will make available a Tourism Fund to tackle perceived changes to certain sensitivities that existing and potential visitors to the area may be concerned about, and to ensure that the residual effect of the Sizewell C Project on tourism is not negative. The Tourism Fund could be used to deliver initiatives such as: • Development of or support for a tourism strategy/action plan. • Marketing and promotion activities for the Suffolk coast and specific attractions and events within it, which can demonstrate a strong return on investment. • Supporting local projects including capital and revenue investment. • Undertaking future visitor surveys. • Providing information about public transport and travel. • Supporting existing tourist information centres. • Responding to effects on particularly sensitive attractions/locations within the Suffolk Coast and Heaths AONB.	Construction	Section 106 Agreement (Tourism Fund)	ES Volume 2, Chapter 9, Section 9.8	
MDS-S13.	Main development site	Socio-economics	Secondary	To minimise effects of the construction workforce on community services.	**Property Management (accommodation campus and caravan site)** SZC Co. would ensure the active management of its on-site accommodation. This would include enforcement of expected standards of behaviour from workers, hours of operation, security issues, liaison with emergency services and a complaints procedures for local residents.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 9, Section 9.8	MDS-S1.
MDS-S14.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on the private rental sector and regulatory and environmental services.	**Accommodation Strategy** The **Accommodation Strategy** (Doc Ref. 8.10) contains measures to specifically target hard to reach and vulnerable groups that may experience difficulties accessing or retaining housing as a result of the Sizewell C Project's effects on the lower end of the private rental sector.	Construction	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S15. MDS-S23.
MDS-S15.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on the housing market and regulatory and environmental services.	**Housing Fund** SZC Co. is proposing additional support for housing in the local area by establishing a Housing Fund (linked to the **Accommodation Strategy** (Doc Ref. 8.10)), informed by the scale of the workforce, likely accommodation sector demand, and existing supply and characteristics of the local housing market. The Housing Fund would provide financial support to a range of initiatives which would help to: • Develop supply through a range of measures including: supporting rent/deposit guarantee schemes to make the market work better; providing equity loans to residents to enable them to secure suitable accommodation and free up homes/rooms in the private rental sector; providing equity loans to residents in the social rented sector to help them access owner-occupied and rented property and rationalise the supply and occupancy of social rented homes as a result; supporting empty homes back into use; providing loans/grants/guaranteed lets, e.g. renovation grants; helping to deliver the East Suffolk Housing Strategy (2017) pledge to work with housing associations to explore opportunities for mixed schemes of private sale and affordable housing to generate profits to replace grant funding; and tackling under-occupation. • Provide funding for resilience to support and provide resilience to services, staffing, advice and short-term response such as temporary accommodation and the use of bed and breakfast accommodation. • Support growth in the tourist accommodation sector through support with planning, licensing and development, and funding for increases in capacity or re-design of sites.	Construction	Section 106 Agreement (Housing Fund)	ES Volume 2, Chapter 9, Section 9.8	MDS-S14.

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MDS-S16.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on the housing market and regulatory and environmental services.	**Accommodation management system** An accommodation management system will be implemented, and will include the following components: • SZC Co. would collect, manage and hold information about the local accommodation market (including registrations from providers with accommodation) that can be used to provide contractors and workers with a means of finding the most suitable accommodation and location. • Provision of information to workers, contractors and accommodation providers, and working with providers to help them understand opportunities to support the Sizewell C Project's workforce. Information would be provided to prospective or existing landlords that could help ensure they are providing accommodation that meets safety and quality standards. This would help to avoid the risk of landlords being unaware of rules and regulations that apply to letting property, or new providers entering the market with accommodation of an unacceptably low standard. SZC Co. will run a series of 'one-stop-shop' open events for providers of tourist accommodation and particularly caravan sites close to the Sizewell C Project, along with East Suffolk Council, in order to: • Inform them of the likely scale of demand from workers, how this changes over time, and the likely accommodation requirements and characteristics of the workforce. • Set out expected safety and quality standards, as well as planning and licensing that may be required to provide accommodation to workers, for example amendments of residency criteria for caravan sites. • Respond to any concerns that accommodation providers may have about non-home-based (NHB) construction workers, including how the Sizewell C Project uses the Worker Code of Conduct to enforce high standards of behaviour. • Explain what providers can/cannot expect from the Sizewell C Project based on lessons learnt from Hinkley Point C, e.g. the Sizewell C Project will not reimburse unpaid rent and can only enforce the Worker Code of Conduct if accommodation providers collect a full name/contractor name from tenants. The Sizewell C Project would also be able to provide information about the key activities of the construction phase, facilities and build-up of the workforce back to the market, which would help providers understand more about the likely demand and plan for it.	Construction	Section 106 Agreement (Accommodation Management System)	ES Volume 2, Chapter 9, Section 9.8	MDS-S17. MDS-S18. MDS-S22. MDS-S23.
MDS-S17.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on public services and community facilities.	**Public services and community facilities: Education** SZC Co. would employ workforce monitoring and surveys as part of the mitigation of effects on accommodation. This monitoring would provide information to estimate the number and locations of workers who bring dependent children to the area temporarily. SZC Co. would provide this information to Suffolk County Council and, with them, identify potential effects on education capacity. Periodically, if a potential effect was identified through the information, Suffolk County Council would be able to draw down on a Public Services Contingency Fund to expand provision in locations with limited capacity where the net additional effect of the workforce exceeds capacity.	Construction	Section 106 Agreement (Public Services Contingency Fund)	ES Volume 2, Chapter 9, Section 9.8	MDS-S16. MDS-S22.
MDS-S18.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on public services and community facilities.	**Public services and community facilities: Social care** SZC Co. is aware of the risks that the Sizewell C Project may pose to the delivery of social services. The **Accommodation Strategy** (Doc Ref. 8.10)**, Community Safety Management Plan** (Doc Ref. 8.16), and Accommodation Management System would indirectly contribute to reducing the risk of adverse significant effects on social care and the beneficiaries of the service. The Public Services Contingency Fund would help to respond to effects related to the Sizewell C Project as they arise.	Construction	Requirement 2 (PW: CoCP) Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S14. MDS-S16. MDS-S19.
MDS-S19.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on public services, emergency services and community facilities.	**Community Safety Management Plan** SZC Co. has developed a **Community Safety Management Plan** (Doc Ref. 8.16) in collaboration with local authorities, emergency services and public services, among other stakeholder groups. It outlines the approach to community safety in the area including some measures that will be secured through the Section 106 Agreement, including a governance process: • a precautionary approach to manage impacts on community safety, cohesion and public services, with a focus on prevention where possible and measures to raise awareness of the Sizewell C Project's changes/risks to community safety; • information for accommodation providers in the private rental sector and tourism sectors, setting out details of the workforce profile and the Worker Code of Conduct; • a mechanism for the local community to register public concerns, through (for example) a hotline; • provision of occupational health services to reduce pressure on existing facilities and a review of any residual public health care requirements from non-home based workers and their families; and • provision of project-recreational facilities, including off-site sports pitches, helping to manage the demand from workers.	Construction	Requirement 2 (PW: CoCP) Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S9. MDS-S20. MDS-S24.
MDS-S20.	Main development site	Socio-economics	Secondary	To minimise effects of the construction workforce on emergency services.	**Emergency Services** The socio-economic impact assessment sets out that while wider effects may be not significant, through engagement with service providers it has been identified that there may be local factors and service-specific factors that contribute to disproportionate demand. These will be mitigated through financial contributions secured by the Section 106 Agreement.	Construction	Section 106 Agreement (Public Services Contingency Fund)	ES Volume 2, Chapter 9, Section 9.8	MDS-S19.
MDS-S21.	Main development site and off-site associated developments	Socio-economics	Secondary	To minimise effects of the construction workforce on community services.	**Community Fund** SZC Co. would offer a Community Fund to be administered on behalf of the community to help mitigate in-combination effects on local communities through schemes, measures and projects. The Community Fund may include: • an ongoing programme of small grants to charities, voluntary groups and social enterprises – awarded for projects, measures or initiatives that help to mitigate impacts felt in the community from the construction of the Sizewell C Project; and • strategic grants – for example for investment in local facilities or services to enhance the positive and reduce or avoid potential negative impacts on communities. In general, activities receiving grants should aim to improve the social, economic or environmental wellbeing of the communities affected by the development and be relevant to the Sizewell C Project's effects, either by reducing or removing impacts or by helping the community to take advantage of opportunities presented by the Sizewell C Project.	Construction	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	
MDS-S22.	Main development site	Socio-economics	Secondary (monitoring)	To minimise effects of the construction workforce through monitoring of accommodation, public services and community facilities.	**Monitoring: Workforce monitoring and surveys** Information on the location and type of accommodation being used by workers will be collected throughout the construction period through regular workforce surveys. This will be benchmarked to an overall database that will record any worker who is employed on the Sizewell C Project, and who travels to site. In some instances, the monitoring of potential effects of the construction workforce is needed to identify where and which mitigation measures need to be enacted. SZC Co. will continue to agree relevant indicators of effects with local authorities responsible for services that may be affected. From time to time, East Suffolk Council and SZC Co. will propose relevant indicators to a Socio-Economic Advisory Group for its approval. The establishment of the Socio-Economic Advisory Group will be secured through an obligation in the Section 106 Agreement.	Construction	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S17. MDS-S19.
MDS-S23.	Main development site	Socio-economics	Secondary (monitoring)	To minimise effects of the construction workforce through monitoring of accommodation, public services and community facilities.	**Monitoring: Accommodation effects** Local authorities are required to provide a substantial amount of monitoring data to central government in order to monitor the level of service demand, for example in the form returns that monitor demand for services related to housing need, and effectiveness of homelessness prevention services. SZC Co. and East Suffolk Council recognise the value of utilising this information as supporting evidence to demonstrate effects. Further details are set out in the **Accommodation Strategy** (Doc Ref. 8.10).	Construction	Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S14. MDS-S15. MDS-S16.

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MDS-S24.	Main development site	Socio-economics	Secondary (monitoring)	To minimise effects of the construction workforce through monitoring of accommodation, public services and community facilities.	**Monitoring: Community safety and community cohesion effects** SZC Co.'s communication, community and stakeholder engagement strategy sets out measures for the community to report incidents and liaise with the Sizewell C Project about concerns with regards to community safety, cohesion and integration as a result of the construction workforce. The strategy also includes measure for the provision of information and is set out in the CoCP (Doc Ref. 8.11). Feedback would also be gained via the Community Safety Working Group, provisions for which are set out in the **Community Safety Management Plan** (Doc. Ref. 8.16). This information would allow SZC Co. to enact the measures set out within its implementation plans, most importantly the **Community Safety Management Plan** (Doc Ref. 8.16), and inform public service providers with responsibilities for community safety of the location and nature of effects.	Construction	Requirement 2 (PW: CoCP) Section 106 Agreement	ES Volume 2, Chapter 9, Section 9.8	MDS-S7. MDS-S19.
MDS-S25.	Main development site	Socio-economics	Secondary (monitoring)	To minimise effects of the construction workforce through monitoring of supply chain and employment, skills and education strategy.	**Monitoring: Supply chain and employment and skills effects** SZC Co. supply chain team will seek to collect data on businesses supplying the Sizewell C Project, most likely utilising a socio-economic reporting tool similar to the one already in use at Hinkley Point C. This will enable reporting of international, UK, and local/regional content and spend, for the purposes of reporting to government and other stakeholders as required. Tier 1 and Tier 2 suppliers will be encouraged to participate in gathering information which will be used compare and contrast local and regional levels of engagement. There would also be ongoing review of the effectiveness of the measures set out in the **Employment, Skills and Education Strategy** provided in **Appendix A** of the **Economic Statement** (Doc Ref. 8.9) and the **Supply Chain Strategy** provided in **Appendix B** of the **Economic Statement** (Doc Ref. 8.9), including key performance indicators.	Construction	Section 106 Agreement (Employment, Skills and Education Strategy)	ES Volume 2, Chapter 9, Section 9.8	MDS-S5. MDS-S6.
MDS-T1.	Main development site	Transport	Primary	To minimise effects of construction traffic on road users.	**Pillbox Field - access road** Provision of access to the proposed outage car park at Pillbox field via a new access road off Sandy Lane. To improve road user safety and provide improved visibility, a modified junction will be provided at Sandy Lane / Sizewell Gap. Further details are provided in **Chapter 10** of the **Sizewell B relocated facilities ES** (refer to **Volume 1, Appendix 2A**).	Construction	DCO Article 3 (Scheme design) Requirement 10 (MDS: Outage car park)	ES Volume 2, Chapter 10, Section 10.5	
MDS-T2.	Main development site and off-site associated developments	Transport	Primary	To minimise construction traffic impacts from freight management and workforce travel.	**Design measures across the Sizewell C Project to minimise traffic movements associated with workforce travel and freight movements** The following primary mitigation, relevant to transport, has been embedded into the Sizewell C Project: • accommodation campus at the main development site for 2,400 workers to reduce construction workforce trips on the highway network; • caravan park at the land east of Eastlands Industrial Estate (LEEIE) for 600 workers, who will be bussed to site in order to reduce the construction workforce trips on the highway network; • the proposed new north-south (off-road) bridleway, cycleway and footway parallel to Lover's Lane, B1122 and Eastbridge Road; • park and ride facility at the LEEIE in the early years to bus workers to and from the main development site; • northern park and ride facility at Darsham and southern park and ride facility at Wickham Market to intercept construction workforce trips and bus construction workers between the park and ride facilities and the main development site; • beach landing facility to enable the delivery of Abnormal Indivisible Loads (AILs) by sea during construction and operation; • Saxmundham to Leiston branch line upgrades, rail extension into the LEEIE, and green rail route in order to enable the transportation of construction material by rail and thereby reduce the number of HGVs on the road; • freight management facility at Seven Hills to manage the flow and route of HGVs on the highway network to the main development site; and • package of highway improvement works, including the two village bypass, Sizewell link road, Yoxford roundabout and other highway improvement schemes, to mitigate the transport effects of the residual Sizewell C Project related traffic. The highway works also include improvements to walk and cycle infrastructure and public rights of way (PRoW) diversions where necessary in order to maintain PRoW connectivity.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 10, Section 10.5	
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	
MDS-T4.	Main development site and off-site associated developments	Transport	Tertiary	To minimise construction traffic impacts on road safety.	**Traffic Incident Management Plan** The **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6) sets out procedures for the management of construction traffic incidents, including identification of suitable network redundancies and diversion routes; emergency response and contingency plans; and standard operating procedures for use in the event of necessary road closure and/or traffic diversion. For instance, the traffic incident management plan sets out procedures for holding Heavy Goods Vehicles (HGVs) en-route along the A14 in the event of Orwell Bridge closures (e.g. due to strong winds).	Construction	Section 106 Agreement (TIMP)	ES Volume 2, Chapter 10, Section 10.5	
MDS-T5.	Main development site and off-site associated developments	Transport	Secondary (monitoring)	To minimise construction traffic impacts through monitoring.	**Construction Traffic Monitoring** Freight traffic and construction workforce movements during the construction phase of the Sizewell C Project will be monitored through the **Construction Worker Travel Plan** (Doc Ref. 8.7) and **Construction Transport Management Plan** (Doc Ref. 8.8). A Transport Review Group will be established with members taken from the key transport stakeholders and SZC Co. and would meet quarterly (unless the Transport Review Group decides to meet at a different frequency) to review the monitoring of the management plans.	Construction	Section 106 Agreement (CWTP, CTMP)	ES Volume 2, Chapter 10, Section 10.7	MDS-T3.
MDS-T6.	Main development site	Transport	Secondary	To minimise effects of operation workforce traffic.	**Operational Travel Plan** An Operational Travel Plan will be prepared to manage and monitor workforce movements to Sizewell C during operation.	Operation	Section 106 Agreement (Operational Travel Plan)	ES Volume 2, Chapter 10, Section 10.7	
MDS-T7.	Main development site	Transport	Secondary	To minimise the effects of construction workforce traffic on amenity.	**Sizewell Gap (link 1)** With regards to secondary mitigation for Sizewell Gap (link 1), the road is currently derestricted and therefore, it is proposed to reduce the speed limit on Sizewell Gap to 40mph in order to mitigate the amenity effects.	Construction	DCO Schedule 14 (Traffic Regulation Measures)	ES Volume 2, Chapter 10, Section 10.7	
MDS-T8.	Main development site	Transport	Secondary	To minimise the effects of construction workforce traffic on cyclist amenity.	**B1122 (links 4c, 10, 64, 66, 74)** In order to mitigate the cycle amenity effect on the B1122, SZC Co. will carry out a pre-condition highway survey on the B1122 prior to commencement of development. SZC Co. will also provide funding for the maintenance of the road during the early years of construction when it is to be used by Sizewell C construction traffic.	Construction	Section 106 Agreement (Highways Condition Survey)	ES Volume 2, Chapter 10, Section 10.7	

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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 (Leiston Transport Contribution)	ES Volume 2, Chapter 10, Section 10.7 ES Addendum Volume 1, Chapter 2, Section 2.5	
MDS-T10.	Main development site	Transport	Secondary	To minimise traffic safety impacts at the A140/B1078 Junction and B1078/B1079 Junction.	**B1078 Transport Safety Measures** SZC Co. will implement or provide a contribution to fund B1078 transport safety measures including at A140/B1078 Junction and at B1078/B1079 Junction.	Construction	Section 106 Agreement (B1078 Road Safety Improvements and Contribution)	ES Volume 2, Chapter 10, Section 10.7	
MDS-T11.	Main development site	Transport	Secondary	To minimise the effect of the construction workforce on driver delay.	**Wickham Market Transport Contribution** SZC Co. will provide funnding for pedestrian, cycle and public realm improvements in Wickham Market with the aim of directing traffic to use the A12 rather than reassign to less suitable routes, such as the B1078 through Wickham Market.	Construction	Section 106 Agreement (Wickham Market Transport Contribution)	ES Volume 2, Chapter 10, Section 10.7	
MDS-NV1.	Main development site	Noise and vibration	Primary	To minimise construction noise impacts on noise sensitive receptors.	**Boundary treatments: noise** The site layout will incorporate noise barriers in the form of landscape bunds and/or acoustic screens to reduce, as far as practicable, the spread of construction noise from the main development site towards identified noise-sensitive receptors (NSRs). These are detailed on the **Main Development Site Construction Parameter Plan** (Doc Ref. 2.5), and are as follows: • Barrier #4 (B4) – 5m high acoustic fence. • Barrier #6 (B6) – 3m high earth bund. • Barrier #7 (B7) – 3m high earth bund with a 2m high acoustic fence on top of the ridge (5m total height).	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 11, Section 11.5	MDS-LV3. MDS-LV4. MDS-LV6. MDS-LV9.
MDS-NV2.	Main development site	Noise and vibration	Primary	To minimise plant noise impacts on noise sensitive receptors.	**Design measures - operational plant selection** The final plant selection and design is to be determined, and therefore sound levels from the final proposal would be controlled during the construction phase for the air source heat pump network and for both the construction and operational phases for the combined heat and power (CHP) energy centre only, by ensuring the sound rating level does not exceed a free-field level of 35dB LAr,15minute outside the nearest residential receptor. This may therefore require a system-specific mitigation scheme to meet this target sound rating level.	Operation	Requirement 8 (MDS: Temporary construction-related development) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 11, Section 11.6	
MDS-NV3.	Main development site	Noise and vibration	Primary	To minimise construction noise impacts on noise sensitive receptors.	**Design measures to minimise construction traffic noise and vibration across Sizewell C Project** The following design measures will result in an overall reduction in noise exposure: • Use of two off-site park and ride facilities to reduce construction worker traffic to site, and a park and ride facility at LEEIE, as well as the use of an accommodation campus and caravan park to further reduce travel to site which help reduce transport-related emissions. • Use of an off-site freight management facility, which will help manage freight arrivals and reduce on-site queuing and engine idling. • Minimising freight movements on roads through the provision of the beach landing facility, Saxmundham to Leiston branch line upgrades, rail siding at LEEIE, and the green rail route.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 11, Section 11.5	MDS-T2.
MDS-NV4.	Main development site	Noise and vibration	Tertiary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **CoCP** (Doc Ref 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 11, Section 11.5	
MDS-NV5.	Main development site	Noise and vibration	Tertiary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would help to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2, Chapter 10** of the ES).	Construction	Section 106 agreement (CTMP, CWTP)	ES Volume 2, Chapter 11, Section 11.5	MDS-T3.
MDS-NV6.	Main development site	Noise and vibration	Tertiary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Management of any noise or vibration complaints** SZC Co. will have a system of monitoring construction noise and for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 11, Section 11.5	
MDS-NV7.	Main development site	Noise and vibration	Secondary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Noise Mitigation Scheme** SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the ES**.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction and operation	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 2, Chapter 11, Section 11.5	
MDS-NV8.	Main development site	Noise and vibration	Secondary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Construction management measures: noise and vibration - acoustic screening** The **CoCP** (Doc Ref. 8.11) also includes a commitment that contractors will install solid noise barriers of adequate surface density and/or landscaping, where required and practicable, to provide additional acoustic screening and reduce construction noise levels at relevant noise sensitive receptors. Such barriers would be secondary mitigation for the purposes of assessment and would be installed for the duration of the noisy works requiring mitigation. The construction noise modelling outputs, presented in **Appendix 11B** of **Volume 2** of the ES, were used to identify where barriers and/or screens could be installed by comparing the predictions for each receptor with the assessment criteria for the main development site construction noise. Where predicted construction noise levels during any phase had the potential to exceed the LOAEL, barrier and screening options were explored, and where effective incorporated into the model to reduce construction noise levels as far as reasonably achievable. The additional barriers identified on this basis are as follows: • Barrier #1 (B1) – 5m above ground; • Barrier #2 (B2) – 3m above ground; • Barrier #3 (B3) – 3m above ground; • Barrier #5 (B5) – 3m above ground; and • Barrier #8 (B8) – 5m above ground. If it is identified that the barriers (or others) are necessary to mitigate noise effects, then contractors would need to provide appropriate screening for as long as required to mitigate those effects. This would be secured through the **CoCP** as described above.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 11, Section 11.7 TBC	

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MDS-NV9.	Main development site	Noise and vibration	Secondary	To minimise construction noise and vibration impacts on noise sensitive receptors.	**Sports pitches and access road** With respect to off-site developments, additional mitigation is required for the proposed sports facilities at Alde Valley Academy in Leiston. A 2 metre high acoustic barrier will mitigate noise levels to receptors to the east of the site when the pitches are in use, details of which are set out in **Appendix 11E** of **Volume 2** of the ES.	Construction and operation	Section 106 Agreement Requirement 12A (Sports facilities: reserved matters)	ES Volume 2, Chapter 11, Section 11.7	MDS-S3.
MDS-NV10.	Main development site	Noise and vibration	Secondary	To minimise construction noise and vibration impacts on Pro Corda Music School.	**Pro Corda Music School** SZC Co. will undertake a further, bespoke assessment of impacts of the Sizewell C Project on the Pro Corda Music School at Leiston Abbey. The results of this assessment would inform any additional mitigation requirements which will be secured through further planning obligations. SZC Co. is committed to further liaison with Pro Corda to take account of their specific needs relating to noise impacts and any required mitigation.	Construction and operation	Section 106 Agreement (Noise Mitigation Scheme)	ES Volume 2, Chapter 11, Section 11.7	MDS-NV7.
MDS-AQ1.	Main development site	Air quality	Primary	To minimise effects of the construction workforce traffic.	**Design measures to minimise traffic across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the ES. These include: • two off-site park and ride facilities at Darsham and Wickham Market, a park and ride facility at the LEEIE, together with the use of the accommodation campus and caravan park close to site, which will reduce construction worker traffic to main development site, and therefore help reduce transport related emissions. • Use of an off-site freight management facility , which would help manage freight arrivals and reduce on-site queuing and engine idling. • minimising freight movements on roads through the provision of the beach landing facility, Saxmundham to Leiston branch line upgrades, rail siding at LEEIE, and the green rail route.	Construction	DCO Article 3 (Scheme design) Section 106 agreement (Implementation Plan)	ES Volume 2, Chapter 12, Section 12.5	MDS-T2.
MDS-AQ2.	Main development site	Air quality	Primary	To minimise the impact from combustion derived pollutant emissions from the diesel generators.	**Stack heights for diesel generators** Diesel generator stack heights set as high as practicable for the power station and emissions of nitrogen oxides controlled through primary means. These are described in **Volume 2, Chapter 2** of the **ES**, and shown on the **Main Development Site Operational Parameter Plan Operational Platform** (Doc Ref. 2.5)	Operation	DCO Article 3 (Scheme design) Requirements 11, 12 and 13	ES Volume 2, Chapter 12, Section 12.5	
MDS-AQ3.	Main development site	Air quality	Primary	To minimise the impact from combustion derived pollutant emissions from the diesel generators.	**Combined Heat and Power (CHP) Plant** In the scenario that the accommodation campus energy centre comprises a CHP plant, it will be designed, maintained, and operated in accordance with Medium Combustion Plant Directive requirements. The combustion plant emission stack height has been optimised to minimise ground-level air quality impacts balanced against the visual impacts of taller stacks. The stack location is fixed within the parameters plan. Further detail is shown on **Main Development Site Construction Parameter Plan** (Doc Ref 2.5).	Construction and operation	Requirement 17 (Accommodation campus: Buildings and structures) Combustion Activities Environmental Permit (if required).	ES Volume 2, Chapter 12, Section 12.5	
MDS-AQ4.	Main development site	Air quality	Primary	To minimise traffic emissions and construction dust.	**Site access** The site access for the main development site is located as far as practicable from sensitive receptors, to minimise impacts from transport-related emissions, including vehicle exhaust emissions and fugitive dust emissions from trackout of mud onto the road.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 12, Section 12.5	
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	
MDS-AQ6.	Main development site	Air quality	Tertiary	To minimise impacts of non-mobile plant emissions.	**Batching plant** 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.	Construction	Environmental Permitting Regulations (Part B Activities)	ES Volume 2, Chapter 12, Section 12.5	
MDS-AQ7.	Main development site	Air quality	Tertiary	To minimise impacts of combustion emissions on air quality.	**Stationary generators during construction and operation** Where stationary generators from the Sizewell C Project plant, such as the emergency diesel generators, are required, combustion emissions to air will be regulated by the Environment Agency and controlled in accordance with an environmental permit to be issued for such operation. The accommodation campus energy centre would be designed, maintained and operated in accordance with Medium Combustion Plant Directive (MCPD) requirements.	Construction	Combustion Activities Permit	ES Volume 2, Chapter 12, Section 12.5	
MDS-AQ8.	Main development site	Air quality	Tertiary	To minimise dust impacts on air quality.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would be implemented to manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the ES).	Construction	Section 106 Agreement (CTMP, CWTP)	ES Volume 2, Chapter 12, Section 12.5	MDS-T3.

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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.
MDS-LV1.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Design principles and site layout** The layout, form and design of the site and proposed structures have been guided by a series of high-level landscape and visual design principles, which are outlined in the **Design and Access Statement** (Doc Ref. 8.1) and summarised below: • Plan the construction and operational phases of the development to minimise land take and mitigate landscape and visual effects where practical. • Retain existing screening landscape features, where reasonably practicable, and promote appropriate new landscape design (planting and landform) to mitigate the landscape and visual effects of the development. • Establish new planting and landform at the earliest practicable opportunity. • Plan the development and design structures and buildings to respect the rural and, in part, wilderness character of the landscape. For example the permanent buildings and structures inland from the coast, such as the emergency equipment store, would be architecturally designed to respond to their local landscape and built context, providing the required technical performance of the building or structure in question is met. • Select finishes (materials, colour and texture) to be sympathetic to local landscape and seascape and built context, where reasonably practicable. • Design associated infrastructure, including lighting, access and fencing, to minimise, where reasonably practicable, landscape, seascape and visual effects • Minimise, where reasonably practicable, visual effects at night from lighting and light spill without compromising either safety or security.	Construction and operation	Requirement 6 (MDS: Site clearance) Requirement 8 (MDS: Temporary construction-related development) Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 12 (MDS: Reserved Matters) Requirement 13 (MDS: Ancillary structures) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV2.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Site boundary amendments** The following design principles have been followed to reduce the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles: • Optimising the land required for construction to minimise disturbance to as small an area of the landscape as practicable. • Avoiding construction activity and major works in visually sensitive locations such as Great Mount Walk and land west of Eastbridge Road, to the east of Theberton House/south of Potter's Farm. • Configuring the physical extents of the main development site boundary to exclude and protect existing woodland and forested areas (e.g. Ash Wood, Great Mount Wood and northern extents of Dunwich Forest and Goose Hill), which would screen lower level views of construction from the north (e.g. from National Trust Dunwich Coastguard Cottages, RSPB Minsmere and beach. • Configuring the physical extents of the main development site boundary to exclude and protect existing woodland and belts of vegetation (e.g. Kenton Hills and Grimseys, trees along bridleway 19, vicinity of Upper Abbey Farm and Old Abbey Farm) that would screen views of lower level construction from vantage points to the west.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV3.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Layout of the land east of Eastlands Industrial Estate (LEEIE) area:** Arranging the layout of the temporary construction area to exclude materials storage areas south of residential properties along Valley Road adjacent to the railway bridge.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 13, Section 13.5	MDS-NV1.
MDS-LV4.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Stockpile heights** The maximum height parameters of stockpiles have been limited to reduce their visual prominence. Further details are shown on the **Main Development Site Construction Parameter Plan** (Doc Ref. 2.5).	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV5.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Retention and early planting of vegetation** • Retention of established vegetation where these have an important function in containing views towards the site. These include vegetation along bridleway 19, Eastbridge Road, field boundaries around Upper Abbey Farm and woodland along the northern edge of Goose Hill. • Early planting within the construction phase to strengthen/enhance existing boundary vegetation and allow areas of new planting associated with the landscape masterplan to become established. This includes planting around the entrance plaza, along Eastbridge Road and Bridleway 19, and around the perimeter of the LEEIE. • Some advance planting has already been completed around the perimeter of the main development site, including tree/shrub planting at Red Rails and White Gates Fields and along the northern edge of Goose Hill. Planting to reinforce existing hedgerows has been completed south of Lower Abbey Farm and at Black Walks. Further details are shown on the **Main Development Site Landscape Retention Plan** and **Main Development Site Clearance Plan** (Doc Ref. 2.5). An indicative masterplan is shown for the site is shown on the **Main Development Site Landscape Masterplan (Operational)** (Doc Ref. 2.5)	Construction and operation	Requirement 8 (MDS: Temporary construction-related development) Requirement 6 (MDS: Site clearance) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV6.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Bunds and screening for construction** • Creation of earth bunds and acoustic fencing/construction hoarding will provide visual containment of lower level construction activity and vehicle movements. This includes areas along the northern haul road, along the eastern edge of the sea defences, adjacent to Sizewell Beach and adjacent to Lover's Lane at LEEIE. • Creation of an earth bund and vegetated retaining structure at northern edge of Kenton Hills will contribute to the screening of views of vehicle movements along the proposed access road and construction activity from permissive paths in Kenton Hills, and contribute to the characteristic wooded backdrop to the lower lying Sizewell Marshes SSSI. Further details are shown on the **Main Development Site Construction Parameter Plan** (Doc Ref. 2.5).	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 13, Section 13.5	MDS-NV1.
MDS-LV7.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Construction lighting** The **Lighting Management Plan** (**Volume 2, Appendix 2B** of the ES) includes requirements to minimise visual impact of artificial lighting during construction: • target lighting where it is required to ensure safe and secure working environment in the absence of natural light; • avoid unnecessary illumination (such as illumination of construction company logos); and • minimise upward lighting and light spill to neighbouring areas. Where possible fixed lighting has been minimised within areas of the main development site which are adjacent to sensitive visual receptors including Leiston Old Abbey Nursing Home, residential properties along Lover's Lanes, Sandy Lane and Abbey Road (B1122) and east of Leiston Abbey. Similarly, fixed lighting has been minimised in the area of the sea defences, northern mound and beach.	Construction	Requirement 9 (MDS: Construction lighting)	ES Volume 2, Chapter 13, Section 13.5	MDS-TE18. MDS-AR13. MDS-HE2.

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MDS-LV8.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Accommodation campus** Structures at the accommodation campus will be up to 3 or 4 storeys, excluding roof mounted plant. Structures that are lower in height than the accommodation blocks are located to the north (car deck) and south (amenity hub and ancillary/servicing buildings) to reduce visual effects from in the vicinity of Leiston Abbey and from elevated locations to the north.	Construction	Requirement 17 (Accommodation campus: Buildings and structures)	ES Volume 2, Chapter 13, Section 13.5	MDS-AR11.
MDS-LV9.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Sequencing of construction works** Undertaking and completing works to the sea defences, northern mound and beach landing facility and access road as early as possible in the programme in part to minimise impacts on amenity to users of Sizewell Beach and Suffolk Coast Path/Sandlings Walk.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 13, Section 13.5	MDS-NV1. MDS-AR12.
MDS-LV10.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Sea defences design** • The new sea defences and the northern mound would be designed to tie in the existing sea defences at Bent Hills adjacent to Sizewell B. • The heights would be such that these features screen views to activity and lower lying buildings and structures adjacent to the main power station structures from locations along Sizewell Beach and offshore. • Planting on the sea defences and northern mound would comprise species that are characteristic of the local coastline, including trees that, once established, would add further screening.	Operation	Requirement 12 (MDS: Approved buildings, structures and plant) Requirement 12B (MDS: coastal defences) DML 41	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV11.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Sizewell C - Building and structures design** • The layout of the main platform will be along a similar axial alignment as the existing power station structures, parallel to the coastline and replicating the 'behaviour' of them in views. This would reduce the sense of encroachment into the coastal strip. • The turbine halls and operational service centre have been architecturally designed to respond to their sensitive landscape and visual context, and reflect the behaviour of the main reactor buildings at Sizewell A and Sizewell B, which present generally simple geometric forms. The seaward façades of the turbine halls and operational service centre would be windowless to minimise light spill in this direction. • A maximum height parameter (to include all roof plant) has been established for smaller buildings and structures adjacent to the main reactors, turbine halls and operational service centre to reduce their visibility. • Permanent buildings and structures inland from the coast, such as the emergency equipment store, would be architecturally designed to respond to their local landscape and built context, providing the required technical performance of the building or structure in question is met.	Operation	Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 12 (MDS: Reserved Matters) Requirement 13 (MDS: Ancillary structures)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV12.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Sizewell B relocated facilities - buildings design** • The design of the proposed training centre, outage store and other buildings and structures associated with Sizewell B relocated facilities land would be designed to respond to the context of existing buildings and structures at Sizewell B. Roof top plant on the training centre would be enclosed to avoid visual clutter and maintain views to simple geometric forms. • The building is orientated to present the shortest elevations to the west. This façade is also windowless to minimise light spill in this direction.	Operation	Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 6 (MDS: Site clearance)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV13.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Sizewell B relocated facilities - Pillbox Field design** • The outage car park at Pillbox Field has been designed to reduce the visibility of infrastructure and vehicles through its location to the north of rising land the sensitive reprofiling of landform and use of reinforced grass surfacing. • New hedgerow is proposed across the southern portion of Pillbox Field (to replace the existing hedgerow along Sizewell Gap removed to accommodate visibility splay) and woodland and woodland edge planting is proposed along the crest of the rising land on which the Pillbox sits to screen views of the outage car park.	Operation	Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	
MDS-LV14.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Outline Landscape and Ecology Management Plan** Land will be restored and developed in accordance with the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2), measures include: • using excavated materials and stored soils; • areas of land will be returned to agriculture, and other areas used to create acid grassland and woodland; and • tree lost during construction, would be mitigated by new native tree planting. The establishment and management of the restored landscape areas and new habitats/vegetation, including areas of proposed and existing planting that provide screening of the proposed development and existing structures.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	MDS-TE19. MDS-HE7. MDS-SA7.
MDS-LV15.	Main development site	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Access road** • 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	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5 ES Addendum Volume 1, Chapter 2, Section 2.8	MDS-AQ4.
MDS-LV16.	Main development site	Landscape and visual	Primary	To minimise impacts of light spill on adjacent habitat and effects on nocturnal species.	**Operation lighting** Lighting during the operational phase will provide illumination for the safe operation of the power station facility and provide a safe working environment in the absence of natural light allowing workers and site traffic to safely navigate the site and to provide security lighting. Further details are provided in the **Lighting Management Plan** (**Volume 2, Appendix 2B** of the ES) and includes the following mitigation measures for both fixed and temporary lighting. • Adopt the lowest safe lighting levels possible for task being undertaken. • Limit the hours of lighting where practicable. • Use a high quality luminaire with good optical control. • Use the lowest possible mounting for the luminaire based on the required level of illumination needed for the task being undertaken. • Direct luminaires into the area to be lit (light from the boundary inwards). • Ensure the luminaire is mounted at zero degrees to the horizontal and avoid any tilt. • If required make use of manufacture supplied custom shields. • Provide local control for the lighting so it may be switched off when not required. In addition to the physical equipment, lighting should be placed such that it makes use of the existing and proposed topography: • Keep mounting heights lower than fences and bunding, where possible. • Position equipment so it is not visible to sensitive receptors by using natural screening.	Operation	Requirement 15 (MDS: Permanent operational lighting)	ES Volume 2, Chapter 13, Section 13.5	MDS-TE18. MDS-AR13. MDS-HE3.
MDS-LV17.	Main development site	Landscape and visual	Primary	To minimise ecological effects on woodlands.	**Wider Estate Management (Woodland)** The **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2) is supported by an existing Woodland Management Plan, part of the Sizewell Integrated Land Management Plan (ILMP). The plan states that the long-term aim of the woodlands on the wider EDF Energy estate is "to maintain the contribution they make to the local landscape character and/or screening, and to improve and enhance their value for biodiversity". The Woodland Management Plan has been prepared in accordance with UK Forestry Standard (UKFS) guidelines and sets out management measures which include selective thinning (but no clear felling) and restocking/replanting to increase species and structural diversity and ensure the long-term resilience of the woodland. The areas covered also include the retained section of Goose Hill and Kenton Hills and the woodlands to the north of the site (which are important for visual containment) such as Ash Wood, Great Mount Wood and the Grove.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 13, Section 13.5	MDS-LV14. MDS-TE17.

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MDS-LV18.	Main development site	Landscape and visual	Tertiary	To minimise landscape and visual impacts.	**Construction management measures: landscape and visual** Tertiary measures set out in the **CoCP** (Doc Ref. 8.11) include: • contractors will seek to avoid unnecessary tree and vegetation removal; • where required, tree felling will be carried out taking appropriate consideration of the UK Forestry Standard Guidelines; • trees within or adjacent to the site boundary which are to be retained, will be protected in line with the recommendations in BS 5837, and works would be managed through measures such as provision of appropriate fencing around root protection zones, prevent compaction of soils, selective removal of lower branches to reduce risk of damage by construction plant and vehicles. Works relating to the protection of retained trees and trees subject to works will be overseen by an qualified arboricultural consultant; • the supply, storage, handling, planting and maintenance of new planting will be undertaken in accordance with appropriate British Standards; and • the design of hoardings around construction activities shall include consideration of the character of the surrounding landscape (e.g. use of open mesh fencing where possible and appropriate in rural areas). Fencing and hoarding shall be kept well maintained throughout construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 13, Section 13.7	MDS-AR19.
MDS-TE1.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Sizewell B Relocated Facilities design and site boundary** Measures have been embedded within the design to reduce land-take, site facilities and adjust site boundaries to increase the distance from sensitive ecological receptors, where possible, limit light spill through the orientation of buildings, keep areas unlit when not in use, provide directional lighting and a boundary fence along the western edge of the western access road, and retain existing vegetation along site perimeter, as far as practicable. The retained perimeter planting would be enhanced with new planting as part of the landscaping proposals. Sustainable Drainage System would be used to minimise surface water run-off and prevent diffuse pollution.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 14, Section 14.4	MDS-LV12. MDS-GSW1.
MDS-TE2.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Rights of Way and Access Strategy** The rights of way and access strategy for the EDF Energy estate (see **Volume 2, Appendix 15I** of the ES) has been designed to minimise the displacement of people away from the proposed development area and to nearby European sites to minimise disturbance to ground-nesting bird species and trampling of vegetation.	Construction and operation	DCO Articles 14 -16	ES Volume 2, Chapter 14, Section 14.4	MDS-AR1.
MDS-TE3.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Recreational facilities: onsite workers** SZC Co. would provided recreational facilities for new construction workers both at the onsite campus and in Leiston to reduce the use of local Public Rights of Way (PRoW) by workers. Campus based workers would not be able to bring pets to site to reduce disturbance of ecological receptors.	Construction	Section 106 Agreement Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-AR4.
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	
MDS-TE5.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Boundary treatments to minimise noise, lighting and visual disturbance** Boundary treatments would be provided to minimise noise, lighting and visual disturbance to adjacent designated sites or valuable habitats. Boundary treatment would also limit the extent of air borne dust pollution. The boundary treatments are shown on **Main Development Site Construction Parameter Plan** (Doc Ref. 2.5).	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 14, Section 14.4	MDS-NV1. MDS-LV5. MDS-LV6.
MDS-TE6.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Stack heights** Diesel generator stack heights set as high as practicable under the design envelope for the power station and emissions of nitrogen oxides controlled through primary means, which would minimise the impacts on adjacent habitat. These are described in **Volume 2, Chapter 2** of the ES, and shown on the **Main Development Site Operational Parameter Plan Operational Platform** (Doc Ref. 2.5).	Operation	DCO Article 3 (Scheme design) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 14, Section 14.4	MDS-AQ2.
MDS-TE7.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on Sizewell Marshes SSSI.	**Sheet pile barrier** A barrier (e.g. sheet piling) would be installed outside of the cut-off wall to provide separation from the main platform and Sizewell Marshes SSSI with engineered drainage installed to limit the disturbance to the hydrology and geology of Sizewell Marshes SSSI.	Construction	DCO Article 3 (Scheme design) Requirement 8 (MDS: Temporary construction-related development) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 14, Section 14.4	MDS-GSW6.
MDS-TE8.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Fish passes** The realignment of the Sizewell Drain and the construction of associated water control features would enable control of the water levels within Sizewell Marshes SSSI, and would help to ensure that any impact on the hydrological regime caused by construction activities is minimised to safeguard retained areas of fen meadow and reed bed habitats. Control structures would include passage for eels and other fish.	Construction and operation	DCO Article 3 (Scheme design) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE30. MDS-GSW9.
MDS-TE9.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Outline Drainage Strategy** The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** provided in **Volume 2, Appendix 2A** of the ES to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. Construction infrastructure would be in place to ensure all surface run-off and foul water is captured and treated and does not enter adjacent designated sites. Ditches, bunds and swales would be constructed to prevent untreated surface water run-off from leaving the site. Oil/petrol interceptors would be incorporated into the drainage design. Where complete infiltration to ground is not feasible, Water Management Zones (WMZs) have been embedded into the design. These systems would be designed to discharge treated water to the surface water drainage network at greenfield run-off rates.	Construction and operation	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 14, Section 14.4	MDS-GSW7. MDS-GSW8. MDS-GSW12. MDS-GSW13.
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)	ES Volume 2, Chapter 14, Section 14.4 ES Addendum Volume 1, Chapter 2, Section	MDS-GSW2.
MDS-TE11.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on fish, bats, otters and water voles.	**Aldhurst Farm Reedbed and ditch habitat** • The establishment of new reedbed and ditches at Aldhurst Farm (completed in 2016) has provided replacement for the land take of these habitats within Sizewell Marshes SSSI. The replacement habitats have established successfully, and mobile aquatic plant and invertebrate species would colonise over time from the adjacent areas of the Sizewell Marshes SSSI. These new habitats also provide nesting and foraging habitat for bird and bat species as well as suitable habitat for water voles. • As the reedbed habitat at Aldhurst Farm provides suitable habitat to enable the translocation of water voles from within the site, one of the four lagoons at Aldhurst Farm has been fenced to minimise the risk of water voles colonising naturally ahead of translocation.	Construction and operation	Already established	ES Volume 2, Chapter 14, Section 14.4	

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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.
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 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	
MDS-TE14.	Main development site	Terrestrial ecology and ornithology	Primary	To mitigate ecological impacts on reptiles associated with loss of habitat.	**Reptile habitat** Large areas of habitats for reptiles have been established, in advance of construction, to enable the translocation of reptiles from the site. This has also created areas of sand-dominated habitat likely to be beneficial to invertebrate species such as those identified in the coastal and woodland ride habitats. Further details are provided in the draft Reptile Mitigation Strategy within **Volume 2, Annex 14C2** of the ES**.**	Construction and operation	Already established	ES Volume 2, Chapter 14, Section 14.4	
MDS-TE15.	Main development site	Terrestrial ecology and ornithology	Primary	To mitigate ecological impacts on bats associated with displacement.	**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 25m^2. 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	
MDS-TE16.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on European protected sites and species.	**Sea defences** The sea defences would include a 5m high sacrificial shingle barrier with sandy cap, in from of the new main sea defence, to minimise coastal erosion. The role of the sacrificial dune would be to minimise coastal erosion and release sediment to the beach face, which would only be activated during a storm event. It is likely that the dune would occasionally be eroded and require repair in order to maintain its volume.	Construction and operation	DCO Article 3 (Scheme design) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 14, Section 14.4	MDS - CGH2.
MDS-TE17.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat.	**Retention of vegetation** The majority of the woodland resource within the EDF Energy estate would be retained including the line of mature broadleaved trees on the northern edge of Kenton Hills, known to support features of importance for roosting bat species and also including the well-developed hedgerows and mature trees along Bridleway 19, east of Upper Abbey Farm, which are used by commuting bats. Further details are shown on the **Main Development Site Landscape Retention Plan** (Doc Ref. 2.5).	Construction and operation	DCO Article 3 (Scheme design) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 14, Section 14.4	MDS-LV2. MDS-LV5.
MDS-TE18.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Construction and operation lighting** Lighting would be implemented in accordance with the **Lighting Management Plan (Volume 2, Appendix 2B of the ES)**. The strategy would comply with best practice to minimise impacts on nocturnal species such as bats that may use nearby habitats for roosts or foraging. Guidance within the latest Institution of Lighting Professionals (ILP) Guidance Note would be followed as far as possible. The **Lighting Management Plan** includes measures such as: • within lighting zones where lighting is proposed (as detailed in the **Lighting Management Plan** for construction and operational Sites and summarised above) use of lighting would be avoided if when and where it is safe to do so; • only minimal lighting levels required to ensure the required work can occur safely would be used; • when and where lighting is required, light sources would be used which minimise the ultraviolet (UV) content of emitted light (UV light having been shown to attract greater numbers of insects); • light sources used would emit a warm colour temperature (2700K and below), as this is thought to have a lower negative impact on bats; • tuneable Light-emitting Diode (LED) luminaires would be used, and would be mounted at the minimum effective height, to minimise lateral light-spill; • lighting columns would be positioned on the perimeter of working areas facing inwards towards the site to minimise light-spill into ecologically sensitive areas. In some locations, such as the SSSI Crossing, additional rear shielding may be used if required to prevent light-spill; and • where retained hedgerows are crossed by haul roads (such as two locations on Upper Abbey Bridleway and at the crossroads adjacent to Fiscal Policy) lighting columns would be positioned to leave a dark buffer zone around the hedgerow, if this is practically possible and safe to do so.	Construction and operation	Requirements 9 (MDS: Construction lighting) Requirement 15 (MDS: Permanent operational lighting)	ES Volume 2, Chapter 14, Section 14.4	MDS-LV7. MDS-LV16.
MDS-TE19.	Main development site	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on habitat and associated species.	**Outline Landscape and Ecology Management Plan** An **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2) has been prepared which outlines the expected management specification and measures that are proposed to help return existing arable land on the EDF Energy estate post-construction to Suffolk Sandlings habitat comprising acid grassland with additional areas of scrub and woodland. In the operational phase of the development, this landscape-scale habitat creation approach would replace existing intensively managed arable farmland with habitats of greater biodiversity value and would increase habitat connectivity. The **Outline Landscape and Ecology Management Plan** also includes long-term management measures and a monitoring programme for habitats created ensuring that these areas deliver the habitats proposed. Furthermore, the **Outline Landscape and Ecology Management Plan** sets out principles for the selection of species tolerant to existing/future site and environmental conditions and provides a strategy for the establishment, maintenance, long-term management and monitoring of newly created landscapes/ habitats and existing features/ habitats with consideration to climate change adaptation and resilience.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 14, Section 14.4	MDS-LV14.
MDS-TE20.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Sizewell B Relocated Facilities - construction management measures: Ecology** Good practice measures would be followed, as set out within the Outline Construction Environmental Management Plan submitted with **Sizewell B relocated facilities ES** (provided at **Volume 1, Appendix 2A** of the ES, to reduce the potential impacts arising from construction disturbance. Pre-construction ecology surveys, tree and building inspections would be undertaken in advance of site clearance works to validate baseline conditions. Site clearance works would be programmed to avoid the bird-nesting season and sensitive periods for bat maternity and hibernation periods, if possible.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE40.
MDS-TE21.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects Sizewell Marshes SSSI.	**Outage Store - construction management measures** If required, any groundwater extracted from the proposed outage store basement would be discharged under a suitable Environmental Permit. Prior to excavation of the basement, a temporary sheet-piled wall would be constructed to provide a water-resistant seal. This would allow dewatering of the construction footprint of this building, while limiting the potential for dewatering to cause drawdown within Sizewell Marshes SSSI. A piling risk assessment would be undertaken to manage the risk of introducing new contamination pathways as a result of piling.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-GSW14.

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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 ~~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 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.
MDS-TE23.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: noise and vibration impacts** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **CoCP** (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-NV4.
MDS-TE24.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - General** Tertiary mitigation measures relevant to terrestrial ecology and ornithology are defined in the **CoCP** (Doc Ref 8.11), and include those measures required to manage environmental and ecological impacts, mitigate nuisance to the public and safeguard the environment during the full lifetime of the proposed development, including the enabling works, preliminary works and the main construction phase. The following general measures are included in the **CoCP**: • The appointment of an Ecological Clerk of Works (ECoW) to manage ecological issues on site, undertaken or supervise ongoing works in relation to protected species, supervise works in sensitive areas and undertake monitoring as required. • Training for construction workers, in the form of tool box talks, on ecological constraints including retained habitats, designated sites and protected species considerations.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	
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
MDS-TE26.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - bunds** Earth bunds with grassing/seeding, including a bund along the length of the southern temporary construction area boundary (5m height), would be used to screen sensitive boundaries from construction activities.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-NV1. MDS-NV8. MDS-AQ5. MDS-LV6.
MDS-TE27.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Maintenance of vegetation in preparation for the Overhead line works** To facilitate works to be undertaken by National Grid, including re-provision and realignment of the overhead line, existing woodland vegetation would be coppiced to ground level and then bog matting or a similar approach would be used to protect the ground surface and coppiced stumps to allow the restringing works to occur. Works would be overseen by an ECoW.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	
MDS-TE28.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on the seedbank of the coastal vegetation.	**Construction management measures: Ecology - Preservation of coastal vegetation seedbank** Sand and shingle substrates from the existing surface layers of the Sizewell C frontage will be stockpiled to preserve the seedbank of the coastal vegetation, prior to the construction of the new coastal defences. These substrates will be safeguarded and then incorporated into the final landscaping of the new sea defences and frontage to enable reinstatement of the coastal vegetation including vegetated shingle and sand dune habitats. These works will be overseen by the ECoW, or a suitably qualified ecologist, to ensure appropriate layers, i.e. those likely to include seedbanks, are safeguarded.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE16.
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 (*Dianthus armeria*) 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.
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.

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MDS-TE31.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Natterjack toads** The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring natterjack toads. A draft Natterjack Mitigation Strategy and draft Method Statement has been prepared for the proposed development and included in **Volume 2, Annex 14C7** of the ES). Measures include: • A new pond would be created within the retained areas of Retsom's Field as well as the creation of hibernation features which would be suitable for use by natterjack toads. • Installation of amphibian-proof fencing prior to construction around the footprint of the water management zone in Retsom's Field, to prevent any natterjack toads from entering the construction footprint. • Pre-construction checks of any potential refugia in and alongside Retsom's Field would be required, with any Natterjack toads found within the footprint of the proposed water management zone captured and relocated to the retained areas of Retsom's Field where a new pond would be created. • Works would be undertaken outside of the hibernation season (considered to be October to April). • Pre-construction checks would be completed by an ECoW.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE49.
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	
MDS-TE33.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Reptiles** A Reptile Mitigation Strategy has been prepared detailing capture and translocation of reptiles from the footprint of the proposed development to the receptor sites. Measures to avoid incidental mortality associated with construction work phase, would likely include: • installation of reptile-proof fencing; and • searching refugia and moving individuals outside of the development footprint into receptor site. The locations of the receptor sites were selected to maximise connectivity with the wider landscape using existing ecological features and corridors. Active management of receptor sites is ongoing and would ensure these features are maintained and enhanced, so that the receptor sites have adequate carrying capacity to receive translocated reptiles. A draft Methods Statement has been prepared for the proposed development and included in **Volume 2, Annex 14C2** of the ES.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE50.
MDS-TE34.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Otters** Removal of vegetation, ground clearance and the commencement of construction activities have the potential to damage or destroy otter holts. Pre-construction surveys would be required to provide up-to-date information as to whether any holts are present within the construction footprint or in the zone of influence (ZoI). Should an active holt be identified: • a European Protected Species Licence application and Method Statement may be required to permit construction works that would otherwise disturb, injure or kill otters, and/or damage or restrict access to their holts. A detailed mitigation strategy for otters would be provided in a method statement if required, based on Natural England's standing advice and guidance in relation to otters and mitigation for development projects and Highways Agency's design Manual for Roads and Bridges. • If any holts would be impacted by the works, it may be necessary to create artificial holt(s) to mitigate for their loss. A draft Method Statement has been prepared which outlines the approach to minimising effects on Otters and included in **Volume 2, Annex 14C10** of the ES.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	
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 ha~~s~~ves been prepared which outline~~s~~ 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	MDS-TE51.
MDS-TE36.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Hedgehog** Removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring hedgehogs, either in summer or day nests or winter hibernation nests (hibernation occurs between November to April). To minimise impacts on hedgehogs, the following measures would be undertaken: • If possible, ground clearance works would be undertaken outside of the hibernation period. • Prior to ground clearance, an inspection for hedgehog nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation; this is likely to be undertaken in parallel with removal of reptiles from the construction footprint.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	
MDS-TE37.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Badgers** A pre-construction survey will be undertaken to provide up-to-date information on the badger setts within the site and its ZoI. If a badger sett is identified, a Natural England licence application and method statement would be required to permit works that would otherwise kill or injure a badger; damage, destroy or obstruct a sett; or disturb a badger in a sett. Mitigation will likely include: • the construction of artificial setts to compensate for the loss of any main setts; • excluding badgers from any setts due to be lost and regular monitoring to ensure badgers have not regained access to the setts; • suitable stand-off zones around retained setts to avoid damage to those setts or disturbance to badgers using them; and • provision of alternative foraging habitat (marsh harrier and reptile mitigation areas would provide better foraging habitat for badgers). A badger Mitigation Strategy (confidential) has been developed and submitted with the application **(Volume 2, Annex 14C3** of the ES - Confidential Annex).	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE53.

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MDS-TE38.	Main development site	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and associated species.	**Construction management measures: Ecology - Nesting and breeding birds** Birds and their nests are protected under the Wildlife and Countryside Act. The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. Measures would likely include: • Scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. • Where it is not possible to undertake these works outside of the breeding bird season, an inspection for nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation. If nesting birds are identified during this process, works in the vicinity of the nest (estimated to be a 10m standoff) would cease until the young have fledged. • Barn owl boxes (Tyto alba) boxes would be installed to provide additional nesting/roosting opportunities for the local barn owl population.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	
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.
MDS-TE40.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on habitat and associated species.	**Sizewell B Relocated Facilities - secondary measures** • Phased vegetation clearance approach, displacement of reptiles and destructive search; • Tree assessment surveys prior to tree felling under a bat licence granted by Natural England, if required; and • Management of new habitats provided in Pillbox field, including the installation of refugia/hibernacula for reptiles, and the installation of bat boxes within the wider EDF Energy estate.	Construction	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.4	MDS-TE20.
MDS-TE41.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts on users of PRoW and ecological species through monitoring.	**Monitoring: Rights of Way and Access Strategy** • Prior to the construction: further baseline monitoring would be undertaken in those locations that recreational users indicated they might access as alternatives to the Sizewell area, for example the outer part of RSPB Minsmere Reserve • During construction: if monitoring shows an increase in site usage which can be attributed to recreational displacement from the Sizewell area, then local mitigation measures, to be agreed in advance with local land managers and aimed at reducing the impacts of the additional recreational disturbance, would be implemented.	Construction	DCO Articles 14 -16 (Rights of Way) Section 106 Agreement (Rights of Way Fund)	ES Volume 2, Chapter 14, Section 14.7	MDS-TE2. MDS-AR1.
MDS-TE42.	Main development site	Terrestrial ecology and ornithology	Secondary	To minimise impacts on wet woodland.	**Wet woodland strategy** A wet woodland strategy has been ~~will be~~ developed which defines ~~define further opportunities for wet woodland compensatory habitats would be developed. The wet woodland strategy would describes fine opportunities~~ the approach for creatinge further areas of wet woodland. The preferred approach and the one supported by ecological stakeholders is to develop new wet woodlands at two of the fen meadow compensation sites, namely Benhall and Pakenham, where areas of wet woodland are immediately adjacent to the site and could be extended into the site by manipulating water levels or by some local shallow excavation of topsoil. ~~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. A Wet Woodland Strategy has been submitted (Doc Ref. 9.8).	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.
MDS-TE43.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts of construction dust on adjacent habitats and protected species through monitoring.	**Monitoring: Construction dust** Monitoring would be put in place to determine the success of the dust mitigation measures in accordance with the dust management plan, outlined in **Volume 2, Appendix 12A** of the ES. If at any point dust levels exceed a deposition rate of 500mg/m2/day then dust generating activities would be stopped until additional mitigation measures have been put in place.	Construction	Requirement 2 (CoCP - Part B)	ES Volume 2, Chapter 14, Section 14.7	MDS-AQ9.
MDS-TE44.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts on the Sizewell Marshes SSSI and Aldhurst Farm, and suitability of habitat through monitoring.	**Monitoring: Habitat** • Continued monitoring of Aldhurst Farm in accordance with the Aldhurst Farm Ecology and Landscape Management Plan. • The off-site permanent fen meadow compensation sites would require the development of an integrated management and monitoring programme to ensure the site meet the objectives of the habitat creation requirements. • Vegetation monitoring by an ECoW and hydrological monitoring will be undertaken within the Sizewell Marshes SSSI and Minsmere South Levels during construction to inform the need for any corrective actions and / or additional mitigation measures. If monitoring indicates a measurable decline in the extent of these sensitive plant assemblages or indicates that habitat condition is deteriorating, for example due an increase in the extent and abundance of coarse grass and sedge species, then it would be appropriate to undertake additional mitigation. Additional mitigation could include additional stock grazing or a cutting regime to remove excess vegetation.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.7	MDS-TE11. MDS-TE12. MDS-TE13. MDS-GSW28.

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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 hawker 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.
MDS-TE46.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts on ecology and protected species through monitoring.	**Outline Landscape and Ecology Management Plan** • Targeted monitoring of invertebrate assemblages of national importance and high conservation value which are characteristic of the habitats to be lost, including populations of Norfolk hawker, to assess the extent to which these assemblages become established in the new habitats within the site boundary and across the wider EDF Energy Estate. • Monitoring programme to determine usage of new barn owl boxes (as detailed within the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2)). • Once construction is complete and the temporary construction area has been removed, landscape-scale habitat creation measures to create acid grasslands would have developed in accordance with the Outline Landscape and Ecology Management Plan. The general pattern of the EDF Energy estate would be maintained as an open landscape with small woodland blocks but fields which are currently intensively managed as arable or improved grassland would be converted to open acid grassland that would result in a greater invertebrate prey biomass (and would establish more rapidly than woodland). Supplementary scrub planting and strengthening of hedgerows and woodland margins and some new woodland blocks are included within the outline landscape design proposals which would enhance connectivity for bats.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 14, Section 14.12	MDS-LV14. MDS-TE19.
MDS-TE47.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise impacts on the foreshore sediments covering the sea defences through monitoring.	**Monitoring of new sea defences** A monitoring and mitigation plan for coastal processes effects would be developed to ensure, as far as practicable, the maintenance of the extent of foreshore sediments covering the new sea defences (the scope of which are outlined in **Volume 2, Chapter 20** of the ES).	Construction and operation	Deemed Marine Licence condition	ES Volume 2, Chapter 14, Section 14.4	MDS-TE16. MDS - CGH2. MDS - CGH8.
MDS-TE48.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on Deptford Pink through monitoring.	**Monitoring: Deptford Pink** As set out in the draft Method Statement (**Volume 2, Annex 14C11** of the ES), monitoring will be undertaken following translocation by a suitably qualified ECoW. • The receptor areas will be monitored the following July/August for successful establishment. Flowering plants and non-flowering rosettes will be counted up to 1000 basal rosettes, estimates will be made beyond this number. • In the event that establishment has been poor or plants fail to persist, a proportion of seed stored in the Millennium Seed Bank may be grown on as plugs and transplanted to the site as previously described in an attempt to boost establishment. • A detailed monitoring plan will be prepared and this will be reported annually.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Annex 14C11	MDS-TE29.
MDS-TE49.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on natterjack toad through monitoring.	**Monitoring: Natterjack Toad** A Natterjack toad monitoring programme, both during and after construction, would provide early warning of any changes in the population so that appropriate action could be taken. Any new ponds and the natterjack toad population status would be monitored post construction. Any newly created/managed habitats would also be monitored to ensure these remain suitable for natterjack toads. This is outlined in **Volume 2, Annex 14C7** of the ES.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.10	MDS-TE31.
MDS-TE50.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on reptiles through monitoring.	**Monitoring: Reptile** The receptor sites would be monitored during the pre-construction period to confirm that suitable reptile habitats have become established and to confirm that appropriate management measures are in place, as outlined in **Volume 2, Annex 14C2** of the ES. Similar long-term monitoring would occur during and after the translocation process. Once translocation is complete, there would be regular monitoring of the receptor site populations and management of the sites to ensure that a stable age class of reptiles is present (i.e. all age classes present) and that young of reptile species are present, to determine the success of the translocation.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.11	MDS-TE14. MDS-TE33.
MDS-TE51.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on Water Vole through monitoring.	**Monitoring: Water Vole** A monitoring programme would be required to determine any long-term impact on the water vole populations, to assess the effectiveness of the mitigation and to inform any changes that may be required to the management of habitats. This is outlined in **Volume 2, Annex 14C6** of the ES. Monitoring surveys of water vole would provide information on the establishment and success of the translocated population at the Aldhurst Farm receptor site, the re-colonisation of the realigned Sizewell Drain and the re-colonisation of the Leiston Drain.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.14	MDS-TE35.
MDS-TE52.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on otters through monitoring.	**Monitoring: Otter** Monitoring of otter activity would take place before, during and after construction, and would include methods to assess use of the SSSI crossing culvert by otter.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.14	MDS-TE34.
MDS-TE53.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on badgers through monitoring.	**Monitoring: Badger** Regular monitoring of badger setts and badger activity will continue during the construction and post-construction period. This is outlined in **Volume 2, Annex 14C3** of the ES (confidential appendix). If monitoring shows long-term impacts on badgers, appropriate additional actions would be undertaken to rectify this would be undertaken.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.14	MDS-TE37.
MDS-TE54.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on birds through monitoring.	**Monitoring: Nesting birds** Monitoring of the marsh harrier habitat improvement area and the retained areas of the Sizewell Marshes SSSI (including breeding and wintering surveys) during construction (as detailed in the Marsh Harrier Mitigation Area Feasibility Report (**Volume 2, Appendix 14C5** of the ES)).	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.12	MDS-TE38.
MDS-TE55.	Main development site	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise the impacts on bats through monitoring.	**Monitoring: Bat** • There would be regular checks of lighting during both construction and operation to monitor and adjust for any light spill into the surrounding habitats. Details of this approach for construction are outlined in the **CoCP**. • Bat boxes would be monitored on an annual basis during the construction phase from one year after installation. Boxes would continue to be monitored beyond the completion of construction. This monitoring would aim to confirm the presence/absence of bats and the use of the bat boxes. If bat boxes have not been occupied within three years of installation, consideration would be given to moving them to alternative sites nearby, to be determined by a licensed ECoW. This is outlined in **Volume 2, Annex 14C1** of the ES.	Construction and operation	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14, Section 14.13	MDS-TE39.
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 Lover's 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	
MDS-TE57.	Main Development site	Terrestrial Ecology and Ornithology	Tertiary	Monitoring and mitigation measures for terrestrial ecology	**Terrestrial Ecology Monitoring and Mitigation Plan** The plan defines the terrestrial ecological monitoring and associated mitigation that will be deployed to monitor and respond to associated impacts on designated sites, habitats and protected species that might be impacted by the Sizewell C Project. This includes details of a monitoring programme for recreational displacement and to identify local mitigation measures, to be agreed with local land managers, which could be introduced to further reduce recreational disturbance.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 14 Shadow Habitats Regulation Assessment	

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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 banksman 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 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.
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): • 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 appoximately 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. 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.~~
MDS-AR3.	Main development site	Amenity and recreation	Primary	To minimise the impact of physical diversions of existing PRoW.	**Closures / diversions of PRoW during operation** During the operational stage of the proposed development, 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): • A section of the Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route on the B1122 and Eastbridge Road diverted during construction would be permanently diverted to ensure a safe route is provided. A 1.3km length of the existing routes that currently run on the B1122 and Eastbridge Road would be permanently re-aligned along an off-road route alongside these roads for a length of approximately 1.4km. • Once Sizewell C is operational, the Suffolk Coast Path would be permanently realigned fronting the new power station and to the east of the new sea defences. The new route would pass through a newly formed coastal grassland area and within the publicly accessible 'coastal margin' extending down to the low tide level. During operation, when the BLF is in use (approximately once every 5-10 years during some of the outage periods), the coast path might be temporarily closed for short periods. A banksman would be present at the BLF to minimise temporary closures of the coast path and ensure public safety. Should the coast path need to be temporarily closed, inland diversions would be provided for the Suffolk Coast Path, Sandlings Walk and England Coast Path to ensure that people can continue to use these long distance walking routes at all times. • Sandlings Walk would be reinstated on the majority of its original alignment during operation. A portion of Sandlings Walk on a permissive footpath through Goose Hill would be realigned, to provide connectivity to the coast. This would cross the main site access road. • During the operational phase a section of the permissive footpaths at Goose Hill would remain closed, with the link to the coast provided on an existing and realigned permissive footpath along the north and east edges of Goose Hill. This would cross the main site access road. • Bridleway 19 would be re-instated on its original alignment during the operational phase. The route would cross the main site access road. • The north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George's Avenue to the northern end of Bridleway 19 on Eastbridge Road (approximately 4.5km long) created during the construction phase, would be retained for the operational phase. The bridleway connection from Valley Road to this route would also be retained permanently with the link into LEEIE removed. These routes would be off road with road crossings as required, and provide an overall improvement to the public rights of way network.	Operation	DCO Articles 14 -16 (Rights of Way)	ES Volume 2, Chapter 15, Section 15.5	MDS-AR1.

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MDS-AR4.	Main development site	Amenity and recreation	Primary	To minimise the impact of physical diversions of existing PRoW.	**Accommodation campus recreational facilities** • Provision of a footpath around the perimeter of the site to allow workers to exercise within the accommodation campus boundaries, thus reducing walks on recreational resources within the wider area. • Pets would not be allowed at the accommodation campus or the LEEIE caravan site which would reduce the frequency of walks at recreation resources.	Construction	DCO Articles 14 -16 (Rights of Way) Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 15, Section 15.5	
MDS-AR5.	Main development site	Amenity and recreation	Primary	To minimise the impact of physical diversions of existing PRoW.	**Aldhurst Farm** The wetland habitat and works proposed at Aldhurst Farm under planning permission DC/14/4224/FUL (the principal purpose of the habitat creation scheme and planning application) have been implemented in advance of the DCO application to ensure that the habitat is in place before part of the SSSI that is need to allow construction of the proposed development is removed. Public access will be provided to specific areas of land within the Aldhurst Farm habitat creation area for informal recreation. The new habitat at Aldhurst Farm was created in accordance with planning permission granted by SCDC (planning application reference DC/14/4224/FUL). A condition was discharged in November 2019 setting out public access arrangements at Aldhurst Farm. A public access scheme has been developed in consultation with the local authorities and is included in **Appendix 15I** of **Volume 2** of the ES. It includes informal car parking of five spaces, a designated PROW and approximately 27ha of new open access land.	Construction and operation	Already established.	ES Volume 2, Chapter 15, Section 15.5	MDS-TE11.
MDS-AR6.	Main development site	Amenity and recreation	Primary	To minimise the impact of increase in use of recreational resources.	**Off-site recreational facilities** Measures to minimise the number of construction workers using informal outdoor recreation resources include the provision of formal sports facilities to the south of Alde Valley Academy and east of Leiston leisure centre, which would be used during the construction stage as a shared outdoor sports facility for Alde Valley Academy, the local community and construction workers as described in **Chapter 3** of **Volume 2** of the ES. This would provide appropriate facilities for the construction workers and minimise potential impacts on local recreational facilities. The sports facilities would be retained as a permanent development as set out in **Chapter 2, Volume 2** of the ES**,** and would be available for use by Alde Valley Acedemy, and the general public including the operational workforce.	Construction and operation	Section 106 Agreement	ES Volume 2, Chapter 15, Section 15.5	MDS-S3. MDS-NV9.
MDS-AR7.	Main development site	Amenity and recreation	Primary	To minimise effects of additional traffic on amenity and recreation receptors.	**Traffic management environmental design measures** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** and comprise: • accommodation campus at the main development site for 2,400 workers to reduce construction workforce trips on the highway network; • caravan park and the LEEIE for 600 workers, who will be bussed to site in order to reduce the construction workforce trips on the highway network; • the proposed new north-south (off-road) bridleway, cycleway and footway parallel to Lover's Lane, B1122 and Eastbridge Road; • park and ride facility at the LEEIE in the early years to bus workers to the main development site; • northern park and ride facility at Darsham and southern park and ride facility at Wickham Market to intercept construction workforce trips and bus construction workers between the park and ride facilities and the main development site; • Saxmundham to Leiston branch line upgrades, rail extension into the LEEIE and green rail route in order to transport construction material by rail and thereby reduce the number of HGVs on the road; • freight management facility at Seven Hills to manage the flow and route of HGVs on the highway network to the main development site; and • a package of highway improvement works, including the two village bypass, Sizewell link road, Yoxford roundabout and other highway improvement schemes to mitigate the transport effects of the residual project related traffic.	Construction and operation	DCO Article 3 (Scheme design) Section 106 Agreement	ES Volume 2, Chapter 15, Section 15.5	MDS-T2.
MDS-AR8.	Main development site	Amenity and recreation	Primary	To minimise the noise impacts on recreational resources.	**Design measures to minimise noise impacts on recreational resources** Primary mitigation measures to reduce noise impacts as described in the noise and vibration chapter (**Volume 2, Chapter 11** of the ES) and includes the provision of noise barriers during the construction phase, in the form of landscape bunds and/or acoustic screens in order to reduce, as far as practicable, the spread of construction noise from the main development site. These would be in the locations shown on **Main Development Site Construction Parameter Plans** (Doc Ref. 2.5). These measures would also minimise the noise impacts users of recreational resources.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 15, Section 15.5	MDS-NV1. MDS-NV2.
MDS-AR9.	Main development site	Amenity and recreation	Primary	To minimise the air quality impacts on recreational resources.	**Design measures to minimise air quality impacts on recreational resources** Primary mitigation measures to reduce air quality impacts as described in the air quality chapter (**Volume 2, Chapter 12** of the ES) and includes setting maximum stack heights, design of the accommodation campus energy centre, and locating site access as far as practicable from sensitive receptors.	Construction and operation	DCO Article 3 (Scheme design) Requirement 8 (MDS: Temporary construction-related development) Combustion Activities Environmental Permit (if required).	ES Volume 2, Chapter 15, Section 15.5	MDS-AQ2. MDS-AQ3. MDS-AQ4.
MDS-AR10.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Proposed Planting -visual screening** Primary mitigation measures to minimise visual amenity impacts during construction as described in the landscape and visual chapter (**Volume 2, Chapter 13** of the ES) would also be relevant for amenity and recreation. These measures include: • Where possible, retaining areas of established vegetation that have an important function in containing views towards the site (e.g. vegetation along Bridleway 19, Eastbridge Road, around Upper Abbey Farm and woodland along the northern edge of Goose Hill). • Advanced planting already completed, or planting at specific locations would be established at an early stage within the construction phase to strengthen/enhance existing boundary vegetation and allow areas of new planting associated with the operational phase landscape masterplan to become established. • Creating temporary earth bunds and acoustic fencing/construction hoarding to minimise views of construction activity and vehicle movements along the northern haul road along the eastern edge of the sea defences, adjacent to Sizewell Beach and adjacent to Lover's Lane at the LEEIE. • Creating a temporary an earth bund and vegetated retaining structure at the northern edge of Kenton Hills to help screen vehicle movements along the proposed access road and construction activity from permissive footpaths in Kenton Hills. • Selecting the causeway option for the SSSI crossing to allow for the establishment of vegetation along its eastern edge that would be retained into the operational phase to contribute to the screening of views of vehicle movements from locations along the beach. Further details are shown on the **Main Development Site Landscape Retention Plan** and **Main Development Site Clearance Plan** (Doc Ref. 2.5). An indicative masterplan is shown for the site is shown on the **Main Development Site Landscape Masterplan (Operational)** (Doc Ref. 2.5).	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 15, Section 15.5	MDS-LV5. MDS-LV6. MDS-LV11. MDS-LV15.
MDS-AR11.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Accommodation campus** Structures at the accommodation campus will be up to 3 or 4 storeys, excluding roof mounted plant. Structures that are lower in height than the accommodation blocks are located to the north (car deck) and south (amenity hub and ancillary/servicing buildings) to reduce visual effects from in the vicinity of Leiston Abbey and from elevated locations to the north.	Construction	Requirement 17 (Accommodation campus: Buildings and structures)	ES Volume 2, Chapter 15, Section 15.5	MDS-LV8.
MDS-AR12.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Sequencing of construction works** Undertaking and completing works to the sea defences, northern mound and beach landing facility and access road as early as possible in the programme in part to minimise disruption to users of the beach, PRoW E-363/021/0, the Suffolk Coast Path, the future England Coast Path and Sandlings Walk.	Construction	Requirement 8 (MDS: Temporary construction-related development) Section 106 Agreement	ES Volume 2, Chapter 15, Section 15.5	

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MDS-AR13.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Construction lighting** The **Lighting Management Plan** (**Volume 2, Appendix 2B** of the ES) includes requirements to minimise visual impact of artificial lighting during construction: • target lighting where it is required to ensure safe and secure working environment in the absence of natural light; • avoid unnecessary illumination (such as illumination of construction company logos); and • minimise upward lighting and light spill to neighbouring areas. Where possible fixed lighting has been minimised within areas of the main development site which are adjacent to sensitive visual receptors including along Lover's Lanes, Sandy Lane and Abbey Road (B1122) and east of Leiston Abbey. Similarly, fixed lighting has been minimised in the area of the sea defences, northern mound and beach.	Construction	Requirement 9 (MDS: Construction lighting)	ES Volume 2, Chapter 15, Section 15.5	MDS-LV7. MDS-TE18. MDS-HE2.
MDS-AR14.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Operation lighting** Lighting during the operational phase will provide illumination for the safe operation of the power station facility and provide a safe working environment in the absence of natural light allowing workers and site traffic to safely navigate the site and to provide security lighting. Further details are provided in the **Lighting Management Plan** (**Volume 2, Appendix 2B** of the ES) and includes the following mitigation measures for both fixed and temporary lighting: • Adopt the lowest safe lighting levels possible for task being undertaken. • Limit the hours of lighting where practicable. • Use a high quality luminaire with good optical control. • Use the lowest possible mounting for the luminaire based on the required level of illumination needed for the task being undertaken. • Direct luminaires into the area to be lit (light from the boundary inwards). • Ensure the luminaire is mounted at zero degrees to the horizontal and avoid any tilt. • If required make use of manufacture supplied custom shields. • Provide local control for the lighting so it may be switched off when not required. In addition to the physical equipment, lighting should be placed such that it makes use of the existing and proposed topography: • Keep mounting heights lower than fences and bunding, where possible. • Position equipment so it is not visible to sensitive receptors by using natural screening.	Operation	Requirement 15 (MDS: Permenant operational lighting)	ES Volume 2, Chapter 15, Section 15.5	MDS-LV16. MDS-TE18. MDS-HE3. MDS-MEF12.
MDS-AR15.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Sea defences - visual screening** • The new sea defences would screen views to activity associated with the main power station and lower lying buildings and structures from locations along the beach (including the Suffolk Coast Path, future England Coast Path and Sandlings Walk) and offshore. • Management of existing retained woodlands including selective thinning (but no clear felling) and restocking/replanting to increase species and structural diversity and ensure the long-term resilience of the woodland. • Design of permanent buildings and structures to respond to their landscape and visual context See **Chapter 13** of **Volume 2** of the ES for further detail.	Operation	DCO Article 3 (Scheme design) Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 15, Section 15.5	
MDS-AR16.	Main development site	Amenity and recreation	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Outline Landscape and Ecology Management Plan** Land will be restored and developed in accordance with the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2), measures include: • using excavated materials and stored soils; • areas of land will be returned to agriculture, and other areas used to create acid grassland and woodland; • tree lost during construction, would be mitigated by new native tree planting; and • the establishment and management of the restored landscape areas and new habitats/vegetation, including areas of proposed and existing planting that provide screening of the proposed development and existing structures.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 15, Section 15.5	
MDS-AR17.	Main development site	Amenity and recreation	Primary	To minimise ecological effects on woodland.	**Wider Estate Management (Woodland)** The **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2) is supported by an existing woodland management plan, part of the Sizewell Integrated Land Management Plan (ILMP). The plan states that the long-term aim of the woodlands on the wider EDF Energy estate is "to maintain the contribution they make to the local landscape character and/or screening, and to improve and enhance their value for biodiversity".	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 15, Section 15.5	
MDS-AR18.	Main development site	Amenity and recreation	Tertiary	To minimise noise and air quality impacts of constriction workforce traffic.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), a **Construction Worker Travel Plan** (Doc Ref. 8.8) and a Worker Code of Conduct (Doc Ref. 8.16) will be implemented to help govern worker behaviour and reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2, Chapter 10** of the ES).	Construction	Section 106 Agreement (CTMP and CWTP)	ES Volume 2, Chapter 15, Section 15.5	MDS-T3. MDS-AR18.
MDS-AR19.	Main development site	Amenity and recreation	Tertiary	To minimise impacts on amenity and recreation receptors.	**Construction management measures: landscape and visual** Measures set out in the **CoCP** (Doc Ref. 8.11) for landscape and visual are also applicable for amenity and recreation, and include: • contractors will seek to avoid unnecessary tree and vegetation removal; • where required, tree felling will be carried out taking appropriate consideration of the UK Forestry Standard Guidelines; • trees within or adjacent to the site boundary which are to be retained, will be protected in line with the recommendations in BS 5837, and works would be managed through measures such as provision of appropriate fencing around root protection zones, prevent compaction of soils, selective removal of lower branches to reduce risk of damage by construction plant and vehicles. Works relating to the protection of retained trees and trees subject to works will be overseen by an qualified arboricultural consultant; • the supply, storage, handling, planting and maintenance of new planting will be undertaken in accordance with appropriate British Standards; and • the design of hoardings around construction activities shall include consideration of the character of the surrounding landscape (e.g. use of open mesh fencing where possible and appropriate in rural areas). Fencing and hoarding shall be kept well maintained throughout construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 15, Section 15.5	MDS-LV18.
MDS-AR20.	Main development site	Amenity and recreation	Tertiary	To minimise noise impacts on users of PRoW.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **CoCP** (Doc. Ref. 8.11) for noise and vibration would minimise impacts on users of amenity and recreation resources, including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 15, Section 15.5	MDS-NV4.

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MDS-AR21.	Main development site	Amenity and recreation	Tertiary	To minimise dust impacts.	**Construction management measures: air quality** The **CoCP** (Doc Ref. 8.11) sets out control measures to manage construction impacts on air quality, and includes: • Use of hard-surfaced roadways used as far as practicable, 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 • 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 V emissions standards • Use of non-road mobile machines as far as practicable 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 15, Section 15.5	MDS-AQ5.
MDS-AR21.	Main development site	Amenity and recreation	Tertiary	Monitoring and mitigation measures for recreational displacement	**Monitoring and Mitigation Plan for Minsmere - Walberswick European Sites and Sandlings (North) European Sites** Recreational management measures at Westleton Heath, Dunwich Heath and other heathland areas within the Minsmere European sites and the Sandlings SPA (north) will be introduced, in agreement with land managers (RSPB, National Trust, Natural England, Forestry England and others), to minimise the potential for any increase in recreational disturbance pressure on habitats and breeding bird populations of the SAC, SPA and Ramsar site.	Construction	Section 106 Agreement	Shadow Habitats Regulation Assessment	MDS-TE57
MDS-HE1.	Main development site	Terrestrial historical environment	Primary	To minimise impacts from changes to setting and landscape character.	**Landscape design principles to minimise impacts on setting** • Hedgerows will be retained and strengthened where possible. • Early planting, construction of bunding and acoustic fencing will be installed, where appropriate, to screen views of the proposed development and minimise visibility of, and noise from, the proposed construction works and development. • Generic measures to reduce noise impacts and visibility of the proposed development, and to ensure that its composition in views from outwith the site view remains coherent are set out in the **Main Development Site Design and Access Statement** (Doc Ref. 8.1). Further details are shown on the **Main Development Site Landscape Retention Plan** and **Main Development Site Clearance Plan** (Doc Ref. 2.5). An indicative masterplan is shown for the site is shown on the **Main Development Site Landscape Masterplan** (**Operational**) (Doc Ref. 2.5)	Construction and operation	DCO Article 3 (Scheme design) Requirement 14 (MDS: Landscape works) Requirement 8 (MDS: Temporary construction-related development) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 16, Section 16.5	
MDS-HE2.	Main development site	Terrestrial historical environment	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Construction lighting** The **Lighting Management Plan** (**Volume 2, Appendix 2B** of the **ES**) includes requirements to minimise visual impact of artificial lighting during construction: • target lighting where it is required to ensure safe and secure working environment in the absence of natural light; • avoid unnecessary illumination (such as illumination of construction company logos); and • minimise upward lighting and light spill to neighbouring areas. Where possible fixed lighting has been minimised within areas of the main development site which are adjacent to sensitive visual receptors including along Lover's Lanes, Sandy Lane and Abbey Road (B1122) and east of Leiston Abbey. Similarly, fixed lighting has been minimised in the area of the sea defences, northern mound and beach.	Construction and operation	Requirements 9 (MDS: Construction lighting)	ES Volume 2, Chapter 16, Section 16.5	MDS-LV7.
MDS-HE3.	Main development site	Terrestrial historical environment	Primary	To minimise the impact on visual amenity on users of recreational resources.	**Operation lighting** Lighting during the operational phase will provide illumination for the safe operation of the power station facility and provide a safe working environment in the absence of natural light allowing workers and site traffic to safely navigate the site and to provide security lighting. Further details are provided in the **Lighting Management Plan** (**Volume 2, Appendix 2B** of the **ES**) and includes the following mitigation measures for both fixed and temporary lighting. • Adopt the lowest safe lighting levels possible for task being undertaken. • Limit the hours of lighting where practicable. • Use a high quality luminaire with good optical control. • Use the lowest possible mounting for the luminaire based on the required level of illumination needed for the task being undertaken. • Direct luminaires into the area to be lit (light from the boundary inwards). • Ensure the luminaire is mounted at zero degrees to the horizontal and avoid any tilt. • If required make use of manufacture supplied custom shields. • Provide local control for the lighting so it may be switched off when not required. In addition to the physical equipment, lighting should be placed such that it makes use of the existing and proposed topography: • Keep mounting heights lower than fences and bunding, where possible. • Position equipment so it is not visible to sensitive receptors by using natural screening.	Operation	Requirements 15 (MDS: Permanent operational lighting)	ES Volume 2, Chapter 16, Section 16.5	MDS-LV16.
MDS-HE4.	Main development site	Terrestrial historical environment	Primary	To minimise impacts from changes to setting and landscape character.	**Proposed freight management strategy** The selection of the proposed freight management strategy avoids the need for jetty at Sizewell C, reducing visual change in the settings of heritage assets which draw significance from views along the coast, particularly the Aldeburgh and Southwold Conservation Areas.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 16, Section 16.5	
MDS-HE5.	Main development site	Terrestrial historical environment	Primary	To minimise impacts from changes to the setting of Upper Abbey farm.	**Upper Abbey Farm** • Retention, as far as possible, of existing mature tree and hedgerow planting (as shown on the **Main Development Site Landscape Retention Plan** and **Main Development Site Clearance Plan** (Doc Ref. 2.5)) and structures to provide visual screening and retain the perceptual integrity of the farmyard and house as a discrete unit. • The emergency equipment store and Combined Heat and Power (CHP) plant have been located as far as possible to screen views from the Grade II listed farmhouse and barn through use of adjacent buildings and existing vegetation. Design and cladding materials will be chosen to fit as far as possible with the architectural language of the existing vernacular.	Construction and operation	Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 6 (MDS: Site clearance)	ES Volume 2, Chapter 16, Section 16.5	MDS-LV5. MDS-AR10. MDS-HE1.

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MDS-HE6.	Main development site	Terrestrial historical environment	Primary	To minimise impacts from changes to setting and landscape character.	**Leiston Abbey** • The proposed water management zone to the north of Goose Hill would be screened through landscape bunds and tree planting to minimise any visual intrusion of the development on the setting of the Leiston Abbey (first site); further details are shown on the **Main Development Site Construction Parameter Plans** (Doc Ref. 2.5). • The campus design incorporates a series of landscape buffers in order to enhance screening to the west of the site. These comprise a 4.5m strip between Eastbridge Road and the re-aligned bridleway, a 4m landscape buffer between the re-aligned bridleway and security zone, and a further 2.5m planted strip between the security zone and the campus access road • The inclusion of a direct off-road link between the two Leiston Abbey sites provided by the diversion of the Suffolk Coastal Path would restore connectivity between these sites and provide a discernible enhancement to the historic interests of these sites. This link would be retained after the completion of the construction phase to provide lasting mitigation for these heritage assets.	Construction and operation	Requirement 8 (MDS: Temporary construction-related development) DCO Articles 14-16 (Rights of Way)	ES Volume 2, Chapter 16, Section 16.5	MDS-LV5. MDS-AR2. MDS-AR3.
MDS-HE7.	Main development site	Terrestrial historical environment	Primary	To minimise impacts from changes to setting and landscape character.	**Outline Landscape and Ecology Management Plan** Land will be restored and developed in accordance with the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2), measures include: • using excavated materials and stored soils; • areas of land will be returned to agriculture; and • tree lost during construction, would be mitigated by new native tree planting. The establishment and management of the restored landscape areas and new habitats/vegetation, including areas of proposed and existing planting that provide screening of the proposed development and existing structures. The restoration of the landscape would respond to local historic landscape character.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 16, Section 16.5	MDS-LV14. MDS-TE19. MDS-SA7.
MDS-HE8.	Main development site	Terrestrial historical environment	Tertiary	To minimise noise impacts on users of PRoW.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **CoCP** (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 16, Section 16.5	MDS-NV4.
MDS-HE8.	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. 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	
MDS-HE10.	Main development site	Terrestrial historical environment	Secondary	To minimise loss of archaeological interest in the peats.	**Peat Strategy** The **Peat Strategy** (**Volume 2, Appendix 16G** of the ES), agreed with SCCAS and Historic England, sets out appropriate investigative techniques to allow loss of archaeological interest in the peats on the main platform site to be mitigated. A WSI setting out specific details of the methodology to be adopted will be agreed with SCCAS and Historic England once the earthworks contractor is appointed.	Construction	Requirement 3 (PW: Archaeology)	ES Vol 2 Chapter 16 Section 16.7	
MDS-HE11.	Main development site	Terrestrial historical environment	Secondary	To minimise impacts from changes to setting and landscape character.	**Additional measures: Upper Abbey Farm** The barn at Upper Abbey Farm would be repaired during the construction period. This would comprise the making good of historic elements of the structure, and the replacement of modern additions and repairs. Works would be undertaken within the wider farmyard to stabilise, or remove, unstable structures, and to remove intrusive vegetation.	Construction	Section 106 Agreement	ES Vol 2 Chapter 16 Section 16.7	MDS-HE5.
MDS-HE12.	Main development site	Terrestrial historical environment	Secondary	To minimise impacts from changes to setting and landscape character.	**Additional measures: Leiston Abbey** A Section 106 Agreement contribution to provide for enhancements to the interpretation and management of the two Leiston Abbey sites.	Construction	Section 106 Agreement	ES Vol 2 Chapter 16 Section 16.7	MDS-HE6.
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	
MDS-SA1.	Main development site	Soils and agriculture	Primary	To minimise the impacts of temporary loss of agricultural land.	**Site layout** The site layout has been optimised to reduce the overall land take and impacts on agricultural business. Agricultural land required temporarily during the construction phase will be returned to agricultural use upon completion of construction works.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA2.	Main development site	Soils and agriculture	Tertiary	To minimise the impacts of temporary loss of agricultural land.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the Construction Code of Practice for the Sustainable Use of Soil on Construction Sites and the MAFF Good Practice Guide for Soil Handling, as set out in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA3.	Main development site	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil management plan** An **outline Soil Management Plan** (SMP) is provided in **Appendix 17C** of **Volume 2** of the **ES**. This includes information on handling methods and measures that would be implemented including: • development of a Soil Resources Plan (SRP) by the Contractor, which would include detail on existing soil information, proposed storage locations and management measures; • ensuring soils are stripped and handled in the driest condition possible; • ensuring topsoil and subsoil resources are stripped and stockpiled separately; • protection of stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing; • confining vehicle movements to defined haul routes until all the soil resource has been stripped; and • ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level is sufficient for the post-construction use. These measures would be included in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA4.	Main development site	Soils and agriculture	Tertiary	To avoid impacts of soil migration to surface waters.	**Soil storage** All soils would be stored away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	MDS-GSW17.

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MDS-SA5.	Main development site	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Construction management measures: air quality, geology and land quality, and groundwater and surface water** Industry standard measures would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in the chapters on air quality (**Chapter 12**), geology and land quality (**Chapter 18**) and groundwater and surface water (**Chapter 19** of **Volume 2** of the **ES)**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	MDS-AQ5. MDS-AR21. MDS-GSW17.
MDS-SA6.	Main development site	Soils and agriculture	Tertiary	To minimise potential impacts on the remainder of the landholding and on neighbouring landholdings.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA7.	Main development site	Soils and agriculture	Primary	To minimise potential impacts on the landholding following restoration of land required temporarily.	**Outline Landscape and Ecology Management Plan** An **Outline Landscape and Ecology Management Plan** (OLEMP) (Doc Ref. 8.2). This details the landscape and habitat restoration proposals for land required on a temporary basis.	Construction	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 17, Section 17.5	MDS-LV14. MDS-TE19.
MDS-SA8.	Main development site	Soils and agriculture	Tertiary	To minimise effects on agricultural land holdings and agricultural	**Fencing** All fencing around the proposed development would be sufficient to resist damage by livestock from adjacent land and would be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA9.	Main development site	Soils and agriculture	Tertiary	To avoid impacts of the spread of non-native, invasive species.	**Invasive weed species removal** Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11).	Construction and operation	Requirement 2 (PW: CoCP) Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 17, Section 17.5	
MDS-SA10.	Main development site	Soils and agriculture	Tertiary	To minimise biosecurity risk.	**Animal burial sites** Should animal bones be discovered which indicate a potential burial site, works would be paused in the affected area, and the Animal Health Regional Office would be advised and informed of the proposed mitigation measures. Works could restart once the relevant mitigation measures have been put in place.	Construction	Requirement 2 (CoCP - Part B)	ES Volume 2, Chapter 17, Section 17.5	MDS-TE25.
MDS-SA11.	Main development site	Soils and agriculture	Secondary	To minimise effects on agricultural land holdings.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction and operation	DCO Article 26 (Compulsory acquisition)	ES Volume 2, Chapter 17, Section 17.7	
MDS-LQ1.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Sizewell B relocated facilities - design of Pillbox Field** Measures embedded within design to reduce impacts on land quality included the design of grass reinforcement on the proposed outage car park at Pillbox Field to reduce the potential impact of soil erosion and compaction, and the use of Sustainable Drainage Systems to prevent the pollution of controlled waters due to surface water drainage.	Operation	DCO Article 3 (Scheme Design) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 18, Section 18.5	
MDS-LQ2.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Sizewell B relocated facilities - design of laydown area and operational car park** The proposed laydown area and operational car park in Coronation Wood is to be surfaced with a heavy duty permeable block paving that would allow full infiltration of surface water run-off into the subsurface.	Operation	DCO Article 3 (Scheme Design) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 18, Section 18.5	MDS-GSW1.
MDS-LQ3.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Sizewell B relocated facilities - outage store inspection areas** The proposed outage store will have inspection areas for contamination and radiation under existing Sizewell B procedures including the requirements of the existing Sizewell B Radiological Substances Permit, Nuclear Site Licence and as outlined in EDF Energy (NGL) Technical Guidance Note (TGN) for Chemical Storage (BEG/SPEC/ENG/TGN/062) to mitigate the risk of the chemical storage contaminating the ground.	Operation	DCO Article 3 (Scheme Design) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 18, Section 18.5	
MDS-LQ4.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Design: buildings, railway and roads** • The design of the road and car parking areas and the selection of construction materials would be in accordance with the Design Manual for Roads and Bridges, British Standards and best practice guidance at the time of the design. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity. • Buildings and their foundations would be designed having regard to the ground gas risk profile and the nature/usage of the building/structure. • The design of the railway and associated structures within the temporary construction area and LEEIE would be in accordance with appropriate standards and best practice guidance at the time of the design. • The selection of materials for the railway would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity.	Construction and operation	DCO Article 3 (Scheme design) Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 8 (MDS: Temporary construction-related development) Compliance with Building Regulations, Approved Document C	ES Volume 2, Chapter 18, Section 18.5	
MDS-LQ5.	Main development site	Geology and land quality	Primary	To minimise impacts of ground gas generation.	**Gas Mitigation measures** Gas mitigation measures would be provided in the buildings on-site and other relevant structures where required, the design of which would be dependent on the risk profile and the nature/usage of the building/structure.	Construction and operation	Compliance with Building Regulations, Approved Document C	ES Volume 2, Chapter 18, Section 18.5	
MDS-LQ6.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Nuclear Island** The nuclear island common foundation raft would provide stability and reduce differential displacement between the nuclear island buildings; act as a barrier for environmental protection by minimising soil contamination in case of installation failure; and protect the water table from risk of contamination and protect the structures from groundwater.	Operation	Nuclear Site Licence	ES Volume 2, Chapter 18, Section 18.5	MDS-R1.
MDS-LQ7.	Main development site	Geology and land quality	Primary	To minimise contamination impacts on ground conditions.	**Surface water drainage during construction and operation** • Use of appropriate sustainable drainage system (SuDS) schemes where necessary, to reduce potential for contamination to migrate and impact on the ground, groundwaters and surface waters. • Incorporation of lined drainage and bypass separators within the drainage design to separate out the oils and/or hydrocarbons for suitable off-site disposal • The construction of hardstanding to avoid spills and leaks from leaching into the underlying groundwater. • A temporary drainage system would be implemented to manage drainage during earthworks in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**).	Construction and operation	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 18, Section 18.5	MDS-GSW7. MDS-GSW12.

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MDS-LQ8.	Main development site	Geology and land quality	Tertiary	To minimise contamination impacts on ground conditions.	**Construction management measures: land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction, as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use in landscaping areas or as general fill, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed development which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust. • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal. • Covering / hydroseeding of the landscape bunds and temporary stockpiles to reduce soil erosion and dust generation. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the stockpiles, landscape bunds or working areas into adjacent surface watercourses or leaching into underlying groundwater in accordance with best practice. • Provision of a settlement and infiltration lagoon for each borrow pit during excavation to capture surface water run-off. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.5	MDS-AQ5. MDS-SA3. MDS-GSW17.
MDS-LQ9.	Main development site	Geology and land quality	Tertiary	To minimise impacts of piling.	**Piling risk assessment** A piling risk assessment, in accordance with Environment Agency guidance, may be required to ensure that appropriate piling techniques are implemented at the site (by identifying and managing potential risks as a result of creating pathways to groundwater).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.5	
MDS-LQ10.	Main development site	Geology and land quality	Tertiary	To minimise contamination impacts on ground conditions.	**Materials Management Strategy** Implementation of an appropriate materials management strategy to document how the excavated materials would be dealt with and a verification plan to record the placement of materials at the site. Further details are provided in the **Materials Management Strategy** provided in **Appendix 3B** of **Volume 2** of the **ES,** and secured in the **CoCP**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.5	MDS-GSW19. MDS- CWMR3.
MDS-LQ11.	Main development site	Geology and land quality	Tertiary	To minimise contamination impacts on ground conditions.	**Site waste management plan** Implementation of a site waste management plan in accordance with the **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.5	MDS - CWMR1.
MDS-LQ12.	Main development site	Geology and land quality	Tertiary	To minimise contamination impacts on ground conditions.	**Soil Management Measures** Implementation of soil management measures, informed by the **Outline Soil Management Plan** (**Volume 2, Appendix 17C** of the ES).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.5	MDS-SA3.
MDS-LQ13.	Main development site	Geology and land quality	Tertiary	To minimise contamination impacts on ground conditions.	**Storage and disposal of wastes and hazardous substances** For the operational phase, storage and disposal of wastes and hazardous substances would be managed in accordance with current guidance and legislative requirements. Sizewell C power station would be subject to a Control of Major Accident Hazards consent and a hazardous substances consent which set out requirements for the storage and use of hazardous materials. Radioactive materials and waste will be managed in accordance with the requirements of the Radioactive Substances Regulations Environmental Permit and Nuclear Site Licence. Operational management arrangements would be set out within an integrated environmental management system for the proposed development to ensure compliance with any environmental permits and the nuclear site license.	Operation	Nuclear Site Licences and Radioactive Substances Regulations Environmental Permit COMAH and Hazardous Substances Consent	ES Volume 2, Chapter 18, Section 18.7	MDS-GSW22. MDS-R3. MDS- CWMR5.
MDS-LQ14.	Main development site	Geology and land quality	Secondary	To minimise UXO risks.	**UXO assessment** An additional assessment of the moderate World War Two Unexploded Ordnance (UXO) bomb risk identified across the site would be undertaken in the form of a detailed UXO desk study and risk assessment. Where required, mitigation measures would then be implemented as appropriate.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.7	MDS-MAD24.
MDS-LQ15.	Main development site	Geology and land quality	Secondary	To minimise contamination impacts on ground conditions.	**Ground investigation** • Additional ground investigation would be undertaken for the proposed development to inform detailed design and confirm ground conditions, contamination status and other ground related risks in areas of the site, where limited existing information is available. This would be completed prior to construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and remediation of soil and groundwater contamination prior to construction may be required. • Additional ground investigation would also include testing of marine sediments within the offshore area to provide additional information for materials re-use. • Intrusive ground investigation would also be undertaken post construction of the temporary construction area and LEEIE as part of the removal and reinstatement phase. Remediation of soil or ground contamination would then be undertaken if deemed necessary.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.7	MDS-GSW23.
MDS-LQ16.	Main development site	Geology and land quality	Secondary	To minimise contamination impacts on ground conditions.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the additional ground investigation for the site and would be required prior to construction works commencing. The results of this would determine the need for further long-term gas and groundwater monitoring.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 18, Section 18.7	MDS-GSW24.
MDS-GSW1.	Main development site	Groundwater and surface water	Primary	To minimise contamination impacts on surface water.	**Sizewell B relocated facilities** The use of SuDS to prevent the pollution of controlled waters and to match greenfield run-off rates with an allowance for climate change.	Operation	DCO Article 3 (Scheme Design) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW2.	Main development site	Groundwater and surface water	Primary	To minimise contamination impacts on surface water.	**SSSI Crossing** • Engineered drainage will be incorporated into the design and construction of the SSSI crossing to manage surface run-off, with consideration of quantity and potential pollutant load. • The design of the SSSI crossing will be informed by the existing hydrological conditions within the Leiston Drain and localised effect that the diverted Sizewell Drain, to minimise impacts on the conditions of these watercourses.	Construction and operation	DCO Article 3 (Scheme design) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 19, Section 19.5	MDS-TE10.

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MDS-GSW3.	Main development site	Groundwater and surface water	Primary	To minimise impacts of borrow pits.	**Borrow Pits: Drainage** Construction fill material would be sourced from on-site borrow pits, which are currently proposed to the north-west of Kenton Hills. The excavation of borrow pits would likely increase the potential for surface run-off reaching groundwater aquifers unimpeded and increasing the risk of contamination. Engineered drainage has been proposed in the area of the borrow pits to manage surface run-off and protect groundwater.	Construction	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW4.	Main development site	Groundwater and surface water	Primary	To minimise impacts of borrow pits.	**Borrow Pit: Reinstatement** Borrow pits will likely be reinstated by filling the excavated area with materials deemed unsuitable for re-use on the main construction area, including peat and 'peaty clay' material arising from excavations within the main construction area. Controls will be put in place to manage suitability of materials for disposal in the borrow pits.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW5.	Main development site	Groundwater and surface water	Primary	To minimise impacts from changes to water levels in the peat and crag outside of the main construction platform.	**Hydraulic cut off wall and sheet piles** A hydraulic cut off wall will be constructed outside of the main platform to minimise change induced by dewatering to water levels in the peat and crag deposits. The low permeability cut-off wall would be anchored into the London Clay Formation.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW6.	Main development site	Groundwater and surface water	Primary	To avoid slumping of the peat adjacent to the construction area and impacts on the Sizewell Marshes SSSI.	**Secondary cut-off wall** A secondary cut-off wall will be installed at the toe of the embankment slope leading to the main platform to prevent slumping of the peat and crag, to minimise effect on Sizewell Marshes SSSI. The secondary cut-off wall will utilise sheet pile methods to prevent the surrounding peat and crag formations from slumping.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 19, Section 19.5	MDS-TE7.
MDS-GSW7.	Main development site	Groundwater and surface water	Primary	To minimise impacts to surface water receptors.	**Surface water drainage during construction** • Ditches, swales and bunds would be constructed where required to prevent untreated surface water run-off from leaving the site. Oil/petrol interceptors would be incorporated into the drainage design. Construction phase drainage system implemented, incorporating SuDS measures such as open ditches and swales would promote infiltration to ground in accordance with the **Outline Drainage Strategy**, provided in **Volume 2, Appendix 2A** of the ES. •Water management zones have been embedded into the design as an integral part of the surface water management system, provided in Chapter 3 of this volume. The water management zones would collect surface water run-off, sediment and contaminants. The water management zones would incorporate an underground piped network, infiltration trenches, storage tanks and ponds. These systems would be designed to discharge treated water to the surface water drainage network and to ground at greenfield run-off rates (water management zones 1 to 6 and 10) or to sea at a rate that can exceed greenfield run-off rates (water management zones 7 and 8). • The construction phase temporary drainage would need to remain operational until the land is restored in accordance with the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2) or until permanent site drainage and associated outfalls are commissioned. Where appropriate, temporary drainage would be incorporated into the permanent drainage.	Construction	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW8.	Main development site	Groundwater and surface water	Primary	To minimise impacts to groundwater of surface water receptors.	**Foul drainage during construction phase** Foul water would be pumped to a number of modular sewage treatment plants and the treated water would then enter the site drainage systems before being discharged to sea such that there will not be a risk to groundwater or surface water receptors. Temporary arrangements will be required until the construction sewage treatment plant is operational. The provision of foul sewage treatment is included in the design of the LEEIE, with a packaged treatment plant being preferred for the Mobile Site Welfare Units that are proposed to serve the caravan pitches.	Construction	Requirement 5 (PW: Surface and foul water drainage) Construction Water Discharge Activity Permit	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW9.	Main development site	Groundwater and surface water	Primary	To minimise the impact of changes to water levels from the realignment of Sizewell Drain.	**Sizewell Drain diversion** Sizewell Drain would be diverted north, parallel to the base of the platform slope. At its northern extent, it would discharge to the Leiston Drain upstream of the SSSI crossing. In addition, revised water level management may be required for the drainage units and watercourses adjacent to the construction site. This would require the inclusion of water level control structures along the realigned Sizewell Drain and the revised operation of other existing structures. The enhanced water level control would allow for fine tuning of the management regime over time. The control structures will act to prevent any detrimental impacts on groundwater from the Sizewell Drain. The specific position, nature and operational parameters of the control structures will be determined in conjunction with stakeholders. This information could form part of an update to the WLMP for the Sizewell Marshes SSSI, as discussed in **Appendix 19F** of **Volume 2** of the ES**.**	Construction and operation	Requirement 5 (PW: Surface and foul water drainage) Requirement 7 (PW: Water management)	ES Volume 2, Chapter 19, Section 19.5	MDS-TE8.
MDS-GSW10.	Main development site	Groundwater and surface water	Primary	To minimise impacts of coastal flooding.	**Temporary coastal flood defence** During initial stages of construction, a temporary reinforced coastal flood defence with crest level of 7m AOD would be built to form a haul road used for construction until the main sea defence is completed.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW11.	Main development site	Groundwater and surface water	Primary	To minimise contamination of groundwater and surface waters.	**Reinstatement of temporary construction areas** As the construction phase concludes, temporary facilities would be removed, and the temporary construction area restored. The temporary construction area would be restored in accordance with the **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2).	Construction	Requirement 14 (MDS: Landscape works) Requirement 16 (MDS: Removal and reinstatement)	ES Volume 2, Chapter 19, Section 19.5	MDS-LV14. MDS-TE19. MDS-SA7.
MDS-GSW12.	Main development site	Groundwater and surface water	Primary	To minimise impacts from increases in surface water and minimise contamination impacts on groundwater and surface waters.	**Surface water drainage during operation** • Rainfall falling onto the Sizewell C power station platform would be managed through an engineered drainage system comprising forecourt separators, provided at all locations where fuel handling takes place. • Buildings on the main platform would be built with a flood resistant design to prevent water ingress during extreme rainfall events or minor wave overtopping during extreme coastal events. • Both permeable paving and impermeable surfacing will be used for car parks, and in the latter case are supplemented with infiltration trenches and/or swales. Where the risk of contamination of runoff exists the approach is supplemented with the use of silt traps, barriers or in some cases bypass separators. • Forecourt separators would be provided at all locations where fuel handling takes place. • Bypass separators would be provided for car parks of a size greater than 800m2 or with more than 50 spaces if the car park discharges via drains to a surface water body. • Bypass separators are also required for other areas where there is a risk of oil/hydrocarbon contamination in surface water run-off. This water would be discharged to the sea with the cooling water. • At the western perimeter of the Sizewell C power station platform, a filter drain would be installed to capture surface water run-off and prevent direct discharge to Sizewell Drain. • The Sizewell C access road that passes over Goose Hill and is linked to the power station car park would drain to the north, diverting run-off away from the Sizewell Marshes SSSI, and would be compliant with the DMRB. Drainage will be provided to collect surface water run-off from the road and discharge to the north where it will outfall into a swale and infiltrate to ground. Further details are provided in the **Outline Drainage Strategy** provided in **Volume 2, Appendix 2A** of the ES.	Operation	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 19, Section 19.5	

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MDS-GSW13.	Main development site	Groundwater and surface water	Primary	To minimise impacts on local drainage.	**Foul drainage during operation** The operational phase sewage treatment plant will receive and treat all domestic foul water generated within the Sizewell C power station site and from the training centre and relay store buildings which will be retained after construction within the temporary construction areas. The treated effluent would be pumped to the main cooling water outfall from where it is disposed to sea in accordance with consented standards. Disposal to sea has been selected as the dilution of the treated effluent is much greater than for a watercourse and hence environmental impact of discharge is much reduced. Further details are provided in the **Outline Drainage Strategy** provided in **Volume 2, Appendix 2A** of the ES.	Operation	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW14.	Main development site	Groundwater and surface water	Primary	To minimise impact of dewatering on hydrological conditions of groundwater, surface waters and effect on Sizewell Marshes SSSI.	**Dewatering - Sizewell B Relocated Facilities** If required, any groundwater extracted from the proposed outage store basement would be discharged under a suitable environmental permit. Prior to excavation of the basement, a temporary sheet-piled wall would be constructed to provide a water-resistant seal. This would allow dewatering of the construction footprint of this building, while limiting the potential for dewatering to cause drawdown within Sizewell Marshes SSSI. A piling risk assessment would be undertaken to manage the risk of introducing new contamination pathways as a result of piling.	Construction	Requirement 7 (PW: Water management) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW15.	Main development site	Groundwater and surface water	Primary	To minimise impact of dewatering on hydrological conditions of groundwater, surface waters and effect on Sizewell Marshes SSSI.	**Dewatering - construction** As part of the construction works on the main platform, there would be a requirement to dewater part of the site to facilitate construction. The dewatering of the platform would require localised dewatering of the groundwater below the main platform only. Further details are provided in **Volume 2, Appendix 19A** of the ES. There may be a requirement for localised, short term, construction dewatering outside the cut off wall. These dewatering activities would be managed using local control measures, such as cofferdams, as appropriate. The need for such dewatering, and associated control measures, would be implemented to ensure there is no unacceptable change to the water environment. Groundwater from the dewatering operation will be disposed off to sea via the CDO.	Construction	Requirement 7 (PW: Water management) Requirement 11 (MDS: Approved buildings, structures and plant) Construction WDA Permit	ES Volume 2, Chapter 19, Section 19.5	
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: • 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 ~~10.2m~~ 12.6m AOD with adaptive design to potentially raise the defence up to ~~14.2m~~ approximately 16.4m ~~18m~~ 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	
MDS-GSW17.	Main development site	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Construction management measures: groundwater and surface water** Controls to be implemented will be: • The drainage/flood prevention strategies will consider the ground conditions of the site, including the permeability of the strata and the level of on-site contamination. • Implementation of working methods to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. Biodegradable oils should be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • The location of all existing observation boreholes within the areas to be excavated will be recorded by GPS. The boreholes will be backfilled and capped to remove potential pathways to underlying strata. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.5	MDS-LQ8.
MDS-GSW18.	Main development site	Groundwater and surface water	Tertiary	To minimise flood risk.	**Construction management measures: flood risk** The following measures would be incorporated into the construction works to minimise flood-related health and safety risks: • Weather monitoring and evacuation procedures would be prepared to manage the short period while the temporary flood defence is being constructed and the construction site of the main platform would be at risk of wave overtopping. • Construction works for activities within or adjacent to watercourses should employ weather monitoring to predict potential extreme events and halt initial construction works, if required. • A groundwater control strategy would manage the groundwater flood risk to the site during construction.	Construction	Requirement 2 (PW: CoCP) Requirement 7 (PW: Water management)	ES Volume 2, Chapter 19, Section 19.5	
MDS-GSW19.	Main development site	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Management of materials** Implementation of an appropriate materials management strategy with associated materials management plans to document how the excavated materials would be dealt with and a verification plan to record the placement of materials at the site. Further details are provided in the **Materials Management Strategy**, provided in **Appendix 3A** of **Volume 2** of the **ES.**	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.5	MDS-LQ10. MDS- CWMR3.

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MDS-GSW20.	Main development site	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Site waste management plan** Implementation of a site waste management plan in accordance with the **Conventional Waste Management Strategy**, provided in **Appendix 8A** of **Volume 2** of the ES.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.5	MDS - CWMR1.
MDS-GSW21.	Main development site	Groundwater and surface water	Tertiary	To minimise impacts of piling.	**Piling risk assessment** Plan and design piling activities in compliance with Environment Agency guidance. This guidance may highlight the need for a piling risk assessment to ensure that piling techniques deemed appropriate are implemented at the site (by identifying and managing potential risks as a result of creating pathways to groundwater).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.5	MDS-LQ8.
MDS-GSW22.	Main development site	Groundwater and surface water	Tertiary	To minimise risk of impacts of contamination on groundwater and surface waters.	**Storage and disposal of wastes and hazardous substances** For the operational phase, storage and disposal of wastes and hazardous substances would be managed in accordance with current guidance and legislative requirements. Furthermore, Sizewell C power station would be subject to a Control of Major Accidents and Hazards Consent and a Hazardous Substances Consent which set out requirements for the storage and use of hazardous materials. Radioactive materials would be managed in accordance with the requirements of the Radioactive Substances Regulations, Environmental Permit and Nuclear Site Licence. Operational drainage from the power station would be discharged into the North Sea under an Operational Water Discharge Activity permit. Operational management arrangements would be set out within an integrated environmental management system for the proposed development.	Operation	Nuclear Site Licences and Radioactive Substances Regulations Environmental Permit COMAH and Hazardous Substances Consent Operational WDA Permit	ES Volume 2, Chapter 19, Section 19.5	MDS-LQ13. MDS-R3. MDS- CWMR5.
MDS-GSW23.	Main development site	Groundwater and surface water	Secondary	To minimise risk of impacts of contamination on groundwater and surface waters.	**Ground investigation** • Additional ground investigation would be undertaken for the proposed development to inform detailed design and confirm ground conditions, contamination status and other ground related risks in areas of the site, where limited existing information is available. This would be completed prior to construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and remediation of soil and groundwater contamination prior to construction may be required. • Additional ground investigation would also include testing of marine sediments within the offshore area to provide additional information for materials re-use. • Intrusive ground investigation would also be undertaken post construction of the temporary construction area and LEEIE as part of the removal and reinstatement phase. Remediation of soil or ground contamination would then be undertaken if deemed necessary.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 19, Section 19.7	MDS-LQ15.
MDS-GSW24.	Main development site	Groundwater and surface water	Secondary (monitoring)	To minimise the impacts of contamination through monitoring.	**Gas and Groundwater Monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the additional GI for the site and would be required prior to construction works commencing. The results of this would determine the need for further long-term gas monitoring.		Requirement 2 (PW: CoCP) Requirement 7 (PW: Water management)	ES Volume 2, Chapter 19, Section 19.7	MDS-LQ16.
MDS-GSW25.	Main development site	Groundwater and surface water	Secondary	To minimise impacts on the efficiency of drainage systems.	**Management and maintenance of drainage** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system. In addition to designing sufficient redundancy into the surface water and groundwater pumping systems, there would be maintenance regimes in place to ensure the continued efficacy of operation.	Construction and operation	Requirement 5 (PW: Surface water and foul drainage)	ES Volume 2, Chapter 19, Section 19.7	
MDS-GSW26.	Main development site	Groundwater and surface water	Secondary	To minimise the impacts of a flood event on people.	**Flood Risk Emergency Plan** A flood risk emergency plan in accordance with the standards set out in Appendix D of the Environment Agency and ONR Joint Advice Note would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event. Suspension of operation for a short time may be required during a breach of the sea defence during a very extreme sea level and would be part of the flood risk emergency plan in accordance with the standards set out in Appendix D of the Environment Agency and ONR Joint Advice Note to ensure people on site are safe in the event of a flood.	Construction and operation	Requirement 2 (PW: CoCP) Compliance with REPPIR	ES Volume 2, Chapter 19, Section 19.7	
MDS-GSW27.	Main development site	Groundwater and surface water	Secondary	To minimise the impacts of storm events on the BLF.	**Beach Landing Facility Usage** The BLF has been designed to be highly transmissive to water and sediment flows, by incorporating a small number of marine piles, using slender piles and being of short length. However, the BLF would be at risk of storm events. Usage of the facility would therefore generally be during the low wave energy season (between 31 March to 31 October) and used approximately once every 5 years during the operational phase.	Construction and operation	DCO Article 3 (Scheme design) Deemed Marine Licence Conditions	ES Volume 2, Chapter 19, Section 19.7	
MDS-GSW28.	Main development site	Groundwater and surface water	Secondary (monitoring)	To minimise impacts on groundwater and surface water through monitoring.	**Monitoring** Reassurance monitoring would be carried out for groundwater and surface water in line with the **Monitoring and Response Strategy** provided in **Appendix 19F** of **Volume 2** of the ES**.**	Construction and operation	Requirement 7 (PW: Water management)	ES Volume 2, Chapter 19, Section 19.7	
MDS-GSW29.	Main development site	Groundwater and surface water	Secondary (monitoring)	To minimise impacts on coastal erosion.	**Periodic safety reviews under Nuclear Site Licence** The impacts of climate change and the associated changes in the sea levels would be monitored and assessed at set intervals (minimum 10 years) to determine the trajectory of the projections and consider whether there is any change from currently considered projections. This would aid the decision-making process on whether or when to raise the sea defence and SSSI crossing.	Operation	Nuclear Site Licence	ES Volume 2, Chapter 19, Section 19.7	
MDS-GSW30.	Main development site	Groundwater and surface water	Secondary (monitoring)	To minimise impacts on coastal erosion.	**Management and maintenance of coastal defence** The residual flood risk due to wave overtopping would be managed on the main platform with site management protocols, warning system and weather forecasting. The sea defence would be inspected after an event to ensure the structure has not been damaged. An appropriate maintenance schedule for the main coastal defence would be put in place to monitor structural integrity and overall asset condition to minimise the likelihood of breach during an extreme storm event.	Operation	Deemed Marine Licence condition	ES Volume 2, Chapter 19, Section 19.7	MDS - CGH8.
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	
MDS - CGH1.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise impacts on coastal erosion.	**Provision of a Hard Coastal Defence Feature** Provision of a Hard Coastal Defence Feature (HCDF), comprising the following features: • recessed landward position to maximise the period before the HCDF would interact with coastal processes; • recessed northern flank away from the Minsmere to Walberswick Heaths and Marshes Special Area of Conservation (SAC) and the Minsmere to Walberswick Special Protection Area (SPA) boundary to minimise impacts if the northern flank of the HCDF were exposed; • gently curved HCDF corners to minimise effects to longshore sediment transport if the feature becomes exposed; and • a dissipative rock armour slope, initially buried beneath the soft coastal defence feature (see MDS-CGH2) to reduce wave reflections and turbulence if the HCDF were exposed.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 20, Section 20.5	MDS -MEF1.

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MDS - CGH2.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise impacts on coastal erosion.	**Provision of a Soft Coastal Defence Feature** Provision of a soft coastal defence feature (SCFD) comprising the following features: • Sedimentary sacrificial coastal defence feature that would provide relatively small quantities of beach grade sediment during storms over several decades, until the feature is completely depleted. The episodic addition of sediment would provide extra material when needed, enhance stability on the shoreline and potentially reduce natural erosion rates in the northern part of the Sizewell C frontage and the Southern Barrier, including the southern part of the Minsmere to Walberswick Heaths and Marshes SAC and Minsmere to Walberswick SPA. • The SCFD would increase longevity of a natural beach fronting the HCDF.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 20, Section 20.5	MDS -MEF1.
MDS - CGH3.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise the impact of the BLF on coastal geomorphology and hydrodynamics.	**Design of Beach Landing Facility** Design of the BLF comprises the following features: • a small number of marine piles; twelve initially, rising to a maximum of 20 (all piles) with shoreline retreat; • the use of slender piles – the BLF jetty piles would be approximately 1m diameter and the fender and dolphin piles would be approx. 1.5m diameter; • a short length – approximately 36.5m seaward of Mean High Water Spring (MHWS); and • design of the BLF to accommodate the receipt of deliveries from shallow draft barges and tugboats, which require a small amount of dredging to access the BLF.	Construction and operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 20, Section 20.5	MDS-GSW27. MDS - CGH3. MDS -MEF2. MDS-MHE1. MDS-MN1.
MDS - CGH4.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise the impact of nearshore outfalls on coastal geomorphology and hydrodynamics.	**Design of combined drainage outfall** Design of the combined drainage outfall (CDO) comprises the following features: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; • provision of small outfall heads (≤3 x 3 m) and their siting on the deeper seaward flank of the outer longshore bar to minimise impact on sediment transport or bar morphology. • the CDO would be sited approximately 400m offshore from the HCDF to limit the potential for discharges to interact with the coastline.	Construction	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 20, Section 20.5	MDS-MWQ4. MDS-MEF3.
MDS - CGH5.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise the impact of nearshore outfalls on coastal geomorphology and hydrodynamics.	**Provision of Fish Recovery and Return system** Two fish recovery and return (FRR) tunnels would be constructed, one for each reactor. comprising the following features: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; • provision of small outfall heads (≤3 x 3 m) and their siting on the deeper seaward flank of the outer longshore bar to minimise impact on sediment transport or bar morphology. To minimise impact on marine ecology: The northerly position of the two FRR outfalls is designed to be closely aligned with the forebays of each reactor, minimising the required tunnel length and hence the time taken for fish to be returned to the marine environment. The optimal easterly position has been determined by several interacting factors, including: • Water depths must be sufficient at all stages of the tide to reduce predation by surface feeding birds. • Minimising transit time of impinged biota. • Avoiding the Sizewell B discharge plume. • Minimising the risk of fish re-impingement into Sizewell B. Elevations and tidal heights allow direct discharge without the need for an Archimedes screw (necessary in the Hinkley Point C design), thus minimising the 'handling' of impinged fish and crustaceans.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 20, Section 20.5	MDS-MEF6.
MDS - CGH6.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise the impact of offshore cooling water infrastructure on coastal geomorphology and hydrodynamics.	**Design of offshore cooling water infrastructure** The design of offshore cooling water infrastructure comprises construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology. In addition it includes the following features to minimise the impact of thermal plume and impingement: • The outfalls of the cooling water infrastructure would be located east of the Sizewell-Dunwich Bank approximately 3km offshore, which due to the water depth at the outfalls would mean that the thermal plume would have minimal impact at the seabed thereby minimising effects on benthic habitats, as well as minimising recirculation of reheated water at Sizewell B intakes. • The long axis of the intakes would be positioned parallel to the current in a north-south orientation. Intake slits would be positioned on the side of the headworks perpendicular to the tidal flow. This reduces both vertical currents, which fish are susceptible to, and reduces the probability of fish being forced into the intakes by tidal currents and, therefore, being discharged via the FRR and potentially affecting water quality. • The intakes would be fitted with low-velocity side-entry (LVSE) headworks designed to minimise water velocities across the face. • Coarse bar screens at the intakes would prevent seals and marine debris from entering the cooling water system. • The outfall headworks are designed to funnel thermally buoyant discharges away from the seabed thereby minimising effects on benthic receptors. • The offshore location of the cooling water intakes of the proposed development relative to the FRR systems means the potential for re-impingement of fish is negligible.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 20, Section 20.5	MDS-MWQ2. MDS-MEF4.
MDS - CGH7.	Main development site	Coastal geomorphology and hydrodynamics	Primary	To minimise impacts of dredging activities on coastal geomorphology and hydrodynamics.	**Construction methodology** Measures set out within the **CoCP** (Doc Ref. 8.11) include: • Use of plough dredging for the BLF navigational channel to minimise the disturbance of sediment and result in no volumetric change in sediment transport system and to minimise the resulting plumes of suspended sediment concentrations. • Prior to the installation of the CDO outfall headwork, overlying soft sediment in the shallow subtidal (<6m) would be removed by dredging via a cutter suction dredger with spoil disposed locally within a licenced disposal site. • Tunnel excavation material would be extracted back to land and not disposed of in the marine environment. In addition the following measures would mitigate effects on marine water quality and/ or ecology: • Use of a bentonite recovery system at the cutter face to reduce the potential for release • Piles for cooling water headworks would be installed by drilling, rather than percussive methods to reduce the incidence of underwater noise.	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence	ES Volume 2, Chapter 20, Section 20.5	MDS-MWQ5. MDS -MWQ6. MDS -MEF7. MDS-MEF9. MDS-MN3. MDS-MAD13.
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): • 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.	Operation	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.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and reinstatement)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
MDS-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: • 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 that require no dredging to access the temporary BLF.	Construction	Deemed Marine Licence Condition 40	ES Addendum Volume 1, Chapter 2, Section 2.2	MDS - CGH8.
MDS-CGH10	Main development site	Coastal geomorphology and hydrodynamics	Tertiary	To minimise impacts on coastal 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: • Use of Cantitravel construction method, whereby construction progresses from landward on the pier sections of the BLFs.	Construction	Requirement 2 (PW:CoCP)	ES Addendum Volume 1, Chapter 2, Section 2.2	MDS - CGH7.
MDS-MWQ1.	Main development site	Marine water quality and sediments	Primary	To minimise impacts on marine water quality.	**Provision of Hard Coastal Defence Feature and Soft Coastal Defence Feature** The coastal defences for the proposed development (hard coastal defence feature and soft coastal defence feature) which minimise the impact of coastal erosion by delaying erosion processes will also minimise effects on intertidal receptors.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 21, Section 21.5	MDS - CGH1. MDS - CGH2.
MDS-MWQ2.	Main development site	Marine water quality and sediments	Primary	To minimise the impact of thermal plume and impingement of cooling water infrastructure on marine water quality.	**Design of offshore cooling water infrastructure** Design of the offshore cooling water infrastructure comprises the following features: • Construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology. • The outfalls of the cooling water infrastructure would be located east of the Sizewell-Dunwich Bank approximately 3km offshore, which due to the water depth at the outfalls would mean that the thermal plume would have minimal impact at the seabed thereby minimising effects on benthic habitats, as well as minimising recirculation of reheated water at Sizewell B intakes. • The long axis of the intakes would be positioned parallel to the current in a north-south orientation. Intake slits would be positioned on the side of the headworks perpendicular to the tidal flow. This reduces both vertical currents, which fish are susceptible to, and reduces the probability of fish being forced into the intakes by tidal currents and, therefore, being discharged via the FRR and potentially affecting water quality. • The intakes would be fitted with low-velocity side-entry (LVSE) headworks designed to minimise water velocities across the face. • Coarse bar screens at the intakes would prevent seals and marine debris from entering the cooling water system. • The outfall headworks are designed to funnel thermally buoyant discharges away from the seabed thereby minimising effects on benthic receptors. • the offshore location of the cooling water intakes of the proposed development relative to the FRR systems means the potential for re-impingement of fish is negligible.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 21, Section 21.5	MDS - CGH6. MDS-MEF4.
MDS-MWQ3.	Main development site	Marine water quality and sediments	Primary	To minimise the impact of cooling water discharges on marine water quality.	**Chlorination strategy** The chlorination strategy of the cooling water outfall tunnel has been developed to minimise effects on marine water quality and ecology; this includes the use of seasonal chlorination and spot-chlorination of critical plant to minimise total residual oxidants in the cooling water discharge. Chlorination would be applied after the drum screens, so that the wash water of FRRs would not be chlorinated.	Operation	WDA Operational Permit	ES Volume 2, Chapter 21, Section 21.5	MDS-MEF5.
MDS-MWQ4.	Main development site	Marine water quality and sediments	Primary	To minimise the impact of CDO discharges on marine water quality.	**Design of combined drainage outfall** Design of the combined drainage outfall (CDO) comprises the following features: • the CDO would be sited approximately 400m offshore from the HCDF to limit the potential for discharges to interact with the coastline. In addition the following features would mitigate effects on coastal geomorphology and hydrodynamics: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; and • provision of small outfall heads (≤3 x 3 m) and their siting on the deeper seaward flank of the outer longshore bar to minimise impact on sediment transport or bar morphology.	Construction	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 21, Section 21.5	MDS - CGH4. MDS-MEF3.
MDS-MWQ5.	Main development site	Marine water quality and sediments	Tertiary	To minimise impacts on marine water quality.	**Construction management** Measures set out within the **CoCP** (Doc Ref. 8.11) include: • any coatings or treatments applied to the BLF or other infrastructure must be suitable for use in the marine environment in accordance with best environmental practice (i.e. be on the list of substances approved for use by the offshore oil and gas industry or have undergone a similar level of risk assessment); • work undertaken in the marine environment or in close proximity should have regard to best practice for pollution prevention as identified in Environment Agency's Guidance for Pollution Prevention; • implement vessel waste management procedures and Site Waste Management Protocols to mitigate impacts of marine litter; • compliance with International Maritime Organisation (IMO) regulations, including the IMO Ballast Water Management Convention, and the Marine Licence; • transport of chemicals in line with the International Maritime Dangerous Goods Code; • storage of chemicals in line with relevant regulations and guidance, such as the Control of Substances Hazardous to Health Regulations (COSHH) 2002; the REACH Enforcement Regulations 2008, Classifying, labelling and packaging of substances (CLP) Regulation (European Regulation (EC) No 1272/2008); and Health and Safety Executive (HSE) guidance on offshore storage of chemicals (Offshore Chemicals Management guidance note 8); in addition to applicable manufacturer's guidance on storage; • oil/chemical spills would be contained and cleaned with appropriate treatment and disposal; • management of any artificial lighting on the BLF and moored vessels in line with the measures set out as part of the site **Lighting Management Plan** to minimise light spill into the adjacent environment; • anchoring and positioning of jack-up barges should be carried out with attention to sensitive features such as the longshore bars or exposed Coralline Crag deposits, to minimise as far as possible the placement of legs or anchors into these features; • management of discharges made via the CDO; and • management of piling activities in accordance with the Marine Mammal Mitigation Protocol (a draft **Marine Mammal Mitigation Protocol** is provided in **Volume 2, Appendix 22N** of the ES).	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence Condition	ES Volume 2, Chapter 21, Section 21.5	MDS - CGH7. MDS -MWQ6. MDS-MEF8. MDS-MEF9. MDS-MN3. MDS-MAD13.
MDS -MWQ6.	Main development site	Marine water quality and sediments	Tertiary	To minimise impacts on marine water quality.	**Construction methodology** Measures set out within the **CoCP** (Doc Ref. 8.11) include: • use of plough dredging for the BLF navigational channel to minimise the disturbance of sediment and result in no volumetric change in sediment transport system and to minimise the resulting plumes of suspended sediment concentrations; • prior to the installation of the CDO outfall headwork, overlying soft sediment in the shallow subtidal (<6m) would be removed by dredging via a cutter suction dredger with spoil disposed locally within a licenced disposal site; • tunnel excavation material would be extracted back to land and not disposed of in the marine environment; and • use of a bentonite recovery system at the cutter face to reduce the potential for release. In addition the following measures would mitigate effects on marine ecology: • piles for cooling water headworks would be installed by drilling, rather than percussive methods to reduce the incidence of underwater noise.	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence	ES Volume 2, Chapter 21, Section 21.5	MDS - CGH7. MDS-MWQ5. MDS -MEF7. MDS-MEF9. MDS-MN3. MDS-MAD13.

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MDS-MWQ7.	Main development site	Marine water quality and sediments	Tertiary	To minimise the impact of CDO discharges on marine water quality.	**Management of construction discharges (via the CDO)** Discharges made via the CDO, including tertiary treated sewage, dewatered groundwater, surface run-off, tunnelling wastewater, and commissioning discharges, would be treated to the limits set by and managed in accordance with an Environmental Permit. 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. Hydrazine discharges produced during cold commissioning of the reactors would be directed to treatment tanks to reduce discharges to permitted levels prior to controlled release via the CDO.	Construction	WDA Construction Permit	ES Volume 2, Chapter 21, Section 21.5	MDS-MWQ9.MDS-MEF10.
MDS-MWQ8.	Main development site	Marine water quality and sediments	Tertiary	To minimise the impact of cooling water discharges on marine water quality.	**Management of operational discharges (via cooling water outfall and Fish Recovery and Return systems)** Discharges made via the cooling water outfall would be treated to the limits set by and managed in accordance with an Environmental Permit.	Operation	WDA Operational Permit	ES Volume 2, Chapter 21, Section 21.5	MDS-MEF10.
MDS-MWQ9.	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 CDO would be monitored.	Construction	WDA Construction Permit	ES Volume 2, Chapter 21, Section 21.7	MDS-MWQ7. MDS-MEF10.
MDS-MWQ10.	Main development site	Marine water quality and sediments	Secondary (monitoring)	To minimise impacts on water quality through mitigation.	**Monitoring under the Operational Water Discharge Activity permit** Discharges from the FRRs and the cooling water discharge outfall would be monitored.	Operation	WDA Operational Permit	ES Volume 2, Chapter 21, Section 21.7	MDS-MWQ8.
MDS-MWQ11.	Main development site	Marine water quality and sediments	Secondary (monitoring)	To monitor the effect of dredging activities.	**Dredge monitoring under the Deemed Marine Licence** A Marine Licence condition for dredging activities includes the obligation to monitor sediment contamination levels to ensure material is deemed acceptable for the proposed disposal route. Ongoing dredging activities would require sediment monitoring to ensure environmental acceptability of the dredge material.	Construction and operation	Deemed Marine Licence	ES Volume 2, Chapter 21, Section 21.7	MDS-MEF14.
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.
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.
MDS -MEF1.	Main development site	Marine ecology and fisheries	Primary	To minimise impact on intertidal receptors.	**Provision of Hard Coastal Defence Feature and Soft Coastal Defence Feature** The coastal defences for the proposed development (hard coastal defence feature and soft coastal defence feature) which minimise the impact of coastal erosion by delaying erosion processes will also minimise effects on intertidal receptors.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 22, Section 22.5	MDS - CGH1. MDS - CGH2.
MDS -MEF2.	Main development site	Marine ecology and fisheries	Primary	To minimise impact on marine ecology receptors.	**Design: Beach Landing Facility** Design of the BLF comprises the following features: • a small number of marine piles; twelve initially, rising to a maximum of 20 (all piles) with shoreline retreat; • the use of slender piles – the BLF jetty piles would be approximately 1m diameter and the fender and dolphin piles would be approx. 1.5m diameter; • a short length – approximately 36.5m seaward of Mean High Water Spring (MHWS) (70m seaward of the HCDF, see MDS-CGH1); and • design of the BLF to accommodate the receipt of deliveries from shallow draft barges and tugboats, which require a small amount of dredging to access the BLF. Underwater noise propagates more efficiently in deep water as such the small size of the BLF in shallow waters reduces sound propagation.	Construction and operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 22, Section 22.5	MDS-GSW27. MDS - CGH3. MDS-MHE1. MDS-MN1. MDS-CC11.
MDS-MEF3.	Main development site	Marine ecology and fisheries	Primary	To minimise impacts on marine ecology receptors due to changes in water quality.	**Design of combined drainage outfall** Design of the combined drainage outfall (CDO) comprises the following features: • the CDO would be sited approximately 400m offshore from the HCDF to limit the potential for discharges to interact with the coastline. In addition the following features would mitigate effects on coastal geomorphology and hydrodynamics: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; and • provision of small outfall heads (≤3 x 3 m) and their siting on the deeper seaward flank of the outer longshore bar to minimise impact on sediment transport or bar morphology.	Construction	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 22, Section 22.5	MDS-MWQ4. MDS - CGH4.
MDS-MEF4.	Main development site	Marine ecology and fisheries	Primary	To minimise the impact of thermal plume and impingement of cooling water infrastructure on marine ecology.	**Design of offshore cooling water infrastructure** Design of the offshore cooling water infrastructure comprises the following features: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; • the outfalls of the cooling water infrastructure would be located east of the Sizewell-Dunwich Bank approximately 3km offshore, which due to the water depth at the outfalls would mean that the thermal plume would have minimal impact at the seabed thereby minimising effects on benthic habitats, as well as minimising recirculation of reheated water at Sizewell B intakes; • the long axis of the intakes would be positioned parallel to the current in a north-south orientation. Intake slits would be positioned on the side of the headworks perpendicular to the tidal flow. This reduces both vertical currents, which fish are susceptible to, and reduces the probability of fish being forced into the intakes by tidal currents and, therefore, being discharged via the FRR and potentially affecting water quality; • the intakes would be fitted with low-velocity side-entry (LVSE) headworks designed to minimise water velocities across the face; • coarse bar screens at the intakes would prevent seals and marine debris from entering the cooling water system; • the outfall headworks are designed to funnel thermally buoyant discharges away from the seabed thereby minimising effects on benthic receptors; and • the offshore location of the cooling water intakes of the proposed development relative to the FRR systems means the potential for re-impingement of fish is negligible.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 22, Section 22.5	MDS-MWQ2. MDS - CGH6.
MDS-MEF5.	Main development site	Marine ecology and fisheries	Primary	To minimise impacts on marine ecology receptors due to changes in water quality.	**Chlorination strategy** The chlorination strategy of the cooling water outfall tunnel has been developed to minimise effects on marine water quality and ecology; this includes the use of seasonal chlorination and spot-chlorination of critical plant to minimise total residual oxidants in the cooling water discharge. Chlorination would be applied after the drum screens, so that the wash water of FRRs would not be chlorinated.	Operation	WDA Operational Permit	ES Volume 2, Chapter 22, Section 22.5	MDS-MWQ3.

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MDS-MEF6.	Main development site	Marine ecology and fisheries	Primary	To minimise the impact of impingement on species.	**Provision of Fish Recovery and Return system** Two FRR tunnels would be constructed, one for each reactor. comprising the following features: • construction of subterranean tunnels connecting the outfalls to the main development site, which would have no impact for coastal geomorphology; and • provision of small outfall heads (≤3 x 3 m) and their siting on the deeper seaward flank of the outer longshore bar to minimise impact on sediment transport or bar morphology. To minimise impact on marine ecology: • The northerly position of the two FRR outfalls is designed to be closely aligned with the forebays of each reactor, minimising the required tunnel length and hence the time taken for fish to be returned to the marine environment. The optimal easterly position has been determined by several interacting factors, including: • Water depths must be sufficient at all stages of the tide to reduce predation by surface feeding birds. • Minimising transit time of impinged biota. • Avoiding the Sizewell B (SZB) discharge plume. • Minimising the risk of fish re-impingement into SZB. Elevations and tidal heights allow direct discharge without the need for an Archimedes screw (necessary in the Hinkley Point C design), thus minimising the 'handling' of impinged fish and crustaceans.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 22, Section 22.5	MDS - CGH5.
MDS -MEF7.	Main development site	Marine ecology and fisheries	Tertiary	To minimise impacts on marine ecology receptors due to changes in water quality and piling activities.	**Construction management measures: marine ecology and fisheries** Measures set out within the **CoCP** (Doc Ref. 8.11), including: • any coatings or treatments applied to the BLF or other infrastructure must be suitable for use in the marine environment in accordance with best environmental practice (i.e. be on the list of substances approved for use by the offshore oil and gas industry or have undergone a similar level of risk assessment); • work undertaken in the marine environment or in close proximity should have regard to best practice for pollution prevention as identified in Environment Agency's Guidance for Pollution Prevention; • implementation of vessel waste management procedures and Site Waste Management Protocols to mitigate impacts of marine litter; • compliance with International Maritime Organisation (IMO) regulations, including the IMO Ballast Water Management Convention, and the Marine Licence; • transport of chemicals in line with the International Maritime Dangerous Goods Code; • storage of chemicals in line with relevant regulations and guidance, such as the Control of Substances Hazardous to Health Regulations (COSHH) 2002; the REACH Enforcement Regulations 2008, Classifying, labelling and packaging of substances (CLP) Regulation (European Regulation (EC) No 1272/2008); and Health and Safety Executive (HSE) guidance on offshore storage of chemicals (Offshore Chemicals Management guidance note 8); in addition to applicable manufacturer's guidance on storage; • Oil/chemical spills would be contained and cleaned with appropriate treatment and disposal; • management of any artificial lighting on the BLF and moored vessels in line with the measures set out as part of the site Lighting Management Plan to minimise light spill into the adjacent environment; • anchoring and positioning of jack-up barges should be carried out with attention to sensitive features such as the longshore bars or exposed Coralline Crag deposits, to minimise as far as possible the placement of legs or anchors into these features; • management of discharges made via the CDO; and • management of piling activities in accordance with the Marine Mammal Mitigation Protocol (a draft Marine Mammal Mitigation Protocol is provided in **Volume 2, Appendix 22N** of the ES).	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence Condition WDA Construction Permit	ES Volume 2, Chapter 22, Section 22.5	MDS - CGH7. MDS-MWQ5. MDS -MWQ6. MDS-MEF8. MDS-MEF9. MDS-MN3. MDS-MAD13.
MDS-MEF8.	Main development site	Marine ecology and fisheries	Tertiary	To minimise effects on marine mammals due to underwater noise.	**Marine Mammal Mitigation Protocol** Work would be undertaken in accordance with a **Marine Mammal Mitigation Protocol** which includes protocols for piling activities, including best environmental practice in accordance with Joint Nature Conservation Committee guidelines. Measures include: • soft start procedures where hammer energy (or hammer frequency) is ramped up. • where technically feasible, impact pilling may avoid periods of high water , thereby minimising the potential for underwater noise propagation and reducing predicted auditory effect ranges. A draft Marine Mammal Mitigation Protocol is provided in **Volume 2, Appendix 22N** of the ES**.**	Construction	Deemed Marine Licence Conditions	ES Volume 2, Chapter 22, Section 22.5	MDS-MWQ5. MDS -MEF7. MDS-MAD15.
MDS-MEF9.	Main development site	Marine ecology and fisheries	Tertiary	To minimise impacts on marine ecology receptors due to changes in water quality and underwater noise.	**Construction management measures: Marine Ecology and Fisheries** • Use of plough dredging for the BLF navigational channel to minimise the disturbance of sediment and result in no volumetric change in sediment transport system and to minimise the resulting plumes of suspended sediment concentrations. • Prior to the installation of the CDO outfall headwork, overlying soft sediment in the shallow subtidal (<6m) would be removed by dredging via a cutter suction dredger with spoil disposed locally within a licenced disposal site. • Tunnel excavation material would be extracted back to land and not disposed of in the marine environment. • Use of a bentonite recovery system at the cutter face to reduce the potential for release. • Piles for cooling water headworks would be installed by drilling, rather than percussive methods to reduce the incidence of underwater noise.	Construction	Deemed Marine Licence	ES Volume 2, Chapter 22, Section 22.5	MDS - CGH7. MDS-MWQ5. MDS -MWQ6. MDS -MEF7. MDS-MN3. MDS-MAD13.
MDS-MEF10.	Main development site	Marine ecology and fisheries	Tertiary	To minimise impacts on marine ecology receptors due to changes in water quality.	**Management of construction discharges (via the CDO)** Discharges made via the CDO, including tertiary treated sewage, dewatered groundwater, surface run-off, tunnelling wastewater, and commissioning discharges, would be treated to the limits set by and managed in accordance with an Environmental Permit. 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. Hydrazine discharges produced during cold commissioning of the reactors would be directed to treatment tanks to reduce discharges to permitted levels prior to controlled release via the CDO.	Construction	WDA Construction Permit	ES Volume 2, Chapter 22, Section 22.5	MDS-MWQ7. MDS-MWQ9.
MDS-MEF11.	Main development site	Marine ecology and fisheries	Secondary	To minimise effects on marine ecology from disturbance of UXO.	**Marine UXO** Should a UXO be identified a full assessment would need to be completed including preparation of a dedicated marine mammal mitigation protocol (a draft **Marine Mammal Mitigation Protocol** is provided in **Volume 2, Appendix 22N** of the **ES**) and **shadow Habitats Regulation Assessment** (Doc Ref. 5.10) for consultation. The most appropriate mitigation measures for UXO would be discussed with regulators and statutory nature conservation bodies to maintain the integrity of the Southern North Sea SAC in accordance with the conservation objectives. The location and size of the UXO in relation to site-specific factors such as proximity to existing nuclear infrastructure, sensitive habitats and geomorphic features would, in part, determine the suite of mitigation measures available, which as a minimum would adhere to the Joint Nature Conservation Committee guidelines for minimising the risk of disturbance and injury to marine mammals whilst using explosives. Alternative disposal methods or relocation would be considered as well as appropriate mitigation measures including deployment of marine mammal observers (MMOs), acoustic deterrent devices, and potentially, smaller scare charges or bubble curtains, where possible to minimise the potential for death or injury.	Construction	Deemed Marine Licence Conditions	ES Volume 2, Chapter 22, Section 22.12	
MDS-MEF12.	Main development site	Marine ecology and fisheries	Secondary	To minimise impacts of light spill on the marine environment.	**Lighting: Operation, Coastal maintenance** Coastal maintenance activities during the operational phase with the potential to cause light spill into the marine environment would consider a lighting strategy similar to those required for the construction phase in the **CoCP** (Doc Ref. 8.11).	Operation	Requirement 15 (MDS: Permenant operational lighting)	ES Volume 2, Chapter 22, Section 22.12	

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MDS-MEF13.	Main development site	Marine ecology and fisheries	Secondary	To minimise impacts on local fishers.	**Fisheries liaison and coexistence plan** In specific cases, construction activities and operational maintenance may restrict access and limit the ability for local fishers with limited fishing ranges and little access to alternative areas to operate. A Fisheries Liaison and Coexistence Plan will be prepared, covering both construction and operation, which will set out a description of how the commencement and nature of licensed activities, will be discussed to address the interaction of the licensed activities with fishing activities.	Construction and operation	Deemed Marine Licence Conditions (condition 20)	ES Volume 2, Chapter 22, Section 22.12	
MDS-MEF14.	Main development site	Marine ecology and fisheries	Secondary (monitoring)	To minimise impacts of dredging activities on sediment through monitoring.	**Dredge monitoring under the Deemed Marine Licence** A Marine Licence condition for dredging activities includes the obligation to monitor sediment contamination levels to ensure material is deemed acceptable for the proposed disposal route. Ongoing dredging activities would require sediment monitoring to ensure environmental acceptability of the dredge material.	Construction and operation	Deemed Marine Licence Conditions	ES Volume 2, Chapter 22, Section 22.12	MDS-MWQ11.
MDS-MEF15.	Main development site	Marine ecology and fisheries	Secondary (monitoring)	To minimise impacts *Sabellaria spinulosa* through monitoring.	**Sabellaria monitoring** Monitoring of *Sabellaria spinulosa* is required at the location of Unit 1 cooling water intake headworks. Construction monitoring would include a minimum of two pre-construction surveys at yearly intervals to predict the extent of the reef features and establish a basis for variability. The surveys would involve acquisition of geophysical data (for example, side-scan sonar and multibeam echosounder) coupled with ground truthing from acoustic imaging video footage (for example, ARIS camera) at the offshore Coralline Crag. A post-construction survey would be completed at the same time of year as pre-construction surveys to provide an indication of changes in reef extent. During the operational phase, monitoring of the general reef extent is proposed at intervals of 3-5 years during until satisfactory evidence has been gathered of no adverse effects, at which point monitoring would cease.	Construction and operation	Deemed Marine Licence Conditions (condition 18)	ES Volume 2, Chapter 22, Section 22.12	
MDS-MEF16.	Main development site	Marine ecology and fisheries	Secondary (monitoring)	To monitor impingement effects on species through monitoring.	**Comprehensive Impingement Monitoring Programme** The Comprehensive Impingement Monitoring Programme would be used to establish seasonal and interannual variability in impingement numbers by species and confirm the impingement predictions for the proposed development. The proposed monitoring would be run in parallel with a Comprehensive Impingement Monitoring Programme at Sizewell B for a period of 3 years after which the results would be reviewed to determine whether the monitoring had satisfactorily demonstrated that the impingement predictions were sufficiently robust.	Operation	Deemed Marine Licence Conditions (condition 49)	ES Volume 2, Chapter 22, Section 22.12	
MDS-MEF17.	Main development site	Marine ecology and fisheries	Secondary (monitoring)	To minimise impacts on water quality at FRR outfalls.	**Monitoring of FRR outfalls** Whilst the FRR would not be a route for chemical discharges at any stage of the development, the decay of dead and *moribund biota* discharged during the operational phase has the potential to influence water quality. Water quality samples would be collected throughout the water column at sites as close to the FRR headworks as operationally feasible and at control sites. Samples would be collected quarterly for one year to capture seasonal variation in FRR discharges and ambient water quality. Sampling should focus on periods of full operational power once both systems are commissioned to determine the potential worst-case seasonal scenarios. Should reductions in water quality be identified monitoring may be extended.	Operation	Operational WDA Permit	ES Volume 2, Chapter 22, Section 22.12	
MDS-MEF18.	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 supress underwater noise. • Piling for construction of the two BLFs not to occur between 1 May and 31 August in any year.	Construction	Requirement 2 (PW: CoCP)	ES Addendum Volume 1, Chapter 2, Section 2.17	MDS -MEF7.
MDS-MEF19	Main development site	Marine ecology and fisheries	Secondary	To minimise potential for in-combination effects with other plans and projects on harbour porpoise due to underwater noise during construction.	**Site integrity Plan for the Southern North Sea Special Area of Conservation** A Site integrity Plan (SIP) for the Southern North Sea Special Area of Conservation (SNS SAC) has been produced to ensure there is no significant disturbance of harbour porpoise, Phocoena phocoena, as a result of underwater noise from the Sizewell C Project in-combination with other plans and projects, so that there is no potential for an adverse effect on the integrity of the SNS SAC in relation to the conservation objectives for harbour porpoise.	Construction	Deemed Marine Licence Conditions	Shadow Habitats Regulation Assessment Addendum	
MDS-MHE1.	Main development site	Marine historic environment	Primary	To minimise impact on archaeologically significant deposits.	**Design of Beach Landing Facility** Design of the BLF, comprises the following features: • a small number of marine piles; twelve initially, rising to a maximum of 20 (all piles) with shoreline retreat; • the use of slender piles – the BLF jetty piles would be approximately 1m diameter and the fender and dolphin piles would be approx. 1.5m diameter; • a short length – approximately 36.5m seaward of Mean High Water Spring (MHWS) (70m seaward of the HCDF, see MDS-CGH1); and • design of the BLF to accommodate the receipt of deliveries from shallow draft barges and tugboats, which require a small amount of dredging to access the BLF. Measures embedded within design to limit the extent of seabed disturbance also minimise the effect on archaeologically significant deposits.	Construction	DCO Article 3 (Scheme design) Deemed Marine Licence Conditions	ES Volume 2, Chapter 23, Section 23.5	MDS-GSW27. MDS - CGH3. MDS -MEF2. MDS-MN1. MDS-CC11.
MDS-MHE2.	Main development site	Marine historic environment	Primary	To minimise impact on archaeologically significant deposits.	**Tunnelling of cooling water intake, outfall, CDO and FRR tunnels** The cooling water intakes and outfall, combined drainage outfall and FRR will consist of tunnels bored through the solid geology under the seabed, with vertical shafts at the seaward end extending up to the intake/outfall headwork mounted on the seabed. The adoption of tunnelling means that effects would be restricted to limited areas of mobile sediments with relatively limited archaeological potential.	Construction	DCO Article 3 (Scheme design) Deemed Marine Licence Conditions	ES Volume 2, Chapter 23, Section 23.5	MDS-MEF3. MDS-MEF4. MDS-MEF6.
MDS-MHE3.	Main development site	Marine historic environment	Secondary	To preserve the archaeological interest of any chance finds.	**Marine Archaeological Finds Reporting Protocol** Marine Archaeological Finds Reporting Protocol, which would permit the identification of any encountered material of archaeological interest within the site to allow it to be appropriately investigated, recorded and disseminated, preserving the archaeological interest of these remains.	Construction	Deemed Marine Licence Conditions (condition 19)	ES Volume 2, Chapter 23, Section 23.7	
MDS-MHE4.	Main development site	Marine historic environment	Secondary	To preserve the archaeological interest of deposits with high geoarchaeological potential.	**Geoarchaeological analysis of stratified sediment samples collected from marine geotechnical site investigations and dissemination of results.** For deposits with high geoarchaeological potential, mitigation would focus on analysis of stratified sediment samples collected from this area during previous geotechnical site investigation. Dissemination of these results would be through the production of a scientific journal publication.	Construction	Deemed Marine Licence Conditions (condition 36)	ES Volume 2, Chapter 23, Section 23.7	
MDS-MN1.	Main development site	Marine navigation	Primary	To minimise impacts on navigational safety.	**Provision of the Beach Landing Facility** The BLF is considered to have a smaller impact on marine navigation activities due to the smaller marine footprint covered by the BLF, reduced disruption associated with construction and no dismantling as the BLF will be retained for use during the operation of the Sizewell C nuclear power station.	Construction and operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 24, Section 24.5	MDS-GSW27. MDS - CGH3. MDS -MEF2. MDS-MHE1. MDS-CC11.
MDS-MN2.	Main development site	Marine navigation	Primary	To minimise impacts on navigational safety.	**Provision of buoys and beacons** • Intake/outfall structures will be marked with buoys or beacons. • Offshore piling for the BLF will be marked with buoys.	Operation	Article 61 of the DCO	ES Volume 2, Chapter 24, Section 24.5	

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MDS-MN3.	Main development site	Marine navigation	Tertiary	To minimise impacts on navigational safety.	**Construction management measures: marine navigation** Measures set out within the **CoCP** (Doc Ref. 8.11), including: • Circulation of information via Notice to Mariners, Radio Navigational Warnings, Navigational Telex, and/or broadcast warnings in advance of and during the offshore works. The notices will include a description of the work being carried out. • Communication between the Sizewell C Project and the Operators of the Galloper and Greater Gabbard Offshore Wind Farms (OWFs). • Vessels would be required to comply with International Regulations for the Prevention of Collision at Sea (IMO, 1972) and the International Regulations for SOLAS (Safety of Life at Sea). • A delivery and logistics plan will be developed for Abnormal Indivisible Load (AIL) deliveries. • A Fisheries Liaison Officer (FLO) will be in place.	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence Conditions	ES Volume 2, Chapter 24, Section 24.5	
MDS-MN4.	Main development site	Marine navigation	Tertiary	To minimise impacts on navigational safety.	**Establishing a Harbour Authority** A Competent Harbour Authority will be established for the construction phase of the Sizewell C Project. The Competent Harbour Authority will deploy temporary safety zones, potentially monitored by guard vessels, around sensitive areas of construction to safely manage navigation.	Construction and operation	DCO Article 48 (Harbour Empowerment Provisions)	ES Volume 2, Chapter 24, Section 24.5	
MDS-MN5.	Main development site	Marine navigation	Tertiary	To minimise impacts on navigational safety.	**Standard industry practice for marine navigation** Standard industry practice for marine navigation during the operational phase: • During AIL deliveries, a temporary safety zone or minimum safe passing distances will apply, thereby restricting access to beachfront recreational and fishing activities in immediate area. • A delivery and logistics plan will be in place for AIL deliveries. • Sizewell C cooling water intake/outfall headwork positions will be marked on Admiralty charts. • Details of the Sizewell C cooling water intake/outfall headwork positions will be included in fishermen's awareness charts issued by Kingfisher. • Notice to Mariners to identify presence of infrastructure.	Operation	DCO Article 65, 66 and 67 (Harbour authority)	ES Volume 2, Chapter 24, Section 24.5	
MDS-MN6.	Main development site	Marine navigation	Secondary	To minimise impacts on navigational safety.	**Buoyed construction zone** Provision of a buoyed construction zone around the construction works for the intake/outfall structures.	Construction	DCO Article 61	ES Volume 2, Chapter 24, Section 24.7	
MDS-MN7.	Main development site	Marine navigation	Secondary	To minimise impacts on navigational safety.	**Patrol launch** Availability of a patrol launch to assist vessels in difficulty.	Construction	DCO Article 61	ES Volume 2, Chapter 24, Section 24.7	
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	
MDS-R1.	Main development site	Radiological	Primary	To avoid radioactive discharges and impacts of radioactive solid waste.	**Design principles to minimise radiological discharges** Measures embedded within design as consented through the Generic Design Assessment: Measures are embedded within the design of UK EPR™ to reduce the amount of radioactive effluents and waste generated, further abatement measures are used to reduce the amount of liquid and gaseous radioactive effluents discharged. The Environment Agency concluded its Generic Design Assessment (GDA) of the UK EPR™ in December 2012 and issued a Statement of Design Acceptability (SoDA) for the reactor design and associated radioactive waste management facilities. This included an assessment of the radiological discharges and associated impacts for generic UK sites. This assessment confirmed that the impacts associated with the UK EPR™ design are well within the relevant regulatory limits and constraints.	Operation	Nuclear Site Licence Radioactive Substances Regulations Environmental Permit	ES Volume 2, Chapter 25, Section 25.5	MDS-R3.
MDS-R2.	Main development site	Radiological	Tertiary	To avoid impacts from radioactive discharges.	**Mobile source permits for radiography sources** During construction, contractors will be required to manage sealed sources for radiography under the contractors' mobile source permit, as part of the SZC Co. management arrangements under the Nuclear Site Licence.	Construction	Nuclear Site Licence	ES Volume 2, Chapter 25, Section 25.5	MDS-MAD18.
MDS-R3.	Main development site	Radiological	Tertiary	To avoid impacts from radioactive discharges and radioactive solid waste.	**Compliance with Nuclear Site Licence and Radioactive Substances Regulations Environmental Permit** The UK has a strict regulatory framework to control disposals of radioactive waste from nuclear power stations and direct radiation exposures to workers and the general public. Any new nuclear power station needs permission, under Schedule 23 of the Environmental Permitting (England and Wales) Regulations 2016, from the Environment Agency before making any discharges of radioactivity into the environment or disposals of radioactive waste (referred to as the Radiological Substances Regulations (RSR) permit). In order to grant the RSR permit, SZC Co. need to demonstrate to the Environment Agency that the application of Best Available Techniques (BAT) to minimise radioactive waste generated and that the gaseous and liquid effluents discharges are kept As Low As Reasonably Achievable (ALARA). The impacts arising from the radioactive discharges must also be kept ALARA. There are also supplementary provisions regulated by the Office for Nuclear Regulation, in particular the Nuclear Installations Act 1965 and the associated Nuclear Site Licence to control the accumulation of radioactive waste on a licensed site, including storage and transportation.	Operation	Nuclear Site Licence and Radioactive Substances Regulations Environmental Permit	ES Volume 2, Chapter 25, Section 25.5	MDS-LQ13. MDS-GSW22. MDS-R1. MDS- CWMR5.
MDS-CC1.	Main development site and off-site associated developments	Climate change	Primary	To minimise green house gas (GHG) emissions from embodied carbon, waste generation water and fuel use.	**Environmental design principles** Design will seek to minimise embodied carbon, waste, energy use, and water use, where practicable.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 26, Section 26.4	
MDS-CC2.	Main development site	Climate change	Tertiary	To minimise GHG emissions from waste generation.	**Conventional Waste Management Strategy** The **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the ES) sets out measures to minimise the use of virgin materials and minimise the generation of waste from the proposed development. These include but are not limited to: • materials would be delivered on an 'as required' basis to avoid damage or contamination and therefore limit the likelihood of waste; • where site-won material is not available or suitable for re-use, secondary or recycled materials would be procured, where available and practicable; • the design of the temporary roads would incorporate geogrid or lime stabilisation methods to reduce the amount of granular fill required; • all suitable excavated material would be re-used in the construction of the Sizewell C Project and in landscaping features to reduce the requirement to import materials for construction and reducing the need to remove surplus materials from site; • temporary stockpiling of fill materials prior to incorporation in the Sizewell C Project would be avoided, where possible, so that to ensure double handling and damage is minimised. However, where required, materials would be stockpiled in accordance with best practice and managed appropriately to limit the likelihood of damage or contamination; • locally sourced materials and suppliers would be identified and used where practicable; • pre-cast elements would be used where practicable for efficient use of materials and to avoid the generation of waste arisings from cut-offs; • the principles of waste hierarchy would be applied to minimise disposal and maximise reuse and recycling; • on-site facilities to separate out waste for recycling would be provided; and • the temporary buildings and associated infrastructure including hard-standing and drainage would be removed in accordance with a demolition plan, which would maximise the potential for re-use of buildings and materials.	Construction	Requirement 2 (PW: CoCP) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 26, Section 26.4	MDS - CWMR1.

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MDS-CC3.	Main development site and off-site associated developments	Climate change	Primary	To minimise GHG emissions from traffic.	**Measures embedded within design to minimise traffic movements associated with workforce travel and freight movements:** • accommodation campus at the main development site for 2,400 workers to reduce construction workforce trips on the highway network; • caravan park at the LEEIE for 600 workers, who will be bussed to site in order to reduce the construction workforce trips on the highway network; • the proposed new north-south (off-road) bridleway, cycleway and footway parallel to Lover's Lane, B1122 and Eastbridge Road; • park and ride facility at the LEEIE in the early years to bus workers to the main development site; • northern park and ride facility at Darsham and southern park and ride facility at Wickham Market to intercept construction workforce trips and bus construction workers between the park and ride facilities and the main development site; • direct bus services to bus workers to the main development site, to reduce construction workforce trips on the highway network; • beach landing facility to enable the delivery of Abnormal Indivisible Loads (AILs) by sea during construction and operation; • Saxmundham to Leiston branch line upgrades, rail extension into the LEEIE, and green rail route in order to enable the transportation of construction material by rail and thereby reduce the number of HGVs on the road; • freight management facility at Seven Hills to manage the flow and route of HGVs on the highway network to the main development site; and • package of highway improvement works, including the two village bypass, Sizewell link road, Yoxford roundabout and other highway improvement schemes, to mitigate the transport effects of the residual Sizewell C Project related traffic. The highway works also include improvements to walk and cycle infrastructure and PRoW diversions where necessary in order to maintain PRoW connectivity.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 26, Section 26.4	MDS-T2.
MDS-CC4.	Main development site and off-site associated	Climate change	Tertiary	To minimise GHG emissions from traffic.	**Transport management plans during construction** Measures set out within the **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) to minimise traffic movements associated with workforce travel and freight movements.	Construction	Section 106 Areement (CTMP, CWTP)	ES Volume 2, Chapter 26, Section 26.4	MDS-T3.
MDS-CC5.	Main development site and off-site associated developments	Climate change	Tertiary	To minimise GHG emissions from construction works.	**Construction management measures to minimise emissions** Measures included within the **CoCP** (Doc Ref. 8.11) to minimise emissions from construction activities, including measures associated with materials and waste management and measures included within the Carbon Efficiency Plan.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 26, Section 26.4	MDS - CWMR1. MDS- CWMR2. MDS- CWMR3.
MDS-CC6.	Main development site and off-site associated developments	Climate change	Secondary (monitoring)	To minimise GHG emissions through monitoring.	**Construction monitoring within CoCP** In accordance with the **CoCP** (Doc Ref. 8.11) appointed contractor(s) will develop and implement a Construction Environmental Management Plan (CEMP) to measure, monitor and report energy and water consumption and GHG emissions during construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 26, Section 26.4	
MDS-CC7.	Main development site	Climate change	Primary	To minimise the impacts of flooding and climate change.	**Measures embedded within design to minimise risk of coastal flooding** • Specification of a minimum platform and SSSI crossing height at 7.3m AOD, which would reduce the risk of the main platform and access to it from being flooded. • Specification of a minimum sea defence crest height at 10.2m AOD to reduce the risk of overtopping, with adaptive design to potentially raise the defence up to 14.2m AOD in the future to minimise the risk of overtopping in the later stages of the Sizewell C Project lifetime, if required. This would tie into the Sizewell B sea defences. • Provision of continuous sea defence structures (hard coastal defence feature and soft coastal defence feature, as further described below) and the provision of a rebuilt Northern Mound that would tie into the Sizewell C sea defences. • During initial stages of construction, a temporary reinforced coastal flood defence with crest level of 7m AOD would be built to form a haul road used for construction until the main sea defence is completed.	Construction and operation	DCO Article 3 (Scheme design) Requirement 11 (MDS: Approved buildings, structures and plant) Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 26, Section 26.5	MDS-GSW16.
MDS-CC8.	Main development site and off-site associated developments	Climate change	Primary	To minimise the impacts of flooding and climate change.	**Surface water drainage** Measures embedded within the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the ES) would account for a change in surface water flows with climate change and sets out principles for drainage and foul water management at the Sizewell C main development site and at the associated development sites.	Construction and operation	Requirement 5 (PW: Surface water and foul drainage)	ES Volume 2, Chapter 26, Section 26.5	MDS-GSW7. MDS-GSW8. MDS-GSW12. MDS-GSW13.
MDS-CC9.	Main development site	Climate change	Primary	To minimise the impacts of flooding and climate change.	**Provision of a Hard Coastal Defence Feature** Provision of a HCDF, comprising the following features: • recessed landward position to maximise the period before the HCDF would interact with coastal processes; • recessed northern flank away from the Minsmere to Walberswick Heaths and Marshes Special Area of Conservation (SAC) and the Minsmere to Walberswick Special Protection Area (SPA) boundary to minimise impacts if the northern flank of the HCDF were exposed; • gently curved HCDF corners to minimise effects to longshore sediment transport if the feature becomes exposed; and • a dissipative rock armour slope, initially buried beneath the soft coastal defence feature (see MDS-CGH2) to reduce wave reflections and turbulence if the HCDF were exposed.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 26, Section 26.5	MDS - CGH1.
MDS-CC10.	Main development site	Climate change	Primary	To minimise the impacts of flooding and climate change.	**Provision of a Soft Coastal Defence Feature** Soft coastal defence feature comprising the following features: • sedimentary sacrificial coastal defence feature that would provide relatively small quantities of beach grade sediment during storms over several decades, until the feature is completely depleted.	Operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 26, Section 26.5	MDS - CGH2.
MDS-CC11.	Main development site	Climate change	Primary	To minimise the impacts of flooding and climate change.	**Design of the Beach Landing Facility** Design of the BLF comprising the following features: • a small number of marine piles; twelve initially, rising to a maximum of 20 (all piles) with shoreline retreat; • the use of slender piles – the BLF jetty piles would be approximately 1m diameter and the fender and dolphin piles would be approx. 1.5m diameter; • a short length – approximately 36.5m seaward of Mean High Water Spring (MHWS) (70m seaward of the HCDF, see MDS-CGH1); and • design of the BLF to accommodate the receipt of deliveries from shallow draft barges and tugboats, which require a small amount of dredging to access the BLF. The BLF has been designed to be highly transmissive to water and sediment flows, by incorporating a small number of marine piles, using slender piles and being of short length.	Construction and operation	DCO Article 3 (Scheme design) Deemed Marine Licence	ES Volume 2, Chapter 26, Section 26.5	MDS-GSW27. MDS - CGH3. MDS-MN1.
MDS-CC12.	Main development site	Climate change	Primary	To minimise the impact of climate change.	**Provision of marine tunnels:** Construction of subterranean tunnels connecting the intake and outfall tunnels to the main development site, which would avoid climate change impacts on these structures.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 26, Section 26.5	MDS - CGH4. MDS - CGH6. MDS-MWQ2. MDS-MWQ4. MDS-MEF4.

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MDS-CC13.	Main development site	Climate change	Primary	To minimise the impact of climate change.	**Outline Landscape and Ecology Management Plan** An **Outline Landscape and Ecology Management Plan** (Doc Ref. 8.2) outlines the expected management specification and measures that are proposed to help return existing arable land on the EDF Energy estate post-construction to Suffolk Sandlings habitat comprising acid grassland with additional areas of scrub and woodland. In the operational phase of the development, this landscape-scale habitat creation approach would replace existing intensively managed arable farmland with habitats of greater biodiversity value and would increase habitat connectivity. The **Outline Landscape and Ecology Management Plan** also includes long-term management measures and a monitoring programme for habitats created ensuring that these areas deliver the habitats proposed. Furthermore, the **Outline Landscape and Ecology Management Plan** sets out principles for the selection of species tolerant to existing/future site and environmental conditions and provides a strategy for the establishment, maintenance, long-term management and monitoring of newly created landscapes/ habitats and existing features/ habitats with consideration to climate change adaptation and resilience.	Operation	Requirement 14 (MDS: Landscape works)	ES Volume 2, Chapter 26, Section 26.5	MDS-LV14. MDS-TE19. MDS-SA7.
MDS-CC14.	Main development site and off-site associated developments	Climate change	Tertiary	To minimise the impact of climate change.	**Code of Construction Practice** Sets out contractor requirements to detail how construction activities will be managed and controlled in the event of climate change impacts. Measures within the **CoCP** (Doc Ref. 8.11) to provide climate resilience include consideration of the hazards associated with working in more extreme weather conditions including health and safety plans to prevent worker exhaustion due to heat and safety measures to mitigate against issues caused by high winds e.g. increase dust or damage to structures/ construction plant. Impacts on health and safety as a result of climate change impacts would be managed through the **CoCP** and in accordance with Construction Design and Management (CDM) Regulations 2015. The Health and Safety plans would set out how health and safety risks, including those as a direct or indirect result of climate change impacts, will be managed. Furthermore, the **CoCP** includes measures such as minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil exposure/ erosion and increase resilience to climate change.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 26, Section 26.5	
MDS-CC15.	Main development site and off-site associated developments	Climate change	Tertiary	To minimise the impact of climate change.	**Traffic Incident Management Plan** The **Traffic Incident Management Plan** (Doc Ref. 8.6) sets out procedures for the management of construction traffic during severe weather events, including identification of suitable network redundancies and diversion routes; emergency response and contingency plans; and standard operating procedures for use in the event of necessary road closure and/or traffic diversion. For instance, the traffic incident management plan sets out procedures for holding Heavy Goods Vehicles (HGVs) en-route along the A14 in the event of Orwell Bridge closures (e.g. due to strong winds).	Construction	Section 106 Agreement (TIMP)	ES Volume 2, Chapter 26, Section 26.5	MDS-T4.
MDS-CC16.	Main development site	Climate change	Tertiary	To minimise the impact of climate change.	**Mitigating external hazards relating to climate change** Under the regulatory and legal requirements for obtaining a Nuclear Site License (NSL), SZC Co. is required to demonstrate that consideration has been given to the potential impacts of climate change and that the necessary measures for climate change resilience have been embedded within design. As part of the NSL application process, SZC Co. must demonstrate that the design of the Sizewell C power station mitigates external hazards related to climate change, including the following: • coastal flooding – tidal effects, wind generated waves, storm surges; • rainfall and surface run-off – direct rainfall, run-off, snow melt, fluvial, pluvial, high groundwater; and • extreme climatic conditions – snow and frost, extreme wind, extreme cold and heat (air), fog. Furthermore under the Nuclear Site Licence, the main development site will be subject to periodic safety reviews to identify any changes required to measures for climate change resilience.	Operation	Nuclear Site Licence	ES Volume 2, Chapter 26, Section 26.5	MDS-GSW16. MDS-GSW26. MDS-GSW29. MDS-GSW30. MDS-R1. MDS-CC8. MDS-CC12. MDS-CC14.
MDS-CC17.	Main development site	Climate change	Secondary (monitoring)	To minimise coastal flood risk impacts through monitoring.	**Coastal Processes Monitoring and Mitigation Plan** To maintain the effectiveness of coastal defence features for protection against coastal flood risk a coastal processes monitoring and mitigation plan will include: • 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; • measures for beach maintenance in the scenario that HCDF is eroded.	Operation	Deemed Marine Licence Condition	ES Volume 2, Chapter 26, Section 26.5	MDS-GSW10. MDS-GSW18. MDS-GSW26. MDS-GSW30. MDS-CC7. MDS-MAD2.
MDS-CC18.	Main development site	Climate change	Primary	To minimise in-combination climate impacts on water levels in Sizewell Marshes SSSI.	**Water level management in Sizewell Marshes SSSI** Water level control structures along the realigned Sizewell Drain would be provided allowing the rate of water leaving the Sizewell Marshes SSSI to be altered. While this is principally to mitigate potential propagation of drawdown during dewatering, it will also allow to maintain stable groundwater levels within the SSSI with climate change.	Construction and Operation	Requirement 5 (PW: Surface water and foul drainage) Requirement 7 (PW: Water management)	ES Volume 2, Chapter 26, Section 26.6	MDS-GSW28.
MDS-CC19.	Main development site	Climate change	Primary	To minimise in-combination climate impacts on off-site fen meadow habitat creation areas.	**Fen Meadow habitat** A fen meadow strategy has been prepared which includes two 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. The compensation approach for fen meadow will outline the water requirements for the off-site fen meadow compensation sites making sure it takes account of climate change proposals.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 2, Chapter 26, Section 26.6	MDS-TE12.
MDS-CC20.	Main development site and off-site associated developments	Climate change	Tertiary	To minimise in-combination climate impacts on soil resources.	**Soil management plan** An **Outline Soil Management Plan** has been produced (see **Volume 2, Appendix 17C** of the ES), which includes requirements for the handling and management of soils, so that site-won soils could be reused following the removal and reinstatement of temporary development, such as best practice general site management measures (including cessation of earthworks operations under wet conditions) to limit risk of soil erosion.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 26, Section 26.6	MDS-SA3.
MDS-MAD1.	Main development site	Major accidents and disasters	Primary	To minimise the impacts of major accidents and disasters on the public and the environment.	**Design Principles established through GDA** For new nuclear designs, the safety and security principles of a generic reactor design are assessed under the GDA process, overseen by the ONR and the Environment Agency. A Design Acceptance Confirmation (DAC) was granted by the ONR and a Statement of Design Acceptability (SoDA) was issued by the Environment Agency for the UK EPR™ in December 2012, confirming that the risks to the public and the environment associated with the generic UK EPR™ reactor had been eliminated or mitigated by design sufficiently to be considered as acceptable.	Operation	Nuclear Site Licence	ES Volume 2, Chapter 27, Section 27.5	MDS-LQ6. MDS-R1. MDS-R3.
MDS-MAD2.	Main development site	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Measures embedded within design to minimise risk of coastal flooding:** • Specification of a minimum platform and SSSI crossing height at 7.3m AOD, which would reduce the risk of the main platform and access to it from being flooded; • Specification of a minimum sea defence crest height at 10.2m AOD to reduce the risk of overtopping, with adaptive design to potentially raise the defence up to 14.2m AOD in the future to minimise the risk of overtopping in the later stages of the Sizewell C Project lifetime, if required. This would tie into the Sizewell B sea defences. • Provision of continuous sea defence structures (hard coastal defence feature and soft coastal defence feature, as further described below) and the provision of a rebuilt Northern Mound that would tie into the Sizewell C sea defences. • During initial stages of construction, a temporary reinforced coastal flood defence with crest level of 7m AOD would be built to form a haul road used for construction until the main sea defence is completed.	Construction and operation	DCO Article 3 (Scheme design) Requirement 8 (MDS: Temporary construction-related development) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 27, Section 27.5	MDS-GSW10. MDS-GSW18. MDS-GSW26. MDS-GSW30. MDS-CC7. MDS-CC17.

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MDS-MAD3.	Main development site	Major accidents and disasters	Primary	To minimise the risk of groundwater flooding.	**Cut off wall construction** To minimise the risk of ground collapse, deep excavation within the cut off wall would be sheet piled and ground anchors used to maintain the stability of slopes. The cut off wall would remain in place during operation and mitigate the risk of groundwater flooding, albeit any underground structures would be designed to be flood resistant.	Construction and operation	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 27, Section 27.5	MDS-GSW5.
MDS-MAD4.	Main development site and off-site associated developments	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Geotechnical design** The geotechnical design of permanent and temporary development would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity. If required, ground gas mitigation measures would be provided in the buildings on site and other relevant structures, the design of which would be dependent on the risk profile and the nature/usage of the building/structure.	Construction and operation	Building Regulations	ES Volume 2, Chapter 27, Section 27.5	MDS-LQ4.
MDS-MAD5.	Main development site and off-site associated developments	Major accidents and disasters	Primary	To minimise the impact of contamination on the ground, groundwaters and surface waters.	**Outline Drainage Strategy** The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** provided in **Volume 2, Appendix 2A** of the ES to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters.	Construction and operation	Requirement 5 (PW: Surface water and foul drainage)	ES Volume 2, Chapter 27, Section 27.5	MDS-GSW7. MDS-GSW8. MDS-GSW12. MDS-GSW13.
MDS-MAD6.	Main development site	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Provision of buoys and beacons** • Intake/outfall structures will be marked with buoys or beacons; and • offshore piling for the BLF will be marked with buoys.	Operation	DCO Article 61	ES Volume 2, Chapter 27, Section 27.5	MDS-MN2.
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.
MDS-MAD8.	Main development site	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Early connection to main electrical supply** Connection to mains electrical supply would be provided early in the programme.	Construction	Requirement 8 (MDS: Temporary construction-related development)	ES Volume 2, Chapter 27, Section 27.5	
MDS-MAD9.	Main development site	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**CHP retention for back up power supply** If provided, the Combined Heat and Power plant used during construction to power the accommodation campus would be retained during operation for back up power supply for the emergency equipment store.	Operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 27, Section 27.5	
MDS-MAD10.	Main development site and off-site associated developments	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Health service for construction workforce** A temporary on-site, 24-hour occupational health service for construction workers would be provided.	Construction	Section 106 Agreement	ES Volume 2, Chapter 27, Section 27.5	MDS-S2. MDS-HW3.
MDS-MAD11.	Main development site and off-site associated developments	Major accidents and disasters	Primary	To minimise the risk of major accidents and disasters.	**Design Principles for Associated Developments** Key design principles for associated developments that would also mitigate major accidents and disaster hazards include: • the two village bypass and Sizewell link road would both comprise a single carriageway, designed for a 60 miles per hour (mph) design speed; • two village bypass, Sizewell link road and highway improvement works would be designed in accordance with the DMRB, British Standards and best practice guidance at the time of the design; • the two village bypass would include flood arch culverts through the embankment where the road crosses the floodplain; and • design of the green rail route and upgraded safe level crossings would be in accordance with relevant Network Rail design standards.	Construction and operation	DCO Article 3 (Scheme design) Requirement 18 (Rail works) Requirement 22 (Highway works)	ES Volume 2, Chapter 27, Section 27.5	
MDS-MAD12.	Main development site and off-site associated developments	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Construction management measures:** • The **CoCP** (Doc Ref. 8.11) sets out the requirement for construction works to be completed in compliance with accredited safety and environmental management systems, relevant legislation and environmental permits, consents and licences. Requirements would also be set out for information security. The **CoCP** also sets out arrangements in case of an emergency, access for emergency services, monitoring of extreme weather events, an incident response plan, incident drills and auditing, pollution prevention and control measures in the terrestrial and marine environments. • As required by the **CoCP**, during construction, site security and lighting would be provided 24 hours a day 7 days a week. This would include the provision of fencing and security arrangements which would be monitored on site, including CCTV. In addition, 24/7 on-site emergency response would be provided. • Security vetting and drug and alcohol testing would be implemented across the site. Required standards of behaviour as a condition for working on site would be set out in the Workers Code of Conduct. • Services critical to the Sizewell C Project would be protected at all times during the construction works. Inspection pits for the buried utilities would be undertaken and clearances clearly demarcated on site. Critical services may require back up power supply or batteries.	Construction	Requirement 2 (PW: CoCP) Nuclear Site Licence Employment contracts	ES Volume 2, Chapter 27, Section 27.5	
MDS-MAD13.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Construction management measures for marine navigation** Measures set out within the **CoCP** (Doc Ref. 8.11), including: • Circulation of information via Notice to Mariners, Radio Navigational Warnings, Navigational Telex, and/or broadcast warnings in advance of and during the offshore works. The notices will include a description of the work being carried out. • Communication between the Sizewell C Project and the Operators of the Galloper and Greater Gabbard Offshore Wind Farms (OWFs). • Vessels would be required to comply with International Regulations for the Prevention of Collision at Sea (IMO, 1972) and the International Regulations for SOLAS (Safety of Life at Sea). • A delivery and logistics plan will be developed for Abnormal Indivisible Load (AIL) deliveries. • A Fisheries Liaison Officer (FLO) will be in place.	Construction	Requirement 2 (PW: CoCP) Deemed Marine Licence Conditions	ES Volume 2, Chapter 27, Section 27.5	MDS-MN3.
MDS-MAD14.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Establishing a Harbour Authority** A Competent Harbour Authority will be established for the construction phase of the Sizewell C Project. The Competent Harbour Authority will deploy temporary safety zones, potentially monitored by guard vessels, around sensitive areas of construction to safely manage navigation.	Construction and operation	DCO Article 48 (Harbour Empowerment Provisions)	ES Volume 2, Chapter 27, Section 27.5	MDS-MN4.
MDS-MAD15.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Marine Mammal Mitigation Protocol** Works would be undertaken in accordance with a **Marine Mammal Mitigation Protocol** (**Volume 2, Appendix 22N** of the ES) which includes protocols for piling activities, including best environmental practice in accordance with Joint Nature Conservation Committee guidelines. Measures include: • soft start procedures where hammer energy (or hammer frequency) is ramped up. • where technically feasible, impact pilling may avoid periods of high water, thereby minimising the potential for underwater noise propagation and reducing predicted auditory effect ranges.	Construction	Deemed Marine Licence Conditions	ES Volume 2, Chapter 27, Section 27.5	MDS-MWQ5. MDS -MEF7. MDS-MEF8.

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MDS-MAD16.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Transport management plans during construction** Measures set out within the **Construction Worker Travel Plan** (Doc Ref. 8.8)**, Construction Traffic Management Plan** (Doc Ref. 8.7) and **Traffic Incident Management Plan** (Doc Ref. 8.6) to minimise traffic movements associated with workforce travel and freight movements and set out procedures for the management of a traffic incident.	Construction	Section 106 Agreement (CTMP, CWTP, TIMP)	ES Volume 2, Chapter 27, Section 27.5	MDS-S19.
MDS-MAD17.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Materials Management Strategy** The stockpiling of materials on the main development site would be undertaken in accordance with the **Materials Management Strategy** provided in **Volume 2, Appendix 3B** of the ES, with safe slopes maintained to prevent the risk of collapse.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 27, Section 27.5	MDS-LQ10. MDS-GSW19. MDS- CWMR3.
MDS-MAD18.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Mobile source permits for radiography sources** During construction, contractors will be required to manage sealed sources for radiography under the contractors' mobile source permit, as part of the SZC Co. management arrangements under the Nuclear Site Licence.	Construction	Nuclear Site Licence	ES Volume 2, Chapter 27, Section 27.5	MDS-R2.
MDS-MAD19.	Main development site and off-site associated developments	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Health & safety during construction** SZC Co. operates its activities in accordance with the Health and Safety at Work Act 1974 and other health and safety legislation (e.g. CDM Regulations 2015, Personal Protective Equipment at Work Regulations 1992, Lifting Operations and Lifting Equipment Regulations 1998, COSHH Regulations 2002 etc). The contractor(s) would be responsible for setting out how health and safety matters are managed, risks are identified and reduced in accordance with the current best practices and legal requirements. The Health and Safety Plan would provide and focus on the health and safety of the contractor(s) staff and workforce and ensure the health and safety of any visitors to the site and its compounds and members of the general public in the vicinity of any activities. A safe system of work would be established, so that all steps necessary for safe working can be identified. The contractor(s) would be regularly audited on its health and safety performance. All procedures and processes would be periodically reviewed internally by the contractor(s) and by SZC Co.	Construction	Compliance with legislation Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 27, Section 27.5	
MDS-MAD20.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Design and management of the operational Sizewell C power station** SZC Co. is committed to setting its own high standards in ensuring compliance with all of its legal and regulatory obligations. This would include developing appropriate management arrangements for Sizewell C Project that would utilise best practice from industry regulators and the SZC Co parent company. A key aspect of the management arrangements would be that they would form part of a fully integrated management system, certified to appropriate international standards, and compliant with relevant regulatory requirements, including but not limited to: • Nuclear Site Licence • Radiation (Emergency Preparedness and Public Information) Regulations 2019 • COMAH Consent • Hazardous Substances Consent • Operational environmental permits • all other relevant legislative requirements (see **Volume 2, Chapter 27** of the ES for further information).	Operation	Nuclear Site Licence Operational permits, consents and licences Compliance with legislation	ES Volume 2, Chapter 27, Section 27.5	MDS-R3.
MDS-MAD21.	Main development site	Major accidents and disasters	Tertiary	To minimise the risk of major accidents and disasters.	**Standard industry practice for marine navigation** Standard industry practice for marine navigation during the operational phase: •During AIL deliveries, a temporary safety zone or minimum safe passing distances will apply, thereby restricting access to beachfront recreational and fishing activities in immediate area. •A delivery and logistics plan will be in place for AIL deliveries. •Sizewell C cooling water intake/outfall headwork positions will be marked on Admiralty charts. •Details of the Sizewell C cooling water intake/outfall headwork positions will be included in fishermen's awareness charts issued by Kingfisher. •Notice to Mariners to identify presence of infrastructure.	Operation	Deemed Marine Licence Conditions	ES Volume 2, Chapter 27, Section 27.5	MDS-MN5.
MDS-MAD22.	Main development site	Major accidents and disasters	Secondary	To minimise the risk of major accidents and disasters.	**Buoyed construction zone** Provision of a buoyed construction zone around the construction works for the intake/outfall structures.	Construction	Deemed Marine Licence Conditions	ES Volume 2, Chapter 27, Section 27.7	MDS-MN6.
MDS-MAD23.	Main development site	Major accidents and disasters	Secondary	To minimise the risk of major accidents and disasters.	**Patrol launch** Availability of a patrol launch to assist vessels in difficulty	Construction	Deemed Marine Licence Conditions	ES Volume 2, Chapter 27, Section 27.7	MDS-MN7.
MDS-MAD24.	Main development site and off-site associated developments	Major accidents and disasters	Secondary	To minimise the risk of major accidents and disasters.	**UXO assessment** An additional assessment of the moderate WWII UXO bomb risk identified across the site would be undertaken in the form of a detailed UXO desk study and risk assessment. Where required, mitigation measures would then be implemented as appropriate.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 27, Section 27.7	MDS-LQ14.
MDS-MAD25.	Main development site and off-site associated developments	Major accidents and disasters	Secondary	To minimise the risk of major accidents and disasters.	**Ground investigation** • Additional ground investigation would be undertaken for the proposed development to inform detailed design and confirm ground conditions, contamination status and other ground related risks in areas of the site, where limited existing information is available. This would be completed prior to construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and remediation of soil and groundwater contamination prior to construction may be required. • Additional ground investigation would also include testing of marine sediments within the offshore area to provide additional information for materials re-use. • Intrusive ground investigation would also be undertaken post construction of the temporary construction area and LEEIE as part of the removal and reinstatement phase. Remediation of soil or ground contamination would then be undertaken if deemed necessary.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 27, Section 27.7	MDS-LQ15. MDS-GSW23.
MDS-MAD26.	Main development site and off-site associated developments	Major accidents and disasters	Secondary	To minimise the risk of major accidents and disasters.	**Emergency Services** The socioeconomic impact assessment sets out that while wider effects may be not significant, engagement with service providers has identified that there may be local factors and service-specific factors that contribute to disproportionate demand which will need to be mitigated through financial contributions secured by the Section 106 Agreement. These contributions would also account as mitigation for major accident and disaster events with less serious consequences.	Construction	Section 106 Agreement	ES Volume 2, Chapter 27, Section 27.7	MDS-S20.

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MDS-HW1.	Main development site and off-site associated developments	Health and wellbeing	Primary	To minimise environmental and socio-economic hazards and manage public health impacts.	**Embedded design measures** The embedded mitigation measures detailed within the socio-economics (**Volume 2, Chapter 9** of the ES), transport (**Volume 2 Chapter 10** of the ES), air quality (**Volume 2, Chapter 12** and **Volumes 2** to **9, Chapter 5** of the ES), noise and vibration (**Volume 2 Chapter 11** and **Volumes 2** to **9, Chapter 4** of the ES) and radiological considerations chapters are inherently in place to manage potential environmental and socio-economic hazards at a point that precludes and manages public health impacts.	Construction	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 28, Section 28.5	MDS-S1. MDS-S3. MDS-S4. MDS-T2. MDS-NV1. MDS-NV2. MDS-NV3. MDS-AQ1. MDS-AQ2. MDS-AQ3. MDS-AQ4. MDS-R1. MDS-R2. MDS-R3.
MDS-HW2.	Main development site	Health and wellbeing	Primary	To minimise environmental and socio-economic hazards and manage public health impacts.	**Transmissions infrastructure** Any changes to site transmissions infrastructure will comply with the Department of Energy and Climate Change (DECC) Code of Practice to ensure compliance with the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidance set to protect health.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 2, Chapter 28, Section 28.5	
MDS-HW3.	Main development site	Health and wellbeing	Primary	To minimise impacts on local healthcare and manage healthcare of the Sizewell C Workforce.	**Health Occupational Health** SZC Co. will provide a comprehensive on-site occupational health service to the construction workforce. The service would manage and reduce the impact of the Sizewell C Project on local healthcare capacity. The occupational health service will be structured around managing the health of the construction workforce by addressing three main aspects: the workplace; the worker; and wellbeing. Further details are provided in **Volume 2, Appendix 28A** of the ES.	Construction	Section 106 agreement.	ES Volume 2, Chapter 28, Section 28.5	MDS-S2.
MDS-HW4.	Main development site	Health and wellbeing	Tertiary	To minimise environmental and socio-economic hazards and manage public health impacts.	**Construction management measures: socio-economics, transport, air quality, noise and vibration and radiological considerations** Where appropriate, tertiary mitigation is detailed in socio-economics, transport, air quality, noise and vibration, and radiological considerations chapters, in line with legislative requirements and topic specific practice. This tertiary mitigation is set to further manage potential environmental and socio-economic hazards at a point that precludes and prevents public health impacts.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 28, Section 28.5	MDS-S7. MDS-S9. MDS-S12. MDS-S15. MDS-S16. MDS-S17. MDS-S18. MDS-S20. MDS-S21. MDS-T2. MDS-T3. MDS-T4. MDS-T5. MDS-NV4. MDS-NV7. MDS-NV8. MDS-AQ5.
MDS-HW5.	Main development site	Health and wellbeing	Tertiary	To minimise environmental and socio-economic hazards and manage public health impacts.	**Employment, Skills and Education Strategy** These include employment and training activities to secure local recruitment set out in the **Employment, Skills and Education Strategy** provided in of the **Economic Statement (Appendix A)** (Doc Ref. 8.9). The strategy sets out interventions and investments that the Sizewell C Project will make, including: • A Sizewell C Jobs Service: SZC Co.'s focus on recruitment will be on targeting the right people into the right jobs through the enhancement of the Hinkley Point C Jobs Service. This will provide a service that is managed centrally but delivers locally though a small number of dedicated staff in Suffolk and through optimising external partnerships. • Skills initiatives: including a flexible Asset Skills Enhancement and Capability Fund with a strong, accountable governance structure including Tier 1 contractors and local stakeholders; a commitment to funding a Regional Skills Coordinator post to provide a focal point of coordination and skills planning between the Sizewell C Project and providers; and supporting contractors in exploring options for training and assessment facilities to enable the competence of workers to be assessed and to identify areas of additional training. • Education initiatives, partnering with regional stakeholders to invest in a range of activities including: supporting specific and existing educational initiatives in the region that are working well or are supporting young people in raising their aspirations for careers in energy, engineering or construction; supporting and investing in specific interventions with a focus on career introduction and development; starting early with 'aspiration raising' activities; introducing actual opportunities to 'have a go' with an emphasis on the promotion of Sizewell C's critical skills that are in short supply; creating an innovative and 'first of a kind' bursary scheme to support the creation of alternative pathways for those that haven't reached the required entry level, providing a 'second chance' for young people in Leiston, Lowestoft, Great Yarmouth and Ipswich; and establishing a Young Sizewell C programme providing an insight programme to inspire and build awareness of opportunities among young people who are closest to the workplace and to help pipeline them into actual Sizewell C opportunities.	Construction	Section 106 Agreement	ES Volume 2, Chapter 28, Section 28.5	MDS-S5.
MDS-HW6.	Main development site	Health and wellbeing	Tertiary	To minimise environmental and socio-economic hazards and manage public health impacts.	**Supply Chain Strategy** The core objective of the Supply Chain Strategy is to successfully deliver the construction and commissioning of the Sizewell C Project utilising the expertise and capability within the local and regional supply chain, where possible. The **Supply Chain Strategy** is included as **Appendix B** to the **Economic Statement** (Doc Ref 8.9). The strategy sets out how SZC Co. will aim to replicate the design of Hinkley Point C to benefit from being able to use the UK approved, frozen EPR™ design being built in Somerset, while taking into account local conditions in order to develop and implement Sizewell C. The strategy identifies lessons learnt from previous experience, and sets out a range of initiatives that will enable the region to capture economic benefits generated by the goods and services needed for the delivery of the Sizewell C Project. These include: • A Sizewell C supply chain team, partnering with the Suffolk Chamber of Commerce. The team will assist local and regional businesses in winning contracts on the Sizewell C Project through management of a supply chain website with project information, details of work packages and professional standards, signposting to relevant support, details of events and examples of success. • A Sizewell C Supply Chain Portal capturing details and core capabilities of regional businesses and mapping them against requirements of the Sizewell C Project, brokering business support and matching suppliers with SZC Co. and Tier 1 contractors. • Contractor engagement including senior leadership commitments from Tier 1 contractors to engage with the local and regional supply chain, including attendance at 'meet the buyer' events. • Monitoring and reporting in order to compare and contrast local and regional levels of engagement. Sizewell C's strategy is to integrate employment, skills, and education with the supply chain development activity in order to help jobseekers find roles on the Sizewell C Project and to help backfill vacancies that may become harder-to-fill within the supply chain, using the Sizewell C Jobs Service.	Construction	Section 106 Agreement	ES Volume 2, Chapter 28, Section 28.5	MDS-S6.

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MDS-HW7.	Main development site	Health and wellbeing	Secondary	To minimise risk of workplace injuries.	**Healthcare planning contribution** Whilst no significant effects on healthcare demand are anticipated, it is acknowledged that public health is considered a high value asset, and continues to work to significant austerity measures, while further addressing the challenges associated with a growing and ageing population. On this basis, SZC Co. will provide additional mitigation in the form of an appropriate healthcare planning contribution to address any minor residual effect from the non-home-based referrals forecasted. This would also include a planning contribution for forecasted net additional dependants, to address the delay in healthcare revenue allocation of 1 additional GP. Further detail is provided in **Volume 2, Appendix 28B** of the ES**.**	Construction	Section 106 Agreement (Public Services Contingency Fund)	ES Volume 2, Chapter 28, Section 28.7	
MDS-HW8.	Main development site	Health and wellbeing	Secondary	To minimise risk of workplace injuries.	**Community fund** As a result, SZC Co. would offer a Community Fund to be administered on behalf of the community to help mitigate these in-combination effects on local communities through schemes, measures and projects. The Community Fund may include: • an ongoing programme of small grants to charities, voluntary groups and social enterprises – awarded for projects, measures or initiatives that help to mitigate impacts felt in the community from the construction of the Sizewell C Project; and • strategic grants – for example for investment in local facilities or services to enhance the positive and reduce or avoid potential negative impacts on communities. In general, activities receiving grants should aim to improve the social, economic or environmental wellbeing of the communities affected by the development and be relevant to the Sizewell C Project's effects, either by reducing or removing impacts or by helping the community to take advantage of opportunities presented by the Sizewell C Project.	Construction	Section 106 Agreement (Community Fund)	ES Volume 2, Chapter 28, Section 28.7	MDS-S21.
MDS-HW9.	Main development site	Health and wellbeing	Secondary (monitoring)	To minimise risk of workplace injuries.	**Monitoring** Where appropriate, and as detailed in the wider technical disciplines, monitoring of environmental health determinants (air quality, noise transport etc) will be provided and set at environmental thresholds that are protective of the environment and health, thereby facilitating intervention before these thresholds are exceeded. The occupational healthcare provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Section 106 Agreement will set the terms of reference for the Sizewell C Health Working Group though the construction phase.	Construction	Section 106 Agreement	ES Volume 2, Chapter 28, Section 28.7	MDS-S22. MDS-S23. MDS-S24. MDS-S25. MDS-NV6. MDS-AQ9.
MDS - CWMR1.	Main development site	Conventional waste and material resources	Tertiary	To minimise impacts of use of virgin material resources and reduce waste arisings.	**Conventional Waste Management Strategy** The **conventional waste management strategy** (**Volume 2, Appendix 8A** of the ES) sets out measures to minimise the use of virgin materials and minimise the generation of waste from the proposed development. These include but are not limited to: • materials would be delivered on an 'as required' basis to avoid damage or contamination and therefore limit the likelihood of waste; • where site-won material is not available or suitable for re-use, secondary or recycled materials would be procured, where available and practicable; • the design of the temporary roads would incorporate geogrid or lime stabilisation methods to reduce the amount of granular fill required; • all suitable excavated material would be re-used in the construction of the Sizewell C Project and in landscaping features to reduce the requirement to import materials for construction and reducing the need to remove surplus materials from site; • temporary stockpiling of fill materials prior to incorporation in the Sizewell C Project would be avoided, where possible, so that to ensure double handling and damage is minimised. However, where required, materials would be stockpiled in accordance with best practice and managed appropriately to limit the likelihood of damage or contamination; • locally sourced materials and suppliers would be identified and used where practicable; and • pre-cast elements would be used where practicable for efficient use of materials and to avoid the generation of waste arisings from cut-offs. • the principles of waste hierarchy would be applied to minimise disposal and maximise reuse and recycling • on-site facilities to separate out waste for recycling would be provided. • the temporary buildings and associated infrastructure including hard-standing and drainage would be removed in accordance with a demolition plan, which would maximise the potential for re-use of buildings and materials.	Construction	Requirement 2 (PW: CoCP) Requirement 11 (MDS: Approved buildings, structures and plant)	ES Volume 2, Chapter 8, Section 8.5	MDS-LQ11. MDS-GSW20. MDS-CC2.
MDS-CWMR2.	Main development site	Conventional waste and material resources	Tertiary	To minimise impacts of use of virgin material resources and reduce waste arisings.	**Construction management measures: waste and material resources** The **CoCP** (Doc Ref. 8.11) sets out measures for construction environmental management to reduce the effects on material resources and from waste generation and management during the construction phase. These include the production of a Site Waste Management Plan (SWMP), which would need to include information required by the Outline SWMP (included in ES **Volume 2, Appendix 8A** of the ES).	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 8, Section 8.5	
MDS-CWMR3.	Main development site	Conventional waste and material resources	Tertiary	To minimise impacts of use of virgin material resources and reduce waste arisings.	**Materials management strategy** A **Materials Management Strategy** has been produced (see **Volume 2, Appendix 3B** of the ES), which requires the preparation of Material Management Plans in line with the requirements of the CL:AiRE Definition of Waste Code of Practice (DoWCoP) or other appropriate standards. This will enable any site-won materials (or identified, imported materials) to be used on site, providing justification and certainty of use and ensuring that the materials comply with an earthworks specification.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 8, Section 8.5	MDS-LQ10. MDS-GSW19.
MDS-CWMR4.	Main development site	Conventional waste and material resources	Tertiary	To minimise impacts of use of virgin material resources and reduce waste arisings.	**Soil management plan** An **Outline Soil Management Plan** has been produced (see **Volume 2, Appendix 17C** of the ES), which includes requirements for the handling and management of soils, so that site-won soils could be reused following the removal and reinstatement of temporary development, such as best practice general site management measures (including cessation of earthworks operations under wet conditions) to limit risk of soil erosion.	Construction	Requirement 2 (PW: CoCP)	ES Volume 2, Chapter 8, Section 8.5	MDS-SA3. MDS-LQ12. MDS-CC20.
MDS-CWMR5.	Main development site	Conventional waste and material resources	Tertiary	To minimise impacts of use of virgin material resources and reduce waste arisings.	**Operational management arrangements** During operation, SZC Co. is committed to setting its own high standards in ensuring compliance with all of its legal and regulatory obligations. This would include developing appropriate management arrangements for Sizewell C that utilise best practice from industry regulators. A key aspect of the management arrangements would be that they would form part of a fully integrated management system, certified to appropriate international standards. Management arrangements would be subject to approval by the Environment Agency and the Office for Nuclear Regulation to satisfy the requirements of operational environmental permits and the Nuclear Site Licence.	Operation	Nuclear Site Licence Compliance with all relevant legislative requirement	ES Volume 2, Chapter 8, Section 8.5	MDS-LQ13. MDS-GSW22.

3 NORTHERN PARK AND RIDE

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)
NPR-NV1.	Northern park and ride	Noise and vibration	Primary	To minimise noise impacts.	**Landscape bunds** The site layout would incorporate landscape bunds as shown on the **Northern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.6). The landscape bunds would provide acoustic screening with an approximate 5dB reduction in sound level for residential receptors in the area south of Willow Marsh Lane, to the east of the bund and to the west of the A12 once constructed.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 3, Chapter 4, Section 4.5	NPR-LV1. NPR-AR1.
NPR -NV2.	Northern park and ride	Noise and vibration	Primary	To minimise noise impacts.	**Operational plant selection** The mechanical services plant (such as air conditioning condenser units and air handling units) would be selected to ensure that limit values would be met.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 3, Chapter 4, Section 4.5	
NPR -NV3.	Northern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc Ref 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3, Chapter 4, Section 4.5	
NPR -NV4.	Northern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would help to reduce and manage the effects of traffic generated by the Sizewell C Project including the northern park and ride (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 3, Chapter 4, Section 4.5	NPR-AQ4. NPR-AR9.
NPR -NV5.	Northern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Monitoring and management of any noise or vibration complaints** Routine monitoring would be carried out in accordance with the **CoCP** (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3, Chapter 4, Section 4.5	
NPR -NV6.	Northern park and ride	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Additional mitigation** Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the **CoCP** (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase: • Localised acoustic barriers could be used as an effective noise mitigation measure when construction activities take place within 50m of Receptors B, D and E during the construction and reinstatement. The reduction provided by these screens would be likely result in a reduction in noise level of at least 5dB. • Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3, Chapter 4, Section 4.7	
NPR -NV7.	Northern park and ride	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction, operation and removal and reinstatement	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 3, Chapter 4, section 4.5	
NPR-AQ1.	Northern park and ride	Air quality	Primary	To minimise dust impacts.	**Site layout** Primary mitigation for construction of the proposed development include: • Site location and layout to minimise distance of park and ride facility from A12. • Site access would be located at least 10m, from residential receptors. • Re-use of soils on-site to form bunds instead of transporting them for off-site storage.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP)	ES Volume 3, Chapter 5, Section 5.5	
NPR-AQ2.	Northern park and ride	Air quality	Primary	To minimise traffic emissions.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction of the Sizewell C Project which will also minimise impacts from the construction, operation and removal and reinstatement of the northern park and ride. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 3, Chapter 5, Section 5.5	NPR-AR4.
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	
NPR-AQ4.	Northern park and ride	Air quality	Tertiary	To minimise traffic emissions.	**Management measures to reduce construction traffic emissions** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project including the northern park and ride (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 3, Chapter 5, Section 5.5	NPR -NV4. NPR-AR9.
NPR-LV1.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Landscape bunds** The creation of 3m high landscape and acoustic screening bunds to parts of the eastern and northern edged of the site using on-site material removed due to earthworks associated with the levelling of the site and top soil storage. The locations of landscape bunds are shown on the **Northern Park and Ride Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.6).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 6 Section 6.5	NPR-NV1. NPR-AR1.
NPR-LV2.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Retention of woodland and hedgerow** The retention of existing woodland and hedgerows where appropriate, as shown on the **Northern Park and Ride Site Clearance Plan** (Doc Ref. 2.6).	Construction, operation and removal and reinstatement	Requirement 19 (AD: Site clearance)	ES Volume 3 Chapter 6 Section 6.5	NPR-TE4. NPR-HE2.

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)
NPR-LV3.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Proposed planting** • Hedgerows along the eastern and northern site boundaries supplemented with further planting to permanently infill existing gaps which currently do not serve a purpose (such as for access). • Hedgerows planted will also be planted around the proposed roundabout on the A12. • Additional hedgerow planting along the southern side of Willow Marsh Lane where there is no hedgerow at present. • Additional temporary soft landscaping and suitably sited tree and shrub planting within the car parking areas. Proposed planting is shown on the **Northern Park and Ride Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.6).	Construction and operation	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 3 Chapter 6 Section 6.5	NPR-TE4. NPR-HE2.
NPR-LV4.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Changes to planting during removal and reinstatement phase** Hedgerows planted around the proposed roundabout on the A12 would be removed when the roundabout is removed, and would be reinstated along the existing hedgerow alignments during the removal and reinstatement phase, as shown on the **Northern Park and Ride Removal and Reinstatement plan** (Doc Ref. 2.6).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 3 Chapter 6 Section 6.5	NPR-HE3.
NPR-LV5.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Building design** A general design approach aiming to create an unimposing appearance, with the buildings screened as far as possible. Where visible the buildings will adopt natural colours to allow their appearance to harmonise with the surroundings, in line with the **Associated Development Design Principles** (Doc Ref 8.3).	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 6 Section 6.5	NPR-AR3
NPR-LV6.	Northern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Operational Lighting** • Lighting columns within the car parking areas and along the access road will be restricted to 6m in height to minimise visibility during day and night time. • Lighting columns around the proposed roundabout and along the proposed access road between the roundabout and Willow Marsh Lane would be 8m in height to reduce the number of columns necessary to produce a lighting scheme that meets highway authority requirements. • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. Use of a Central Management System for the lighting which would be capable of dimming of parts of the site independently from other parts.	Operation	Requirement 20 (AD: Buildings and structures) Requirement 22 (AD: Highway works)	ES Volume 3 Chapter 6 Section 6.5	NPR-TE2. NPR-AR2.
NPR-LV7.	Northern park and ride	Landscape and visual	Tertiary	To minimise landscape and visual impacts.	**Construction lighting** To minimise the adverse effects of lighting during construction: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries to minimise nuisance to adjacent properties. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Spotlights and task lighting towers will be positioned away from sensitive receptors, where identified. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 6 Section 6.5	NPR-TE7.
NPR-LV8.	Northern park and ride	Landscape and visual	Secondary	To minimise landscape and visual impacts.	**Maintenance of planting** The proposed planting would require maintenance and management during the operation of the proposed development, with replacement of plant failures during the first few years of establishment (usually 5 years) as required.	Operation	Requirement 23 (AD: Landscape planting)	ES Volume 3 Chapter 6 Section 6.7	
NPR-TE1.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on adjacent habitats.	**Fencing** • The operational park and ride facilities would be bounded by a 1.8m high perimeter security fence. This security fence would prevent personnel using the proposed development from accessing the surrounding habitats. This would have the added benefit of reducing disturbance, habitat damage and littering within Little Nursery Wood. • Close-boarded fencing would be erected along the internal side of the security fence where it is adjacent to Little Nursery Wood to provide additional mitigation for lighting impacts (including those from vehicle headlights) and noise impacts. The close-boarded fencing would be in place during the operational phase to act as screen for lighting (from vehicle headlights) and noise impacts. • The security fence would also be sufficient to prevent access by badgers which would prevent colonisation by this species and so minimise constraints during the removal and reinstatement phase.	Operation and removal and reinstatement	Requirement 2 (PW: CoCP)Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 7 Section 7.5	NPR-SA8.
NPR-TE2.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on adjacent habitats.	**Operational Lighting** • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with a demountable shield to reduce backward spill of light. Use of a Central Management System for the lighting which would be capable of dimming of parts of the site independently from other parts. Lighting would be designed to prevent spill and exposure on to Little Nursery Wood and other habitats, and light levels would not exceed 0.1lux along the eastern side of this wood. • The lighting design for the proposed development would use light fittings chosen to limit stray light. Guidance within the latest Institution of Lighting Professionals (ILP) Guidance Note would be followed as far as possible. These measures would minimise impacts on nocturnal species such as bats that use the nearby tree lines or habitats for roosting or foraging.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 7 Section 7.5	NPR-LV6. NPR-AR2.
NPR-TE3.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on adjacent habitats.	**Little Nursery Wood- Buffer Zones** • A buffer distance of 20m would be established between the Little Nursery Wood and the proposed development to minimise potential adverse impacts on the woodland. • A 10m buffer would be maintained along the north-east boundary (along the rear of the existing houses), and south-west boundary (adjacent to the railway line south of Little Nursery Wood) to provide some protection to existing hedgerows and would assist in minimising any impacts (such as noise, lighting and human disturbance) on other ecological receptors associated with the site.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW CoCP) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 7 Section 7.5	
NPR-TE4.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on hedgerow extent.	**Hedgerow** • On-site hedgerows would be retained where appropriate, with the hedgerows along the eastern and northern site boundaries supplemented with further planting to permanently infill existing gaps which currently do not serve a purpose (for example, access). • Replacement habitat planting of hedgerow along the southern side of Willow Marsh Lane, (which would also support great crested newt habitat), would result in the planting of at least 585m of hedgerow to compensate for the 220m lost during construction. The landscape strategy is shown on the **Northern Park and Ride Site Clearance Plan** and the **Northern Park and Ride Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.6).	Construction and operation	DCO Article 3 (Scheme design) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 3 Chapter 7 Section 7.5	
NPR-TE5.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Surface water drainage during operation** The design of the Sustainable Drainage System (SuDS) infrastructure would include measures set out in the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the ES) to allow for surface water run-off to be returned to ground at green field rates, and so there would be no changes to the local hydrology regimes. There would be no dewatering as part of the proposed development.	Operation	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 3 Chapter 7 Section 7.5	NPR-GSW2.

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)
NPR-TE6.	Northern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on great crested newts.	**Great Crested Newt** • Pond 78 would be retained, directly protecting the known great crested newt within the site boundary, as well as potential water shrew populations. A 10m buffer will be maintained between the pond and construction works. Additionally, the pond would be protected from construction and operational impacts by the landscape bund along the eastern site boundary which would also create a linear barrier, potentially preventing great crested newts from accessing potential terrestrial foraging and hibernation resources in Little Nursery Wood. • One-way directional newt fencing would be installed around the perimeter of the car parking areas, swales and landscape bunds, to prevent great crested newts from entering the site but allow them to leave should they accidentally gain access. • Fencing would be sited to ensure that pond 78 is excluded in order to maintain connectivity with existing, suitable great crested newt habitats. This approach would eliminate the need to translocate great crested newts away from the landscaped margins of the site when these areas are returned to agriculture use. This fencing would be installed at the start of the first phase of construction, maintained throughout operation and would remain in place until the end of the site restoration works. • Two small pipes or culverts would be placed beneath the new access road to allow the passage of great crested newts underneath the road. One of these would be on the north side of the landscape bund and one would be at the point at which the new access road meets Willow Marsh Lane. Great crested newts would be directed to the culverts by one-way directional newt fencing. • The planting of hedgerow along the southern side of Willow Marsh Lane with a rough, unmanaged grassland margin adjacent, and extending along the eastern and western site boundaries would minimise great crested newt habitat severance and habitat loss, facilitate continued access to foraging and hibernation sites within Little Nursery Wood, and allow connectivity between Ponds 78 to 82.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting	ES Volume 3 Chapter 7 Section 7.5	NPR-TE1.
NPR-TE7.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise light spill impacts on sensitive species.	**Construction lighting** Construction work would take place during Monday to Saturday 07:00 to 19:00 hours, and some lighting may be required during the winter months, dependent upon what construction activities are taking place. Outside of these hours, lighting would be required at night for site security and safety. Temporary construction lighting would be controlled to minimise light spill on surrounding habitats. The lighting design would use light fittings chosen to limit stray light and minimise impacts on sensitive species.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 7 Section 7.5	NPR-LV7.
NPR-TE8.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise noise and vibration impacts on ecological receptors.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 3, Chapter 4** (Noise and Vibration) of the **ES** apply to the terrestrial ecology and ornithology , these include: • Standard of good practice measure, outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **CoCP** (Doc Ref 8.11). • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 7 Section 7.5	NPR -NV3.
NPR-TE9.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise ecological impacts.	**Construction management measures: air quality** Some tertiary measures described in **Volume 3, Chapter 5** (Air Quality) of the **ES** and set out in the **CoCP** (Doc Ref. 8.11) apply to the terrestrial ecology and ornithology assessment, these include: • Re-use of soils on-site to form bunds instead of transporting them for off-site storage. • 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 set out in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 7 Section 7.5	NPR-AQ3.
NPR-TE10.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise ecological impacts on great crested newts.	**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 newts would be 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: • Seasonal constraints to the timing of the installation of the one-way directional newt fencing. If the timing of fence installation means there would be a risk of encountering newts as they move between their ponds and terrestrial habitat (notably in February/March), then the fencing would be combined with pitfall traps, and any trapped newts would be collected and transferred to one of the ponds to the west of the A12 where great crested newts are known to occur. • If possible, the removal of hedgerow would be undertaken outside of the amphibian hibernation period (October to February inclusive). If this is not possible, vegetation would be cut to the ground (which would remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the great crested newt hibernation season is over. This work would be overseen by a suitably experienced Ecological Clerk of Works (ECoW). • The habitat around Pond 78 would be improved and tussocky grassland and scrub encouraged to grow for the benefit of great crested newts and hibernation features would be installed. This would improve the foraging habitat around Pond 78 and would provide suitable hibernation sites adjacent to the pond. A draft Method Statement has been prepared for the proposed development and is included in **Volume 3, Annex 7A5** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 3 Chapter 7 Section 7.5	NPR-TE6.
NPR-TE11.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts to reptiles and mammals.	**Construction management measures: Ecology - Reptiles** Habitat within the site is identified in the **ES** as having the potential to support a small population of reptiles. The following measures would be undertaken: • An inspection would be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which the refugia should be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ecologist. Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather (with due consideration of the seasonal constraints of clearance works during breeding bird season). If this is not possible, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. • The phased approach to site clearance and topsoil stripping (as described above to safeguard reptiles) would discourage brown hare and hedgehogs away from the site of activity and into the surrounding suitable habitat. A draft Methods Statement has been prepared for the proposed development and included in **Volume 3, Annex 7A6** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 3 Chapter 7 Section 7.5	
NPR-TE12.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise ecological impacts on nesting and breeding birds.	**Construction management measures: Ecology - Nesting and breeding birds** Birds and their nests are protected under the Wildlife and Countryside Act 1981. The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. • The removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable); however, the ground would need to remain undisturbed during the reptile hibernation period. • Where it is not possible to undertake these works outside of the breeding bird season, an inspection for nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation. If nesting birds are identified during this process, works in the vicinity of the nest (estimated to be a 10m standoff) would cease until the young have fledged.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 3 Chapter 7 Section 7.5	

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)
NPR-TE13.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise ecological impacts on badgers.	**Construction management measures: Ecology - Badgers** Prior to construction works commencing, a pre-construction walkover of the site would be conducted in order to identify whether there are any signs of badgers and/or any newly established setts that may be impacted by the works. Should any setts be identified that would be disturbed by the construction works, or would require closure, then a licence from Natural England would be obtained. All licensable works would be undertaken between July to November (inclusive). •any excavations made during construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank) would be provided to ensure that any badgers that may access these excavations have a means of escape. • should badgers gain access and establish setts within the operational site, a licence from Natural England would be obtained to close and destroy these setts ahead of the site removal and restoration phase. An ecological watching brief of the landscape bund to monitor for any signs of badger activity is also proposed.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 3 Chapter 7 Section 7.5	
NPR-TE14.	Northern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise ecological impacts on brown hare and hedgehog.	**Construction management measures: Ecology - Brown hare and Hedgehog** The phased approach to site clearance and topsoil stripping (as described previously to safeguard reptiles) would discourage brown hare and hedgehogs away from the site and into the surrounding suitable habitat.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 7 Section 7.5	
NPR-TE15.	Northern park and ride	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological impacts on ecological receptors through monitoring.	**Construction monitoring** • All vegetation clearance would be conducted under the supervision of a suitably qualified ecologist, who would monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist would also oversee all ground-breaking activities. • Regular checks of the perimeter fence during construction. • Construction lighting checks.	Construction	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 7 Section 7.7	NPR-TE1. NPR-TE7. NPR-TE10. NPR-TE11. NPR-TE12. NPR-TE13.
NPR-TE16.	Northern park and ride	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological impacts on ecological receptors.	**Site Management / Monitoring during Operation: General** • Regular checks of the perimeter fence during construction. • Operational lighting checks. • Throughout the operational phase, regular monitoring of the newt fencing and newt culverts would be conducted to ensure that these remain intact and clear of debris. This would ensure the continued exclusion of newts from the site. • Throughout the operational phase, regular monitoring of the security fence, ecological fence and close-boarded fence would be conducted to ensure that this remains intact. This would also include checks that badgers remain excluded from the site and the landscape bunds. Should badgers gain access to and create setts within the site, a licence from Natural England would be obtained to close these setts.	Operation	Requirement 4 (PW: Terrestrial ecology monitoring plan) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 7 Section 7.7	NPR-TE1. NPR-TE6. NPR-TE10.
NPR-AR1.	Northern park and ride	Amenity and recreation	Primary	To minimise noise impacts in surrounding off-site areas.	**Landscape bunds** •The creation of 3m high landscape and acoustic screening bunds to parts of the eastern and northern edged of the site using on-site material removed due to earthworks associated with the levelling of the site and top soil storage. • Landscape bunds and perimeter planting will reduce visibility of the proposed development.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 8 Section 8.5	NPR-NV1. NPR-AQ1. NPR-LV1.
NPR-AR2.	Northern park and ride	Amenity and recreation	Primary	To minimise light spill.	**Operational Lighting** • Lighting columns within the car parking areas and along the access road will be restricted to 6m in height to minimise visibility during day and night time. • Lighting columns around the proposed roundabout and along the proposed access road between the roundabout and Willow Marsh Lane would be 8m in height to reduce the number of columns necessary to produce a lighting scheme that meets highway authority requirements. • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. Use of a Central Management System for the lighting which would be capable of dimming of parts of the site independently from other parts.	Operation	Requirement 20 (AD: Buildings and structures) Requirement 22 (AD: Highway works)	ES Volume 3 Chapter 8 Section 8.5	NPR-LV6. NPR-TE2.
NPR-AR3	Northern park and ride	Amenity and recreation	Primary	To minimise landscape and visual impacts during the operation phase.	**Building design** A general design approach aiming to create an unimposing appearance, with the buildings screened as far as possible. Where visible the buildings will adopt natural colours to allow their appearance to harmonise with the surroundings, in line with the **Associated Development Design Principles** (Doc Ref 8.3) .	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 8 Section 8.5	NPR-LV5.
NPR-AR4.	Northern park and ride	Amenity and recreation	Primary	To minimise transport impacts on recreational receptors.	**Design measures to minimise construction traffic across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan, CTMP and CWMP)	ES Volume 3 Chapter 8 Section 8.5	NPR-AQ2.
NPR-AR5.	Northern park and ride	Amenity and recreation	Primary	To safeguard the amenity of people cycling along this part of Willow Marsh Lane to access Nation Cycle Route 1.	**A12/Willow Marsh Lane roundabout** A new three-arm roundabout would be built to the north of the existing A12/Willow Marsh Lane junction, and Willow Marsh Lane would partly be closed to vehicular traffic between the existing junction with the A12 and the access into the site; however, this section of Willow Marsh Lane would remain open to pedestrians and cyclists, as well as for vehicular access to and from White House Farm. This would help to safeguard the amenity of people cycling along this part of Willow Marsh Lane to access NCR1. This new roundabout would be temporary and would be removed following the operational phase and the land reinstated. The A12 would return to its original alignment.	Operation	DCO Article 3 (Scheme design) DCO Articles 15 and 16 (Rights of way) Requirement 22 (AD: Highway works) Requirement 24 (AD: Removal and reinstatement)	ES Volume 3 Chapter 8 Section 8.5	
NPR-AR6.	Northern park and ride	Amenity and recreation	Tertiary	To minimise noise and vibration impacts on amenity and recreation receptors.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 3, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the **CoCP** (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 8 Section 8.5	NPR -NV3.
NPR-AR7.	Northern park and ride	Amenity and recreation	Tertiary	To minimise air quality impacts on amenity and recreation receptors.	**Construction management measures: air quality** Some tertiary measures described in **Volume 3, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • Re-use of soils on-site to form bunds instead of transporting them for off-site storage. • 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 set out in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 8 Section 8.5	NPR-AQ3.

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NPR-AR8.	Northern park and ride	Amenity and recreation	Tertiary	To minimise visual amenity impacts on amenity and recreation receptors.	**Construction lighting** Some tertiary measures described in **Volume 3, Chapter 6** (Landscape and Visual) of the **ES** relating to construction lighting apply to the amenity and recreation assessment. Where construction lighting is required: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 8 Section 8.5	NPR-LV7.
NPR-AR9.	Northern park and ride	Amenity and recreation	Tertiary	To minimise traffic impacts on amenity and recreation receptors.	**Management measures to reduce construction traffic** As set out in **Volume 2, Chapter 10** (Transport), during construction a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project which will minimise the traffic impacts of the northern park and ride.	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 3 Chapter 8 Section 8.5	NPR -NV4. NPR-AQ4.
NPR-HE1.	Northern park and ride	Terrestrial historic environment	Primary	To minimise impacts on setting and landscape character.	**Site location** The location of the site between the A12, and the existing East Suffolk line, means that any perceptual effects from increased traffic movements would be minimal when compared to the existing baseline.	Construction, operation, removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 3 Chapter 9 Section 9.5	
NPR-HE2.	Northern park and ride	Terrestrial historic environment	Primary	To minimise impacts on setting and landscape character.	**Retention of existing vegetation and proposed planting** Elements of the landscape strategy which would minimise the impacts on the setting of heritage assets and historic landscape character include: • Retention of existing grassland to south of site. • Retention and enhancement of terrestrial habitat surrounding the pond to the eastern boundary. • Replacement hedgerow planting along the A12, from the East Suffolk line (near Darsham railway station) to the existing residential properties, between the A12 and the parking areas (Moate Hall, Darsham Cottages, White House Farm and White House Farm Bed and Breakfast), as well as in appropriate locations along the site boundary near the residential properties. Further hedgerow planting is proposed along the southern side of Willow Marsh Lane. • Hedgerow planting around the proposed roundabout whilst the park and ride is operational. • Landscape bunds, of 3m in height would be provided along part of the eastern boundary and part of the southern boundary. These bunds would provide visual and acoustic screening for existing residential dwellings (Moate Hall, Darsham Cottage and White House Farm) of the buildings and structures within the site. • Planting would also be provided within and around the parking areas to create visual breaks. This would likely include areas of shrub planting as well as individual trees. The retained planting and proposed planting is shown on the **Northern Park and Ride Site Clearance Plan** and **Northern Park and Ride Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.6).	Construction and operation	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting	ES Volume 3 Chapter 9 Section 9.5	
NPR-HE3.	Northern park and ride	Terrestrial historic environment	Primary	To minimise impacts on setting and landscape character.	**Changes to planting during removal and reinstatement phase** At the end of the operation phase, temporary hedgerow would be re-planted as close as possible to the original hedgerow line along the A12 during the removal and reinstatement phase, as shown on the **Northern Park and Ride Removal and Reinstatement Plan** (Doc Ref. 2.7).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 3 Chapter 9 Section 9.5	NPR-LV4.
NPR-HE4.	Northern park and ride	Terrestrial historic environment	Tertiary	To minimise impacts on setting and landscape character.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 9 Section 9.5	NPR -NV3. NPR-LV7.
NPR-HE5.	Northern park and ride	Terrestrial historic environment	Secondary	To minimise impacts on 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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 3 Chapter 9 Section 9.7	
NPR-SA1.	Northern park and ride	Soils and agriculture	Primary	To minimise the temporary loss of agricultural land.	**Site layout** As part of the design process, the site layout has been optimised to reduce the overall land take.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA2.	Northern park and ride	Soils and agriculture	Primary	To minimise impacts on agricultural land holdings.	**Agricultural Access** A separate agricultural track, to the west side of the proposed roundabout, north of Willow Marsh Lane, has been provided to retain access to fields. Access to White House Farm is also retained.	Construction, operation removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA3.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on soil resources.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the Construction Code of Practice for the Sustainable Use of Soil on Construction Sites and the MAFF Good Practice Guide for Handling Soil.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA4.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on soil resources.	**Soil management plan** An outline Soil Management Plan (SMP) has been developed, provided in **Volume 2, Appendix 17C** of the **ES**. This includes information on handling methods and measures, in accordance with **CoCP** (Doc Ref. 8.11), including (but not limited to): • development of a soil resources plan by contractors, which would include detail on existing soil information, proposed storage locations and management measures; • ensuring soils are stripped and handled in the driest condition possible; • ensuring different soil resources (in particular topsoil and subsoil) are stripped and stored separately; • protecting stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing; • confining vehicle movements to defined haul routes until all the soil resource has been stripped; and • ensuring the physical condition of the replaced soil profile to at least 1.2mbgl is sufficient for the reinstatement of agricultural use. These measures are included in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA5.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on soil resources.	**Soil Storage** All soils would be stored a minimum of 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	NPR-LQ4. NPR-GSW8.
NPR-SA6.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on soil resources.	**Construction management measures: to minimise risk of pollution** Industry standard measures would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in air quality (**Volume 3, Chapter 5** of the **ES**), geology and land quality (**Volume 3, Chapter 11** of the **ES**) and groundwater and surface water (**Volume 3, Chapter 12** of the **ES**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	NPR-AQ3. NPR-LQ4. NPR-GSW8.

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NPR-SA7.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on agricultural land holdings.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling, and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding, and on neighbouring landholdings during the construction phase.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA8.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on agricultural land holdings.	**Fencing** All fencing around the proposed development would be sufficient to resist damage by livestock from adjacent land and will be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 10 Section 10.5	NPR-TE15. NPR-TE16.
NPR-SA9.	Northern park and ride	Soils and agriculture	Tertiary	To minimise the temporary loss of agricultural land.	**Invasive weed species removal** Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA10.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on agricultural land holdings.	**Animal burial sites** Should animal bones be discovered which indicate a potential burial site, works would be paused in the affected area, and the Animal Health Regional Office would be advised and informed of the proposed mitigation measures. Works could restart once the relevant mitigation measures have been put in place.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA11.	Northern park and ride	Soils and agriculture	Tertiary	To minimise impacts on agricultural land holdings.	**Bio-security** All movement of plant and vehicles between affected fields would cease in the event of a notifiable disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 10 Section 10.5	
NPR-SA12.	Northern park and ride	Soils and agriculture	Secondary	To minimise the temporary loss of agricultural land.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction, operation and removal and reinstatement	DCO Article 28 (Compulsory acquisition)	ES Volume 3 Chapter 10 Section 10.7	
NPR-LQ1.	Northern park and ride	Geology and land quality	Primary	To minimise impacts on geology and land quality.	**Road and Car Park** The design of the road and car parking areas and the selection of construction materials will be in accordance with the Design Manual for Roads and Bridges (DMRB), British Standards and best practice guidance. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity.	Construction, operation and removal and reinstatement	Requirement 20 (AD: Buildings and structures) Requirement 21 (AD: Highway works)	ES Volume 3 Chapter 11 Section 11.5	
NPR-LQ2.	Northern park and ride	Geology and land quality	Primary	To minimise impacts on geology and land quality.	**Gas Mitigation measures** Gas mitigation measures would be provided in the buildings on site (such as the amenity and welfare building, security building, security booth) and other relevant structures where required; the design of which will be dependent on the risk profile and the nature/usage of the building/structure;	Construction and operation	Requirement 20 (AD: Buildings and structures) Compliance with Building Regulations	ES Volume 3 Chapter 11 Section 11.5	
NPR-LQ3.	Northern park and ride	Geology and land quality	Primary	To minimise impacts on geology and land quality.	**Surface water drainage during operation** • The use of appropriate sustainable drainage systems (SuDS) in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**) to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. This would include the use of lined drainage and bypass separators where necessary to protect the ground and underlying groundwater and separate out oils/hydrocarbons for suitable off-site disposal. • Hardstanding on roads to reduce spills and leaks infiltrating into the ground.	Operation	Requirement 5 (PW: Surface and foul water drainage)	ES Volume 3 Chapter 11 Section 11.5	NPR-GSW2.
NPR-LQ4.	Northern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use in landscaping areas or as general fill, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed development which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust, further details are provided in the air quality chapter (**Volume 3, Chapter 5** of the **ES**). • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal. • Covering/hydroseeding of the landscape bunds may be completed and temporary stockpiles to reduce soil erosion and dust generation. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the works, landscape bunds, stockpiles or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction in accordance with Control of Substances Hazardous to Human Health Regulations 2002 and oil storage regulations.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 11 Section 11.5	NPR-AQ3. NPR-SA6. NPR-GSW8.
NPR-LQ5.	Northern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Materials management** Implementation of a materials management plan, in accordance with the **CoCP** (Doc Ref. 8.11), which include documenting how the excavated materials would be dealt with and preparation of verification report(s) to record the excavation and placement of materials at the site. Further details are provided in the **Materials Management Strategy** provided in **Volume 2, Appendix 3B** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 11 Section 11.5	NPR-GSW7.
NPR-LQ6.	Northern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Site waste management measures** Implementation of site waste management plan, in accordance with the **CoCP** (Doc Ref. 8.11). Further details are provides in the **Conventional Waste Management Strategy** presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 11 Section 11.5	NPR-GSW7.
NPR-LQ7.	Northern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Soil management measures** Implementation of soil management plan, informed by the **Outline Soil Management Plan** as presented in **Volume 2, Appendix 17C** of the ES. This includes information on handling methods and measures, in accordance with **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 11 Section 11.5	NPR-SA4.
NPR-LQ8.	Northern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Storage and disposal of wastes and hazardous substances** Storage and disposal of wastes and hazardous substances, where required, would be managed in accordance with current guidance and legislative requirements.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Compliance with relevant legislation	ES Volume 3 Chapter 11 Section 11.5	

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)
NPR-LQ9.	Northern park and ride	Geology and land quality	Secondary	To minimise impacts on geology and land quality.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of removal and reinstatement works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 24 (AD: Removal and reinstatement) Compliance with building regulations	ES Volume 3 Chapter 11 Section 11.7	NPR-GSW9.
NPR-LQ10.	Northern park and ride	Geology and land quality	Secondary	To minimise impacts on geology and land quality through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 11 Section 11.7	NPR-GSW10.
NPR-GSW1.	Northern park and ride	Groundwater and surface water	Primary	To minimise impacts of contamination of surface water features.	**Retention and protection of existing pond** The existing pond on the site would be retained within the site layout. The maintenance of the 20m buffer zone between Little Nursery Wood and the operational park and ride facility will serve to minimise disturbance to the existing watercourse along the western site boundary.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 12 Section 12.5	
NPR-GSW2.	Northern park and ride	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during operation** The proposed drainage system would incorporate SuDS measures as set out in the **Outline Drainage Strategy** in **Volume 2, Appendix 2A** of the **ES**. This includes provision for permeable surfaces, swale and infiltration pond features within the site. Through these measures, it is envisaged there would be no overall change in run-off characteristics of the site. Bypass separators would be incorporated into the drainage design, where considered necessary, to protect both the underlying groundwater and surface water receptors, and to maintain the efficacy of the SuDS measures.	Operation	Requirement 5 (Surface and foul drainage) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 12 Section 12.5	NPR-TE5. NPR-LQ3.
NPR-GSW3.	Northern park and ride	Groundwater and surface water	Primary	To prevent contamination of the groundwater from foul sewage.	**Foul drainage during operation** It is proposed to introduce a sewage treatment package plant and to drain the effluent to ground through SuDS infiltration devices, further details are included in the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**). Low flow rates are likely to impact on the functionality of a package treatment plant, and a low flow package treatment plant shall be specified. Tankering to works is an alternative option should the flow be insufficient for the low-flow package treatment plant.	Operation	Requirement 5 (Surface and foul drainage) Requirement 20 (AD: Buildings and structures)	ES Volume 3 Chapter 12 Section 12.5	
NPR-GSW4.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during construction** • A temporary sustainable drainage system would be implemented early in the construction phase. Construction phase water management zones would intercept surface run-off, sediment and contaminants from the construction compound and laydown areas, and incorporate sustainable drainage measures such as swales, filter drains, infiltration ponds and soakaways to promote infiltration. • Construction drainage will be contained within the site, with infiltration to ground. A low bund would be constructed to achieve this with an external toe drain to intercept off-site run-off that may otherwise be impeded by the presence of the proposed bund. Only if full infiltration is not possible, would these systems discharge into the surface drainage network at Greenfield run-off rates to minimise the potential for impact. • Hardstanding to be constructed within the construction compounds where required to mitigate potential spills and leaks. Water falling onto impermeable surfaces to pass through a bypass separator.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.5	
NPR-GSW5.	Northern park and ride	Groundwater and surface water	Tertiary	To prevent contamination of the groundwater from foul sewage.	**Foul drainage during construction** It is envisaged that foul sewage arising on site during construction will be tankered off site until the operational arrangements are in place.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.5	
NPR-GSW6.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impact on groundwater and surface water.	**Removal of drainage** The removal of the proposed development would include the removal of any related drainage and SuDS measures within the site. Any control measures used to protect groundwater and surface water during the construction phase would also be applied during the removal and reinstatement phase.	Removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 24 (AD: Removal and reinstatement)	ES Volume 3 Chapter 12 Section 12.5	NPR-GSW4. NPR-GSW8.
NPR-GSW7.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management of materials** Excavation and handling of materials and stockpiling, and construction waste, would be managed by good working practice using the measures set out in the materials management strategy (**Volume 2, Appendix 3B** of the **ES**), outline soil management plan (**Volume 2, Appendix 17C** of the **ES**) and conventional waste management strategy (**Volume 2, Appendix 8A** of the **ES**) in accordance with the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.5	NPR-SA4. NPR-LQ5. NPR-LQ6. NPR-LQ7.
NPR-GSW8.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Construction management measures** Tertiary mitigation measures to be incorporated into the proposed development during the construction, and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11) include: • Implementation of working methods during construction to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. • Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. • Biodegradable oils would be used, where possible. • The wheels of all vehicles would be free of contamination before arriving at site. • All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area. • Stockpiles would be located a minimum of 10m from the nearest watercourse.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.5	NPR-SA5. NPR-LQ4.
NPR-GSW9.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of removal and reinstatement works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.7	NPR-LQ9.
NPR-GSW10.	Northern park and ride	Groundwater and surface water	Secondary	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 3 Chapter 12 Section 12.7	NPR-LQ10.

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)
NPR-GSW11.	Northern park and ride	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Construction, operation and removal and reinstatement	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 3 Chapter 12 Section 12.7	
NPR-GSW12.	Northern park and ride	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4 Chapter 12 Section 12.7	

4 SOUTHERN PARK AND RIDE

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SPR-NV1.	Southern park and ride	Noise and vibration	Primary	To minimise noise impacts.	**Landscape bunds** The landscape bunds as shown on the **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.7). This would provide some sound level reduction for the receptors once constructed.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 4, Section 4.5	SPR- LV1. SPR-TE2. SPR-AR1. SPR-HE5.
SPR-NV2.	Southern park and ride	Noise and vibration	Primary	To minimise noise impacts.	**Operational plant selection** The mechanical services plant (such as air conditioning condenser units and air handling units) would be selected to ensure that limit values would be met.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 4, Section 4.5	
SPR-NV3.	Southern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc Ref 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 4, Section 4.5	
SPR-NV4.	Southern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would help to reduce and manage the effects of traffic generated by the Sizewell C Project including the southern park and ride (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 4, Chapter 4, Section 4.5	SPR -AQ4. SPR-AR9.
SPR-NV5.	Southern park and ride	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Monitoring and management of any noise or vibration complaints** Routine monitoring would be carried out in accordance with the **CoCP** (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 4, Section 4.5	
SPR -NV6.	Southern park and ride	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Additional mitigation** Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 4, Section 4.7	
SPR -NV7.	Southern park and ride	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction, operation and removal and reinstatement	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 4 Chapter 4, section 4.5	
SPR -AQ1.	Southern park and ride	Air quality	Primary	To minimise dust impacts.	**Site layout** Primary mitigation for the proposed development includes: • Site selection to minimise distance of park and ride facility from A12. • Site access would be located at least 10m, from residential receptors. • Re-use of soils on-site to form bunds instead of transporting them for off-site storage.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 5, Section 5.5	
SPR -AQ2.	Southern park and ride	Air quality	Primary	To minimise traffic emissions.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction of the Sizewell C Project which will also minimise impacts from the construction, operation and removal and reinstatement of the southern park and ride. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 4, Chapter 5, Section 5.5	SPR-AR5.

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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.
SPR -AQ4.	Southern park and ride	Air quality	Tertiary	To minimise impacts of traffic on air quality.	**Management measures to reduce construction traffic emissions** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 4, Chapter 5, Section 5.5	SPR-NV4. SPR-AR9.
SPR- LV1.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual effects.	**Landscape bunds** The creation of landscape bunds up to 3m high as shown on the **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.7). The landscape bunds would be constructed using on-site material removed due to earthworks associated with the levelling of the site and top soil storage.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 6, Section 6.5	SPR-NV1. SPR-TE2. SPR-AR1. SPR-HE5.
SPR- LV2.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual effects.	**Retention of woodland and hedgerow** The retention of existing woodland and hedgerows where appropriate, as shown on the **Southern Park and Ride Site Clearance Plan** (Doc Ref. 2.7).	Construction, operation and removal and reinstatement	Requirement 19 (AD: Site clearance)	ES Volume 4, Chapter 6, Section 6.5	SPR-TE6. SPR-HE3.
SPR- LV3.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual effects.	**Proposed Planting** • Permanent hedgerow planting proposed along the southern and eastern boundaries of the site to screen views from Footpaths E-387/008/0 and E-288/007/0. • Temporary hedgerow planting would also be planted along the access road, whilst the park and ride is operational, to replace hedgerows lost during construction • Additional temporary soft landscaping and suitably sited tree and shrub planting within the car parking areas. • Proposed planting is shown on the **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.7).	Construction and operation	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 4, Chapter 6, Section 6.5	SPR-TE6. SPR-HE3.
SPR- LV4.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual effects following reinstatement.	**Changes to planting during removal and reinstatement phase** Temporary hedgerow planted along the access road would be re-planted as close as possible to the original hedgerow line during the removal and reinstatement phase, as shown on the **Southern Park and Ride Removal and Reinstatement plan** (Doc Ref. 2.7).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 4, Chapter 6, Section 6.5	SPR-TE7. SPR-HE4.
SPR- LV5.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual effects.	**Operational Lighting** • Lighting columns within the car parking areas and along the access road would be restricted to 6m in height to minimise visibility during day and night-time. • Lighting columns, to a maximum height of 10m including lanterns, would be provided from the roundabout with the B1078 and along the slip road leading to the site and the northbound A12. • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. Use of a central management system for the lighting which would be capable of dimming of parts of the site independently from other parts.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 6, Section 6.5	SPR-TE4. SPR-AR2.
SPR- LV6.	Southern park and ride	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Building design and site layout** A general design approach aiming to create an unimposing appearance, with the buildings screened as far as possible. Where visible the buildings will adopt natural colours to allow their appearance to harmonise with the surroundings, in line with the **Associated Development Design Principles** (Doc Ref. 8.3). The layout aims to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland located to the north, west and east.	Operation	Requirement 20 (AD: Buildings and structures) Requirement 22 (AD: Highway works)	ES Volume 4, Chapter 6, Section 6.5	

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SPR- LV7.	Southern park and ride	Landscape and visual	Tertiary	To minimise landscape and visual effects.	**Construction lighting** To minimise the adverse effects of lighting during construction: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries to minimise nuisance to adjacent properties. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Spotlights and task lighting towers will be positioned away from sensitive receptors, where identified. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 6, Section 6.5	SPR-TE9. SPR-AR8. SPR-HE6.
SPR- LV8.	Southern park and ride	Landscape and visual	Secondary	To minimise landscape and visual effects.	**Maintenance of planting** The proposed planting would require maintenance and management during the operation of the proposed development, with replacement of plant failures during the first few years of establishment (usually 5 years) as required.	Operation	Requirement 23 (AD: Landscape planting)	ES Volume 4, Chapter 6, Section 6.7	
SPR-TE1.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on adjacent habitats.	**Fencing** • The operational park and ride facilities on-site would be bounded by a 1.8m high perimeter security fence. This security fence would prevent personnel using the proposed development from accessing the surrounding habitats. This would have the added benefit of reducing disturbance, habitat damage, and littering within the neighbouring woodland blocks such as Whin Belt and Wonder Grove. • Close-boarded fencing would be erected where the site boundary abuts woodland blocks to provide protection from vehicle headlights and noise. The close-boarded fencing would be maintained during operation and until reinstatement is complete to act as a screen for lighting and noise impacts. • Badger fencing would also be provided around the landscape bunds which would prevent colonisation by this species and so minimise constraints during the removal and reinstatement phase.	Operation and removal and reinstatement	Requirement 2 (PW: CoCP)Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 7, Section 7.5	SPR-SA7.
SPR-TE2.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Landscape bunds** Landscape bunds 3m high would be located within the north-west, north-east, east and south-east boundaries of the site, as shown on the **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.7), to aid in the screening of the proposed development from the adjacent habitats features.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 7, Section 7.5	SPR-NV1. SPR- LV1. SPR-AR1. SPR-HE5.
SPR-TE3.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Surface water drainage during operation** The design of the Sustainable Drainage System (SuDS) infrastructure would include measures set out in the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**) to allow for surface water run-off to be returned to ground at green field rates, and so there would be no changes to the local hydrology regimes. There would be no dewatering as part of the proposed development.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface and foul water drainage)	ES Volume 4, Chapter 7, Section 7.5	SPR-LQ3. SPR-GSW2.
SPR-TE4.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on adjacent habitats.	**Operational lighting** • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. Use of a central management system for the lighting which would be capable of dimming of parts of the site independently from other parts. • Operational lighting would be designed so that light spill beyond the site boundary would be minimal (lighting levels would be no higher than 1.0lux), and there would be no substantive light spillage into adjacent habitats and woodland blocks including Whin Belt. • The lighting design for the proposed development would use light fittings chosen to limit stray light. Guidance within the latest Institution of Lighting Professionals Guidance Note would be followed as far as possible. These measures would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for roosts or foraging.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 7, Section 7.5	SPR- LV5.
SPR-TE5.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Woodland habitat** • Woodland blocks on the perimeter, including Whin Belt, would be retained in their entirety, and so there would therefore be no direct loss of this habitat and its associated species. • A buffer distance of 10m between the woodland and the proposed development would be maintained along sections of the boundary, namely along the southern, eastern and, where adjacent to woodland blocks, the western boundaries (as shown on the **Southern Park and Ride Site Clearance Plan** and **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.7). With the exception of fencing, no above ground buildings or structures will be within this buffer zone. This buffer would assist in minimising any indirect impacts (e.g. from noise, lighting and human disturbance) on those species using habitats adjacent to the site. • The drainage strategy for the site includes the provision of SuDS infrastructure which would be implemented to minimise surface water run-off, and prevent diffuse pollution from sediment and other pollutants arising.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 4, Chapter 7, Section 7.5	
SPR-TE6.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Retention and proposed planting** • All boundary hedgerows would be retained other than a short section of hedgerow, approximately 40m in length, which would be lost at the location of the access road. • Soft landscaping, including grassed areas, tree and shrub planting would be installed and maintained for the operation of the proposed development. There would also be temporary hedgerow planting along the access road, whilst the park and ride is operational, to replace hedgerows lost during construction. • Permanent supplementary hedgerows would be planted along the southern and eastern boundaries of the site. The landscape strategy is shown on the **Southern Park and Ride Site Clearance plan, Southern Park and Ride Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.7)	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 4, Chapter 7, Section 7.5	SPR- LV2. SPR- LV3. SPR-HE3.
SPR-TE7.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Changes to planting during removal and reinstatement phase** Temporary hedgerow planted along the access road would be re-planted as close as possible to the original hedgerow line during the removal and reinstatement phase, as shown on the **Southern Park and Ride Removal and Reinstatement plan** (Doc Ref. 2.7).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 4, Chapter 7, Section 7.5	SPR- LV4. SPR-HE4.

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SPR-TE8.	Southern park and ride	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitat and associated species.	**Pond habitat** • Pond 59 located within the site, close to the western boundary, would be retained, and so there would be no direct loss of this habitat, and its associated species. • This pond would be further protected by a buffer area of a minimum of 10m between the pond and the proposed development, and no above ground buildings or structures will be within this buffer zone.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW CoCP) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 7, Section 7.5	SPR-GSW1.
SPR-TE9.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on surrounding habitat and associated species.	**Construction Lighting** • Construction work would take place during Monday to Saturday 07:00–19:00 hours, and some lighting in Winter may be required, dependent upon what construction activities are taking place. Outside of these hours, lighting would be required at night for site security. • Temporary construction lighting would be controlled to minimise light spill on surrounding habitats. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines, or habitats for commuting, roosts or foraging. • The lighting design would use light fittings chosen to limit stray light, and minimise impacts on sensitive species. The lighting would also be designed to minimise the visibility from sensitive receptors off-site.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 7, Section 7.5	SPR- LV7.
SPR-TE10.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise noise and vibration impacts on ecological receptors.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 4, Chapter 4** (Noise and Vibration) apply to terrestrial ecology and ornithology, these include: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 7, Section 7.5	SPR-NV3.
SPR-TE11.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise air quality impacts on ecological receptors.	**Construction management measures: air quality** Some tertiary measures described in **Volume 4, Chapter 5** (Air Quality) and set out in the **CoCP** (Doc Ref. 8.11) apply to terrestrial ecology and ornithology, these include: • Re-use of soils on-site to form bunds instead of transporting them for off-site storage. • 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; and • Develop and implement the dust management measures set out in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 7, Section 7.5	SPR -AQ3.
SPR-TE12.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on bats.	**Construction management measures: Ecology - Bat roosts in trees** The proposed development includes the removal of trees that have the potential to support bat roosts. A Natural England licence application and mitigation strategy may be required to permit works that will do so. Management measures will include: • Tree inspections to determine evidence of use as roosts would be undertaken sufficiently in advance of tree-felling to enable licence application(s) to be submitted to Natural England and develop an appropriate mitigation strategy, 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 displaced 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). • Felling of trees would generally be undertaken in September or October, to avoid both the maternity and hibernation periods during which bats are more vulnerable to disturbance (this timing also avoids the breeding bird season). A draft Methods Statement has been prepared for the proposed development and included in **Volume 4, Annex 7A.5** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.5	
SPR-TE13.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise effects on reptiles, breeding birds and nesting birds.	**Construction management measures: Ecology - Reptiles** A small proportion of habitat within the site, primarily around the field margins, was identified as having some limited potential to support a small population of reptiles. All reptile species are protected from killing or injury under the Wildlife and Countryside Act. Therefore the following measures would be undertaken prior to the commencement of construction: • An inspection would be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which the reptiles would be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ecologist. Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather (with due consideration of the seasonal constraints of clearance works during breeding bird season). If this is not possible, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. • Clearing of vegetation would be undertaken under the supervision of the suitably experienced Ecological Clerk of Works (ECoW). A draft Methods Statement has been prepared for the proposed development and included in **Volume 4, Annex 7A.5** of the **ES.**	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.5	

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SPR-TE14.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on breeding or nesting birds.	**Construction management measures: Ecology - Nesting and breeding birds** Birds and their nests are protected under the Wildlife and Countryside Act (W&CA). The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. Therefore the following measures would be undertaken prior to the commencement of construction: • The removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable); however, the ground would need to remain undisturbed during the reptile hibernation period. • Where it is not possible to undertake these works outside of the breeding bird season, an inspection for nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation. If nesting birds are identified during this process, works in the vicinity of the nest (estimated to be a 10m standoff) would cease until the young have fledged.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.5	
SPR-TE15.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on badgers.	**Construction management measures: Ecology - Badgers** • Prior to construction works commencing, a pre-construction walkover of the site would be conducted to identify any newly established setts that may be impacted by the works. Should any new setts be identified that would be disturbed by the construction works, or would require closure, then a licence from Natural England would be obtained. All licensable works would be undertaken between July to November (inclusive). •Any excavations made during construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank or soil ramp) would be provided to ensure that any badgers that may access these excavations have a means of escape.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.5	
SPR-TE16.	Southern park and ride	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on brown hare and hedgehogs.	**Construction management measures: Ecology - Brown hare and Hedgehog** The phased approach to site clearance and topsoil stripping (as described previously to safeguard reptiles) would discourage brown hare and hedgehogs away from the site of activity and into the surrounding suitable habitat.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.5	
SPR-TE17.	Southern park and ride	Terrestrial ecology and ornithology	Secondary	To minimise impacts on sensitive ecological receptors through monitoring.	**Construction monitoring** • All vegetation clearance would be conducted under the supervision of a suitably qualified ECoW, who would monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist would also oversee all ground-breaking activities • Regular checks of the perimeter fence during construction • Construction lighting checks • Permanent lighting installation checks • Monitoring of bat box installation during construction	Construction	Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.7	SPR-TE9. SPR-TE12. SPR-TE13. SPR-TE14. SPR-TE15. SPR-TE16.
SPR-TE18.	Southern park and ride	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on habitats and species.	**Site Management during Operation** • Regular checks of the perimeter fence during construction • Throughout the operational phase, regular monitoring of the security fence, ecological fence and close-boarded fence would be conducted to ensure that this remains intact. This would also include checks that badgers remain excluded from the site and the landscape bunds. • Should badgers gain access to and create setts within the site, a licence from Natural England would be obtained to close these setts.	Operation	Requirement 4 (PW: Terrestrial ecology monitoring plan) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 7, Section 7.7	SPR-TE1.
SPR-TE19.	Southern park and ride	Terrestrial ecology and ornithology	Secondary	To minimise impacts on bats.	**Bat box monitoring** Bat boxes (if installed) would be monitored post-construction to confirm the presence/absence of bats and use of the bat boxes. If bat boxes have not been occupied by year 5 following installation, consideration would be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist.	Operation	Requirement 4 (PW: Terrestrial ecology monitoring plan)	ES Volume 4, Chapter 7, Section 7.7	SPR-TE12.
SPR-AR1.	Southern park and ride	Amenity and recreation	Primary	To minimise noise and visual impacts on users of amenity and recreation resources.	**Landscape bund** • Creation of two landscape bunds up to 3 metres (m) in height, as shown on the **Southern Park and Ride Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.7). • The landscape bunds would be formed by reusing material from the site, reducing the need to transport material for off-site storage. Surface coverings would also minimise the extent of exposed soils. • Landscape bunds incorporated in the design of the proposed development, which would reduce noise levels for surrounding receptors during the later stages of construction and during operation.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 8, Section 8.5	SPR-NV1. SPR- LV1.
SPR-AR2.	Southern park and ride	Amenity and recreation	Primary	To minimise light spill and impacts on users of amenity and recreation resources.	**Operational Lighting** • Lighting columns within the car parking areas and along the access road would be restricted to 6m in height to minimise visibility during day and night-time. • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. Use of a central management system for the lighting which would be capable of dimming of parts of the site independently from other parts.	Operation	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 8, Section 8.5	SPR- LV5. SPR-TE4.
SPR-AR3.	Southern park and ride	Amenity and recreation	Primary	To minimise landscape and visual effects.	**Building design and site layout** • A general design approach would screen buildings as far as possible. • The layout aims to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland located to the north, west and east. • Where visible the buildings would adopt natural colours to allow their appearance to harmonise with the surroundings.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 8, Section 8.5	
SPR-AR4.	Southern park and ride	Amenity and recreation	Primary	To minimise safety risk and impacts on recreational receptors.	**Closures/ diversions of PRoW during construction** During construction, a temporary diversion of Bridleway E-288/008/0 would be employed around the area where the site access is being constructed, to minimise safety risk and impacts on recreational receptors. The temporary diversion is shown on the **Rights of Way Plan** for the proposed development (Doc Ref. 2.4).	Construction	DCO Articles 15 and 16 (Rights of way)	ES Volume 4, Chapter 8, Section 8.5	

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SPR-AR5.	Southern park and ride	Amenity and recreation	Primary	To minimise transport impacts on recreational receptors.	**Design measures to minimise construction traffic across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan, CTMP and CWMP)	ES Volume 4, Chapter 8, Section 8.5	SPR -AQ2.
SPR-AR6.	Southern park and ride	Amenity and recreation	Tertiary	To minimise noise levels on amenity and recreation receptors.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 4, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the CoCP (Doc Ref. 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 8, Section 8.5	SPR-NV3.
SPR-AR7.	Southern park and ride	Amenity and recreation	Tertiary	To minimise the dust generation on amenity and recreation receptors.	**Construction management measures: air quality** Some tertiary measures described in **Volume 4, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • Re-use of soils on-site to form bunds instead of transporting them for off-site storage. • 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; and • Develop and implement the dust management measures set out in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 8, Section 8.5	SPR -AQ3.
SPR-AR8.	Southern park and ride	Amenity and recreation	Tertiary	To minimise the visual impacts on amenity and recreation receptors.	**Construction lighting** Some tertiary measures described in **Volume 4, Chapter 6** (Landscape and Visual) of the **ES** apply to the amenity and recreation assessment, these include: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 8, Section 8.5	SPR- LV7.
SPR-AR9.	Southern park and ride	Amenity and recreation	Tertiary	To minimise construction traffic related impacts on amenity and recreation receptors.	**Management measures to reduce construction traffic emissions** As set out in **Volume 2, Chapter 10** (Transport) of the **ES**, during construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project.	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 4, Chapter 8, Section 8.5	SPR-NV4. SPR -AQ4.
SPR-HE1.	Southern park and ride	Terrestrial historic environment	Primary	To minimise changes to settings and minimise impacts on landscape character.	**Site location** As described in **Chapter 3** of **Volume 4**, the location of the proposed development was moved to the north and east of the original site proposed in Stage 1 consultation to avoid the most sensitive parts of a former Romano-British settlement. Evaluation trenching has been undertaken to understand the sensitivity and location of significant archaeology within the site to ensure that the design presents a reduced magnitude of potential effect as compared to the Stage 1 layout.	Construction, operation, removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 4, Chapter 9, Section 9.5	
SPR-HE2.	Southern park and ride	Terrestrial historic environment	Primary	To minimise changes to settings and minimise impacts on landscape character.	**Site Layout** The layout has been designed to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland to the north, west (Wonder Grove, located approximately 250m west) and east.	Construction, operation, removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 4, Chapter 9, Section 9.5	
SPR-HE3.	Southern park and ride	Terrestrial historic environment	Primary	To minimise changes to settings and minimise impacts on landscape character.	**Landscape Strategy - retention of existing vegetation and proposed planting** • The retention of hedgerows to the south of the site and enhancement with additional planting in gaps would provide greater screening. • There would be additional temporary hedgerow planting along the access road while the park and ride is operational to replace hedgerows lost during construction. • Supplementary hedgerows would be planted along the southern and eastern boundaries of the site. The landscape strategy is shown on the **Southern Park and Ride Site Clearance Plan and Southern Park and Ride Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.7)	Construction, operation, removal and reinstatement	DCO Article 3 (Scheme design) Requirement 19 (AD: Site clearance) Requirement 20 (AD: Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 4, Chapter 9, Section 9.5	SPR- LV3. SPR-TE6.

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SPR-HE4.	Southern park and ride	Terrestrial historic environment	Primary	To minimise changes to settings and minimise impacts on landscape character.	**Changes to planting during removal and reinstatement phase** Temporary hedgerow planted along the access road would be re-planted as close as possible to the original hedgerow line during the removal and reinstatement phase, as shown on the **Southern Park and Ride Removal and Reinstatement plan** (Doc Ref. 2.7).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 4, Chapter 9, Section 9.5	SPR- LV4. SPR-TE7.
SPR-HE5.	Southern park and ride	Terrestrial historic environment	Primary	To minimise changes to settings and minimise impacts on landscape character.	**Landscape bunds** Landscape bunds along the southern, eastern, northern and part of the western boundary would be created to screen construction and these, as well as the existing woodland along the western boundary, would be retained during the operational phase. These would serve to screen views of the proposed development, and minimise visibility of and noise from within the site.	Construction, operation, removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 9, Section 9.5	SPR-NV1. SPR- LV1.
SPR-HE6.	Southern park and ride	Terrestrial historic environment	Tertiary	To minimise noise and visual impacts on landscape and character.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 9, Section 9.5	SPR-NV3. SPR- LV7.
SPR-HE7.	Southern park and ride	Terrestrial historic environment	Secondary	To minimise construction impacts on 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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 4, Chapter 9, Section 9.7	
SPR-SA1.	Southern park and ride	Soils and agriculture	Primary	To minimise effects on soil resource and agricultural land holdings.	**Site layout** As part of the design process, the site layout has been optimised to reduce the overall land take.	Construction, operation, removal and reinstatement	Article 3 of the DCO (Scheme Design)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA2.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the Construction Code of Practice for the Sustainable Use of Soil on Construction Sites, and the Ministry of Agriculture Fisheries and Food Good Practice Guide for Handling Soils.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA3.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil management plan** An outline Soil Management Plan (SMP) has been developed, provided in **Volume 2, Appendix 17C** of the **ES**. This includes information on handling methods and measures, in accordance with CoCP, including (but not limited to): • Development of a soil resources plan by the Contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring different soil resources (in particular topsoil and subsoil) are stripped and stored separately. • Protecting stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing. • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2mbgl is sufficient for the reinstatement of agricultural use. These measures are included in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA4.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil Storage** All soils would be stored a minimum of 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	SPR-LQ4. SPR-GSW4.
SPR-SA5.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Construction management measures: air quality, geology and land quality, and groundwater and surface water** Industry standard measures, as set out in the CoCP, would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in air quality (**Volume 4, Chapter 5** of the **ES**), geology and land quality (**Volume 4, Chapter 11**of the **ES**) and groundwater and surface water (**Volume 4, Chapter 12** of the **ES**) assessments.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	SPR -AQ3. SPR-LQ4. SPR-GSW4.
SPR-SA6.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling, and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding, and on neighbouring landholdings during the construction phase.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA7.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Fencing** All fencing around the proposed development would be sufficient to resist damage by livestock from adjacent land and will be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired.	Construction, and operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 10, Section 10.5	SPR-TE17. SPR-TE18.

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SPR-SA8.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Invasive weed species removal** Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 20 (AD: Buildings and structures)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA9.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Animal burial sites** Should animal bones be discovered which indicate a potential burial site, works would be paused in the affected area, and the Animal Health Regional Office would be advised and informed of the proposed mitigation measures. Works could restart once the relevant mitigation measures have been put in place.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA10.	Southern park and ride	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Bio-security** All movement of plant and vehicles between affected fields would cease in the event of a notifiable disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 10, Section 10.5	
SPR-SA11.	Southern park and ride	Soils and agriculture	Secondary	To minimise effects on agricultural land holdings.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction, and operation and removal and reinstatement	DCO Article 28 (Compulsory acquisition)	ES Volume 4, Chapter 10, Section 10.5	
SPR-LQ1.	Southern park and ride	Geology and land quality	Primary	To minimise generation of ground gas.	**Road and Car Park design** The design of the road and car parking areas and the selection of construction materials will be in accordance with the Design Manual for Roads and Bridges (DMRB), British Standards and best practice guidance. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity.	Construction, and operation and removal and reinstatement	Requirement 20 (AD: Buildings and structures) Requirement 21 (AD: Highway works)	ES Volume 4, Chapter 11, Section 11.5	
SPR-LQ2.	Southern park and ride	Geology and land quality	Primary	To minimise generation of ground gas and impacts on geology and land.	**Gas Mitigation measures** Gas mitigation measures would be provided in the buildings on site (such as the amenity and welfare building, security building, security booth) and other relevant structures where required; the design of which will be dependent on the risk profile and the nature/usage of the building/structure.	Construction and operation	Requirement 20 (AD: Buildings and structures) Compliance with Building Regulations	ES Volume 4, Chapter 11, Section 11.5	
SPR-LQ3.	Southern park and ride	Geology and land quality	Primary	To minimise contamination.	**Surface water drainage during operation** • The use of appropriate sustainable drainage systems (SuDS) in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**) to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. This would include the use of lined drainage and bypass separators where necessary to protect the ground and underlying groundwater and separate out oils/hydrocarbons for suitable off-site disposal. • Hardstanding on roads to reduce spills and leaks infiltrating into the ground.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 11, Section 11.5	SPR-TE3. SPR-GSW2.
SPR-LQ4.	Southern park and ride	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use in landscaping areas or as general fill, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed development which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the Contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust. • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal. • Covering/hydroseeding of the landscape bunds may be completed and temporary stockpiles to reduce soil erosion and dust generation. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the works, landscape bunds, stockpiles or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction in accordance with Control of Substances Hazardous to Human Health Regulations 2002 and oil storage regulations.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.5	SPR -AQ3. SPR-SA5. SPR-GSW4.

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SPR-LQ5.	Southern park and ride	Geology and land quality	Tertiary	To minimise impacts of excavation of materials on geology and land quality.	**Materials management** Implementation of a materials management plan, in accordance with the **CoCP** (Doc Ref. 8.11), which include documenting how the excavated materials would be dealt with and preparation of verification report(s) to record the excavation and placement of materials at the site. Further details are provided in the **Materials Management Strategy** provided in **Volume 2, Appendix 3B** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.5	SPR-GSW8.
SPR-LQ6.	Southern park and ride	Geology and land quality	Tertiary	To minimise impacts from waste.	**Site waste management measures** Implementation of site waste management plan, in accordance with the **CoCP** (Doc Ref. 8.11). Further details are provides in the **Conventional Waste Management Strategy** presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.5	SPR-GSW8.
SPR-LQ7.	Southern park and ride	Geology and land quality	Tertiary	To minimise impacts on soil resources.	**Soil management measures** Implementation of soil management plan, informed by the Outline Soil Management Plan as presented in **Volume 2, Appendix 17C** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.5	SPR-SA3. SPR-GSW8.
SPR-LQ8.	Southern park and ride	Geology and land quality	Tertiary	To minimise impacts on groundwater and surface water.	**Storage and disposal of wastes and hazardous substances** Storage and disposal of wastes and hazardous substances, where required, would be managed in accordance with current guidance and legislative requirements.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.5	
SPR-LQ9.	Southern park and ride	Geology and land quality	Secondary	To mitigate impacts on geology and land quality.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. The ground investigation would include chemical testing of the soil mounds around the former sand pit to either confirm that the materials can be re-used on-site or inform the disposal route. The investigation would also target the groundwater to determine the depth to groundwater and the quality of the groundwater. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of removal and reinstatement works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW CoCP) Compliance with building regulations	ES Volume 4, Chapter 11, Section 11.7	SPR-GSW9.
SPR-LQ10.	Southern park and ride	Geology and land quality	Secondary	To monitor contamination and minimise impacts on geology and land quality through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine the whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 11, Section 11.7	SPR-GSW10.
SPR-GSW1.	Southern park and ride	Groundwater and surface water	Primary	To minimise impact on groundwater and surface water.	**Retention and protection of existing pond** The existing pond within the site would be retained within the site layout and protected by a buffer area of a minimum of 10m between the pond and the proposed development, with no above ground buildings or structures within this buffer zone.	Construction, operation and removal and reinstatement	Article 3 of the DCO (Scheme design)	ES Volume 4, Chapter 11, Section 11.7	SPR-TE8.
SPR-GSW2.	Southern park and ride	Groundwater and surface water	Primary	To minimise impact on groundwater and surface water.	**Surface water drainage during operation** The proposed drainage system would incorporate SuDS measures as set out in the **Outline Drainage Strategy** in **Volume 2, Appendix 2A** of the **ES**. This includes provision for permeable surfaces, swale and infiltration pond features within the site. Through these measures, it is envisaged there would be no overall change in run-off characteristics of the site. Bypass separators would be incorporated into the drainage design, where considered necessary, to protect both the underlying groundwater and surface water receptors, and to maintain the efficacy of the SuDS measures.	Operation	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.5	SPR-TE3. SPR-LQ3.
SPR-GSW3.	Southern park and ride	Groundwater and surface water	Primary	To minimise impact on groundwater and surface water.	**Foul drainage during operation** It is proposed to introduce a package plant and to drain the effluent to ground through SuDS infiltration devices, further details are included in the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**). Low flow rates are likely to impact on the functionality of a package treatment plant, and a low flow package treatment plant shall be specified. There would also be a septic tank with field drain infiltration. Tankering to works is an alternative option should the flow be insufficient for the low-flow package treatment plant.	Operation	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.5	

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction, Operation and/or removal and	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SPR-GSW4.	Southern park and ride	Groundwater and surface water	Tertiary	To minimise impact on groundwater and surface water.	**Construction management measures: Groundwater and Surface Water** Tertiary mitigation measures to be incorporated into the proposed development during the construction, and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11) include: • Implementation of working methods during construction to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. • Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. • Biodegradable oils would be used, where possible. • The wheels of all vehicles would be free of contamination before arriving at site. • All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area. • Stockpiles would be located a minimum of 10m from the nearest watercourse.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 12, Section 12.5	SPR -AQ3. SPR-TE11. SPR-AR7. SPR-SA5. SPR-LQ4.
SPR-GSW5.	Southern park and ride	Groundwater and surface water	Tertiary	To minimise impact on groundwater and surface water.	**Surface water drainage during construction** • Temporary SuDS to be implemented early in the construction phase. Construction phase water management zones to intercept surface water run-off, sediment and contaminants from the construction compound and laydown areas, and incorporate sustainable drainage measures such as swales, bypass separators, infiltration ponds and soakaways to promote infiltration. • Construction drainage will be contained within the site, with infiltration to ground. A low bund would be constructed to achieve this with an external toe drain to intercept off-site run-off that may otherwise be impeded by the presence of the proposed bund. Only if full infiltration is not possible, would these systems discharge into the surface drainage network at greenfield run-off rates to minimise the potential for impact. • Hardstanding to be constructed within the construction compounds where required to mitigate potential spills and leaks. Water falling onto impermeable surfaces to pass through a bypass separator.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.5	
SPR-GSW6.	Southern park and ride	Groundwater and surface water	Tertiary	To minimise impact on groundwater and surface water.	**Foul drainage during construction** It is envisaged that foul sewage arising on site during construction will be tankered off site until the operational arrangements are in place.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.5	
SPR-GSW7.	Southern park and ride	Groundwater and surface water	Tertiary	To minimise impact on groundwater and surface water.	**Removal of drainage** Any control measures used to protect groundwater and surface water during the construction phase would also be applied during the removal and reinstatement phase.	Removal and reinstatement	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.5	SPR-GSW4. SPR-GSW5.
SPR-GSW8.	Southern park and ride	Groundwater and Surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management of materials** Excavation and handling of materials and stockpiling, and construction waste, would be managed by good working practice using the measures set out in the **Materials Management strategy** (**Volume 2, Appendix 3B** of the **ES**), **Outline Soil Management Plan** (**Volume 2, Appendix 17C** of the **ES**) and **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the **ES**) in accordance with the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 12, Section 12.5	SPR-SA3. SPR-LQ5. SPR-LQ6. SPR-LQ7.
SPR-GSW9.	Southern park and ride	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. The ground investigation would include chemical testing of the soil mounds around the former sand pit to either confirm that the materials can be re-used on-site or inform the disposal route. The investigation would also target the groundwater to determine the depth to groundwater and the quality of the groundwater. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of construction works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would [confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 12, Section 12.7	SPR-LQ9.
SPR-GSW10.	Southern park and ride	Groundwater and surface water	Secondary	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine the whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 12, Section 12.7	SPR-LQ10.
SPR-GSW11.	Southern park and ride	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Construction, operation and removal and reinstatement	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 4, Chapter 12, Section 12.7	

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SPR-GSW12.	Southern park and ride	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4, Chapter 12, Section 12.7	

5 TWO VILLAGE BYPASS

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-NV1.	Two village bypass	Noise and vibration	Primary	To minimise noise and vibration impacts.	**Design measures to minimise construction traffic noise and vibration across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES.** The proposed development is one of these primary measures.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan)	ES Volume 5, Chapter 4, section 4.5	2VBP-AQ1. 2VBP-AR1.
2VBP-NV2.	Two village bypass	Noise and vibration	Primary	To minimise noise impacts on sensitive receptors.	**Site location and site boundary design** • The proposed alignment of the two village bypass would offer road users a more direct route than travelling through the Stratford St Andrew and Farnham. This would reduce traffic flows, during both the peak construction of the Sizewell C Project and upon completion of the power station through the villages, and reducing associated traffic noise. • The site boundary has been designed to minimise maximise the separation distance of construction works and the proposed development from noise sensitive receptors where reasonably practicable.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 4, section 4.5	2VBP-AQ2.
2VBP-NV3.	Two village bypass	Noise and vibration	Primary	To minimise noise impacts on Farnham Hall, Pond Barn cottages, Foxburrow Wood.	**Proposed development design** Where the proposed route of the two village bypasses Farnham Hall and Foxburrow Wood, it will be in a cutting which will help to reduce noise impacts on sensitive receptors.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 4, section 4.5	2VBP-LV1.
2VBP-NV4.	Two village bypass	Noise and vibration	Tertiary	To minimise noise and vibration impacts during piling.	**Construction Management Measures: Piling** Where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 4, section 4.5	
2VBP-NV5.	Two village bypass	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 4, section 4.5	
2VBP-NV6.	Two village bypass	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project including the two village bypass (see **Volume 2, Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP, CWTP)	ES Volume 5, Chapter 4, section 4.5	2VBP-AQ4. 2VBP-AR10.
2VBP-NV7.	Two village bypass	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management of any noise or vibration complaints** SZC Co. will have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 4, section 4.5	2VBP-NV10.
2VBP-NV8.	Two village bypass	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Additional mitigation** • Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the **CoCP** (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. • Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. • Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase, as follows: • Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays. • During vegetation clearance work, including use of a chipper (for substantial stems and branches, not lightweight hedges), plant could be screened from the nearest affected receptors or positioned more remotely, so that the benefit of distance attenuation is maximised. Screening could take the form of acoustic panel/pads attached to temporary fencing. There would be a potential for a 5dB (LAeq,T) benefit from a 2m tall screen arrangement. • Creation of a minimum 20m buffer zone at the edge of the temporary contractors compound adjacent to Benhallstock Cottage and provision of screening in this area. The compound could be laid out and operated in a manner which minimises materials handling and vehicle movements in the north-east corner close to the property.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 4, section 4.7	
2VBP-NV9.	Two village bypass	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES**. Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction and operation	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 5, Chapter 4, section 4.5	
2VBP-NV10.	Two village bypass	Noise and vibration	Secondary (monitoring)	To minimise noise and vibration impacts.	**Noise monitoring** Routine monitoring of noise and vibration during construction will be carried out as proposed in the **CoCP** (Doc Ref. 8.11). Provision will be made as necessary for monitoring of noise and vibration levels in the event of complaints being received from occupiers of noise sensitive receptors.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 4, section 4.7	2VBP-NV7.

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2VBP-AQ1.	Two village bypass	Air quality	Primary	To minimise impacts of transport emissions on air quality.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan)	ES Volume 5, Chapter 5, Section 5.5	2VBP-NV1. 2VBP-AR1.
2VBP-AQ2.	Two village bypass	Air quality	Primary	To minimise air quality impacts on sensitive receptors.	**Site boundary design and location** The proposed alignment of the two village bypass would offer road users an alternative route for the A12, reducing traffic flows within Stratford St. Andrew and Farnham during both the peak construction of the Sizewell C Project and upon completion of the power station. The site boundary has been designed to avoid sensitive receptors and increase distance of construction works and the proposed development where reasonably practicable.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 5, Section 5.5	2VBP-NV2.
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: • 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	
2VBP-AQ4.	Two village bypass	Air quality	Tertiary	To minimise impacts on air quality.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to help govern worker behaviour and reduce and manage the effects of traffic generated by the Sizewell C Project including the two village bypass (see **Volume 2 Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP, CWTP)	ES Volume 5, Chapter 5, Section 5.5	2VBP-NV6. 2VBP-AR10.
2VBP-LV1.	Two village bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Proposed development design** The route of the proposed two village bypass will be within a cutting as it passes between Farnham Hall and Farnham Hall Farmhouse to reduce visual impacts on residents of these properties.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 6, Section 6.5	2VBP-NV3.
2VBP-LV2.	Two village bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Construction management measures: air quality** The **CoCP** (Doc Ref. 8.11) 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 fe+F17nce 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).	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 6, Section 6.5	2VBP-TE4. 2VBP-AR5. 2VBP-HE1.
2VBP-LV3.	Two village bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Hedgerow Planting** Hedgerow will be planted along the route of the proposed development to integrate the road with the surrounding landscape and to compensate for the loss of hedgerow severed by the route. The hedgerow planting will connect into the existing hedgerow network, where possible. Proposed hedgerow planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8)	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 6, Section 6.5	2VBP-TE5. 2VBP-AR5. 2VBP-HE2.
2VBP-LV4.	Two village bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Woodland Planting** Woodland will be planted at strategic locations along the route of the proposed two village bypass to provide visual screening and help integrate the proposed road and earthworks into the landscape. These locations are: • Along the western side of the cutting in the vicinity of Farnham Hall as well as along the western side of the proposed embankment up to the proposed overbridge. • On the east side of the proposed Foxburrow Wood footbridge, adjacent to Foxburrow Wood and Farnham Hall Farmhouse. Proposed planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8)	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 6, Section 6.5	2VBP-TE6. 2VBP-AR5. 2VBP- HE3.
2VBP-LV5.	Two village bypass	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Operational Lighting** • Lighting will be provided at the A12 western roundabout and the A12/A1094 eastern roundabout extending north for road safety reasons. The rest of the route of the road will be unlit. • The lighting columns will be up to 10m in height. • Operational phase lighting will be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Operation	Requirement 22 (Highway works)	ES Volume 5, Chapter 6, Section 6.5	2VBP-TE15.
2VBP-LV6.	Two village bypass	Landscape and visual	Tertiary	To minimise landscape and visual impacts.	**Construction management measures: landscape and visual** Compliance with measures set out within **CoCP** (Doc Ref. 8.11) to minimise landscape and visual effects during the construction phase: • Avoidance of unnecessary tree removal and appropriate protection of trees and vegetation to be retained. • Design of hoardings around construction activities to include consideration of the character of the surrounding landscape. • Construction site lighting, where required to ensure safety and security, will be positioned and directed to minimise intrusion into occupied residential properties and sensitive areas, and will not create a road hazard.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 6, Section 6.5	2VBP-TE17. 2VBP-TE20. 2VBP-TE21.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-LV7.	Two village bypass	Landscape and visual	Secondary	To minimise landscape and visual impacts.	**Maintenance of planting** New planting would require maintenance and management during its lifetime, with replacement of plant failures during the first few years of establishment.	Construction and operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 5, Chapter 6, Section 6.7	
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
2VBP-TE1.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise impacts on designated sites.	**Site boundary design** The route of the proposed two village bypass has been designed to avoid direct land take from designated sites	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE2.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Foxburrow Wood** • Foxburrow Wood CWS ancient woodland will be retained in its entirety and is not included within the site boundary. • A buffer distance of 15m from the woodland to earthworks and mechanical excavation will be applied to protect avoid damage to the trees and tree roots on the edge of the woodland from mechanical excavation, although a footpath diversion will be at least partly within the buffer zone.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE3.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**River Alde overbridge** The overbridge over the River Alde will be approximately 60m in length. This span would allow for the current landform of the River Alde to be retained and would preserve the natural integrity of the banks of the river, bed and bankside, and minimise shading effects.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 7, Section 7.5	2VBP-GSW1.
2VBP-TE4.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects.	**Retention of woodland and hedgerow** • Existing vegetation will be retained where possible as shown on the **Two Village Bypass Site Clearance Plan** (Doc Ref. 2.8). • Where vegetation is temporarily lost within the land required for construction, it will be replanted at the end of construction as shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.8).	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD: Site	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV2.
2VBP-TE5.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects and promote biodiversity net gain.	**Hedgerow Planting** • Hedgerow will be planted along the route of the proposed two village bypass to compensate for the loss of hedgerow severed by the route. The hedgerow will connect into the existing hedgerow network, where possible. • Proposed hedgerow planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8). At least 4800m of hedgerow will be planted.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV3.
2VBP-TE6.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects and promote biodiversity net gain.	**Woodland Planting** Woodland planting will be provided strategic locations along the route of the proposed two village bypass, including: • Along the western side of the cutting in the vicinity of Farnham Hall as well as along the western side of the proposed embankment up to the proposed overbridge. • On the east side of the proposed Foxburrow Wood footbridge, adjacent to Foxburrow Wood and Farnham Hall Farmhouse. Proposed woodland planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8) At least 1.59 ha of broadleaved woodland will be planted.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV4.
2VBP-TE7.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects and promote biodiversity net gain.	**Pond habitat** • The provision of at least four ponds along the route, which will provide additional pond habitat in the area and contribute to bio-diversity net gain. • Indicative pond locations are shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8).	Operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE8.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Grassland habitat** • Where no shrub or tree planting is provided, native grassland will be planted in the road side verges, cuttings and embankments, and around infiltration basins (if required). • Proposed grassland planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE9.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on species.	**Otter ledges** The abutments of the River Alde bridge will include otter ledges to allow passage at times of high flows. Fencing will be incorporated along embankment bases to exclude otters from the road and to guide them to crossing points.	Construction and operation	Requirement 22 (Highway works)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE10.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on species.	**Culvert design** The culverts provided within the embankment either side of the River Alde overbridge will be of sufficient size to allow ecological connectivity across the route of the proposed two village bypass.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works)	ES Volume 5, Chapter 7, Section 7.5	2VBP-GSW3.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-TE11.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**River Alde Floodplain** ~~• 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	
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	
2VBP-TE13.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**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, in accordance with the Outline Drainage Strategy (**Volume 2, Appendix 2A** of the **ES**). This will allow infiltration to the superficial aquifer, whilst also protecting the underlying groundwater from hydrocarbon contamination.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 7, Section 7.5	2VBP-GSW5. 2VBP-GSW6.
2VBP-TE14.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on bats.	**Bat hop-over planting** Crossing points (bat hop-overs) to facilitate the passage of bats across the road alignment will be incorporated if key foraging or commuting routes are identified, to reduce the potential for incidental mortality as a result of bats crossing the road and colliding with vehicles. Bat hop-overs will comprise tall hedgerow planting where the hedgerow meets the road to encourage bat to pass up and over the newly constructed road.	Operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 7, Section 7.5	2VBP-TE5.
2VBP-TE15.	Two village bypass	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Operational lighting** • The route of the proposed two village bypass will be mostly unlit to minimise light spill, except at the A12 western roundabout and the A12/A1094 eastern roundabout where lighting would be required to ensure road safety. • Operational lighting design will be compliant with relevant highway standards, and where possible would be chosen to limit stray light. • Guidance within the latest Institution of Lighting Professionals Guidance Note: Bats and artificial lighting in the UK would be followed as far as possible. These measures will minimise impacts on nocturnal species, such as bats that may use the nearby tree lines, or habitats for roosting or foraging, and will also maximise the use of reinstated 'bat crossing points'.	Operation	Requirement 22 (Highway works)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV5.
2VBP-TE16.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on surrounding habitat.	**Surface water drainage during construction** • Construction drainage will be contained within the site, with infiltration to ground in accordance with the **CoCP** (Doc Ref. 8.11). • A low bund will be constructed (for construction phase only) to achieve this with an external toe drain to intercept off-site run-off that may otherwise be impeded by the presence of the proposed bund. There is an area at risk from surface water flooding in the south west of the site and the drainage design will take account of this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-GSW10.
2VBP-TE17.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on surrounding habitat.	**Construction management measures: Ecology - close-boarded fencing** • Close-boarded fencing will be erected along the side of existing woodland blocks, where they abut the Site. This would be along Whin Covert, Nuttery Belt, The Belt and Foxburrow Wood CWS. • This will provide additional mitigation for lighting impacts during construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV6.
2VBP-TE18.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on Foxburrow Wood.	**Construction management measures: Ecology - Foxburrow Wood** No storage of materials or plant within 15m of Foxburrow Wood.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE19.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on nearby water bodies.	**Construction management measures: Ecology - material storage** • No storage areas or equipment storage areas will be within 10m of the with the toe of the bank of the River Alde and ditches, to protect the integrity of the banks as well as the associated ecological features. • Any potentially contaminated soil will be stored on an impermeable surface and covered to reduce leachate generation and potential mitigation to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-SA5. 2VBP-LQ4. 2VBP-GSW9.
2VBP-TE20.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise construction ecological effects.	**Construction lighting** • Construction work would take place during Monday to Saturday 07:00 to 19:00 and there may be a requirement for lighting at night in the winter or for safety and security. In addition, there may be the need for 24-hour working (with ESC notified in advance) and therefore would require lighting. • Where lighting is required during construction, it would be required it would be provided at the minimum luminosity and would be designed, positioned and/or directed so as not to unnecessarily intrude on adjacent ecological receptors or habitats. Such measures could include (but not limited to) shielding of luminaires to reduce backward spill of light or use of sensors or timing devices to automatically switch off lighting where appropriate. This would minimise impacts on nocturnal species such as bats that may use the retained nearby tree lines or habitats for commuting, roosting or foraging.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV6.
2VBP-TE21.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on trees and hedgerow.	**Construction management measures: Ecology - Tree protection** • Tree and hedgerow root protection zones will be established and tree protective fencing (distance of fencing from tree trunk = 12x trunk diameter, distance from hedgerows = 1m from the spread of hedgerow canopy) would be established prior to construction works at that location commencing. • Fencing would only be removed upon completion on activity. • If works need to be undertaken within the root protection zones, an arboricultural survey would be undertaken and the recommended measures would be implemented to support the long-term survival of the tree/hedgerow.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-LV6.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-TE22.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise construction ecological effects.	**Construction management measures: Air Quality** The **CoCP** (Doc Ref. 8.11) 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).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-AQ3.
2VBP-TE23.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on surrounding habitat.	**Construction management measures: Noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **CoCP** (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this. In addition, where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-NV3. 2VBP-NV5.
2VBP-TE24.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on water voles.	**Construction management measures: Ecology - Water Voles** • A pre-construction survey will be undertaken the year prior to construction to determine if any water voles or features which indicate water vole are present within the footprint of the work or within 3m. • If water voles are confirmed within the footprint of works or within 3m, then a licence from Natural England will be required. • If works are to take place over two years since the 2019 detailed water voles surveys were conducted, then an updated detailed survey would be required to support the licence application. A draft Method Statement has been prepared for the proposed development and included in **Volume 5, Annex 7A5** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE25.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on water voles.	**Construction management measures: Ecology - Otters** • A pre-construction survey will be conducted to confirm the absence/presence of any otter holt. • Should an otter holt be identified that would be directly impact by the proposed works, a licence from Natural England will be obtained. • Should breeding otter be recorded, then all works will cease until both adult and young otter have left the holt. • If works are to take place over two years since the 2019 detailed otter surveys were conducted, then an updated detailed survey will be required to support the licence application. A draft Method Statement has been prepared for the proposed development and included in **Volume 5, Annex 7A6** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE26.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on roosting bats.	**Construction management measures: Ecology - Bat roosts in trees** The proposed two village bypass includes the removal of trees that have the potential to support bat roosts. A Natural England licence application and mitigation strategy may be required to permit works that will do so, and will be agreed with Natural England. Management measures would likely include: • A final inspection of these trees close to felling to be undertaken and mitigation strategies implemented (e.g. fitting of exclusion devices). • Felling to take place outside of maternity and hibernation periods during which bats are more vulnerable to disturbance. • Bat boxes to be installed in suitable locations within the site boundary to mitigate for loss of tree and potential roost resources. A draft Method Statement has been prepared for the proposed development and included in **Volume 5, Annex 7A6** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE27.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on reptile refugia.	**Construction management measures: Ecology - Reptiles** Habitat within the site is identified in the ES as having the potential to support a small population of reptiles. The following measures would be undertaken: • An inspection will be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which the refugia should be removed. • A phased vegetation clearance process will be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ecologist. • Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather (with due consideration of the seasonal constraints of clearance works during breeding bird season). • If this is not possible to undertake clearance outside of the reptile hibernating period, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. A draft Method Statement has been prepared for the proposed development and included in **Volume 5, Annex 7A6** of the **ES.**	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-TE30.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-TE28.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on nesting birds.	**Construction management measures: Ecology - Breeding and Nesting birds** Birds and their nests are protected under the Wildlife and Countryside Act (W&CA). The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. • Removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. Inspection for nests would be undertaken by a suitably experience ecologist prior to vegetation removal. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable) (although ground would need to remain undisturbed during the reptile hibernation period). • If a nest is discovered during breeding bird season, works within 10m would cease until the young have fledged.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE29.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on badgers and nocturnal animals.	**Construction management measures: Ecology - Badgers** • Prior to construction works commencing, a pre-construction walkover of the site will be conducted in order to identify whether there are any signs of badgers and/or any newly established setts that may be impacted by the works. • Should any setts be identified that would be disturbed by the construction works, or would require closure, then a licence from Natural England will be obtained. All licensable works will be undertaken between July to November (inclusive). • Any excavations made during construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank) would be provided to ensure that any badgers that may access these excavations have a means of escape. A draft Method Statement has been prepared for the proposed development and included in **Volume 5, Annex 7A5** of the **ES.**	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	
2VBP-TE30.	Two village bypass	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on surrounding species.	**Construction management measures: Ecology - Brown hare and Hedgehog** A phased approach to site clearance and topsoil stripping (as described for reptiles) would discourage them away from the site and into the surrounding suitable habitat.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.5	2VBP-TE27.
2VBP-TE31.	Two village bypass	Terrestrial ecology and ornithology	Secondary	To minimise ecological effects on habitat and species.	**Construction monitoring** • All vegetation clearance will be conducted under the supervision of a suitably qualified ecologist, who will monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist will also oversee all ground-breaking activities. • Regular checks of the perimeter fence during construction. • Construction lighting checks. • Permanent lighting installation checks. • Monitoring of bat box installation during construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 7, Section 7.7	2VBP-LV6. 2VBP-TE21. 2VBP-TE24. 2VBP-TE25. 2VBP-TE26. 2VBP-TE27. 2VBP-TE28. 2VBP-TE30. 2VBP-TE29.
2VBP-TE32.	Two village bypass	Terrestrial ecology and ornithology	Secondary	To ensure efficient use of mitigation.	**Site Monitoring: Bat box monitoring** Bat boxes would be monitored for five years' post-construction and cleaned, to confirm the presence/absence of bats and use of the bat boxes. If bat boxes have not been occupied within three years of erection, consideration would be given to moving them to alternative sites nearby. All monitoring would be conducted by an appropriately licensed bat ecologist.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 5, Chapter 7, Section 7.7	2VBP-TE26.
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
2VBP-AR1.	Two village bypass	Amenity and recreation	Primary	To minimise impacts of traffic on amenity and recreation receptors.	**Design measures to minimise construction traffic impacts across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES.**	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan)	ES Volume 5, Chapter 8, Section 8.5	2VBP-NV1. 2VBP-AQ1.
2VBP-AR2.	Two village bypass	Amenity and recreation	Primary	To minimise impacts to users' access of the PRoW network.	**Foxburrow Wood footbridge** Provision of Foxburrow wood footbridge to maintain non-motorised user connectivity across the proposed route of the two village bypass.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 8, Section 8.5	
2VBP-AR3.	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 construction** Public rights of way (PRoW) within the site would be impacted during construction of the proposed development. Footpaths E-243/001/0 and E-137/029/0 would be maintained on their existing alignment until a permanent diversion is constructed, and therefore no temporary diversion is required. However, two PRoW (E-243/003/0 and E-243/004/0) would be subject to temporary diversions (see detailed **Rights of Way Plans** in Book 2 (Doc Ref 2.4)). Any diversions will ensure users continue to have access to a safe, well connected PRoW network. The diversions would be as follows and would last for up to 24 months: • Footpath E243/003/0 would be temporarily diverted south to cross the work area at grade, approximately 350m south of its existing location. • Footpath E-243/004/0 would be temporarily diverted north to cross the work area at grade, approximately 200m north of its existing location (on the current alignment of E-137/029/0). Further details are shown on the **Rights of Way Plan** (Doc Ref 2.4) for the proposed development.	Construction	DCO Article 14 - 16 (Rights of Way plans)	ES Volume 5, Chapter 8, Section 8.5	

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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: • 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~~ Footpath~~s~~ 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.
2VBP-AR5.	Two village bypass	Amenity and recreation	Primary	To minimise visual impacts on users of PRoW.	**Woodland and hedgerow retention** Existing vegetation will be retained where possible as shown on the **Two Village Bypass Site Clearance Plan** (Doc Ref. 2.8). Where vegetation is temporarily lost within the land required for construction, it will be replanted at the end of construction as shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.8). These measures would reduce visual amenity impacts on users of amenity and recreation receptors.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 8, Section 8.5	2VBP-LV2.
2VBP-AR6.	Two village bypass	Amenity and recreation	Primary	To minimise visual impacts on users of PRoW.	**Woodland and hedgerow planting** Hedgerow will be planted along the route of the proposed development to integrate the road with the surrounding landscape and to compensate for the loss of hedgerow severed by the route. The hedgerow will connect into the existing hedgerow network, where possible. Woodland will be planted at strategic locations along the route of the proposed two village bypass, including: • Along the western side of the cutting in the vicinity of Farnham Hall as well as along the western side of the proposed embankment up to the proposed overbridge • On the east side of the proposed Foxburrow Wood footbridge, adjacent to Foxburrow Wood and Farnham Hall Farmhouse. The proposed planting is shown on **Two Village Bypass Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.8). These measures would reduce visual amenity impacts on users of amenity and recreation receptors.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 8, Section 8.5	2VBP-LV3. 2VBP-LV4.
2VBP-AR7.	Two village bypass	Amenity and recreation	Primary	To minimise noise impacts on users of PRoW.	**Proposed development design** Where the proposed route of the two village bypasses Farnham Hall and Foxburrow Wood, it will be in a cutting which will help to reduce noise impacts on sensitive receptors.	Operation	DCO Article 3 (Scheme design)	ES Vol. 5 Chapter 8 Section 8.5.4	2VBP-NV2 2VBP-LV1
2VBP-AR8.	Two village bypass	Amenity and recreation	Primary	To minimise impacts of light spill.	**Operational lighting** • The route of the proposed two village bypass will be mostly unlit to minimise light spill, except at the A12 western roundabout and the A12/A1094 eastern roundabout where lighting will be required to ensure road safety. • The lighting will be up to 10m in height and in compliance with adoptable standards. • Operational phase lighting will be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Construction	Requirement 22 (Highway works)	ES Volume 5, Chapter 8, Section 8.5	2VBP-LV5.
2VBP-AR9.	Two village bypass	Amenity and recreation	Primary	To minimise noise and air quality impacts.	**Site boundary design** The site boundary has been designed to avoid sensitive receptors as far as reasonably practicable.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 8, Section 8.5	2VBP-NV2. 2VBP-AQ2.
2VBP-AR10.	Two village bypass	Amenity and recreation	Tertiary	To minimise effects on noise and air quality.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP)	ES Volume 5, Chapter 8, Section 8.5	2VBP-TE31. 2VBP-GSW9.
2VBP-AR11.	Two village bypass	Amenity and recreation	Tertiary	To minimise noise impacts on users of PRoW.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 5, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the **CoCP** (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this. In addition, where percussive piling is necessary, and where it is feasible to do so, a resilient dolly will be used between the hammer and driven head, or an acoustic shroud would will used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 8, Section 8.5	2VBP-NV4. 2VBP-NV5.

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2VBP-AR12.	Two village bypass	Amenity and recreation	Tertiary	To minimise dust impacts.	**Construction management measures: air quality** Some tertiary measures described in **Volume 5, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • 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).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 8, Section 8.5	2VBP-AQ3.
2VBP-AR13.	Two village bypass	Amenity and recreation	Tertiary	To minimise visual effects.	**Construction management measures: landscape and visual** Some tertiary measures described in **Volume 5, Chapter 6** (Landscape and Visual) of the **ES** apply to the amenity and recreation assessment, these include: • Avoidance of unnecessary tree removal and appropriate protection of trees and vegetation to be retained. • Design of hoardings around construction activities to include consideration of the character of the surrounding landscape. • Site lighting will be positioned and directed to minimise intrusion into occupied residential properties and sensitive areas, and will not create a road hazard.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 8, Section 8.5	2VBP-LV6.
2VBP-HE1.	Two village bypass	Terrestrial historic environment	Primary	To minimise impacts from changes to setting and landscape character.	**Retention of woodland and hedgerow** Existing vegetation will be retained where possible as shown on the **Two Village Bypass Site Clearance Plan** (Doc Ref. 2.8). Where vegetation is temporarily lost within the land required for construction, it will be replanted at the end of construction as shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels Plan (**Doc Ref. 2.8).	Construction and operation	Requirement 22 (Highway works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 9, Section 9.5	2VBP-LV2.
2VBP-HE2.	Two village bypass	Terrestrial historic environment	Primary	To minimise impacts from changes to setting and landscape character.	**Hedgerow Planting** Hedgerow will be planted along the route of the proposed development to integrate the road with the surrounding landscape and to compensate for the loss of hedgerow severed by the route. The hedgerow planting will connect into the existing hedgerow network, where possible. Proposed hedgerow planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8).	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 9, Section 9.5	2VBP-LV3.
2VBP- HE3.	Two village bypass	Terrestrial historic environment	Primary	To minimise impacts from changes to setting and landscape character.	**Woodland Planting** Woodland will be planted at strategic locations along the route of the proposed two village bypass to provide visual screening and help integrate the proposed road and earthworks into the landscape. These locations are: • Along the western side of the cutting in the vicinity of Farnham Hall as well as along the western side of the proposed embankment up to the proposed overbridge. • On the east side of the proposed Foxburrow Wood footbridge, adjacent to Foxburrow Wood and Farnham Hall Farmhouse. Proposed woodland planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8).	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 9, Section 9.5	2VBP-LV4.
2VBP- HE4.	Two village bypass	Terrestrial historic environment	Primary	To minimise impacts from changes to setting and landscape character.	**Grassland planting** Where no shrub or tree planting is proposed, native grassland areas will be included in the road side verges, cuttings and embankments, and around infiltration basins (if required). Proposed planting is shown on the **Two Village Bypass Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.8).	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 5, Chapter 9, Section 9.5	
2VBP- HE5.	Two village bypass	Terrestrial historical environment	Tertiary	To minimise impacts from changes to setting and landscape character.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 9, Section 9.5	2VBP-NV4. 2VBP-NV5. 2VBP-LV6.
2VBP-HE6.	Two village bypass	Terrestrial historic environment	Secondary	To minimise impact on 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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 (Archaeology)	ES Volume 5, Chapter 9, Section 9.7	
2VBP-SA1.	Two village bypass	Soils and agriculture	Primary	To minimise the potential fragmentation and restrictions on access to land and properties.	**Site layout** • The site layout has been optimised to reduce the overall land take and impacts on agricultural business. • Agricultural land required temporarily during the construction phase will be returned to agricultural use upon completion of construction works.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 10, Section 10.5	

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2VBP-SA2.	Two village bypass	Soils and agriculture	Primary	To minimise the potential fragmentation and restrictions on access to land and properties.	**Agricultural Access** To reduce potential fragmentation, severance and restrictions in terms of access to land and properties, the following measures have been included in the design: • Realignment of Tinker Brook to accommodate access to the south of the new road and to Parkgate Farm • Realignment of the accommodation access track connected to Parkgate Farm which would be diverted to pass under the new road on the western side of the River Alde. A livestock path would be provided to the west of the proposed River Alde overbridge to allow cattle to move north and south of the route of the bypass. The livestock path would cross beneath the route of the two village bypass approximately 200m south-east from the existing A12 alongside an existing unnamed drain. • On the east side of the river, east of the existing crossing, a diversion will be provided from the existing access to pass beneath the River Alde overbridge, and then directed east along the embankment until it meets its existing alignment. The bridge would maintain a headroom clearance of 6m from river bank level to the underside of the bridge, to allow its use by agricultural vehicles. • Provision of staggered junctions between Nuttery Belt and Pond Wood to maintain access on both sides of the site. On the south side this includes the realignment of the accommodation track to Pond Barn Cottages and access to Farnham Hall Farm House to maintain access. • Provision of an footbridge (Foxburrow Wood) to allow access across the new road for non-motorised users (to include the existing Public Right of Way (Footpath E243/003/0) which would be upgraded to a Bridleway) (2VBP-AR2). Further details are shown on **Rights of Way plan** (Doc Ref 2.4).	Construction and operation	DCO Article 14 - 15 (Rights of Way plans)	ES Volume 5, Chapter 10, Section 10.5	2VBP-AR2.
2VBP-SA3.	Two village bypass	Soils and agriculture	Tertiary	To minimise effects on soil resources and from pollution.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the **CoCP** (Doc Ref. 8.11) for the Sustainable Use of Soil on Construction Sites and the Ministry of Agriculture, Food and Fisheries Good Practice Guide for Soil Handling.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	
2VBP-SA4.	Two village bypass	Soils and agriculture	Tertiary	To minimise effects on soil resources and from pollution.	**Soil management plan** An outline Soil Management Plan (SMP) (**Volume 2, Appendix 17C** of the **ES**) has been developed. This included information on handling methods and measures would be implemented including (but are not limited too): • Development of a Soil Resources Plan by the contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring topsoil and subsoil resources are stripped and stockpiled separately. • Protection of stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing; • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level is sufficient for the post-construction use where land is being returned to agricultural use. The requirements of the Outline Soil Management Plan are included within the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	
2VBP-SA5.	Two village bypass	Soils and agriculture	Tertiary	To minimise effects on soil resources.	**Soil storage** All soils would be stored a minimum 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	2VBP-LQ4. 2VBP-GSW9.
2VBP-SA6.	Two village bypass	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Construction management measures: Construction dust, geology and land quality and groundwater and surface water** Industry standard measures would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as set out in air quality (**Volume 5, Chapters 5** of the **ES**), geology and land quality (**Volume 5, Chapter 11** of the **ES**) and groundwater and surface water (**Volume 5, Chapter 12** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	2VBP-AQ3. 2VBP-LQ4. 2VBP-GSW9.
2VBP-SA7.	Two village bypass	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	
2VBP-SA8.	Two village bypass	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Fencing** • Fencing around the proposed development would be sufficient to resist damage by livestock (where appropriate) from adjacent land and will be regularly checked and maintained in a suitable condition. • Any damage to boundary fencing would be repaired.	Construction and operation	Requirement 2 (CoCP (Part C)) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 5, Chapter 10, Section 10.5	2VBP-TE31.
2VBP-SA9.	Two village bypass	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Invasive Weed Species removal** • Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11). • During the construction phase, SZC Co. would maintain the scheme, including weed management and for a year post-construction. Following this period, responsibility would pass to the highway authority for any necessary checks and subsequent actions.	Construction and operation	Requirement 2 (CoCP (Part C)) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 5, Chapter 10, Section 10.5	
2VBP-SA10.	Two village bypass	Soils and agriculture	Tertiary	To minimise impacts on potential archaeological site discoveries.	**Animal burial sites** Should animal bones be discovered which may indicate a potential burial site, works would cease, and advice would be sought from the Animal Health Regional Office on how to proceed, relevant to the origin and age of the materials found.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	
2VBP-SA11.	Two village bypass	Soils and agriculture	Tertiary	To minimise biosecurity risk.	**Bio-security** All movement of plant and vehicles between fields would cease in the event of a disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 10, Section 10.5	

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2VBP-SA12.	Two village bypass	Soils and agriculture	Secondary	To minimise effects on agricultural land holdings.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction and operation	DCO Article 26 (Compulsory Acquisition)	ES Volume 5, Chapter 10, Section 10.7	
2VBP-LQ1.	Two village bypass	Geology and land quality	Primary	To minimise the risk of ground gas and ground instability.	**Road design** The design of the roundabouts, road and the selection of construction materials would be in accordance with the Design Manual for Roads and Bridges, British Standards and best practice guidance at the time of the design. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works)	ES Volume 5, Chapter 11, Section 11.5	
2VBP-LQ2.	Two village bypass	Geology and land quality	Primary	To minimise risk of ground gas impacts through monitoring.	**Gas mitigation** Gas mitigation measures for relevant structures would be designed where required dependent on the risk profile, and the nature/usage of the structure.	Construction and operation	Requirement 22 (Highway works)	ES Volume 5, Chapter 11, Section 11.5	2VBP-GSW5.
2VBP-LQ3.	Two village bypass	Geology and land quality	Primary	To minimise contamination of ground, groundwater and surface waters.	**Surface water drainage during operation** • The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**) to reduce the potential for contamination to migrate and impact upon ground, groundwaters and surface waters. • Water draining from the road infrastructure will pass through appropriate drainage, including the incorporation of SuDS (e.g. swales), and bypass separators for the removal of hydrocarbon contaminants, as necessary. This will allow infiltration to the superficial aquifer, whilst also protecting the underlying groundwater from hydrocarbon contamination.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 11, Section 11.5	2VBP-GSW6.
2VBP-LQ4.	Two village bypass	Geology and land quality	Tertiary	To minimise contamination of ground, groundwater and surface waters.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction , as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed Sizewell link road which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the Contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust, further details are provided in the air quality chapter (**Volume 5, Chapter 5**). • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal • Stockpiles would be located a minimum of 10m from the nearest watercourse • Implementation of working methods during construction to ensure that surface water run-off from the works, stockpiles or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater (i.e. temporary construction drainage) • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction in accordance with Control of Substances Hazardous to Human Health Regulations 2002 and oil storage regulations.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.5	2VBP-AQ3. 2VBP-SA5. 2VBP-GSW9.
2VBP-LQ5.	Two village bypass	Geology and land quality	Tertiary	To minimise contamination impacts on groundwater.	**Piling risk assessment** Piling risk assessment in accordance with Environment Agency guidance would be required to ensure that piling techniques deemed appropriate are implemented at the site by identifying and managing potential risks as a result of creating pathways to the aquifer.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.5	2VBP-GSW12.
2VBP-LQ6.	Two village bypass	Geology and land quality	Tertiary	To mitigate impacts on geology and land quality.	**Site Waste Management Plan** Implementation of a Site Waste Management Plan in accordance with the **Waste Management Strategy** presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.5	2VBP-GSW8.
2VBP-LQ7.	Two village bypass	Geology and land quality	Tertiary	To minimise impacts of contamination.	**Soil Management plan** Implementation of soil management measures, informed by the **outline Soil Management Plan** as presented in **Appendix 17C** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.5	2VBP-SA4. 2VBP-GSW8.
2VBP-LQ8.	Two village bypass	Geology and land quality	Tertiary	To minimise impacts of contamination.	**Materials Management Strategy** Implementation of an appropriate **Materials Management Strategy** to document how the excavated materials would be dealt with via Materials Management Plan(s) and verification report(s) to record the excavation and placement of materials at the site. Further details are provided in **Appendix 3B** of **Volume 2** of the ES, and secured in the **CoCP (**Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.5	2VBP-GSW8.
2VBP-LQ9.	Two village bypass	Geology and land quality	Secondary	To mitigate impacts on geology and land quality.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.7	2VBP-GSW13.

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2VBP-LQ10.	Two village bypass	Geology and land quality	Secondary (monitoring)	To minimise impacts of contamination through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 11, Section 11.7	2VBP-GSW14.
2VBP-GSW1.	Two village bypass	Groundwater and surface water	Primary	To minimise impacts on the hydrology and water quality of the River Alde.	**River Alde overbridge** The overbridge over the River Alde would be single span, up to 7.5m in height above ground level to the road surface, and approximately 60 m in length, and have two intermediate concrete piers set on each side of the River Alde. This span would allow for the current landform of the River Alde to be retained.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 12, Section 12.5	2VBP-TE3.
2VBP-GSW2.	Two village bypass	Groundwater and surface water	Primary	To minimise contamination of groundwater and surface waters.	**Management of existing drainage** Existing local drainage from the adjacent fields would be culverted so that their use would continue unchanged. Field drains located at the western end of the bypass, either side of the proposed River Alde embankment, would be diverted along the base of the embankment to the River Alde where possible.	Construction and operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW3.	Two village bypass	Groundwater and surface water	Primary	To minimise afflux and flood risk.	**River Alde Floodplain** • 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-GSW4.	Two village bypass	Groundwater and surface water	Primary	To minimise afflux and impacts on Parkgate Farm Drain and Whin Covert Drain.	**Culvert design** Parkgate Farm Drain would be crossed using portal culverts with a width of 5.4m and a height of 3m. Whin Covert Drain would be culverted through one of the flood arch culverts.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 12, Section 12.5	2VBP-TE10.
2VBP-GSW5.	Two village bypass	Groundwater and surface water	Primary	To manage increase in surface water and minimise contamination of groundwater and surface waters.	**Surface water drainage during operation** • The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**) to reduce the potential for contamination to migrate and impact upon ground, groundwaters and surface waters. • 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 (following a Highways England Water Risk Assessment Tool assessment as part of detailed design). This will allow infiltration to the superficial aquifer, whilst also protecting the underlying groundwater from hydrocarbon contamination.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW6.	Two village bypass	Groundwater and surface water	Primary	To manage increase in surface water and minimise contamination of groundwater and surface waters.	**Surface water drainage during operation** Infiltration basins 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 in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**). Swales would be provided along the length of the route of the two village bypass, except where it crosses over the River Alde floodplain on embankment and overbridge. The swales would attenuate and convey surface water run-off at a rate not exceeding existing Greenfield run-off rates.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW7.	Two village bypass	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Foul drainage during construction** Foul sewage arising from the construction compound, during construction will be tankered off site.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW8.	Two village bypass	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Materials Management Strategy, Conventional Waste Management Strategy, and Soils Management Plan** Working with construction waste, materials and stockpiling would be managed by good working practice and addressed under the **CoCP** (Doc Ref. 8.11), **Materials Management Strategy** (**Volume 2, Appendix 3B** of the **ES**), **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the **ES**) and **Outline Soils Management Plan** (**Volume 2, Appendix 17C** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.5	2VBP-SA4. 2VBP-LQ6. 2VBP-LQ7.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
2VBP-GSW9.	Two village bypass	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Construction management measures: groundwater and surface water** Tertiary mitigation measures to be incorporated during the construction as set out in the **CoCP** (Doc Ref. 8.11): • Implementation of working methods during construction to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed when excavating areas of potential contamination risk to groundwater and surface waters. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. Biodegradable oils should be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area. • Stockpiles would be located a minimum of 10m from the nearest watercourse.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.5	2VBP-SA5. 2VBP-LQ4.
2VBP-GSW10.	Two village bypass	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Surface water drainage during construction** • It is proposed that construction drainage will be contained within the site, with infiltration to ground in accordance with the **CoCP** (Doc Ref. 8.11). • A temporary low bund will be constructed to achieve this with an external toe drain to intercept off-site run-off that may otherwise be impeded by the presence of the proposed bund. There is an area at risk from surface water flooding in the south west of the site and the drainage design will take account of this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW11.	Two village bypass	Groundwater and surface water	Tertiary	To minimise flood-related health and safety risk.	**Surface water drainage during construction** Measures to be taken: • Construction phasing to minimise or prevent constraint in floodplain (beyond that within the final design). • Constructing embankment with culvert in place and not afterwards, so no more restriction than final design. • Providing temporary pumping to mitigate impact of any temporary flood plain loss. • Link to Environment Agency / Met office weather information and an associated emergency flood action plan to manage effects of out of bank flows.	Construction	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 12, Section 12.5	
2VBP-GSW12.	Two village bypass	Groundwater and surface water	Tertiary	To minimise impacts from piling.	**Piling Risk assessment** Piling risk assessment in accordance with Environment Agency guidance would be required to ensure that piling techniques deemed appropriate are implemented at the site by identifying and managing potential risks as a result of creating pathways to the aquifer.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.5	2VBP-LQ5.
2VBP-GSW13.	Two village bypass	Groundwater and surface water	Secondary	To minimise risk of contamination of groundwater and surface waters.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.7	2VBP-LQ9.
2VBP-GSW14.	Two village bypass	Groundwater and surface water	Secondary (monitoring)	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases	Construction	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.7	2VBP-LQ10.
2VBP-GSW15.	Two village bypass	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 5, Chapter 12, Section 12.7	
2VBP-GSW16	Two village bypass	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Floodplain management / compensation areas** The proposed development includes areas in the design to the north of the proposed bridge that could provide flood compensation if required. SZC Co. will continue to engage with the relevant land owner(s) with the view to reaching an agreement on the proposed design in view of the impacts.	Operation	DCO Article 3 (Scheme design)	ES Volume 5, Chapter 12, Section 12.7	
2VBP-GSW17	Two village bypass	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 5, Chapter 12, Section 12.7	

6 SIZEWELL LINK ROAD

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SLR-NV1.	Sizewell link road	Noise and vibration	Primary	To minimise noise and vibration impacts.	**Design measures to minimise traffic across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project which will minimise the traffic impacts of the construction and operation of the Sizewell link road. These measures are set out in **Volume 2, Chapter 10** of the **ES**.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan, CTMP and CWTP)	ES Volume 6, Chapter 4, Section 4.5	SLR-AQ1. SLR-AR1.
SLR-NV2.	Sizewell link road	Noise and vibration	Primary	To minimise noise and vibration impacts.	**Proposed development and site boundary design** Measures embedded into the design which minimise the noise impact of the proposed development, include: • The proposed alignment of the Sizewell link road would offer road users an alternative route for the B1122, reducing traffic flows within Middleton Moor and Theberton during both the peak construction of the Sizewell C Project and upon completion of the power station. This would reduce associated traffic noise within the villages. • The site boundary has been designed to maximise the separation distance of construction works and the proposed development from noise sensitive receptors where reasonably practicable. • The location of the Middleton Moor link, from the route of the proposed Sizewell link road to the proposed roundabout on the B1122 (Yoxford Road), has been sited to increase the distance to Middleton Moor.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 4, Section 4.5	SLR-AQ2.
SLR-NV3.	Sizewell link road	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required; • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, Section 4.5	
SLR-NV4.	Sizewell link road	Noise and vibration	Tertiary	To minimise noise and vibration.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would help to reduce and manage the effects of traffic generated by the Sizewell C Project including the Sizewell link road (see **Volume 2, Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, Section 4.5	SLR-AQ4. SLR-AR9.
SLR-NV5.	Sizewell link road	Noise and vibration	Tertiary	To minimise noise and vibration.	**Management of any noise or vibration complaints** SZC Co. will have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, Section 4.5	SLR-NV9.
SLR-NV6.	Sizewell link road	Noise and vibration	Tertiary	To minimise noise and vibration during piling activities.	**Construction Management Measures: Piling** Where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, Section 4.5	
SLR-NV7.	Sizewell link road	Noise and vibration	Secondary (mitigation)	To minimise noise and vibration.	**Additional mitigation** Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the **CoCP** (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase: • Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays. • During vegetation clearance work including the use of a 'chipper', plant could be screened from the nearest affected receptors or positioned more remotely, so that the benefit of distance attenuation is maximised. Screening could take the form of acoustic cover barriers attached to temporary fencing. There would be a potential for a 5dB (LAeq,T) benefit from a 2m tall screen arrangement. • The temporary compound for contractors at the A12/west-end of the Sizewell link road could feature a minimum 20m buffer zone to Rosetta. In addition, a solid acoustic-grade fence could be located along the compound boundary to Rosetta, Kelsale Lodge Cottages and Fir Tree Farm. The north and south outer zones of this compound could also be designated for the storage of lightweight materials, to minimise materials handling and vehicle sound at receptors.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, Section 4.7	
SLR-NV8.	Sizewell link road	Noise and vibration	Secondary	To minimise noise and vibration.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction and operation	Section 106 Agreement (Noise Mitigation Scheme)	ES Volume 6, Chapter 4, Section 4.5	
SLR-NV9.	Sizewell link road	Noise and vibration	Secondary (monitoring	To minimise noise and vibration impacts.	**Noise monitoring** Routine monitoring of noise and vibration during construction will be carried out as proposed in the **CoCP** (Doc Ref. 8.11). Provision will be made as necessary for monitoring of noise and vibration levels in the event of complaints being received from occupiers of noise sensitive receptors.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 4, section 4.7	SLR-NV5.
SLR-AQ1.	Sizewell link road	Air quality	Primary	To minimise effects on air quality.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan, CTMP and CWTP)	ES Volume 6, Chapter 5, Section 5.5	SLR-NV1. SLR-AR1.
SLR-AQ2.	Sizewell link road	Air quality	Primary	To minimise effects on air quality.	**Proposed development and site boundary design** • The proposed alignment of the Sizewell link road would offer road users an alternative route for the B1122, reducing traffic flows within Middleton Moor and Theberton during both the peak construction of the Sizewell C Project and upon completion of the power station. This would reduce therefore existing traffic noise within the villages. • The site boundary has been designed to avoid sensitive receptors as far as practicable. • The location of the Middleton Moor link, from the route of the proposed Sizewell link road to the proposed roundabout on the B1122 (Yoxford Road), has been sited to increase the distance to Middleton Moor.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 5, Section 5.5	SLR-NV2.

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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	
SLR-AQ4.	Sizewell link road	Air quality	Tertiary	To minimise effects on air quality.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP)	ES Volume 6, Chapter 5, Section 5.5	SLR-NV4. SLR-AR9.
SLR-LV1.	Sizewell link road	Landscape and Visual	Primary	To minimise landscape and visual effects.	**Retention of woodland and hedgerow** • The retention of existing woodland and hedgerows where possible, except where the proposed development crosses existing field boundaries or tree belts, as shown on the **Sizewell Link Road Site Clearance Plan** (Doc Ref. 2.10). • Where vegetation is temporarily lost within the land required for construction, it would be replanted at the end of construction as shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.10)..	Construction and operation	Requirement 22 (Highway works) Requirement 19 (AD Site clearance) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 6, Section 6.5	SLR-TE2. SLR-AR6. SLR-HE3.
SLR-LV2.	Sizewell link road	Landscape and Visual	Primary	To minimise landscape and visual effects.	**Hedgerow Planting** Hedgerow would be planted along the route of the proposed Sizewell link road to integrate into the surrounding landscape, and to compensate for the loss of hedgerows severed by the route of the proposed Sizewell link road. These would connect into the existing hedgerow network. Proposed hedgerow planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.10)	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 6, Section 6.5	SLR-TE3. SLR-AR6. SLR-HE4.
SLR-LV3.	Sizewell link road	Landscape and Visual	Primary	To minimise landscape and visual effects.	**Tree, shrub and woodland planting** Tree and shrub planting around infiltration basins south of the route of the proposed Sizewell link road, to help integrate these features into the surrounding landscape. Woodland planting would be provided at the following locations, to compensate for the loss of woodland during construction of the proposed development and provide visual screening and help to integrate the proposed development into the landscape: • Adjacent to the proposed Middleton Moor link road to replicate the pattern of small woodland blocks in the surrounding landscape. • In areas adjacent to the East Suffolk Line. • In areas to the north and south of the route in the vicinity of Fordley Road, to minimise visibility of the route from nearby residential properties; • To the south of the route of the proposed Sizewell link road in the vicinity of Trust Farm to Hawthorn Road to minimise visibility from nearby residential properties. • West of the route of the proposed Sizewell link road in the vicinity of Dovehouse Farm, to compensate for the loss of woodland in the belt west of Theberton Hall and to infill field corners severed by the proposed route. Further woodland would be planted east of the route of the proposed Sizewell link road in this area to minimise visibility from the Theberton Hall estate, and to help integrate the proposed Pretty Road overbridge into the surrounding landscape. • North and south of the route of the proposed Sizewell link road between Theberton and Theberton Grange, to minimise visibility of the route from residential properties and to infill field corners severed by the proposed route. Proposed planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 6, Section 6.5	SLR-TE4. SLR-AR6. SLR-HE5.
SLR-LV4.	Sizewell link road	Landscape and Visual	Primary	To minimise impacts on the night-sky and visual effects.	**Operational Lighting** • The route of the proposed Sizewell link road would be mostly unlit to minimise light spill, except at the A12 western roundabout, and the B1122 northern roundabout where lighting would be required as it is a dark area, and the proposed road introduces a new deviation of the existing route. • The lighting would be up to 10m in height and in compliance with adoptable standards. • Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 6, Section 6.5	SLR-TE11. SLR-AR8. SLR-HE2.
SLR-LV5.	Sizewell link road	Landscape and Visual	Tertiary	To minimise landscape and visual effects during construction.	**Construction management measures: landscape and visual** Compliance with measures set out within **CoCP** to minimise landscape and visual effects during the construction phase: • Avoidance of unnecessary tree removal and appropriate protection of trees and vegetation to be retained. • Design of hoardings around construction activities to include consideration of the character of the surrounding landscape. • Site lighting, where required to ensure safety and security, will be positioned and directed to minimise intrusion into occupied residential properties and sensitive areas, and will not create a road hazard.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 6, Section 6.5	SLR-TE12. SLR-TE13. SLR-TE15.
SLR-LV6.	Sizewell link road	Landscape and Visual	Secondary	To minimise long-term landscape and visual effects.	**Maintenance of planting** New planting would require maintenance and management, with replacement of plant failures during the first few years of establishment.	Construction and operation.	Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 6, Section 6.7	
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
SLR-TE1.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on surrounding habitat and designated sites.	**Proposed development and site boundary design** The route of the proposed Sizewell link road has been designed to avoid direct land take from designated sites.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 7, Section 7.5	

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SLR-TE2.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Retention of woodland and hedgerow** • The retention of existing woodland and hedgerows where possible, except where the proposed development crosses existing field boundaries or tree belts, as shown on the **Sizewell Link Road Site Clearance Plan** (Doc Ref. 2.10). • Where vegetation is temporarily lost within the land required for construction, it would be replanted at the end of construction as shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 19 (AD Site clearance) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV1.
SLR-TE3.	Sizewell link road	Terrestrial ecology and ornithology	Primary	To minimise ecological effects and promote biodiversity net gain.	**Hedgerow Planting** Hedgerow would be planted along the route of the proposed Sizewell link road to integrate into the surrounding landscape, and to compensate for the loss of hedgerows severed by the route of the proposed Sizewell link road. These would connect into the existing hedgerow network. Proposed hedgerow planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10). At least 12,850m hedgerow would be planted.	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV2.
SLR-TE4.	Sizewell link road	Terrestrial ecology and ornithology	Primary	To minimise ecological effects and promote biodiversity net gain.	**Tree, shrub and woodland planting** Tree and shrub planting around infiltration basins south of the route of the proposed Sizewell link road, to help integrate these features into the surrounding landscape. Woodland planting is proposed along the route of the proposed Sizewell link road, to compensate for the loss of woodland during construction of the proposed development and to help maintain potential bat corridors. This includes: • adjacent to the proposed Middleton Moor link road to replicate the pattern of small woodland blocks in the surrounding landscape; • in areas adjacent to the East Suffolk Line; • in areas to the north and south of the route in the vicinity of Fordley Road, to minimise visibility of the route from nearby residential properties; • to the south of the route of the proposed Sizewell link road in the vicinity of Trust Farm to Hawthorn Road to minimise visibility from nearby residential properties; • west of the route of the proposed Sizewell link road in the vicinity of Dovehouse Farm, to compensate for the loss of woodland in the belt west of Theberton Hall and to infill field corners severed by the proposed route. Further woodland would be planted east of the route of the proposed Sizewell link road in this area; and • north and south of the route of the proposed Sizewell link road between Theberton and Theberton Grange, to minimise visibility of the route from residential properties and to infill field corners severed by the proposed route. Proposed woodland planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10). At least 13.1 ha of broadleaved woodland would be planted. In addition, grassed areas are also proposed along the length of the route. These areas would help buffer any potential impacts to nearby ecological features. Proposed grassland planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV3.
SLR-TE5.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on surrounding habitat.	**White-letter hairstreak** Elm hedgerows would be incorporated into hedgerow planting (where appropriate) to compensate for hedgerow loss. This would provide supporting habitat for white-letter hairstreak.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE3.
SLR-TE6.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on great crested newts.	**Great crested newt: connectivity** • Measures would be installed into the road design to maintain connectivity for great crested newts. • Where development is at grade, this would be to allow newts to cross over the road. Measures which would be incorporated into the proposed development design such as no kerbing or features that would inhibit the movement of newts to cross the road. In the event of gulley pots (which could become traps for amphibians) being identified as a requirement, the design will ensure that amphibian friendly gully pot designs are used so that a means of egress is provided to ensure that any amphibians do not get trapped within them. • Where the development design includes embankments and in areas of greatest importance to great crested newts, culverts or underpasses would be provided, where practicable and depending upon the further survey results, to enable great crested newt movement beneath the road. These culverts or underpasses would be at least 1m in width, and newt fencing and appropriate green infrastructure would be installed along the length of the embankment to a distance of about 100m either side to the culvert/underpass to guide newts towards the culvert as recommended by Natural England.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE7.
SLR-TE7.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on great crested newts.	**Great crested newt: habitat** Replacement great crested breeding ponds would be provided within the design of the proposed development to compensate for the loss of existing ponds. Replacement ponds for great crested newts would be created prior to destruction of the original ponds (at a 2:1 ratio) and appropriate terrestrial habitat would be created around the ponds, subject to agreement with Natural England. It is anticipated eight ponds would be required, subject to further survey results. Indicative replacement ponds locations for great crested newts are shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE6.
SLR-TE8.	Sizewell link road	Terrestrial ecology and ornithology	Primary	To increase biodiversity net gain.	**Pond habitat** The provision of at least four ponds along the route, which would provide additional pond habitat in the area and contribute to bio-diversity net gain. Indicative pond locations for biodiversity net gain are shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 7, Section 7.5	
SLR-TE9.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Surface water drainage during operation** • SuDS infrastructure (such as swales) would also be installed along the length of the highway, in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**). They would minimise surface water run-off and prevent diffuse pollution from sediment and other pollutants arising which could adversely affect ecological habitat. The swales would attenuate and convey surface water runoff at a rate not exceeding existing field run-off rates. • Water draining from the road infrastructure will pass through appropriate drainage, including the incorporation of petrol/oil interceptors as necessary. This will allow infiltration to ground, whilst also protecting the underlying groundwater from contamination.	Operation	Requirement 22 (Highway works) Requirement 5 (PW: Surface & Foul Water drainage)	ES Volume 6, Chapter 7, Section 7.5	SLR- GSW2.
SLR-TE10.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on bats.	**Bat hop-over planting** Crossing points (bat hop-overs) to facilitate the passage of bats across the road alignment would be incorporated if key foraging or commuting routes are identified, to reduce the potential for incidental mortality as a result of bats crossing the road and colliding with vehicles. Bat hop-overs would comprise tall hedgerow planting where the hedgerow meets the road to encourage bat to pass up and over the newly constructed road.	Operation	DCO Article 3 (Scheme Design) Requirement 22 (Highway works)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV2.

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SLR-TE11.	Sizewell link road	Terrestrial Ecology and Ornithology	Primary	To minimise ecological effects on nocturnal species.	**Operational lighting** • The route of the proposed Sizewell link road would be mostly unlit to minimise light spill and potential impacts to nocturnal species, except at the A12 western roundabout, and the B1122 northern roundabout where lighting would be required as it is a dark area, and the proposed road introduces a new deviation of the existing route. • The lighting would be up to 10m in height and in compliance with adoptable standards. • Operational lighting design would be compliant with relevant highway standards, and where possible would be chosen to limit stray light. Guidance within the latest Institution of Lighting Professionals Guidance Note: Bats and artificial lighting in the UK would be followed as far as possible. These measures would minimise impacts on nocturnal species, such as bats that may use the nearby tree lines, or habitats for roosting or foraging, and would also maximise the use of reinstated 'bat crossing points'.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV4.
SLR-TE12.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects.	**Construction lighting** • Construction work would take place during Monday to Saturday 07:00 to 19:00 and there may be a requirement for lighting at night in the winter or for safety and security. In addition, there may be the need for 24-hour working (with ESC notified in advance) and therefore would require lighting. Where lighting is required during construction, it would be required it would be provided at the minimum luminosity and would be designed, positioned and/or directed so as not to unnecessarily intrude on adjacent ecological receptors or habitats. • Such measures could include (but not limited to) shielding of luminaires to reduce backward spill of light or use of sensors or timing devices to automatically switch off lighting where appropriate. This would minimise impacts on nocturnal species such as bats that may use the retained nearby tree lines or habitats for commuting, roosting or foraging.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV5.
SLR-TE13.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on surrounding habitat and nocturnal species.	**Construction management measures: Ecology - close-boarded fencing** Close-boarded fencing would be erected along the side of woodland blocks, where the site abuts these (Target Note 3, Target Note 8, Plumtreehills Covert, Target Note 12 and Target Note 14; see **Figure 7.3** to **7.7** of **Volume 6, Appendix 7A** of the **ES**). This would provide additional mitigation for lighting impacts during the construction phase.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV5.
SLR-TE14.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on nearby water bodies and surrounding habitat.	**Construction management measures: Ecology - material storage** • No storage of equipment or material would be allowed within 10m of a watercourses and no materials would be stored in areas of high flood risk to avoid sediment loss during flooding. • Any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential mitigation to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-SA6. SLR-LQ4. SLR- GSW6.
SLR-TE15.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on trees and hedgerow.	**Construction management measures: Ecology - Tree protection** • Tree and hedgerow root protection zones would be established and tree protective fencing (distance of fencing from tree trunk = 12x trunk diameter, distance from hedgerows = 1m from the spread of hedgerow canopy) would be established prior to construction works at that location commencing. Fencing to be removed only upon completion on activity. • If works need to be undertaken within the root protection zones, an arboricultural survey would be undertaken and the recommended measures would be implemented to support the long-term survival of the tree/hedgerow.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-LV5.
SLR-TE16.	Sizewell link road	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on protected species.	**Construction management measures: Noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **CoCP** (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this. In addition, where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-NV3.
SLR-TE17.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise construction ecological effects on nearby habitat and protected species.	**Construction management measures: air quality** The **CoCP** (Doc Ref. 8.11) sets out control measures to manage construction impacts on air quality, including: • Positioning site entrances as far practicable from sensitive 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).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-AQ3.
SLR-TE18.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on great crested newts.	**Construction management measures: Ecology - Great crested newts** Works affecting great crested newts would be carried out under a licence from Natural England, following agreement with them on an appropriate mitigation strategy. Licensable works to encompass clearance and construction works within the intermediate and distant habitat zones within the site. A draft Method Statement has been prepared for the proposed development and included in **Volume 6, Annex 7A5** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE6. SLR-TE7.
SLR-TE19.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological impacts on roosting bats.	**Construction management measures: Ecology - Bat roosts in trees** The proposed Sizewell link road includes the removal of trees that have the potential to support bat roosts. A Natural England licence application and mitigation strategy would be required to permit works that would do so. Management measures are likely to include: • A final inspection of these trees close to felling to be undertaken and mitigation strategies implemented (e.g. fitting of exclusion devices). • Felling to take place outside of maternity and hibernation periods during which bats are more vulnerable to disturbance. • Bat boxes to be installed in suitable locations within the site boundary to mitigate for loss of tree and potential roost resources. A draft Method Statement has been prepared for the proposed development and included in **Volume 6, Annex 7A6** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	

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SLR-TE20.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on reptiles.	**Construction management measures: Ecology - Reptile** Some habitat is identified in the ES as having the potential to support a small population of reptiles. The following measures will therefore be undertaken: • An inspection would be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which the refugia should be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ecologist. Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather (with due consideration of the seasonal constraints of clearance works during breeding bird season). If this is not possible to undertake clearance outside of the reptile hibernating period, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. A draft Method Statement has been prepared for the proposed development and included in **Volume 6, Annex 7A6** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE23.
SLR-TE21.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on nesting birds.	**Construction management measures: Ecology - Breeding and Nesting birds** Birds and their nests are protected under the Wildlife and Countryside Act (W&CA). The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. • Removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. Inspection for nests would be undertaken by a suitably experience ecologist prior to vegetation removal. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable) (although ground would need to remain undisturbed during the reptile hibernation period). • If a nest is discovered during breeding bird season, works within 10m would cease until the young have fledged.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	
SLR-TE22.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on badgers.	**Construction management measures: Ecology - Badgers** • Prior to construction works commencing, a pre-construction walkover of the site would be conducted in order to identify whether there are any signs of badgers and/or any newly established setts that may be impacted by the works. Should any setts be identified that would be disturbed by the construction works, or would require closure, then a licence from Natural England would be obtained. All licensable works would be undertaken between July to November (inclusive). • Any excavations made during construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank) would be provided to ensure that any badgers that may access these excavations have a means of escape.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE24. SLR-SA9.
SLR-TE23.	Sizewell link road	Terrestrial Ecology and Ornithology	Tertiary	To minimise ecological effects on brown hare and hedgehogs.	**Construction management measures: Ecology - Brown hare and Hedgehog** A phased approach to site clearance and topsoil stripping (as described for reptiles) would discourage them away from the site and into the surrounding suitable habitat.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.5	SLR-TE20.
SLR-TE24.	Sizewell link road	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on protected species through monitoring.	**Construction monitoring** • All vegetation clearance would be conducted under the supervision of a suitably qualified ecologist, who would monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist would also oversee all ground-breaking activities. • Regular checks of the perimeter fence during construction. • Construction lighting checks. • Permanent lighting installation checks. • Monitoring of bat box installation during construction. • Monitoring of ponds created during construction.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 7, Section 7.7	SLR-LV5. SLR-TE15. SLR-TE18. SLR-TE19. SLR-TE20. SLR-TE21. SLR-TE22. SLR-TE23.
SLR-TE25.	Sizewell link road	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on great crested newts through mitigation.	**Site Monitoring: Great crested newt** Operational monitoring of new pond habitat.	Operation	Protected Species Licence Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 6, Chapter 7, Section 7.7	SLR-TE7.
SLR-TE26.	Sizewell link road	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on bats through mitigation.	**Site Monitoring: Bat box monitoring** Bat boxes would be monitored for five years' post-construction, to confirm the presence/absence of bats and use of the bat boxes. Bat boxes would be cleaned out annually, outside of the breeding season. If bat boxes have not been occupied within three years of erection, consideration would be given to moving them to alternative sites nearby. All monitoring would be conducted by an appropriately licensed bat ecologist.	Operation	Protected Species Licence Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 6, Chapter 7, Section 7.7	SLR-TE19.
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
SLR-AR1.	Sizewell link road	Amenity and Recreation	Primary	To minimise traffic impacts on amenity and recreation receptors.	**Design measures to minimise traffic impacts across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 8, Section 8.5	SLR-NV1. SLR-AQ1.
SLR-AR2.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRoW network.	**Pretty Road footbridge** The proposed development also includes the provision of a non-motorised user bridge at Pretty Road, the 'Pretty Road footbridge'. This footbridge would maintain connectivity of users across the route of the proposed Sizewell link road where it is cutting.	Operation	DCO Article 3 (Scheme design)	ES Volume 6, Chapter 8, Section 8.5	
SLR-AR3.	Sizewell link road	Amenity and Recreation	Primary	To ensure that the public have access to a safe, connected PRoW network.	**Design Principles: Bridge structures** The bridge elements of the proposed development would largely be prefabricated off-site and transported to site for assembly. This would minimise disruption to road traffic, though short-term temporary road, and rail closures on the East Suffolk line may be required when the bridges are craned into position.	Construction	Requirement 22 (Highway works)	ES Volume 6, Chapter 8, Section 8.5	

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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	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	
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.
SLR-AR6.	Sizewell link road	Amenity and Recreation	Primary	To minimise visual impacts on amenity and recreation receptors.	**Retention of woodland and hedgerow** • The retention of existing woodland and hedgerows where possible, except where the proposed development crosses existing field boundaries or tree belts, as shown on the **Sizewell Link Road Site Clearance Plan** (Doc Ref. 2.10). • Where vegetation is temporarily lost within the land required for construction, it would be replanted at the end of construction as shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels Plan** (Doc Ref. 2.10)..	Construction and operation	Requirement 22 (Highway works) Requirement 19 (AD Site clearance) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 8, Section 8.5	SLR-LV1.
SLR-AR7.	Sizewell link road	Amenity and Recreation	Primary	To minimise visual impacts on amenity and recreation receptors.	**Hedgerow, tree, shrub and woodland planting** Hedgerow planting along the route of the proposed Sizewell link road to integrate into the surrounding landscape, and to compensate for the loss of hedgerows severed by the route of the proposed Sizewell link road. These would connect into the existing hedgerow network. Planting includes: • Tree and shrub planting around infiltration basins south of the route of the proposed Sizewell link road, to help integrate these features into the surrounding landscape. • Woodland planting is proposed along the route of the proposed Sizewell link road, to compensate for the loss of woodland during construction of the proposed development and to help maintain potential bat corridors. This includes: - Adjacent to the proposed Middleton Moor link road to replicate the pattern of small woodland blocks in the surrounding landscape. - In areas adjacent to the East Suffolk Line. - In areas to the north and south of the route in the vicinity of Fordley Road, to minimise visibility of the route from nearby residential properties. - To the south of the route of the proposed Sizewell link road in the vicinity of Trust Farm to Hawthorn Road to minimise visibility from nearby residential properties. - West of the route of the proposed Sizewell link road in the vicinity of Dovehouse Farm, to compensate for the loss of woodland in the belt west of Theberton Hall and to infill field corners severed by the proposed route. Further woodland planting is proposed east of the route of the proposed Sizewell link road in this area to minimise visibility from the Theberton Hall estate, and to help integrate the proposed Pretty Road overbridge into the surrounding landscape. - North and south of the route of the proposed Sizewell link road between Theberton and Theberton Grange, to minimise visibility of the route from residential properties and to infill field corners severed by the proposed route. These measures will reduce visual amenity impacts on users of amenity and recreation receptors. Proposed planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 8, Section 8.5	SLR-LV2. SLR-LV3.
SLR-AR8.	Sizewell link road	Amenity and Recreation	Primary	To minimise lighting impacts on amenity and recreation receptors.	**Operational lighting** • The route of the proposed Sizewell link road would be mostly unlit to minimise light spill, except at the A12 western roundabout, and the B1122 northern roundabout where lighting would be required as it is a dark area, and the proposed road introduces a new deviation of the existing route. • The lighting would be up to 10m in height and in compliance with adoptable standards. • Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 8, Section 8.5	SLR-LV4.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SLR-AR9.	Sizewell link road	Amenity and Recreation	Tertiary	To minimise traffic impacts.	**Management measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction	Section 106 agreement (CTMP and CWTP)	ES Volume 6, Chapter 8, Section 8.5	SLR-NV4. SLR-AQ4.
SLR-AR10.	Sizewell link road	Amenity and Recreation	Tertiary	To minimise dust impacts.	**Construction management measures: air quality** Some tertiary measures described in **Volume 6, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • 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).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 8, Section 8.5	SLR-AQ3.
SLR-AR11.	Sizewell link road	Amenity and Recreation	Tertiary	To minimise noise impacts on users of amenity and recreation resources.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 6, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the **CoCP** (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required; • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this. In addition, where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 8, Section 8.5	SLR-NV3. SLR-NV6.
SLR-AR12.	Sizewell link road	Amenity and recreation	Tertiary	To minimise visual effects.	**Construction management measures: landscape and visual** Some tertiary measures described in **Volume 6, Chapter 6** (Landscape and Visual) of the ES apply to the amenity and recreation assessment, these include: • Avoidance of unnecessary tree removal and appropriate protection of trees and vegetation to be retained. • Design of hoardings around construction activities to include consideration of the character of the surrounding landscape. • Site lighting will be positioned and directed to minimise intrusion into occupied residential properties and sensitive areas, and will not create a road hazard.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 8, Section 8.5	SLR-LV5.
SLR-HE1.	Sizewell link road	Terrestrial historic environment	Primary	To avoid direct impacts on a designated structure.	**Retention of Gate and Gate Piers at junction of Leiston Road and Onner's Lane** The grade II Listed Gate and Gate Piers at junction of Leiston Road and Onner's Lane (LB 1287303), though within the site boundary, will be retained in its entirety.	Construction	Requirement 22 (Highway works)	ES Volume 6, Chapter 9, Section 9.5	
SLR-HE2.	Sizewell link road	Terrestrial historic environment	Primary	To minimise changes to setting and minimise impacts on landscape character.	**Operational lighting** • The route of the proposed Sizewell link road would be mostly unlit to minimise light spill, except at the A12 western roundabout, and the B1122 northern roundabout where lighting would be required as it is a dark area, and the proposed road introduces a new deviation of the existing route. • The lighting would be up to 10m in height and in compliance with adoptable standards. • Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 9, Section 9.5	SLR-LV4.
SLR-HE3.	Sizewell link road	Terrestrial historic environment	Primary	To minimise changes to setting and minimise impacts on landscape character.	**Retention of woodland and hedgerow•** • Existing woodland and hedgerows would be retained where reasonably practicable, except where the proposed development crosses existing field boundaries or tree belts (as shown on the **Sizewell Link Road Site Clearance plan** (Doc Ref. 2.10)). • Where vegetation is temporarily lost within the land required for construction, it would be replanted at the end of construction.	Construction and operation	Requirement 22 (Highway works) Requirement 19 (AD Site clearance) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 9, Section 9.5	SLR-LV1.
SLR-HE4.	Sizewell link road	Terrestrial historic environment	Primary	To minimise changes to setting and minimise impacts on the setting of historic assets.	**Hedgerow planting** Hedgerow would be planted along the route of the proposed Sizewell link road to integrate into the surrounding landscape, and to compensate for the loss of hedgerows severed by the route of the proposed Sizewell link road. These would connect into the existing hedgerow network. The proposed planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 9, Section 9.5	SLR-LV2.
SLR-HE5.	Sizewell link road	Terrestrial historic environment	Primary	To minimise changes to setting and minimise impacts on the setting of historic assets.	**Hedgerow, tree, shrub and woodland planting** Hedgerow planting along the route of the proposed Sizewell link road to integrate into the surrounding landscape, and to compensate for the loss of hedgerows severed by the route of the proposed Sizewell link road. These would connect into the existing hedgerow network. Planting includes: • Tree and shrub planting around infiltration basins south of the route of the proposed Sizewell link road, to help integrate these features into the surrounding landscape. • Woodland planting is proposed along the route of the proposed Sizewell link road, to compensate for the loss of woodland during construction of the proposed development and to help maintain potential bat corridors. This includes: - Adjacent to the proposed Middleton Moor link road to replicate the pattern of small woodland blocks in the surrounding landscape. - In areas adjacent to the East Suffolk Line. - In areas to the north and south of the route in the vicinity of Fordley Road, to minimise visibility of the route from nearby residential properties. - To the south of the route of the proposed Sizewell link road in the vicinity of Trust Farm to Hawthorn Road to minimise visibility from nearby residential properties. - West of the route of the proposed Sizewell link road in the vicinity of Dovehouse Farm, to compensate for the loss of woodland in the belt west of Theberton Hall and to infill field corners severed by the proposed route. Further woodland planting is proposed east of the route of the proposed Sizewell link road in this area to minimise visibility from the Theberton Hall estate, and to help integrate the proposed Pretty Road overbridge into the surrounding landscape. - North and south of the route of the proposed Sizewell link road between Theberton and Theberton Grange, to minimise visibility of the route from residential properties and to infill field corners severed by the proposed route. These measures will reduce visual amenity impacts on users of amenity and recreation receptors. Proposed planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Construction and operation	Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 9, Section 9.5	SLR-LV3.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
SLR-HE6.	Sizewell link road	Terrestrial Historic Environment	Primary	To minimise changes to setting and minimise impacts on landscape character.	**Grassland planting** • Where no scrub or woodland planting is proposed, native grassland areas will be included in the road side verges, cuttings and embankments, and around infiltration or flood relief basins, if required. • The proposed planting is shown on the **Sizewell Link Road Proposed Landscape Masterplan and Finished Levels plan** (Doc Ref. 2.10).	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 6, Chapter 9, Section 9.5	
SLR-HE7.	Sizewell link road	Terrestrial historical environment	Tertiary	To minimise noise impacts on users of setting and historic landscapes.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 9, Section 9.5	SLR-NV3. SLR-LV5.
SLR-HE8.	Sizewell link road	Terrestrial historic environment	Secondary	To minimise noise impacts on users of setting and historic landscapes.	**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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 (Archaeology)	ES Volume 6, Chapter 9, Section 9.7	
SLR-SA1.	Sizewell link road	Soils and agriculture	Primary	To minimise the temporary loss of agricultural land.	**Site layout** The site layout has been optimised to reduce the overall land take and impacts on agricultural business. Land required temporarily during the construction phase will be returned to agricultural use upon completion of construction works.	Construction and operation	DCO Article 3 (Scheme Design)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA2.	Sizewell link road	Soils and agriculture	Primary	To minimise effects on agri-business severance.	**Agricultural Access - Operation** To reduce potential fragmentation, severance and restrictions in terms of access to land and properties, the following measures have been included in the design: • A new agricultural accommodation access from the A12 on the south side of the proposed Sizewell link road to maintain access to land associated with Rookery Farm (Yoxford). • A ghost island junction, and a new link road (the 'Middleton Moor link'), from the proposed route of the Sizewell link road, to the B1122, to the north-west of Yankee Lodge, with access provided ensuring access remains to land associated with Fordley Hall Farm. • On the north side of the proposed route of the Sizewell link road, Fordley Road would be retained for use as a private means of access for Old Abbey Farm, and shared pedestrian access. • Provision of a staggered crossroads ghost island junction to give access to Trust Farm located to the south, and to the existing B1122 to the north; • Provision of an access road from the south side of the route of the proposed Sizewell link road to Hawthorn Cottages. • A new overbridge to carry non-motorised users only (pedestrians, cyclists, equestrians) over Pretty Road. This will also be used to move cattle associated with Church Farm. • A new junction to Moat Road to maintain access to the existing properties, including Theberton Grange and Moat House, and land associated with Moat Farm and Old Abbey farm.	Operation	DCO Article 14 - 16 (Rights of Way)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA3.	Sizewell link road	Soils and agriculture	Primary	To minimise effects on agri-business severance.	**Agricultural Access - Construction** A temporary access road from Trust Farm to Hawthorn Road, to reduce potential fragmentation, severance and restrictions	Construction	DCO Article 14 - 16 (Rights of Way)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA4.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects on soil resources and from pollution.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the CoCP for the Sustainable Use of Soil on Construction Sites and the Ministry of Agriculture, Food and Fisheries Good Practice Guide for Soil Handling.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA5.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects on soil resources and from pollution.	**Soil management plan** An **outline Soil Management Plan** (SMP) (**Volume 2, Appendix 17C)** has been developed. This included information on handling methods and measures would be implemented including (but are not limited too): • Development of a Soil Resources Plan by the contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring topsoil and subsoil resources are stripped and stockpiled separately. • Protection of stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing. • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level is F75sufficient for the post-construction use where land is being returned to agricultural use.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	SLR-LQ7. SLR- GSW7.
SLR-SA6.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects on soil resources.	**Soil storage** All soils would be a minimum of stored 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	SLR-LQ4. SLR- GSW6.
SLR-SA7.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects from pollution.	**Construction management measures: Construction dust, geology and land quality and groundwater and surface water** Industry standard measures would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as set out for air quality (**Volume 6, Chapter 5** of the **ES**), geology and land quality (**Volume 6, Chapter 11** of the ES) and groundwater and surface water (**Volume 6, Chapter 12** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	SLR-AQ3. SLR-LQ4. SLR- GSW4. SLR- GSW6.
SLR-SA8.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects from pollution.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA9.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects from pollution.	**Fencing** Fencing around the proposed development would be sufficient to resist damage by livestock (where appropriate) from adjacent land and will be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired.	Construction and operation	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 6, Chapter 10, Section 10.5	SLR-TE24.
SLR-SA10.	Sizewell link road	Soils and agriculture	Tertiary	To minimise effects from pollution.	**Invasive Weed Species removal** • Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** Doc Ref. 8.11). • During the construction phase, SZC Co. would maintain the scheme, including weed management and for a year post-construction. Following this period, responsibility would pass to the highway authority for any necessary checks and subsequent actions.	Construction and operation	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA11.	Sizewell link road	Soils and agriculture	Tertiary	To protect potential archaeological site discoveries.	**Animal burial sites** Should animal bones be discovered which may indicate a potential burial site, works would cease, and advice would be sought from the Animal Health Regional Office on how to proceed, relevant to the origin and age of the materials found.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	

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SLR-SA12.	Sizewell link road	Soils and agriculture	Tertiary	To minimise biosecurity risk.	**Bio-security** All movement of plant and vehicles between fields would cease in the event of a disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 10, Section 10.5	
SLR-SA13.	Sizewell link road	Soils and agriculture	Secondary	To minimise the impact of farm businesses.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction	DCO Article 28 (Compulsory acquisition)	ES Volume 6, Chapter 10, Section 10.7	
SLR-LQ1.	Sizewell link road	Geology and land quality	Primary	To minimise the risk of ground gas.	**Road design** The design of the roundabouts, road and the selection of construction materials would be in accordance with the Design Manual for Roads and Bridges, British Standards and best practice guidance at the time of the design. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 11, Section 11.5	
SLR-LQ2.	Sizewell link road	Geology and land quality	Primary	To minimise contamination risk.	**Gas mitigation** Gas mitigation measures for relevant structures would be designed where required dependent on the risk profile, and the nature/usage of the structure.	Operation	Requirement 22 (Highway works)	ES Volume 6, Chapter 11, Section 11.5	
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.
SLR-LQ4.	Sizewell link road	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction , as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed Sizewell link road which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the Contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust, further details are provided in the air quality chapter. • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the works, stockpiles or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater (i.e. temporary construction drainage). • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction in accordance with Control of Substances Hazardous to Human Health Regulations 2002 and oil storage regulations.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.5	SLR- GSW6.
SLR-LQ5.	Sizewell link road	Geology and land quality	Tertiary	To minimise piling effects on ground conditions.	**Piling risk assessment** Piling risk assessment in accordance with Environment Agency guidance would be required to ensure that piling techniques deemed appropriate are implemented at the site by identifying and managing potential risks as a result of creating pathways to the aquifer.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.5	
SLR-LQ6.	Sizewell link road	Geology and land quality	Tertiary	To mitigate impacts on geology and land quality.	**Site Waste Management Plan** Implementation of a Site Waste Management Plan in accordance with the Waste Management Strategy presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.5	SLR- GSW7.
SLR-LQ7.	Sizewell link road	Geology and land quality	Tertiary	To minimise impacts from contamination.	**Soil Management plan** Implementation of soil management measures, informed by the **Outline Soil Management Plan** as presented in **Appendix 17C** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.5	SLR-SA5.
SLR-LQ8.	Sizewell link road	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Materials Management Strategy** Implementation of an appropriate **Materials Management Strategy** to document how the excavated materials would be dealt with via Materials Management Plan(s) and verification report(s) to record the excavation and placement of materials at the site. Further details are provided in **Appendix 3B** of **Volume 2** of the **ES**, and secured in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.5	SLR- GSW7.
SLR-LQ9.	Sizewell link road	Geology and land quality	Secondary	To minimise impacts on geology and land quality.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.7	SLR- GSW9.
SLR-LQ10.	Sizewell link road	Geology and land quality	Secondary	To minimise impacts from contamination through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 11, Section 11.7	SLR- GSW10.
SLR- GSW1.	Sizewell link road	Groundwater and surface water	Primary	To minimise afflux from watercourse crossings or crossings of surface water flow paths.	**Culverts** Where the proposed development crosses existing watercourses, culverts of varying lengths and dimensions, and flood relief culverts where required, would be installed to maintain hydrological connectivity and minimise afflux, to below a threshold of 30mm. At the Sizewell link road/B1122/B1125 junction the existing culvert under the B1122 will be retained to maintain flows.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works)	ES Volume 6, Chapter 12, Section 12.5	
SLR- GSW2.	Sizewell link road	Groundwater and surface water	Primary	To minimise impacts of contamination on groundwater and surface waters.	**Surface water drainage during operation** Water draining from the road infrastructure will pass through appropriate drainage, including the incorporation of SuDS, and petrol/oil interceptors as necessary (following a Highways England Risk Assessment Tool assessment as part of detailed design), in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A** of the **ES**). This will allow infiltration to the superficial aquifer, whilst also protecting the underlying groundwater from hydrocarbon contamination and the Walberswick Heaths and Marshes SSSI and SAC that lies downstream.	Operation	Requirement 22 (Highway works) Requirement 5 (PW: Surface & Foul Water drainage)	ES Volume 6, Chapter 12, Section 12.5	

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
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** of 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	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	
SLR- GSW4.	Sizewell link road	Groundwater and surface water	Tertiary	To minimise impacts of contamination to nearby water bodies.	**Surface water drainage during construction** It is proposed that construction drainage would be contained within the site to infiltrate into the underlying strata and, where appropriate, the existing drainage system would be used (i.e. at the junction with the existing A12 and the B1122).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.5	
SLR- GSW5.	Sizewell link road	Groundwater and surface water	Tertiary	To minimise impacts of contamination on groundwater and surface waters.	**Foul drainage during construction** Foul sewage arising from the construction compound, during construction will be tankered off site.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.5	
SLR- GSW6.	Sizewell link road	Groundwater and surface water	Tertiary	To minimise impacts of contamination on groundwater and surface waters.	**Construction management measures: groundwater and surface water** Tertiary mitigation measures to be incorporated during the construction as set out in the **CoCP** (Doc Ref. 8.11): • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. • Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. • Biodegradable oils should be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. • All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area. • Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.5	SLR-TE9. SLR-SA6. SLR-LQ4.
SLR- GSW7.	Sizewell link road	Groundwater and surface water	Tertiary	To minimise impacts of contamination on groundwater and surface waters.	**Materials Management Strategy, Conventional Waste Management Strategy, and Soils Management Plan** Working with construction waste, materials and stockpiling would be managed by good working practice and addressed under the **CoCP** (Doc Ref. 8.11), **Materials Management Strategy** (**Volume 2, Appendix 3B** of the **ES**), **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the **ES**) and **Outline Soils Management Plan** (**Volume 2, Appendix 17C** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.5	SLR-SA5. SLR-LQ6. SLR-LQ7.
SLR- GSW8.	Sizewell link road	Groundwater and surface water	Secondary	To minimise impacts on the surface water drainage system.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 6, Chapter 12, Section 12.7	
SLR- GSW9.	Sizewell link road	Groundwater and surface water	Secondary	To minimise impacts on geology and land quality.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.7	SLR-LQ9.
SLR-GSW10.	Sizewell link road	Groundwater and surface water	Secondary	To minimise impacts of contamination though monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases.	Construction	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.7	SLR-LQ10.
SLR-GSW11.	Sizewell link road	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 6, Chapter 12, Section 12.7	

7 YOXFORD ROUNDABOUT AND OTHER HIGHWAY IMPROVEMENTS

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
YOX-NV1.	Yoxford roundabout and other highway improvements	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 will be followed, as set out in the **Code of Construction Practice (CoCP)** (Doc. Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 4, Section 4.5	
YOX-NV2.	Yoxford roundabout and other highway improvements	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2, Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP)	ES Volume 7, Chapter 4, Section 4.5	YOX-AQ4. YOX- AR5.
YOX-NV3.	Yoxford roundabout and other highway improvements	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management of any noise or vibration complaints** SZC Co. will have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 4, Section 4.5	
YOX-NV4.	Yoxford roundabout and other highway improvements	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES**. Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction and operation	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 3, Chapter 4, section 4.5	
YOX-NV5.	Yoxford roundabout and other highway improvements	Noise and vibration	Secondary	To minimise noise and vibration impacts.	**Additional mitigation** • Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the **CoCP** (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. • Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. • Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase of the proposed Yoxford roundabout, as follows: • During site set-up and clearance, acoustic screening around the temporary contractor compound, installed prior to the works. This could include a solid 2.4m high acoustic-grade barrier/hoarding, which would reduce noise levels by 5 dB, and reduce the impact at nearby receptors. • During the use of wood chippers, the chipper could be located at least 10m from the tree-line (and away from the receptors), and a tow vehicle or similar would need to be parked immediately alongside to act as a partial screen/sound barrier orientated to the benefit of the closest receptor. • The potential benefit of the extra 10m, and the partial barrier would be approximately 7 dB LAeq,12hr. • During the main construction phase works noise levels could be reduced at nearby receptors using acoustic covers applied to mesh fencing erected around the percussion works area. This would result in a 5dB LAeq,T reduction in level, to these receptors. • For work occurring between 13:00 and 19:00 hours on a Saturday, measures may include screening and changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase of the proposed A12/A144 junction improvements site, as follows: • Localised screening during road breaking works.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 4, Section 4.7	
YOX-NV6.	Yoxford roundabout and other highway improvements	Noise and vibration	Secondary (monitoring	To minimise noise and vibration impacts through monitoring.	**Noise monitoring** Routine monitoring of noise and vibration during construction will be carried out as proposed in the **CoCP** (Doc Ref. 8.11). Provision will be made as necessary for monitoring of noise and vibration levels in the event of complaints being received from occupiers of noise sensitive receptors.	Construction	Requirement 2 (PW CoCP)	ES Volume 6, Chapter 4, section 4.7	
YOX-AQ1.	Yoxford roundabout and other highway improvements	Air quality	Primary	To minimise impacts from transport emissions.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction and operation	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan)	ES Volume 7, Chapter 5, Section 5.4 b)	YOX- AR1.
YOX-AQ2.	Yoxford roundabout and other highway improvements	Air quality	Primary	To minimise impacts on air quality.	**Site boundary** The site boundary has been designed to avoid sensitive receptors as far as practicable, including avoidance of Roadside Nature Reserve 197.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 7, Chapter 5, Section 5.4 b)	YOX-TE1.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
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)).	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.
YOX-AQ4.	Yoxford roundabout and other highway improvements	Air quality	Tertiary	To minimise impacts on air quality.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP)	ES Volume 7, Chapter 5, Section 5.4 b)	YOX-NV2. YOX- AR5.
YOX-LV1.	Yoxford roundabout and other highway improvements	Landscape and visual	Primary	To minimise landscape and visual impacts.	**Retention of existing trees and hedgerow** Trees and hedgerow would be retained at the following locations, as shown on the **Yoxford roundabout site clearance plan** (Doc Ref. 2.9): • To the north-west of the site, along the boundary of Satis House Hotel. • Hedgerow along the southern side of the B1122 (Middleton Road). • Retaining hedgerow would help to screen construction works and proposed roundabout.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD Site clearance plans)	ES Volume 7, Chapter 6, Section 6.4 b)	YOX-TE2. YOX- AR2. YOX- HE1.
YOX-LV2.	Yoxford roundabout and other highway improvements	Landscape and visual	Primary	To minimise landscape and visual effects.	**Proposed planting** The following planting would be provided at the following locations, as shown on the **Yoxford roundabout proposed landscape masterplan and finished levels plan** (Doc Ref. 2.9): • Trees and hedgerow would be planted along the eastern edge of the realigned roads. • Trees and hedgerow would be planted around the proposed infiltration basin south of the A12. This planting will help to integrate the proposed Yoxford roundabout into the landscape and provide visual screening.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 7, Chapter 6, Section 6.4 b)	YOX-TE3. YOX- AR2. YOX- HE2.
YOX-LV3.	Yoxford roundabout and other highway improvements	Landscape and visual	Primary	To minimise landscape and visual effects.	**Operational lighting** • Street lighting will line the proposed Yoxford Roundabout and will be up to 10m in height and in compliance with adoptable standards. • Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst applying suitable mitigation measures in keeping with the local environment.	Operation	Requirement 22 (Highway works)	ES Volume 7, Chapter 6, Section 6.4 b)	YOX-TE5.
YOX-LV4.	Yoxford roundabout and other highway improvements	Landscape and visual	Tertiary	To minimise landscape and visual effects.	**Construction lighting** The **CoCP** (Doc Ref. 8.11) will include the following measures to minimise landscape and visual effects during construction: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries to minimise nuisance from light spill. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 6, Section 6.4 b)	YOX-TE7.
YOX-LV5.	Yoxford roundabout and other highway improvements	Landscape and visual	Secondary	To minimise landscape and visual effects.	**Maintenance of planting** New planting would require maintenance and management during its lifetime, with replacement of plant failures during the first few years of establishment.	Operation	Requirement 23 (AD: Landscape planting)	ES Volume 7, Chapter 6, Section 6.4 d)	
YOX-TE1.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on surrounding habitat.	**Site boundary** RNR 197 would be retained in its entirety and there would be no habitat loss to the RNR.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-AQ2.
YOX-TE2.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on existing trees and hedgerow.	**Retention of trees and hedgerow** Retention of existing trees and hedgerow, as shown on the **Yoxford roundabout site clearance plan** (Doc Ref. 2.9), including: • To the north-west of the site, along the boundary of Satis House Hotel. • Hedgerow along the southern side of the B1122 (Middleton Road). Where vegetation is temporarily lost within the land required for construction, it would be replanted at the end of construction, as shown on the **Yoxford roundabout proposed landscape masterplan and finished levels**.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD Site clearance plans)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-LV1. YOX- AR2. YOX- HE1.
YOX-TE3.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on trees and hedgerow.	**Proposed planting** The following planting would be provided at the following locations, and as shown on the **Yoxford roundabout proposed landscape masterplan and finished levels plan** (Doc Ref. 2.9): • Along the eastern edge of the realigned roads. • Around the proposed infiltration basin south of the new roundabout. • Grassed areas on slop of earthworks and around the proposed infiltration basin.	Operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-LV2. YOX- AR2. YOX- HE2.
YOX-TE4.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on nearby surface water bodies.	**Surface water drainage during operation** The drainage design would incorporate sustainable urban drainage system measures as set out in the **Outline Drainage Strategy** in **Volume 2, Appendix 2A** of the **ES.** The drainage design would consist of channels, kerb drains or gullies that would remove surface water run-off. Underground drains would convey the run-off to an infiltration basin located between the proposed roundabout and the proposed access road to the south. The infiltration basin would hold the run-off and discharge run-off through infiltration to ground. Bypass interceptors and silt traps would be incorporated into the drainage design, where considered necessary, to protect both the underlying groundwater and surface water receptors.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-LQ2. YOX-GSW1.
YOX-TE5.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological impacts on nocturnal species.	**Operational lighting** Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst seeking to minimise light-spill into adjacent habitats and would use light fittings chosen to limit stray light.	Operation	Requirement 22 (Highway works)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-LV3.

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YOX-TE6.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Primary	To minimise ecological effects on nearby surface water bodies.	**Buffer of works to the River Yox** A 5m buffer between construction works and the adjacent River Yox would be maintained to protect the integrity of the banks as well as the associated ecological features, as shown on the **Yoxford roundabout site clearance plan** (Doc Ref. 2.9).	Construction	Requirement 22 (Highway works) Requirement 19 (AD Site clearance plans) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE7.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on nocturnal species.	**Construction lighting** Construction work would take place during Monday to Saturday 07:00 to 19:00 and there may be a requirement for lighting at night in the winter or for safety and security. In addition, there may be the need for 24-hour working (with ESC notified in advance) and therefore would require lighting. Where temporary construction lighting is required, it would be controlled to minimise light spill on surrounding habitats and minimise the visibility from sensitive receptors off-site, where reasonably practicable. This would minimise impacts on nocturnal species such as bats that may use the retained nearby tree lines or habitats for commuting, roosting or foraging.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-LV4.
YOX-TE8.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on nearby surface water bodies.	**Surface water drainage during construction** Temporary construction drainage will be implemented early in the construction phase, where required. Construction drainage would be contained within the site, with drainage to ground. Only if full infiltration is not possible would these systems discharge into the surface drainage network at greenfield runoff rates to minimise the potential for impact. The temporary construction drainage would intercept surface run-off, sediment, and contaminants. This would preserve the hydrological regime of the adjacent River Yox and habitats and minimise the impacts to this feature.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-GSW2.
YOX-TE9.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on the River Yox and hydrologically linked designated sites.	**Materials and equipment storage** No storage of equipment or material would be stored within 10m of the River Yox. No materials would be stored in areas of high flood risk to avoid sediment loss during flooding.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-SA4. YOX-LQ3. YOX-GSW5.
YOX-TE10.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on trees and hedgerow.	**Construction management measures: root protection zones** Tree and hedgerow root protection zones would be established and tree protective fencing (distance of fencing from tree trunk = 12x trunk diameter, distance from hedgerows = 1m from the spread of hedgerow canopy) would be established prior to construction works at that location commencing. Fencing to be removed only upon completion on activity. If works need to be undertaken within the root protection zones, an arboricultural survey would be undertaken and the recommended measures would be implemented to support the long-term survival of the tree/hedgerow.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE11.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on roosting bats.	**Construction management measures: Ecology - Bat roosts in trees** Tree inspections in advance of tree-felling to enable licence applications to be submitted to Natural England and development of appropriate mitigation strategy, if required. Management measures are likely to include: • A final inspection of these trees close to felling to be undertaken and mitigation strategies implemented (e.g. fitting of exclusion devices). • Felling to take place outside of maternity and hibernation periods during which bats are more vulnerable to disturbance. • Bat boxes to be installed in suitable locations within the site boundary to mitigate for loss of tree and potential roost resources.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE12.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and species.	**Construction management measures: Ecology - Rough Hawk's-beard** Pre-construction survey for Rough Hawk's-beard to be conducted would be conducted in June/July. If identified, any specimens as well as mature seeds would be translocated / planted in an alternative, suitable habitat.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE13.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on otters.	**Construction management measures: Ecology - Otters** A pre-construction survey would be conducted to confirm the absence/presence of any otter holt. Should an otter holt be identified that would be directly impacted by the proposed works, a licence from Natural England would be obtained. Should breeding otter be recorded, then all works would cease until both adult and young otter have left the holt.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-TE6.
YOX-TE14.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on water vole.	**Construction management measures: Ecology - Water vole** A pre-construction survey would be undertaken the year prior to construction to determine if any water voles or features which indicate water vole are present within the footprint of the work or within 3m. If water voles are confirmed within the footprint of works or within 3m, to inform a licence application, detailed surveys would need to be conducted. The results of these surveys will inform a mitigation licence application to Natural England. Mitigation to displace water vole under licence can only take place between 15 February to 15 April.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-TE6.

Ref	Site	Topic	Mitigation type (IEMA)	Effect	Mitigation / commitment (including specific location and any monitoring required)	Phase (Construction and Operation)	Securing Mechanism (references to submission documents)	Source	Related mitigation (cross-reference)
YOX-TE15.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on reptiles.	**Construction management measures: Ecology - Reptiles** Some habitat is identified in the ES as having the potential to support a small population of reptiles. The following measures will therefore be undertaken: • An inspection would be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which the refugia should be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ecologist. • Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather (with due consideration of the constraints of clearance works during breeding bird season). If this is not possible to undertake clearance outside of the reptile hibernating period, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. Clearing of vegetation would be undertaken under the supervision of the suitably experienced ECoW. A draft Method Statement for reptiles has been prepared for the proposed development and included in **Annex 7A.5 of Volume 7** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE16.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on nesting birds.	**Construction management measures: Ecology - Nesting and breeding birds** The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests. The following measures would likely be undertaken to avoid impacts on nesting and breeding birds. • Removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. Inspection for nests would be undertaken by a suitably experienced ECoW prior to vegetation removal. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable) (although ground would need to remain undisturbed during the reptile hibernation period). • If a nest is discovered during breeding bird season, works within 10m would cease until the young have fledged.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE17.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on badgers.	**Construction management measures: Ecology - Badgers** No evidence of badgers was recorded during the most recent surveys within the site and wider area, and the surrounding habitat is sub-optimal for this species; however, there is the potential for badgers to enter the site during construction, as such the following measures would be undertaken: • Prior to construction works commencing, a pre-construction walkover of the site would be conducted in order to identify whether there are any signs of badgers and/or any newly established setts that may be impacted by the works. Should any setts be identified that would be disturbed by the construction works, or would require closure, then a licence from Natural England would be obtained. All licensable works would be undertaken between July to November (inclusive). • Any excavations made during construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank) would be provided to ensure that any badgers that may access these excavations have a means of escape.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	
YOX-TE18.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on brown hare and hedgehogs.	**Brown hare and Hedgehog** A phased approach to site clearance and topsoil stripping (as described for reptiles) would discourage them away from the site and into the surrounding suitable habitat.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-TE15.
YOX-TE19.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Tertiary	To minimise ecological effects on habitat and species.	**Construction Management measures - noise and vibration, air quality, groundwater and surface water** The **CoCP** (Doc Ref. 8.11) includes tertiary mitigation measures, included in the **CoCP** (Doc Ref. 8.11) to minimise noise and vibration impacts, dust pollution and air quality changes and to protect water quality, and are outlined in the noise and vibration (**Volume 7, Chapter 4** of the **ES**), air quality (**Volume 7, Chapter 5** of the **ES)** and groundwater and surface water (**Volume 7, Chapter 12** of the **ES**) assessments.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 b)	YOX-NV1. YOX-AQ3. YOX-GSW5.
YOX-TE20.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects through monitoring.	**Construction monitoring** • All vegetation clearance would be conducted under the supervision of a suitably qualified ecologist, who would monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist would also oversee all ground-breaking activities. • Regular checks of the perimeter fence during construction • Construction lighting checks • Permanent lighting installation checks • Monitoring of bat box installation during construction (if required)	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 7, Section 7.4 d)	YOX-TE7. YOX-TE10. YOX-TE11. YOX-TE12. YOX-TE13. YOX-TE14. YOX-TE15. YOX-TE16. YOX-TE17. YOX-TE18.
YOX-TE21.	Yoxford roundabout and other highway improvements	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects on habitat and species.	**Operational monitoring - Bats** Monitoring bat boxes (if required) for 5 years post-construction and cleaning/relocation of bat boxes.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 7, Chapter 7, Section 7.4 d)	YOX-TE11.
YOX- AR1.	Yoxford roundabout and other highway improvements	Noise and vibration	Primary	To minimise noise and vibration impacts.	**Design measures to minimise construction traffic impacts across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES**.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-AQ1.

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YOX- AR2.	Yoxford roundabout and other highway improvements	Amenity and recreation	Primary	To minimise potential visual effects from surrounding amenity and recreation receptors.	**Landscape design** Retention of existing trees and hedgerow, as shown on the **Yoxford roundabout site clearance plan** (Doc Ref. 2.9), including: • To the north-west of the site, along the boundary of Satis House Hotel. • Hedgerow along the southern side of the B1122 (Middleton Road). Retaining hedgerow would help to screen construction works and proposed roundabout. Planting of additional trees and hedgerows, as shown on the **Yoxford roundabout proposed landscape masterplan and finished levels plan** (Doc Ref. 2.9): • Along the eastern edge of the realigned roads. • Around the proposed infiltration basin south of the new roundabout. Planting will help to integrate the proposed Yoxford roundabout into the landscape and provide visual screening.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-LV1. YOX-LV2.
YOX- AR3.	Yoxford roundabout and other highway improvements	Amenity and recreation	Primary	To minimise impacts on users of amenity and recreation resources.	**Construction phasing** The Yoxford roundabout would largely be constructed offline prior to construction of tie-ins to the A12. This would avoid the need for long-term temporary road closures or diversion of the A12, which could otherwise cause disruption to users of surrounding recreational resources.	Construction	Section 106 Agreement (Implementation Plan)	ES Volume 7, Chapter 8, Section 8.4 b)	
YOX- AR4.	Yoxford roundabout and other highway improvements	Amenity and recreation	Primary	To minimise impacts on users of amenity and recreation resources.	**Maintaining access to Public Rights of Way** Construction would include modifying the existing access road to the row of houses south of the existing junction, with the revised access coming off the realigned B1122 to the south of the new roundabout. Footpath E-584/020/0 currently joins the footway of the existing access road and would continue to join the footway of the revised access road. Access to the public footpath and connectivity into Yoxford would be retained throughout the construction phase.	Construction	DCO Article 14-15 (Rights of Way)	ES Volume 7, Chapter 8, Section 8.4 b)	
YOX- AR5.	Yoxford roundabout and other highway improvements	Amenity and recreation	Tertiary	To minimise impacts on users of amenity and recreation resources.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction and operation	Section 106 agreement (CTMP and CWTP) Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-NV2. YOX-AQ4.
YOX- AR6.	Yoxford roundabout and other highway improvements	Amenity and recreation	Tertiary	To minimise light spill in surrounding off-site areas.	**Construction lighting** Some tertiary measures described in **Volume 7, Chapter 6** (Landscape and Visual) of the **ES** relating to construction lighting apply to the amenity and recreation assessment. Where construction lighting is required: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries to minimise nuisance from light spill. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-LV4.
YOX- AR7.	Yoxford roundabout and other highway improvements	Amenity and recreation	Tertiary	To minimise noise impacts on users of amenity and recreation resources.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 7, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the **CoCP** (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-NV1. YOX- HE3.
YOX- AR8.	Yoxford roundabout and other highway improvements	Amenity and recreation	Tertiary	To minimise dust impacts on users of amenity and recreation resources.	**Construction management measures: air quality** Some tertiary measures described in **Volume 7, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • Positioning site entrances as far practicable from sensitive 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; and • Develop and implement the dust management measures, as set out in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 8, Section 8.4 b)	YOX-AQ3.
YOX- HE1.	Yoxford roundabout and other highway improvements	Terrestrial historical environment	Primary	To minimise impacts from changes to setting of designated historic buildings and conservation area and minimise impacts on historic landscape character.	**Retention of existing trees and hedgerow** Trees and hedgerow would be retained at the following locations, as shown on the **Yoxford roundabout site clearance plan** (Doc Ref. 2.9): • To the north-west of the site, along the boundary of Satis House Hotel. • Hedgerow along the southern side of the B1122 (Middleton Road). Retaining hedgerow would help to screen construction works and proposed roundabout.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 19 (AD: Site clearance plans)	ES Volume 7, Chapter 9, Section 9.4 b)	YOX-LV1. YOX-TE2. YOX- AR2.

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YOX- HE2.	Yoxford roundabout and other highway improvements	Terrestrial historical environment	Primary	To minimise changes to setting and minimise impacts on landscape character.	**Proposed planting** The following planting would be provided at the following locations, and as shown on the **Yoxford roundabout proposed landscape masterplan and finished levels plan** (Doc Ref. 2.9): • Along the eastern edge of the realigned roads. • Around the proposed infiltration basin south of the new roundabout. • Grassed areas on slop of earthworks and around the proposed infiltration basin.	Construction and operation	DCO Article 3 (Scheme design) Requirement 22 (Highway works) Requirement 23 (AD: Landscape planting)	ES Volume 7, Chapter 9, Section 9.4 b)	YOX-LV2. YOX-TE3. YOX- AR2.
YOX- HE3.	Yoxford roundabout and other highway improvements	Terrestrial historical environment	Tertiary	To minimise noise, lighting and visual impacts on setting of heritage assets.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 9, Section 9.4 b)	YOX-NV1. YOX-LV4.
YOX- HE4.	Yoxford roundabout and other highway improvements	Terrestrial historical environment	Secondary	To minimise impacts on 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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 7, Chapter 9, Section 9.4 d)	
YOX-SA1.	Yoxford roundabout and other highway improvements	Soils and agriculture	Primary	To minimise the impact of temporary loss of agricultural land.	**Site layout** The site layout has been optimised to reduce the overall land take and impacts on agricultural business. Agricultural land required temporarily during the construction phase will be returned to agricultural use upon completion of construction works.	Construction and operation	DCO Article 3 (Scheme design)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA2.	Yoxford roundabout and other highway improvements	Soils and agriculture	Primary	To minimise the impact of temporary loss of agricultural land.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the Construction Code of Practice for the Sustainable Use of Soil on Construction Sites and the Ministry of Agriculture, Food and Fisheries Good Practice Guide for Soil Handling, as set out in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA3.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil management plan** An **outline Soil Management Plan** (SMP) (**Volume 2, Appendix 17C** of the **ES**) has been developed. This included information on handling methods and measures would be implemented including (but are not limited too): • Development of a Soil Resources Plan by the contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring topsoil and subsoil resources are stripped and stockpiled separately. • Protection of stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing. • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level is sufficient for the post-construction use where land is being returned to agricultural use. The requirements of the **outline Soil Management Plan** are included within the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA4.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise the impact of soil migration to surface waters.	**Soil storage** All soils would be stored a minimum of 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	YOX-TE9. YOX-LQ3. YOX-GSW5.
YOX-SA5.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise impacts of pollution.	**Management measures to minimise risk of pollution** Industry standard measures, as set out in the **CoCP**, would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in air quality (**Volume 7, Chapter 5** of the **ES**), geology and land quality (**Volume 7, Chapter 11** of the **ES**) and groundwater and surface water (**Volume 7, Chapter 12** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	YOX-AQ3. YOX-LQ3. YOX-GSW5.
YOX-SA6.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise potential impacts on the remainder of the landholding and on neighbouring landholdings.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA7.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise effects on agricultural land holdings and agricultural business.	**Fencing** Where fencing is provided around the proposed development, it would be sufficient to resist damage by livestock (where appropriate) from adjacent land and will be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired.	Construction and operation	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 7, Chapter 10, Section 10.4 b)	YOX-TE20.
YOX-SA8.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise impacts of invasive weed species on site and adjacent land.	**Invasive weed species removal** • Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11). • During the construction phase, SZC Co. would maintain the scheme, including weed management and for a year post-construction. Following this period, responsibility would pass to the highway authority for any necessary checks and subsequent actions.	Construction and operation	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA9.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise biosecurity and contamination impacts.	**Animal burial sites** Should animal bones be discovered which may indicate a potential burial site, works would cease, and advice would be sought from the Animal Health Regional Office on how to proceed, relevant to the origin and age of the materials found.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	
YOX-SA10.	Yoxford roundabout and other highway improvements	Soils and agriculture	Tertiary	To minimise biosecurity impacts.	**Bio-security** All movement of plant and vehicles between fields would cease in the event of a disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 10, Section 10.4 b)	

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YOX-SA11.	Yoxford roundabout and other highway improvements	Soils and agriculture	Secondary	To minimise the impact of uncertainty to farm businesses.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction and operation	DCO Article 28 (Compulsory acquisition)	ES Volume 7, Chapter 10, Section 10.4 d)	
YOX-LQ1.	Yoxford roundabout and other highway improvements	Geology and land quality	Primary	To minimise the risk of impacts on groundwater.	**Design principles: road design** The design of the roundabout and highways realignment, as well as the selection of construction materials, would be in accordance with the Design Manual for Roads and Bridges, British Standards and best practice guidance at the time of the design. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity. Hardstanding would be provided to avoid spills and leaks from leaching into the underlying groundwater.	Operation	Requirement 22 (Highway works)	ES Volume 7, Chapter 11, Section 11.4b)	
YOX-LQ2.	Yoxford roundabout and other highway improvements	Geology and land quality	Primary	To minimise the potential for contamination to impact on the ground, ground waters and surface waters.	**Surface water drainage during operation** Use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A**) to reduce the potential for contamination to migrate and impact on the ground, ground waters and surface waters. This would include the use of SuDS and bypass separators for the removal of hydrocarbon contaminants where necessary, to protect the ground and underlying groundwater and separate out oils/hydrocarbons for suitable off-site disposal.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 7, Chapter 11, Section 11.4b)	YOX-TE4. YOX-GSW1.
YOX-LQ3.	Yoxford roundabout and other highway improvements	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction , as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed Sizewell link road which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the Contractor, and provision of appropriate PPE for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust, further details are provided in the air quality chapter. • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil erosion and reduce temporary effects on soil compaction. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the works, stockpiles or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater (i.e. temporary construction drainage). • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction in accordance with Control of Substances Hazardous to Human Health Regulations 2002 and oil storage regulations.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4b)	YOX-AQ3. YOX-SA5. YOX-GSW5.
YOX-LQ4.	Yoxford roundabout and other highway improvements	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Materials Management Strategy** Implementation of an appropriate **materials management strategy** to document how the excavated materials would be dealt with via Materials Management Plan(s) and verification report(s) to record the excavation and placement of materials at the site. Further details are provided in **Appendix 3B** of **Volume 2** of the **ES**, and secured in the **CoCP** (Doc Ref. 8.11).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4b)	YOX-GSW4.
YOX-LQ5.	Yoxford roundabout and other highway improvements	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Site Waste Management Plan** Implementation of a Site Waste Management Plan in accordance with the Waste Management Strategy presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4b)	YOX-GSW4.
YOX-LQ6.	Yoxford roundabout and other highway improvements	Geology and land quality	Tertiary	To minimise impacts of contamination on geology and land quality.	**Soil Management plan** Implementation of soil management measures, informed by the Outline Soil Management Plan as presented in **Appendix 17C** of **Volume 2** of the **ES**.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4b)	YOX-SA3.
YOX-LQ7.	Yoxford roundabout and other highway improvements	Geology and land quality	Secondary	To minimise impacts on geology and land quality.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4d)	YOX-GSW6.
YOX-LQ8.	Yoxford roundabout and other highway improvements	Geology and land quality	Secondary	To minimise impacts of contamination through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 11, Section 11.4d)	YOX-GSW8.
YOX-GSW1.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Primary	To minimise contamination of groundwater and surface waters.	**Surface water drainage during operation** The proposed drainage system would incorporate sustainable urban drainage systems measures as set out in the **Outline Drainage Strategy** in **Volume 2, Appendix 2A** of the **ES**. This would consist of channels, kerb drains or gullies that would remove surface water run-off. Underground drains would convey the run-off to an infiltration basin located between the proposed roundabout and the proposed access road to the south. The infiltration basin would hold the run-off and discharge run-off through infiltration to ground. Bypass interceptors and silt traps would be incorporated into the drainage design, where considered necessary, to protect both the underlying groundwater and surface water receptors, and to maintain the efficacy of the drainage measures.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 7, Chapter 12, Section 12.4 b)	YOX-LQ2.

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YOX-GSW2.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Tertiary	To minimise contamination to nearby water bodies.	**Surface water drainage during construction** It is proposed that construction drainage would be contained within the site to infiltrate into the underlying strata and, where appropriate, the existing drainage system would be used (i.e. at the junction with the existing A12 and the B1122).	Construction	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 7, Chapter 12, Section 12.4 b)	
YOX-GSW3.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Foul drainage during construction** It is envisaged that foul sewage arising on site during construction will be tankered off site.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 b)	
YOX-GSW4.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Materials Management Strategy, Site Waste Management Plan, and Soils Management Plan** Excavation and handling of materials and stockpiling, and construction waste would be managed by good working practice and addressed under the **CoCP (**Doc Ref. 8.11), **Materials Management Strategy (Volume 2, Appendix 3B** of the **ES), Conventional Waste Management Strategy (Volume 2, Appendix 8A** of the **ES)** and **Outline Soils Management Plan (Volume 2, Appendix 17C** of the **ES**).	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 b)	YOX-SA4. YOX-LQ4. YOX-LQ5. YOX-LQ6.
YOX-GSW5.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Tertiary	To minimise contamination of groundwater and surface waters.	**Construction management measures: groundwater and surface water** Tertiary mitigation measures to be incorporated during the construction as set out in the **CoCP** (Doc Ref. 8.11): • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits. Spill kits would be available on site at all times. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed when excavating areas of potential contamination risk. • Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during works. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. • All refuelling would take place in a dedicated impermeable area, using a bunded bowser. • Biodegradable oils should be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. • All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) will be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems where possible to allow water to be re-used. All washing out of associated equipment would be undertaken in a contained area.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 b)	YOX-LQ3.
YOX-GSW6.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Secondary	To minimise risk of contamination of groundwater and surface waters.	**Ground investigation** A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 d)	YOX-LQ7.
YOX-GSW7.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 7, Chapter 12, Section 12.4 d)	
YOX-GSW8.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Secondary	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation, where appropriate and would be required prior to construction works commencing. The results of this short-term monitoring would determine whether further long-term gas and groundwater monitoring is required during the construction and operational phases.	Construction	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 d)	YOX-LQ8.
YOX-GSW9.	Yoxford roundabout and other highway improvements	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 7, Chapter 12, Section 12.4 d)	

8 FREIGHT MANAGEMENT FACILITY

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)
FMF-NV1.	Freight management facility	Noise and vibration	Primary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc Ref 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 4, Section 4.5	
FMF-NV2.	Freight management facility	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Management measures to reduce construction traffic noise** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) would help to reduce and manage the effects of traffic generated by the Sizewell C Project including the freight management facility (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 8, Chapter 4, Section 4.5	FMF-AQ4. FMF-AR6.
FMF-NV3.	Freight management facility	Noise and vibration	Tertiary	To minimise noise and vibration impacts.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction and removal and reinstatement	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 8, Chapter 4, Section 4.5	
FMF-AQ1.	Freight management facility	Air quality	Primary	To minimise dust impacts.	**Site layout** Primary mitigation comprises: • Site access would be located at least 10m, from receptors. • Re-use of soils on-site to form landscape bunds instead of transporting them for off-site storage.	Construction and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 5, Section 5.5	FMF-LV4.
FMF-AQ2.	Freight management facility	Air quality	Primary	To minimise traffic emissions.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction of the Sizewell C Project which will also minimise impacts from the construction, operation and removal and reinstatement of the freight management facility. These measures are set out in **Volume 2, Chapter 10** of the **ES**. The proposed development is one of these primary measures.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 8, Chapter 5, Section 5.5	
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: • 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	
FMF-AQ4.	Freight management facility	Air quality	Tertiary	To minimise traffic emissions.	**Management measures to reduce construction traffic emissions** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to help govern worker behaviour and reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2, Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP, CWTP)	ES Volume 8, Chapter 5, Section 5.5	FMF-NV2. FMF-AR6.
FMF-LV1.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Retention of existing vegetation** Retention of existing vegetation on site where possible to provide visual screening of the site for PRoW and road users. The retention of vegetation is shown on the **Freight Management Facility Site Clearance Plan** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	Requirement 19 (AD: Site clearance plans)	ES Volume 8, Chapter 5, Section 5.5	FMF-TE1. FMF-HE1.
FMF-LV2.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Proposed planting** Propose planting would provide additional screening around all boundaries of the site, to supplement the existing boundary vegetation. A 10m landscaped buffer zone is proposed to the northern, eastern and western boundaries, which would enhance existing vegetation in these areas. This planting would be retained during the removal and reinstatement phase, subject to landowner approval. The proposed planting is shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 8, Chapter 6, Section 6.5	FMF-TE5. FMF-HE5.

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)
FMF-LV3.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Reinstatement planting** Temporary hedgerow planting within the site would be removed and reinstated along the original hedgerow lines. This is shown on the **Freight Management Facility Removal and Reinstatement Plan** (Doc Ref. 2.11)	Removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD Buildings and structures) Requirement 24 (AD: Removal and reinstatement)	ES Volume 8, Chapter 6, Section 6.5	FMF-TE9.
FMF-LV4.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Landscape bunds** The creation of three grassed landscaped bunds up to 3m high to parts of the eastern and western edges of the site using on-site material removed due to earthworks associated with the levelling of the site and topsoil storage. The landscape bunds is shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 23 (AD: Landscape planting) Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 6, Section 6.5	FMF-TE2. FMF-AR1. FMF-HE4.
FMF-LV5.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Building/ Structure design and site layout** • A general design approach aiming to create an unimposing appearance, with the buildings screened as far as possible and a maximum height of 4m. • The canopy over the screen and search bays would have a maximum height of 6m and would be open sided, with the width of columns and the roof structure minimised to reduce the visual impact.	Operation	DCO Article 3 (Scheme design) Requirement 20 (AD Buildings and structures)	ES Volume 8, Chapter 6, Section 6.5	
FMF-LV6.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Operational lighting** • Lighting columns within the car parking areas and along the access road would be restricted to 8m in height to minimise visibility during day and night time. Lanterns would utilise LED based light fittings with zero-degree tilt, and lighting along the perimeter would be fitted with a demountable light shield to reduce backward spill of light. • To further assist on mitigating obtrusive light, a Central Management System has been proposed which would be capable of dimming parts of the site independently as usage changes throughout the day.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 6, Section 6.5	FMF-NV1.
FMF-LV7.	Freight management facility	Landscape and visual	Primary	To minimise landscape and visual effects.	**Removal and reinstatement** • Following cessation of use of the proposed development, the buildings, lighting, surfacing and associated infrastructure, including drainage, would be removed. The widened Felixstowe Road would remain in place but the road marking and signage for access to the site would be removed during the removal and reinstatement. • The topsoil stored in the landscape bunds would be used for reinstatement and the area would be returned to agricultural use.	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 8, Chapter 6, Section 6.5	FMF-TE8. FMF-HE2.
FMF-LV8.	Freight management facility	Landscape and visual	Tertiary	To minimise landscape and visual effects.	**Construction lighting** To minimise the adverse effects of lighting during construction: • Where construction lighting is required, minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries to minimise nuisance from light spill. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 6, Section 6.5	
FMF-LV9.	Freight management facility	Landscape and visual	Secondary (monitoring)	To monitor planting activities.	**Maintenance of planting** The proposed planting would require maintenance and management during the operation of the proposed development, with replacement of plant failures during the first few years of establishment (usually 5 years) as required.	Operation	Requirement 23 (AD: Landscape planting)	ES Volume 8, Chapter 6, Section 6.7	
FMF-TE1.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on existing habitats and species.	**Retention of hedgerows** Existing boundary vegetation would be retained where possible, and all species-rich hedgerows would be retained. The retention of vegetation is shown on the **Freight Management Facility Site Clearance Plan** (Doc Ref. 2.11).	Construction and operation	Requirement 19 (AD: Site clearance plans)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV1. FMF-HE1.
FMF-TE2.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Landscape bunds** Three grassed landscape bunds are proposed within the site; two on the western boundary and another on the eastern boundary. The bunds would be a maximum of 3m high and would provide a visual buffer between the site and surrounding habitats. The landscape bunds as shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV4.
FMF-TE3.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Fencing** • The operational freight management facility would be bounded by 1.8m high security fencing. This security fence would prevent personnel from accessing the surrounding habitats. • Ecological fencing would be installed around the Sustainable Drainage Systems infrastructure and landscape bunds, which would help prevent the risk of badgers establishing setts within the site boundary.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE4.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Proposed planting** Proposed planting would provide additional screening around all boundaries of the site, to supplement the existing boundary vegetation. The proposed planting is shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV2.

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FMF-TE5.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Buffer Zone** A 10m landscaped buffer zone is proposed around the north, east and west boundaries of the site. Where possible, existing vegetation in these areas would be enhanced. Where agreed with landowners, this planting would be retained as permanent The landscape buffer is shown on the **Freight Management Facility Site Clearance Plan** and **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	FMF-HE3.
FMF-TE6.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise potential impacts of contamination.	**Surface water drainage during operation** • The use of appropriate drainage systems in accordance with the **Drainage Strategy** (**Volume 2, Appendix 2A**) to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. This would include the use of lined drainage and bypass separators where necessary, to protect the ground and underlying groundwater and separate out oils/hydrocarbons for suitable off-site disposal. • Hardstanding would be used on the access road and circulation roads to reduce spills and leaks infiltrating into the ground where required.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 7, Section 7.5	FMF-GSW1.
FMF-TE7.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Operational lighting** Lighting would be provided at the perimeter, and parking areas, for security and safety reasons. Lanterns would utilise LED based light fittings to ensure energy efficiency with zero-degree tilt, and lighting columns along the perimeter would use demountable shields to reduce backward spill of light. To further assist on mitigating obtrusive light, a Central Management System has been proposed for the lighting which would be capable of dimming of parts of the site independently from other parts (with the site envisaged to be divided in 6-8 main sections), as usage changes through the day. Guidance within the latest Institution of Lighting Professionals Guidance Note would be followed as far as possible. These measures would minimise impacts on nocturnal species such as bats that use the nearby tree lines or habitats for roosting or foraging.	Operation	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV6.

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)
FMF-TE8.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on existing habitats following the removal and reinstatement phase.	**Removal and reinstatement** Once the need for the proposed development has ceased, the buildings and associated infrastructure (other than the widened Felixstowe Road), would be removed in accordance with the **Freight Management Facility Removal and Reinstatement Plan** (Doc Ref. 2.11) and the area would be returned to agricultural use.	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV7.
FMF-TE9.	Freight management facility	Terrestrial ecology and ornithology	Primary	To minimise impacts on surrounding habitats and associated species.	**Reinstatement of planting** During the removal and reinstatement phase, the screen planting which would be provided around all boundaries of the site would be left in situ, where agreed with landowners. Temporary hedgerow planting within the site would be removed and reinstated along the original hedgerow lines. Other planting that was provided within and around the parking areas would be removed. This is illustrated on the **Freight Management Facility Removal and Reinstatement Plan** (Doc Ref. 2.11).	Removal and reinstatement	Requirement 24 (AD: Removal and reinstatement)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV3.
FMF-TE10.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during construction** Early in the construction phase, geo-cellular storage structures (beneath two of the landscape bunds) and swales would be used as appropriate to ensure that surface water run-off would be contained within the site. During construction, surface water run-off would be contained within the site, with drainage to ground wherever feasible. This would prevent the supply of sediment and other contaminants to the surface drainage network during construction.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	FMF-GSW4.
FMF-TE11.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on surrounding habitats.	**Construction lighting** Construction work would take place during Monday to Saturday 07:00 to 19:00 and some lighting may be required during the Winter months, dependent upon the construction activities which are taking place; however, some activities may require 24 hour working and some targeted lighting would be required for site security. Temporary construction lighting would be controlled to minimise light spill on surrounding habitats. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for commuting, roosts or foraging. The lighting design would use light fittings chosen to limit stray light and minimise impacts on sensitive species. The lighting would also be designed to minimise the visibility from sensitive receptors off-site.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	FMF-LV8.
FMF-TE12.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on ponds.	**Buffer around existing balancing pond** A 10m buffer area would be provided for the existing balancing pond, along the northern boundary, and also along the western and eastern boundaries within which no buildings or above ground structures would be located. The buffer is shown on the **Freight Management Facility Site Clearance Plan** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE13.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on bats.	**Construction management measures: Ecology - Bat roosts in trees** • A final inspection of these trees would be undertaken as close to the timing of felling as possible to account for the regular roost-switching behaviour displaced 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). •Felling would be undertaken in September/October and so would avoid the maternity and hibernation periods during which bats are more vulnerable to disturbance (this timing also avoids the breeding bird season). However, timing requirements would be confirmed following a pre-felling inspection, which could include a climbed inspection, if required. • To mitigate for the loss of the tree and potential roost resources, bat boxes would be installed on retained trees in suitable locations within the site boundary. One bat box would be installed per tree with medium or high bat roost potential that is due to be lost, whether or not a roost has been identified. A variety of bat boxes would be used to support different species.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE14.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on nesting and breeding birds.	**Construction management measures: Ecology - Breeding / Nesting birds** Birds and their nests are protected under the Wildlife and Countryside Act (W&CA). The removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species. • The removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable); however, the ground would need to remain undisturbed during the reptile hibernation period. • Where it is not possible to undertake these works outside of the breeding bird season, an inspection for nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation. If nesting birds are identified during this process, works in the vicinity of the nest (estimated to be a 10m standoff) would cease until the young have fledged.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE15.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on retained trees and hedgerows.	**Construction management measures: Tree protection** Tree and hedgerow root protection zones will be established and tree protective fencing (distance of fencing from tree trunk = 12x trunk diameter, distance from hedgerows = 1m from the spread of hedgerow canopy) would be established prior to construction works at that location commencing. Fencing would only be removed upon completion on activity. If works need to be undertaken within the root protection zones, an arboricultural survey would be undertaken and the recommended measures would be implemented to support the long-term survival of the tree/hedgerow.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	

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FMF-TE16.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on reptiles.	**Construction management measures: Ecology - Reptile habitats** • An inspection would be undertaken by a suitably experienced ECoW of any potential refugia, after which they should be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles/amphibians from the site, under the supervision of a suitably experienced ecologist. Removal of vegetation and of places of shelter/hibernation features would be undertaken outside the reptile hibernating period (October to February inclusive), during periods of warm, dry weather. If this is not possible, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. Clearing of vegetation would be undertaken under in accordance with a method statement under the supervision of the suitably experienced ECoW. • To minimise the risk of incidental mortality to amphibians and reptiles, all vegetation that is to be removed within the site boundary would be maintained in a state unsuitable to support them, i.e. vegetation should be maintained to bare ground. An ECoW would oversee all ground-breaking activities and would inspect all excavations in areas of habitat suitable for amphibians and reptiles on a daily basis.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE17.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on badgers.	**Construction management measures: Ecology - Badgers** Any excavations made during construction activities would be closed at the end of the day to prevent access by badgers and other terrestrial nocturnal animals. If it is not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank or soil ramp) would be provided to ensure that any animals that may access these excavations have a means of escape. In addition, prior to construction works commencing, a pre-construction walkover of the site would be conducted in order to identify whether there are any signs of badgers and/or any newly established setts that may be impacted by the works. If any setts are identified that would be disturbed by the construction works, or would require closures, then a licence from Natural England would be obtained. All licensable works would be undertaken between July to November (inclusive).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE18.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on brown hare and hedgehog.	**Construction management measures: Ecology - Brown hare and Hedgehog** During the preliminary works and site preparatory works, the phased approach to site clearance (as described above to safeguard reptiles) would discourage brown hare and hedgehog away from the site of activity and into the surrounding suitable habitat.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	
FMF-TE19.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on existing habitats and species.	**Construction management measures: air quality and groundwater and surface water** Industry standard measures, as set out in the **CoCP** (Doc Ref. 8.11), would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in air quality (**Volume 8, Chapter 5**), geology and land quality (**Volume 8, Chapter 11**) and groundwater and surface water (**Volume 8, Chapter 12**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	FMF-AQ3. FMF-LQ4. FMF-GSW3.
FMF-TE20.	Freight management facility	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on existing habitats and species.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **CoCP** (Doc Ref. 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthwork activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.5	FMF-NV1.
FMF-TE21.	Freight management facility	Terrestrial ecology and ornithology	Secondary	To minimise impacts on surrounding wildlife through monitoring.	**Construction monitoring** • All vegetation clearance and ground-breaking activities would be under the supervision of an ECoW and excavations would be inspected on a regular basis. • There would be regular checks of tree and hedgerow protection fencing to ensure the root protection buffer is maintained. • This would also include checks that badgers are absent from the site and the landscape bunds. If badgers have gained access and created setts within the site, a licence to close these setts would be obtained from Natural England. • Regular checks of the perimeter fence during construction. • Construction lighting checks. • Permanent lighting installation checks. • Monitoring of bat box installation during construction.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 7, Section 7.7	FMF-TE11. FMF-TE13. FMF-TE14. FMF-TE15. FMF-TE16. FMF-TE17. FMF-TE18.
FMF-TE22.	Freight management facility	Terrestrial ecology and ornithology	Secondary	To minimise impacts on surrounding wildlife through monitoring.	**Bat box monitoring** • Bat boxes would be monitored for five years' post-construction, to confirm the presence/absence of bats and use of the bat boxes. • Bat boxes would be cleaned out annually, outside of the breeding season. • If bat boxes have not been occupied within three years of erection, consideration would be given to moving them to alternative sites nearby. All monitoring would be conducted by an appropriately licensed bat ecologist.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 8, Chapter 7, Section 7.7	FMF-TE21. FMF-TE13.
FMF-TE23.	Freight management facility	Terrestrial ecology and ornithology	Secondary (monitoring)	To minimise ecological effects through monitoring.	**Site Management / Monitoring during Operation: General** • Regular checks of the perimeter fence during construction. • Operational lighting checks. • Throughout the operational phase, regular monitoring of the security fence, ecological fence and close-boarded fence would be conducted to ensure that this remains intact. This would also include checks that badgers remain excluded from the site and the landscape bunds. Should badgers gain access to and create setts within the site, a licence from Natural England would be obtained to close these setts.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 8, Chapter 7, Section 7.7	FMF-TE7.

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FMF-AR1.	Freight management facility	Amenity and recreation	Primary	To minimise dust impacts.	**Landscape bunds** • Three grassed landscape bunds are proposed within the site; two on the western boundary and another on the eastern boundary. The bunds would be a maximum of 3m high and would provide a visual and noise buffer between the site and surrounding habitats. • The bunds on site would be formed by reusing material from the site, reducing the need to transport material for off-site storage. Surface coverings would also minimise the extent of exposed soils. The landscape bunds as shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 8, Chapter 8, Section 8.5	FMF-LV4.
FMF-AR2.	Freight management facility	Amenity and recreation	Primary	To minimise the impact on the landscape.	**Site layout** The use of perimeter planting, shorter lamp columns and a best practice approach to lighting to minimise light spill. Structures and buildings would be designed to create an unimposing appearance that harmonises with the surroundings and with the buildings screened as far as possible in line with the **Associated Developments Design Principles** document (Doc Ref. 8.3).	Construction, operation and removal and reinstatement	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 8, Section 8.5	
FMF-AR3.	Freight management facility	Amenity and recreation	Tertiary	To minimise noise and vibration impacts.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 8, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the CoCP (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 8, Section 8.5	FMF-NV1.
FMF-AR4.	Freight management facility	Amenity and recreation	Tertiary	To minimise impacts from dust.	**Construction management measures: air quality** Some tertiary measures described in **Volume 8, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • Re-use of soils on-site to form bunds instead of transporting them for off-site storage. • 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 set out in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 8, Section 8.5	FMF-AQ3.
FMF-AR5.	Freight management facility	Amenity and recreation	Tertiary	To minimise the impact on the landscape.	**Construction lighting** Some tertiary measures described in **Volume 8, Chapter 6** (Landscape and Visual) of the **ES** apply to the amenity and recreation assessment with relation to construction lighting, these include: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed away from site boundaries. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance. • Task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 8, Section 8.5	FMF-LV8.
FMF-AR6.	Freight management facility	Amenity and recreation	Tertiary	To minimise traffic related impacts.	**Management measures to reduce construction traffic emissions** As set out in **Volume 2, Chapter 10** (Transport), during construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project which will minimise the traffic impacts of the freight management facility.	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 8, Chapter 8, Section 8.5	FMF-NV2. FMF-AQ4.
FMF-HE1.	Freight management facility	Terrestrial historic environment	Primary	To minimise impacts to setting and landscape character.	**Retention of vegetation** Existing boundary vegetation would be retained where possible, and all species-rich hedgerows would be retained. However, an existing hedgerow through the centre of the site would be removed for the duration of the construction and operation phases before being reinstated. The retention of vegetation is shown on the **Freight Management Facility Site Clearance Plan** (Doc Ref. 2.11).	Construction and operation	Requirement 19 (AD: Site clearance plans)	ES Volume 8, Chapter 9, Section 9.5	FMF-LV1. FMF-TE1.
FMF-HE2.	Freight management facility	Terrestrial historic environment	Primary	To minimise impacts to setting and landscape character following the removal and reinstatement phase.	**Reinstatement of hedgerow** A hedgerow through the centre of the site removed for the duration of the construction and operation phases would be reinstated as close as possible to the original hedgerow line. This is shown on the **Freight Management Facility Removal and Reinstatement Plan** (Doc Ref. 2.11).	Removal and reinstatement	Requirement 20 (AD Buildings and structures) Requirement 24 (AD: Removal and reinstatement)	ES Volume 8, Chapter 9, Section 9.5	FMF-LV3.

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FMF-HE3.	Freight management facility	Terrestrial historic environment	Primary	To minimise impacts to setting and landscape character.	**Buffer zone** A 10m buffer zone is proposed around the north, east and west boundaries of the site. There would be additional planting around all boundaries of the site, to supplement the existing boundary vegetation. Where agreed with landowners, this enhanced planting would be retained as permanent. The landscape buffer is shown on the **Freight Management Facility Site Clearance Plan** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP) Requirement 19 (site clearance plan)	ES Volume 8, Chapter 9, Section 9.5	FMF-LV2.
FMF-HE4.	Freight management facility	Terrestrial historic environment	Primary	To minimise impacts to setting and landscape character.	**Landscape bunds** Three landscape bunds are proposed within the site; two on the western boundary and another on the eastern boundary. The bunds would be a maximum of 3m high and would provide a visual screen between the site and surrounding roads and rights of way users. The landscape bunds are shown on the **Freight Management Facility Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.11).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 20 (AD Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 8, Chapter 9, Section 9.5	FMF-LV4.
FMF-HE5.	Freight management facility	Terrestrial historic environment	Primary	To minimise impacts to setting and landscape character.	**Proposed planting** Planting would also be provided within and around the parking areas to create visual breaks. This would likely include areas of shrub planting as well as individual trees.	Operation	Requirement 20 (AD Buildings and structures) Requirement 23 (AD: Landscape planting)	ES Volume 8, Chapter 9, Section 9.5	FMF-LV2.
FMF-HE6.	Freight management facility	Terrestrial historical environment	Tertiary	To minimise noise impacts on users of amenity and recreation resources.	**Construction management measures: Construction lighting, Landscape and visual and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 9, Section 9.5	FMF-NV1. FMF-LV8.
FMF-HE7.	Freight management facility	Terrestrial historic environment	Secondary (mitigation)	To minimise construction impact on 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 (**Volume 2, Appendix 16H**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 8, Chapter 9, Section 9.7	
FMF-SA1.	Freight management facility	Soils and agriculture	Primary	To minimise effects on soil resource.	**Site layout** As part of the design process, the site layout has been optimised to reduce the overall land take and impact on agricultural land.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 8, Chapter 10, Section 10.5	
FMF-SA2.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Soil management plan** An **outline Soil Management Plan** has been developed, as provided in **Appendix 17C** of **Volume 2** of the **ES**. This would include information on handling methods and measures which would be implemented including (but are not limited to): • Development of a Soil Resources Plan by the contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring different soil resources (in particular topsoil and subsoil) are stripped and stored separately. • Protection of stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing. • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level is sufficient for the post-construction use. The requirements of the **Outline Soil Management Plan** are included within the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	
FMF-SA3.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resources.	**Soil storage** All soils would be stored a minimum of 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	FMF-GSW3.
FMF-SA4.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects from pollution.	**Management measures to minimise risk of pollution** Industry standard measures, as set out in the **CoCP** (Doc Ref. 8.11), would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as detailed in air quality (**Volume 8, Chapter 5**), geology and land quality (**Volume 8, Chapter 11**) and groundwater and surface water (**Volume 8, Chapter 12**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	FMF-AQ3. FMF-LQ4. FMF-GSW3.
FMF-SA5.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resources.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	
FMF-SA6.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resources.	**Fencing** All security fencing around the proposed development would be sufficient to resist damage by livestock from adjacent land and would be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired immediately.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	FMF-TE21. FMF-TE23.
FMF-SA7.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Invasive weed species removal** Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	

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FMF-SA8.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Animal burial sites** Should animal bones be discovered which may indicate a potential burial site, works would cease, and advice would be sought from the Animal Health Regional Office on how to proceed, relevant to the origin and age of the materials found.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	
FMF-SA9.	Freight management facility	Soils and agriculture	Tertiary	To minimise effects on soil resource and agricultural land holdings.	**Bio-security** All movement of plant and vehicles between fields would cease in the event of a disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 10, Section 10.5	
FMF-SA10.	Freight management facility	Soils and agriculture	Secondary	To minimise effects on farm businesses.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction, operation and removal and reinstatement	DCO Article 28 (Compulsory acquisition)	ES Volume 8, Chapter 10, Section 10.7	
FMF-LQ1.	Freight management facility	Geology and land quality	Primary	To minimise generation of ground gas.	**Access road and car park design** The design of the road and parking areas and the selection of construction materials would be in accordance with the Design Manual for Roads and Bridges (DMRB), British Standards and best practice guidance at the time of the design. The design would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity.	Construction, operation and removal and reinstatement	Requirement 20 (AD: Buildings and structures)	ES Volume 8, Chapter 11, Section 11.5	
FMF-LQ2.	Freight management facility	Geology and land quality	Primary	To minimise generation of ground gas.	**Gas Mitigation measures** Gas mitigation measures would be provided in the buildings on-site and other relevant structures where required; the design of which would be dependent on the risk profile and the nature/usage of the building/structure.	Construction, operation and removal and reinstatement	Requirement 20 (AD Buildings and structures) Compliance with Building Regulations	ES Volume 8, Chapter 11, Section 11.5	
FMF-LQ3.	Freight management facility	Geology and land quality	Primary	To minimise potential impacts on ground, groundwater and surface water receptors.	**Surface water drainage during operation** The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** (**Volume 2, Appendix 2A**) to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. This would include the use of lined drainage and bypass separators where necessary, to protect the ground and underlying groundwater and separate out oils/hydrocarbons for suitable off-site disposal. Hardstanding would be used on the access road and circulation roads to reduce spills and leaks infiltrating into the ground where required.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 11, Section 11.5	FMF-GSW1.
FMF-LQ4.	Freight management facility	Geology and land quality	Tertiary	To minimise potential impacts on geology and land quality.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil would be removed and appropriately stored for potential re-use in landscaping, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed development which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the contractor (including emergency response procedures), and provision of appropriate Personal Protective Equipment (PPE) for the protection of construction workers. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works would be temporarily suspended in the area and appropriate investigations and remediation would be discussed and agreed with stakeholders and completed in accordance with current best practice. • Minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to reduce soil exposure/erosion and reduce temporary effects on soil compaction. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and/or off-site disposal. • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the stockpiles, landscape bunds or working areas is minimised and captured prior to entry into adjacent surface watercourses/ponds or leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils, chemicals and equipment during construction in accordance with Control of Substances Hazardous to Human Health regulations and oil storage regulations. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Covering/hydroseeding of the landscape bunds and temporary stockpiles may be completed to reduce soil erosion and dust generation.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.5	FMF-GSW3.
FMF-LQ5.	Freight management facility	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Materials management** Implementation of a materials management plan, in accordance with the **CoCP** (Doc Ref. 8.11), which include documenting how the excavated materials would be dealt with and preparation of verification report(s) to record the excavation and placement of materials at the site. Further details are provided in the **Materials Management Strategy** provided in **Volume 2, Appendix 3B** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.5	FMF-GSW7.
FMF-LQ6.	Freight management facility	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Site waste management measures** Implementation of site waste management plan, in accordance with the **CoCP** (Doc Ref. 8.11). Further details are provided in the **Conventional Waste Management Strategy** presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.5	FMF-GSW7.

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FMF-LQ7.	Freight management facility	Geology and land quality	Tertiary	To minimise impacts on geology and land quality.	**Soil management measures** Implementation of soil management plan, informed by the **outline Soil Management Plan** as presented in **Volume 2, Appendix 17C** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.5	FMF-SA2. FMF-GSW7.
FMF-LQ8.	Freight management facility	Geology and land quality	Secondary (mitigation)	To minimise impacts on soil and ground.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. The ground investigation would include chemical testing of the soil mounds around the former sand pit to either confirm that the materials can be re-used on-site or inform the disposal route. The investigation would also target the groundwater to determine the depth to groundwater and the quality of the groundwater. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of removal and reinstatement works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.7	FMF-GSW8.
FMF-LQ9.	Freight management facility	Geology and land quality	Secondary	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine the whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 11, Section 11.7	FMF-GSW9.
FMF-GSW1.	Freight management facility	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface Water drainage during operation** A Sustainable Drainage System (SuDS) as set out in the **Outline Drainage Strategy** (**Volume 2, Appendix 2A**) would be implemented for operation of the freight management facility to allow surface water run-off to infiltrate into the ground. Ongoing management and maintenance of drainage structures will be maintained throughout operations.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 12, Section 12.5	
FMF-GSW2.	Freight management facility	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water.	**Foul drainage during operation** The current proposal is to introduce a package sewage treatment plant and to drain the effluent to ground through SuDS infiltration devices. Tankering to works is an alternative option should the flow be insufficient for the low-flow package treatment plant.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 12, Section 12.5	
FMF-GSW3.	Freight management facility	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Construction management measures: groundwater and surface water** Tertiary mitigation measures to be incorporated into the proposed development during the construction, and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11) include: • A contamination watching brief by suitably qualified and experienced personnel would be implemented when excavating areas of potential contamination risk. • Implementation of working methods during construction to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control such as the use of plant drip trays and spill kits. Spill kits would be available on-site at all times. Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction. For example, all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. All refuelling would take place in a dedicated impermeable area, using a bunded bowser. Biodegradable oils would be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) would be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from surface water receptors. These would incorporate settlement and recirculation systems to allow water to be re-used. All washing out of equipment would be undertaken in a contained area, and all water would be collected for off-site disposal. • Stockpiles would be located a minimum of 10m from the nearest watercourse.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.5	FMF-LQ4.
FMF-GSW4.	Freight management facility	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during construction** Construction surface water drainage would be contained within the site, with drainage to the ground (this would prevent the supply of sediment and other contaminants to the surface drainage network). A swale will be constructed across the northern boundary and part of the eastern boundary and to the south of the widened Felixstowe Road to ensure that surface water run-off would be contained within the site and infiltrated into the underlying strata. The design of the swales and underground attenuation tanks will consider the ground conditions of the site. Water falling onto impermeable surfaces would pass through a bypass separator.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.5	
FMF-GSW5.	Freight management facility	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Foul drainage during construction** Foul sewage arising on-site during construction will be tankered off-site until the operational arrangements are in place	Construction and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 12, Section 12.5	

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FMF-GSW6.	Freight management facility	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Removal of drainage** The removal of the proposed development would include the removal of any related foul water, drainage and SuDS measures and infrastructure within the site (except the widened sections of Felixstowe Road which would be retained as permanent highway, with only road markings and signage for the access to the site would be removed).	Removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.5	
FMF-GSW7.	Freight management facility	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Materials Management Strategy, Site Waste Management Plan, and Soils Management Plan** Excavation and handling of materials and stockpiling, and construction waste would be managed by good working practice and addressed under the **CoCP** (Doc Ref. 8.11), **Materials Management Strategy** (**Volume 2, Appendix 3B**), **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A**) and **Outline Soils Management Plan** (**Volume 2, Appendix 17C**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.5	FMF-SA2. FMF-LQ5. FMF-LQ6. FMF-LQ7.
FMF-GSW8.	Freight management facility	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Ground Investigation** • Prior to commencement of construction works: A ground investigation would be undertaken to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. The ground investigation would include chemical testing of the soil mounds around the former sand pit to either confirm that the materials can be re-used on-site or inform the disposal route. The investigation would also target the groundwater to determine the depth to groundwater and the quality of the groundwater. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and the remediation of soil and groundwater contamination prior to construction may be required. • Prior to commencement of removal and reinstatement works: A ground investigation would also be undertaken post operation of the development as part of the removal and reinstatement phase. This ground investigation would confirm the ground conditions, contamination status and other ground related risks at the site following the operational phase. Remediation of soil or ground contamination would be undertaken if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.7	FMF-LQ8.
FMF-GSW9.	Freight management facility	Groundwater and surface water	Secondary	To minimise contamination impacts through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine the whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 8, Chapter 12, Section 12.7	FMF-LQ9.
FMF-GSW10.	Freight management facility	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Construction, operation and removal and reinstatement	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 8, Chapter 12, Section 12.7	
FMF-GSW11.	Freight management facility	Groundwater and surface water	Secondary	To minimise flood risk impacts.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 4 Chapter 12 Section 12.7	

9 RAIL

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)
GRR-NV1.	Rail	Noise and vibration	Primary	To minimise the impacts of noise on the surrounding area.	**Use of rail** There will be no train movements through Leiston at night east of Saxmundham Road Level Crossing the early years prior to operation of the full green rail route.	Operation	Requirement 25 (Rail Noise Mitigation Strategy)	ES Volume 9, Chapter 4, Section 4.5	
GRR-NV2.	Rail	Noise and vibration	Primary	To minimise the impacts of noise on the surrounding area.	**Rail design** • The upgraded Saxmundham to Leiston branch line track would be continuously welded rail which would reduce noise and vibration generation. • 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	
GRR-NV3.	Rail	Noise and vibration	Tertiary	To minimise the impacts of noise and vibration.	**Construction management measures: noise and vibration** The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the **Code of Construction Practice** (**CoCP**) (Doc Ref 8.11), including: • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 4, Section 4.5	
GRR-NV4.	Rail	Noise and vibration	Tertiary	To minimise the impacts of noise and vibration.	**Monitoring and management of any noise or vibration complaints** Routine monitoring would be carried out in accordance with the **CoCP** (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 4, Section 4.5	
GRR-NV5.	Rail	Noise and vibration	Secondary	To minimise the impacts of noise.	**Noise Mitigation Scheme** SZC Co. has established a voluntary 'Noise Mitigation Scheme' which seeks to mitigate residual significant effects on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in **Volume 2, Appendix 11H** of the **ES.** Where specified noise criteria is exceeded, noise insulation or temporary rehousing may be provided. SZC Co will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.	Construction, operation and removal and reinstatement	Section 106 agreement (Noise Mitigation Scheme)	ES Volume 9, Chapter 4, Section 4.5	
GRR-NV6.	Rail	Noise and vibration	Secondary	To minimise the impacts of noise.	**Additional mitigation - Construction** • Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the **CoCP** (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. • Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 4, Section 4.7	
GRR-NV7.	Rail	Noise and vibration	Secondary	To minimise the impacts of noise.	**Rail noise mitigation strategy -airborne noise** • SZC Co. would develop a Rail Noise Mitigation Strategy in consultation with Network Rail and the rail freight operator, informed by the further detailed assessments, to establish the package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line. • It may be possible to use quieter locomotives to pull trains and further work is planned to evaluate the potential effectiveness of this. • Some mitigation of noise levels may also be possible at Saxmundham, where, under present arrangements, trains using the Saxmundham to Leiston branch line for the Sizewell C Project would need to stop at Saxmundham and then pull away under load twice each time they pass. This is because the system in place for changing points and ensuring branch line safety requires this. Further details of this system are provided in Annex G of **Appendix 4B** (**Volume 9** of the **ES**).	Operation	Requirement 25 (Rail Noise Mitigation Strategy)	ES Volume 9, Chapter 4, Section 4.7	
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	

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GRR-AQ1.	Rail	Air quality	Primary	To minimise the impacts of transport emission on air quality.	**Design measures to minimise transport emissions across Sizewell C Project** There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in **Volume 2, Chapter 10** of the **ES.** The proposed green rail route is one of these measures.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Section 106 agreement (Implementation plan)	ES Volume 9, Chapter 5, Section 5.5	
GRR-AQ2.	Rail	Air quality	Primary	To minimise the impacts of dust.	**Site layout** Primary mitigation for construction of the proposed development includes: • Site access would be located at least 10m, from receptors. • Re-use of soils on-site to form landscape bunds instead of transporting them for off-site storage. • Ballast stockpiling located as far as practicable from receptors.	Construction	DCO Article 3 (Scheme design) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 5, Section 5.5	
GRR-AQ3.	Rail	Air quality	Tertiary	To minimise the impacts of noise and vibration.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 9, Chapter 5, Section 5.5	GRR-AR10.
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: • 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	
GRR-LV1.	Rail	Landscape and visual	Primary	To minimise visual and noise impacts on landscape and visual amenity.	**Landscape bund** • The creation of an approximately 2m high grassed visual and noise screening bund along the northern edge of the proposed rail extension route, which widens towards the eastern end of the proposed rail extension route and a second bund (also approximately 2m high) to the south of the rail extension at the eastern end of the proposed rail extension route, west of the B1122 (Abbey Road). • The landscape bunds are shown on the **Green Rail Route Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.12). • Both bunds would utilise on-site material removed due to earthworks associated with the alignment of the proposed rail extension route through the landscape and top soil storage.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 18 (Rail works) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 6, Section 6.5	GRR-TE4. GRR-AR2. GRR-HE2.
GRR-LV2.	Rail	Landscape and visual	Primary	To minimise impacts on landscape and visual amenity.	**Retention of woodland and hedgerows** The retention of existing woodland and hedgerows wherever possible, including hedgerows along Abbey Lane and the current alignment of Footpath E-363/003/0. Buckle's Wood falls outside of the site and would not be impacted. Further detail is shown on the **Green Rail Route Site clearance plan** (Doc Ref. 2.12).	Construction, operation and removal and reinstatement	Requirement 18 (Rail works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 6, Section 6.5	GRR-TE1 GRR-TE2
GRR-LV3.	Rail	Landscape and visual	Primary	To minimise impacts on users of the PRoW network.	**Diversions of footpaths** Diversion of existing Footpaths E-363/003/0, E-363/006/0 and E-363/010/0, which currently cross the site to safe crossing points over the rail route at level crossings.	Operation	DCO Article 14 to 16 (Rights of Way)	ES Volume 9, Chapter 6, Section 6.5	GRR-AR6.
GRR-LV4.	Rail	Landscape and visual	Primary	To minimise lighting impacts.	**Operational lighting** The level crossing lighting would be designed so as to not cause substantial levels of glare to road users, train drivers or signallers and others operating the crossing.	Operation	Requirement 18 (Rail works)	ES Volume 9, Chapter 6, Section 6.5	GRR-TE7.
GRR-LV5.	Rail	Landscape and visual	Primary	To minimise impacts on landscape and visual amenity.	**Reinstatement of land** Following the completion of SZC track bed and level crossings would be removed to revert area back to original topography (boundary hedgerows would be reinstated and the area would then be returned to agricultural use). Further detail is shown on the **Green Rail Route Removal and Reinstatement Plans** (Doc Ref. 2.12).	Removal and reinstatement	DCO Article 3 (Scheme design) Requirement 24 (AD: Removal and Reinstatement)	ES Volume 9, Chapter 6, Section 6.5	GRR-TE3. GRR-TE8.
GRR-LV6.	Rail	Landscape and visual	Tertiary	To minimise impacts on landscape and visual amenity.	**Construction lighting** To minimise the adverse effects of lighting during construction: • Minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed to minimise nuisance to adjacent properties. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce light spill. • Task-specific lighting will be turned off on completion of the Task, or at the end of the working day by the contractor. • Spotlights and Task lighting towers will be positioned away from sensitive receptors, where identified. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 6, Section 6.5	GRR-TE11.
GRR-LV7.	Rail	Landscape and visual	Secondary	To minimise landscape and visual impacts.	**Maintenance of planting** The proposed planting would require maintenance and management during the operation of the proposed development, with replacement of plant failures during the first few years of establishment (usually 5 years) as required.	Operation	Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 6, Section 6.7	
GRR-TE1.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts upon surrounding habitats and associated species.	**Site Location** Buckle's Wood CWS and surrounding blocks of broadleaved woodland (shown by TN 6 and TN 9 in **Volume 9, Appendix 7A** of the **ES**) would be retained in their entirety.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV2.

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GRR-TE2.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts upon surrounding habitats and associated species.	**Retention of hedgerows** Most hedgerows on-site would be retained, with the exception of four small sections of defunct, species-poor hedgerow and one section of species-rich 'important' hedgerow. Further detail is shown on the **Green Rail Route Site clearance plan** (Doc Ref. 2.12).	Construction and operation	Requirement 18 (Rail works) Requirement 19 (AD: Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV2.
GRR-TE3.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts upon surrounding habitats and associated species.	**Reinstatement of hedgerows** All hedgerows removed during construction would be replanted during the removal and reinstatement phase. Further detail is shown on the **Green Rail Route Removal and Reinstatement Plans** (Doc Ref. 2.12).	Removal and reinstatement	DCO Article 3 (Scheme design) Requirement 24 (AD: Removal and Reinstatement)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV5. GRR-TE8.
GRR-TE4.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts upon surrounding habitats and associated species.	**Landscape bunds** Two landscape bunds 2m in height would be provided within the site. These would help screen the adjacent landscape and ecological receptors. The landscape bunds are shown on the **Green Rail Route Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.12).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 18 (Rail works) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV1.
GRR-TE5.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts upon surrounding habitats and associated species.	**Fencing** • The proposed rail extension route would be bounded by security fences. All security fencing around the proposed rail extension route would be sufficient to resist damage by livestock and would be regularly checked and maintained in a suitable condition. • Any damage to fencing would be repaired. • All landscape bunds would be within the fenced area. The fencing would include a buried return and would be sufficient to prevent access by badgers, avoiding the establishment of setts within the landscaped bunds.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 18 (Rail works)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE6.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts on species utilising the site.	**Crossing points** While the proposed rail extension route would be fenced, safe crossing points would be established for the diversion of three public rights of way. The breaks in the fencing at the crossing points would direct badgers and other large terrestrial mammals to suitable crossing points.	Construction, operation and removal and reinstatement	Requirement 18 (Rail works)	ES Volume 9, Chapter 7, Section 7.5	GRR-AR6.
GRR-TE7.	Rail	Terrestrial ecology and ornithology	Primary	To minimise the impacts on nocturnal species that use the nearby tree lines or habitats for roosting or foraging.	**Operational lighting** • Operational lighting would be limited to the B1122 (Abbey Road) level crossing and the level crossing at Buckleswood Road. The remaining rail route extension would be unlit. • The lighting design would use light fittings chosen to limit stray light. These measures would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for roosting or foraging.	Operation	Requirement 18 (Rail works)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV4.
GRR-TE8.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts on species utilising the site.	**Maintenance and reinstatement** Soft landscaping would be maintained during the operational lifetime of the proposed rail extension route before being removed when the agricultural use is reinstated.	Operation and removal and reinstatement	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 24 (AD: Removal and reinstatement)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV5. GRR-TE3.
GRR-TE9.	Rail	Terrestrial ecology and ornithology	Primary	To minimise impacts on surface water bodies.	**Surface water drainage during operation** • Sustainable Drainage Systems (SuDS) would be implemented to minimise surface water runoff. • Standard pollution prevention control measures would be implemented to avoid any pollution risk to watercourses and sensitive habitats.	Construction, operation and removal and reinstatement	Requirement 18 (Rail works) Requirement 5 (PW: Surface & foul water drainage)	ES Volume 9, Chapter 7, Section 7.5	GRR-GSW1.
GRR-TE10.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on surface water bodies.	**Surface water drainage during construction** • Temporary SuDS would be implemented early in the construction phase. Construction phase water management zones would intercept surface run-off, sediment and contaminants from the construction compound and laydown areas, and incorporate sustainable drainage measures such as swales, filter drains, infiltration basins and soakaways to promote infiltration. • Construction drainage would be contained within the site, with drainage to ground. Only if full infiltration is not possible would these systems discharge into the surface drainage network (at greenfield runoff rates) to minimise the potential for impact.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	GRR-GSW3.
GRR-TE11.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts of light spill on surrounding habitats.	**Construction lighting** • Where required, temporary construction lighting would be controlled to minimise light spill on surrounding habitats. The lighting design would use light fittings chosen to limit stray light and minimise impacts on sensitive species. • The lighting would also be designed to minimise the visibility from sensitive receptors off-site. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for commuting, roosting or foraging.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	GRR-LV6.
GRR-TE12.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise dusts impact on neighbouring habitats and associated species.	**Construction management measures: air quality** The **CoCP** (Doc Ref. 8.11) sets out control measures to manage construction impacts on air quality, including: • 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).	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	GRR-AQ4.
GRR-TE13.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on surface water bodies.	**Construction management measures: geology and land quality, groundwater and surface water** Standard pollution prevention control measures would be implemented to avoid any pollution risk to watercourses and sensitive habitats. These are set out in the **CoCP** (Doc Ref 8.11).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	GRR-LQ4. GRR-GSW7.

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GRR-TE14.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise the risk of spreading non-native species.	**Construction management measures: invasive weed species** There is the potential for non-native species to be introduced during the construction phase. Contractors would be required to undertake a biosecurity risk assessment as part of the planning for the scheme and a management plan put in place to avoid potentially facilitating the spread of non-native species during construction.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	GRR-SA9.
GRR-TE15.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise the impacts on great crested newts.	**Construction management measures: Ecology - Great Crested Newt** Works with the potential to affect great crested newts would be 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 include: • Where hedgerow is to be removed, it would generally be cleared outside of the amphibian hibernation period (October to February inclusive). If this is not possible, vegetation would be cut to just above ground level (to remove potential bird nesting habitat), but the roots would remain intact until the newt hibernation season is complete. The root system of vegetation would then be removed once the great crested newt hibernation season is over. This work would be overseen by a suitably experienced Ecological Clerk of Works (ECoW). Any great crested newts encountered would be translocated to an appropriate pond within the ZOI, known to support them, with suitable adjacent terrestrial habitats. • To minimise the risk of incidental mortality, all vegetation within the site boundary would be maintained in a state unsuitable for great crested newts, i.e. vegetation would be maintained to ground level, this would also support mitigation for reptiles. A suitably experienced ECoW would oversee all ground-breaking activities and would inspect all excavations, if uncovered. • During the removal and reinstatement phase, the removal of the railway ballast and bunds would be conducted outside of amphibian and reptile hibernation period (October to February inclusive) where possible. Otherwise a suitably experienced ECoW would oversee all dismantling and removals. Should a great crested newt be found during the removal and reinstatement phase, a licence may be required from Natural England following agreement with Natural England on an appropriate mitigation strategy. A draft Method Statement has been prepared for the proposed development and included in **Volume 9, Annex 7A6** of the **ES.**	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE16.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on bats.	**Construction management measures: Ecology - Bat roosts in trees** The proposed vegetation clearance includes the removal of trees with the potential to support roosting bats. Mitigation measures include: • Tree inspections to determine evidence of use as roosts would be undertaken 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 displaced 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). Should evidence of bat roosting be found, felling would ideally be undertaken under licence in September/October, to avoid the maternity and hibernation periods during which bats are more vulnerable to disturbance (this timing would also avoid the bird-nesting season). • To mitigate for the loss of the tree and potential roost resources, bat boxes would be installed on retained trees in suitable locations within the site boundary. One bat box would be installed per tree with medium or high bat roost potential that is due to be lost, whether or not a roost has been identified. A variety of bat boxes would be used to support different species. A draft Methods Statement has been prepared for the proposed development and included in **Volume 9, Annex 7A5** of the **ES.**	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE17.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on reptiles.	**Construction management measures: Ecology - Reptile** • Prior to the commencement of construction, an inspection would be undertaken by a suitably experienced ecologist of any potential reptile refugia, after which they should be removed. • A phased vegetation clearance process would be undertaken to displace any reptiles from the site, under the supervision of a suitably experienced ECoW. Removal of vegetation and of places of shelter/hibernation features would be undertaken outside of the reptile hibernating period (October to February inclusive), during periods of warm, dry weather. If this is not possible, vegetation would be cut to the ground (to remove potential bird nesting habitat), but the roots would remain intact until hibernation is complete. The root system of vegetation would then be removed once the reptile hibernation season is over. Clearing of vegetation would be undertaken under the supervision of the ECoW. A draft Method Statement has been prepared for the proposed development and included in **Volume 9, Annex 7A6** of the **ES**.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE18.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on nesting birds and breeding birds.	**Construction management measures: Ecology - Nesting / Breeding Birds** • Removal of vegetation, ground clearance and the commencement of construction activities have the potential to risk killing or injuring nesting birds, and to damage or destroy nests, including those of ground-nesting species, should works be undertaken during the breeding bird season (considered to be late February to August). Birds and their nests are protected under the W&CA (Ref 7.7) and the removal of scrub and trees and ground clearance works would generally be undertaken outside of the breeding bird season. • Measures could also be put in place to deter birds from nesting in any hedgerow to be removed (for example, cutting back vegetation and making the area less suitable); however, if conducted during the reptile hibernation period, the ground would need to remain undisturbed. • Where it is not possible to undertake these works outside of the breeding bird season, an inspection for nests would be undertaken by a suitably experienced ECoW prior to the removal of vegetation. If nesting birds are identified during this process, works in the vicinity of the nest (estimated to be a 10m standoff) would cease until the young have fledged.	Construction	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE19.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on retained ecological features.	**Construction management measures: Ecology - Tree protection** • Tree and hedgerow root protection zones will be established and tree protective fencing (distance of fencing from tree trunk = 12x trunk diameter, distance from hedgerows = 1m from the spread of hedgerow canopy) would be established prior to construction works at that location commencing. Fencing would only be removed upon completion on activity. • If works need to be undertaken within the root protection zones, an arboricultural survey would be undertaken and the recommended measures would be implemented to support the long-term survival of the tree/hedgerow.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	

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GRR-TE20.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on badgers.	**Construction management measures: Ecology - Badgers** • Prior to construction and again prior to removal and restoration, a walkover of the proposed rail extension route would be conducted by a suitably experienced ecologist to determine the status of previously identified badger setts and to confirm if any new setts have become established within or adjacent to where works would be conducted. • The known badger setts would be at risk of damage or destruction due to construction works and would require closure under licence from Natural England. Construction activities that may cause disturbance, damage and/or destruction to any other active badger setts recorded during the pre-construction walkover would also require a licence from Natural England. Any badger setts that require closure would be closed between 1 July and 30 November. • There is potential for badgers to enter the site during construction, or for new setts to be excavated within the bunds (prior to the installation of the security fence). During construction and operation, an ecological watching brief would be conducted of the earthworks bund to monitor for any signs of badger activity. Any excavations made during the course of construction activities would be closed at the end of the day to prevent access by badgers. Should it not be possible for excavations to be closed at night, a means of egress (i.e. a wooden plank) would be provided to ensure that any badgers that may access these excavations have a means of escape.	Construction and removal and reinstatement	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE21.	Rail	Terrestrial ecology and ornithology	Tertiary	To minimise impacts on brown hares and hedgehogs.	**Construction management measures: Ecology - Brown hare and Hedgehog** During the preliminary works and site preparatory works, a phased approach to site clearance and topsoil stripping would discourage brown hares and hedgehogs away from the site of activity and into the surrounding suitable habitat.	Construction and removal and reinstatement	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.5	
GRR-TE22.	Rail	Terrestrial ecology and ornithology	Secondary	To minimise ecological effects on habitat and species.	**Construction monitoring** • All vegetation clearance would be conducted under the supervision of a suitably qualified ecologist, who would monitor for breeding bird, reptile, and small mammal constraints. A suitably qualified ecologist would also oversee all ground-breaking activities. • Regular checks of the perimeter fence during construction (Should badgers have gained access and created setts within the site, a licence would be sought from Natural England to close these setts prior to the removal and reinstatement phase). • Construction lighting checks. • Permanent lighting installation checks. • Monitoring of bat box installation during construction. • There would be regular checks of tree and hedgerow protection fencing to ensure the root protection buffer is maintained.	Construction and removal and reinstatement	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.7	GRR-TE5. GRR-TE11. GRR-TE16. GRR-TE17. GRR-TE18. GRR-TE19. GRR-TE20.
GRR-TE23.	Rail	Terrestrial ecology and ornithology	Secondary	To minimise ecological effects on bats.	**Ecological management measures during operation** Throughout the operational phase, there would be regular checks of the security fence to check the fence remains intact, and that there is no encroachment of construction activities beyond the site boundary or within the buffer areas. This would also include checks that badgers remain excluded from the site and the landscape bunds. Should badgers have gained access and created setts within the site, a licence would be sought from Natural England to close these setts prior to the removal and reinstatement phase.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan) Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 7, Section 7.7	GRR-TE5.
GRR-TE24.	Rail	Terrestrial ecology and ornithology	Secondary	To minimise impacts on bats.	**Bat Box Monitoring** Bat boxes would be monitored over a five-year period post-construction, to confirm the presence/absence of bats and use of the bat boxes. If bat boxes have not been occupied within three years of erection, consideration would be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist.	Operation	Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 9, Chapter 7, Section 7.7	GRR-TE16.
GRR-AR1	Rail	Amenity and recreation	Primary	To minimise noise impacts on amenity resources.	**Rail design** For the proposed development, the track would be continuously welded rail which would reduce noise generation.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 25 (Rail Noise Mitigation Strategy)	ES Volume 9, Chapter 8, Section 8.5	GRR-NV2.
GRR-AR2.	Rail	Amenity and recreation	Primary	To minimise air quality impacts on amenity resources.	**Landscape bund** The creation of an approximately 2m high grassed visual and noise screening bund along the northern edge of the proposed rail extension route, which widens towards the eastern end of the proposed rail extension route and a second bund (also approximately 2m high) to the south of the rail extension at the eastern end of the proposed rail extension route, west of the B1122 (Abbey Road). Both bunds would utilise on-site material removed due to earthworks associated with the alignment of the proposed rail extension route through the landscape and top soil storage, reducing the need to transport material off-site. The landscape bunds are shown on the **Green Rail Route Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.12).	Construction and operation	DCO Article 3 (Scheme design) Requirement 18 (Rail works) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 8, Section 8.5	GRR-LV1.
GRR-AR3.	Rail	Amenity and recreation	Primary	To minimise impacts on amenity resources.	**Retention of woodland and hedgerows** The retention of existing woodland and hedgerows wherever possible, including hedgerows along Abbey Lane and the current alignment of Footpath E-363/003/0. Buckle's Wood falls outside of the site and would not be impacted. Further detail is shown on the **Green Rail Route Site clearance plan** (Doc Ref. 2.12).	Construction, operation and removal and reinstatement	Requirement 18 (Rail works) Requirement 21 (Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 8, Section 8.5	GRR-LV2.
GRR-AR4.	Rail	Amenity and recreation	Primary	To minimise impacts on amenity resources.	**Site layout and design of the proposed rail extension route** The design has sought to minimise visibility of the proposed rail extension route from Leiston Abbey, with the route following a line downhill of a slight crest. This topographical feature would be accentuated by landscaping, through the landscape bunds, which would respond to the existing contours of the landscape to further reduce visibility of the proposed rail extension route and to provide a measure of acoustic screening.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 18 (Rail works)	ES Volume 9, Chapter 8, Section 8.5	GRR-HE3.
GRR-AR5.	Rail	Amenity and recreation	Primary	To minimise impacts on users of PRoW.	**Closures / diversions of highways during construction, operation and removal and reinstatement phase** During the construction, operation, and removal and reinstatement stages of the proposed development, Buckleswood Road would be subject to temporary diversions to enable the construction of the level crossing as seen in **Rights of Way** plans (Doc Ref. 2.4).	Construction, operation and removal and reinstatement	DCO Article 14-16 (Rights of Way)	ES Volume 9, Chapter 8, Section 8.5	

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GRR-AR6.	Rail	Amenity and recreation	Primary	To minimise impacts on users of PRoW.	**Closures / diversions of PRoW during construction, operation and removal and reinstatement phase** • During the construction, operation, and removal and reinstatement stages of the proposed development, Footpath E-363/003/0, Footpath E-363/006/0 and Footpath E-363/010/0 would be subject to temporary diversions as seen in **Rights of Way** plans (Doc Ref. 2.4). • During construction of the Buckleswood Road level crossing, Footpath E-363/003/0 would be diverted to follow the proposed temporary road alignment (GRR-AR5). After completion of the crossing, Footpath E-363/003/0 would be diverted east along the southern edge of the proposed rail extension route to Wood Farm, before continuing north-west over the new barrier-controlled level crossing on to Buckleswood Road. The level crossing barriers would be closed for up to six times per day, for intervals up to three minutes at a time, and would therefore be open to PRoW users for the majority of the time. • During construction Footpaths E-363/003/0 would be closed for very short periods where it crosses the existing Saxmundham to Leiston branch line, during upgrades to the railway line. These closures would be kept to a minimum and users would need to find alternative routes during temporary closures. • Footpath E-363/006/0 would be diverted east from its current alignment to connect with the B1122 (Abbey Road) south of the proposed rail extension route. The footpath would run north along a proposed off-road bridleway (the alignment of the diverted bridleway E-363/019/0) west of the B1122 (Abbey Road) for a short stretch, crossing the proposed rail extension route via a new automated level crossing on the B1122 (Abbey Road). The users of the PRoW would be able to use the diversion with the exception of during times when the level crossing barriers would be closed, which would be up to six times per day, for intervals of up to three minutes at a time. • Footpath E-363/010/0 would be diverted east from its current alignment, following the same diversion as Footpath E-363/006/0 before re-joining its existing alignment north of the proposed railway cutting. The stretch of diverted footpath along the northern edge of properties along the B1122 (Abbey Road) would remain in place permanently.	Construction	DCO Article 14-16 (Rights of Way)	ES Volume 9, Chapter 8, Section 8.5	GRR-LV3. GRR-AR5.
GRR-AR7.	Rail	Amenity and recreation	Primary	To minimise impacts on users of amenity and recreation resources.	**Construction management measures: noise and vibration** Some tertiary measures described in **Volume 9, Chapter 4** (Noise and Vibration) of the **ES**, apply to the amenity and recreation assessment, these include standard of good practice measure, outlined in BS 5228-1 and BS 5228-2, as set out in the **CoCP** (Doc Ref 8.11): • Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities. • Switching off equipment when not required. • Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site. • Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the **CoCP** (Doc Ref. 8.11), and contractors will be required to adhere to this.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 8, Section 8.5	GRR-NV3.
GRR-AR8.	Rail	Amenity and recreation	Primary	To minimise impacts on users of amenity and recreation resources.	**Construction management measures: air quality** Some tertiary measures described in **Volume 9, Chapter 5** (Air Quality) of the **ES**, and set out in the **CoCP** (Doc Ref. 8.11), apply to the amenity and recreation assessment, these include: • 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).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 8, Section 8.5	GRR-AQ4.
GRR-AR9.	Rail	Amenity and recreation	Tertiary	To minimise impacts on users of amenity and recreation resources.	**Construction lighting** Some tertiary measures described in **Volume 9, Chapter 6** (Landscape and Visual) of the **ES** relating to construction lighting apply to the amenity and recreation assessment. Where construction lighting is required: • Minimum light levels for safe working and the Minimum number of lighting elements to illuminate the work area safely will be used. • Lighting will be directed to minimise nuisance to adjacent properties. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce light spill. • Task-specific lighting will be turned off on completion of the Task, or at the end of the working day by the contractor. • Spotlights and Task lighting towers will be positioned away from sensitive receptors, where identified. • Contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 8, Section 8.5	GRR-LV6.
GRR-AR10.	Rail	Amenity and recreation	Tertiary	To minimise impacts associated with construction traffic.	**Measures to manage construction traffic** During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7) and a **Construction Worker Travel Plan** (Doc Ref. 8.8) will be implemented to reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).	Construction, operation and removal and reinstatement	Section 106 agreement (CTMP and CWTP)	ES Volume 9, Chapter 8, Section 8.5	
GRR-HE1.	Rail	Terrestrial historic environment	Primary	To minimise impacts of changes to settings and landscape character.	**Retention of vegetation** Existing woodlands, scrub and hedgerows within the site and adjoining the site boundaries would be retained where possible. Further detail is shown on the **Green Rail Route Site clearance plan** (Doc Ref. 2.12).	Construction, operation and removal and reinstatement	Requirement 18 (Rail works) Requirement 21 (Site clearance plans) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 9, Section 9.5	GRR-LV2.
GRR-HE2.	Rail	Terrestrial historic environment	Primary	To minimise impacts of changes to settings and landscape character.	**Landscape bund** The creation of an approximately 2m high grassed visual and noise screening bund along the northern edge of the proposed rail extension route, which widens towards the eastern end of the proposed rail extension route and a second bund (also approximately 2m high) to the south of the rail extension at the eastern end of the proposed rail extension route, west of the B1122 (Abbey Road). The landscape bunds are shown on the **Green Rail Route Proposed Landscape Masterplan and Finished Levels** (Doc Ref. 2.12).	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 18 (Rail works) Requirement 23 (AD: Landscape planting)	ES Volume 9, Chapter 9, Section 9.5	GRR-LV1.

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GRR-HE3.	Rail	Terrestrial historic environment	Primary	To minimise impacts of changes to settings and landscape character.	**Site layout and design of the proposed rail extension route** The design has sought to minimise visibility of the proposed rail extension route from Leiston Abbey, with the route following a line downhill of a slight crest. This topographical feature would be accentuated by landscaping, through the landscape bunds, which would respond to the existing contours of the landscape to further reduce visibility of the proposed rail extension route and to provide a measure of acoustic screening.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design) Requirement 18 (Rail works)	ES Volume 9, Chapter 9, Section 9.5	GRR-AR4.
GRR-HE4.	Rail	Terrestrial historic environment	Tertiary	To minimise impacts of changes to settings and landscape character.	**Construction management measures: Construction lighting and Noise and vibration** The **CoCP** (Doc Ref. 8.11) sets out best-practice measures for the reduction of potential impacts from construction activities on setting. These include measures to minimise noise, lighting and visual impacts.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 9, Section 9.5	GRR-NV3. GRR-LV6.
GRR-HE5.	Rail	Terrestrial historic environment	Tertiary	To minimise impacts on archaeological remains.	**Construction management measures: terrestrial historic environment** Temporary satellite compounds on the Saxmundham to Leiston branch line would use geotextile matting for the parking of a construction vehicle and welfare van.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 9, Section 9.5	
GRR-HE6.	Rail	Terrestrial historic environment	Secondary	To minimise impacts on 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 (**Volume 2, Appendix 16H** of the **ES**). Individual site WSIs produced to supplement these will be agreed with SCCAS. 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. 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 9, Chapter 9, Section 9.7	
GRR-HE7.	Rail	Terrestrial historic environment	Secondary	To minimise the impact of loss of historic interest.	**Additional mitigation** As set out in **Volume 2, Chapter 16** of the **ES,** a Section 106 agreement to provide for enhancements to the visitor experience of the two Leiston Abbey sites. This would enhance the historic interest of these sites by allowing visitors to better engage with these assets and mitigate against the harm caused by the loss of historic interest arising from the perceptual presence of the proposed development during the construction period. It is envisaged that the works funded by this agreement would provide a lasting benefit that would persist into the operational period, complementing the creation and retention of an off-road link between the two assets. This off-road link is further described in **Volume 2, Chapter 16** and **Volume 2, Appendix 15I** of the **ES**.	Construction, operation and removal and reinstatement	Section 106 agreement	ES Volume 9, Chapter 9, Section 9.7	
GRR-SA1.	Rail	Soils and agriculture	Primary	To minimise the impacts of temporary loss of agricultural land.	**Site layout** The site layout has been optimised to reduce the overall land take and impacts on agricultural business.	Construction, operation and removal and reinstatement	DCO Article 3 (Scheme design)	ES Volume 9, Chapter 10, Section 10.5	
GRR-SA2.	Rail	Soils and agriculture	Primary	To minimise impacts of severance on land holdings.	**Level crossing** A temporary automated level crossing would be constructed where the proposed rail extension route crosses Buckleswood Road, providing safe access over the rail extension route for vehicles and non-motorised users. This would reduce potential severance impacts by enabling continued access to land on both sides of the proposed rail extension route.	Construction, operation and removal and reinstatement	DCO Article 14-16 (Rights of Way) Requirement 18 (Rail works)	ES Volume 9, Chapter 10, Section 10.5	
GRR-SA3.	Rail	Soils and agriculture	Tertiary	To minimise impacts of pollution on soil resources.	**Soil re-use** The sustainable re-use of the soil resource would be undertaken in line with the CoCP for the Sustainable Use of Soil on Construction Sites and the Ministry of Agriculture, Food and Fisheries Good Practice Guide for Soil Handling, as set out in the **CoCP** (Doc Ref. 8.11).	Construction, removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	
GRR-SA4.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Soil management plan** An **outline Soil Management Plan** has been developed (see **Volume 2, Appendix 17C** of the **ES**). This would include information on handling methods and measures which would be implemented include (but are not limited to): • Development of a Soil Resources Plan by the contractor, which would include detail on existing soil information, proposed storage locations and management measures. • Ensuring soils are stripped and handled in the driest condition possible. • Ensuring topsoil and subsoil resources are stripped and stockpiled separately. • Protecting stockpiles from erosion through establishment of a grass cover and from tracking over through appropriate signage and/or fencing. • Confining vehicle movements to defined haul routes until all the soil resource has been stripped. • Ensuring the physical condition of the replaced soil profile to at least 1.2m below ground level following the removal and reinstatement phase is sufficient for the post-construction use. The measures included in the soil management plan are included in the **CoCP** (Doc Ref. 8.11).	Construction, removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	GRR-LQ8. GRR-GSW5.
GRR-SA5.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resources.	**Soil storage** All soils would be stored a minimum 10m away from watercourses (or potential pathways to watercourses), and any potentially contaminated soil would be stored on an impermeable surface and covered to reduce leachate generation and potential migration to surface waters.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	GRR-TE9. GRR-LQ2. GRR-GSW4.
GRR-SA6.	Rail	Soils and agriculture	Tertiary	To minimise pollution impacts.	**Construction management measures: Construction dust, geology and land quality and groundwater and surface water** Industry standard measures would be put in place to control pollution, including from fuel or chemical stores, silt-laden runoff or dust as set out in air quality (**Volume 9, Chapters 5**), geology and land quality (**Volume 9, Chapter 11**) and groundwater and surface water (**Volume 9, Chapter 12**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	GRR-AQ4. GRR-LQ4. GRR-GSW7.
GRR-SA7.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Toolbox talks** Toolbox talks would be used to inform all those working on the site of the requirements for soil handling and minimisation of disturbance to agricultural activities to minimise potential impacts on the remainder of the landholding and on neighbouring landholdings during the construction phase.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	

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GRR-SA8.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Fencing** Fencing around the proposed development would be sufficient to resist damage by livestock (where appropriate) from adjacent land and will be regularly checked and maintained in a suitable condition. Any damage to boundary fencing would be repaired immediately.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 9, Chapter 10, Section 10.5	GRR-TE22. GRR-TE23.
GRR-SA9.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Invasive weed species removal** Measures contained in relevant Defra and Environment Agency best practice guidance on the control and removal of invasive weed species would be implemented where appropriate, such as through the appropriate use of herbicides or removal/burial of plant materials. These are detailed in the **CoCP** (Doc Ref. 8.11).	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP) Requirement 4 (PW: Terrestrial Ecology Monitoring Plan)	ES Volume 9, Chapter 10, Section 10.5	GRR-TE14.
GRR-SA10.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Animal burial sites** Should animal bones be discovered which indicate a potential burial site, works would be paused in the affected area, and the Animal Health Regional Office would be advised and informed of the proposed mitigation measures. Works could restart once the relevant mitigation measures have been put in place.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	
GRR-SA11.	Rail	Soils and agriculture	Tertiary	To minimise impacts on soil resource and agricultural land holdings.	**Bio-security** All movement of plant and vehicles between affected fields would cease in the event of a notifiable disease outbreak. Advice and guidance from Defra would be followed to minimise the biosecurity risk associated with the continuation of works.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 10, Section 10.5	
GRR-SA12.	Rail	Soils and agriculture	Secondary	To minimise impacts on agricultural land holdings.	**Consultation with land owners** Effects on the farm business would be reduced as part of the land acquisition process, including further engagement with the land owner regarding the timing of acquisition and access to the necessary land.	Construction, operation and removal and reinstatement	DCO Article 28 (Compulsory acquisition)	ES Volume 9, Chapter 10, Section 10.7	
GRR-LQ1.	Rail	Geology and land quality	Primary	To minimise impacts of ground gas.	**Rail design** The design of the proposed rail extension route and associated structures would be in accordance with the suite of Network Rail standards and the Governance for Rail Investment Projects (GRIP) process, and best practice guidance at the time of the design. The proposed rail improvement works would be completed in accordance to the relevant Network Rail standards including NR/L3/ENV/044: Track maintenance, renewal or alteration- used ballast handling.	Operation	Requirement 18 (Rail works)	ES Volume 9, Chapter 11, Section 11.5	
GRR-LQ2.	Rail	Geology and land quality	Primary	To minimise impacts of ground gas.	**Road design** • The design of the temporary and permanent road diversions and junction and the selection of construction materials would be in accordance with the DMRB, British Standards and best practice guidance at the time of the design. The selection of materials for both the proposed development would be required to take into account the ground conditions including the potential for ground movement, compaction, ground gas and ground aggressivity. • Where possible, the construction of temporary hardstanding within the primary construction compounds to reduce spills and leaks infiltrating into the ground.	Operation	DCO Article 3 (Scheme Design) Requirement 18 (Rail works)	ES Volume 9, Chapter 11, Section 11.5	
GRR-LQ3.	Rail	Geology and land quality	Primary	To minimise risk of contamination of controlled waters.	**Surface water drainage during operation** The use of appropriate drainage systems in accordance with the **Outline Drainage Strategy** provided in **Appendix 2A** of **Volume 2** of the **ES** to reduce the potential for contamination to migrate and impact on the ground, groundwaters and surface waters. This would include the use of lined drainage where necessary to protect the ground and underlying groundwater.	Operation	Requirement 5 (PW: Surface & foul water drainage) Requirement 18 (Rail works)	ES Volume 9, Chapter 11, Section 11.5	GRR-GSW1.
GRR-LQ4.	Rail	Geology and land quality	Tertiary	To minimise contamination impacts.	**Construction management measures: Geology and land quality** Tertiary mitigation measures to be incorporated into the proposed development during construction and the removal and reinstatement phases, as set out in the **CoCP** (Doc Ref. 8.11), include: • Prior to stockpiling or other groundworks, topsoil present would be removed and appropriately stored for potential re-use in landscaping areas or as general fill, subject to demonstrating suitability for reuse criteria. This process would reduce the potential for buried topsoil to generate ground gas beneath the proposed development which may pose a risk to human health. • Development of health and safety risk assessments and method statements by the contractor (including emergency response procedures), and provision of appropriate personal protective equipment (PPE) for the protection of construction workers. • Implementation of appropriate dust suppression measures to reduce migration of contaminated dust, further details are provided in the air quality assessment provided in **Chapter 5** of **Volume 9** (Air Quality). • Minimising the area and duration of soil exposure and timely reinstatement of vegetation, ballast or hardstanding to reduce soil exposure/erosion and reduce temporary effects on soil compaction. • Implementation of a contamination watching brief by suitably qualified and experienced personnel would be completed for the proposed development when excavating areas of potential contamination risk. If unidentified contamination is encountered, works will be temporarily suspended in the area and appropriate investigations and remediation will be discussed and agreed with stakeholders and completed in accordance with current best practice. • Stockpile management (such as water spraying and avoiding over stockpiling to reduce compaction of soil and loss of integrity) to reduce windblown dust and surface water run-off. • Clear segregation between stockpiled material including imported material, excavated material stockpiled for re-use and excavated waste material stockpiled for treatment and / or off-site disposal. • Covering / hydroseeding of temporary stockpiles or the landscape bunds to reduce soil erosion and dust generation • Stockpiles would be located a minimum of 10m from the nearest watercourse. • Implementation of working methods during construction to ensure that surface water run-off from the stockpiles, landscape bunds or working area is minimised and captured prior to entry into adjacent surface watercourses or leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control e.g. plant drip trays and spill kits and suitable training and toolbox talks completed. • Implementation of appropriate and safe storage of fuel, oils, chemicals and equipment during construction in accordance with COSHH regulations and oil storage regulations.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	GRR-AQ4. GRR-GSW7.
GRR-LQ5.	Rail	Geology and land quality	Tertiary	To minimise impacts on geology and land quality receptors.	**Construction management measures - network rail standards** The **CoCP** (Doc Ref. 8.11) would incorporate the information required as part of an Environmental and Social Management Plan in accordance with the Network Rail Standard NR/L2/ENV/015.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	

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)
GRR-LQ6.	Rail	Geology and land quality	Tertiary	To minimise impacts associated with the management of waste.	**Materials management** Implementation of an appropriate materials management measures, in accordance with the **CoCP** (Doc Ref. 8.11), which include documenting how the excavated materials would be dealt with and preparation of verification report(s) to record the excavation and placement of materials at the site. Further details are provided in the Materials Management Strategy provided in **Appendix 3B** of **Volume 2**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	GRR-GSW5.
GRR-LQ7.	Rail	Geology and land quality	Tertiary	To minimise impacts on soil resources.	**Site waste management measures** Implementation of site waste management measures, as set out in the **CoCP** (Doc Ref. 8.11). Further details are provides in the Waste Management Strategy presented in **Appendix 8A** of **Volume 2** of the **ES**.	Construction, operation and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	GRR-GSW5.
GRR-LQ8.	Rail	Geology and land quality	Tertiary	To minimise impacts on soil resources.	**Soil management measures** Implementation of soil management measures, informed by the **outline Soil Management Pla**n as presented in **Appendix 17C** of **Volume 2** of the **ES**.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	GRR-SA4.
GRR-LQ9.	Rail	Geology and land quality	Tertiary	To minimise impacts associated with the management of waste.	**Storage and disposal of wastes and hazardous substances** Storage and disposal of wastes and hazardous substances, where required, would be managed in accordance with current guidance and legislative requirements.	Operation	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.5	
GRR-LQ10.	Rail	Geology and land quality	Secondary	To minimise UXO risk.	**UXO assessment** The additional assessment of the moderate WWII UXO bomb risk identified across the proposed development would be undertaken in the form of a detailed UXO desk study and risk assessment. Where required, mitigation measures would then be implemented as appropriate.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.7	
GRR-LQ11.	Rail	Geology and land quality	Secondary	To minimise impacts on groundwater and soil contamination risk.	**Ground investigation** • Ground investigation would be undertaken for the proposed rail extension route to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and remediation of soil and groundwater contamination prior to construction may be required. • Intrusive ground investigation would also be undertaken post operation of the proposed rail extension route as part of the removal and reinstatement phase. Remediation of soil or ground contamination would be undertaken during this phase if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.7	GRR-GSW8.
GRR-LQ12.	Rail	Geology and land quality	Secondary	To minimise contamination risks.	**Site walkover** A site walkover survey would be undertaken for the proposed rail improvement works prior to construction works in order to identify areas of potential contamination risks. Surface sampling of potential areas of contamination would be undertaken to ascertain risks and any further investigatory works required	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.7	GRR-LQ11.
GRR-LQ13.	Rail	Geology and land quality	Secondary	To minimise contamination risks through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the ground investigation and would be required prior to construction works commencing. The results of this would determine the whether further long-term gas and groundwater monitoring is required during the construction, operational and removal and reinstatement phases.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 11, Section 11.7	GRR-GSW10.
GRR-GSW1.	Rail	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during operation** • A drainage strategy will be incorporated into the design of the proposed development that will accommodate drainage from both sides of the track and any overland flow which is interrupted when the track is in cutting, at grade or on an embankment. • The proposed drainage system would incorporate SuDS measures as set out in the Outline Drainage Strategy (**Volume 2, Appendix 2A** of the **ES**) such as swales and bypass separators where appropriate. The proposed works will not significantly increase the impermeable area of ground cover at the site as the material used for the railway line will be highly permeable, allowing the infiltration to groundwater. • The drainage design will intercept run-off from adjacent areas, avoiding flooding of lengths of the railway that are in cutting and preventing increased run-off to adjacent areas where the railway is embanked. This design will avoid and minimise impacts to surface water receptors.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 9, Chapter 12, Section 12.5	
GRR-GSW2.	Rail	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Removal of surface water drainage** The removal of the proposed development would include the removal of any related drainage and SuDS measures and infrastructure within the site. Any control measures used to protect groundwater and surface water during the construction phase would also be applied during the removal and reinstatement phase.	Removal and reinstatement	Requirement 18 (Rail works)	ES Volume 9, Chapter 12, Section 12.5	
GRR-GSW3.	Rail	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Surface water drainage during construction** • A temporary sustainable drainage system (SuDS) would be implemented early in the construction phase. Construction phase measures would intercept surface run off, sediment and contaminants from the construction compounds and laydown areas, and incorporate sustainable drainage measures such as swales, filter drains and infiltration basins to promote infiltration. • It is proposed that construction drainage would be contained within the site, with infiltration to ground. Only if full infiltration is not possible, would these systems discharge into the surface drainage network at Greenfield run-off rates to minimise the potential for impact. • Hardstanding will be constructed within the construction compounds where required to mitigate potential spills and leaks.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.5	
GRR-GSW4.	Rail	Groundwater and surface water	Primary	To minimise impacts on groundwater and surface water, including contamination risk.	**Foul drainage during construction** It is envisaged that foul sewage arising on site during construction will be tankered off site.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.5	
GRR-GSW5.	Rail	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Materials Management Strategy, Conventional Waste Management Strategy, and Soils Management Plan** Working with construction waste, materials and stockpiling would be managed by good working practice and addressed under the **CoCP** (Doc Ref. 8.11), **Materials Management Strategy** (**Volume 2, Appendix 3B** of the **ES**), **Conventional Waste Management Strategy** (**Volume 2, Appendix 8A** of the **ES**) and **Outline Soils Management Plan** (**Volume 2, Appendix 17C** of the **ES**).	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.5	GRR-SA4. GRR-LQ7. GRR-LQ8.
GRR-GSW6.	Rail	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Groundwater management during construction** Groundwater management during the construction phase may be required to dewater the area immediately adjacent to the cutting, should groundwater be locally present. These groundwater control measures will be developed at detailed design stage following the ground investigation.	Construction	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.5	

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GRR-GSW7.	Rail	Groundwater and surface water	Tertiary	To minimise impacts on groundwater and surface water, including contamination risk.	**Construction management measures: groundwater and surface water** Tertiary mitigation measures to be incorporated during the construction as set out in the **CoCP** (Doc Ref. 8.11): • Implementation of working methods during construction to ensure there would be no surface water run-off from the works, or any stockpiles, into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice. • Implementation of appropriate pollution incident control for example plant drip trays and spill kits. Spill kits would be available on site at all times. Sand bags or stop logs would also be available for deployment on the outlets from the site drainage system in case of emergency spillages. • Implementation of appropriate and safe storage of fuel, oils and equipment during construction, for example all fuels, oils, lubricants and other chemicals would be stored in an impermeable bund with at least 110% of the stored capacity. All refuelling would take place in a dedicated impermeable area, using a bunded bowser. Biodegradable oils should be used where possible. • The wheels of all vehicles would be free of contamination before arriving at site. All vehicles would be inspected prior to leaving site and should contaminative substances be identified suitable measures (e.g. wheel washing) would be implemented. • Concrete and cement mixing and washing areas would be situated at least 10m away from existing surface water receptors. These would incorporate settlement and recirculation systems to allow water to be re-used. All washing out of equipment would be undertaken in a contained area, and all water would be collected for off-site disposal. • Stockpiles would be located a minimum of 10m from the nearest watercourse.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.5	GRR-LQ4.
GRR-GSW8.	Rail	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Ground investigation** • Ground investigation would be undertaken for the proposed rail extension route to inform the detailed design of the proposed development and confirm ground conditions, contamination status and other ground related risks. This would be completed prior to the commencement of construction works. Where the ground investigation identifies contamination and ground related risks, further detailed quantitative risk assessment and remediation of soil and groundwater contamination prior to construction may be required. • Intrusive ground investigation would also be undertaken post operation of the proposed rail extension route as part of the removal and reinstatement phase. Remediation of soil or ground contamination would be undertaken during this phase if deemed necessary.	Construction and removal and reinstatement	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.7	GRR-LQ11.
GRR-GSW9.	Rail	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk.	**Management and maintenance** Active management and maintenance of the drainage infrastructure would be required to ensure the continued efficacy of the surface water drainage system.	Operation	Requirement 5 (PW: Surface & foul water drainage)	ES Volume 9, Chapter 12, Section 12.7	
GRR-GSW10.	Rail	Groundwater and surface water	Secondary	To minimise impacts on groundwater and surface water, including contamination risk through monitoring.	**Gas and groundwater monitoring** A programme of short-term gas and groundwater monitoring would be designed as part of the GI for the rail extension route and would be required prior to construction works commencing. Depending on the results of the monitoring, further long-term gas and groundwater monitoring may be required.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.7	GRR-LQ13.
SPR-GSW11.	Rail	Groundwater and surface water	Secondary	To minimise flood risk.	**Flood risk emergency plan** A flood risk emergency plan would be developed to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the potential for evacuation before a more extreme event.	Construction and operation	Requirement 2 (PW: CoCP)	ES Volume 9, Chapter 12, Section 12.7	