

# Appendix 9.B

## Details of proposed embedded mitigation measures



**Table 9.B1 Mitigation/Enhancement of countryside access resources at Moorside**

	Construction phase
	Operation phase

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
MS 02	Foreshore and other land seaward of existing coastal footpath	Coastal Margin	Part of the foreshore will be fenced off during construction	New bridge at southern end of the spit would allow access to area of foreshore south of the fenced area (with appropriate signage to guide users) Temporary suspension of rights of access to coastal margin, as appropriate	Footbridge designed to span mouths of both Rivers Ehen and Calder
			Fence removed and access restored to virtually all the foreshore (apart from a small area that is the footprint of the proposed smaller MOLF)	None proposed	
MS 03	River Ehen	Permissive	Part of the river will be fenced off during construction	New bridge at southern end of spit would give access to section of river south of the fenced area (with appropriate signage to guide users)	Footbridge designed to span mouths of both Rivers Ehen and Calder
			MOLF will span the river	MOLF design allows users to pass under it, allowing access to the river	
MS 05		Public footpath	Current plans show that access to start of route	Traffic management measures to the extent required for public H&S	Remove obstructions from footpath

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
	Mid Tarn Farm FP (Ref: 424017)		(by Mid Tarn Farm) would remain open but use may be by construction traffic		
			None	None needed	
MS 06	Petersburgh FP (Ref: 424016)	Public footpath	Lost to development	Path to be legally extinguished. Suitable improved replacement to be identified within red line boundary through consultation with local people	
			Lost to development	Suitable improved replacement to be identified within red line boundary through consultation with local people	Removal of obstructions to footpaths within red line boundary
MS 07	Haile Bank-Blackbeck FP (Ref: 424003)	Public footpath	Increased use due to temporary diversion of ECPNT (between points C-D on Figure 9.11)	Improvements to access infrastructure Appropriate signage to guide users	
			None	Appropriate signage to direct users	Potential infrastructure improvements
MS 08	Beckermet FP (Ref: 424002)	Public footpath	Increased use due to temporary diversion of ECPNT (between points C-D on Figure 9.11)	Re-align the (currently obstructed) route Improvements to access infrastructure Appropriate signage to guide users	
			None	Appropriate signage to guide users	Legacy of changed route alignment avoiding current obstructions
MS 09	Haile Bank FP (Ref: 424003)	Public footpath	None	Appropriate signage to guide users	Realignment and infrastructure improvements

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
			None	Appropriate signage to guide users	Legacy of changed route alignment avoiding current obstructions
<b>MS 10</b>	Sustrans Route 72	Permissive cycleway	Access along the line of the route will be incompatible with a construction site	Closure of the route will be delayed as long as possible Diversions provided are as shown on <b>Figure 9.11</b> , as follows:	Improvements to PROW (N-I; P-Q-R), to be funded by NuGen Increased traffic-free capacity along route for Sellafield commuters (X-Y)
				L-M: minor lanes, with funding for additional signage	
				M-D: multi-use track provided past roundabout and alongside road, with appropriate signage	
				D-E: multi-use route shared with diverted ECPNT. Users separation using white surface markings, with appropriate signage	
				E-N: joins A595 through Calder Bridge, with appropriate traffic control measures	
				N-H-I: public bridleway, with any surface improvements needed to carry additional usage funded by NuGen, with additional signage	
				I-O-P: minor lanes, with additional signage	
				P-Q: public bridleway, with any surface improvements needed to carry additional	

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
				usage funded by NuGen, with additional signage	
				Q-R: byway open to all traffic, with any surface improvements needed to carry additional usage funded by NuGen, with additional signage	
				X-Y: cycle track provided between roads, with appropriate signage	
				E-F-G-H: Alternative for Sustrans route but subject to agreement with landowners, as their permission would be needed to upgrade to public bridleway to enable public use by cyclists and horse riders	
			Line of the route will be lost	Option 1: Follow route as per Construction phase (between points C-D-X-E-F-G-H-I-O-P-Q-R on <b>Figure 9.11</b> ) or alternative route for Sustrans Route 72 (E-F-G-H on <b>Figure 9.11</b> ) if negotiated and agreed with landowners during construction phase. Appropriate signage to guide users	Legacy of PROW improvements and upgrade of pedestrian route to bridleway (if agreed)
				Option 2: Follow route P-R-S (see <b>Figure 9.12</b> ), at which point it re-joins the current Sustrans route. Multi-use track provided, with appropriate signage	

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
MS 12	Middlebank FP (Ref: 424027, 414007, 424025)	Public footpath	Increased use due to temporary diversion of ECPNT (between points A-B on Figure 9.11)	Improvements to access infrastructure (e.g. bridge strengthened, path repaired)	Diversion of legal line if needed where erosion is threatening to sever the route Gates replacing stiles Improved bridge
			None	None proposed	Legacy of improvements to infrastructure
MS 13	CL408 - High Sellafield Banks (Starling Castle) Common Land	OAL/RCL	Part of the area will become inaccessible	Based on information available at this point in time, it is expected that replacement land can be provided from within area to north of current area (see Figure 9.2)	
			Part of the area will have been de-registered	Based on information available at this point in time, it is expected that replacement land can be provided from within area to north of current area (see Figure 9.2)	
MS 15	Existing coastal footpath (to become the ECPNT) and current diversion	Permissive but becoming National Trail for most of its length	Access along the line of the ECPNT will be incompatible with a construction site	Closure of the route will be delayed as long as possible Diversions provided are as shown on Figure 9.11, as follows:	
				A-B: As per MS12 above	A-B: As per MS12 above
				B-C: minor lanes, with funding for additional signage	

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
				D-E: As per MS07 and MS08 above	D-E: As per MS07 and MS08 above
				C-D: As per MS10 above	
				E-F: ORPA, with funding for appropriate signage	
				F-G: public footpath - funding of improvements to surface, removal of vegetation and upgraded infrastructure (subject to landowner discussions)	Upgraded infrastructure
				G-H: permissive path - funding of improvements to surface if required and signage (subject to landowner discussions)	
				H-I: public bridleway - funding of improvements as for MS10	
				I-O-J: minor lanes, with funding for additional signage	
				J-K: public footpath, with funding of improvements to surface, removal of vegetation and upgraded infrastructure (subject to landowner discussions and as required)	Upgraded infrastructure
				Option exists to take diverted ECPNT users along O-P-Q-R	



Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
				Option exists to promote use of the train to bypass the affected section of coast, between Seascales, Sellafield and Braystones stations	
			Access along the north east side of R Ehen no longer feasible for security and safety reasons	Re-routed between points A-B (as shown on <b>Figure 9.12</b> ) MOLF that remains during operation would be designed to allow users to pass under it. A footbridge bridge at end of spit will allow users to regain the existing coastal footpath (to become ECPNT) near Calder Viaduct. Appropriate signage to guide users	Footbridge designed to span mouths of both Rivers Ehen and Calder
MS 19	'Central' tarn	Permissive	Lost to development	None proposed	
			Lost to development	None proposed	
MS 20	Tarn near Petersburg	Permissive	Lost to development	To be discussed with current landowner	
			Lost to development	To be discussed with current landowner	
MS 21	Yourity FP (Ref: 425007)	Public footpath	None anticipated	None proposed	Improved accessibility (e.g. upgrade stiles to kissing gates)
			None anticipated	None proposed	Legacy of infrastructure improvements

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
MS 26	Dismantled railway	Private	None	None proposed	
			None	Potential circular routes from village, with potential to mitigate for loss of public footpath at Petersburg (MS06 - see above), subject to discussion with local residents	
MS 28	Stephney W FP (Ref: 424013)	Public footpath	Line of route severed by proposed new site access road	Divert along farm track (see V-W on <b>Figure 9.11</b> ) Management measures as for farm access Appropriate signage to guide users	Takes footpath away from residential properties at High Croft
			Line of route severed by proposed new access road	Divert along farm track (see V-W on <b>Figure 9.12</b> ) Management measures as for farm access Appropriate signage to guide users	Takes footpath away from residential properties at High Croft
MS 30	Blackbeck to Low Godderthwaite FP (Ref: 410020, 424018)	Public footpath	Line of route severed by proposed new site access road	Divert footpath north west to follow new road (see S-T on <b>Figure 9.11</b> ). Measures used to ensure public can cross line of road during construction Footbridge to allow access to footpath 424018 northwards) (see S-U and T-U on <b>Figure 9.11</b> ) Appropriate signage to guide users	
			Line of route severed by proposed new site access road	Divert footpath north west to follow new road (see K-L on <b>Figure 9.12</b> ) Footbridge to allow access to footpath 424018 northwards) (see K-M and L-M on <b>Figure 9.12</b> )	

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
				Appropriate signage to guide users	
MS 31	Ponsonby FP (Ref: 421015)	Public footpath	Increased use due to temporary diversion of ECPNT If upgraded to public bridleway to accommodate alternative diversion option MS10 (Sustrans Route 72), could be used by cyclists and horse riders	See proposals for diversion of MS15 (ECPNT), section F-G on <b>Figure 9.11</b>  See proposals for alternative to diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>	Upgraded infrastructure and (if alternative diversion of MS10 is achieved) new section of public bridleway, section E-F-G-H on <b>Figure 9.11</b>
			If upgraded to public bridleway to accommodate alternative diversion option MS10 (Sustrans Route 72), could be used by cyclists and horse riders	See proposals for alternative diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>	See proposals for alternative diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>
MS 32	Ponsonby Church track	Permissive	Increased use due to temporary diversion of ECPNT If upgraded to public bridleway to accommodate alternative diversion option MS10 (Sustrans Route 72), could be used by cyclists and horse riders	See proposals for diversion of MS15 (ECPNT), section G-H on <b>Figure 9.11</b>  See proposals for alternative diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>	Upgraded infrastructure and (if alternative diversion of MS10 is achieved) new section of public bridleway, section E-F-G-H on <b>Figure 9.11</b>

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
			If upgraded to public bridleway to accommodate alternative diversion option MS10 (Sustrans Route 72), could be used by cyclists and horse riders	See proposals for alternative diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>	See proposals for alternative diversion of MS10, section E-F-G-H on <b>Figure 9.11</b>
MS 33	Church House BW (Ref: 421016)	Public bridleway	Increased use due to temporary diversion of ECPNT and one of the permanent diversions of Sustrans Route 72	See proposals for diversion of MS15 (ECPNT), section N-H-I on <b>Figure 9.11</b>  See proposals for diversion of MS10 (Sustrans Route 72), section N-H-I on <b>Figure 9.11</b>	See proposals for diversion of MS15 (ECPNT), section N-H-I on <b>Figure 9.11</b>  See proposals for diversion of MS10 (Sustrans Route 72), section N-H-I on <b>Figure 9.11</b>
			Increased use due to being one of the proposed permanent diversions of Sustrans Route 72	See proposals for diversion of MS10 (Sustrans Route 72), section F-G on <b>Figure 9.12</b>	See proposals for diversion of MS10 (Sustrans Route 72), section F-G on <b>Figure 9.12</b>
MS 34	Public footpath to coast (Ref: 421021)	Public footpath	Increased use due to temporary diversion of ECPNT	See proposals for diversion of MS15 (ECPNT), section J-K on <b>Figure 9.11</b>	Upgraded infrastructure
			None		Upgraded infrastructure
MS 35	How Farm BW (Ref: 426010)	Public bridleway	Increased use due to diversion of Sustrans Route 72 Increased use by ECPNT users if they choose this option	See proposals for diversion of MS10 (Sustrans Route 72), section P-Q on <b>Figure 9.11</b>	

Ref	Resource	Agreed Status	Impacts/Interference	Suggested mitigation measures	Possible enhancements
			Increased use due to diversion Sustrans Route 72	See proposals for diversion of MS10 (Sustrans Route 72), section H-I on <b>Figure 9.12</b>	
<b>MS 36</b>	Seascales BOAT (Ref: 426015)	Byway Open to All Traffic	Increased use due to diversion of Sustrans Route 72	See proposals for diversion of MS10 (Sustrans Route 72), section Q-R on <b>Figure 9.11</b>	
			Increased use due to diversion Sustrans Route 72	See proposals for diversion of MS10 (Sustrans Route 72), section I-J on <b>Figure 9.12</b>	

**Table 9.B2 Mitigation/Enhancement of countryside access resources at Corkickle**

	Construction phase
	Operation phase

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
ADA 01	The Gardens (wild area)	Permissive	Lost to development	New amenity areas within masterplan	Improved ambience
			Lost to development	New amenity areas within masterplan	Improved ambience
ADA 02	The Gardens (formal area)	De facto	Lost to development	New amenity areas within masterplan	
			Lost to development	New amenity areas within masterplan	
ADA 03	Sustrans Route 71/72	Permissive cycleway	Risk of interference with use from construction activity	Use of banksmen/signage Optional diversion onto Coach Road and through the residential area if necessary (see section A-B on Figure 9.13)	Improved ambience
			Increased use due to higher local population	None required - route able to take heavy use	Improved ambience if metal palisade fences removed Improved links between residential areas and town centre/cemetery
ADA 04	Dismantled railway arc	No current access	None	None proposed	Improved links between residential areas and town centre/cemetery
			None	None proposed	Improved links between residential areas and town centre/cemetery

**Table 9.3 Mitigation/Enhancement of countryside access resources at Mirehouse**

	Construction phase
	Operation phase

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
ADB 02	C2C 2 FP (Ref: 423007)	Public footpath	Possible increase in use by locals	None proposed	Potential to improve links from the north, with improved signage and infrastructure (on section E-G on Figure 9.14)
			Possible increase in use by locals and new resident workers	None proposed	Potential to improve links from the north, with improved signage and infrastructure
ADB 03	Mirehouse SE FP from 'crossroads' (Ref: 423005)	Public footpath	None	Section E-G on Figure 9.14 Signage at 'crossroads' to avoid users hitting a 'dead end'	Potential to improve links from the north, with improved signage and infrastructure
			Possible increase in use by locals and new resident workers	Improved signage and infrastructure	Potential to improve links from the north
ADB 04	Mirehouse NE FP (Ref: 423005)	Public footpath	Public access to construction area may create risks to public health and safety	Section C-E on Figure 9.14 closed during construction Diversion possible along southern boundary of site (C-D-E on Figure 9.14) Appropriate signage to guide users	
			Possible increase in use by locals and new resident workers	Footpath restored Improved signage and infrastructure	Gates to replace stiles and existing gates to be hung better for easier use

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
ADB 05	Sustrans Route 71/72	Permissive cycleway	Construction work may interrupt use of the cycleway New access road cuts through Westlakes Link	Where possible, do work in winter Maintain route using banksmen with local (i.e. within working site) diversions Re-align Westlakes Link (see D-H on <b>Figure 9.14</b> ) Appropriate signage	
			New access road cuts through Westlakes Link	Route continues along current track with bridges built to retain route at consistent level Re-align Westlakes Link (see A-B on <b>Figure 9.15</b> )	
ADB 06	Low Hall Fm	Public footpath	Mix of construction traffic and public may create risks to public health and safety	Appropriate signage and control measures warn users of risk. Temporary closure south of point A on <b>Figure 9.14</b> (see also MS07)	
			Possible increase in use by locals and new resident workers	Restored surface	
ADB 07	Mirehouse NW FP (Ref: 423006)	Public footpath	Public access to construction area may create risks to public health and safety	Section A-E on <b>Figure 9.14</b> . closed during construction Diversion would be possible along the line of A-B-C-D-E on <b>Figure 9.14</b> . A means of crossing the grade difference (e.g. steps or ramp) would be constructed to allow users to join ADB04 and follow its diversions (see C-D-E on <b>Figure 9.14</b> ) Appropriate signage to guide users	



Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
			Possible increase in use by locals and new resident workers	Improve access infrastructure	
ADB 08	Mirehouse SW FP (Ref: 431042/423014)	Public footpath	Public access to construction area may create risks to public health and safety	Section E-F on <b>Figure 9.14</b> lies outside the construction area Appropriate signage to guide users	Currently a dead end route, therefore any opportunity to create a means of continuing progress would be considered an enhancement
			Possible increase in use by locals and new resident workers	Improve access infrastructure	Potential to link to proposed new St Bees-Whitehaven multi-user route, thus removing the dead end
ADB 09	Mirehouse Pond (angling)	Private	Potential reduction in amenity due to dust, noise, traffic	Measures for control given in CEMP	
			None	None proposed	
ADB 10	Mirehouse Pond path	Permissive	Potential reduction in amenity due to dust, noise, traffic	Measures for control given in CEMP	
			Possibility of increased use due to proximity of new resident workers	None proposed	
ADB 11	Permissive link to Sustrans route	Permissive	Interference with public and Sustrans' access to cycleway	Access for Sustrans vehicles and public to be maintained	

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
			None	Track restored for use	
ADB 12	Open areas	To be determined	Potential reduction in amenity due to dust, noise, traffic	Measures for control given in CEMP	
			None	None proposed	

**Table 9.B4 Mitigation/Enhancement of countryside access resources at Egremont**

	Construction phase
	Operation phase

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
ADC 01	Riverside FP (Ref: 406009)	Public footpath	Loss of amenity value due to construction work	Green buffer created, and footpath runs through this Measures for control of construction effects given in CEMP	
			Increased use of footpath due to proximity of resident workers		Replace stiles with gates (where appropriate)
ADC 04	Field path	To be determined	If Option 2 (ADB08 below) is adopted (see section B-C on <b>Figure 9.16</b> ), construction work could sever access to field	Maintain a means for the public to access the field	
			None	None proposed	
ADC 05	Sustrans Route 72	Public road and then permissive cycleway	Access for construction traffic cuts across Sustrans route 72 (see section A-D on <b>Figure 9.16</b> )	Move the location of the crossing (and associated signage) eastwards to point D on <b>Figure 9.16</b>	

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
			Access for residents' traffic cuts across Sustrans Route 72	Retain new easterly position for crossing (and signage)	
ADC 08	Dismantled railway	Private land	None	None proposed	Create walking/cycling/horse riding route along dismantled railway. Option for Sustrans to re-route Sustrans Route 72 along this Option 1: takes the route to northern edge of Thornhill (see A-B on <b>Figure 9.16</b> ) Option 2: continues the route west of Thornhill to link with the current cycletrack south of the village (see B-C on <b>Figure 9.16</b> ) Appropriate signage
			None	None proposed	As above for Construction

**Table 9.B5 Additional Sites**

	Construction phase
	Operation phase

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
TS01	A596 Hall Brow Improvement Site: FP (Ref 262027)	Public footpath	Construction work could affect access to eastern end of route	Provide access via road past police station	
			None	None proposed	
TS02	A596 Hall Brow Improvement Site: Curwen Park	To be confirmed	Construction work could affect access to park	Management of construction work designed to avoid need to deny access to the park	
			None	Access to/from park restored	
TS03	A595/Moor Row Improvement Site: Scalegill Hall FP (Ref 423008)	Public footpath	Construction work could affect access to / use of the route	Management of construction work designed to avoid need to deny access to route	
			None	Access to/from footpath restored	Install zebra / pelican crossing of A595 for users continuing along the C2C walk
TS04	A595/Moor Row Improvement Site: Sustrans Route 71/72 and link	Permissive cycleway	Construction work could affect access to / use of the route	Management of construction work designed to avoid need to deny access to route	

Ref	Resource	Agreed Status	Impacts/Interference	Possible mitigation	Possible enhancement
			None	None proposed	
TS05	A595 Homewood Road Roundabout Improvement Site: Western BW (Ref 431020, 431019)	Public bridleway	Construction work could affect access to route	Management of construction work designed to avoid need to deny access to route (for walkers - not usable by cyclists / horses)	
			None	Access to/from bridleway restored	
TS07	St Bees Railway Site: Track	To be confirmed	Access between station and parking area crosses track	Apply same management measures as per private users of track	
			None	None proposed	
TS08	St Bees Railway Site: Park	To be confirmed	Disruption to peace and quiet	None proposed	
			Disruption from increased traffic	None proposed	
TS09	Corkickle to Mirehouse Railway Site: Sustrans Routes 71/72	Permissive cycleway	Construction work may affect use of underpasses	Management of construction work designed to avoid need to close underpasses	
			None	None proposed	