The Sizewell C Project

6.3 Volume 2 Main Development Site

Chapter 15 Amenity and Recreation

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Contents

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None provided.

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15. Amenity and Recreation

15.1 Introduction

15.1.1 This chapter of **Volume 2** of the **Environmental Statement (ES)** presents an assessment of the amenity and recreation effects arising from the construction and operation of the Sizewell C power station at the main development site (referred to throughout this volume as the 'proposed development'). This includes an assessment of potential impacts, the significance of effects, the requirements for mitigation and the residual effects.

15.1.2 Detailed descriptions of the main development site (referred to throughout this volume as the 'site'), the proposed development and the different phases of development are provided in **Chapters 1** to **4** of this volume of the **ES** (Doc Ref. 6.3). A description of the anticipated activities for the decommissioning of the Sizewell C power station, including a summary of the types of environmental effects likely to occur, is provided in **Chapter 5** of this volume. A glossary of terms and list of abbreviations used in this chapter is provided in **Appendix 1A** of **Volume 1** of the **ES**.

15.1.3 This assessment has been informed by data from other assessments and reports as follows:

- **Chapter 10** of this volume (Doc Ref 6.3)**:** Transport;
- **Chapter 11** of this volume (Doc Ref 6.3): Noise and Vibration;
- **Chapter 12** of this volume (Doc Ref 6.3): Air Quality;
- **Chapter 13** of this volume (Doc Ref 6.3): Landscape and Visual;
- **Chapter 20** of this volume (Doc Ref 6.3): Coastal Geomorphology and Hydrodynamics;
- **Chapter 24** of this volume (Doc Ref 6.3): Marine Navigation;
- **Appendix 2B** of this volume (Doc Ref 6.3): Lighting Management Plan;
- **Walk and Cycle strategy** in the **Transport Assessment** (Doc Ref. 8.5);

- **Outline Landscape and Ecological Management Plan** (Doc Ref. 8.2);
- **Chapter 3:** Description of Construction of this volume (Doc Ref 6.3); and
- **Code of Construction Practice** (**CoCP**) (Doc Ref. 8.11).

15.1.4 A standalone ES was prepared for the Sizewell B relocated facilities works for submission with the hybrid planning application under the Town and Country Planning Act 1990 (East Suffolk Council application ref. DC/19/1637/FUL). Chapter 9 of the Sizewell B relocated facilities ES (refer to **Volume 1, Appendix 2A**) included an assessment of likely significant effects on amenity and recreation receptors and identified mitigation specific to Sizewell B relocated facilities works. However, as the Sizewell B relocated facilities works form part of the Sizewell C Project and consent is sought for these works through the Development Consent Order (DCO), an assessment of the likely significant effects of these works is also set out in this chapter.

15.2 Legislation, policy and guidance

15.2.1 **Appendix 6K** of **Volume 1** of the **ES** identifies and describes legislation, policy and guidance of relevance to the assessment of the potential amenity and recreation impacts associated with the Sizewell C Project across all **ES** volumes.

15.2.2 This section provides an overview of the specific legislation, policy and guidance of relevance to the amenity and recreation assessment.

a) International

15.2.3 There is no international legislation or policy relevant to the amenity and recreation assessment.

b) National

15.2.4 This assessment has been prepared with due regard to the requirements of the Countryside and Rights of Way Act 2000 (Ref 15.1), the Marine and Coastal Access Act 2009 (Ref 15.2), the National Policy Statement for Energy (EN-1) (Ref 15.3), the National Policy Statement for Nuclear Power Generation (EN-6) (Ref 15.4), the UK Marine Policy Statement (Ref 15.5), the National Planning Policy Framework (NPPF) 2019 (Ref 15.6), and Planning Practice Guidance (Ref 15.7).

15.2.5 The overarching National Policy Statement for Energy (EN-1) (Ref 15.3) and the National Policy Statement for Nuclear Power Generation (EN-6) (Ref 15.4) set out requirements for amenity and recreation associated with the development of major energy infrastructures. The other relevant national policy documents set out legislation and guidance in relation to Open Access Land, Public Rights of Way (PRoW), access to the coast, National Trails, recreation within Areas of Outstanding Natural Beauty, protecting tranquil areas, the benefits of recreation to health and wellbeing, and light pollution. The requirements set by these documents, as relevant to the amenity and recreation assessment of the proposed development, are discussed in detail in **Appendix 6K** of **Volume 1** of the **ES.**

c) Regional

15.2.6 Regional policies relating to the amenity and recreation assessment include the East Inshore and Offshore Marine Plan (Ref 15.8). The requirements of these, as relevant to the amenity and recreation assessment, are set out in **Appendix 6K** of **Volume 1** of the **ES**.

d) Local

15.2.7 **Appendix 6K** of **Volume 1** of the **ES** summarises the requirements of Suffolk Coastal District Council (SCDC) Local Plan Core Strategy and Development Management Polices (Ref 15.9), and SCDC Final Draft Local Plan (Ref 15.10), as relevant to the amenity and recreation assessment. No local policy over and above that described in **Appendix 6K** of **Volume 1** of the **ES** is deemed relevant to the assessment for this site.

e) Guidance

i. Suffolk Access Principles for Sizewell C

15.2.8 Relevant guidance is described in **Appendix 6K** of **Volume 1** of the **ES**, including the Suffolk Access Principles for Sizewell C (Ref 15.11). Of specific relevance to this site is the Suffolk Access Principles for Sizewell C which states that *"A full analysis of the anticipated usage of the local access network by the Sizewell C workforce during construction (particularly those residing at the campus) should be presented and mitigation provided as necessary." And "A full analysis of the likely effects associated with the redistribution of recreational users in the locality should be presented so that the surrounding network is enhanced, as necessary, to ensure its standard is commensurate with its likely future use, and furthermore to discourage deflection further afield as far as possible."*

15.3 Methodology

a) Scope of the assessment

15.3.1 The generic EIA methodology is detailed in **Chapter 6** of **Volume 1** of the **ES**.

15.3.2 The full method of assessment for amenity and recreation that has been applied for the Sizewell C Project is included in **Appendix 6K** of **Volume 1** of the **ES**.

15.3.3 This section provides specific details of the amenity and recreation methodology applied to the assessment of the proposed development and a summary of the general approach to provide appropriate context for the assessment that follows. The scope of assessment considers the impacts of the construction and operation of the proposed development.

15.3.4 The scope of this assessment has been established through a formal EIA scoping process undertaken with the Planning Inspectorate. A request for an EIA Scoping Opinion was initially issued to the Planning Inspectorate in 2014, with an updated request issued in 2019, see **Appendix 6A** of **Volume 1** of the **ES**.

15.3.5 Comments raised in the EIA Scoping Opinion received in 2014 and 2019 have been taken into account in the development of the assessment methodology. These are detailed in **Appendices 6A** to **6C** of **Volume 1** of the **ES** (Doc Ref. 6.2).

15.3.6 The amenity and recreation impact assessment considers the effects of the proposed development on users of PRoW (Public Footpath, Bridleway, Restricted Byway, Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and accessible open spaces such as (inter alia) open access land, common land, roads used for walking, cycling and horse riding, beaches, publicly accessible nature reserves, sports facilities, water bodies and water-based recreation facilities including the North Sea.

15.3.7 The assessment considers the effects on the experience of users of amenity and recreation resources caused by:

- physical changes to resources (e.g. changes to PRoW through diversions or temporary or permanent closures);

- changes to the experience people have when using recreational resources due to perceptual or actual changes to views, noise, air quality or traffic movements; and

- changes to the experience people have when using recreational resources due to increases in the numbers of people using them.

15.3.8 This assessment also considers the effects on tranquillity experienced by recreational receptors as part of the overall assessment on amenity and recreation.

15.3.9 There is no specific or general guidance on amenity and recreation impact assessment. The agreed methodology and study areas used in this chapter are informed by professional experience, review of other projects and through discussion and agreement with relevant consultees.

b) Consultation

15.3.10 The scope of the assessment has also been informed by ongoing consultation and engagement with consultees throughout the design and assessment process.

15.3.11 The amenity and recreation impact assessment method and study areas for the Sizewell C Project have been consulted on and agreed between 2015 and 2019 as described in **Appendix 6K** of **Volume 1** of the **ES**. The final methodology, which included the approach to the assessment of tranquillity, and study areas were discussed at a meeting with Suffolk County Council (SCC), Natural England, Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Partnership and the Suffolk Local Access Forum (SLAF) (including representatives from Ramblers Council for Suffolk) on 7 February 2019. SCDC was invited but could not attend, but were included in all correspondence and agreement. The final agreed methodology report (including study areas) was issued to SCC, East Suffolk Council (ESC) (formerly SCDC), Natural England, Suffolk Coast and Heaths AONB Partnership and SLAF on 24 June 2019. The onshore study area for the proposed development was agreed.

15.3.12 The offshore study area was agreed with consultees involved in offshore matters comprising Scottish Power, the Royal Yachting Association (RYA), the Cruising Association, Sizewell Residents Association and a commercial fisherman at a workshop on 3 April 2019.

c) Study area

i. Onshore study area

15.3.13 The onshore study area has been defined through the process described below, informed by stakeholder consultation and early stages of the amenity and recreation, landscape and visual, noise, air quality and transport assessments. Stakeholder consultation also confirmed amenity and recreation resources and receptors within the study area.

15.3.14 The onshore study area is to the outer edge of the Buffer Zone shown on **Figures 15.1** and **15.2**. Three zones of influence around the main development site were defined in establishing the study area:

- Zone of Physical Change (defined by a 2km buffer around the main development site). Physical changes to recreational resources are likely to occur within this zone. This includes potential PRoW and permissive footpath closures and the location of diverted or newly created routes.

- Displacement Zone (defined by 8km buffer around the main development site). Research and field-based questionnaires identified that the approximate median distance likely to be travelled (onshore) by people to reach a location for recreational activities is 8km. As such, this zone is judged to be the appropriate extent of the catchment area for visitors that have the potential to be displaced by changes to PRoW and access within the main development site during construction and operation of the proposed development. The Displacement Zone captures a number of settlements which have been used to define the Buffer Zone (see below).

  Recreational receptors within the Displacement Zone may also experience effects due to changes to views, noise, air quality, traffic and people as a result of the proposed development.

- Buffer Zone (defined by 8km buffer around settlements within the Displacement Zone and representing the extent of the study area). This zone defines the geographic extent around settlements within the Displacement Zone that onshore people may be displaced to as a result of changes to PRoW and access or experience within the main development site, based on the 8km median distance discussed above. A recreational user from a settlement who might have travelled up to 8km towards Sizewell C to use an onshore recreational resource may, therefore, potentially be displaced up to 8km away from Sizewell C to use an alternative onshore recreational resource.

ii. Offshore study area

15.3.15 The offshore study area is 8km from the onshore site boundary as shown on **Figures 15.6** and **15.8** which captures the majority of cruising and recreational vessels that travel off the east coast in the vicinity of the site, and it is considered that this area will capture all potentially significant effects. It is not appropriate to define the offshore study area in the same way as the onshore study area which is based on displacement from settlements.

d) Assessment scenarios

15.3.16 As set out in **section 15.1**, this chapter provides an assessment of the likely amenity and recreation effects arising from the construction and operation of the main development site.

15.3.17 The assessment scenarios follow the description of the proposed development for the construction phase, provided in **Chapter 3** of this volume, and the operational phase, provided in **Chapters 2** and **4** of this volume. The basic assessment scenarios comprise:

- Construction – construction is anticipated to take place over an approximately 9-12 year programme. The assessment has been based on a series of construction parameter drawings for phasing, zoning, heights and lighting. The construction height parameter plan indicates maximum heights for 'normal' activities when exceptional structures such as tall mobile cranes and tower cranes are not in use, and 'exceptional' occasions – which relate to short duration periods when tall cranes are in use. Recreational resources within and close to the site would be retained, diverted, or temporarily or permanently closed, or new resources created or resources improved, as described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter (Doc Ref. 6.3) and summarised in this chapter.

- Operation – operation of the power plant following completion of construction, dismantling of temporary features and site restoration, landscape remediation, and permanent diversions, diversions and / or improvements of existing resources, and creation of new resources, as described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and summarised in this chapter. During operation the 'worst case' visual effects are assessed (i.e. before planting matures), which would reduce over time as proposed planting matures and provides visual screening and helps to integrate the proposed development into the landscape.

15.3.18 Effects due to the two village bypass and Sizewell link road are assessed in **Volume 5** and **6, Chapter 8** of the **ES** (Doc Ref. 6.7) and are not included in this chapter. However, in order to present 'worst case' potential effects due to increases in traffic volumes on the A12 at Farnham (which would be bypassed by the two village bypass) and the B1122 (which would be bypassed by the Sizewell link road), traffic levels during the early years of construction of the main development site, before the two village bypass and Sizewell link road would be operational, are used in the assessment in **section 15.6** of this chapter.

15.3.19 The assessment of effects during construction and operation includes potential changes in tranquillity as one of a number of factors influencing overall effects on recreational receptors; this is presented in **section 15.6** of this chapter. The assessment of effects on tranquillity experienced by recreational receptors is informed by a detailed assessment of tranquillity in relation to potential changes to noise following the Natural Tranquillity Method; further information is provided in **Appendix 15E** of this chapter.

15.3.20 Further details of factors that have been considered within the construction and operational phase assessments are included in **section 15.6** of this chapter.

e) Assessment criteria

15.3.21 As described in **Chapter 6** of **Volume 1** of the **ES**, the EIA methodology considers whether impacts of the proposed development would have an effect on any resources or receptors. Assessments broadly consider the magnitude of impacts and value/sensitivity of resources/receptors that could be affected in order to classify effects.

15.3.22 A detailed description of the assessment methodology used to assess the potential effects on amenity and recreation arising from the proposed development is provided in **Appendix 6K** of **Volume 1** of the **ES**. A summary of the assessment criteria used in this assessment is presented in the following sub-sections.

i. Sensitivity

15.3.23 The assessment of sensitivity is formed with reference to the following criteria:

Table 15.1: Sensitivity assessment summary

Sensitivity	Description
High	Value: Receptors using a resource that is recognised at the national level for recreation or resources which lie within landscapes (e.g. designated landscapes)

Sensitivity	Description
	that draw people nationally to experience their special qualities. Susceptibility: Receptor has a very low capacity to accommodate the proposed form of change.
Medium	Value: Receptors using a resource that is recognised at the regional or district level for recreation, or resources which lie within a landscape regionally or locally designated for reasons including its recreational value. Susceptibility: Receptor has a low capacity to accommodate the proposed form of change.
Low	Value: Receptors using a resource that is appreciated by the local community but has little or no wider recognition of its value for recreation. Susceptibility: Receptor has some tolerance to accommodate the proposed form of change.
Very low	Value: Receptors using a resource that is degraded and with little or no evidence of being valued by the community for recreation. Susceptibility: Receptor is generally tolerant and can accommodate the proposed form of change.

15.3.24 Assessments of susceptibility and value may be different and professional judgement is used to conclude on the assessment of sensitivity. For example, value may be high and susceptibility may be low, and a professional judgement is made to determine whether sensitivity is high, low or in between, supported by narrative explanation.

ii. Magnitude

15.3.25 Magnitude of impact is based on the impact that the proposed development would have upon an amenity and recreation receptor. It is assessed within the range of high, medium, low, very low with consideration given to scale, duration and extent of impact with reference to the following criteria.

15.3.26 Scale of impact identifies the degree of change which would arise from the development. It is rated on the scale summarised below:

- large – total or major alteration to the ability to perform the amenity and recreation activity, or to the amenity and recreation experience;
- medium - partial alteration to the ability to perform the amenity and recreation activity, or to the amenity and recreation experience;
- small – minor alteration to the ability to perform the amenity and recreation activity, or to the amenity and recreation experience; and

- negligible – very minor alteration to the ability to perform the amenity and recreation activity, or to the amenity and recreation experience.

15.3.27 Duration of impact indicates the timescale over which it would be experienced:

- permanent – permanent, or longer than 25 years;
- long-term – 10 to 25 years;
- medium-term – 2 to 10 years; and
- short-term – 0 to 2 years.

15.3.28 The use of these timeframes in the amenity and recreation impact assessment for the Sizewell C Project was agreed with consultees and confirmed in the EIA Scoping Report; no comments on these timeframes were made in the Scoping Opinion or supporting responses.

15.3.29 Extent of impact indicates the geographic area of the resource used by the receptors over which the impacts will be felt. This is rated as follows:

- limited – small part of a receptor area (< approx. 10%);
- localised – part of receptor area (up to approx. 25%);
- intermediate – around half of receptor area; and
- wide – more than half of receptor area.

15.3.30 The degree to which each of the three criteria of scale, duration and extent influence the assessment of magnitude will be weighed by professional judgement and clearly described.

iii. Effect definitions

15.3.31 Following the assessment of the sensitivity of the receptor and magnitude of impacts, effects are assessed by professional judgement with reference to the matrix shown in **Table 15.2**.

Table 15.2: Classification of effects

Magnitude	Sensitivity Of Receptor			
	Very low	Low	Medium	High
Very low	Negligible	Negligible	Minor	Minor
Low	Negligible	Minor	Minor	Moderate
Medium	Minor	Minor	Moderate	Major
High	Minor	Moderate	Major	Major

15.3.32 The definition of these effects is provided in **Table 15.3**.

Table 15.3: Definition of effects

Effect	Description
Major	Effects, both adverse and beneficial, which are likely to be important considerations at a national to regional level because they contribute to achieving national/regional objectives, or, which are likely to result in exceedance of statutory objectives and/or breaches of legislation.
Moderate	Effects which are likely to be important considerations at a regional and local level.
Minor	Effects that could be important considerations at a local level.
Negligible	Effects that are likely to have negligible or neutral influence, irrespective of other effects.

15.3.33 Intermediate ratings may also be given, e.g. 'major-moderate' and 'moderate-minor'. Moderate-minor, for example, indicates an effect that is both less than moderate and more than minor, rather than one which varies across the range. In such cases, the higher rating will always be given first; this does not mean that the impact is closer to that higher rating. Intermediate ratings may also be used for judgements of magnitude.

15.3.34 Following the classification of an effect, a clear statement is made as to whether the effect is 'significant' or 'not significant'. As a general rule, major, major-moderate and moderate effects are considered to be significant, and moderate-minor, minor and negligible effects are considered to be not significant. However, professional judgement is also applied, where appropriate.

15.3.35 Effects are defined as adverse, neutral or beneficial. Neutral effects are those which overall are neither adverse nor beneficial, but may incorporate a combination of both. The decision regarding the definition of effect and the decision regarding whether an effect is adverse, neutral or beneficial are entirely separate.

f) Tranquillity

15.3.36 The effects on tranquillity experienced by amenity and recreation receptors is one of the factors that is considered when assessing impacts on amenity and recreation.

15.3.37 Five factors, listed below, are considered in assessing the effects on tranquillity experienced by amenity and recreation receptors due to the proposed development: noise, views, air quality, traffic and people. These are some of the same factors described in the assessment criteria in **Table 5.3** to assess overall amenity and recreation impacts. Locations where 'natural' sounds, views, smells etc. predominate are generally more tranquil than locations where 'man made' sounds, views, smells etc. predominate.

- Noise. This assessment draws on **Chapter 11** of this volume and **Appendix 15E** of this chapter when assessing noise for the Sizewell C main development site. **Appendix 15E** considers absolute noise levels and the character of the noise (including whether sounds are 'natural' or 'man made') following the Natural Tranquillity Method.

- Visual. This assessment draws on **Chapter 13** of this volume and field assessment to identify the character of the existing visual environment and the degree to which it is of predominantly 'natural' or 'man made' built elements, and the degree to which the proposed development would change this.

- Transport. This assessment draws on **Chapter 10** of this volume to identify the degree to which traffic movements caused by the proposed development may affect tranquillity.

- Air Quality. This assessment draws on **Chapter 12** of this volume to identify the degree to which air borne emissions and dust caused by the proposed development may affect tranquillity.

- People. This assessment draws on survey data and analysis discussed in **section 15.4** of this chapter to identify how increased use of resources due to the construction of Sizewell C may affect tranquillity (e.g. crowding or more intensive use of PRoW).

15.3.38 This approach to the assessment of tranquillity was presented to and discussed with consultees at and following a meeting on 7 February 2019. Statutory bodies consulted included SCC, SCDC/ESC, Suffolk Coast and Heaths AONB Partnership, Natural England and SLAF.

15.3.39 The presence of people and its effect on tranquillity is influenced by people's behaviour. For example, people undertaking noisy or anti-social activities would have a greater effect on tranquillity than people quietly walking through the countryside. The findings of the Sizewell C visitor surveys presented in **Appendix 15A** and **Appendix 15B** of this chapter and summarised in the **Shadow Habitats Regulations Assessment (HRA) Recreational Disturbance Evidence Base** report (Doc Ref. 5.10), noted the following:

- The 2014 Sizewell C visitor surveys found that the most popular primary activities were walking with and without a dog, followed by cycling, bird watching, enjoying wildlife, accessing the beach, taking exercise and getting fresh air. The 2015 Sizewell C RSPB Minsmere visitor surveys found that the most popular primary activities were bird watching, walking and enjoying wildlife.

- The 2014 Sizewell C visitor surveys found that the most popular secondary activities were getting fresh air, enjoying wildlife, accessing the beach, bird watching, taking exercise, walking, walking the dog, botanising and picnicking. The 2015 Sizewell C RSPB Minsmere visitor surveys found that the most popular secondary activities were similar and were: enjoying wildlife, walking, getting some fresh air, accessing the beach, bird watching, taking exercise and botanising.

- The main reasons people gave as to why they were visiting the survey locations in the 2014 Sizewell C visitor surveys were because they were close to home (26%), the scenery (20%), they could let the dog off the lead (16%), the peace and quiet (10%), enjoying wildlife (6%) and there was good access to the footpath network (6%). The main reasons people gave as to why they were visiting in the 2015 Sizewell C RSPB Minsmere visitor surveys were because they were enjoying wildlife (65%), the scenery (14%) and it was close to home (10%).

15.3.40 This evidence indicates that the majority of visitors undertake generally quiet activities. This suggests that the majority of people who would be displaced to other locations to avoid disturbance during the construction of Sizewell C would undertake similar activities, and not generally noisy or anti-social activities which would have a greater effect on tranquillity at the other locations.

15.3.41 To provide an understanding of the existing tranquillity and the effects that construction of the proposed development would have on it, **Appendix 15E** of this chapter includes an assessment of tranquillity in relation to noise for the main development site following the Natural Tranquillity Method. This

considers the existing and predicted noise levels and the character of the sound. In considering effects on tranquillity the Natural Tranquillity Method considers four factors:

- the overall level of sound (how loud or quiet it is);
- the relative levels of man-made and natural sounds;
- the proportion of the time during which only natural sounds are present; and
- the amount of transportation noise.

15.3.42 These parameters are assessed in **Appendix 15E** of this chapter using the Natural Tranquillity Method to provide a tranquillity score for existing (baseline) conditions and for the period in which construction would take place, along with narrative description for receptors. The Natural Tranquillity Method uses a nine-point tranquillity score from 1 (frantic / chaotic / harsh) to 9 (perfect tranquillity) as shown in **Table 15.4**.

15.3.43 The assessment in **section 15.6** of this chapter draws on the results of the Natural Tranquillity Method assessment and considers views, traffic, air quality and people, where they add information not already accounted for by the Natural Tranquillity Method. The existing (baseline) tranquillity and predicted tranquillity as a result of the proposed development are summarised in **section 15.6** of this chapter using a five-level descriptive scale: not tranquil; neutral tranquillity; fairly tranquil; good tranquillity; and excellent tranquillity shown in column C of **Table 15.4**. These broadly correspond with the Natural Tranquillity Method nine-point scale as shown in columns A and B of **Table 15.4**. The nine-point score has been reduced to five levels to provide a simpler scale for the final judgements in relation to amenity and recreation.

Table 15.4: Tranquillity levels

A. Natural Tranquillity Method Tranquillity Score	B. Natural Tranquillity Method Tranquillity Description	C. Amenity And Recreation Tranquillity Description
1	Frantic / chaotic / harsh	Not tranquil
2	Busy / noisy	
3	Unsettled / slightly busy	
4	Not quite tranquil	Neutral tranquillity
5	Just tranquil	

A. Natural Tranquillity Method Tranquillity Score	B. Natural Tranquillity Method Tranquillity Description	C. Amenity And Recreation Tranquillity Description
6	Fairly tranquil	Fairly tranquil
7	Good tranquillity	Good tranquillity
8	Excellent tranquillity	Excellent tranquillity
9	Perfect tranquillity (theoretical)	

g) Assessment methodology

i. General approach

15.3.44 The amenity and recreation assessment methodology has the following key stages, which are described in more detail in **Appendix 6K** of **Volume 1** of the **ES**:

- Baseline assessment – includes the gathering of documented information; development of the scope of the assessment in consultation with statutory consultees; site visits and early input into the initial stages of design.
- Design – input into further stages of design including mitigation options to avoid or minimise amenity and recreation impacts where possible.
- Assessment – includes an assessment of the amenity and recreation effects of the design of the proposed development, requiring site work, liaison with the noise, air quality, landscape and visual and transport consultants.
- Cumulative Assessment – assesses the effects of the proposed development in combination with other developments, where required, refer to **Volume 10** of the **ES** for more detail.

ii. Sizewell C visitor surveys

15.3.45 EDF Energy has undertaken four visitor surveys within the vicinity of the site to provide detailed information on recreational users, to inform how they may be affected by construction of the proposed development, and to inform mitigation and design of the proposed development. These are referred to as the 'Sizewell C visitor surveys'. The full results of the four

Sizewell C visitor surveys are included in the following appendices, and are discussed at relevant locations within this chapter:

- **Appendix 15A** of this chapter: Sizewell C Public Access Visitor Surveys 2014;
- **Appendix 15B** of this chapter: Sizewell C Visitor Surveys RSPB Minsmere 2015;
- **Appendix 15C** of this chapter: Sizewell C Visitor Surveys 2016-2018 (Public Rights of Way and Cycle Route); and
- **Appendix 15D** of this chapter: Aldhurst Farm Visitor Surveys 2019.

15.3.46 The Public Access Visitor Surveys 2014 (hereafter referred to as the '2014 Sizewell C visitor surveys') presented in **Appendix 15A** of this chapter were conducted at seven survey points in August and November 2014 and included a combination of observation and questionnaire based surveys, following a method prepared in consultation with the Royal Society for the Protection of Birds (RSPB), Suffolk Wildlife Trust (SWT), SCC, Natural England and the Suffolk Coast and Heaths AONB Partnership. The survey point locations can be seen on **Figure 15.9**.

15.3.47 Further visitor surveys were undertaken at the RSPB Minsmere reserve in 2015 (hereafter referred to as the '2015 Sizewell C RSPB Minsmere visitor surveys') at the request of the RSPB, to collect data at the heart of the reserve, including the same questionnaire survey undertaken in the 2014 Sizewell C visitor surveys. It was agreed with the RSPB that an observation survey was not necessary and that the RSPB's own data on numbers of visitors and their profiles would be used. The method and survey locations were agreed with the RSPB. The results of these surveys are presented in **Appendix 15B** of this chapter. The survey point locations can be seen on **Figure 15.10**.

15.3.48 The Visitor Surveys 2016-2018 presented in **Appendix 15C** of this chapter (hereafter referred to as the 2016-2018 Sizewell C visitor surveys) were undertaken on three PRoW that would be crossed by and diverted due to the proposed green rail route, and on the alignment of Sustrans Regional Cycle Route 42 and the Suffolk Coastal Cycle Route on Eastbridge Road that would be diverted due to re-alignment of Eastbridge Road within the main development site. The surveys followed the same method used for the observation surveys undertaken in the 2014 Sizewell C visitor surveys, but used a simpler questionnaire survey. The questionnaire survey did not ask people how their behaviour is likely to be affected due to the

construction of the proposed development. These surveys therefore provide useful information on existing users but are not used to inform likely patterns of displacement due to the proposed development.

15.3.49 The Aldhurst Farm Visitor Surveys 2019 presented in **Appendix 15D** of this chapter were undertaken to identify the level of recreational use of the Aldhurst Farm habitat creation area which is not currently designated for public access (except where it is crossed by PRoW E-363/018/0), but which has some informal use, to establish the baseline against which to assess potential benefits of new public access provision that is to be provided under discharge of a planning condition for ESC permission reference DC/14/4224/FUL. This is described further in **section 15.5** of this chapter.

iii. Scoping of amenity and recreation resources and receptors

15.3.50 In order to focus the impact assessment on those receptors where effects are likely to occur, a scoping exercise has been carried out. The decision on which receptors have potential to receive significant effects and which do not, has been informed by initial desk study and field assessment.

15.3.51 Amenity and recreation receptors that have the potential to receive significant effects are assessed in **section 15.6** of this chapter. Receptors evaluated as not significantly affected are described in **Appendix 15G** of this chapter. A summary of the reasoning for the scoping of receptors is presented below.

15.3.52 Users of existing resources that would be physically affected by the proposed development (e.g. by temporary stopping up or closure, permanent extinguishment or closure, or temporary or permanent diversion) are scoped into the detailed assessment. Users of these resources are also likely to experience changes to views, noise and potentially air quality and traffic, and some may displace to alternative locations during the construction phase. These resources may also experience an increase in use by Sizewell C construction workers who use resources in their free time.

15.3.53 Where resources are not physically affected, receptors may be affected by changes to views, noise, air quality and traffic, and/or by increases in the numbers of people using resources due to displacement of users of resources from within the vicinity of the main development site who wish to avoid disturbance during the construction phase, and due to Sizewell C construction workers.

15.3.54 The following assessments have been reviewed, to identify the extent to which amenity and recreation receptors are likely to be affected by changes to traffic, noise, air quality and views:

- Transport effects assessment in **Chapter 10** of this volume;
- Noise and vibration assessment in **Chapter 11** of this volume;
- Natural Tranquillity Method Assessment in **Appendix 15E** of this chapter;
- Air quality assessment in **Chapter 12** of this volume; and
- Landscape and visual assessment in **Chapter 13** of this volume.

15.3.55 **Chapter 10** of this volume concludes that the only potential significant effects on recreational receptors due to traffic, before secondary mitigation is implemented, would be:

- During early years of construction.
  - Short-term adverse significant effects on pedestrian amenity on Sizewell Gap between Leiston and Sizewell and the B1122 in Theberton village, and on cycle amenity on the B1122 prior to Sizewell link road being operational. These locations lie within the receptor groups assessed during the construction phase in **section 15.6** or within **Appendix 15G** of this chapter. Sizewell Gap lies within receptor group 15, and these sections of the B1122 lie in receptor groups 4, 9 and 10.
- During peak years of construction.
  - Adverse significant effects on severance and pedestrian amenity on Abbey Road, Leiston within receptor group 16, which is assessed within **section 15.6** of this chapter.
  - Adverse significant effects on pedestrian amenity on Abbey Road, Leiston in the vicinity of the railway crossing within the northern part of receptor group 17 which is assessed in **Appendix 15G** of this chapter.
  - Adverse significant effects on severance and pedestrian delay of users of PRoW which currently pass through a rural landscape and would be crossed by the two village bypass and Sizewell link road. Effects on users of these PRoW due to the two village bypass and Sizewell link road are assessed in **Chapter 8** of **Volumes 5 and 6** of the **ES**, and not within this chapter.

15.3.56 **Chapter 11** of this volume and **Appendix 15E** of this chapter confirm that all receptor groups shown on **Figures 15.6** and **15.7** with a purple hatch (i.e. receptor group areas scoped out for the main development site for visual and noise impacts) or blue hatch (receptor group areas that would not experience significant noise impacts but may experience significant visual impacts) would experience no or very little change to the noise environment due to construction of the proposed development. Effects during the operational phase would be less than during the construction phase. Receptor groups shown with a blue or purple hatch on **Figures 15.6** and **15.7** are therefore not assessed further in relation to noise effects.

15.3.57 **Chapter 12** of this volume confirms that emissions from traffic are typically considered up to 200m from the source and that airborne dust from site clearance and earthworks, construction activities and earthworks from final reinstatement of the land typically do not affect receptors beyond 350m from the working area. Impacts due to traffic emissions and dust would cause negligible effects on recreational receptors. Effects during the operational phase would be less than during the construction phase.

15.3.58 The landscape and visual assessment, provided in **Chapter 13** of this volume, which uses the same receptor group areas as this chapter, has scoped out all receptor groups shown with a purple hatch on **Figures 13.7 and 13.8** of **Chapter 13** (defined on the figures as visual receptor groups with no potential for significant effects), which corresponds with the groups shown with a purple hatch on **Figures 15.6** and **15.7** of this chapter. These receptor groups have been scoped out of **Chapter 13** of this volume either because there would be no or extremely limited visibility of the proposed development, or because there may be views of the proposed development but, due to a combination of distance and intervening screening, receptors would experience visual effects below the threshold of significant. These are therefore not considered further in relation to amenity and recreation effects due to changes to views.

15.3.59 Receptor groups with either no visibility or extremely limited visibility which have not been assessed for impacts in **Chapter 13** of this volume are identified with a letter (A to N). It is considered that these receptors within receptor groups A to N would experience very limited or no effects on amenity and recreation due to changes in noise, air quality, or increases in use due to the construction of Sizewell C. There would be increases in traffic on some roads within these receptor groups due to the construction of the Sizewell C Project. However, **Chapter 10** of this volume does not identify any significant adverse effects due to increases in traffic on existing roads within receptor groups A to N. Heavy goods vehicles (HGVs) would use the A12 and A145, and busses would use the A12 and B1119 within these some of receptor groups, but the potential for use of these roads by

recreational receptors is limited by the speed and high volume existing of traffic, and the effects of additional traffic would be in the context of existing traffic. Users of recreational resources on existing roads within receptor groups A to N would experience negligible neutral effects (**not significant**) due to increases in traffic and therefore are not assessed further in this chapter. Receptor groups A to N are described within **Chapter 13, Appendix 13E** of this volume and listed below.

- Receptor group A: Reydon and Wangford.
- Receptor group B: Dunwich Forest.
- Receptor group C: Wenhaston.
- Receptor group D: Dunwich Forest to A12.
- Receptor group E: Halesworth.
- Receptor group F: Walpole.
- Receptor group G: Saxmundham to Framlingham.
- Receptor group H: Campsea Ashe.
- Receptor group I: Tunstall Forest.
- Receptor group J: Alde Estuary to Tunstall Forest.
- Receptor group K: Orford Ness.
- Receptor group L: Sternfield.
- Receptor group M: Periphery of Saxmundham.
- Receptor group N: Saxmundham.

15.3.60 The receptor groups scoped into the landscape and visual assessment in **Chapter 13** of this volume are identified by number (1 to 24). These cover a larger area than receptor groups scoped in due to potential noise effects. Receptors that have the potential to experience significant effects due to changes in views are therefore considered for detailed assessment; this encompasses all receptor groups that may experience significant effects

due to physical changes to recreational resources, or changes to traffic, views, noise and air quality. This comprises the following receptors groups and linear routes.

15.3.61 Receptor groups:

- 1: Southwold Promenade;
- 2: Southwold Common/Harbour;
- 3: Walberswick/Dingle Marshes;
- 4: Middleton, Westleton and Darsham;
- 5: Westleton Walks and Dunwich Heath;
- 6: South of Westleton;
- 7: RSPB Minsmere;
- 8: Dunwich to Minsmere Coast;
- 9: Theberton and Knodishall Green;
- 10: Eastbridge and Leiston Abbey;
- 11: Minsmere South;
- 12: Minsmere to Sizewell Coast;
- 13: Northeast site;
- 14: Northwest site;
- 15: Sizewell Belts;
- 16: North of Leiston;
- 17: Leiston;
- 18: Knodishall and Aldringham;

- 19: Aldringham Common and The Walks;
- 20: Sizewell to Thorpeness Coast;
- 21: North Warren/South Warren;
- 22: Thorpeness to Aldeburgh Coast;
- 23: Aldeburgh; and
- 24: Offshore.

15.3.62 Linear recreational routes:

- Suffolk Coast Path (also the route of the future England Coast Path);
- Sandlings Walk;
- National Cycle Route (NCR) 1;
- Regional Cycle Route (RCR) 31;
- Regional Cycle Route (RCR) 41;
- Regional Cycle Route 42; and
- Suffolk Coastal Cycle Route.

15.3.63 Effects on users of Dark Sky Discovery Sites at night shown on **Figure 15.3** are also assessed.

15.3.64 The assessment of existing tranquillity following the Natural Tranquillity Method in **Appendix 15E** of this chapter has been also been referred to.

15.3.65 There is also potential for additional receptor groups to experience significant effects beyond the area covered by the receptor groups listed above due to increases in the numbers of people using the resources due to the construction of Sizewell C. Information on the potential for increases in the numbers of people using resources due to displacement of users from within the vicinity of the main development site who wish to avoid disturbance during the construction phase, and due to Sizewell C construction workers who may use resources in their free time, are also

considered to identify resources where effects may occur due to increased use. The results of the Sizewell C visitor surveys and analysis of construction workers have been used to identify whether this is likely to occur.

15.3.66 Where effects on receptors within the study area arising from physical changes to resources, changes to traffic, noise, views and air quality, and changes due to increase in use are unlikely to occur or are likely to be so limited that they are unlikely to give rise to significant effects, the receptors are scoped out.

h) Assumptions and limitations

15.3.67 This chapter adopts the assumptions which underlie the assessment outcomes in the transport, noise and vibration, air quality, landscape and visual and marine navigation chapters of this volume of the **ES**.

15.3.68 The following assumptions have been made in this assessment:

- Temporary and permanent closures, diversions and creation of new PRoW, permissive footpaths, cycle routes and long distance walking routes would be implemented in accordance with the proposals set out in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter, and the detailed **Rights of Way Plans** in **Appendix A2** of this volume (Doc Ref. 6.3).

- The assessment of effects arising from the outline development zones assumes structures/buildings could occupy the full extent of the outline envelope.

- The assessment of effects arising from construction assumes that typically construction activity occupies the heights of the proposed buildings, stockpiles or similar within that development zone, with taller plant such as cranes or piling rigs regularly present and extending up to the 'general' construction height, and exceptionally tall plant occasionally present in small numbers.

- It is assumed that the estimated growth rates indicated in the landscape and visual assessment, provided in **Chapter 13** of this volume, for proposed planting will be achieved.

- Tranquillity is not absolute and is relative to people's expectations in a particular location, and there are no standard nationally accepted ways of measuring effects on tranquillity in relation to amenity and

recreation. The amenity and recreation assessment in this chapter is based on factors relating to tranquillity described earlier in this section.

15.3.69 The following limitations have been identified:

- Visitor surveys undertaken by EDF Energy specifically for Sizewell C were undertaken at locations within the vicinity of the main development site following a methodology agreed with consultees, in August during school holidays (summer) and November (winter). They capture visitor information at a moment in time and at the selected locations. Due to these time and geographical limits they did not capture all visitors. However, it is considered that they provide robust data to inform this impact assessment.

- The tranquillity assessment following the Natural Tranquillity Method assessment **Appendix 15E** of this chapter is based on baseline surveys at selected locations shown on **Figure 15.13** chosen to provide representation of the recreational resources likely to be affected by changes to the noise environment, at a moment in time. Survey work was only carried out during weekdays when the area was less used by the public. However, it is considered that the tranquillity assessment using the Natural Tranquillity Method provides robust data to inform this impact assessment.

15.4 Baseline environment

15.4.1 This section describes the baseline of the amenity and recreation resources and receptors within the study area.

15.4.2 Onshore, a network of linear and area access resources (referred to as 'recreational resources') exist within the study area, which are used for a range of recreational activities including walking, dog walking, cycling, horse riding, fishing and watching wildlife. Offshore the sea is used for recreational activities including sailing and fishing. People undertaking recreational activities (recreational 'receptors', also referred to as recreational 'users' or 'visitors') are either local residents, or visitors including those who are on holiday.

15.4.3 The onshore baseline is described in **section a** and the offshore baseline is described in **section b** below.

15.4.4 The Suffolk coast and the Suffolk Coast and Heaths AONB is a popular destination for holiday makers, many of whom come to the area to undertake recreational activities using the network of recreational

resources. The area covered by the AONB is shown on **Figures 15.5** and **15.12**.

15.4.5 The baseline relevant specifically to the assessment of Sizewell B relocated facilities proposals is set out in **Chapter 9** of the Sizewell B relocated facilities ES, refer to **Appendix 2A** of **Volume 1** of the **ES**. The baseline description presented in this chapter provides an update to the description of baseline conditions presented within the Sizewell B relocated facilities ES. A summary of the baseline context for the proposed off-site developments including the off-site sports facilities at Leiston, fen meadow compensation sites south of Benhall and east of Halesworth and, if required, the marsh harrier habitat improvement area (Westleton), is provided in **Appendix 15J** of this chapter.

a) Onshore baseline

15.4.6 Onshore recreational resources are assessed as receptor groups or as linear routes. Dark Sky Discovery Sites are also assessed.

15.4.7 Receptor groups are discrete geographic areas that have been defined for the purposes of this assessment, encompassing a number of recreational resources such as PRoW and open access land, with broadly similar characteristics in relation to the landscape they lie within and their proximity and relationship to the proposed development (e.g. topography, land cover, and the potential for receptors to see the proposed development or hear noise from the proposed development).

15.4.8 Linear routes are long distance walking or cycling routes that receptors travel along through the study area.

15.4.9 The receptor group areas identified for this assessment are shown on **Figures 15.6** and **15.7** and linear routes relevant to this assessment are shown on **Figures 15.1, 15.2** and **15.5**.

15.4.10 A detailed description of the environmental baseline within the onshore study area is provided in **section 3** of **Appendix 15F** of this chapter with a summary provided below**.**

i. Receptor groups

15.4.11 Based on the results of the transport, noise, visual and air quality assessments and refinement by field survey visits, the amenity and recreation receptor groups have been separated into the following categories.

- Receptor groups which would experience very limited or no effects due to changes in views, noise, air quality, traffic or increases in use due to the construction of Sizewell C main development site, are not considered likely to be affected by the proposed development, as described in **section 15.3** of this chapter, and have, therefore, not been considered further within this assessment.

- Receptor groups which may be affected by the proposed development but which would experience effects below the threshold of significant. These are described and assessed within **Appendix 15G** of this chapter.

- Receptor groups that are predicted to experience significant effects are summarised within **Table 15.5** and assessed within **section 15.6** of this chapter.

Table 15.5: Amenity and recreation receptor groups with the potential for significant effects

Receptor Group	Description
5: Westleton Walks and Dunwich Heath	Within the Suffolk Coast and Heaths AONB and southern and eastern portion within Suffolk Heritage Coast. Extends from the southern boundary of Dunwich Forest in the north to RSPB Minsmere in the south, and includes Dunwich Heath. Principal receptors include users of Open Access Land at Westleton Heath, Westleton Walks and Dunwich Heath; visitors to RSPB Minsmere (elevated northern section at The Warren/North Walks); visitors to National Trust Dunwich Heath and Coastguard Cottages, users of the Sandlings Walk and Suffolk Coast Path; Regional Cycle Route 42/Suffolk Cycle Route and PRoW; and walkers, cyclists and equestrians on minor roads east of Westleton.
7: RSPB Minsmere	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Extends from entrance road to RSPB Minsmere in north to Minsmere New Cut in south. Includes the majority of the tails and bird hides within the RSPB Minsmere Reserve, the visitors centre and car park, and the approach road into the reserve from Eastbridge. Sections of Regional Cycle Route 42/Suffolk Coastal Cycle Route and Sandlings Walk runs along the western boundary of the area.
8: Dunwich to Minsmere Coast	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Coastal strip between Dunwich in the north and Minsmere Sluice in the south. The principal receptors are users of the Suffolk Coast Path, the future England Coast Path, PRoW E-225/015/0, a trail that is part of the network around the RSPB Minsmere Reserve (which all lie within the southern part of this receptor group), and the beach which extends for the full length of this receptor group. The RSPB Minsmere trail, Suffolk Coast Path and PRoW E-225/015/0 all follow the same alignment.

Receptor Group	Description
10: Eastbridge and Leiston Abbey	Extends from the village of Eastbridge in the north to Leiston Abbey and Abbey Lane in the south. The principal receptors are visitors to Leiston Abbey, users of Sandlings Walk, Regional Cycle Route 42/ Suffolk Coastal Cycle Route and PRoW west of the B1122, and walkers, cyclists and equestrians on roads.
11: Minsmere South	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Area extends from Minsmere New Cut in the north to the site boundary in the south and includes sparsely populated marshland and arable land. The principal receptors are users of the PRoW E-363/020/0 (footpath) from Eastbridge to Minsmere Sluice and the temporary footpath to the ruins of Leiston Abbey (first site), and a section of the Sandlings Walk and Regional Cycle Route 42/ Suffolk Coastal Cycle Route on Eastbridge Road.
12: Minsmere to Sizewell Coast	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Extends along the coastal strip from the Minsmere Sluice in the north to near Beach View Holiday Park (south of Sizewell) in the south. The principal receptors are users of the Suffolk Coast Path and future England Coast Path, Sandlings Walk, PRoW that run along the coast, and the beach.
13: Northeast Site	Within the Suffolk Coast and Heaths AONB and partially within the Suffolk Heritage Coast. Area within the northeast section of the main development site. Consists of a section of the forestry plantation at Goose Hill with the receptors being users of the Sandlings Walk and permissive paths.
14: Northwest Site	Partially within the Suffolk Coast and Heaths AONB. Area within the northwest section of the main development site. The resources within this area are users of the Sandlings Walk and bridleway E-363/019/0 (Bridleway 19) (which follow the track adjacent to Upper Abbey Farm), Regional Cycle Route 42 / Suffolk Coastal Cycle Route on the B1122 and Eastbridge Road, and PRoW E-363/013/0 (bridleway) on Lover's Lane.
15: Sizewell Belts	Within the Suffolk Coast and Heaths AONB. Eastern section within Suffolk Heritage Coast. Area extends between Kenton Hills in the north, Sizewell Gap in the south, Lover's Lane in the west and the power station and coast in the east. Receptors include users of bridleway E-363/019/0 along Sandy Lane, Lover's Lane and the southern part of the track that leads to Upper Abbey Farm, public footpath E-363/030/0 across Leiston Common, Leiston Common (Open Access Land), permissive footpaths within woodland at Kenton Hills (accessible from car park off Lover's Lane) and south of Sizewell Belts, and walkers, cyclists and equestrians on Sizewell Gap and Lover's Lane.
16: North of Leiston	Land to the north of Leiston bounded by Abbey Lane and the site boundary south of Lover's Lane (to the north) and Buckleswood Road and the edge of Leiston (to the south). Includes Aldhurst Farm habitat creation area and section of main development site at Land East of Eastlands Industrial Estate. New areas of Open Access Land, a car park and a surfaced footpath will be provided within Aldhurst Farm habitat creation area in accordance with discharged condition 25 of SCDC planning permission reference DC/14/4224/FUL in advance of construction.

Receptor Group	Description
	Receptors include users of public footpaths and users of Regional Cycle Route 42 / Suffolk Coastal Cycle Route on Abbey Lane, users of the new Open Access Land, car park and surfaced footpath at Aldhurst Farm, and walkers, cyclists and equestrians on Buckleswood Road, Abbey Lane and the B1122.
19: Aldringham Common and The Walks	Mostly within the Suffolk Coast and Heaths AONB and partially within the Suffolk Heritage Coast. Area extends between Sizewell Gap, the site boundary and the edge of Leiston to the north and the road to Thorpeness (B1353) in the south and is characterised by a mosaic of heathland, grassland and woodland. Dense network of public rights of way and several byways. Receptors include users of a large area of Open Access land (some of which is also Common Land) at Aldringham Common and The Walks, numerous PRoW comprising footpaths, bridleways and byways, the Suffolk Coast Path and Sandlings Walk, and walkers, cyclists and equestrians on the B1353 to Thorpeness.

ii. Linear recreational routes

15.4.12 Recreational routes include promoted long-distance walking routes and national and regional cycle routes. The principal routes within the study area are as follows and shown on **Figures 15.1**, **15.2** and **15.5**:

- Suffolk Coast Path;
- Sandlings Walk;
- National Cycle Route (NCR) 1;
- Regional Cycle Route (RCR) 31;
- Regional Cycle Route (RCR) 41;
- Regional Cycle Route 42; and
- Suffolk Coastal Cycle Route.

15.4.13 The Suffolk Coastal Cycle Route is a circular signed route on quiet roads and tracks, linking coastal villages between Felixstowe and Dunwich, and then looping inland via the market towns of Framlingham and Woodbridge. Within the study area, the Suffolk Coastal Cycle Route follows National Cycle Route 1 and Regional Cycle Routes 41 and 42. It is therefore not assessed separately from National Cycle Route 1 and Regional Cycle Routes 41 and 42.

15.4.14 Users of National Cycle Route 1 and Regional Cycle Routes 31 and 41 are unlikely to be subject to effects during construction and operation and are discussed in **Appendix 15G** of this chapter.

Suffolk Coast Path

15.4.15 This 80km route runs from north to south between Lowestoft and Felixstowe, primarily following PRoW, but also running along local roads and accessible coast and beach. It is described briefly below, and in more detail in **Appendix 15F** of this chapter.

15.4.16 Within the study area, the Suffolk Coast Path runs along the coast between the Butley River west of Orford in the south to Southwold in the north. The Suffolk Coast Path aligns the Butley River before continuing further inland towards Chillesford and passing through Tunstall Forest, continuing to a crossing over the River Alde south of Snape. From Snape, the Suffolk Coast Path turns eastwards towards the coast, north of Aldeburgh. From here, it follows the coastline to Thorpeness where it diverts inland for over 2km before returning to the coast south of Sizewell. It then runs for approximately 6km along the foreshore past the existing power stations before passing inland at Dunwich Heath. From Dunwich Heath to the northern edge of the study area the Suffolk Coast Path runs within 1.5km of the coast, joining the coast for sections at Dunwich, Walberswick and Southwold.

15.4.17 The route passes through the site boundary adjacent to the existing Sizewell Power stations along Sizewell beach (a section shared with the Sandlings Walk).

Sandlings Walk

15.4.18 The Sandlings Walk is an approximately 96km promoted walk between Southwold and Ipswich, and links the remaining fragments of Sandlings Heath. Most of its route lies inland from the Suffolk Coast Path but follows the same route in a number of locations including along the coast within the site boundary. The route extends throughout the study area from south to north, primarily following PRoW, but also running along local roads and accessible coast and beach, passing through predominantly woodland, heathland, arable and coastal landscapes.

15.4.19 To the south the Sandlings Walk enters the study area from the northern section of Rendlesham Forest before continuing to Tunstall Forest, where it passes along its western side, after which it continues towards Snape. North of Snape at Friston, Sandlings Walk runs eastwards towards the coast to west of Thorpeness, where it turns north towards Sizewell. At Sizewell hamlet, the Sandlings Walk reaches the coast and aligns with the

Suffolk Coast Path for about 2km (including east of the power stations and through part of the site), before turning inland at Goose Hill through the site. From Goose Hill to Southwold the Walk passes through woodland, heathland and farmland landscapes up to approximately 3km inland, joining the coast for short lengths at Dunwich and Southwold. North of Sizewell hamlet, Sandlings Walk aligns with the Suffolk Coast Path not only east of the power station and within the eastern part of the site, but also south of and within Dunwich, and Southwold.

Regional Cycle Route 42

15.4.20 Regional Cycle Route 42 runs from Snape (where it joins Regional Cycle Route 41) approximately 8km south west of the site, north eastwards along mainly minor roads to Leiston Abbey, and then through the western edge of the site on the B1122 and Eastbridge Road to Eastbridge. North of Eastbridge it passes through the RSPB Minsmere reserve and then to the coast at Dunwich, before running inland to join National Cycle Route 1 west of Bramfield.

iii. Existing visitor profile

15.4.21 This section describes the profile of users of recreational resources summarised from survey reports.

15.4.22 A number of reports of surveys of visitors and users of recreational resources, that were undertaken for reasons not directly related to Sizewell C (for example surveys by national or regional bodies to gain an understanding on visitor patterns and behaviours), have been reviewed to provide information on recreational and visitor use within the locality of the proposed development (referred to as the 'existing surveys'). In addition, EDF Energy's 2014 Sizewell C visitor surveys and 2015 Sizewell C RSPB Minsmere visitor surveys (the Sizewell C visitor surveys) presented in **Appendix 15A** and **Appendix 15B** of this chapter, provide detailed information on recreational users within the vicinity of the main development site. The findings of these surveys (the existing surveys and the Sizewell C surveys) in relation to the profile of existing visitors are described in more detail in the **HRA Recreational Disturbance Evidence Base**, and summarised below.

Summary of the results of the existing surveys and the Sizewell C surveys

15.4.23 The existing surveys provide a framework and context for the results of the Sizewell C visitor surveys carried out specifically for the Sizewell C Project. There is a strong correlation in a number of respects, between the type and profile of visitors recorded in the Sizewell C visitor surveys and that recorded within the existing surveys. The following conclusions on the

existing visitors to the Sizewell area can be drawn from, and are supported by, both the wider existing surveys and the Sizewell C visitor surveys.

Popularity of the area

15.4.24 Both the existing surveys and the Sizewell C visitor surveys indicate the popularity of the area for visitors, and the high number of people using outdoor informal routes and areas. The Sizewell C visitor surveys show that the popularity varies between locations with some having a much greater use than others.

Frequency, seasonality and duration of visits

15.4.25 Both the existing surveys and the Sizewell C visitor surveys show that visitors make frequent visits to the area. Visitors use the area all year round, although there are greater numbers in the summer compared to the winter.

15.4.26 Both the existing surveys and the Sizewell C visitor surveys show that the average duration of each visit is relatively short, lasting for approximately 1-2 hours. However, both the existing surveys and the Sizewell C surveys show that the average visit to RSPB Minsmere lasts longer than two hours.

Visitor profile

15.4.27 Both the existing surveys and the Sizewell C visitor surveys show that a range of visitors use the area including local residents, day visitors and staying visitors / holiday makers. A high proportion of visitors identified in the 2014 Sizewell C visitor surveys were local residents (73%), although 25% of visitors were holiday makers. A greater proportion of visitors surveyed in the 2015 Sizewell C RSPB Minsmere visitor surveys were holiday makers (47%). This illustrates the importance of considering both local residents and holiday makers when assessing potential behaviour changes during the construction of Sizewell C.

15.4.28 Both the existing surveys and the Sizewell C visitor surveys show that the visitor population is generally from the older age groups.

15.4.29 Both the existing surveys and the Sizewell C visitor surveys show that the majority of people visit in groups, although many visit alone.

Mode of travel

15.4.30 Both the existing surveys and the Sizewell C visitor surveys show that the majority of people travel to the start of their visit location by car.

Visitor knowledge of the area

15.4.31 Both the existing surveys and the Sizewell C visitor surveys show that people visit a range of sites within and around the local area. The Sizewell C visitor surveys show that the majority of visitors know the area well. This indicates that the majority of visitors who may be displaced due to the Sizewell C construction works are knowledgeable of a wide selection of alternative locations to where they may go.

Reasons for visiting the location or area

15.4.32 Being close to home is the most popular reason for visiting survey locations identified in the 2014 Sizewell C visitor surveys, followed by the scenery, being able to let the dog off the lead, the peace and quiet, enjoying wildlife and good access to the footpath network.

15.4.33 Both the existing surveys and the Sizewell C visitor surveys show that the scenery and peace and quiet, and enjoying wildlife, are popular reasons for visiting the area. These are, therefore, important considerations when considering whether and how, and the extent to which visitors' behaviour may be affected and changed due to the Sizewell C construction works.

15.4.34 Enjoying wildlife is the most popular reason for visiting RSPB Minsmere identified by the 2015 Sizewell C RSPB Minsmere visitor surveys (which was undertaken next to two bird hides).

Visitor activities

15.4.35 Both the existing surveys and the Sizewell C visitor surveys show that people undertake a variety of activities but walking with and without dogs are the most popular.

15.4.36 Both the existing surveys and the Sizewell C visitor surveys show that activities vary between the sites, indicating that people choose where they go to for reasons that include the suitability of the location to support the type of activity that they wish to pursue.

Dog walking

15.4.37 Both the existing surveys and the Sizewell C visitor surveys show that a large proportion of walks are undertaken with dogs (with exceptions e.g. where dog restrictions apply). Dogs are not allowed in the core of the RSPB Minsmere reserve where the 2015 Sizewell C RSPB Minsmere visitor surveys were undertaken.

15.4.38 Both the existing surveys and the Sizewell C visitor surveys show that a large proportion of walkers with dogs seek to exercise them off lead (where there are no restrictions).

15.4.39 The Sizewell C visitor surveys show that the proportion of dogs walked off the lead varies between sites, and that dog walkers know a large number of locations where they can let their dogs off the lead.

b) Offshore baseline

15.4.40 Detail on the offshore recreational baseline is provided in **Appendix 15F** of this chapter and summarised below.

15.4.41 Offshore water-based recreation in the vicinity of the main development site includes various activities involving different forms of watercraft, most of which originate from coastal locations (e.g. marinas and sailing clubs) to the north and south of the main development site, including sailing, racing and cruising. It also includes other activities such as sea kayaking, canoeing, sailboarding and fishing. Most activity occurs within approximately 1km and 6km of the coastline opposite the main development site, with lower levels of activity within 0.5km of the coast.

15.4.42 Automatic Identification System (AIS)[1] and radar recreational track data recorded in November 2018 and June 2019 on behalf of SZC Co., provides an accurate representation of the usage of the area by recreational craft, and the vessel tracks recorded are shown on **Figures 15.5** and **15.8**. It can be seen that, within the 8km study area, there is a high density of tracks transiting in north-south direction parallel to the coast, within approximately 4km of the coast opposite Aldeburgh and Thorpeness south of the main development site, 5 – 6km opposite the main development site and 6 – 7km opposite Dunwich north of the main development site. Beyond these distances offshore (including within and beyond the study area) tracks are less dense. **Figures 24.2** and **24.3** in **Chapter 24** show that recreational boating is predominantly a summer activity with very little activity recorded during the winter.

15.4.43 At a Sizewell C offshore recreation consultation workshop on 3 April 2019, the RYA East advised that it would be unlikely for yachts travelling along the coastline to travel inside of the Sizewell bank (a submerged bank creating an area of shallower water which extends approximately 3km offshore opposite Sizewell).

[1] The AIS system is an automatic tracking system used on ships and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites.

15.4.44 It can be seen from **Figure 15.5** that vessels were also recorded launching from Sizewell beach and further south. There are small number of boats at Sizewell which are used for recreational purposes including fishing.

15.4.45 Recreational receptors within 1.5km of the coast lie within the Heritage Coast.

c) Future baseline

i. England Coast Path and Coastal Margin

15.4.46 The England Coast Path is a proposed National Trail around all of England's coast which Natural England is establishing under the provisions of Part 9 of the Marine and Coastal Access Act 2009 (Ref. 15.2).

15.4.47 Sizewell is located along the 60km stretch of coast which Natural England has identified as 'Aldeburgh to Hopton-on-Sea'. Natural England submitted their proposals for improved access to the coast (including the England Coast Path) between Aldeburgh to Hopton-on-Sea to the Secretary of State for the Environment, Food & Rural Affairs on 29th January 2020 and has asked for all representations and objections to be submitted to Natural England by 25th March 2020. Natural England is proposing that the England Coast Path will follow the route of the Suffolk Coast Path past Sizewell C power station and through the main development site. (Ref. 15.16).

15.4.48 Effects on users of the future England Coast Path would be the same as users of the Suffolk Coast Path and they are assessed together in **section 15.6** and **Appendix 15G** of this chapter. In instances where effects on the Suffolk Coast Path are referred to, this should be read to also refer to effects on the England Coast Path, if it exists at the time the assessment is referring to.

15.4.49 Natural England is proposing that land on either side of the England Coast Path will become coastal margin (with public access rights), provided it is not excepted land (land excepted from the right of access) or subject to long-term exclusions. The coastal margin will extend from the sea in the east, and potentially to the line of the permanent security fence of the main development site to the west or another nearby feature. There would be access rights to the top of the new sea defences adjacent to the Sizewell C power station, which would be part of the coastal margin.

15.4.50 The coastal margin will formalise informal access the public currently has to the beach and coastline adjacent to Sizewell power station and within part of the main development site. Effects on users of the coastal margin are therefore assessed as part of the relevant receptor group areas (such as 8:

Dunwich to Minsmere Coast and 12: Minsmere to Sizewell Coast) in **section 15.6** of this chapter, which include the accessible coast and beach.

ii. Sea level rise and coastal erosion

15.4.51 Sea level rise will occur during the lifetime of the proposed development, and there may be coastal erosion potentially leading to erosion of the coast path comprising PRoW E-363/021/0, the Suffolk Coast Path, Sandlings Walk and the future England Coast Path, within the site and north and south of the site. Further description of the potential future coastline development is included in **Chapter 20** of this volume. The potential effects due to this are assessed in **Chapter 26** of this volume.

15.4.52 There are no other forecasted changes or committed developments that would materially alter the baseline conditions during the construction and operational phases of the proposed development.

15.5 Environmental design and mitigation

15.5.1 As detailed in **Volume 1**, **Chapter 6** of the **ES**, a number of primary mitigation measures have been identified through the iterative EIA process and have been incorporated into the design and construction planning of the proposed development. Tertiary mitigation measures are legal requirements or are standard practices that would be implemented as part of the proposed development.

15.5.2 The assessment of likely significant effects of the proposed development assumes that primary and tertiary mitigation measures are in place. For amenity and recreation, these measures are identified below, with a summary provided on how the measures contribute to the mitigation and management of potentially significant environmental effects.

a) Environmental design and mitigation for the Sizewell B relocated facilities works in Phase 0

15.5.3 In line with the project programme set out in **Chapter 3** of this volume, it is anticipated that the first phase of the Sizewell B relocated facilities works, which is referred to as 'Phase 0', would be carried out pursuant to the planning permission granted by East Suffolk Council on 13 November 2019 (application ref. DC/19/1637/FUL). The second phase of the Sizewell B relocated facilities works would take place in Phases 1 and 2 in parallel with other DCO works due to take place at this time and would be carried out pursuant to the DCO.

15.5.4 Mitigation measures specified for transport, noise, air quality and landscape and visual effects, as summarised within **Chapters 10-13** of this volume,

would also reduce effects on amenity and recreation receptors that occur as a result of Phase 0 of the Sizewell B relocated facilities works. Specifically, measures to minimise construction disturbance set out within the Outline Construction Environmental Management Plan submitted with the Sizewell B relocated facilities planning application would also mitigate effects on amenity and recreation receptors. Details of these measures are provided in Chapter 9 of the Sizewell B relocated facilities ES (refer to **Volume 1, Appendix 2A**).

15.5.5 It is anticipated that the mitigation measures summarised above would largely be in place or under way by the end of Phase 0. However, in order to allow for this mitigation to be implemented in Phases 1 and 2, if required (or if the works are instead carried out entirely under the DCO – see **Volume 2, Appendix 6A** of the ES), these measures have also been incorporated within the DCO.

b) Environmental design and mitigation for the DCO

15.5.6 Primary mitigation for the main development site includes diversions of, inter alia, PRoW where this is possible to ensure that routes remain open. The amenity and recreation impacts and rights of way diversions for the green rail route are addressed separately in **Volume 9, Chapter 8** of the **ES** (Doc Ref. 6.10); the rights of way diversions associated with the green rail route are not discussed below. Diversions are provided as mitigation to ensure that routes are not closed, but the diversions may also lead to effects on users of routes by, for example, increasing the length of journeys.

15.5.7 **Appendix 15J** of this chapter demonstrates that the off-site developments (off-site sports facilities at Leiston, fen meadow compensation sites south of Benhall and east of Halesworth and, if required, the marsh harrier habitat improvement area west of Westleton) would not result in significant adverse effects on existing amenity and recreation receptors and therefore would not require site-specific mitigation. There would, however, be long-term recreational benefits due to the provision of the new sports facilities for use by the local community.

i. Primary mitigation

15.5.8 Primary mitigation for amenity and recreation are measures that are an inherent part of the proposed development to mitigate effects caused by:

- physical diversions and temporary or permanent closures of existing PRoW, permissive footpaths, long distance walking routes and cycle routes;

- changes in traffic, noise, air quality and views; and
- increase in use of recreational resources that would be caused by the proposed development.

Mitigation of physical diversions and closures

15.5.9 The **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter 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 and the green rail route. The strategy aims to minimise physical disturbance to users of recreational resources by providing appropriate diversion routes where temporary closure cannot be avoided. 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).

Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route

15.5.10 A section of the Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route on the B1122 and Eastbridge Road would be permanently diverted a short distance during the construction and operation of Sizewell C to accommodate the construction of the roundabout on the B1122, to ensure that the route stays open and 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.

Suffolk Coast Path and beach

15.5.11 The long distance walking routes along the coast, east of the Sizewell 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 open during construction and operation of Sizewell C, but may need to be closed for temporary periods to ensure public safety during the construction of the coastal defences and the 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 as well as ensure public safety. These measures are secured in the **Draft DCO** (Doc Ref. 3.1).

15.5.12 The existing route within the main development site would be re-aligned east or west parallel to the existing route, but along the coast, as sea defence construction progresses, to ensure that a coastal route remains open for as much time as possible.

15.5.13 An inland diversion would be provided for the Suffolk Coast Path, Sandlings Walk and England Coast Path to allow for their temporary closure during essential construction works and for the delivery of Abnormal Indivisible Loads (AILs) at the BLF, to ensure that people can continue to walk the Suffolk Coast Path, Sandlings Walk and the England Coast Path at all times, albeit along a longer inland route. The period of these closures and diversions would be minimised as far as possible. The proposed diversion routes during construction are shown on **Figures 15I.4** and **15I.5** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter.

15.5.14 Open access to the coastline more generally would be retained as much as possible during the construction phase in order to minimise physical disturbance of receptors, however, in line with the approach described above for the formal PRoW and long-distance walking routes, some areas would need to be closed for parts or all of this phase.

15.5.15 Once Sizewell C is operational, the coast path would be permanently reinstated on a slightly realigned route fronting the new power station and to the east of the new sea defences, to ensure that there is a permanent coast path during the operational phase that people can use for walks along the coast and circular walks along the coast and inland. 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.

15.5.16 During operation the BLF would be used very rarely, approximately once every 5-10 years, and the coast path might be temporarily closed for short periods while the BLF is in use. 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. These temporary diversions would follow shorter routes than proposed during the construction phase, as shown on **Figures 15I.6** and **15I.7** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter.

15.5.17 The crest height of the sea defence on the coast is likely to be raised during the lifetime of Sizewell C. While the sea defence on the coast is being raised and new vegetation established public access to part of the 'coastal margin' would be temporarily closed. The coast path (which lies east of the

section sea defence which would be raised) would remain on its permanent alignment. However, the coast path may need to be temporarily diverted a short distance, or closed for short periods, during construction of the raised defences. A banksman would be present when construction has potential to disrupt public access, to minimise temporary closure and diversions.

Sandlings Walk north of the existing Sizewell A and B power stations

15.5.18 North of the existing Sizewell A and B 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, as shown on **Figure 15I.5** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter, to ensure that people can continue to use Sandlings Walk during the construction phase.

15.5.19 Sandlings Walk would be reinstated on the majority of its original alignment during operation to minimise any longer term effects. A portion of Sandlings Walk on a permissive footpath through Goose Hill would be realigned, to provide connectivity to the coast, to ensure that the long distance walking route remains open permanently. This would cross the main site access road.

15.5.20 The crest height the SSSI crossing (which forms part of the sea defence) west of Sandlings Walk and a permissive footpath is likely to be raised during the lifetime of Sizewell C. Sandlings Walk and the permissive footpath (which follow the same route) would remain on their permanent alignment. However, they may need to be temporarily diverted a short distance, or closed for short periods, during construction of the raised SSSI crossing. A banksman would be present when construction has potential to disrupt public access, to minimise temporary closure and diversions.

Bridleway E-363/019/0 (Bridleway 19)

15.5.21 Bridleway 19 would be closed throughout the construction phase between Kenton Hills car park and where it joins Eastbridge Road, and a re-aligned route provided as part of the new off-road combined bridleway, cycleway and footpath described below. This would ensure that a safe alternative route is available during the construction phase. The southern section of Bridleway 19 (between Kenton Hills car park and Sizewell Gap) would remain open, enabling access to the existing Kenton Hills car park and the permissive footpaths within Kenton Hills.

15.5.22 The section Bridleway 19 that was closed during the construction phase would be re-instated on its existing route during the operational phase to minimise any longer term effects. This would cross the main site access road and run through a restored and enhanced landscape.

A new off-road combined bridleway, cycleway and footpath

15.5.23 A new 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; this would be approximately 4.5km in length and available during the construction and operational phases. Parts of this would be entirely new routes (from Sizewell Gap to Sandy Lane east of Lover's Lane), and parts would take sections of existing bridleways which currently run along roads. It would incorporate the diversions of the Suffolk Coast Path, Sandlings Walk and the future England Coast Path described above, and include diversion of bridleways E-363/019/0 and the Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route during the construction phase. This would provide safe pedestrian, cycle and equestrian access for the public and for construction workers, taking people off roads (thus providing mitigation for increased traffic where pedestrians, cyclists and equestrians currently travel on roads or on footways immediately adjacent to them) and providing new and enhanced routes.

15.5.24 A further section of off-road bridleway would be constructed from Valley Road and the LEEIE, connecting to the new off-road bridleway described above, allowing construction phase workers residing in the caravan site on the LEEIE to access the main site entrance by walking or cycling on the new off-road bridleway 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 and operation phases.

Access to Kenton Hills

15.5.25 An existing short length of permissive footpath from Bridleway 19 into Kenton Hills would be closed for the construction phase. However, access into Kenton Hills from Bridleway 19 would be retained by the permanent change in status of an existing informal footpath to a permissive footpath from Kenton Hills car park into the Kenton Hills. Kenton Hills car park would also be permanently improved by new signage, improved surfacing, vegetation management and an increase in capacity. This would ensure that these recreational facilities are accessible and enhanced during the construction and operational phases.

Aldhurst Farm

15.5.26 The habitats created as part of the Aldhurst Farm habitat creation scheme have been considered, within the EIA, to form part of the existing baseline environment. Given the purpose of the scheme was to compensate for the loss of SSSI should the Sizewell C Project go ahead, the Aldhurst Farm habitat creation scheme has also been considered to form primary mitigation.

15.5.27 This primary mitigation has been secured by a separate planning permission (SCDC reference DC/14/4224/FUL) and has been implemented in advance of the commencement of the DCO to ensure that habitat is in place before the part of the SSSI that is needed to allow construction of the proposed development is removed. Public access to Aldhurst Farm will be provided to specific areas of land within the Aldhurst Farm for informal recreation, in accordance with the details approved pursuant to condition 25 of the same planning permission (by ESC in November 2019).

15.5.28 The approved public access scheme is included in **Appendix 15H** of this chapter. It includes a small new car park, and informal and surfaced footpaths and approximately 27ha of new open access land, including areas where dogs will be allowed to be exercised off-lead.

Mitigation of effects due to changes in traffic, noise, air quality and views

15.5.29 Primary mitigation measures that are described in the following technical chapters also apply to this chapter, and are summarised below:

Chapter 10 of this volume: Transport

15.5.30 Primary mitigation measures described in **Chapter 10** of this volume designed to minimise and manage additional traffic on roads that could affect recreational receptors:

- 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;
- direct bus services to transport construction workers to the main development site, to reduce construction workforce trips on the highway network;
- beach landing facility to enable the delivery of 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 Project related traffic.

Chapter 11 of this volume: Noise and Vibration

15.5.31 Primary mitigation measures described in **Chapter 11** of this volume include 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 **Figure 11.4** of **Chapter 11**.

Chapter 12 of this volume: Air Quality

15.5.32 Primary mitigation measures described in **Chapter 12** of this volume include:

- use of two off-site park and ride sites, accommodation campus and caravan park at LEEE to reduce construction worker traffic to site and 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 BLF, Saxmundham to Leiston branch line upgrades, rail siding at LEEIE, and the green rail route; and
- stack heights set to minimise ground level air quality impacts.

Chapter 13 of this volume: Landscape and Visual

15.5.33 Primary construction stage mitigation measures described in **Chapter 13** of this volume include the following:

- 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).
- Some advance planting has already been completed around the perimeter of the main development site.
- Some additional planting 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. For example, it is proposed that additional planting would be undertaken around the entrance plaza and along Eastbridge Road and Bridleway 19 and around the perimeter of LEEIE.
- Creating temporary earth bunds and acoustic fencing/construction hoarding to provide visual containment of lower level construction activity and vehicle movements including 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 contribute to the screening of views of 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.

- Layout and maximum height of new structures at the accommodation campus to minimise visual effects (including at night).

- The **Lighting Management Plan**, provided in **Appendix 2C** of this volume (Doc Ref. 6.3), includes objectives to minimise the visual impact of artificial lighting from the proposed construction including measures to: target lighting where it is required; avoid all 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 that are adjacent to sensitive visual receptors. Similarly, fixed lighting has been minimised in the area of the sea defences, northern mound and beach.

- Limiting the maximum height parameters of borrow pits at northern edge of site to reduce their visual prominence.

15.5.34 Primary operational stage mitigation measures described in **Chapter 13** of this volume include the following:

- Removal of all temporary construction features and reinstatement of the landscape within the temporary construction area. Establishment and management of the restored landscape areas and new habitats/vegetation, including areas of proposed and existing structural planting that provides screening of the proposed development and existing structures.

- The new sea defences would be raised to a height that screens views to activity and lower lying buildings and structures adjacent to the main power station 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 sensitive landscape and visual context; see **Chapter 13** of this volume for further detail.

- Minimise, as far as practicable and with reference to minimum safety requirements, the effects of the development at night. Further details about the design of lighting are presented in the **Lighting Management Plan**, provided in **Appendix 2C** of this volume.

Mitigation of effects due to increase in use of recreational resources

15.5.35 The diversions and enhancements described in this chapter would help to minimise disturbance of, and make the area attractive to, users of recreational resources within the vicinity of the main development site. An objective is to seek to retain existing users of these resources and minimise displacement to alternative locations. Displacement of users to alternative locations has the potential to lead to adverse impacts at those locations due to increases in use (e.g. crowding).

15.5.36 Measures would be implemented to help to minimise the number of construction workers using informal outdoor recreation resources by providing formal sports facilities to the south of Alde Valley Academy and east of Leiston leisure centre, which would be available 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 this volume. This would include one full-size 3G pitch, rubber crumb surface suitable for football, non-contact rugby and hockey; and two MUGAs suitable for basketball, netball, tennis and football. Construction workers would also be able to travel to the formal sports facilities by foot or cycle, using the new off-road bridleway from the accommodation campus to the northern edge of Leiston, from which there are footways to the formal sports facilities as well as roads.

15.5.37 A key design principle for the accommodation campus set out in the **Design and Access Statement Appendix A** is 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.

15.5.38 Dogs would not be allowed at the accommodation campus or the LEEIE caravan site which would reduce the frequency of walks at recreation resources.

15.5.39 The sports facilities would be retained as a permanent development as set out in **Chapter 2** of this volume, and would be available for use by Alde Valley school, and the general public including the operational workforce.

ii. Tertiary mitigation

15.5.40 Tertiary mitigation measures that are described in the technical chapters listed above in relation to primary mitigation would also apply to this chapter, including measures within the **CoCP** to minimise effects during the construction phase. These include measures to minimise noise and dust impacts during construction; and minimise the use of, and impacts arising from, lighting during all phases. These would be applied and monitored.

15.5.41 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) would be implemented to help govern worker behaviour and reduce and manage the effects of traffic generated by the proposed development.

15.6 Assessment

a) Introduction

15.6.1 This section presents the findings of the amenity and recreation assessment for the construction and operation of the proposed development.

15.6.2 This section identifies the sensitivity of amenity and recreation receptors that would be affected by the proposed development, the degree to which they would be affected, and any likely significant effects that are predicted to occur. **Section 15.7** of this chapter highlights the secondary mitigation and monitoring measures that are proposed to minimise any adverse significant effects (if required).

15.6.3 Effects are assessed during the construction phase (long-term duration) and the period following completion of construction works (i.e. the operational phase) (permanent).

15.6.4 No likely significant effects associated with the construction and operation of the proposed off-site developments (off-site sports facilities at Leiston, fen meadow compensation sites south of Benhall and east of Halesworth and, if required, the marsh harrier habitat improvement area west of Westleton) on amenity and recreation receptors have been identified and therefore, these sites have been screened out from further assessment. Further details are set out in **Appendix 15J** of this chapter.

b) Sensitivity of receptors

15.6.5 Users of PRoW, Open Access Land, registered common land, permissive footpaths, the beach, nature reserves, the Suffolk Coast Path, Sandlings Walk and Dark Sky Discovery Sites are of high susceptibility because a primary objective of many users is recreating within and enjoying the landscape and environment.

15.6.6 Users of the Suffolk Coast Path and Sandlings Walk are judged to be of high value and high sensitivity. The routes are of high value because they are promoted nationally, the Suffolk Coast Path is planned as the route of the England Coast Path (which will be a National Trail), and both paths run along the Suffolk Coast and Heaths AONB.

15.6.7 Users of PRoW, Open Access Land, registered common land, permissive footpaths and the beach within the Suffolk Coast and Heaths AONB are judged to be of high value and high sensitivity. They are of high value because recreation is of great importance to the AONB.

15.6.8 Users of PRoW, Open Access Land, registered common land and permissive footpaths outside the AONB are judged to be of low value and medium sensitivity. They are of low value because they are likely to be valued mostly by the local community.

15.6.9 Visitors to National Nature Reserves where access is encouraged within and outside the Suffolk Coast and Heaths AONB are of high value and high sensitivity. They are of high value because they are designated nationally to protect some of the most important habitats, species and geology and draw people nationally for recreation (e.g. bird watching), which applies equally within and outside the AONB.

15.6.10 Visitors to Local Nature Reserves where access is encouraged are of medium to low value and medium sensitivity. They are of medium to low value because they are primarily used and appreciated by the local community but also have a wider appeal.

15.6.11 Users of the Regional Cycle Route 41/42, National Cycle Route 1 and the Suffolk Coastal Cycle Route are of high value and high to medium

sensitivity. These routes pass through the Suffolk Coast and Heaths AONB within the vicinity of the site and are therefore of high value.

15.6.12 Users of allotments within and outside the AONB are of low value, medium susceptibility and medium-low sensitivity. They are of low value because allotments are of use by the local community and membership and access is restricted. They are of medium susceptibility because their primary activity is gardening, but peace and quiet is generally of importance.

15.6.13 Users of outdoor sports facilities are of medium value, low susceptibility and medium-low sensitivity. They are of medium value because they are of use by the local community and some may also be used by visiting teams from further afield. They are of low susceptibility because their primary activity is focussed on the sport and not so much the environment in which it is undertaken. However, this will vary and where this does it is described in **section 15.6** of this chapter at the relevant receptor.

15.6.14 Users of Dark Skies Discovery Sites are judged to be of medium value, high susceptibility and high-medium sensitivity. They are of medium value because they are used by local astronomical societies but are likely to also draw people from a wider area.

15.6.15 Offshore receptors are of high value, medium susceptibility and high-medium sensitivity. They are of high value because this group includes long distance sailors who experience the seascape at a national and international scale, and because the sea off the coast of Sizewell is popular for sailing holidays and draw people from a wide area.

15.6.16 Where resources of different sensitivities are assessed as part of receptor group, the sensitivity level of the highest sensitivity receptor is used in assessing impacts, unless stated otherwise.

c) Construction

15.6.17 The main amenity and recreation effects arising from the proposed development would be experienced during the construction phase.

15.6.18 The construction of the main power station platform (see **Volume 1, Figure 1.2** of the **ES** (Doc Ref. 6.2) would be concentrated in a relatively confined area immediately north of the existing Sizewell B station. However, due to the scale and complexity of the scheme, the total construction footprint would be spread over a wider area (the 'temporary construction area') due to the requirement for large-scale soil excavation and storage, stockpiles, haul roads compounds, and worker accommodation. The temporary construction area would mainly occupy the land north and south of the proposed access from the B1122.

15.6.19 In order to release land for the construction of Sizewell C, a small number of existing Sizewell B facilities would have to be relocated from the main platform area (referred to as 'the Sizewell B relocated facilities works'). This includes the outage store, training centre and associated car parking, which would be relocated further to the south but still within the main development site boundary. An outage car park would be constructed in Pillbox Field south of the existing Sizewell B power station. This would take place over a period of approximately 53 months. The first phase of the Sizewell B relocated facilities works, which is referred to as 'Phase 0', would be carried out pursuant to the planning permission granted by East Suffolk Council (ref. DC/19/1637/FUL). The second phase of the Sizewell B relocated facilities works would take place in Phases 1 and 2 in parallel with other DCO works due to take place at this time and would be carried out pursuant to the DCO.

15.6.20 The indicative construction schedule envisages that the construction of the Sizewell C main development site would be completed within approximately 9-12 years, with the first few years used for site preparation and thereafter commissioning and operation with dismantling/removal and landscaping/reinstatement in the latter few years.

15.6.21 All effects on receptors during construction given in this section are long-term unless stated otherwise.

15.6.22 Construction works pursuant to the DCO would be undertaken in five main stages as described in **Chapter 3** of this chapter:

- Phase 1: Site establishment and preparation for earthworks (Years 1 – 2);
- Phase 2: Main earthworks (Years 1 – 4);
- Phase 3: Main civils (Years 3 – 9);
- Phase 4: Mechanical and electrical (M&E) fit out, instrumentation and commissioning (Years 4 – 11); and
- Phase 5: Removal of temporary facilities and restoration of the land (Years 10 – 12).

15.6.23 The **Rights of Way and Access Strategy** provided in **Appendix 15I** of this chapter and summarised in **section 15.5** of this chapter describes temporary and permanent closures and diversions of PRoW, permissive paths, cycle routes and long-distance walking routes, and creation of new routes during the construction phase. Detailed **Rights of Way Plans** in

Appendix A2 of this volume set out details on each changed or new route including existing and proposed widths and at which phase the changes would occur. The main changes are summarised below. The future England Coast Path is likely to follow the route of the Suffolk Coast Path, on its existing and diverted alignments.

i. Sizewell B relocated facilities effects in Phase 0

15.6.24 An assessment of effects on amenity and recreation receptors that would occur due to Sizewell B relocated facilities works prior to the implementation of the DCO (referred to as 'Phase 0') is presented in Chapter 9 of the Sizewell B relocated facilities ES (that ES is provided in full at **Volume 1, Appendix 2A**). The following receptor groups were scoped into the assessment:

- users of the Suffolk Coast path;
- users of the Sandlings Walk;
- users of the Bridleway 19;
- recreational resources within the following four geographical areas:
  - Nursery Covert, Reckham Pits Wood, Rookyard Wood and Leiston Common,
  - Sizewell Common/ the Walks;
  - Goose Hill;
  - Sizewell Beach; and
- receptors within the wider area who have potential to be affected by additional road traffic.

15.6.25 The assessment considered the potential for likely significant effects to occur due to views of construction, additional noise and traffic. All effects were assessed as **negligible to moderate-minor (not significant)** (refer to **section 15.3** of this chapter for a summary of the categories of effects). Furthermore, since the preparation of the Sizewell B relocated facilities ES, an alternative junction arrangement for Sizewell Gap and the new access road to Pillbox field outage car park has been proposed. The revised alignment would no longer require a diversion of Bridleway 19 and, therefore, effects associated with the physical diversion of the bridleway would no longer occur.

15.6.26 An assessment of the likely significant effects of the Sizewell B relocated facilities works that would occur concurrently with Phases 1 and 2 of construction and once the Sizewell C Project is operational is provided in sections below.

ii. Direct physical effects during construction

Phase 1: Site establishment and preparation for earthworks

15.6.27 The following works would be established during Phase 1. Where they would continue to exist for subsequent phases or permanently this is noted.

- The new off-road bridleway from Sizewell Gap in the south to Eastbridge Road in the north would be created. This would remain permanently.
- Bridleway 19 within the site would be temporarily closed for the construction phase until reinstatement during Phase 5, and the route of Regional Cycle Route 42 on Eastbridge Road permanently closed and diverted. Both routes would be diverted onto the new off-road bridleway. The new off-road bridleway would be established before the temporary closure of Bridleway 19.
- Bridleway E-363/013/0 on Lover's Lane would be permanently closed, with an alternative route provided on the new off-road bridleway.
- The permissive paths and Sandlings Walk within Goose Hill would be closed for the construction phase until reinstatement partly on the existing alignments and partly on new alignments during Phase 5.
- Sandlings Walk would be temporarily diverted northwards along the coast to Minsmere Sluice and inland along PRoW E-363/020/0 to Eastbridge, for the construction phase until reinstatement during Phase 5, see **Figure 15.5** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter.
- The existing permissive path from Bridleway 19 into Kenton Hills would be temporarily closed for the construction phase until reinstatement during Phase 5.
- An existing informal path from Kenton Hills car park to Kenton Hills would be formalised as a permissive path. This would be permanent.

- PRoW E-363/021/0 along the coast would be temporarily diverted eastwards during the construction of the sea defences during Phase 1. The Suffolk Coast Path and Sandlings Walk would be diverted onto this route.

- Improvements would be made to Kenton Hills car park including improved surfacing, additional spaces and improved signage.

Phase 2: Main earthworks

- PRoW E-363/021/0 on the coast within the main development site would be temporarily closed, and the Suffolk Coast Path and Sandlings Walk would be temporarily diverted inland from Sizewell hamlet to Minsmere Sluice, via Sizewell Gap, Sandy Lane, the new off road bridleway, Eastbridge Road and PRoW E-363/020/0, for periods while the BLF is being constructed. This would also occur during the operation of the BLF for the remainder of the construction phase, although occurrences would be minimised by utilisation of a banksman to allow safe passage of people past the BLF when it is in use, see **Figures 15I:4** and **15I:5** in **Appendix 15I** of this chapter.

Phase 5: Removal of temporary facilities and restoration of the land

- PRoW E-363/021/0 along the coast would be diverted westwards onto its permanent alignment on the new sea defences. The Suffolk Coast Path and Sandlings Walk would be permanently diverted onto this route.

- The temporarily closed section of Bridleway 19 and the permissive path from Bridleway 19 to Kenton Hills would be reinstated.

- Permissive footpaths temporarily closed in Goose Hill would be reinstated on existing or new alignments, with some sections remaining closed permanently. Sandlings Walk would be reinstated, partly along a new alignment on permissive paths through Goose Hill and mainly on its existing alignment.

15.6.28 Inevitably, due to the scale and complexity of construction, the proposed development would have effects on the existing landscape and network of recreational routes. Effort has been made to retain the basic existing landscape framework of the EDF Energy estate including the trees/hedgerows along Bridleway 19 and Eastbridge Road - which provides an attractive character to the route and visual containment from the west - and the low wooded ridges along the northern periphery (including sections

of Goose Hill and Ash Wood) - which contain views from the north in the direction of Minsmere, and the existing network of linear recreational routes and recreational areas.

iii. Effects caused by increases in numbers of people using recreational resources due to the construction of Sizewell C

15.6.29 This section firstly describes the potential for additional recreational pressure on resources due to the displacement of existing users of recreational resources who may wish to avoid the area in the vicinity of the main development site during construction, and then describes the potential for additional recreational pressure due to the use of resources by Sizewell C construction workers.

Potential for additional recreational pressure due to the displacement of existing users of recreational resources during construction

15.6.30 The 2014 Sizewell C visitor surveys presented in **Appendix 15A** of this chapter and the 2015 Sizewell C RSPB Minsmere visitor surveys **Appendix 15B** of this chapter provide information that is used to identify whether people are likely to be displaced during the construction phase and, if they are, where they are likely to go to instead (displacement locations). This information is used to inform the judgements on potential effects at displacement locations due to potential increase in visitor use.

15.6.31 The conclusions of the analysis provided in these two reports are provided below. **Table 15.6** shows the alternative locations within the study area that respondents stated that they are likely to be displaced to during the construction of Sizewell C, listed by receptor group area. The named locations are plotted on **Figure 15.9** (for the 2014 Sizewell C visitor surveys) and **Figure 15.10** (for the 2015 Sizewell C RSPB Minsmere visitor surveys).

15.6.32 The 2014 Sizewell C visitor surveys found that 151 (29%) of the 514 questionnaire survey respondents stated that they would be displaced naming 182 locations within and outside the study area. 96% (174 out of 182) of the locations those who would be displaced would go to lie within the study area and only 4% (8 out of 182) of the locations lie outside the study area, and each of the eight locations was only named once.

15.6.33 The 2015 Sizewell C RSPB Minsmere visitor surveys found that 28% of visitors said they would be displaced during the construction phase of Sizewell C, a figure which correlates with the results of the 2014 Sizewell C visitor surveys. 37 (28%) of the 133 survey respondents stated that they would be displaced naming 40 locations. A greater proportion of the displacement locations lie outside the study area than given in the 2014

Sizewell C visitor surveys, possibly reflecting the activity people are seeking (bird watching) and their willingness to travel further to undertake this activity.

15.6.34 Such a small, diverse and widespread potential increase to locations outside the study area would not lead to significant amenity and recreation effects, and these locations are discounted from further assessment.

Table 15.6: Alternative areas those who would be displaced would be likely to visit instead

Displacement Location	2014 Sizewell C Visitor Surveys. Number Who Would Be Displaced.	2015 Sizewell C RSPB Minsmere Visitor Surveys. Number Who Would Be Displaced.	Receptor Group Area (Figures 15.9 And 15.10)
Total respondents	151	37	-
Southwold	9	2	1
Walberswick	6	2	3
Westwood Marshes	1	-	3
Middleton	1	-	4
Dunwich Heath	12	3	5
Westleton	7	-	5
Minsmere	19	3	7
Theberton	1	-	9
Eastbridge	8	-	10
Sizewell Beach	10	-	12
Leiston Common	1	-	15
Sizewell Belts	1	-	15
Knodishall	1	-	18
Aldringham Walks	3	-	19
North Warren Nature Reserve	3	-	21
Thorpeness	20	1	21
Aldeburgh	15	6	23
Blythburgh	-	1	A
Dunwich Forest	4	1	B
Pound Farm	2	-	G
Butley	1	-	I

Displacement Location	2014 Sizewell C Visitor Surveys. Number Who Would Be Displaced.	2015 Sizewell C RSPB Minsmere Visitor Surveys. Number Who Would Be Displaced.	Receptor Group Area (Figures 15.9 And 15.10)
Rendlesham	4	-	I
Tunstall Forest	7	-	I
Boyton	-	3	I
Iken	3	1	J
Orford	4	-	J
Sailors Path	2	-	J
Snape	5	-	J
Hazelwood marshes	-	1	J
Carlton Park	1	-	M
Saxmundham	1	-	N
Dunwich/Beach	16	1	B (Dunwich) and 3 (Dunwich beach)
Cley Marshes	1	-	Outside study area
Fritton	1	-	Outside study area
Kessingland	1	-	Outside study area
Leighton Moss	1	-	Outside study area
Lowestoft	1	-	Outside study area
Shingle Street	1	1	Outside study area
Thetford	1	-	Outside study area
Cornwall	-	1	Outside study area
Fingringhoe	-	1	Outside study area
Flatford	-	1	Outside study area
Lakenheath Fen	-	1	Outside study area
Norfolk	-	3	Outside study area
Scotland	-	1	Outside study area
Titchwell	-	1	Outside study area
Wicken Fen	-	1	Outside study area
Sutton Heath	-	2	Outside study area
Woodbridge	1	-	Outside study area
Greenwood	1	-	No precise location
Sandlings Walk	3	-	No precise location

Displacement Location	2014 Sizewell C Visitor Surveys. Number Who Would Be Displaced.	2015 Sizewell C RSPB Minsmere Visitor Surveys. Number Who Would Be Displaced.	Receptor Group Area (Figures 15.9 And 15.10)
Golf Course	2	-	No precise location
Total responses	182	40	-

15.6.35 The main reasons people gave as to why they would use these alternative areas in the 2014 Sizewell C visitor surveys were because they were considered a safe distance away from the construction zone, a similar landscape to that they would wish to avoid, no noise, clear access, good paths, close to home, bird watching, good for the children or good for the dog. The main reasons people gave as to why they would use these alternative places in the 2015 Sizewell C RSPB Minsmere visitor surveys were for their wildlife, having a similar landscape to Minsmere, peace and quiet and good paths for walking.

15.6.36 Of the respondents who indicated they might want to avoid the recreational resources around the construction site in the 2014 Sizewell C visitor surveys, 60.2% would be prepared to travel up to 5 miles (8km) to an alternative site and the rest would travel further (up to 20 miles or more than 20 miles (32km)); the majority by driving, some on foot or by cycle but very few by public transport or by sharing a lift.

15.6.37 Of the respondents who indicated they might want to avoid the recreational resources around the construction site in the 2015 Sizewell C RSPB Minsmere visitor surveys, a smaller percentage (19%) indicated that they would be prepared to travel up to 5 miles and a larger percentage further afield.

15.6.38 Most people surveyed at the seven locations within the vicinity of the main development site surveyed in 2014 who indicated they would be displaced indicated that they would not travel very far and gave a wide variety of locations they considered they would be displaced to. People surveyed at the bird hides in the core of the RSPB Minsmere reserve in 2015 who indicated they would be displaced also gave a wide variety of locations, but would be prepared to travel further. It can be seen from **Table 15.6** and **Figures 15.9** and **15.10** that the variety of displacement locations represent a diffuse displacement of recreational activity.

15.6.39 Published evidence regarding perception surveys and actual likely behaviour which is discussed in **section 3.2** of the **HRA Recreational Disturbance Evidence Base** report in **Book 5**, demonstrates that the

actual percentage of people who would be displaced by the construction of Sizewell C is likely to be significantly less than the 29% (2014) and 28% (2015) of respondents who said that they would be displaced by the Sizewell C visitor surveys. Published research has identified that perception surveys asking how people would respond to a potential future change are subject to a number of biases which mean the results are unlikely to correspond accurately to actual behaviour (J. Scott Armstrong (2001) (Ref. 15.12), Andrew Parker (2006) (Ref. 15.13) and Fennell, Harris and Huir (1988) (Ref. 15.14), for reasons including over claim and response bias due to the prominence of the issue being surveyed. However, a precautionary approach has been taken to the Sizewell C potential displacement evidence base, and the recorded figures presented in the Sizewell C visitor surveys are used as the basis for estimating the potential increase in recreational pressure. Potential displacement percentages have not been factored downwards despite this published evidence, to minimise the risk of underestimating potential effects.

Potential for additional recreational use by Sizewell C construction workers

15.6.40 Description of the construction workforce required to build Sizewell C and the potential for increased visitors to recreational resources is described and quantified in **section 3.3** of the **HRA Recreational Disturbance Evidence Base** report in **Book 5**. Likely distribution and numbers of construction workers relevant to this chapter are summarised below.

Workforce profile

15.6.41 The construction workforce numbers for the purposes of EIA assessment are given in **Chapter 3** of this volume and in **section 3.3** of the **HRA Recreational Disturbance Evidence Base** report in **Book 5**. The impact assessment in this chapter is based on the maximum number of potential construction workers that would be present at the peak of construction. Some of these would already be living in the area and therefore not lead to additional use of recreational resources. Others would be additional, who move to the area to work on the construction of Sizewell C and may use recreational resources.

15.6.42 Approximately 7,900 workers are required (and have been assessed for) over a short period at peak during the construction of Sizewell C. Either side of the peak of construction, the workforce would be lower.

15.6.43 At the peak, approximately 2,000 of the 7,900 workers would be drawn from the existing population within the vicinity of Sizewell C, and therefore would not be net additional to the area, and have no additional effect on recreation activity in the local area.

15.6.44 The remaining approximately 5,900 would be 'non-home-based' (NHB). NHB workers are workers who do not currently live in the local area (within an hour's commute to the main development site) and would find temporary accommodation in that area during the construction phase. The NHB workers at peak of construction would comprise:

- Approximately 880 are expected to buy homes (owner occupied) (mostly management and professional roles) and therefore are not considered net additional in terms of impacts.
- The remaining NHB workers would be additional to the area and may use recreational resources:
  - Up to 2,400 are anticipated to be based in the campus at the construction site.
  - Approximately 400 caravans are expected to house 600 workers on part of the Land to the East of Eastlands Industrial Estate (LEEIE).
  - Approximately 2,000 are expected to stay in private rented sector (PRS) or tourist accommodation in the area, up to around an hour's drive from Sizewell C.

15.6.45 There are some factors which would help to limit the potential increase in visitor numbers to informal outdoor recreational resources generated by NHB construction workers. For example:

- Many construction workers, particularly those at the accommodation campus and LEEIE caravan site, would favour formal recreation including football and gym activity using facilities provided by the project on the southern edge of Leiston, over informal recreation (based on Sport England Market Segmentation, and the demographic of the workforce – see **Appendix 9E** of this volume for more information).
- The peak within the construction period is likely to be relatively short-lived, with much smaller gross numbers of workers straddling this peak period.
- The approximately 2,000 PRS and tourist accommodation based workforce would be spread over a wide area, and therefore, if they do undertake informal outdoor recreation, they are likely to do so at locations spread over a wide area, thus diffusing effects. There would, however, be a concentration closer to the main development site.

Figure 15.11 shows the potential distribution of PRS workers in this accommodation sector by ward and illustrates that there is a concentration of PRS workers to the east of the A12 with the largest numbers in Leiston, Aldeburgh and Saxmundham. **Figure 15.11** also shows the location of the accommodation campus and LEEIE caravan site within the main development site.

- Many job and therefore accommodation tenures are short (although there are 7,900 workers at peak, there are tens of thousands of job roles throughout the construction period), shifts tend to be long, and many workers are likely to return to their permanent address at weekends or at the end of their 'on' period. Shift periods are described in **Chapter 3** of this volume.

15.6.46 It is estimated that around 10% of the campus, PRS and tourist accommodation based workers (who do not have dogs with them) are likely to visit outdoor informal recreational resources (e.g. PRoW and cycle routes as opposed to 'formal' resources such as sports facilities for organised games of football) around Sizewell once a week. Those with dogs are likely to visit more often. In terms of dog ownership:

- Campus and the LEEIE caravan site-based workers would not have dogs due to restrictions on the accommodation contract; and

- It is considered that around 10% of construction workers in PRS and tourist accommodation may have dogs and may walk them daily.

Recreation by construction workers

15.6.47 **Table 15.7** shows how estimated numbers of visits of construction workers to outdoor informal recreational resources around Sizewell are calculated, making an allowance for the workers in PRS and tourist accommodation not being in the area (i.e. returning home) during leave periods, and sometimes between shift periods (column 5).

Table 15.7: Estimated number of construction workers who do not have dogs who may visit outdoor informal recreational resources around Sizewell

	1 Number At Peak (Worst Case)	2 Number Who Do Not Have Dogs (100% Campus, 90% PRS & Tourist)	3 Number Visiting Informal Outdoor Recreational Resources Once A Week (10% Of Column 2)	4 Number Of Visits Per Year (Column 3x365)	5 Allowance For Shift Patterns (87%) And Holidays (45 Out Of 52 Weeks / Yr (87%))
Campus or caravan site-based workers	3,000	3,000	300	15,600	11,808
Workers in private rented and tourist accommodation	2,000	1,800	180	9,360	7,085
Total	5,000	4,800	480	24,960	18,893

15.6.48 **Table 15.8** shows how numbers of construction workers in PRS and tourist accommodation are estimated to visit outdoor informal recreational resources around Sizewell with dogs. Campus and LEEIE caravan site-based workers would not be allowed dogs so are not included in this table.

Table 15.8: Estimated number of construction workers who may visit outdoor informal recreational resources around Sizewell with dogs

	1 Number Who Have Dogs (10% Of 2000 (Worst Case))	2 Number Of Potential Visits Per Year	3 Allowance For Shift Patterns (87%) And Holidays (45 Out Of 52 Weeks / Yr (87%))
Workers in PRS and tourist accommodation	200	73,000	55,254

15.6.49 A large proportion of regular daily dog walks will be short walks local to their accommodation before and after shifts, often at night. A proportion of walks identified in column 3 will therefore be within urban areas and not on recreational resources within the countryside.

15.6.50 From the analysis summarised above, it can be concluded that, for the purpose of this impact assessment, there would be an increase in visitors to recreational resources within the vicinity of Sizewell C during the construction phase due to construction workers. There is likely to be the greatest concentration of PRS and tourist accommodation-based

construction workers living or staying close to the main development site around the Leiston, Thorpeness and Aldeburgh areas as shown on **Figure 15.11**. The accommodation campus and caravan site on the LEEIE would also be located in this area. The areas of highest likely population broadly lie within receptor group areas identified for detailed assessment in this section.

15.6.51 It can be seen from **Figure 15.11** that beyond this area of greatest concentration the numbers of construction workers living or staying in PRS and tourist accommodation reduces rapidly.

15.6.52 Many construction workers who wish to visit outdoor informal recreational resources may to go to the coast, with some likely to go to sites inland. Workers may have cars and may get to recreation locations by means including driving, walking and cycling. A questionnaire survey of Sizewell B outage workers was undertaken in May 2016 (Ref. 15.15). Non-home based workers were asked where they visited in 'the countryside around Sizewell', as well as 'other' and 'open space, park or playing field in town or village'. Of all (423) responses the following locations were recorded[2]. These are likely to be some of the locations most visited by Sizewell C construction workers:

- Aldeburgh (26%);
- Sizewell Beach (18%);
- Thorpeness (15%);
- Unspecified other (10%);
- Southwold (9%);
- Open space, park or playing field in town or village (4%);
- Dunwich Forest (3%);
- Aldringham Walks (3%);
- Dunwich (2%);

[2] Workers may have identified a single location they visit many times during a week, or locations that they visit fewer times per week – as such the figures do not represent a total number of visits to certain locations per week, but provide a rough estimate.

- Tunstall Forest (2%);
- RSPB Minsmere (2%);
- Rendlesham Forest (2%);
- Walberswick (1%);
- Westleton Heath (1%); and
- Dunwich Heath (1%).

Summary / conclusion on effects caused by increases in numbers of people using recreational resources due to the construction of Sizewell C

15.6.53 There is a concentration of potential displacement locations given for people who may wish to avoid the area around the main development site during construction, and of construction workers who would be net additional to the area, close to the main development site east of the A12. These areas mostly lie within receptor group areas listed in this section, which are considered further.

15.6.54 Outside these areas the potential increase in visitors to recreational resources due to the construction of Sizewell C is much less and diffuse, to wide range of locations. At these locations there would be no or very limited effects due to changes in views, noise traffic, air quality and people. Amenity and recreation effects outside the receptor group areas listed in this section for detailed assessment are unlikely to occur or are likely to be so limited that they are not considered further.

iv. Amenity and recreation receptor groups

15.6.55 The below sections provide a summary of the assessment of effects on amenity and recreation receptor groups as a result of the direct effects, increase in recreational pressure, air quality, transport, visual effects and noise effects.

15.6.56 In order to focus on the significant effects is this chapter, assessment of effects on amenity and recreation receptors where the assessment indicates effects that are not significant is included in **Appendix 15G** of this chapter. This comprises the receptor groups listed in **Table 15.9**.

Table 15.9: Receptor groups where effects would not be significant

Receptor Group	Assessment
1 (Southwold Promenade)	negligible neutral effect (**not significant**)
2 (Southwold Common/Harbour)	negligible neutral effect (**not significant**)
3 (Walberswick/Dingle Marshes)	Negligible neutral effect (**not significant**)
4 (Middleton, Westleton and Darsham)	minor adverse effect (**not significant**)
6 (South of Westleton)	minor adverse effect (**not significant**)
9 (Theberton and Knodishall Green)	minor adverse effect (**not significant**)
17 (Leiston)	minor adverse effect (**not significant**)
18 (Knodishall and Aldringham)	minor adverse effect (**not significant**)
20 (Sizewell to Thorpeness Coast)	moderate-minor adverse effect (**not significant**)
21 (North Warren/South Warren)	negligible neutral effect (**not significant**)
22 (Thorpeness to Aldeburgh Coast)	negligible neutral effect (**not significant**)
23 (Aldeburgh)	negligible neutral effect (**not significant**)
24 (Offshore)	minor adverse effect (**not significant**)

15.6.57 A detailed assessment is presented for the following receptor groups where likely significant effects have been identified:

- Receptor group 5: Westleton Walks and Dunwich Heath;
- Receptor group 7: RSPB Minsmere Reserve;
- Receptor group 8: Dunwich to Minsmere Coast;
- Receptor group 10: Eastbridge and Leiston Abbey;
- Receptor group 11: Minsmere South;
- Receptor group 12: Minsmere to Sizewell Coast;
- Receptor group 13: Northeast Site;
- Receptor group 14: Northwest Site;
- Receptor group 15: Sizewell Belts;
- Receptor group 16: North of Leiston; and

- Receptor group 19: Aldringham Common and the Walks.

Receptor group 5 (Westleton Walks and Dunwich Heath)

15.6.58 There would be no physical changes to resources within this receptor group.

15.6.59 This receptor group would experience negligible effects due to traffic movement and negligible effects due to changes to air quality.

15.6.60 This receptor group does not include any roads that would be used by heavy duty vehicles (HDVs), which include HGVs and buses. Some construction workers are likely to drive on the minor road to Dunwich.

15.6.61 **Chapter 13** of this volume that daytime views of the proposed development during construction would range from no visibility within Scottishall Coverts, occasional glimpses from more open ground through trees along the Sandlings Walk and footpaths E-550/020/0 and E-550/017/0 between Scottishall Coverts and Westleton, and the most prominent views from the southern edge of Dunwich Heath around the National Trust's Coastguard Cottages. The landscape and visual night-time appraisal, provided in **Chapter 13 Appendix 13B** of this volume, concludes that at night construction phase lighting and sky glow would be visible from open ground such as the southern edge of Dunwich Heath. Dunwich Heath is a predominantly dark area that is used by DASH Astro for astrological events.

15.6.62 One of the survey points (point 4) in the 2014 Sizewell C visitor surveys, provided in **Appendix 15A** of this chapter, was within the National Trust car park at the Coastguard Cottages, where National Trust members can park for no charge, but non-members have to pay a parking fee. The survey found that this location had a high level of use, with an estimated 176,000 visitors per year which extrapolates to approximately 482 visits per day. It was also a location where some people questioned at the seven survey points (in the 2014 Sizewell C visitor surveys) and at the RSPB Minsmere reserve (in the 2015 Sizewell C RSPB Minsmere visitor surveys) said that they would displace to during the construction of Sizewell C (see **Figures 15.9** and **15.10**). The car park at Coastguard Cottages is a location with clear southerly views towards the site (a photograph panel of this view can be seen in **Chapter 13** of this volume, **Figure 13.9.17** (Representative Viewpoint 17)), and a place that some people could potentially visit specifically to view the construction site from a distance, although it has not been possible to predict or quantify this.

15.6.63 The resources may be used by construction workers resulting in an increase in use from these groups. It can be seen from **Figure 15.11** that

there are likely to be additional construction workers (NHB construction workers in private rented and tourist accommodation) within the vicinity of this receptor group (the receptor group lies within the larger area identified with 112 construction workers on **Figure 15.11**).

15.6.64 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** ranges from excellent within some areas of woodland, heathland and coastline which are characterised by natural sounds and views, predominantly dark at night, and where there are relatively few people and cars, reducing to good and neutral in other areas. The least tranquil location is around Coastguard Cottages where there is a concentration of car parking and people, and where there are views of the existing power station.

15.6.65 Tranquillity would reduce slightly within parts of the southern area of this receptor group during the construction period due to the introduction of construction noise and distant views of construction works including lighting at night. Tranquillity on some PRoW within the south of this group at Dunwich Heath and on Sandlings Walk would reduce from good to neutral. Within the northern part of this receptor group there would be very little or no effects on tranquillity as there would be very limited or no changes to noise, views or levels of people using resources.

15.6.66 These changes to the environment for users of receptor group 5 (Westleton Walks and Dunwich Heath) would affect their recreational amenity including their perception of tranquillity, with greater effects in some southern locations but no effects within northern locations. The overall impacts would be of small scale; long-term duration and would affect an intermediate extent of the area. The impact on users would be of low magnitude and taking into consideration the high sensitivity of receptors, would result in a moderate adverse effect **(significant)**.

Receptor group 7 (RSPB Minsmere)

15.6.67 There would be no physical changes to resources within this receptor group.

15.6.68 This receptor group would experience negligible effects due to traffic movement and negligible effects due to changes to air quality.

15.6.69 This receptor group does not include any roads that would be used by HDVs. Some construction workers are likely to drive on the access road to the RSPB Minsmere reserve.

15.6.70 **Chapter 13** of this volume concludes that daytime views of the proposed development during construction would be possible from a wide extent of this area consisting of taller plant – mainly cranes – seen above forestry. The most prominent view would be from the Bittern Hide, an elevated structure with views over the reedbeds towards the existing power station. From the trails and lower hides within the lower area of reedbeds views would to some extent be filtered by tall reeds and occasional scrub. Visibility of the proposed development would be more restricted on higher ground in the wooded northern section of the reserve due to screening/filtering by tree cover, with the exception of the open ground on Whin Hill, from where there is a vantage point looking across the reedbeds towards the site and the existing power station.

15.6.71 At night, the reserve is predominantly un-lit. The reserve is open from dawn until dusk and the RSPB organises nocturnal events, as such there are opportunities for views towards the main development site in low light conditions and at night. **Chapter 13 Appendix 13B** of this volume concludes that construction lighting within the main development site would largely be screened or filtered by intervening vegetation, but that views would include glimpses of task and other point sources of illumination and lighting associated with taller plant/sky glow above the intervening vegetation.

15.6.72 Two survey points in the 2015 Sizewell C RSPB Minsmere visitor surveys, provided in **Appendix 15B** of this chapter, were within the core of the reserve next to bird hides (Bittern Hide and Wildlife Lookout), which is free to access for members of the RSPB, but non-members pay a fee to access. Visitor numbers to the reserve, using RSPB's own data recorded at the entrance in the visitor centre, are high (ranging between approximately 103,000 and 124,000 between 2014 and 2018). RSPB Minsmere was also a location where some people questioned at the seven survey points (in the 2014 Sizewell C visitor surveys) and at the RSPB Minsmere reserve (in the 2015 Sizewell C RSPB Minsmere visitor surveys) said that they would displace to during the construction of Sizewell C (see **Figures 15.9** and **15.10**), although they did not differentiate between the 'core' of the reserve (the nature trails and bird hides) and the outer areas of the reserve comprising a network of PRoW, access land and informal paths through woodland and heathland where dogs area allowed (with some restrictions). During consultation on the HRA recreational evidence base it was agreed with consultees (Natural England, SCC, RSPB, ESC and Suffolk Wildlife Trust) to assume that approximately 80% of these people would displace to the outer areas and 20% to the core of the reserve. Most of the outer areas lie within receptor group 5 (Westleton Walks and Dunwich Heath). It is unlikely that many displaced people would go to the core of the reserve (covering most of this receptor group) because it is an area where people

generally go to watch birds, where they cannot walk dogs, and where non-RSPB members have to pay.

15.6.73 The resources may be used by construction workers resulting in an increase in use from these groups. It can be seen from **Figure 15.11** that there are likely to be construction workers (NHB construction workers in private rented and tourist accommodation and within the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

15.6.74 This area includes the main RSPB Minsmere car park, visitor centre and café which are busy with cars and people, reducing the existing tranquillity.

15.6.75 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** ranges from good within the majority of the reserve which is characterised by natural sounds and views (and darkness at night), although in the day-time this is affected by the relatively high visitor use in some areas, reducing to neutral near the main access road, and not tranquil at the main car park and visitor centre.

15.6.76 Tranquillity would reduce within parts of the southern area of the reserve within the nature trails and bird hides amongst reed beds, during the construction period due to the introduction of low construction noise and views of construction works. Tranquillity at some resources within the south of this group would reduce from good to neutral. Within some locations closer to the coast and where bird and sea sounds dominate, the tranquillity would reduce, but to a lesser degree due to natural sounds remaining dominant. When visitors to the reserve are present at night, tranquillity would be affected by construction lighting.

15.6.77 These changes to the environment for users of receptor group 7 (RSPB Minsmere) would affect their recreational amenity including their perception of tranquillity, with greater effects in parts of the southern reedbed areas where natural sounds are dominant and would be most affected by the proposed development, and from elevated locations such as Whin Hill where the proposed development would be most visible. It is unlikely that Sizewell C would create a noticeable increase in visitor use to the core of the reserve which comprises the majority of this receptor group. The overall impacts would be of small scale; long-term duration and would affect a wide extent of the receptor group. The impact on users would be of low magnitude and taking into consideration the high sensitivity of receptors, would result in a moderate adverse effect **(significant)**.

Receptor group 8 (Dunwich to Minsmere Coast)

15.6.78 This receptor group area extends along the accessible coast east of groups 5 and 7.

15.6.79 There would be no physical changes to resources within this receptor group.

15.6.80 This receptor group would experience negligible effects due to traffic movement and negligible effects due to changes to air quality.

15.6.81 **Chapter 13** of this volume concludes that views of the proposed development during construction would be possible from most of the narrow coastal stretch between Dunwich and Minsmere Sluice, containing the route of the Suffolk Coastal Path. Receptors would have views of cranes and other tall elements of the construction work with the majority of lower elements screened by tree cover.

15.6.82 At night the coastal strip within this visual receptor group is an intrinsically dark landscape. **Chapter 13 Appendix 13B** of this volume concludes that construction lighting from the main platform and BLF would be seen in the foreground of the existing Sizewell A and Sizewell B power station structures, and illumination of taller plant such as cranes and skyglow would be visible above the level of the trees extending across the inland part of the view.

15.6.83 It can be seen on **Figures 15.9** and **15.10** that a number of people said that they would be displaced to Dunwich at the northern end of this coastal receptor group and to Dunwich Heath to the west of the group. This might lead to an increase in people visiting the coast within this receptor group. The resources may also be used by construction workers resulting in an increase in use from this source. It can be seen from **Figure 15.11** that there are likely to be construction workers (NHB construction workers in private rented and tourist accommodation and within the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

15.6.84 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is good, with natural sounds and views, and darkness at night, predominant. Views of the existing power station to the south and occasional people walking along the coast detract from tranquillity.

15.6.85 Tranquillity would reduce within parts of the southern area of this coastal strip during the construction period due to the introduction of low construction noise and views of construction works including lighting and sky glow at night. Tranquillity within approximately 2km of the site would

reduce from good to neutral. From further north tranquillity would remain similar to existing levels.

15.6.86 These changes to the environment for users of receptor group 8 (Dunwich to Minsmere Coast) would affect their recreational amenity including their perception of tranquillity, with greater effects to the south closer to the site, where there would be greatest effects due to changes in the levels and character of noise and changes to views. For the majority of the area effects would be limited due to lesser change to the noise environment and limited changes to views. The overall impacts would be of small scale; long-term duration and would affect an intermediate extent of the area. The impact on users would be of low magnitude and taking into consideration the high sensitivity of receptors, would result in a moderate adverse effect **(significant).**

Receptor group 10 (Eastbridge and Leiston Abbey)

15.6.87 There would be no physical changes to resources within this receptor group as a result of construction of the main development site.

15.6.88 Some construction traffic would travel along the B1122 and the Sizewell link road. The south-eastern end of the Sizewell link road lies within the western part of this receptor group. Effects due to the Sizewell link road are assessed in **Volume 6, Chapter 8** of the **ES** and are not included in this chapter. However, effects due to increases in traffic movements are accounted for in this assessment and there would be some localised disturbance where PRoW meet the road, when additional traffic is passing. This would be in the context of the existing busy road.

15.6.89 **Chapter 10** of this volume concludes that there would be adverse effects on pedestrian amenity on the B1122 during the construction phase but that this section of the B1122 is outside of the settlement areas and there is negligible pedestrian demand and limited or no footway provision as a result of this. It concludes that effects on pedestrian amenity would not be significant.

15.6.90 **Chapter 10** of this volume concludes that there would be significant adverse effects on cycle amenity on the B1122 during the early years as a result in increase in HDVs.

15.6.91 This receptor group would experience negligible effects due to changes to air quality.

15.6.92 **Chapter 13** of this volume concludes that visual effects on users of recreational resources would primarily result from the proximity of the campus, main entrance plaza and borrow pits. Effects would be at their

greatest during the early stages of construction as these elements are built, reducing slightly later as construction activity focusses on the main site, when effects would tend to arise from vehicle movements in and out of the site, glimpsed views of the campus, stock piles or borrow pits at close range and views of cranes at a greater distance and seen beyond intervening trees.

15.6.93 At night the landscape is relatively dark and there are few sources of artificial illumination beyond residences (including within Theberton) and occasional highway lighting (at the junction of the B1122 and Lover's Lane north of Leiston). Reflected light on the existing Sizewell power stations and sky glow is visible. Sky glow associated with Leiston is also visible in the vicinity of Leiston Abbey. **Chapter 13, Appendix 13B** of this volume concludes that, direct views of construction phase lighting would be limited to a short section of the B1122 and footpaths north and south of Leiston Abbey. Sky glow and illumination to cranes operating in the temporary construction area and main site platform would also be visible.

15.6.94 Of the 514 people who completed questionnaires in the 2014 Sizewell C visitor surveys, eight said that they would be displaced to Eastbridge which lies within this receptor group (see **Figure 15.9**). None of the respondents to the 2015 Sizewell C RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group.

15.6.95 The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

15.6.96 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good. The group contains roads and Eastbridge village, but is predominantly rural and relatively dark at night, and includes the historic remains of Leiston Abbey.

15.6.97 Tranquillity would reduce within this receptor group during the construction phase due to the introduction of construction noise and views of construction activity including lighting and sky glow at night. Areas of good tranquillity would reduce to neutral tranquillity. Construction noise would be much higher along the eastern edge closer to the site. Footpaths are likely to become busier due to the presence of construction workers living or staying nearby and some people may be displaced to the area, but this is likely to be counterbalanced to some degree by displacement of people to other locations who wish to avoid disturbance by construction activities.

15.6.98 These changes to the environment for users of receptor group 10 (Eastbridge and Leiston Abbey) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of medium scale; long-term duration and would affect wide extent of the area. The impact on users would be of medium magnitude and taking into consideration the medium sensitivity of receptors (outside the AONB), would result in a moderate adverse effect **(significant).**

Receptor group 11 (Minsmere South)

15.6.99 The main receptors in this group are users of the footpath between Eastbridge and Minsmere Sluice (PRoW E-363/020/0) and walkers, cyclists and equestrians on Eastbridge Road.

15.6.100 There would be no physical changes to resources within this receptor group. However, the Suffolk Coast Path, Sandlings Walk and future England Coast Path would run along Eastbridge Road within this receptor group when the route on the coast is closed for temporary periods during the construction phase. Sandlings Walk currently runs along this section of Eastbridge Road but the Suffolk Coast Path does not.

15.6.101 This receptor group would experience negligible effects due to traffic movement and negligible effects due to changes to air quality.

15.6.102 This receptor group does not include any roads that would be used by HDVs. Some construction workers are likely to drive on Eastbridge Road.

15.6.103 **Chapter 13** of this volume concludes that construction of the campus and construction and operation of the borrow pits/water management zones would be more notable from the western section of PRoW E-363/020/0, whilst from the eastern end, cranes seen above trees in use on the main construction area would be the most visible element. PRoW E-363/020/0 passes adjacent to the proposed water resource storage area and, although the majority of the views would be filtered by a mature tree belt, there may be some close-range views into the area (particularly during its construction).

15.6.104 At night, this receptor group extends across an area that is predominantly not illuminated. Sources of artificial lighting are typically isolated dwellings and dwellings including at the eastern edge of Eastbridge. Views also include reflected light and sky glow at the existing Sizewell power station complex in areas towards the coast. **Chapter 13 Appendix 13B** of this volume concludes that views towards construction phase lighting from PRoW E-363/020/0 and in the vicinity of the Leiston Abbey first site would largely be screened or filtered by intervening vegetation. However, views would include glimpses of task and other point sources of illumination and

lighting in areas within the northern section of the construction site and associated with taller plant/sky glow above the level of intervening woodlands.

15.6.105 One of the survey points (5) in the 2014 Sizewell C visitor surveys, provided in **Appendix 15A** of this chapter, lies on PRoW E-363/020/0[3]. The survey found that footpath had a moderate level of use, with an estimated 38,900 visitors per year which extrapolates to approximately 107 visits per day. The footpath is a popular route for walkers, including people undertaking circular walks from Eastbridge or the RSPB Minsmere Reserve, and visiting the Eels Foot Inn at Eastbridge.

15.6.106 Use of PRoW E-363/020/0 may change due to the construction of Sizewell C as follows:

- Some respondents to the 2014 Sizewell C visitor surveys said that they are likely to be displaced to Eastbridge and to Minsmere, and may therefore use Eastbridge Road and PRoW E-363/020/0 (see **Figure 15.9**). The footpath may also be used by construction workers.

- In the 2014 Sizewell C visitor surveys 29% of respondents at all survey points said that they would be displaced to other locations to avoid disturbance caused to the construction of the proposed development. It is likely that some existing users of resources would be displaced to other locations, resulting in a reduction in people on the footpath.

- The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

- PRoW E-363/020/0 is the proposed route of the diverted Sandlings Walk during the majority of the construction phase, and Eastbridge Road is the proposed route of the diverted Suffolk Coast Path for temporary periods while the route along the coast is closed due to construction or operation of the BLF. This is likely to lead to an increase in use.

[3] The survey was undertaken at location 5(A) at the western end of the path for seven of the eight survey sessions in 2014 but had to be moved to the eastern end (location 5(B) for one session due to unavoidable external factors.

15.6.107 It is not possible to quantify the change in numbers but, as a precautionary principle for this assessment, it is assumed that numbers would increase.

15.6.108 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** ranges from fairly tranquil (on Eastbridge Road) to excellent tranquillity on the footpath with natural sounds and views predominating. Views of the existing power station to the south, vehicles on Eastbridge Road and occasional people walking along the footpath detract from the tranquillity.

15.6.109 Tranquillity would reduce on resources within this area during the construction period due to the introduction of construction noise and views of construction works (including lighting and sky glow at night), and an increase in people. Tranquillity would reduce to neutral.

15.6.110 These changes to the environment for users of receptor group 11 (Minsmere South) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of medium scale; long-term duration and would affect wide extent of the area. The impact on users would be of medium magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Receptor group 12 (Minsmere to Sizewell Coast)

15.6.111 Physical changes proposed as part of the development to recreational resources within this receptor group comprising the accessible beach (including the future 'coastal margin'), Sandlings Walk, the Suffolk Coast Path (and including the future England Coast Path) and PRoW E-363/021/0 are described in **section 15.5** and **15.6c** of this chapter.

15.6.112 This receptor group would experience negligible effects due to traffic movement and negligible effects due to changes to air quality.

15.6.113 Some parts of the currently accessible coast within the site would be closed to public access for the duration of the construction phase, and parts temporarily. Access along the coast may also be closed temporarily during construction and operation of the BLF. Some people would use the alternative longer inland diversion around the power stations and construction site that would be provided.

15.6.114 **Chapter 13** of this volume concludes that users of the beach as it passes the construction site would experience very close views of construction work within the power station platform, demolition and reinstatement of the northern mound and coastal defences and construction of the BLF and access road. Tall cranes would form locally dominant elements within the view around the main construction area.

15.6.115 At night the coastal strip is relatively dark in some areas, and in particular in views orientated to sea. However, along Sizewell beach between approximately Goose Hill and Sizewell, artificial light associated with the existing Sizewell A and Sizewell B power stations is visible. This includes perimeter lights, light reflected off existing structures and sky glow. **Chapter 13 Appendix 13B** of this volume concludes that the temporary removal of the northern mound and sea defences would enable views of lighting inside the main development site. On the coast, illumination associated with the BLF and access would be visible. Inland, illumination to taller plant such as cranes and skyglow would be visible.

15.6.116 One of the survey points (7) in the 2014 Sizewell C visitor surveys, provided in **Appendix 15A** of this chapter, was at Sizewell Beach car park which lies immediately west of this receptor group south of the existing power stations. Sizewell Beach car park is one of the main access points to the resources within receptor group 12. There is a fee to park at Sizewell Beach car park. The survey found that Sizewell Beach car park had a high level of use, with an estimated 195,500 visitors per year which extrapolates to approximately 536 visits per day. Although some of the visitors to Sizewell Beach car park would not walk northwards along the coast through the site, a number would. The coast north of Sizewell Beach car park is popular with walkers, including regular dog walkers who walk along the open grassy area between the two existing sea defences and along the foreshore east of the existing power stations and within the site.

15.6.117 Use of the recreational resources may change due to the construction of Sizewell C as follows:

- Some respondents to the 2014 Sizewell C visitor surveys said that they are likely to be displaced to Sizewell Beach, and may therefore use the paths and accessible coast during the construction phase (see **Figure 15.9**).

- In the 2014 Sizewell C visitor surveys 29% of respondents at all survey points said that they would be displaced to other locations to avoid disturbance caused by the construction of the proposed development. It is likely that some existing users of this receptor group would be displaced to other locations, resulting in a reduction in people.

- The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and

in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

- The paths and accessible coast would be temporarily closed for periods during the construction phase leading to displacement elsewhere. Temporary diversions would be provided as described in **sections 15.5** and **15.6**.

- PRoW E-363/021/0 between Goose Hill and Minsmere Sluice is the route of the diverted Sandlings Walk during the majority of the construction phase. This would lead to an increase in use.

- Some people may be drawn to this receptor group to view the construction works.

15.6.118 It is not possible to quantify the change in numbers but, as a precautionary principle for this assessment, it is assumed that numbers would increase.

15.6.119 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is good with natural sounds and views predominating, although these are influenced by the presence of the existing power station (including lighting at night) and the presence of people walking along the coast.

15.6.120 Tranquillity would reduce within this area during the construction period due to the introduction of construction noise and views of construction works, and lighting and sky glow at night. The coast is likely to become busier due to use by construction workers living or staying nearby and some people may be displaced to the area, but this is likely to be counterbalanced to some degree by displacement of people to other locations to avoid disturbance by construction activities. Existing tranquillity currently found would be lost during the construction phase within this receptor group close to the site. Tranquillity would reduce from good to not tranquil.

15.6.121 These changes to the environment for users of receptor group 12 (Minsmere to Sizewell Coast) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of large scale; long-term duration and would affect wide extent of the area. The impact on users would be of high magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant).**

Receptor group 13 (Northeast Site)

15.6.122 This area would not be accessible to amenity and recreation receptors during construction and the permissive footpaths and Sandlings Walk would be closed. Existing users would therefore not be able to use these footpaths. Effects on this receptor group would of large scale; long-term duration and would affect a wide extent of the area. The impact on users would be of high magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Receptor group 14 (Northwest Site)

15.6.123 Bridleway 19, bridleway A-363/013/0 on Lover's Lane and Sandlings Walk would be closed during construction. A new off-road bridleway would be created south of Lover's Lane, and west of the B1122 (Abbey Road) and east of Eastbridge Road, forming part of the longer new off-road bridleway from Sizewell Gap in the south to Eastbridge Road in the north, bringing a benefit to users of recreational resources. The Suffolk Coast Path, future England Coast Path and Sandlings Walk would be diverted onto this route, and onto Eastbridge Road north of the new off-road bridleway, for temporary periods during construction. Sandlings Walk currently runs along this section of Eastbridge Road but the Suffolk Coast Path does not. Users of this new route would be close to construction work and pass directly adjacent to the entrance plaza and by the accommodation campus and materials stockpiles.

15.6.124 **Chapter 10** of this volume concludes that there would be an increase in traffic on the B1122 during the construction phase. However, a new off-road bridleway would be provided parallel to the B1122, for use by cyclists (including users of the Suffolk Coastal Cycle Route/Regional Cycle Route 42), equestrians and pedestrians, avoiding the need for these groups to use the carriageway.

15.6.125 Some construction workers are likely to drive on Eastbridge Road. Eastbridge Road would not be used by HDVs.

15.6.126 **Chapter 13** of this volume states that it is presumed that open views into working areas would be predominantly screened by bunds or construction hoardings but that cranes, stockpiles and tall plant would be clearly visible above. Tranquillity would reduce from predominantly good tranquillity to not tranquil, although existing tranquillity levels at the location of the new route are already affected by the presence of roads and traffic on Lover's Lane, the B1122 and Eastbridge Road.

15.6.127 At night the area comprises predominantly dark countryside either side of Bridleway 19 and Eastbridge Road, and both routes are unlit. Lighting from

the existing power stations are not readily visible from this receptor group due to extensive forestry cover at Kenton Hills. **Chapter 13 Appendix 13B** of this volume concludes that there would be a concentrated area of illumination around the entrance plaza from construction lighting (task/security/road lighting and cranes) within the temporary construction zone, and also from traffic moving entering and existing the construction area from Abbey Road (B1122). Lighting from inside the accommodation campus would be visible to users of Eastbridge Road and the re-routed Suffolk Coast Path/Sandlings Walk (albeit the accommodation blocks have been orientated east-west to minimise light spillage from buildings).

15.6.128 This receptor group would experience negligible effects due to changes to air quality.

15.6.129 Since tranquillity would be significantly affected, existing resources would be closed during construction and that users of the new off-road bridleway would experience noise and visual disturbance, and would be affected by additional traffic on Lover's Lane and the B1122, and use of the bridleway would include construction workers who are additional to the area, effects on this receptor group would of large scale; long-term duration and would affect a wide extent of the area. The impact on users would be of high magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Receptor group 15 (Sizewell Belts)

15.6.130 The northern few metres of Bridleway 19 and a permissive footpath into Kenton Hills would be closed during the construction phase. Bridleway 19 would be diverted west on the new bridleway, providing an off-road option where it currently runs on the highway on Lover's Lane. Alternative access into Kenton Hills would be provided via a new permissive footpath that currently exists as an informal footpath directly from the existing Kenton Hills car park. Kenton Hills car park would be improved and additional parking spaces created. A new off-road bridleway would be created from the north western end of Sandy Lane to Sizewell Gap. The Suffolk Coast Path, Sandlings Walk and the future England Coast Path would be diverted along Bridleway 19 on Sandy Lane for temporary periods during the construction phase.

15.6.131 People would no longer be able to walk from the west, through the receptor group to the coast because the permissive footpaths would be temporarily closed for the duration of the construction phase.

15.6.132 Users of Bridleway 19 on Lover's Lane would experience effects due to increases in construction traffic movement. However, they would be able to

use the new off-road bridleway within Aldhurst Farm to the west. Users of the southern end of Bridleway 19 would also experience effects due to increased traffic during construction and operation of the proposed outage car park in Pillbox Field.

15.6.133 **Chapter 10** of this volume concludes that there would be an increase in traffic on Sizewell Gap and Lover's Lane during the early years of construction. It concludes that HGV's would cause a short-term significant adverse effect on pedestrian amenity on Sizewell Gap. During early years of construction, **Chapter 10** of this volume concludes that there would be no significant effects on pedestrian severance, pedestrian delay or fear and intimidation on these roads.

15.6.134 In peak years of construction there would be very little change in traffic on Sizewell Gap and an increase in HGVs on Lover's Lane, and no significant effects.

15.6.135 Sizewell Gap includes the location where users of Bridleway 19 travelling south on Sandy Lane cross Sizewell Gap to reach the broad footway on the southern side of the road. **Chapter 10** of this volume proposes secondary mitigation by reducing the speed limit on Sizewell Gap to 40mph in order to mitigate the pedestrian amenity effects.

15.6.136 The new off-road bridleway which would be constructed parallel to Lover's Lane would avoid the need for cyclists, equestrians and pedestrians to use the carriageway.

15.6.137 This receptor group would experience negligible effects due to changes to air quality.

15.6.138 **Chapter 13** of this volume concludes that users of Bridleway 19 on Sandy Lane would experience intermittent views of the proposed development filtered by mature trees (except for views through gaps in vegetation which would be more open). Taller elements of the construction site including cranes would be visible from parts of PRoW E-363/030/0 and the permissive footpath west of Leiston Common, above foreground trees, and from some permissive footpaths north of Leiston Common. However, for most of the permissive paths in this receptor group views would be screened or heavily filtered by trees and woodland.

15.6.139 Sources of artificial lighting at the existing Sizewell power stations exert a localised influence on views from locations within this visual receptor group. For example, along bridleway 19 and Sizewell Gap, views are possible to artificial lighting associated with the existing Sizewell power stations, including reflected lights off structures, sky glow and point source lights such as perimeter lights. Views are also possible to other sources of

illumination around the perimeter of the visual receptor group including private dwellings, streetlights along Lover's Lane and Sizewell Gap and sky glow above Leiston. However, some areas are relatively dark with relatively few sources of artificial light visible, such as within Kenton Hills. **Chapter 13 Appendix 13B** of this volume concludes that views of construction lighting would vary depending on the location and orientation of the view. For example, on Leiston Common, views would be possible to lighting within the LEEIE (south-west) and to taller plant above the level of intervening vegetation and sky glow to the north and east. Other recreational resources are more enclosed (for example permissive footpaths within woodlands) and views of lighting would be filtered by trees.

15.6.140 Use of the recreational resources may change due to the construction of Sizewell C as follows:

- One respondent to the 2014 Sizewell C visitor surveys said that they are likely to be displaced to Sizewell Belts and one to Leiston Common which lie within this receptor group (see **Figure 15.9**). This low level of displacement is unlikely to lead to any amenity and recreation effects.

- In the 2014 Sizewell C visitor surveys 29% of respondents at all survey points said that they would be displaced to other locations to avoid disturbance caused to the construction of the proposed development. It is likely that some existing users of this receptor group would be displaced to other locations, resulting in a reduction in people.

- The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

- Diversion of the Suffolk Coast Path and Sandlings Walk for temporary periods during the construction phase would lead to increased use of Bridleway 19 for temporary intermittent periods.

- Some people may be drawn to this receptor group to view the construction works.

15.6.141 It is not possible to quantify the change in numbers but, as a precautionary principle for this assessment, it is assumed that numbers would increase.

15.6.142 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is good with natural sounds and views, and relative darkness at night, predominating within the majority of the area away from roads, and not tranquil close to roads where road traffic and infrastructure is visible and road traffic is audible.

15.6.143 Tranquillity would reduce within this area during the construction period due to the introduction of construction noise and views of construction works, and lighting and sky glow at night. Existing tranquillity currently found within the majority of the area away from roads would be lost during the construction phase, largely due to changes to noise but also due to changes to some views and numbers of people. Tranquillity would reduce from good within most of the area away from roads, to not tranquil.

15.6.144 These changes to the environment for users of receptor group 15 (Sizewell Belts) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of large to medium scale; long-term duration and would affect wide extent of the area. The impact on users would be of high-medium magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Receptor group 16 (North of Leiston)

15.6.145 There would be no physical changes to resources within this receptor group as a result of construction of the main development site.

15.6.146 New public access is being provided within the Aldhurst Farm habitat creation area (created to compensate for loss of SSSI habitat due to the construction Sizewell C, in advance of the habitat being removed) under a separate planning application, providing approximately 27ha of new open access land, informal and surfaced footpaths including a new link between the B1122 (Abbey Road) and Lover's Lane and Bridleway 19, and a new car park within this receptor group. This is shown in **Appendix 15H** of this chapter and will be created prior to the commencement of construction of the Sizewell C Project.

15.6.147 Three PRoWs within this receptor group would be diverted as a result of the construction and operation of Green Rail Route within the construction phase of the main development site, and amenity and recreation effects due to that projects are assessed separately in **Volume 9, Chapter 8** of the **ES**.

15.6.148 This receptor group would experience negligible effects due to changes to air quality.

15.6.149 Regional Cycle Route 42 passes along Abbey Lane and PRoW cross or exit onto Abbey Lane and the B1122. Pedestrians, cyclists and equestrians use Abbey Lane, Buckleswood Road and the B1122. Users of these resources are likely to be affected by an increase in traffic on these roads, by construction workers.

15.6.150 **Chapter 10** of this volume concludes that there would be an increase in traffic on the B1122 during construction. This would affect walkers crossing the B1122 from the footway on the west side of the road to the new footpaths and open access land provided within Aldhurst Farm east of the road. **Chapter 10** of this volume concludes that effects on severance for walkers crossing the B1122 from the footway on the western side of the road to the new access area within Aldhurst Farm would be significant adverse during peak years of construction but not significant during early years of construction. **Chapter 10** of this volume concludes that effects on amenity of recreational receptors using the footway on the B1122 would be significant during times of day with peak traffic during the peak of construction, but not during early years of construction.

15.6.151 **Chapter 13** of this volume concludes that visual effects would arise from the proximity of the LEEIE construction area – including views of stockpiles, stored/active plant. There is the potential for close-range views of construction work around the stockpiles and the water management zone for users of the diverted Bridleway 19 and temporary diversions of the Suffolk Coast Path/Sandlings Walk adjacent to Lover's Lane. More distant views would also be available of cranes in use on the main construction area and of taller plant in use in the construction areas to the north.

15.6.152 Visitor surveys on PRoW E-363/003/0, E-363/010/0 and E-363/006/0 were carried out in November 2016 and August 2018 (during the summer school holiday period representing the period of peak use) to record the level of usage of the routes. The users were counted and asked to complete a simple questionnaire. The results are presented in **Appendix 15C** of this chapter. PRoW E-363/003/0 and E-363/006/0 have relatively low usage, with Footpath E-363/010/0 being more frequently used.

15.6.153 Surveys of users of the two largest of the three fields that are to be made into Open Access Land under discharged condition 25 of SCDC planning permission reference DC/14/4224/FUL within the Aldhurst Farm habitat creation area (along with other access improvements including provision of a new car park and a surfaced footpath) were undertaken in August and November 2019. The results are presented in **Appendix 15D** of this chapter. Only 49 users were observed over a total of 30 hours of survey showing that current usage of these fields is low and that there is potential for increase in use following implementation of the discharged planning

condition. Existing users were predominantly dog walkers. The new provision for public access is designed to attract locals, construction workers and visitors from further afield to undertake informal recreation (predominantly walks and dog-walks) and help to relieve pressure on existing recreational resources that may occur as a result of the construction of Sizewell C.

15.6.154 None of the respondents to the 2014 Sizewell C visitor surveys or the 2015 Sizewell C RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. It is likely that some existing users of this receptor group would be displaced to other locations, resulting in a reduction in people.

15.6.155 The resources may be used by construction workers resulting in an increase in use from these groups. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation and at the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

15.6.156 It is not possible to quantify the change in numbers but, as a precautionary principle for this assessment, it is assumed that numbers would increase.

15.6.157 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good away from roads or other sources of man-made sound, and away from built structures in more remote locations such as the PRoWs crossing arable farmland north of Leiston. Tranquillity reduces to neutral in some locations such as near the Cakes and Ale caravan site on Abbey Lane and near the sewage works in Aldhurst Farm.

15.6.158 Tranquillity would reduce within this receptor group during the construction phase due to the introduction of construction noise and views of construction activity. Transportation noise would make little difference to tranquillity. The increase in people to the receptor group is also likely to reduce tranquillity slightly. Areas of good tranquillity would reduce to neutral tranquillity or, within parts of the new access areas in Aldhurst Farm, to not tranquil primarily due to noise and the proximity to the site.

15.6.159 These changes to the environment for users of receptor group 16 (north of Leiston) would affect their recreational amenity including their perception of tranquillity. There would be benefits through the creation of new resources, but these areas would not be tranquil during the construction phase. The overall impacts would be of medium scale; long-term duration and would affect wide extent of the area. The impact on users would be of medium

magnitude and taking into consideration the medium sensitivity of receptors (outside the AONB), would result in a moderate adverse effect **(significant).**

Receptor group 19 (Aldringham Common and The Walks)

15.6.160 There would be no physical changes to resources within this receptor group.

15.6.161 Receptors would experience negligible effects due to changes to traffic and air quality.

15.6.162 This receptor group does not include any roads that would be used by HDVs. Some construction workers are likely to drive on the B1133 to Thorpeness.

15.6.163 **Chapter 13** of this volume concludes that visibility of the proposed development would be greatest from the PRoW network passing through arable land furthest north and closest to the site, reducing within the PRoW network and Open Access and Common Land in the mainly heathland and scrub land to the south where visibility would be more fragmented and limited to occasional and more distant glimpses.

15.6.164 This visual receptor group is sparsely populated and contains few sources of artificial lighting. The principal source of artificial light is associated with views to the existing Sizewell power stations including point-source light and sky glow. **Chapter 13 Appendix 13B** of this volume concludes that, across the majority of the receptor group, views to construction phase lighting would predominately be to cranes, seen in the context of the existing power stations. Construction activity in the area of the relocated facilities would also be visible. Localised views would also be possible to lighting within LEEIE and within Pillbox Field.

15.6.165 Of the 514 people who completed questionnaires in the 2014 Sizewell C visitor surveys three said that they would be displaced to Aldringham Walks which lies within this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. (See **Figures 15.9** and **15.10**.)

15.6.166 The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.

15.6.167 The existing tranquillity in this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good away from roads or other sources of man-made sound and away from built development in more remote locations which occupy a large proportion of this receptor group. Tranquillity reduces to not tranquil close to Sizewell Gap and the Aldringham to Thorpeness Road.

15.6.168 Tranquillity would reduce within this receptor group during the construction phase due to the introduction of construction noise and views of construction activity, and lighting at night. Recreational resources are likely to become busier due to the presence of construction workers living or staying nearby, but this is likely to be counterbalanced to some degree by displacement of people to other locations to avoid disturbance by construction activities. The increase in people is likely to reduce tranquillity slightly. Areas of good tranquillity within the north-western part of this receptor group would reduce to neutral tranquillity or to not tranquil. Tranquillity within the south and east parts of this receptor group would be less affected.

15.6.169 These changes to the environment for users of receptor group 19 (Aldringham Common and The Walks) would affect their recreational amenity including their perception of tranquillity. There would be benefits through the creation of new sports facilities at Leiston Leisure Centre which would be for use by Sizewell C construction workers as well as the public. The overall impacts would be of small scale; long-term duration and would affect an intermediate extent of the area. The impact on users would be of low magnitude and, taking into consideration that the majority of the resources lie within the AONB and would be of high sensitivity, would result in a moderate adverse effect **(significant).**

v. Long distance linear recreation routes

15.6.170 Effects on users of the Suffolk Coast Path and the future England Coast Path, and Sandlings Walk, would be significant and are assessed in this section. Effects on users of Regional Cycle Route 42 would be below significant and are assessed in **Appendix 15G** of this chapter.

15.6.171 The descriptions of the Suffolk Coast Path and Sandlings Walk in the baseline report, provided in **Appendix 15F** of this chapter, and **section 15.4** of this chapter describes the routes from south to north. The description of effects of walkers of the routes below are also described from south to north.

Suffolk Coast Path and the future England Coast Path

15.6.172 The Suffolk Coast Path would be diverted on the coast within the site during the construction phase, and inland for temporary periods when the path along the coast is closed during construction and operation of the BLF. The diversions are described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and in **section 15.5** of this chapter, and the inland diversion is discussed under a separate heading below.

15.6.173 There would be negligible effects due to changes in air quality on the existing and diverted routes. The existing route of the Suffolk Coast Path does not cross roads that would be used by main construction traffic; there would be negligible effects due to changes in traffic on the existing route.

15.6.174 Three of the survey points (4, 6 and 7) in the 2014 Sizewell C visitor surveys, provided in **Appendix 15E** of this chapter, (see **Figure 15.9** of this chapter for the survey locations) were at locations on or adjacent to the Suffolk Coast Path where users of the route were included in the survey. Each of these locations had notable differences in levels of use. The survey found that Sizewell Beach car park (survey point 7) had a high level of use, with an estimated 195,500 visitors per year which extrapolates to approximately 536 visits per day; Dunwich Heath car park (survey point 4) had a high level of use, with an estimated 180,000 visitors per year which extrapolates to approximately 493 visits per day; and Suffolk Coast Path intersect with Sandlings Walk (survey point 6) on the coast at the northern edge of the site had a medium level of use, with an estimated 32,500 visitors per year which extrapolates to approximately 86 visitors per day. It is not possible to identify which of the visitors were intentionally walking a length of the Suffolk Coast Path, and which were undertaking different routes or activities; for example, many of the people recorded at Dunwich Heath car park would have been visiting the beach or Coastguard Cottages and not walking along the Suffolk Coast Path.

15.6.175 Of the people who completed questionnaires in the Sizewell C visitor surveys none said that they would be displaced to the Suffolk Coast Path. A number of people in the Sizewell C visitor surveys said that they would be displaced to locations on or adjacent to the Suffolk Coast Path, such as Tunstall Forest, Snape, Aldeburgh, Thorpeness, Aldringham Walks, Sizewell Beach, Dunwich Heath, Dunwich, Dunwich Forest, Walberswick and Southwold, but again this may not be to walk along the Suffolk Coast Path as there are other resources and activities in these areas. Displacement may however result in an increase in the use of the Suffolk Coast Path in some locations. The construction works might also deter some people from using the Suffolk Coast Path within the vicinity of the construction site leading to lower use on some sections.

15.6.176 The Suffolk Coast Path may be used by construction workers. It can be seen from **Figure 15.11** that there would be additional construction workers (NHB construction workers in private rented and tourist accommodation and at the accommodation campus and LEEIE caravan site) staying within the study area, with a concentration closer to the site. A proportion of these would use different parts of the Suffolk Coast Path during the construction phase, with a greater use likely nearer to the site.

15.6.177 Some people may also walk along the Suffolk Coast Path close to the site to view the construction works.

15.6.178 It is not possible to quantify the change in numbers of people on different parts of the Suffolk Coast Path but it is assumed that, overall, numbers are likely to increase.

15.6.179 Within the study area, from the south this route passes through receptor groups I (Tunstall Forest) and J (Alde Estuary to Tunstall Forest) which, in **section 15.4** of this chapter, have been scoped out of the detailed assessment because effects would be negligible. There would be no physical changes to the route, and effects due to changes in noise, views, traffic, air quality and people would be negligible.

15.6.180 At Aldeburgh, approximately 5km from the site, the Suffolk Coast Path enters receptor group 21 (North Warren/South Warren) and then 22 (Thorpeness to Aldeburgh Coast) where effects on the receptor groups are assessed in this chapter and **Appendix 15G** of this chapter as negligible neutral (**not significant**). Effects on users of the Suffolk Coast Path would be the same.

15.6.181 The path then passes through the urban area at Thorpeness (within the edge of receptor group 21) where the proposed development is unlikely to be visible or audible, and effects would be negligible neutral (**not significant**).

15.6.182 Continuing north, the Suffolk Coast Path passes into receptor group 19 (Aldringham Common and The Walks) at Thorpeness Common and runs along paths and tracks to the coast at receptor group 12 (Minsmere to Sizewell Coast). Effects on users of receptor group 19 are assessed in this chapter as moderate adverse (**significant**), but with the greatest effects occurring to receptors not on the Suffolk Coast Path, to the west and closer to the LEEIE. Along the section of the Suffolk Coast Path within receptor group 19 there would be intermittent views of construction works between foreground vegetation, seen beyond the existing power stations, and sounds from the construction works would be audible.

15.6.183 The Suffolk Coast Path then enters receptor group 12 (Minsmere to Sizewell Coast) south of Sizewell Hall and runs northwards along on the coast and through the site. Effects on users of this receptor group are assessed in this chapter as major adverse (**significant**). Effects on users of the Suffolk Coast Path would be the same. The greatest effects on users of the Suffolk Coast Path would occur as it passes through the site due to temporary and permanent diversions on the coastline east of the current route, and close views of, and high levels of noise from, construction works. (Effects on the temporary inland diversion are assessed under a separate heading below.)

15.6.184 The Suffolk Coast Path continues northwards along the coast through receptor group 8 (Dunwich to Minsmere Coast). Effects on receptor group 8 are assessed in this chapter as moderate adverse (**significant**). Effects on users of the Suffolk Coast Path would be the same. People would have clear southwards views of the proposed development, seeing cranes and other tall elements of the construction work with lower elements screened by tree cover, and would hear noise of construction works.

15.6.185 The Suffolk Coast Path then leaves the coast and passes through receptor group 5 (Westleton Walks and Dunwich Heath). Effects on receptor group 5 are assessed in this chapter as moderate adverse (**significant**). Effects on users of the Suffolk Coast Path would be the same. There would be clear southwards views of the proposed development from the Suffolk Coast Path as it passes Coastguard Cottages, with views becoming more restricted further north. Noise from the construction works would be audible as the Suffolk Coast Path runs through the southern part of this receptor group.

15.6.186 The Suffolk Coast Path then continues north through receptor groups B (Dunwich Forest), 3 (Walberswick/Dingle Marshes), 2 (Southwold Common/Harbour), 1 (Southwold Promenade) and A (Reydon and Wangford) where effects are assessed as negligible neutral (**not significant**). There would be no physical changes to the route, and effects due to changes in noise, views, traffic, air quality and people would be negligible.

Temporary diversion inland while the coast path is closed

15.6.187 The existing route of the Suffolk Coast Path and the temporary diversion inland while the coast path is closed are shown on **Figure 15I:4** of the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter. The temporary diversion would take people inland along pavements on Sizewell Gap, across Sizewell Gap to an existing hedged track (Sandy Lane and Bridleway 19) next to existing Galloper and Greater Gabbard offshore wind farm substations and 400kV pylons and overhead lines, with the proposed

outage car park in Pillbox Field to the east, where construction works and, during Sizewell B outages, car movements and lighting, would be visible and audible. It would continue north-west along Sandy Lane across and beside fields under pasture and across Lover's Lane. It would then run along the new off-road bridleway parallel to Lover's Lane, the B1122 (Abbey Road) and Eastbridge Road, largely separated from the roads by existing and proposed hedges, but crossing roads at controlled and uncontrolled crossings at six locations (including Lover's Lane). It would also cross the proposed railway into the construction site. The route would continue north on Eastbridge Road for a length of approximately 700m between the northern end of Bridleway 19 and Eastbridge. This section of Eastbridge Road is narrow with generally narrow verges enclosed by field hedges and walkers would use the carriageway. At Eastbridge the temporary diversion would turn east onto PRoW E-363/020/0 to the coast where it would meet the existing route of the Suffolk Coast Path which continues north along the coast.

15.6.188 The existing route that would be temporarily diverted between Sizewell and Minsmere Sluice takes people along the coast past the existing power stations, through the site and past the RSPB Minsmere nature reserve, where there are long distance views along the coast and with intermittent views out to sea, and clear views of the existing power stations. There is access to the shingle beach and sea to the east of the path. The existing route does not cross or run along any roads. The diversion would increase the journey length from each end of the diversion by about 5.6km, from approximately 3.4km to 9km, and take it through a different 'inland' landscape separated from the coast, including parallel to and, at Eastbridge Road, on roads. Implementation of this diversion, and the length of time that it would be in place, would be minimised by measures including use of a banksman to ensure that people could continue on the coastal route for as much time as possible.

15.6.189 The inland diversion would lead to walkers being affected by traffic where they would need to cross roads at a controlled and uncontrolled crossing point, walk on the footway south of Sizewell Gap and the off-road bridleway parallel to Lover's Lane, the B1122 and Eastbridge Road, and walk on the carriageway on Eastbridge Road.

15.6.190 There would be intermittent views of construction works from the diverted Suffolk Coast Path on Sandy Lane, and more frequent views from the diverted route north of Sandy Lane. Noise from construction works would be audible for the length of this diversion.

15.6.191 The diverted route would pass through the site and receptor groups 15 (Sizewell Belts), 14 (Northwest Site) and 11 (Minsmere South) where

effects on the receptor groups are assessed in this chapter as major adverse (**significant**), before meeting the existing route at Minsmere Sluice on the coast. Effects on users of this diverted route would also be major adverse (**significant**).

Tranquillity

15.6.192 The existing tranquillity on the Suffolk Coast Path within the study area following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good. Existing tranquillity reduces in some locations where there is disturbance from factors such as noise and views of development or traffic, or which are busy with people, such as at Coastguard Cottages and Thorpeness. Tranquillity would reduce during construction, on part of the route as it approaches and passes the site, approximately from north of Thorpeness within receptor group 19 (Aldringham Common and The Walks) to where it runs through the southern part of Dunwich Heath within receptor group 5 (Westleton Walks and Dunwich Heath). The most affected part of the route would be where it passes through receptor groups 12 (Minsmere to Sizewell Coast), 15 Sizewell Belts), 14 (Northwest Site) and 11 (Minsmere South) where existing tranquillity is generally good and would reduce to not tranquil or neutral tranquillity, mainly due to changes to noise and views caused by construction of the proposed development.

Impact assessment: Suffolk Coast Path

15.6.193 These changes to the environment for users of the Suffolk Coast Path would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of large scale; long-term duration and would affect a localised extent of the route within the study area. The impact on users would be of high magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Sandlings Walk

15.6.194 Sandlings Walk would be diverted on the coast within the site during the construction phase. It would also be diverted north of the site for the duration of the construction phase while Goose Hill is closed. There would be temporary periods when Sandlings Walk is diverted inland when the path along the coast is closed during construction and operation of the BLF. The diversions are described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and in **section 15.5** of this chapter. The diversions are included in this assessment.

15.6.195 The diversions during the construction phase are shown on **Figure 15I.5**. The text below first assesses effects on users of the diverted route while Sandlings Walk at Goose Hill is closed for the duration of the construction phase. Effects while Sandlings Walk is closed for temporary periods on the coast is then assessed under a separate heading 'Temporary diversion inland while the coast path is closed'.

15.6.196 The diversion route while Sandlings Walk at Goose Hill is closed would not cross or run along roads. Sandlings Walk currently runs along Eastbridge Road for approximately 700m between the northern end of Bridleway 19 and Eastbridge. This section of Eastbridge Road is narrow with generally narrow verges enclosed by field hedges and walkers use the carriageway. The diversion would take people on an entirely off-road route to Eastbridge. There would be negligible effects due to changes in traffic.

15.6.197 Four of the survey points (1, 2, 6 and 7) in the 2014 Sizewell C visitor surveys, provided in **Appendix 15A** of this chapter, were at locations on or adjacent to Sandlings Walk where users of the route were included in the survey. Each of these locations had notable differences in levels of use. The survey found that Sizewell Beach car park (survey point 7) had a high level of use, with an estimated 195,500 visitors per year which extrapolates to approximately 536 visits per day; Suffolk Coast Path intersect with Sandlings Walk (survey point 6) on the coast at the northern edge of the site had a medium level of use, with an estimated 32,500 visitors per year which extrapolates to approximately 86 visitors per day; Aldringham Walks (survey point 1) had a medium level of use, with an estimated 30,500 visitors per year which extrapolates to approximately 83 visitors per day; and Bridleway 19 (survey point 2) west of Kenton Hills had a low level of use, with an estimated 10,000 visitors per year which extrapolates to approximately 27 visits per day. It is not possible to identify which of the visitors were intentionally walking a length of Sandlings Walk, and which were undertaking different activities or following different routes. For example, many visitors to Sizewell Beach undertake short walks (often with dogs) on the coast but are not necessarily following Sandlings Walk.

15.6.198 Of the 514 people who completed questionnaires in the 2014 Sizewell C visitor surveys one said that they would be displaced to Sandlings Walk, although no specific location on Sandlings Walk was given. None of the people who completed questionnaires in the 2015 Sizewell C RSPB Minsmere visitor surveys said that they would be displaced to Sandlings Walk. A number of people in the Sizewell C visitor surveys said that they would be displaced to locations on or adjacent to Sandlings Walk, such as Tunstall Forest, Snape, North Warren, Thorpeness Golf Club, Aldringham Walks, Sizewell Beach, Eastbridge, Dunwich Heath, Dunwich and Dunwich Forest. Displacement may therefore result in an increase in the use of

Sandlings Walk in some areas. The construction works might also deter people from using Sandlings Walk within the vicinity of the construction site leading to lower use on some sections.

15.6.199 Sandlings Walk may be used by construction workers. It can be seen from **Figure 15.11** that there will be additional construction workers (NHB construction workers in private rented and tourist accommodation and at the accommodation campus and LEEIE caravan site) staying within the study area, with a concentration closer to the site. A proportion of these would use different parts of Sandlings Walk during the construction phase.

15.6.200 Some people may also walk along Sandlings Walk close to the site to view the construction works.

15.6.201 It is not possible to quantify the change in numbers but it is assumed that numbers are likely to increase.

15.6.202 Within the study area, from the south this route passes through receptor groups I (Tunstall Forest), J (Alde Estuary to Tunstall Forest) and L (Sternfield) which, in **section 15.4** of this chapter, have been scoped out of the detailed assessment because effects on the receptor groups would be negligible. There would be no physical changes to the route, and effects due to changes in noise, views, traffic, air quality and people would be negligible.

15.6.203 At Friston, approximately 4km from the site, Sandlings Walk enters receptor group 18 (Knodishall and Aldringham) where effects are assessed as minor adverse (**not significant**) due to some distant views of the proposed development, and then 21 (North Warren/South Warren) where effects are assessed as negligible neutral (**not significant**). Effects on users of Sandlings Walk would be the same.

15.6.204 Sandlings Walk then enters receptor group 19 (Aldringham Common and The Walks) at Aldringham Common and runs along a track to meet a minor road west of Sizewell Hall, and then continues northwards on the minor road to Sizewell Gap. Effects on users of this receptor group are assessed in this chapter as moderate adverse (**significant**), but with the greatest effects occurring to receptors north and west of Sandlings Walk closer to the LEEIE, and not on the route itself. Along the section of Sandlings Walk within receptor group 19 there would be intermittent views construction works between foreground vegetation, seen beyond the existing power stations, with works in Pillbox Field being seen in the foreground to the existing power stations from some northern locations. Noise of construction works would be audible from most of the route within this receptor group.

15.6.205 Sandlings Walk then enters receptor group 12 (Minsmere to Sizewell Coast) at Sizewell Beach and runs northwards along the coast and through the site. Effects on users of this receptor group are assessed in this chapter as major adverse (**significant**), and effects on users of Sandlings Walk would be the same. The greatest effects on users of Sandlings Walk would occur as it passes through the site due to temporary and permanent diversions on the coastline east of the current route, and close views of, and high levels of noise from, construction works.

15.6.206 The diverted route, shown on **Figure 15I:5** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter, runs northwards along the coast to Minsmere Sluice (still within receptor group 12 (Minsmere to Sizewell Coast)) and westwards on PRoW E-363/020/0 to Eastbridge (through receptor group 11 (Minsmere South); effects on receptor group 11 are assessed in this chapter as major adverse (**significant**), and effects on users of Sandlings Walk would be the same. The existing section which is to be diverted takes people through woodland at Goose Hill and Kenton Hills, to a farm track at Bridleway 19 and northwards to Eastbridge Road and Eastbridge. The diversion (between the coast east of Goose Hill and Eastbridge) would reduce the journey length from each end of the diversion slightly, from approximately 5.2km to 4.2km and take people through different but attractive landscapes.

15.6.207 The diverted Sandlings Walk would then join its existing route in Eastbridge where it continues northwards, passing along the western edge of receptor group 7 (RSPB Minsmere) and across the full length of receptor group 5 (Westleton Walks and Dunwich Heath), where effects are assessed in this chapter as moderate adverse (**significant**), and effects on users of Sandlings Walk would be the same. From this section of the route there would be intermittent views southwards of the construction works and changes to noise, with effects reducing as the route travels away from the site. Noise from the construction works would be audible as Sandlings Walk runs through receptor group 7 and the southern part of receptor group 5.

15.6.208 Sandlings Walk then continues north through receptor groups B (Dunwich Forest), 3 (Walberswick/Dingle Marshes), 2 (Southwold Common/Harbour), 1 (Southwold Promenade) and A (Reydon and Wangford) where effects are assessed as negligible neutral (**not significant**). There would be no physical changes to the route, and effects due to changes in noise, views, traffic, air quality and people would be negligible.

Temporary diversion inland while the coast path is closed

15.6.209 The existing route of Sandlings Walk and the temporary diversion inland while the coast path is closed are shown on **Figure 15I:5** of the **Rights of**

Way and Access Strategy in **Appendix 15I** of this chapter. The existing route takes people on a pavement on Sizewell Gap to Sizewell, along the coast path to the northern edge of the site and inland into the woodland at Goose Hill and beyond to Eastbridge Road. The diversion would reduce journey length from each end of the diversion (between Sizewell Gap and Eastbridge Road) from approximately 6.7km to 5.3km. Implementation of this diversion, and length of time that it would be required, would be minimised by use of a banksman to ensure people could continue on the coastal route for as much time as possible.

15.6.210 Users of the diverted route would be affected by traffic on Sizewell Gap, Lover's Lane and the B1122. The inland diversion would lead to walkers being affected by traffic where they would need to cross roads at a controlled and uncontrolled crossing point, walk on the off-road bridleway parallel to Lover's Lane, the B1122 and Eastbridge Road, and walk on the carriageway on Eastbridge Road. Sandlings Walk currently runs along this section of Eastbridge Road but there is likely to be an increase in traffic by construction workers.

15.6.211 The temporary diversion would take people inland on an existing hedged track (Sandy Lane and Bridleway 19) next to existing Galloper and Greater Gabbard offshore wind farm substations and 400kV pylons and overhead lines, with the proposed outage car park in Pillbox Field to the east, where construction works and, during Sizewell B outages, car movements and lighting, would be visible and audible. It would continue north-west along Sandy Lane across and beside fields under pasture and across Lover's Lane. It would then run along the new off-road bridleway parallel to Lover's Lane, the B1122 (Abbey Road) and Eastbridge Road, largely separated from the roads by existing and proposed hedges, but crossing roads at controlled and uncontrolled crossings at six locations (including Lover's Lane), before meeting the existing route on Eastbridge Road north of Bridleway 19. It would also cross the proposed railway into the construction site.

15.6.212 There would be intermittent views of construction works from Sandlings Walk on Sandy Lane, and more frequent views from the route north of Sandy Lane. Noise from construction works would be audible for the length of this diversion.

Tranquillity

15.6.213 The existing tranquillity on Sandlings Walk within the study area following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good with natural sounds and views predominating. Existing tranquillity reduces in some locations where there

is disturbance from factors such as noise and views of development or traffic, for example where it crosses Sizewell Gap and the Aldringham to Thorpeness road. Tranquillity would reduce during construction, on part of the route as it approaches and passes the site, approximately from where it passes through The Walks within receptor group 19 (Aldringham Common and The Walks) to where it runs through the southern part of Dunwich Heath within receptor group 5 (Westleton Walks and Dunwich Heath). The most affected part of the route would be where it passes through receptor groups 12 (Minsmere to Sizewell Coast), 11 (Minsmere South), 15 Sizewell Belts) and 14 (Northwest Site) where existing tranquillity is generally good and would reduce to not tranquil or neutral tranquillity, mainly due to changes to noise and views caused by construction of the proposed development.

Impact assessment: Sandlings Walk

15.6.214 These changes to the environment of users of Sandlings Walk would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of large scale; long-term duration and would affect a localised extent of the route within the study area. The impact on users would be of high magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect **(significant)**.

Regional Cycle Route 42

15.6.215 Users of Regional Cycle Route 42 would experience effects below significant and are assessed in **Appendix 15G** of this chapter.

vi. Dark Sky Discovery Sites

15.6.216 Users of Dark Sky Discovery Sites would experience effects below significant and are assessed in **Appendix 15G** of this chapter.

vii. Inter-relationship effects

15.6.217 The amenity and recreation assessment of construction effects of the proposed development has considered the impacts due to changes in views, noise, lighting, air quality and traffic on receptors, and no further inter-relationship effects have been identified.

d) Operation

15.6.218 After completion of construction, the temporary construction working areas including accommodation campus, contractor compounds, stockpiles, borrow pits and water storage areas would be removed and the soils landscape reinstated and restored in accordance with the landscape

strategy. The reinstatement works are included in the assessment of effects during the construction phase.

15.6.219 In comparison with the construction stage, the operational footprint of the proposed development would be substantially reduced with a relatively small number of permanently retained components including:

- The main platform - with the two reactors, turbine halls and operational service centre being the most prominent components and a cluster of smaller associated structures including fuel and waste storage buildings, workshops, offices, electrical and ancillary buildings.
- High voltage power export connection within the main platform, with four pylons and six monopoles connecting the turbine halls to the National Grid substation.
- Relocated Sizewell B facilities and National Grid land including the outage store, visitor centre, training centre and outage car park in Pillbox Field and the National Grid infrastructure comprising the National Grid substation and overhead lines.
- The retained access road linking the junction with the B1122 to the main power station via the SSSI crossing. The access road from the B1122 would be two lanes with a segregated route for pedestrians and cyclists. It would be predominantly unlit and connect to a new car park within Goose Hill at its eastern end.
- Reinstated Northern Mound and sea defences.
- BLF – connected to the Sizewell C power station via an access road across the beach and over the Northern Mound. This would include a temporary deck structure that would be removed when not in use to allow people to walk along the foreshore.
- Electricity sub-station south of Upper Abbey Farm within a field west of Bridleway 19.
- Emergency Equipment Store at Upper Abbey Farm and back-up generator.

- Highway access improvements retained during operation including the roundabout and junction with the B1122 and permanently realigned Lover's Lane.

- The Leiston off-site sports facilities provided during the construction stage would be retained, including: one full-size 3G pitch, rubber crumb surface suitable for football, non-contact rugby and hockey; and two multi-use games areas suitable for basketball, netball, tennis and football.

15.6.220 The **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and summarised in **section 15.5** of this chapter describes the permanent proposals for PRoW, permissive paths, cycle routes, long distance walking routes and open access land. These provide substantial improvements to the existing access network. Detailed **Rights of Way Plans** in **Appendix A2** of this volume set out details on each changed or new route.

15.6.221 All effects on receptors during operation given in this section are permanent unless stated otherwise.

15.6.222 Changes to the noise environment due to the operation of the proposed development would have limited effects on recreational receptors. The tranquillity assessment using the Natural Tranquillity Method in **Appendix 15E** of this chapter concludes that there would be little change in tranquillity, with only a slight change to users of the Suffolk Coast Path, Sandlings Walk, and future England Coast Path on the coast and the accessible coast adjacent to and near the proposed Sizewell C power station, and a short section of Bridleway 19 on Sandy Lane and a short section of the permissive footpath and Sandlings Walk near the SSSI crossing. The Sizewell C power station is also likely to be audible from some other resources within proximity to the site, but the perception of tranquillity assessed using the Natural Tranquillity Method is not likely to be affected.

15.6.223 Effects on all receptors due to changes in air quality and traffic would be negligible.

i. Potential for effects caused by increases in numbers of people using recreational resources due to the operation of Sizewell C

Displacement of existing visitors

15.6.224 During the operational phase, it is not anticipated that people would be displaced to alternative locations to avoid effects caused by the operational power station. There is potential that some people who were displaced

during the construction phase would continue to use those resources instead of reverting back to the locations used before construction commenced, but this is likely to be in relatively low numbers would not affect the recreational amenity of people using resources.

15.6.225 Measures would be taken to restore and improve the access and recreation resources and landscape that may be affected by the proposed development. The objective is to create recreational resources that are attractive to users.

Permanent Workforce

15.6.226 Sizewell C would require an operational workforce (on-site) of approximately 900 people. Not all of the 900 operational staff would be net additional – some would be long-term transfers from construction roles, and others may transfer from Sizewell B in the medium-long term.

15.6.227 The operational staff are likely to buy homes in the area and become permanent residents within the housing stock in Suffolk and the East of England and are therefore not considered to form a net additional population.

15.6.228 During the operational phase it is not anticipated that additional operational workers would affect the recreational amenity of people using resources. An analysis of the operational workforce is provided in the **HRA Recreational Disturbance Evidence Base** report and additional workers are likely to comprise approximately 850 temporary NHB workers in PRS and tourist accommodation, up to twice per year, for around 6 weeks during outages. Both PRS and tourist sector-based workers are unlikely to bring families or dogs, and many are likely to return home at weekends, and the outage workers would be working intensively to minimise the length of disruption to power station operation, which would limit time for visiting outdoor informal recreation resources in the area.

Outage Workforce

15.6.229 During the maintenance and refuelling outages, it is anticipated that up to approximately 1,000 additional staff would be required to work on site, with the number depending upon the extent of the maintenance planned for the outage. Some of these would be additional to the area, and some would be drawn from the existing population.

15.6.230 In summary, there would be a small increase in people who may use recreational resources during the operation of Sizewell C (with locations given in the 2016 survey of Sizewell B outage workers (Ref. 15.15) discussed above likely to be some of those most visited), but these

increases would be relatively small compared to existing levels of use, and dispersed over a wide area. Effects due to increases in people at recreational receptors during operation would be negligible and are not assessed further.

ii. Amenity and recreation receptor groups

15.6.231 It has been described in **section 15.4** of this chapter that receptor groups A to N are scoped out because they would experience negligible effects during construction and operation. These are not considered further in this assessment.

15.6.232 **Chapter 13** of this volume concludes that the following receptor groups would experience predominantly negligible visual effects during operation. These receptor groups would also experience negligible effects due to noise, air quality, traffic and people. Amenity and recreation effects would be of negligible neutral effect **(not significant)** and they not considered further in this assessment.

- Receptor Group 1: Southwold Promenade;
- Receptor Group 2: Southwold Common and Harbour;
- Receptor Group 3: Walberswick and Dingle Marshes;
- Receptor Group 6: South of Westleton;
- Receptor Group 9: Theberton and Knodishall Green;
- Receptor Group 16: North of Leiston;
- Receptor Group 18: Knodishall and Aldringham;
- Receptor Group 21: North Warren/South Warren;
- Receptor Group 22: Thorpeness to Aldeburgh Coast; and
- Receptor Group 23: Aldeburgh.

15.6.233 Of the remaining receptor groups, those listed in **Table 15.10** are assessed to have effects below significant and are assessed in **Appendix 15G** of this chapter.

Table 15.10: Further receptor groups where effects would not be significant

Receptor Group	Assessment
4 (Middleton, Westleton and Darsham)	negligible neutral effect (**not significant**)
5 (Westleton Walks and Dunwich Heath)	negligible neutral effect (**not significant**)
7 (RSPB Minsmere)	negligible neutral effect (**not significant**)
8 (Dunwich to Minsmere Coast)	negligible neutral effect (**not significant**)
10 (Eastbridge and Leiston Abbey)	negligible neutral effect (**not significant**)
11 (Minsmere South)	negligible neutral effect (**not significant**)
17 (Leiston)	negligible neutral effect (**not significant**)
19 (Aldringham Common and The Walks)	negligible neutral effect (**not significant**)
20 (Sizewell to Thorpeness Coast)	negligible neutral effect (**not significant**)
24 (Offshore)	negligible neutral effect (**not significant**)

15.6.234 The following receptor groups would experience significant effects and are assessed in this section (refer to **Figure 15.7**):

- Receptor group 12: Minsmere to Sizewell Coast);
- Receptor group 13 (Northeast Site);
- Receptor group 14 (Northwest Site); and
- Receptor group 15 (Sizewell Belts).

15.6.235 Effects due to changes in traffic and air quality would be negligible on all receptors during the operational phase.

15.6.236 As discussed in **section 5.4**, effects due to increases in people at recreational receptors during operation would be negligible.

15.6.237 Potential effects could arise due to physical changes and changes to views.

Receptor group 12 (Minsmere to Sizewell Coast)

15.6.238 Physical changes proposed to recreational resources within this receptor group comprising the accessible beach (including the future 'coastal margin'), Sandlings Walk, the Suffolk Coast Path (and including the future England Coast Path) and PRoW E-363/021/0 are described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and summarised in **section 15.5** of this chapter. This includes potential temporary closures of the coast path during some outages and diversions

inland as shown on **Figures 15I:6** and **15I:7** of the **Rights of Way and Access Strategy**, and temporary closure of part of the coastal margin and potential short term closures and diversions of the coast path and PRoW E-363/021/0 during raising of the sea defences which would occur during the lifetime of the proposed development.

15.6.239 **Chapter 13** of this volume concludes that visual effects on this receptor group would be significant. Users of this receptor group would experience the greatest visual effects from the operational development due to its proximity and scale. The operational power station structures would be clearly visible from the entire coastal strip along this section of the coast, but the level of effect would vary according to location. The greatest visual effects would occur walking towards and past the power station from the north. From the south existing power station structures would be visible in the foreground, the operational structures would appear as a less prominent extension of the existing power station. **Chapter 13 Appendix 13A** of this volume concludes that, at night, reflected light and sky glow associated with the main platform would be seen in the context of lighting associated with the existing power stations. Intervening vegetation and the sea defences would generally screen views to lower level lighting around and within the perimeter of the operational site. Views would be possible to lighting of the BLF and access when in use and to perimeter lighting above the level of the sea defences from some locations.

15.6.240 The existing tranquillity within this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is generally good with natural sounds and views predominating, although these are influenced by factors including the presence of the existing power station and the presence of people walking along the coast. Tranquillity within approximately 1km of the proposed power station would reduce to fairly tranquil during the operational phase, but would not change beyond this distance.

15.6.241 These changes to the environment of users of receptor group 12 (Minsmere to Sizewell Coast) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of small scale and would affect an intermediate extent of the area. The impact on users would be of low magnitude and taking into consideration the high sensitivity of receptors, would result in a moderate adverse effect (**significant**).

Receptor group 13 (Northeast Site)

15.6.242 Physical changes proposed to Sandlings Walk and permissive footpaths within this receptor group are described in the **Rights of Way and Access Strategy** in **Appendix 15I** of this chapter and summarised in **section 15.5**

of this chapter. A permissive footpath within the southern part of this area would be permanently closed. Sandlings Walk would be diverted along an alternative permissive footpath. Sandlings Walk and the permissive footpath would cross the main access road for the proposed development, and pass through a landscape changed from existing predominantly coniferous woodland to woodland and lowland heath and scrub mosaic. Sandlings Walk and a permissive footpath east of the SSSI crossing (following the same route) may need to be temporarily diverted a short distance, or closed for short periods, during raising of the sea defence at the SSSI crossing which would occur during the lifetime of the proposed development. A banksman would be present when construction has potential to disrupt public access, to minimise temporary diversions.

15.6.243 **Chapter 13** of this volume concludes that visual effects on this receptor group would not be significant. Views of the upper section of the power station would be possible above tree cover, with localised views of the access road and potential for glimpses of the parking area north of the SSSI crossing.

15.6.244 The existing tranquillity within this receptor group following the method in **section 15.3** of this chapter and using descriptions in column C of **Table 15.4** is good with natural sounds and views predominating. Tranquillity on the permissive footpath and Sandlings Walk near the SSSI bridge crossing would reduce to fairly tranquil due to operational noise and views of parts of the proposed development. Elsewhere on these routes within this receptor group tranquillity would not change.

15.6.245 These changes to the environment for users of receptor group 13 (Northeast Site) would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of medium scale and would affect an intermediate extent of the area. The impact on users would be of medium magnitude and taking into consideration the high sensitivity of receptors, would result in a major adverse effect (**significant**).

Receptor group 14 (Northwest Site)

15.6.246 Bridleway A-363/013/0 on Lover's Lane would remain closed (but the re-aligned road would be available for use as well as the new off-road bridleway). The off-road bridleway south of Lover's Lane and parallel to the B1122 (Abbey Road) and Eastbridge Road and the bridleway connection to Valley Road created during construction would remain. A short length of this bridleway in the north-east corner of the Aldhurst Farm habitat creation area would be re-aligned along the edge of the Aldhurst Farm site on removal of the Water Management Zone. Bridleway 19 and Sandlings Walk would be reinstated on their original routes, and would cross the new

access road. Overall these changes would bring benefits to recreational users.

15.6.247 **Chapter 10** of this volume concludes that there would be a small increase in total traffic on the B1122 due to the Sizewell C Project during operation. The off-road bridleway created during the construction phase would be retained during the operational phase avoiding the need for cyclists, equestrians and pedestrians to use the B1122.

15.6.248 **Chapter 13** of this volume concludes that visual effects on this receptor group would not be significant. There would be close views of the re-aligned Lover's Lane. Views of the upper sections of the proposed power station structures would be possible from parts of the proposed and existing recreational resources within this receptor group. Some views would be enhanced by the creation of a Sandlings grassland and woodland mosaic, and agricultural land west of Bridleway 19 around Upper Abbey Farm, within areas of existing arable farmland that recreational routes would pass through. **Chapter 13 Appendix 13B** of this volume concludes that there is likely to be some minor lighting around the main entrance but that, away from the entrance, lighting would be minimal.

15.6.249 Noise from the power station would not be audible from within this receptor group, as demonstrated by the assessment of tranquillity following the Natural Tranquillity Method in **Appendix 15E** of this chapter. Traffic moving along the access road would be audible.

15.6.250 Tranquillity within this receptor group would not change noticeably from existing conditions.

15.6.251 These changes to the environment for users of receptor group 14 (Northwest Site) would affect their recreational amenity. Overall, effects would be beneficial due to improvements to recreational resources including the creation of new footpaths and bridleways, although there would be some adverse effects due to the visibility of new development and because Bridleway 19 would cross the new access road. The overall impacts would be of medium scale and would affect a wide extent of the area. The impact on users would be of high to medium magnitude and taking into consideration the high sensitivity of receptors, would result in a major beneficial effect (**significant**).

Receptor group 15 (Sizewell Belts)

15.6.252 The sections of Bridleway 19, the permissive footpath from Bridleway 19 into Kenton Hills, and Sandlings Walk closed during construction would be re-instated on their existing routes. The off-road bridleway (which would pass along the western edge of this receptor group from Sizewell Gap in

the south to the Aldhurst Farm habitat creation area), the controlled bridleway crossing over Lover's Lane, the permissive footpath from Kenton Hills car park and the improvements to Kenton Hills car park implemented during construction would be retained and maintained. Overall these changes would bring benefits to recreational users.

15.6.253 **Chapter 10** of this volume concludes that there would be no change in total traffic on Sizewell Gap and a very small increase on Lover's Lane during operation. The off-road bridleway created during the construction phase would be retained during the operational phase avoiding the need for cyclists, equestrians and pedestrians to use Lover's Lane.

15.6.254 **Chapter 13** of this volume concludes that visual effects on this receptor group would be significant. Views of the proposed power station would consist of occasional views through gaps in vegetation. The Outage car park would be visible from Sandlings Walk on Sizewell Gap. At night, lighting from within the power station would be visible from some locations, filtered by intervening vegetation.

15.6.255 Noise from the power station would be audible from many resources within this receptor group, although mostly not to the extent to affect the perception of tranquillity, as demonstrated by the assessment of tranquillity following the Natural Tranquillity Method in **Appendix 15E** of this chapter.

15.6.256 Tranquillity within this receptor group would not change noticeably from existing conditions.

15.6.257 These changes to the environment for users of receptor group 15 (Sizewell Belts) would affect their recreational amenity. Overall, effects would be beneficial due to improvements to recreational resources including the creation of new footpaths and bridleways, although there would be some adverse effects due to visibility of and noise from the proposed development. The overall impacts would be of medium scale and would affect an intermediate extent of the area. The impact on users would be of medium magnitude and taking into consideration the high sensitivity of receptors, would result in a major beneficial effect **(significant)**.

iii. Long distance linear recreation routes

15.6.258 Long distance linear recreation routes are assessed to have effects below significant and are assessed in **Appendix 15G** of this chapter.

iv. Dark Sky Discovery Sites

15.6.259 Dark Sky Discovery Sites are assessed to have effects below significant and are assessed in **Appendix 15G** of this chapter.

v. Inter-relationship effects

15.6.260 The amenity and recreation assessment of operation effects of the proposed development has considered the impacts due to changes in views, noise, lighting, air quality and traffic on receptors, and no further inter-relationship effects have been identified.

15.7 Mitigation and monitoring

15.7.1 Where possible, mitigation measures have been proposed where a significant effect is predicted to occur. Primary and tertiary mitigation measures which have already been incorporated within the design of the proposed development are detailed in **section 15.5** of this chapter.

15.7.2 The assessment within this chapter has concluded that there are expected to be the following significant adverse effects during the construction phase:

- Long-term major adverse effects on users of receptor groups 11 Minsmere South, 12 Minsmere to Sizewell Coast, 13 Northeast Site, 14 Northwest Site and 15 Sizewell Belts.
- Long-term major adverse effects on users of Suffolk Coast Path, Sandlings Walk and the future England Coast Path long distance walking routes.
- Long-term moderate adverse effects on users of receptor groups 5 Westleton Walks and Dunwich Heath, 7 RSPB Minsmere, Receptor 8 Dunwich to Minsmere Coast, 10 Eastbridge and Leiston Abbey, 16 North of Leiston, and 19 Aldringham Common and The Walks.

15.7.3 The assessment within this chapter has concluded that there are expected to be the following significant adverse effects during the operational phase:

- Permanent major adverse effects on users of receptor group 13 Northeast Site.
- Permanent moderate adverse effects on users of receptor group 12 Minsmere to Sizewell Coast.

15.7.4 The assessment within this chapter has concluded that there are expected to be the following significant beneficial effects during the operational phase:

- Permanent major beneficial effects on users of receptor groups 14 Northwest Site and 15 Sizewell Belts.

15.7.5 No further mitigation or monitoring measures are proposed to reduce or avoid significant effects for amenity and recreation receptors. Measures to keep recreational routes open, provide alternative routes and diversions, provide additional and improved recreational resources, and minimise effects due to changes in noise, air quality, views, traffic and people during construction and operation set out in **section 15.5** of this chapter are considered to provide a thorough and appropriate plan of mitigation.

15.7.6 The only permanent residual adverse significant effects, once primary and tertiary mitigation has been taken into account, would be for users of receptor groups 13 Northeast Site and 12 Minsmere to Sizewell Coast. These effects would be due to changes in noise and views, and due to closure of a section of permissive footpath and the diversion of Sandlings Walk within Goose Hill. They would be in the context of significant beneficial effects on users of receptor groups 14 Northwest Site and 15 Sizewell Belts due to the provision of new recreational resources.

15.7.7 In addition to the benefits within receptor groups 14 Northwest Site and 15 Sizewell Belts which are described in **section 15.6**, new areas of Open Access Land, a car park and a surfaced footpath and informal footpaths will be provided within Aldhurst Farm habitat creation area in accordance with discharged condition 25 of SCDC planning permission reference DC/14/4224/FUL in advance of construction. Although the public access will be created under a separate planning permission to the DCO, it would not have been provided without the DCO, and will provide a new recreational resource for people who may be affected by the proposed development during the construction and operational phases, helping to mitigate impacts.

15.7.8 It is considered that the proposed mitigation is appropriate and in accordance with paragraph 5.10.24 of National Policy Statement for Energy (EN-1) (Ref. 8.2) which states that "*The IPC should expect applicants to take appropriate mitigation measures to address adverse effects on … rights of way*".

15.8 Residual effects

15.8.1 The following tables (**Table 15.11** and **Table 15.12**) present a summary of the amenity and recreation assessment. They identify the receptor/s likely to be impacted, the level of effect and, where the effect is deemed to be significant, the tables include the mitigation proposed and the resulting residual effect.

15.8.2 Given that no specific secondary mitigation measures have been identified in relation to amenity and recreation effects, the residual effects are the same as those identified within **section 15.6** of this chapter, which were based on the inclusion of both primary and tertiary mitigation.

15.8.3 It should be reiterated that not all such effects would be adverse and some would be beneficial.

15.8.4 The potential for significant effects from the proposed off-site developments (off-site sports facilities at Leiston, fen meadow compensation sites south of Benhall and east of Halesworth and, if required, the marsh harrier habitat improvement area west of Westleton) have been screened out of the assessment, refer to **Appendix 15J** of this chapter.

Table 15.11: Summary of effects for the construction phase

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Sizewell B relocated facilities works during Phase 0					
Overall effect on users of the Suffolk Coast Path	Changes to views and noise	Measures set out within the Outline Construction Environmental Management Plan submitted with the Sizewell B relocated facilities planning application to minimise construction disturbance.	Minor-negligible adverse effect **(not significant)**.	None required	Minor-negligible adverse effect **(not significant)**.
Overall effects on users of Sandlings Walk			Moderate-minor adverse effect **(not significant)**.		Moderate-minor adverse effect **(not significant)**.
Overall effects on users of Bridleway 19			Moderate-minor adverse effect **(not significant)**.		Moderate-minor adverse effect **(not significant)**.
Nursery Covert, Reckham Pits Wood, Rookyard Wood and Leiston Common recreational resources			Minor adverse effect (**not significant**).		Minor adverse effect (**not significant**).
Sizewell Common/ the Walks			Negligible effect (**not significant**).		Negligible effect (**not significant**).

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Goose Hill			Minor adverse effect (**not significant**).		Minor adverse effect (**not significant**).
Sizewell Beach			Minor-negligible adverse effect (**not significant**).		Minor-negligible adverse effect (**not significant**).
Receptors within the wider area who have potential to be affected by additional road traffic.	Increase in road traffic		Negligible effect (**not significant**).		Negligible effect (**not significant**).
Main development site construction (including the Sizewell B relocated facilities works from Phase 1 onwards).					
Receptor groups					
Receptor A: Reydon and Wangford	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor B: Dunwich Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor C: Wenhaston	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor D: Dunwich Forest to A12	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor E: Halesworth	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor F: Walpole	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor G: Saxmundham to	Limited or	See section 15.5	Negligible neutral effect (**not**	None required	Negligible neutral

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Framlingham	no impact		**significant**)		effect (**not significant**)
Receptor H: Campsea Ashe	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor I: Tunstall Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor J: Alde Estuary to Tunstall Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor K: Orford Ness	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor L: Sternfield	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor M: Periphery of Saxmundham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor N: Saxmundham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 1: Southwold Promenade and Pier	Views of constructio n	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 2: Southwold Common and Harbour	Views of constructio n	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 3: Walberswick and Dingle Marshes	Views of constructio n	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 4: Middleton, Westleton and	Views of constructio n. Noise.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not**

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Darsham	Traffic. Tranquillity.				**significant**)
Receptor 5: Westleton Walks and Dunwich Heath	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 6: South of Westleton	Views of constructio n. Noise. Tranquillity.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Receptor 7: RSPB Minsmere	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 8: Dunwich to Minsmere Coast	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 9: Theberton and Knodishall Green	Views of constructio n. Noise. Traffic.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Receptor 10: Eastbridge and Leiston Abbey	Views of constructio n. Noise. Traffic. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 11: Minsmere South	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
Receptor 12: Minsmere to Sizewell Coast	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
Receptor 13: Northeast Site	Resources unavailable for use	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
					)
Receptor 14: Northwest Site	Some resources unavailable for use. Views of constructio n. Noise. Traffic. People. Tranquillity.	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
Receptor 15: Sizewell Belts	Some resources unavailable for use. Views of constructio n. Noise. People. Tranquillity.	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
Receptor 16: North of Leiston	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 17: Leiston	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Receptor 18: Knodishall and Aldringham	Views of constructio n. People.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Receptor 19: Aldringham Common and The Walks	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 20: Sizewell to Thorpeness Coast	Views of constructio n. Noise. People. Tranquillity.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Receptor 21: North	Views of constructio	See section 15.5	Negligible neutral effect (**not**	None required	Negligible neutral

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Warren/South Warren	n. People.		**significant**)		effect (**not significant**)
Receptor 22: Thorpeness to Aldeburgh Coast	Views of constructio n. People.	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 23: Aldeburgh	People	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 24: Offshore	Views of constructio n. Noise. Craft may need to avoid areas or constructio n vessels.	See section 15.5	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Long distance linear recreation routes					
Suffolk Coast Path and the future England Coast Path	Diversions. Views of constructio n. Noise. Traffic. People. Tranquillity.	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
Sandlings Walk	Diversions. Views of constructio n. Noise. Traffic. People. Tranquillity.	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)
National Cycle Route 1	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Regional Cycle Route 41	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Regional Cycle Route 42	Diversion. Views of constructio n. Noise.	See sections 15.5 and 15.6	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)

Receptor	Potential Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
	Traffic. People. Tranquillity.				
Dark Sky Discovery Sites					
Westleton Common Dark Sky Discovery Site	Sky glow. Tranquillity.	See section 15.5	Moderate-minor adverse effect (**not significant**)	None required	Moderate-minor adverse effect (**not significant**)
Haw Wood Farm and Suffolk Coast NNR, Walberswick Dark Sky Discovery Sites	Sky glow	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)

Table 15.12: Summary of effects for the operational phase

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
Main development site operation (including Sizewell B relocated facilities)					
Receptor groups					
Receptor A: Reydon and Wangford	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor B: Dunwich Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor C: Wenhaston	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor D: Dunwich Forest to A12	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor E: Halesworth	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor F: Walpole	Limited or no	See section	Negligible neutral effect	None	Negligible neutral effect

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
	impact	15.5	(**not significant**)	required	(**not significant**)
Receptor G: Saxmundham to Framlingham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor H: Campsea Ashe	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor I: Tunstall Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor J: Alde Estuary to Tunstall Forest	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor K: Orford Ness	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor L: Sternfield	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor M: Periphery of Saxmundham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor N: Saxmundham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 1: Southwold Promenade and Pier	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 2: Southwold Common and Harbour	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 3: Walberswick and Dingle Marshes	Limited or no impact	See section 15.5	Negligible neutral effect	None required	Negligible neutral effect

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
			(**not significant**)		(**not significant**)
Receptor 4: Middleton, Westleton and Darsham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 5: Westleton Walks and Dunwich Heath	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 6: South of Westleton	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 7: RSPB Minsmere	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 8: Dunwich to Minsmere Coast	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 9: Theberton and Knodishall Green	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 10: Eastbridge and Leiston Abbey	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 11: Minsmere South	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 12: Minsmere to Sizewell Coast	Views of operational power station. Noise.	See section 15.5	Moderate adverse effect (**significant**)	None proposed	Moderate adverse effect (**significant**)
Receptor 13: Northeast Site	Permissive path permanently closed. Views of operational power station.	See sections 15.5 and 15.6	Major adverse effect (**significant**)	None proposed	Major adverse effect (**significant**)

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
	Noise.				
Receptor 14: Northwest Site	New recreational resources. Improved landscape setting. Bridleway on Lover's Lane permanently closed. Views of operational power station.	See sections 15.5 and 15.6	Major beneficial effect (**significant**)	None proposed	Major beneficial effect (**significant**)
Receptor 15: Sizewell Belts	New and improved recreational resources. Improved landscape setting. Views of operational power station. Noise.	See sections 15.5 and 15.6	Major beneficial effect (**significant**)	None proposed	Major beneficial effect (**significant**)
Receptor 16: North of Leiston	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 17: Leiston	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 18: Knodishall and Aldringham	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 19: Aldringham Common and The Walks	Views of operational power station. Noise.	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 20: Sizewell to Thorpeness Coast	Views of operational power station	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 21: North Warren/South Warren	Limited or no impact	See section 15.5	Negligible neutral effect (**not**	None required	Negligible neutral effect (**not**

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
			significant)		**significant**)
Receptor 22: Thorpeness to Aldeburgh Coast	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 23: Aldeburgh	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Receptor 24: Offshore	Views of operational power station. Noise. Craft may have to divert slightly to avoid offshore operational works.	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Long distance linear recreation routes					
Suffolk Coast Path and the future England Coast Path	Diversions. Views of operational power station. Noise.	See sections 15.5 and 15.6	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
Sandlings Walk	Diversions. Views of operational power station. Noise.	See sections 15.5 and 15.6	Minor adverse effect (**not significant**)	None required	Minor adverse effect (**not significant**)
National Cycle Route 1	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Regional Cycle Route 41	Limited or no impact	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Regional Cycle Route 42	Diversion. Views of operational power station.	See sections 15.5 and 15.6	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)
Dark Sky Discovery Sites					
Westleton Common Dark Sky Discovery Site	Sky glow. Tranquillity.	See section 15.5	Negligible neutral effect	None required	Negligible neutral effect

Receptor	Impact	Primary Or Tertiary Mitigation	Assessment Of Effects	Additional Mitigation	Residual Effects
			(**not significant**)		(**not significant**)
Haw Wood Farm and Suffolk Coast NNR, Walberswick Dark Sky Discovery Sites	Sky glow	See section 15.5	Negligible neutral effect (**not significant**)	None required	Negligible neutral effect (**not significant**)

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