



The Sizewell C Project

6.3 Volume 2 Main Development Site Chapter 15 Amenity and Recreation Appendices 15A - 15J Part 2 of 3

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APPENDIX B: 2015 SIZEWELL C RSPB MINSMERE VISITOR SURVEYS

Please note that the red line boundary used in the figures within this document was amended after this document was finalised, and therefore does not reflect the boundaries in respect of which development consent has been sought in this application. However, the amendment to the red line boundary does not have any impact on the findings set out in this document and all other information remains correct.

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1. INTRODUCTION

1.1 General

- 1.1.1 This is a draft final report of a two-phase questionnaire survey of visitors to Minsmere – the RSPB’s nature reserve located just north of the proposed Sizewell C nuclear power station. The report combines the findings of the first and second phases conducted on the 14th and 15th August 2015 and the 13th and 14th November 2015, hereafter referred to as the ‘2015 Minsmere survey’.
- 1.1.2 At the Sizewell C Habitats Regulations Assessment (HRA) Stakeholder Workshop on 3rd March 2015, where the results of the main visitor survey carried out at different locations in 2014 were presented and discussed, the RSPB and Suffolk County Council representatives suggested that it would be helpful to better understand where visitors likely to displace specifically *from* Minsmere during the construction period, would displace to. Their concern was whether visitors are likely to be displaced from Minsmere and, if so, whether the displaced visitors (most of whom would be expected to be avid birdwatchers) would seek out bird watching sites elsewhere of a similar ecological quality so potentially increasing visitor pressures on other parts of the European protected sites (Natura 2000 Sites) in other areas. EDF Energy therefore agreed to undertake surveys at two additional survey points within the Minsmere reserve in 2015, at locations agreed with the RSPB.
- 1.1.3 The 2015 questionnaire survey at Minsmere provides additional visitor survey information to that of the main survey of visitors at outdoor informal recreation resources including Public Rights of Way (PRoW), open access land and car parks connecting to access routes and areas in the vicinity of the proposed Sizewell C nuclear power station, which was carried out at seven survey locations in August and November 2014 (see final report ‘SZC Access Visitor Surveys 2014’, EDF Energy February 2016), hereafter referred to as the ‘main 2014 survey’. In the main 2014 survey a combination of observation and questionnaire surveys were used.
- 1.1.4 The RSPB were able to supply us with their winter 2013-2014 ‘Your Opinions Matter’ questionnaire survey data collected by them at the Visitor Centre. This indicated that some 63% of their visitors come from home (14% from within 10 miles/16km and 49% from beyond 10 miles/16km) – most of whom we might therefore assume would already be familiar with the other bird watching sites in the area. 77% of their visitors had been before and 88% and 86% stated that they would be watching for birds and taking a walk/following a trail respectively. 60% of visitors were over the age of 45, 91% arrived by car and 29% were on holiday. Given that information and that the range of observable user activities was limited at Minsmere, being principally bird watching, compared to a broader range of activities at the main 2014 survey locations, there was little merit in our undertaking to complete an observation survey of visitors at a specific location within the reserve. As a consequence, only questionnaire surveys were undertaken in 2015 at Minsmere.

1.2 Structure of Report

- 1.2.1 A description of the methodology is provided in Section 2 and the results of the questionnaire survey in Section 3.
- 1.2.2 Table and Figure numbers correspond to Table and Figure numbers in the main 2014 survey report for ease of cross referencing between the two reports. Where there is a gap in sequential Table or Figure numbering in this report it is because this report does not address the issue covered by the corresponding Table or Figure in the main 2014 survey report (e.g. this report does not include Tables or Figures reporting on observation survey results).

2. METHODOLOGY

2.1 General

- 2.1.1 The full methodology that was adopted for the main 2014 survey (and replicated for the 2015 questionnaire survey at Minsmere) is set out in Sizewell C Project HRA Evidence Plan: Disturbance Due to Potential Increase in Recreational Pressure report (ref SZC-EP-W4-002) (EDF Energy October 2014).
- 2.1.2 A meeting was held with the RSPB on 15 July 2015 where the method was agreed including survey dates and timings, target survey numbers, survey point locations, that the questionnaires, supporting maps, drawings, description of works would be as used for the main 2014 survey in order to ensure consistency, and that the results would be presented in a separate report and not incorporated into the main 2014 survey report.
- 2.1.3 As described in Section 2 of the main 2014 survey report (EDF Energy February 2016), the study area for the visitor surveys was based on the following zones of potential influence around the Sizewell C Indicative Main Development Site as shown on Figure 01:

- Zone of Physical Change (defined by a 2km buffer around Indicative Main Development Site)

The potential effects on PRow and access areas are likely to occur within approximately 2km of the Indicative Main Development Site defined as the Zone of Physical Change. This includes potential PRow closures and the location of diverted or newly created routes. The RSPB Minsmere is located partly within the Zone of Physical Change and partly within the Displacement Zone, and its coverage in relation to the European site and RAMSAR designations can be seen on the inset of Figure 01.

- Displacement Zone (defined by 8km buffer around the Indicative Main Development Site)

Research and field based questionnaires identified that the approximate median¹ distance likely to be travelled by people to reach a location for recreational activities is 8km. This was defined through review of selected published reports on recreational visitor surveys in landscapes of a similar type to that within the area around the SZC site, in particular either heathland landscapes or estuary landscapes associated with European habitat designations, including SPA and SAC designations. The evidence base for this is set out in the Sizewell C Proposed Nuclear Development HRA Evidence Plan Volume II (of II), Appendix 3.5 SZC-EP-W4-002 Disturbance due to potential increase in recreational pressure (EDF Energy October 2014). 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 areas within the Indicative Main

¹ The mid-point of the data collected

Development Site during construction and operation of Sizewell C. The Displacement Zone captures a number of settlements which have been used to define the Buffer Zone (see below).

- Buffer Zone (defined by 8km buffer around settlements within the Displacement Zone)

This zone defines the geographic extent around settlements within the Displacement Zone that people may be displaced to as a result of changes to PRoW and access areas or about the SZC development within the Indicative 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 a recreational resource may, therefore, potentially be displaced up to 8km away from Sizewell C to use an alternative recreational resource.

The outer edge of the Buffer Zone defines the extent of the study area (which was confirmed as appropriate by the 2014 surveys) and this extends to between approximately 12.5km and 17km from the Sizewell C Indicative Main Development Site.

- 2.1.4 In 2014 surveys were undertaken at the following seven survey points locations that were agreed with the Rights of Way officers and the HRA Evidence Plan Working Group (see Figure 01), and are described in detail in the main 2014 survey report (EDF Energy February 2016):
- Point 1 Aldringham Walks within Sandlings SPA
 - Point 2 Bridleway 19
 - Point 3 Kenton Hills car park
 - Point 4 Dunwich Heath National Trust car park
 - Point 5 Eastbridge – Minsmere Sluice path
 - Point 6 Suffolk Coastal Path intersect with Sandlings Walk
 - Point 7 Sizewell Beach car park
- 2.1.5 Two survey points were used for the 2015 Minsmere survey within the RSPB Minsmere nature reserve, as agreed with the RSPB. These are also shown on Figure 01.
- Bench outside Bittern Hide (on Friday 14th August and Saturday 14th November), hereafter referred to as 'Bittern Hide'.
 - Bench outside the Wildlife Lookout beside the West Scrape (on Saturday 15th August and Friday 13th November), hereafter referred to as 'Wildlife Lookout'.

2.2 Visitor Survey Methodology

a) Questionnaire Survey

- 2.2.1 The same questionnaire as that used in the main 2014 survey was used in the 2015 Minsmere survey. This comprised 11 questions, with the first six focussed to elicit key information on recreational activity, should respondents not wish to complete the full questionnaire.
- 2.2.2 The questions were designed to establish the type of visitor, the nature of the activity they were undertaking and the reasons why they had chosen that location, as opposed to elsewhere. Importantly, the early questions also sought to establish if the respondent would prefer to avoid Sizewell C during construction, based on an understanding of the project, where else they would be likely to go or how far they would be prepared to travel, and whether they walked a dog (including on or off the lead), both at the survey location and elsewhere.
- 2.2.3 The target to collect a total of 70-100 surveys over the two phases at Minsmere was agreed with the RSPB. The sample size had to be large enough to give confidence that the responses would reliably reflect the views and activities of the particular user population of Minsmere. There also had to be sufficient numbers gathered to

allow for some sub-sample analyses to be made relatively free from the effects of small sample sizes (i.e. of less than 100 responses)².

- 2.2.4 The majority of the questionnaires were completed 'in situ' in the field. However, as the questionnaire was also designed for self-completion, any visitors not wishing to stop could take a copy and a self addressed envelope for it to be returned to the EDF Energy office in Leiston.
- 2.2.5 Surveyors were provided with an explanatory note to verbally describe the extent and duration of the construction phase for Sizewell C in a consistent manner. The wording of the explanatory note was extensively debated with the HRA Evidence Plan working group and the local planning authority and Rights of Way officers. It is considered that the verbal description will have provided appropriate context for the visitor surveys, in terms of the likely nature and scale of the Sizewell C development.
- 2.2.6 The surveyors also referred the respondents to an aerial photograph and OS map of the Indicative Main Development Site attached to the questionnaire, which clearly showed the scale and extent of the proposed construction zone.
- 2.2.7 The questionnaire, explanatory text and maps are included in Appendix A.

b) Detailed Survey Methodology

- 2.2.8 Further details of the main survey methodology were as follows:
- The aim was to collect as many responses as practically possible from each set of surveys per day per location.
 - The questionnaire survey sessions at Minsmere lasted 7 hours (10am – 5pm) during the August surveys and 6 hours (10am – 4pm) during the November surveys, on a week day and a weekend day. Relevant welfare facilities were available including mobile telephones and water.
 - Weekend days and week days were covered to help identify any differences in user activity.
 - The RSPB Minsmere survey points were surveyed over two days (one weekend and one week day) in August and again for two days in November 2015.
 - A large scale OS base map was held by each of the surveyors to, for example, help people identify where else they might go to recreate if they were displaced.
 - Protection was provided from harsh weather conditions to encourage people to complete the full survey.

² Moser C A. and Kalton G. (1979) Survey Methods in Social Investigations. Heinemann, London

The Survey Points at Minsmere (see Figure 01 for plan of locations)

Bittern Hide

Grid ref TM 46988 66824



Wildlife Lookout)

Grid ref TM47288 66813



2.3 Assessment of the methodology in practice

a) Survey Conditions

- 2.3.1 The 2015 August survey at Minsmere was timed to coincide with the assumed annual period of peak use i.e. in the school summer holiday. Recording sessions were completed on the 14th and 15th as shown in Table 2. A total of two surveyors were deployed. The November survey gathered data during the low season, such that in combination with the August data, a reasonable picture of use in opposite seasons was obtained.
- 2.3.2 The Met Office described August 2015 as an often unsettled month with periods of heavy rainfall in some areas (as it was in August 2014). On the August 2015 survey dates temperatures averaged 18°C at 09.00 to 20°C at mid-day and 19°C at 18.00 and the weather was dry. The Met Office described November 2015 as a generally mild month with an often humid south-westerly flow bringing cloudy conditions. On the 13th and 14th November survey dates temperatures averaged 9°C at 09.00 and 10°C at 15.00 though a stiff wind made it feel cooler and there was light drizzle over lunchtime on both days.

b) Questionnaire Survey

- 2.3.3 A total of 81 questionnaires were completed in August 2015, exceeding the original minimum combined target of 70. A further 52 questionnaires were completed in November, giving a total of 133 for August and November which exceeds the target of 70-100 surveys over the two phases agreed with RSPB. Following a verbal introduction from the surveyors (using the wording of the explanatory note and the two maps) most people were able to fill in the questionnaire on their own. Four people returned a survey using the stamped addressed envelopes.

Table 2: Completed questionnaire survey schedule for Minsmere 2015

	1. Bittern Hide	2 Wildlife Lookout
August Weekend		
10.00-13.00		Sat 15th AM/SG
14.00-17.00		Sat 15th AM/SG
August Weekday		
10.00-13.00	Fri 14th AM/SG	
14.00-17.00	Fri 14th AM/SG	
November Weekend		
10.00-13.00	Sat 14 th AM/SG	
14.00-16.00	Sat 14 th AM/SG	
November Weekday		
10.00-13.00		Fri 13 th AM/SG
14.00-16.00		Fri 13 th AM/SG

Initials AM/SG identify who carried out the survey

3. QUESTIONNAIRE SURVEY RESULTS

3.1.1 This section presents the results of the of the RSPB Minsmere surveys completed in August and November 2015 in the sequence of questions as they were set out in the questionnaire.

3.1.2 A total of 133 questionnaires were completed and have been analysed as one sample and also as the following sub-samples for residents or holiday makers, variation in the use of routes and displacement:

- Locals living within the 8km Displacement Zone.
- Locals living beyond the 8km Displacement Zone at postcodes within East Anglia.
- Holiday makers.

3.1.3 A total sample of more than 100 was gathered over both phases for the Minsmere survey so this is considered large enough to draw generalisations from for a survey of this kind (intended to reflect the views and activities of a user population rather than the socio-economic profile of the general population) and is also therefore considered to be sufficient to add to the already robust evidence base of the main 2014 survey to help inform the impact assessment.

Q1: Where do you live/where are you staying

3.1.4 Almost half the respondents at the two Minsmere survey points stated they were on holiday (49%) and 46% stated they were visiting from home of whom only 3% came from home locations within 8kms of the Indicative Main Development Site. These basic figures were interrogated further to assess the approximate distance people had travelled that day to get to the survey points (Table 10).

Table 10: Approximate distance travelled to get to survey points in RSPB Minsmere

Visitor type	Aug n	%	Nov n	%	Combined	%
Local within 8km*	2	3%	2	4%	4	3%
Local beyond 8km**	35	43%	22	42%	57	43%
Holiday maker***	38	47%	27	52%	65	49%
No response	6	7%	1	2%	7	5%
Total	81	100%	52	100%	133	100%

* Home postcode is IP15/16/17 (Aldeburgh, Leiston, Saxmundham) within 8km Displacement Zone

** Home postcode beyond the 8km Displacement Zone but within East Anglian counties

*** Stated on questionnaires as such and/or with home postcode beyond the East Anglian Counties

3.1.5 The distribution of residential locations based on home postcode data for all respondents is shown on Figures 03A and 03B. Two plans have been produced at

different scales so that it can be seen where respondents live within the Displacement Zone (Figure 03A), and where all respondents live (Figure 03B). The figures illustrate that most visitors to the survey locations at RSPB Minsmere are not locals. There is a scattering within the eastern side of East Anglia, and the rest are spread more widely, but most from within the south and south east of England. This pattern was the same for the separate August and November 2015 phases of the RSPB Minsmere survey but different to that of the main 2014 survey when only 25% were holiday makers and 49% were local coming from within 8kms (see Table 10 and Figures 03A and 03B of the main 2014 survey (EDF Energy February 2016)).

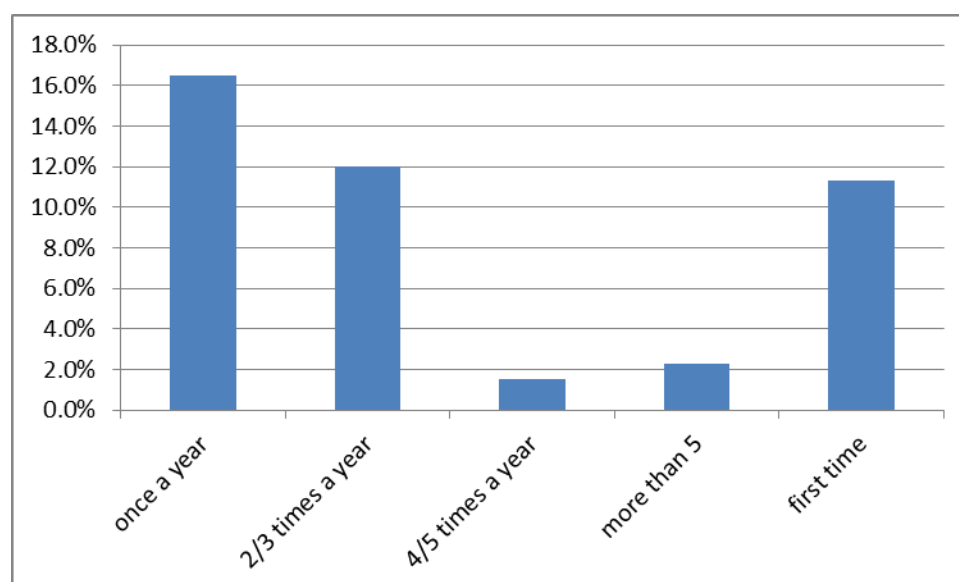
- 3.1.6 The distribution of locations where holiday makers were staying and, for all other respondents, where they live is shown on Figure 04. It illustrates that a high proportion of holiday makers are based within the Displacement and Buffer Zones.
- 3.1.7 The 48 respondents who stated themselves specifically as holiday makers visiting Minsmere named 26 different places where they were staying with 76% of locations lying within the study area (13% within the Zone of Physical Change, 38% within the Displacement Zone and 25% within the Buffer Zone).

Q1b: If you are on holiday, how often do you visit this area?

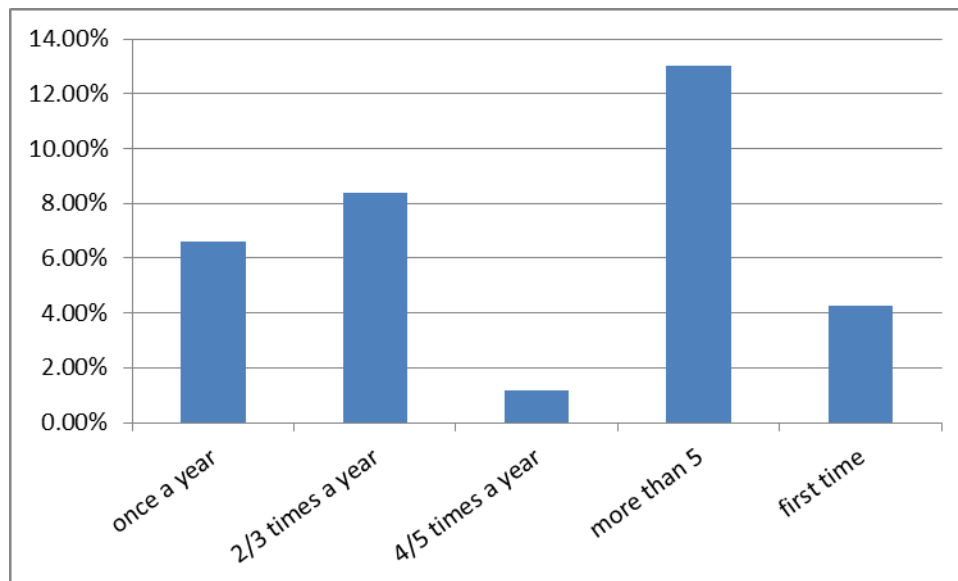
- 3.1.8 Only 4% of the holiday makers at Minsmere visited the area more than 4 or 5 times a year, compared to 12% at least 2 or 3 times a year, 17% once a year and 11% for whom this had been their first ever visit (Figure 4.1). This is a different pattern compared to the holiday makers surveyed around the Sizewell area during the main 2014 survey where 14% visited more than 4 or 5 times a year, as shown in the second graph in Figure 4.1.

Figure 4.1: If you are on holiday, how often do you visit this area?

Minsmere 2015



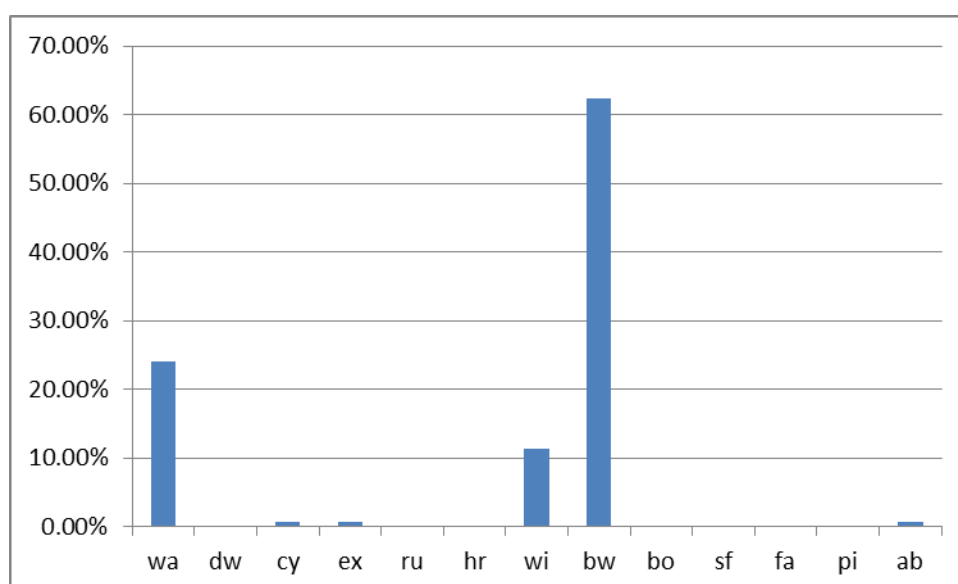
Main 2014 Survey



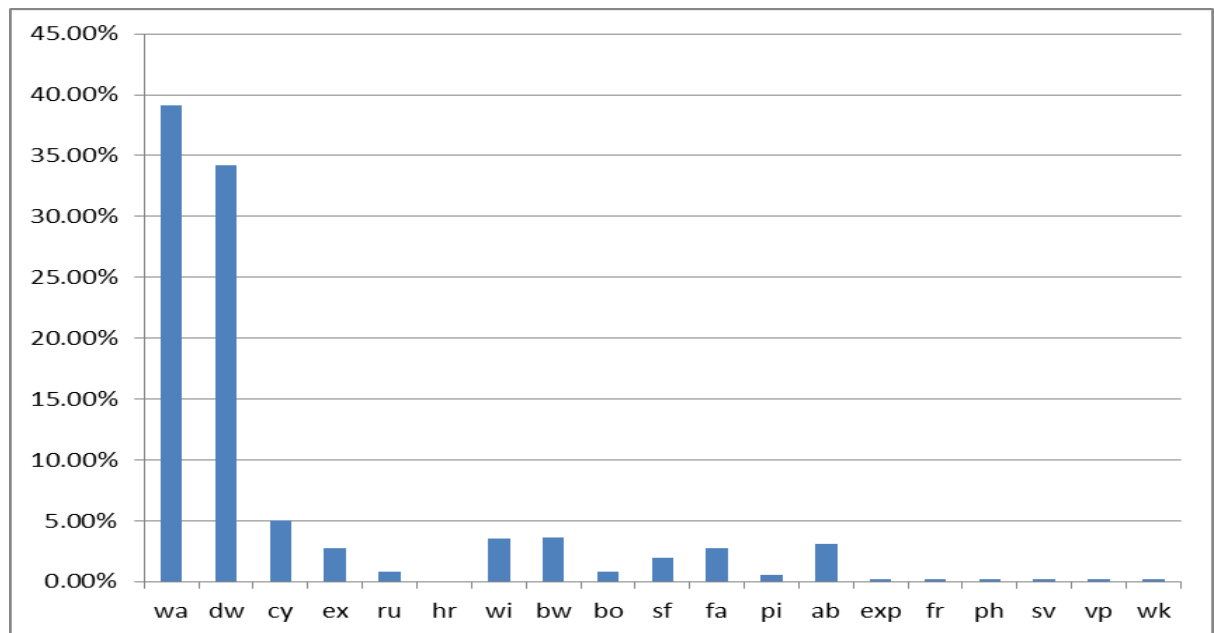
Q2: What are the main activities you will be doing here today?

Figure 4.2: Primary activities

Minsmere 2015



Main 2014 Survey

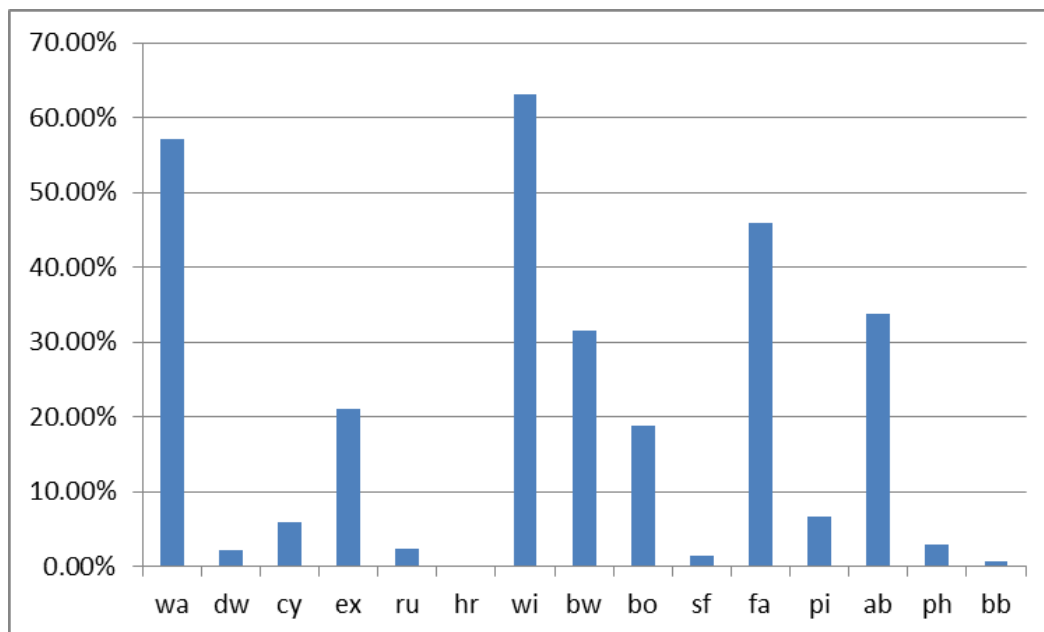


Key for Figures 4.2 and 4.3i

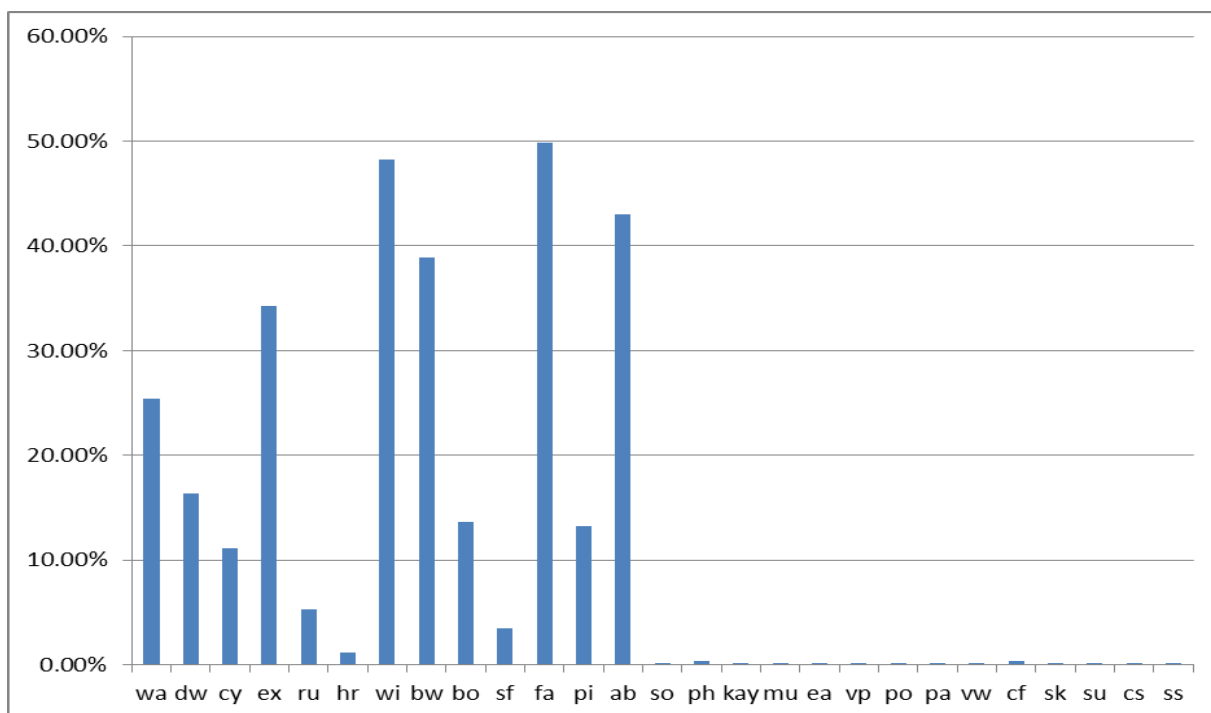
wa	walking	pi	picnicking
dw	dog walking	ab	access to beach
cy	cycling	exp	exploring
ex	exercise	fr	fungi recording
ru	running	ph	photography
hr	horse riding	sv	sea viewing
wi	enjoying wildlife	vp	visiting pub
bw	bird watching	wk	working
bo	botany	so	socialising
sf	sea fishing	kay	kayaking
fa	getting some fresh air	mu	music
ea	eating	sk	sketching
po	pottery	su	spiritual uplift
pa	paddling	cs	collecting shells
vw	view	ss	swimming in sea
cf	café	bb	body boarding

Figure 4.3i: Secondary activities

Minsmere 2015



Main 2014 Survey



- 3.1.9 The most popular primary activities at Minsmere (Figure 4.2) were not surprisingly birdwatching, walking and enjoying wildlife compared to walking and dog walking in the main 2014 survey. It should be noted that dog walking is prohibited in the core area of the Minsmere reserve but allowed on a number of the surrounding paths that lead through to the beach, woodlands and heathland around the core of the reserve.

3.1.10 At Minsmere a wide range of secondary activities were given (Figure 4.3i) with high percentages enjoying wildlife, walking, getting some fresh air, accessing the beach and bird watching. Three gave dog walking as a secondary activity. Two of these respondents started their route for the day at Dunwich Heath (one at the Cliff House Holiday Park) and so may well have walked their dogs there (or elsewhere in the locality) first before visiting Minsmere without their dogs. The third person stated they were doing a round trip from Norwich to Minsmere and back so it might be assumed that they had left the dog in the car or walked it at a different site *en route*. Accessing the beach, taking exercise and getting some fresh air were just as popular secondary activities at Minsmere as they were in the main 2014 survey.

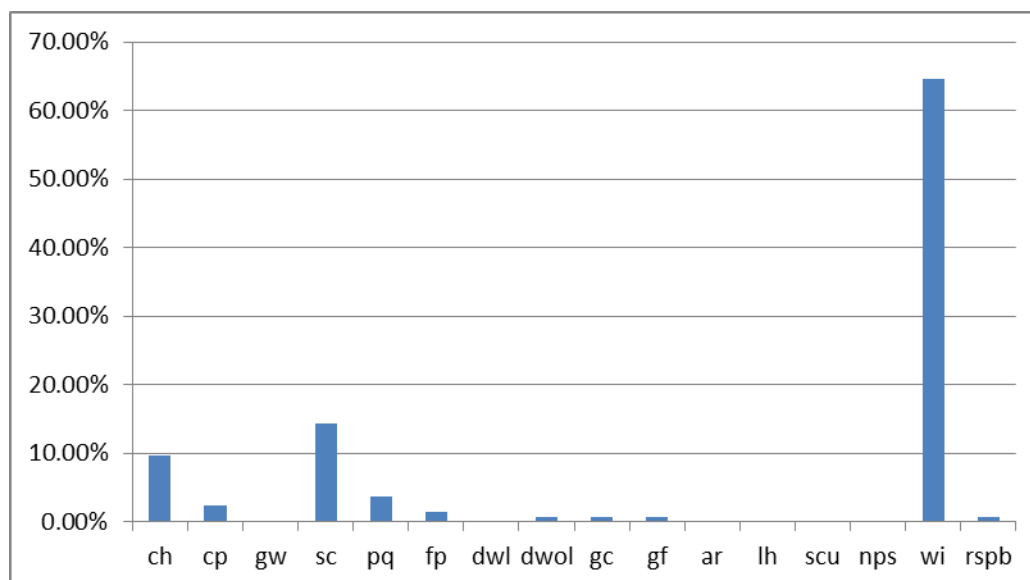
Q3: What are your main reasons for visiting this place in particular, rather than other local areas?

3.1.11 The main reasons people gave as to why they were visiting RSPB Minsmere (Figure 4.4) were because they were enjoying wildlife (65%), the scenery (14%) and it was close to home (10%). Being close to home (26%), the scenery (20%) and being able to walk a dog off the lead (16%) were the main reasons given for visiting the area around Sizewell C in the main 2014 survey.

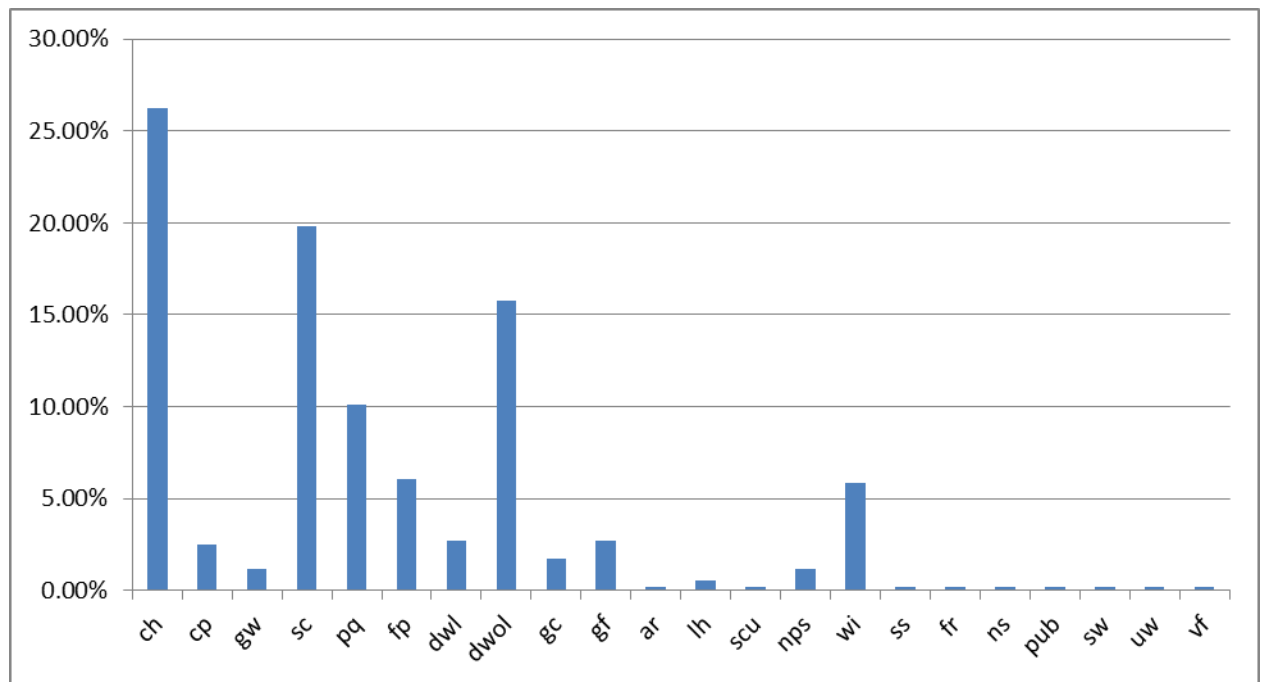
3.1.12 The secondary reasons for visiting Minsmere (Figure 4.5i) were similar but more varied (than the primary reasons) with an emphasis on the peace and quiet (53%), scenery (33%), access to the footpath network (33%) and enjoying wildlife (28%), reflecting a similar range to the main 2014 survey with the exception of dog walking and dog walking off the lead which were more frequently given reasons in the 2014 survey.

Figure 4.4: Primary reasons for visiting survey locations

Minsmere 2015



Main 2014 Survey

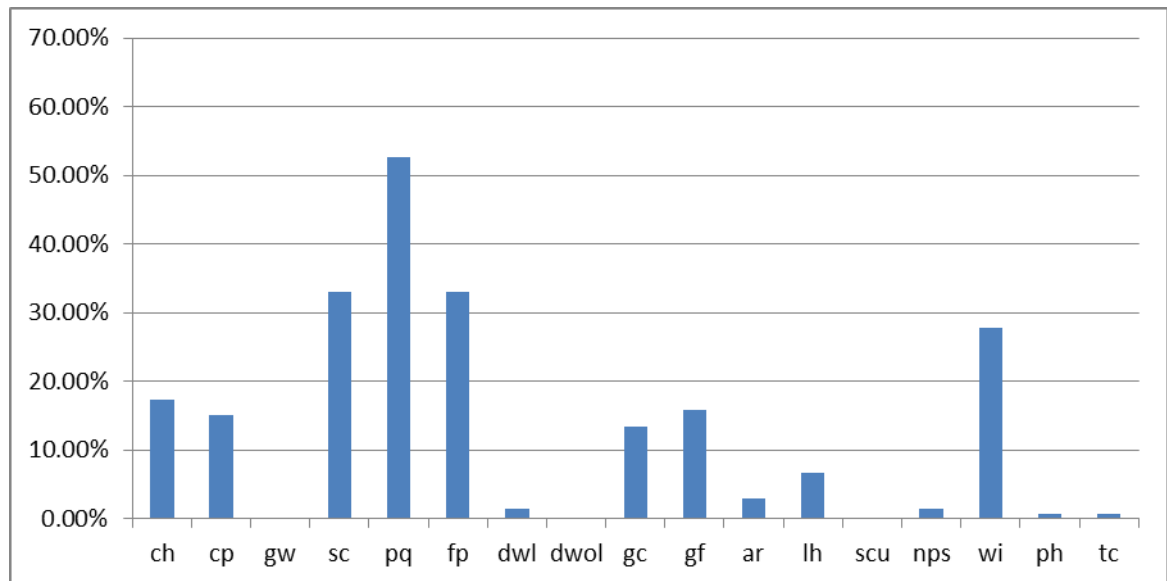


Key for Figures 4.4 and 4.5i

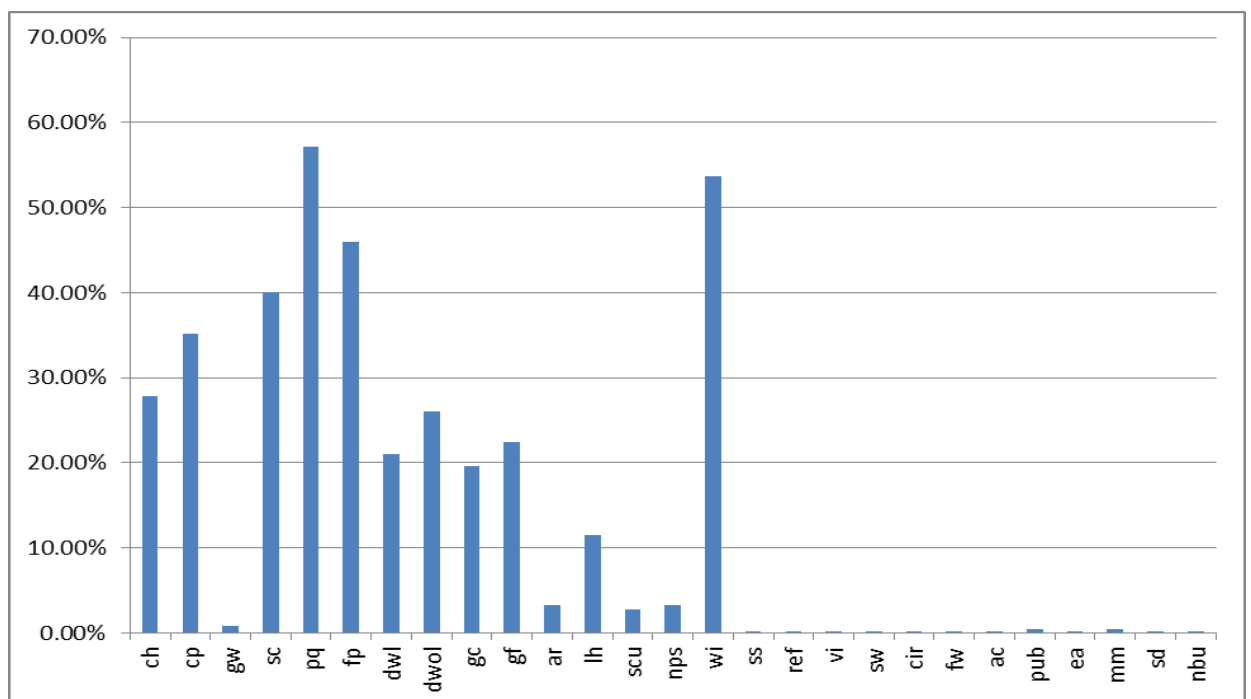
ch	close to home	ar	archaeology
cp	easy access to car parks	lh	local history
gw	going to work	scu	short cut
sc	scenery	nps	to see Nuclear Power Sation
pq	peace & quiet	wi	enjoying wildlife
fp	good access to footpath network	ref	refreshments
dwl	dog friendly – on lead	pub	pub
dwol	dog friendly – off lead	vi	visiting
gc	good for children	sw	swim
gf	good for families	fw	favourite walk
ns	no sea	ac	accommodation
ss	seaside	ea	enjoy area
fr	fungi recording	mm	memories
uw	unique walk	sd	safe for dogs
vf	visiting friends	nbu	not built up
cir	circular walk	rspb	RSPB centre
ph	photography	tc	toilet/café/shop

Figure 4.5i: Secondary reasons for visiting survey locations

Minsmere 2015



Main 2014 Survey

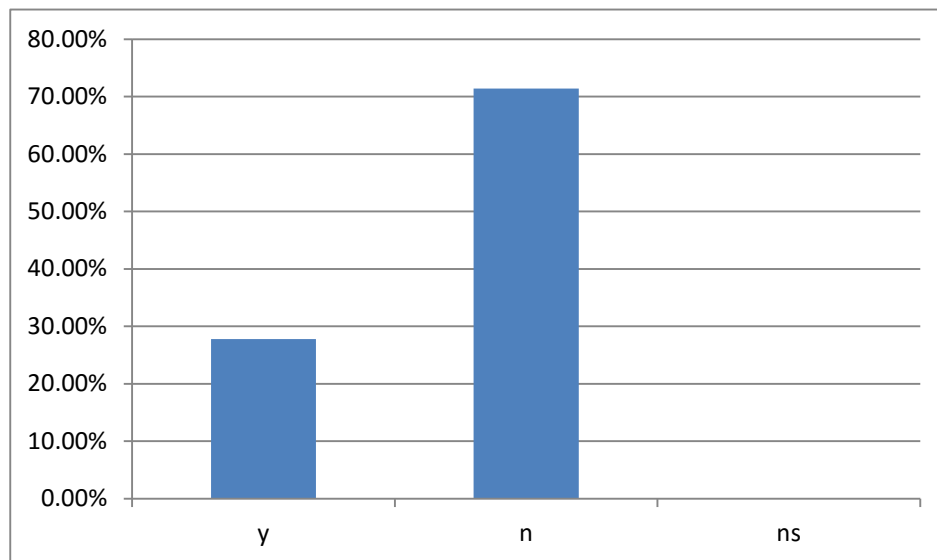


Q4a: Would you stop using the area around Sizewell C during the construction of the Nuclear Power Station?

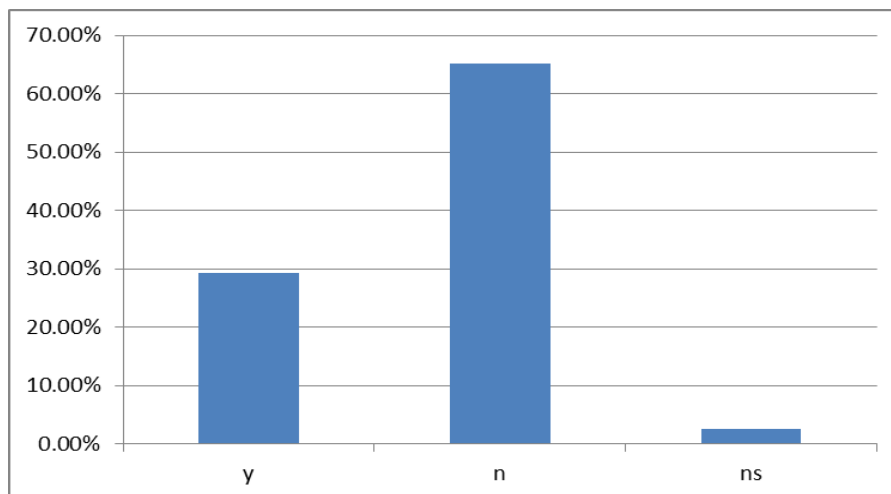
- 3.1.13 Some 71% of the 133 Minsmere respondents said that they would not stop using the area around Sizewell C during construction and 28% said they would (Figure 4.6).

Figure 4.6: Whether respondents would stop using the area around Sizewell C during construction

Minsmere 2015



Main 2014 Survey



- 3.1.14 A very similar percentage of RSPB Minsmere visitors said they would and would not stop using the area around Sizewell C during the construction phase, compared to that in the main survey of 2014 – 28% and 29% said that they would stop respectively. Of the 37 people at Minsmere (28%) who said they would be displaced, two (5%) were locals from within 8km of the Indicative Main Development Site, 15 (41%) were locals from beyond the 8km Displacement Zone, 14 (38%) were holiday makers and the rest did not give a home postcode (Table 11). The primary activities

of the people who said they *would* be displaced were bird watching, enjoying wildlife or walking.

- 3.1.15 The main reasons people at Minsmere gave as to why they would be displaced were not wanting to experience the noise, disruption and traffic impacts of the construction site, loss of habitats and disturbance to wildlife, loss of access to footpaths and damage to the landscape. The main reasons people gave in the 2014 survey were similar to those at Minsmere with the addition that they considered that their children and their dogs would be less safe in the area.

Table 11: Response of visitor types to displacement issue

Visitor type	n all respondents	% not displaced	% displaced	% not sure	% no response
Local within 8km	4	50%	50%	0%	0%
Local beyond 8km	57	74%	26%	0%	0%
Holiday makers	65	77%	22%	0%	2%
Home postcode not given	67	14%	86%	0%	0%
Total	133	71%	28%	0%	2%

Please read percentages in columns 3-6 horizontally.

Q 4b: If you would prefer to avoid the paths around the construction site:

i) Which other areas are you likely to visit instead (and why)? - all respondents

- 3.1.16 A total of 27 different sites were cited by *all* respondents to which they *might* deflect if they wish to avoid the construction zone area. Of these the most frequently mentioned (but only by 3 respondents or more) were:

- Dunwich Heath
- Aldeburgh
- Norfolk
- Southwold
- North Warren Nature Reserve
- Walberswick
- Dunwich
- Boyton
- Minsmere
- Wicken Fen

- 3.1.17 For the sub-sample of the 37 (28%) respondents who said they *would* be displaced, a total of 23 different places were cited as the alternative areas they would be most likely to visit if they wished to avoid the construction zone (Table 14). 63% (25 out of 40) of the locations those who would be displaced to lie within the study area (compared to 96% in the main 2014 survey) and 38% of the locations outside the study area.

- 3.1.18 Of these the most frequently mentioned by at least 3 respondents were:

- Aldeburgh
- Boyton
- Dunwich Heath
- Minsmere
- Norfolk

Table 14: Alternative areas those who would be displaced would be likely to visit instead

	All who would be displaced	Within or near to a SPA and/or SAC
Total Respondents	37	
Alternative areas		
Aldeburgh	6	Sandlings SPA, Alde-Ore Estuary SPA, Alde-Ore and Butley Estuaries SAC
Boyton	3	Alde-Ore & Butley Estuaries SAC, Orfordness-Shingle Street SPA, Alde-Ore Estuary SPA, Sandlings SPA
Blythburgh	1	Minsmere to Walberswick SPA/SAC
Cornwall	1	Undefined precise location
Dunwich Forest	1	Minsmere to Walberswick SPA/SAC
Dunwich	1	Minsmere to Walberswick SPA/SAC
Dunwich Heath	3	Minsmere to Walberswick SPA/SAC
Fingringhoe	1	Essex Estuaries SAC, Colne Estuary SPA
Flatford	1	Stour and Orwell Estuaries SPA
Framlingham	1	No
Hazelwood Marshes	1	Sandlings SPA, Alde-Ore Estuary SPA, Alde-Ore and Butley Estuaries SAC
Iken	1	Sandlings SPA, Alde-Ore Estuary SPA, Alde-Ore and Butley Estuaries SAC
Lakenheath Fen	1	Breckland SPA/SAC
Minsmere	3	Minsmere to Walberswick SPA/SAC
Norfolk	3	Undefined precise location
Scotland	1	Undefined precise location
Shingle Street	1	Orfordness -Shingle Street SAC
Southwold	2	Minsmere to Walberswick SPA/SAC
Sutton Heath	2	Sandlings SPA, Deben Estuary SPA
Titchwell	1	North Norfolk Coast SPA/SAC, The Wash & North Norfolk
Thorpeness	1	Sandlings SPA
Walberswick	2	Minsmere to Walberswick SPA/SAC
Wicken Fen	2	Fenland SAC
Total responses	40	

3.1.19 The distribution of these 23 displacement locations is shown on Figures 05A and 05B. It can be seen that the majority of people (28 of the 37 ie 76%) who might be

displaced (compared to 145 of the 151 ie 96% in the main 2014 survey) said that they would go to 12 locations within the study area (with one in the Zone of Physical Change, seven locations in the Displacement Zone and four in the Buffer Zone). The 11 sites beyond the study area were Cornwall, Fingringhoe, Flatford, Framlingham, Lakenheath Fen, Norfolk, Scotland, Shingle Street, Sutton Heath, Titchwell, and Wicken Fen Nature Reserve. The Minsmere survey respondents (their main interest being bird watching) were prepared to travel further afield than the main 2014 survey respondents citing 11 sites beyond the study area compared to only eight in the main survey. Of these other locations it was notable that a number were well known bird and nature reserves including RSPB Titchwell, Fingringhoe, Lakenheath Fen and Wicken Fen.

- 3.1.20 The main reasons people gave as to why they would use these alternative places were for their wildlife (6 respondents), having a similar landscape to Minsmere (5), peace and quiet (4) and good paths for walking (3).

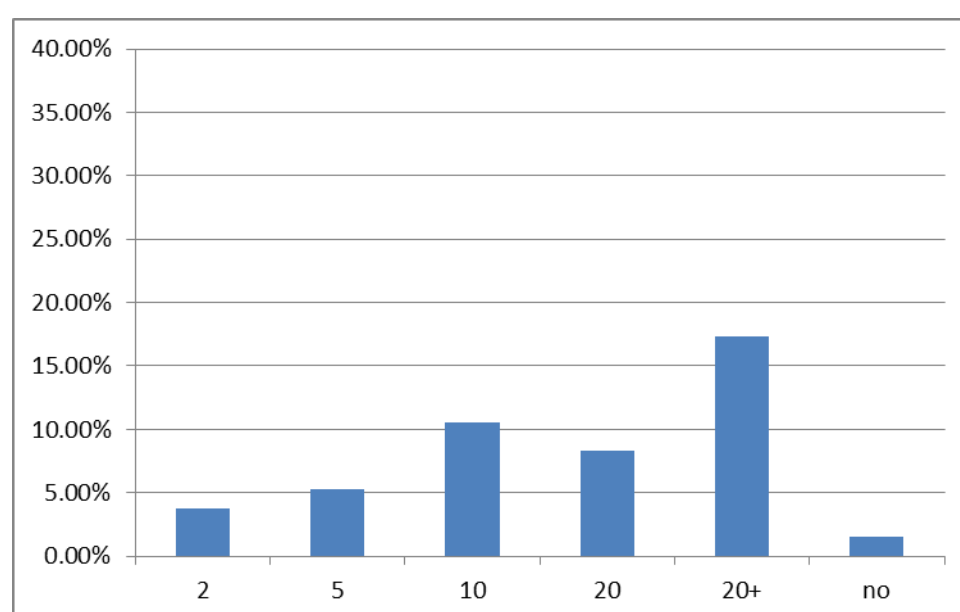
ii) How far would you be prepared to travel to alternative areas?

iii) How would you get there?

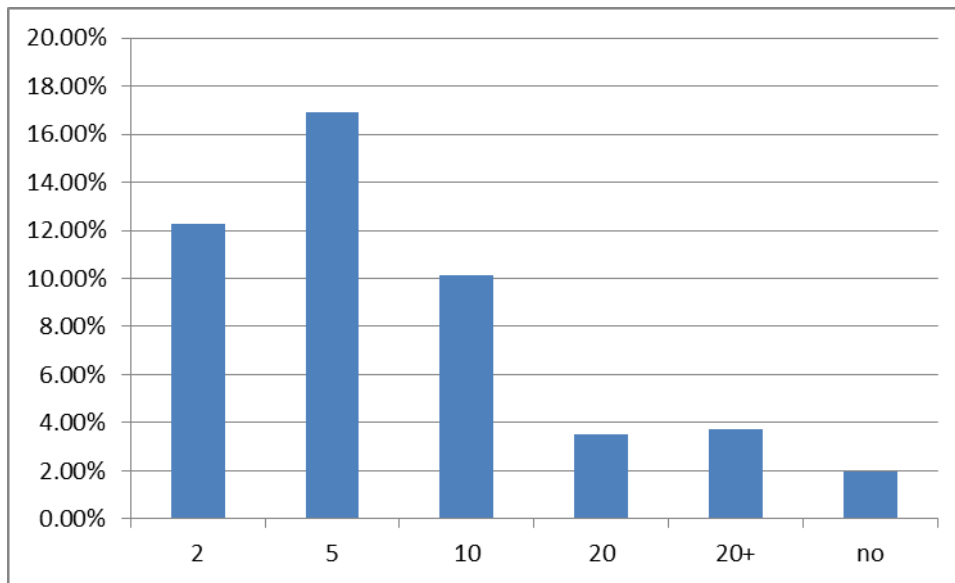
- 3.1.21 Of the Minsmere respondents who indicated they *might* want to avoid the paths around the construction zone 77% would be prepared to travel more than 5 miles (Figure 4.7) - the majority by driving, and a few on foot, by cycle or public transport (Figure 4.8) - compared to 36% in the main 2014 survey. Minsmere visitors would therefore be prepared to travel further to alternative sites than visitors to the wider area around the construction zone in the main 2014 survey and would be more likely to use their cars to do so (see second graphs in Figure 4.7 and 4.8). Among the locations cited by those willing to travel the furthest were nature reserves in Suffolk, Norfolk and Essex.

Figure 4.7: Distance in miles those likely to be displaced would be prepared to travel to alternative sites

Minsmere 2015



Main 2014 Survey

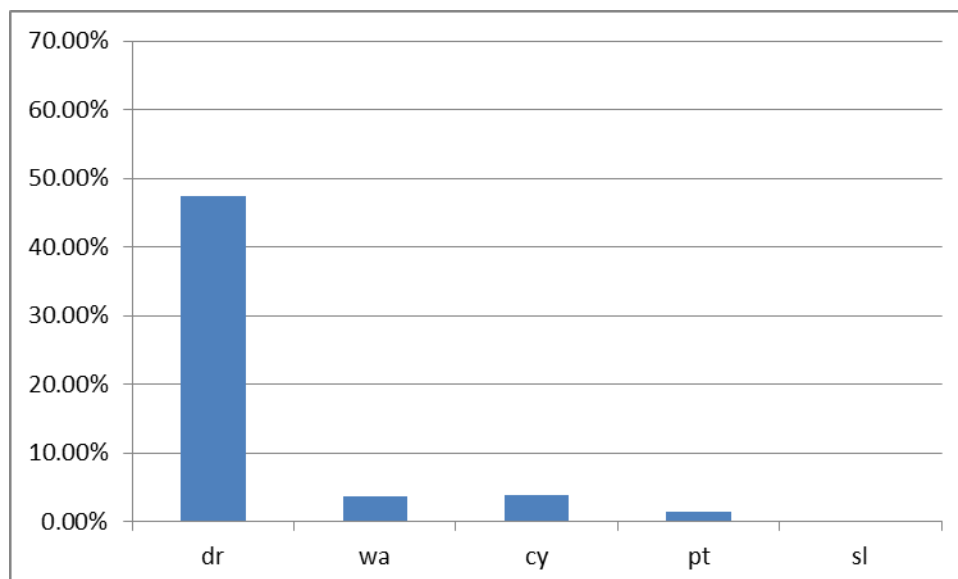


Key

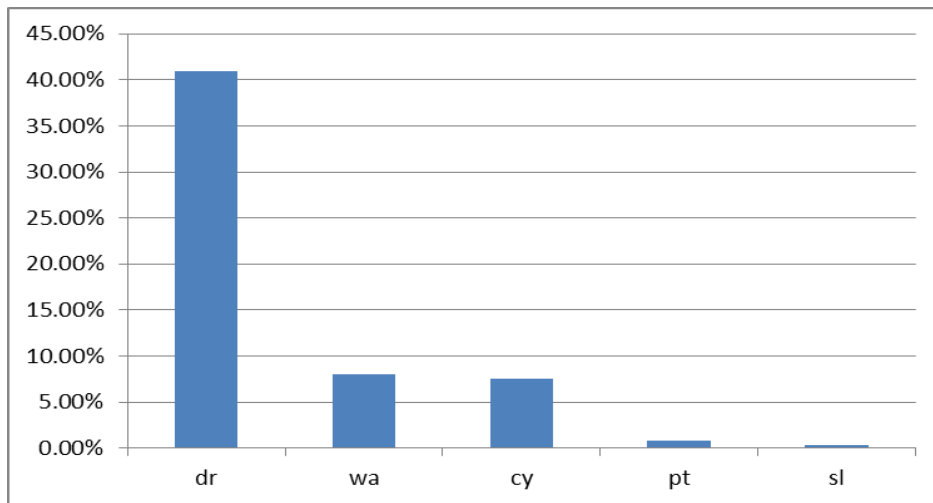
2	less than 2 miles
5	up to 5 miles
10	up to 10 miles
20	up to 20 miles
20+	more than 20 miles
no	nowhere

Figure 4.8: Mode of travel to get to alternative places

Minsmere 2015



Main 2014 Survey



Key

dr	drive
wa	walk
cy	cycle
pt	public transport
sl	share lift

Q5: If you have a dog, where else do you feel able to walk your dog off its lead?

3.1.22 Only three people from the Minsmere 2015 survey answered the question about how often they walked their dog off its lead. A total of three locations were cited as good places to let the dog off the lead:

- Sizewell Beach
- Dunwich
- Sizewell Belts

Q6: What route are you taking today?

3.1.23 10 different starting points were cited (Table 18). The most frequently mentioned starting points reflected the survey location at RSPB Minsmere with 121 (91%) starting and intending to finish their day out at RSPB Minsmere. It is notable that a proportion of these started and finished their route for the day at Dunwich Heath (via Minsmere). Respondents in the main 2014 survey cited 54 different starting points for the route they were taking on the day.

Table 18: Route being taken on day of survey

Location	start	finish	via
Aldeburgh	1	0	0
Beach	0	0	3
Coastal Path	1	0	3
Dunwich	2	1	1
Dunwich Heath	5	4	0
Eastbridge	0	0	3
Minsmere	121	124	15
Snape	1	0	0
Southwold	1	2	1
Walberswick	0	1	0

Q6b: How did you get to the start of your route?

- 3.1.24 Of all respondents at Minsmere 96% had driven from home or their holiday accommodation (compared to only 73% of visitors in the main survey of 2014) to get to the start of their route and the rest had walked (2%), cycled, used public transport or motorbiked (Table 19). 19% had walked to the start of their route in the main 2014 survey .

Table 19: Getting to the start of their route
Minsmere 2015

	n	%
walked from home/tourist accommodation	3	2%
drove	127	96%
cycled	1	1%
public transport	1	1%
motor bike	1	1%

Q6c: How long will your visit be?

- 3.1.25 The vast majority of visits to Minsmere (87%) were for more than 2 hours (Table 20) compared to 31% for visits of comparable length in the main 2014 survey.

Table 20: Length of visit
Minsmere 2015

	n	%
less than 30 mins	0	0%
up to 1 hour	6	5%
up to 2 hours	10	8%
more than 2 hours	115	87%

Q7: How often do you use this route?

- 3.1.26 The majority of visitors to Minsmere used their routes less than monthly and about a quarter of those walking and looking at wildlife were visiting for the first time (Table 21). In the main 2014 survey the majority of dog walkers used their routes at least daily or weekly, and the other users weekly or monthly or less often for other activities (EDF Energy February 2016, Table 21). First time visitors walking and looking at wildlife in the main 2014 survey accounted for around a tenth of responses under each of the two activity categories, whereas at Minsmere it was a third and quarter respectively. The results therefore show that respondents stated that they used the routes less frequently in the Minsmere 2015 survey than in the main 2014 survey.

Table 21: Frequency of route usage (number of responses)

Minsmere August 2015

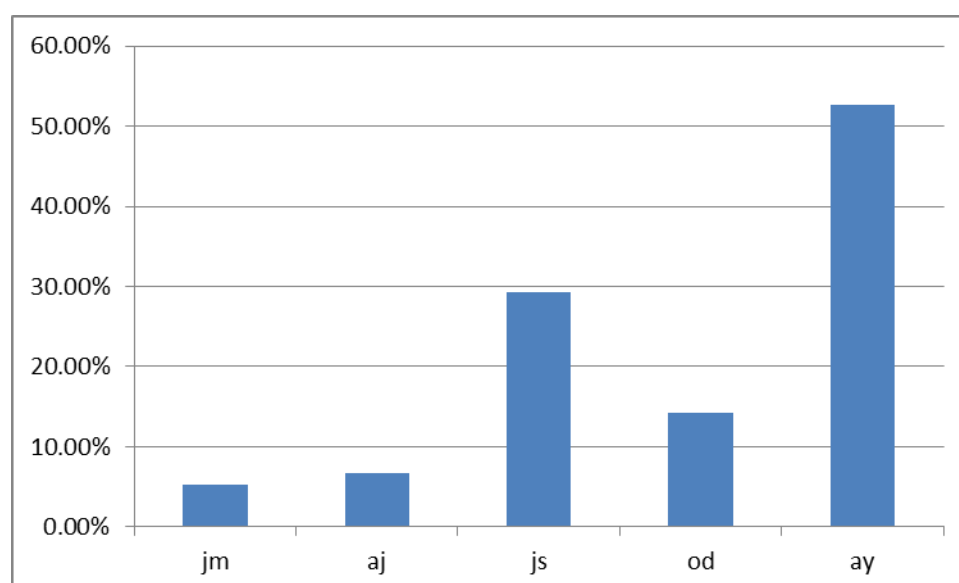
	Walking	Dog Walking	Cycling	Horse Riding	Running	Wildlife
more than once a day	0	0	0	0	0	0
daily	0	0	0	0	0	1
weekly	10	0	0	0	0	10
monthly	13	1	1	0	0	20
less often	41	2	4	1	2	43
first time	31	0	0	0	0	22

Q7b: At what times of year do you use this route?

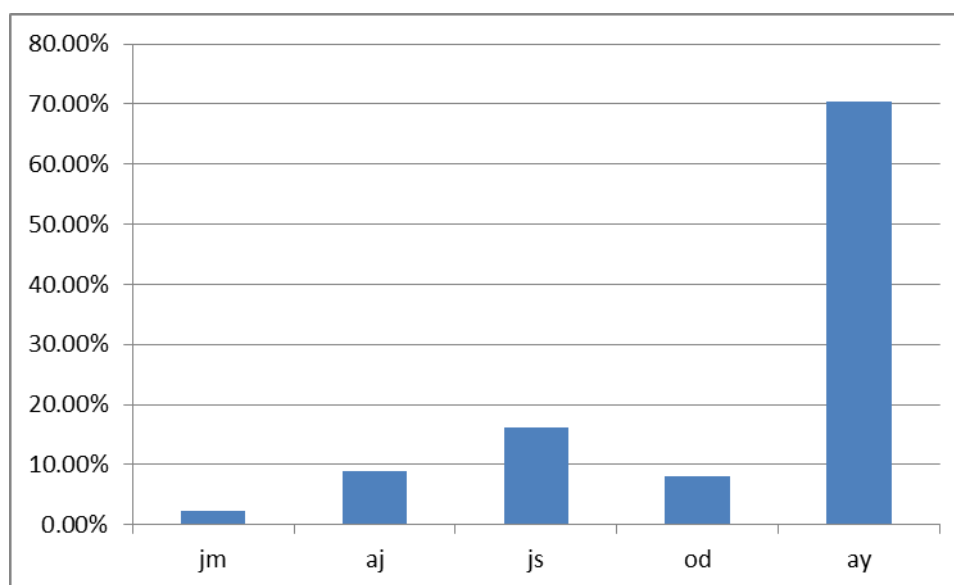
- 3.1.27 Some 53% of all respondents stated they visited their routes in and around Minsmere all year round (compared with 70% in the main survey of 2014) and the rest mainly in the July to September and the October to December periods (Figure 4.10).

Figure 4.10: Variation in route use across the year

Minsmere 2015



Main 2014 Survey



Key

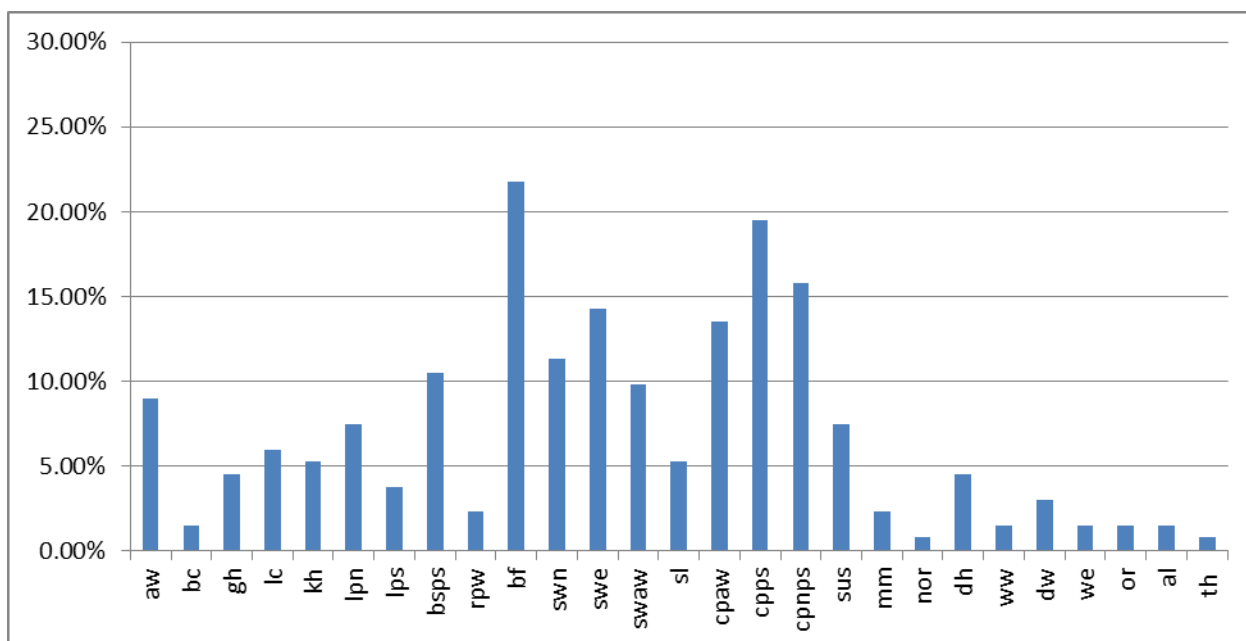
jm	Jan/Feb/Mar
aj	Apr/May/Jun
js	Jul/Aug/Sep
od	Oct/Nov/Dec
ay	all year round

Q8: If you visit Sizewell, which rights of way/locations around Sizewell do you visit most? (please refer to Figure 1)

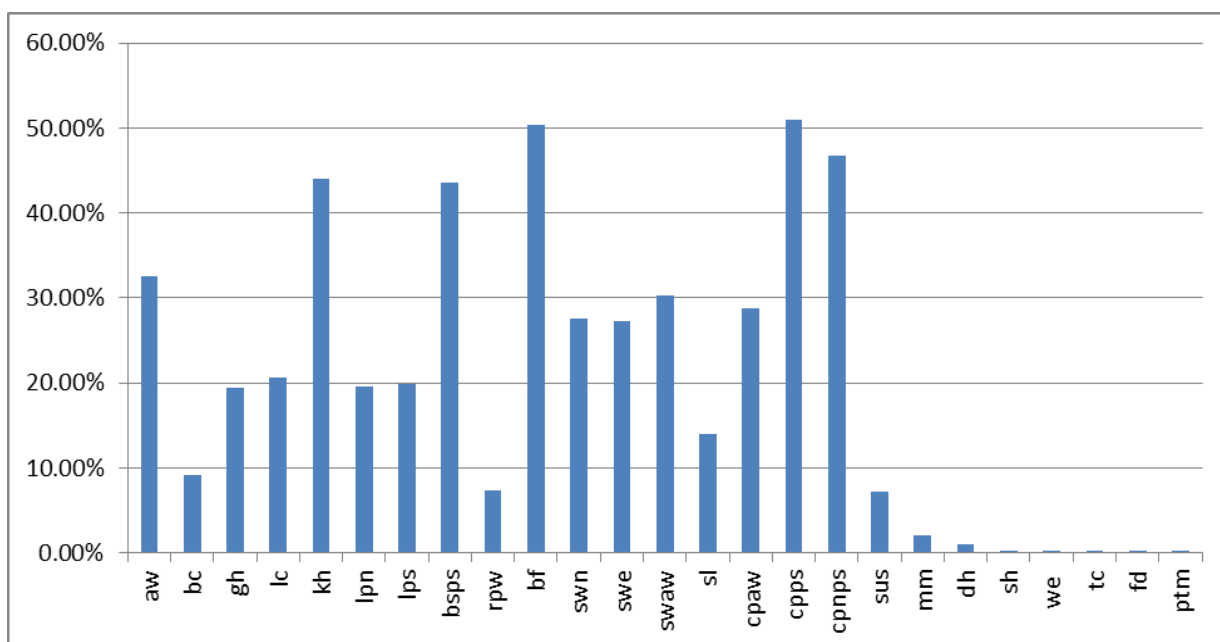
- 3.1.28 The *Figure 1* referred to above was attached to the questionnaire and is included in Appendix A.
- 3.1.29 Some 27 different recreational resources around Sizewell were given as the most frequently visited (Figure 4.11) but this question was not applicable to 40 of the respondents who either did not know the area, were first time visitors to Minsmere or were only visiting Minsmere. The most frequently mentioned (by at least 15 respondents) were the beach footpaths, the Coastal Path beside the power station, the Coastal Path north of the power station, Sandlings Walk east/west, the Coastal Path (Aldringham Walks) and Sandlings Walk north.

Figure 4.11: The most visited rights of way around Sizewell

Minsmere 2015



Main 2014 Survey



Key

aw	Aldringham Walks	swaw	Sandlings Walk Aldringham Walks
bc	Broom Covert	sl	Sandy Lane
gh	Goose Hill	cpaw	Suffolk Coastal Path (Aldringham Walks)
lc	Leiston Common	cpps	Suffolk Coastal Path (beside power station)
kh	Kenton Hills	cpnps	Suffolk Coastal Path (north of power station)
lpn	Leiston Abbey paths north	sus	Sustrans Route

lps	Leiston Abbey paths south	tc	Tunstall/Chilesford
bsps	Beach south of power station	fd	First day here
rpw	Reckham Pits Wood	ptm	Paths towards Minsmere
bf	Beach footpaths	dh	Dunwich Heath
swn	Sandlings Walk north	swe	Sandlings Walk east/west
we	Westleton Heath	mm	Minsmere
nor	Norfolk	sh	Sutton Heath
ww	Walberswick	dw	Dunwich
al	Aldeburgh	or	Orford
th	Thorpeness		

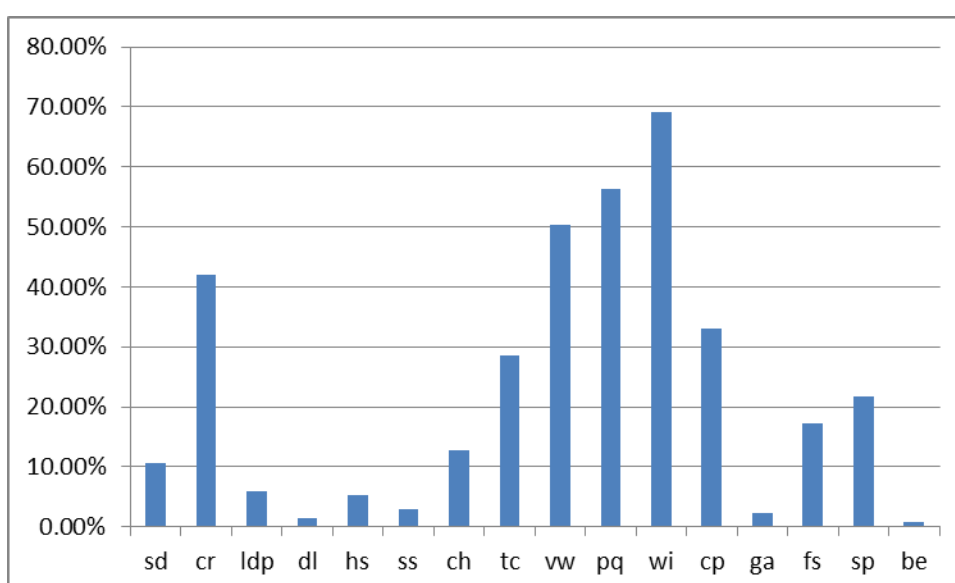
- 3.1.30 The distribution of these locations and circles of sizes representing the numbers at each location can be seen on Figure 08. These results illustrate the relative popularity of coastal locations at the beach footpaths and the Suffolk Coastal Path (beside power station and north and south of the power station), and inland locations at Sandlings Walk and Aldringham Walks. The range and popularity of locations are broadly similar to that recorded in the main 2014 survey.

Q9: What is it about these routes that encourages you to use them?

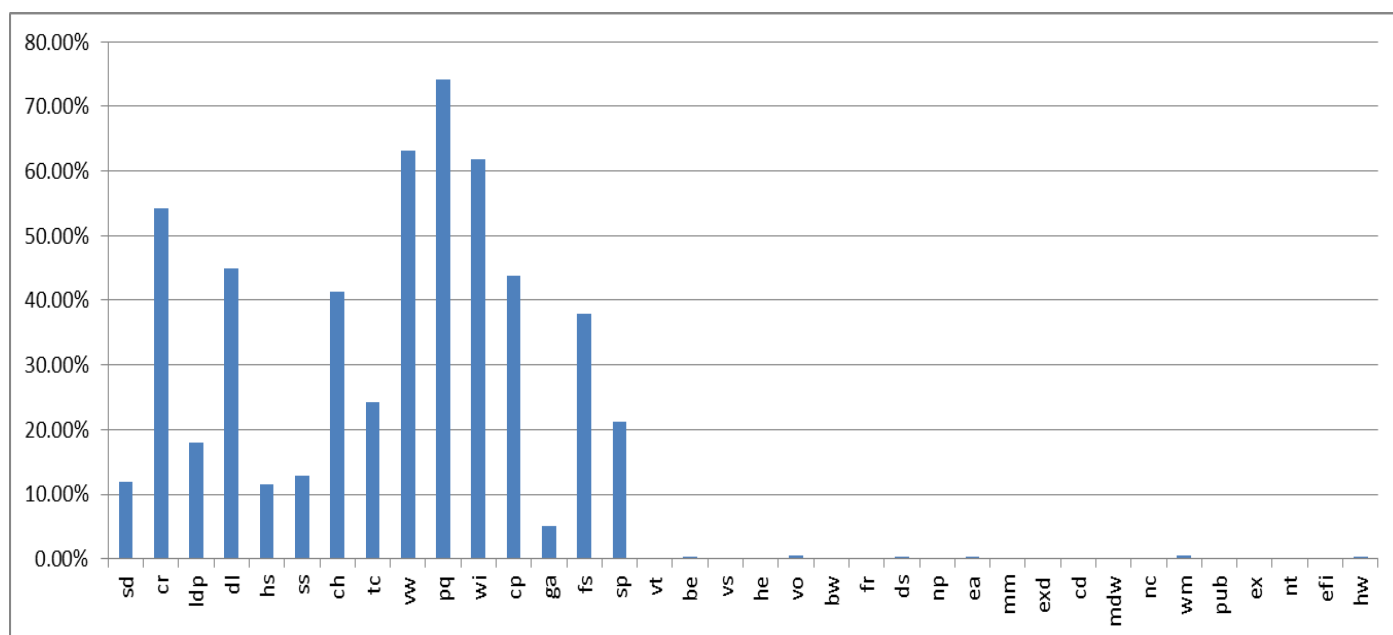
- 3.1.31 Respondents at Minsmere were drawn to these places and routes around Sizewell mainly because of the wildlife (92 respondents), peace and quiet (75), views (67), links into circular routes (56) and car parking provision (44) (Figure 4.12). These were all main reasons cited by respondents in the main 2014 survey who additionally cited good for dogs off leads, proximity to home and feelings of safety amongst their most reported reasons.

Figure 4.12: Factors that encourage use of most visited rights of way and locations around Sizewell

Minsmere 2015



Main 2014 Survey



Key

sd	to reach a specific destination	pq	peace & quiet
cr	circular routes	wi	wildlife
ldp	part of long distance path	cp	car park provided
dl	can let dog off the lead	ga	good access for buggies & less mobile
hs	hard surface	fs	feels safe
ss	soft surface	sp	paths well signed/interpretation boards
ch	close to home	vt	variable terrain
tc	toilets/café	be	beach
vw	Views	vs	visiting
he	heritage	cd	clean and dry
vo	view of ocean	mdw	meet dog walkers
bw	bird watching	nc	no charge
fr	fungi recording	wm	well maintained
ds	dry surface	pub	pub
np	no pheasants	ex	exploring
ea	enjoy area	nt	no traffic
mm	memories	efi	Eels Foot Inn
exd	exercising the dog	hw	health walks

- 3.1.32 Table 23 shows that 36% of those people at Minsmere who cited peace and quiet as a reason for visiting recreational locations in the Sizewell area said that they would be displaced (compared to 33% in the main 2014 survey). This is slightly higher than the figure of 28% of all respondents at Minsmere who said that they would be displaced. Table 23 also shows that a slightly higher percentage of the locals beyond 8km stated that they would be displaced (36%) compared to holiday makers (25%) (the corresponding percentages for the main 2014 surveys were 34% and 38% respectively).

Table 23: Displacement of those valuing peace and quiet

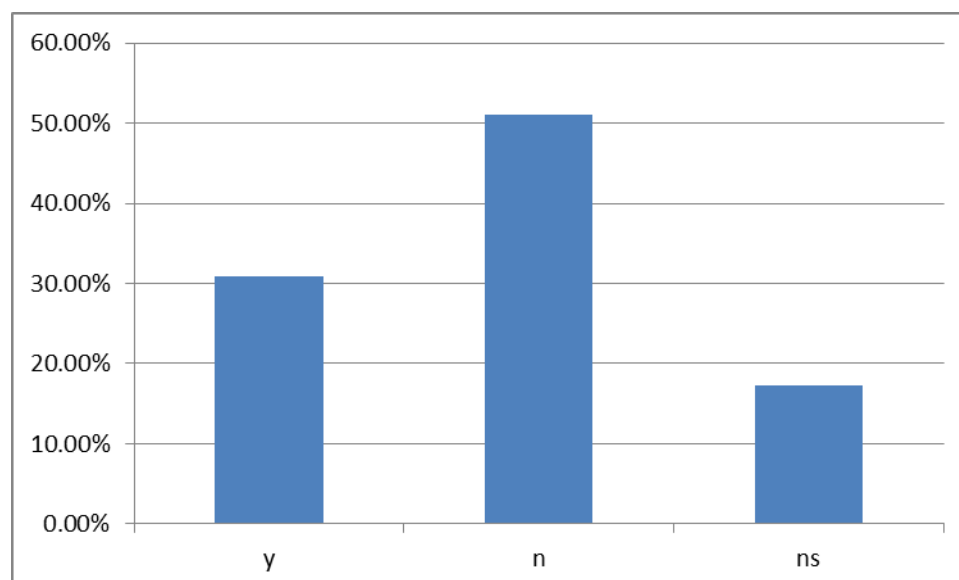
Visitor type	n people citing peace and quiet as reason for visiting	n displaced	% displaced
Local within 8km	4	2	50%
Local beyond 8km	33	12	36%
Holiday maker	32	8	25%
Home postcode unknown	6	5	83%
Total	75	27	36%

Q10: Would you be interested in visiting a viewing platform, or visitor centre, to see and learn more about the progression of the Sizewell C Nuclear Power Station construction?

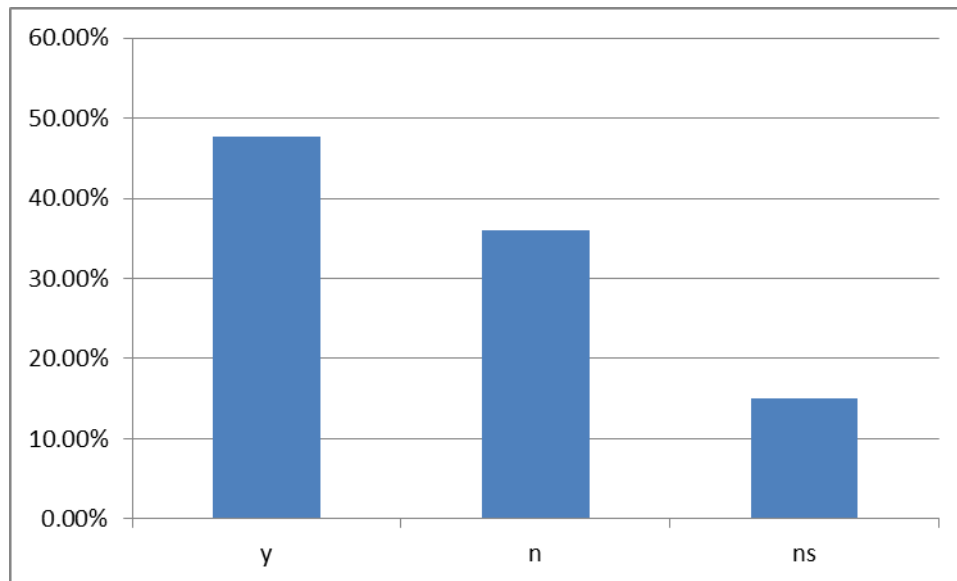
- 3.1.33 Some 31% of all Minsmere respondents said they would be interested in visiting a viewing platform (Figure 4.13) compared to 48% in the main 2014 survey.

Figure 4.13: Level of interest in a viewing platform

Minsmere 2015



Main 2014 Survey



Key

y	yes
n	no
ns	not sure

Q11: Any other comments or suggestions

- 3.1.34 A variety of other comments were made ranging from concern about the proposed development of Sizewell C to support for the development.

Concerned about how this will affect the surrounding birds and wildlife. Respondent 5

Why are Salt Reactors being ignored – less waste, cheaper, quicker to build, lower temperature and pressure. Respondent 17

Minsmere is a dog free area and as such is one of my favourite places as I do not like dogs. Respondent 24

Would be happy to give my support to a project like this so long as negative environmental impacts are mitigated and access still allowed to most areas with diversions in place. Respondent 26

There will be an impact on visitors who use the lane leading from Leiston to Theberton to the Eastbridge area and the two caravan/camping sites, RSPB Minsmere and of course the Eels Foot Inn. Respondent 30

We need power! I like my machines to work, I don't object to Sizewell and its development. Respondent 57

Please be aware of the impact on public footpaths especially Suffolk Coast Path. Temporary (daily) closures more convenient midday. Respondent 62

We are extremely worried about the impact of this major construction on the scientific importance of this unique and marvellous area and on the wildlife, landscape, environment and conservation. Respondent 70

If it is built can there be nearby an area managed for wildlife/aesthetic value to make up for the ugliness created? Respondent 91

Been coming to the area since early '70s. Need energy. There will be disturbance for a while, but all would settle down for people and wildlife. Respondent 112

Surprised by the scale of the build impact and the 7-9 year time phase, which is equivalent to a child growing up. Wildlife will be hugely compromised. Can we not put wind turbines out to sea? Respondent 114

Questionnaire respondent profile

Gender

Male	69	52%
Female	63	48%

State

Alone	28	21%
Group	103	77%

Age group

under 20	4	3%
20 - 44	23	17%
45 - 65	62	47%
65+	41	31%

4. SUMMARY AND CONCLUSIONS

4.1 Results and Analysis

a) Method

- 4.1.1 This is the final report of a two phase survey (August and November 2015) of 133 RSPB Minsmere visitors and their use of recreational resources in the vicinity of the proposed Sizewell C Nuclear Power Station. This survey complements that of a larger two-phase survey of 514 users of recreational resources gathered at seven different locations in the vicinity of the proposed Sizewell C Nuclear Power Station in 2014. The results of the 2014 survey (referred to as the 'main 2014 survey'), which included observation and questionnaire surveys, are present in a separate report (EDF Energy February 2016).
- 4.1.2 The method was agreed with the RSPB before the Minsmere survey was undertaken. Only a questionnaire survey was carried out at Minsmere in 2015 as the range of observable user activities was much more limited, being principally bird watching, than was the case for the main 2014 survey locations, and the RSPB had already provided visitor survey information addressing some of the issues recorded in the observation survey, via annual visitor surveys they undertake at the RSPB Minsmere reserve Visitor Centre. The same questionnaire, explanatory note and supporting maps (about the location, scale and duration of the proposed construction phase of Sizewell C) were used as those used in the main 2014 survey. There was a fairly even split between male and female respondents in the Minsmere survey (52% and 48% respectively) but over three quarters were aged 45 or older.
- 4.1.3 This report presents findings which will be used alongside published evidence to help assess the effects of the proposed Sizewell C development on recreational displacement (and its consequential ecological effects in the context of the Habitats Regulations Assessment (HRA)) as well as on amenity and recreation in general.

b) Reported usage

- 4.1.4 A large proportion of visitors to RSPB Minsmere were holiday makers and few were locals. Only 3% of the visitors to RSPB Minsmere came from home locations within the Sizewell C 8km Displacement Zone (compared to 49% of visitors surveyed in the main 2014 survey). There were twice as many holiday makers in the Minsmere survey population (49%) as in the main survey of 2014 (25%) and most of these came from the south and south east of England. 76% of the accommodation locations named by the holiday makers were within the study area.
- 4.1.5 The Minsmere holiday makers visited Minsmere less frequently than the holiday makers in the main 2014 survey visited their destinations (4% and 14% visiting their destinations more than 4 or 5 times a year respectively).
- 4.1.6 The most popular primary activities at Minsmere were not surprisingly birdwatching, walking and enjoying wildlife compared to walking and dog walking in the main 2014 survey. It should be noted that dog walking is prohibited in the core area of the Minsmere reserve (including at the two survey locations) but allowed on a number of the surrounding paths that lead through to the beach, woodlands and heathland

outside the core of the reserve, but still within the wider reserve. Accessing the beach, taking exercise and getting some fresh air were just as popular secondary activities at Minsmere as they were in the 2014 main survey.

- 4.1.7 The main reasons for visiting RSPB Minsmere were to enjoy wildlife (65%), the scenery (33%) and closeness to home (10%). Being close to home (26%), the scenery (20%) and being able to walk a dog off the lead (16%) were the main reasons given for visiting the area around Sizewell C in the main 2014 survey.
- 4.1.8 Minsmere respondents only cited 10 different starting points for the route they were taking on the day (compared to 54 in the main survey of 2014) and of these 121 (91%) had started and intended to finish their day out at RSPB Minsmere. The vast majority of visits to Minsmere (87%) were for more than 2 hours compared to only 31% for visits of comparable length in the main 2014 survey.

c) Displacement

- 4.1.9 A very similar percentage of RSPB Minsmere visitors said they would and would not stop using the area around Sizewell C during the construction phase, compared to that in the main survey of 2014 – 28% and 29% would stop respectively. The main reasons people at Minsmere gave as to why they would be displaced were not wanting to experience the noise, disruption and traffic impacts of the construction site, loss of habitats and disturbance to wildlife, loss of access to footpaths and damage to the landscape. The main reasons people gave in the main 2014 survey were similar to those at Minsmere with the addition that their children and their dogs would be less safe in the area.
- 4.1.10 The pattern of displacement was diffuse with the 37 Minsmere respondents who said they would be displaced citing 23 different places as the alternative areas they would be most likely to visit instead 12 of which were within the study area. Of these the most frequently mentioned (by 3 or more respondents) were Aldeburgh (6), and Boyton, Dunwich Heath, Minsmere and Norfolk (3 each). The majority of people (76% compared with 96% in the main 2014 survey) who might be displaced said that they would go to locations within the study area (with one location in the Zone of Physical Change, seven in the Displacement Zone and four in the Buffer Zone). The 11 sites beyond the study area were Cornwall, Fingringhoe, Flatford, Framlingham, Lakenheath Fen, Norfolk, Scotland, Shingle Street, Sutton Heath, Titchwell, and Wicken Fen Nature Reserve. The Minsmere survey respondents (their main interest being bird watching) were prepared to travel further afield than the main 2014 survey respondents citing 11 sites beyond the study area compared to only eight in the main survey.
- 4.1.11 Of these other locations it was notable that a number were well known bird and nature reserves including RSPB Titchwell, Fingringhoe, Lakenheath Fen and Wicken Fen. The Minsmere respondents were looking for places that had a landscape quality, wildlife, peace and quiet and good paths for walking similar to Minsmere.

d) The profile of people likely to be displaced

- 4.1.12 Of the 37 people at Minsmere (28%) who said they *would* be displaced, 5% were locals from within 8km of the Indicative Main Development Site, 41% were locals from beyond the 8km Displacement Zone and 38% were holiday makers. The primary activities of the people who said they *would* be displaced were bird watching,

enjoying wildlife or walking. In the main survey we determined that about a third of those who would be displaced were dog walkers but this was not relevant in the Minsmere survey.

- 4.1.13 Of the Minsmere respondents who indicated they *might* want to avoid the paths around the construction zone 36% would be prepared to travel more than 5 miles; the majority by driving, and a few on foot, by cycle or public transport. Minsmere visitors would be prepared to travel further to alternative sites than visitors to the wider area around the construction zone in the main 2014 survey and would be more likely to use their cars to do so.

4.2 Conclusion

- 4.2.1 The survey results show that 28% of visitors to RSPB Minsmere might be displaced from visiting the area around Sizewell C during construction. This is virtually the same as the 29% of visitors surveyed in the main 2014 survey who said they might be displaced. The comparability of these findings enhances confidence that this would be the likely proportion to be displaced. Those displaced would be likely to visit a wide range of alternative areas nearby and a number of similar bird and nature reserves further afield but still within East Anglia.
- 4.2.2 The visitor population to RSPB Minsmere (and the area around Sizewell C) appears to be skewed towards the older age groups seeking to enjoy the wildlife, scenery and the peace and quiet.

4.3 Next steps

- 4.3.1 This report will be reviewed and agreed with the consultees and will be used as one of a number of baseline studies to inform the impact assessments.

5. REFERENCES

EDF Energy (February 2016). SZC Public Access Visitor Surveys 2014

EDF Energy (October 2014). Sizewell C Proposed Nuclear Development HRA Evidence Plan Volume II (of II), Appendix 3.5 SZC-EP-W4-002 Disturbance due to potential increase in recreational pressure

6. FIGURES

NOTE: Figure numbers (01, 02, 03 etc) illustrating a particular topic correspond with figure numbers illustrating the same topic in the main 2014 survey report for ease of cross referencing between the two reports. Where a figure number says 'NOT USED', this information was presented on a figure in the main 2014 survey report but is not presented in this report because it addresses an issue that is not addressed in this report.

Figure 01 Study Area, Survey Points and European Sites

Figure 02 NOT USED

Figure 03A Postal Location of Respondents - 8km

Figure 03B Postal Location of Respondents - All

Figure 04 Postal Location of Residents and where Holiday Makers were staying

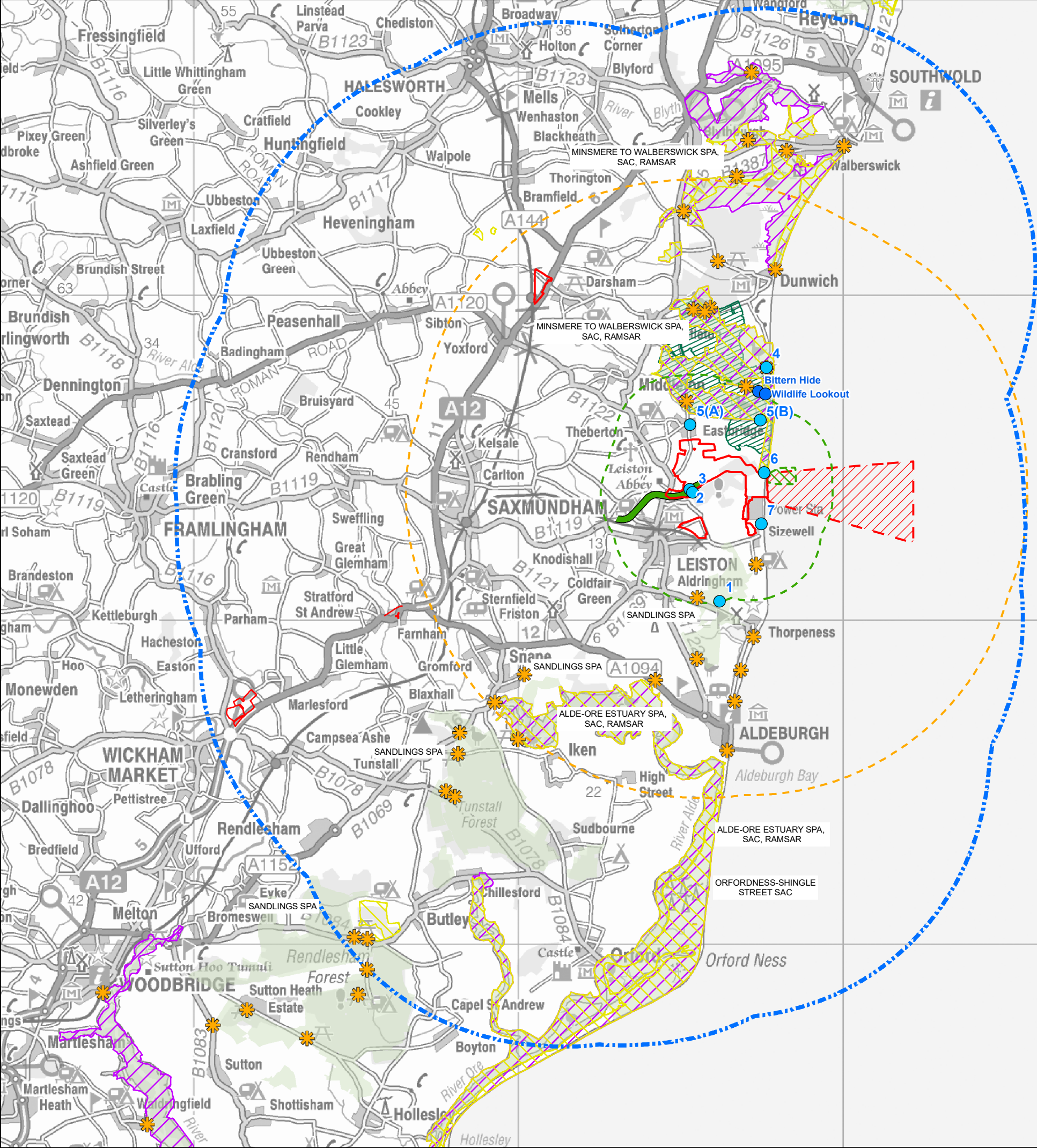
Figure 05A Recreational Displacement Locations Potentially used by Respondents

Figure 05B Recreational Displacement Locations Potentially used by Respondents Beyond the Study Area

Figure 06 NOT USED

Figure 07 NOT USED

Figure 08 Recreational Resources Currently used by Respondents



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NOTES:

ONLY SOME OF THE OFF-SITE ASSOCIATED DEVELOPMENTS ARE SHOWN.
SOURCES: NATURAL ENGLAND,

KEY

INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES

AREA FOR COOLING WATER AND ASSOCIATED INFRASTRUCTURE

AREA FOR JETTY

RAILWAY LINE

ZONE OF PHYSICAL CHANGE (2KM BUFFER AROUND INDICATIVE MAIN DEVELOPMENT SITE)

DISPLACEMENT ZONE (8KM BUFFER AROUND INDICATIVE MAIN DEVELOPMENT SITE)

BUFFER ZONE (8KM BUFFER AROUND SETTLEMENTS IN DISPLACEMENT ZONE)

CAR PARK LOCATIONS AT EUROPEAN SITES

MINSMERE SURVEY LOCATIONS 2015

SURVEY POINTS 2014

RSPB MINSMERE NATURE RESERVE (RSPB)


EUROPEAN SITES

SPECIAL PROTECTION AREAS

SPECIAL AREAS OF CONSERVATION

RAMSAR SITES

1.0	FEB 2016	VW	PS		FINAL		SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS		APPROVED	



SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

STUDY AREA, SURVEY POINTS AND
EUROPEAN SITES

DRAWING NO:

FIGURE 01

REVISION:

1.0

DATE:

FEB 2016

DRAWN:

VW

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5Kilometers

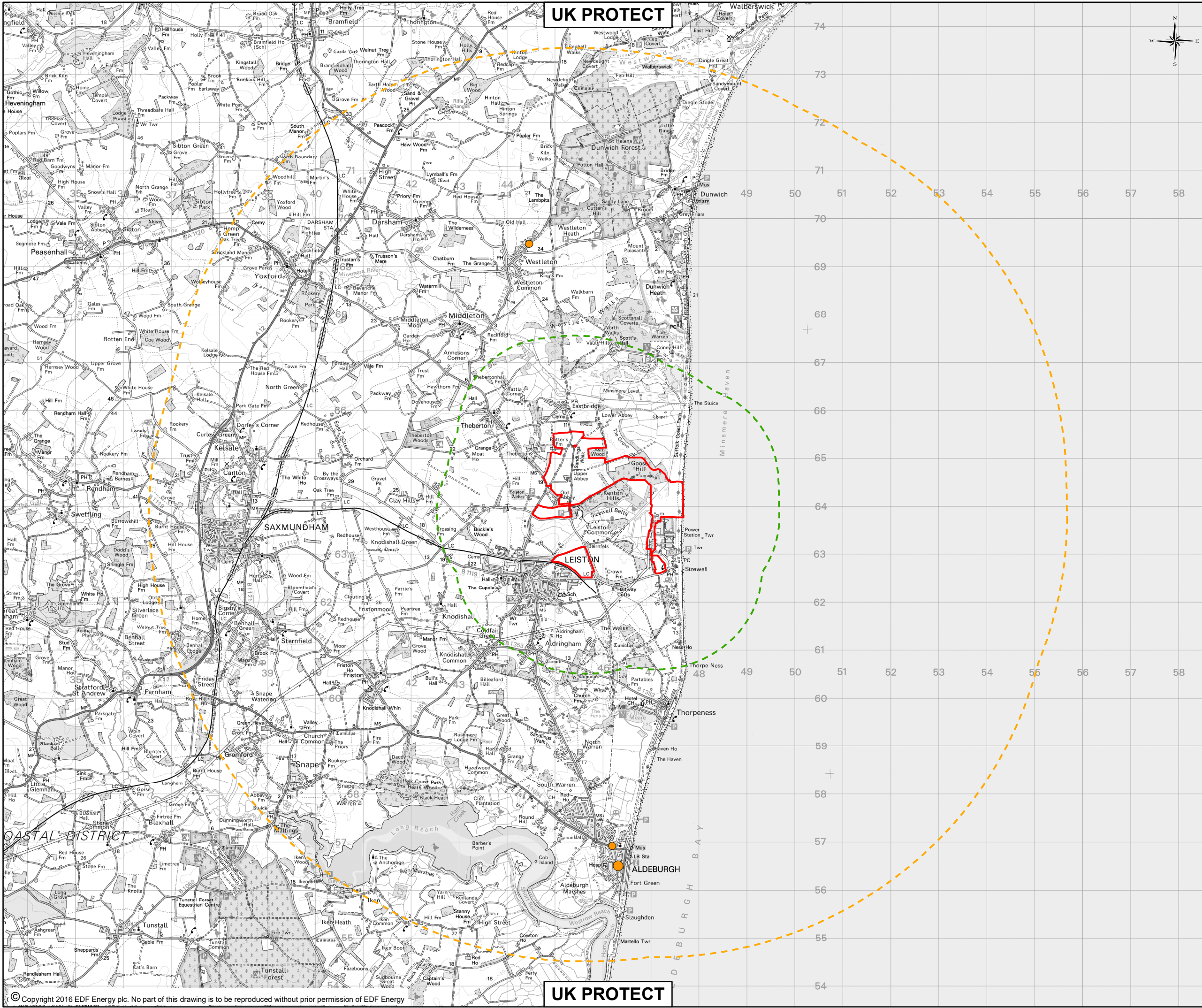
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NOTES:

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KEY

POSTAL LOCATION OF RESPONDENTS

- 1 RESPONDENT AT LOCATION
- 2 RESPONDENTS AT LOCATION

OF THE 133 RESPONDENTS 7 DID NOT SUPPLY A HOME POSTCODE (7 UN-ATTRIBUTABLE TO A SUB-CATEGORY) SO ARE NOT DISPLAYED ON THE MAP

CONTEXT

- INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES
- ZONE OF PHYSICAL CHANGE (2KM BUFFER)
- DISPLACEMENT ZONE (8KM BUFFER)

1.0	FEB 2016	VW	PS	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED



SIZEWELL C

DOCUMENT:
**SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015**

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8KM**

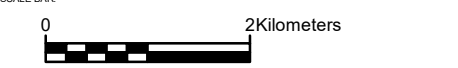
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FIGURE 03A

REVISION:
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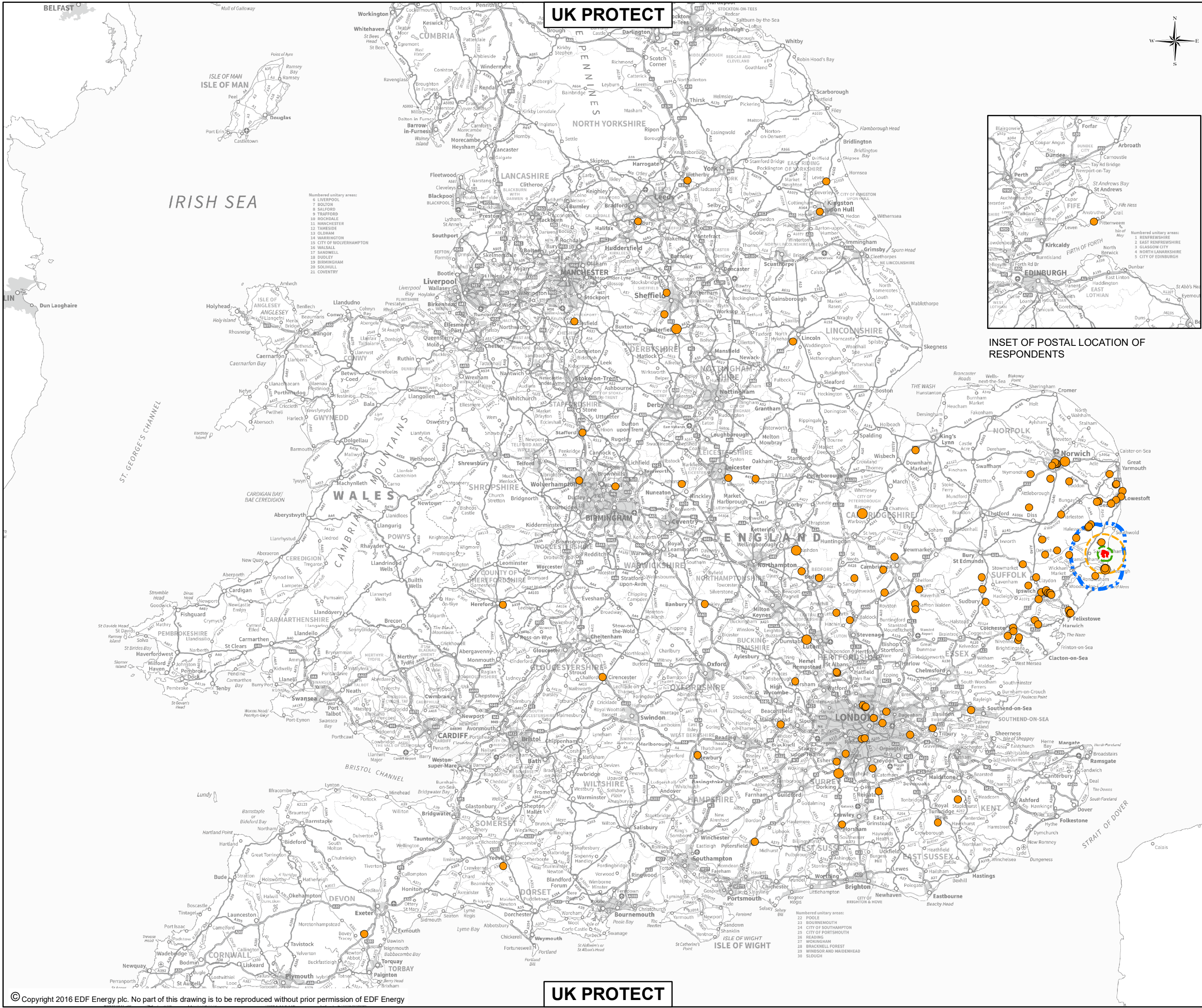
DATE:
FEB 2016

DRAWN:
VW

SCALE:
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- DRAWING SECURITY CLASSIFICATION:
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OF THE 133 RESPONDENTS 7 DID NOT SUPPLY A HOME POSTCODE (7 UN-ATTRIBUTABLE TO A SUB-CATEGORY) SO ARE NOT DISPLAYED ON THE MAP

CONTEXT

INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES

ZONE OF PHYSICAL CHANGE (2KM BUFFER)

DISPLACEMENT ZONE (8KM BUFFER)

BUFFER ZONE (8KM BUFFER)

1.0	FEB 2016	VW	PB	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED

SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

POSTAL LOCATION OF RESPONDENTS – ALL

DRAWING NO:

FIGURE 03B

REVISION:

1.0

DATE:

FEB 2016

DRAWN:

VW

SCALE:

1:1,725,000 @A3

SCALE BAR:

0

50Kilometers

DRAWING SECURITY CLASSIFICATION:

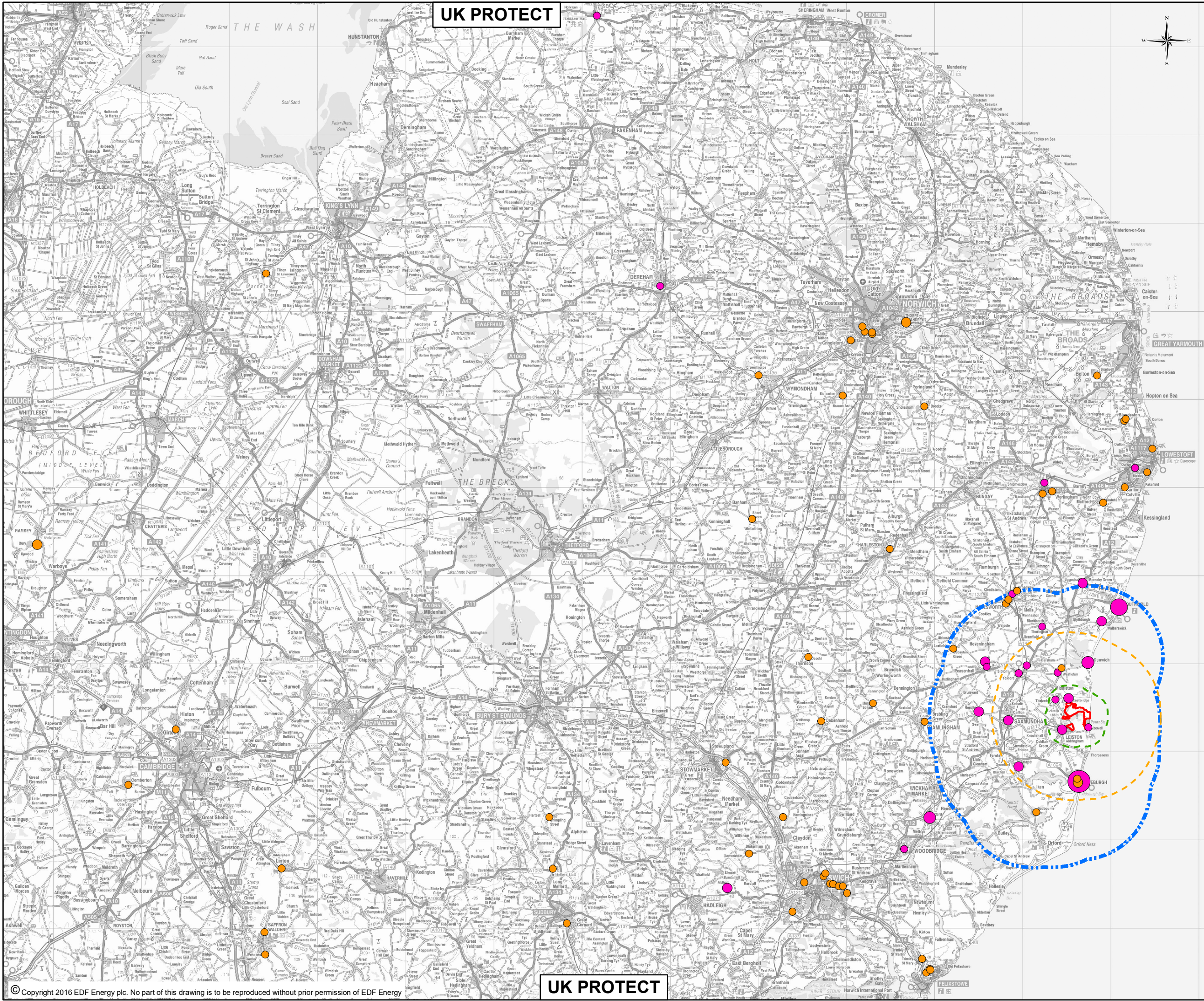
☒

PROTECTIVE MARKING REQUIRED

☐

NOT PROTECTIVELY MARKED

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INTERNAL BUSINESS COLLABORATOR REFERENCE

Not applicable for all figures

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NOTES:
ONLY SOME OF THE OFF-SITE ASSOCIATED DEVELOPMENTS ARE SHOWN. THIS PLAN SHOWS WHERE HOLIDAY MAKERS SAID THEY WERE STAYING AND POST CODE LOCATIONS OF PEOPLE WHO WERE NOT ON HOLIDAY.

KEY

POSTAL LOCATION OF RESPONDENTS

●

1 RESPONDENT AT LOCATION

●

2 RESPONDENTS AT LOCATION

HOLIDAY MAKER LOCATION OF RESPONDENTS

●

1 RESPONDENT AT LOCATION

●

2 RESPONDENTS AT LOCATION

●

3 RESPONDENTS AT LOCATION

●

5 RESPONDENTS AT LOCATION

●

6 RESPONDENTS AT LOCATION

OF THE 133 RESPONDENTS 7 DID NOT SUPPLY A HOME POSTCODE (7 UN-ATTRIBUTABLE TO A SUB-CATEGORY) AND 18 OF THE HOLIDAY MAKERS DID NOT STATE WHERE THEY WERE STAYING SO ARE NOT DISPLAYED ON THE MAP

CONTEXT

INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES

ZONE OF PHYSICAL CHANGE (2KM BUFFER)

DISPLACEMENT ZONE (8KM BUFFER)

BUFFER ZONE (8KM BUFFER)

1.0	FEB 2016	VW	PB	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED

SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

POSTAL LOCATION OF RESIDENTS AND
WHERE HOLIDAY MAKERS WERE STAYING

DRAWING NO:	REVISION:
FIGURE 04	1.0

DATE:	DRAWN:	SCALE:
FEB 2016	VW	1:400,000 @A3

SCALE BAR:

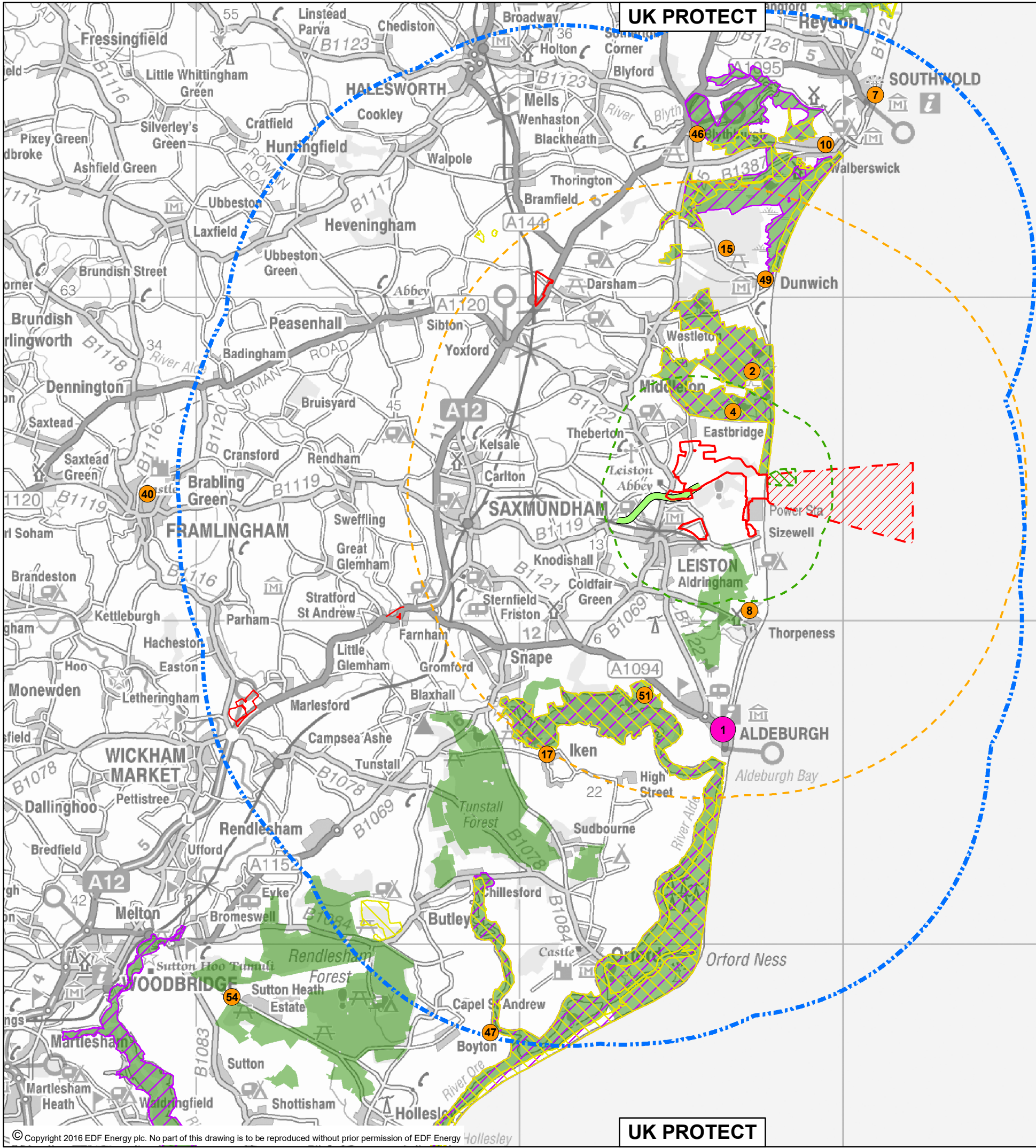
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10 Kilometers

DRAWING SECURITY CLASSIFICATION:

☒ PROTECTIVE MARKING REQUIRED

☐ NOT PROTECTIVELY MARKED



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NOTES:

ONLY SOME OF THE OFF-SITE ASSOCIATED DEVELOPMENTS ARE SHOWN.
SOURCES: NATURAL ENGLAND

KEY

POTENTIAL DISPLACEMENT LOCATIONS

FIVE RESPONDENTS OR MORE:
1. ALDEBURGH

LESS THAN 5 RESPONDENTS:
2. DUNWICH HEATH
4. MINSMERE
7. SOUTHWOLD
8. THORPENESS
10. WALBERSWICK
15. DUNWICH FOREST
17. IKEN
40. FRAMLINGHAM
46. BLYTHBURGH
47. BOYTON
49. DUNWICH
51. HAZELWOOD MARSHES
54. SUTTON HEATH

LESS THAN 5 RESPONDENTS (NOT SHOWN ON PLAN):
CORNWALL, FINRINGHOE, FLATFORD, LAKENHEATH FEN, NORFOLK, SCOTLAND, SHINGLE STREET, TITCHWELL, WICKEN FEN NATURE RESERVE

CONTEXT

INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES
 AREA FOR COOLING WATER AND ASSOCIATED INFRASTRUCTURE
 AREA FOR JETTY
 RAILWAY LINE
 ZONE OF PHYSICAL CHANGE (2KM BUFFER)
 DISPLACEMENT ZONE (8KM BUFFER)
 BUFFER ZONE (8KM BUFFER)

EUROPEAN SITES

SPECIAL PROTECTION AREAS
 SPECIAL AREAS OF CONSERVATION
 RAMSAR SITES

1.0	FEB 2016	VW	PS	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED



SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

RECREATIONAL DISPLACEMENT LOCATIONS
POTENTIALLY USED BY RESPONDENTS

DRAWING NO:

FIGURE 05A

REVISION:

1.0

DATE:

FEB 2016

DRAWN:

VW

SCALE:

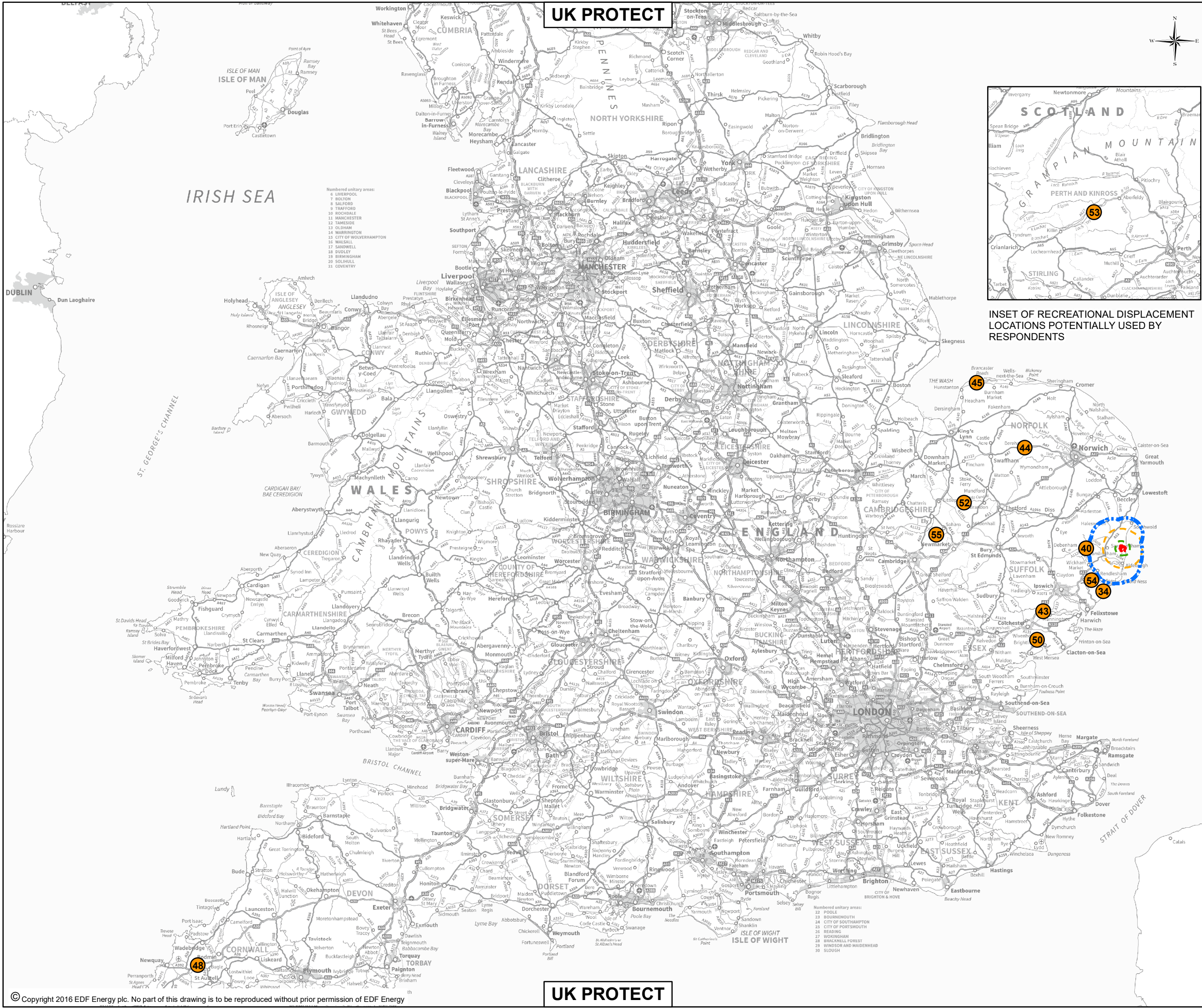
1:125,000 @A3

SCALE BAR:



DRAWING SECURITY CLASSIFICATION:

☒ PROTECTIVE MARKING REQUIRED
☐ NOT PROTECTIVELY MARKED



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NOTES:

ONLY SOME OF THE OFF-SITE ASSOCIATED DEVELOPMENTS ARE SHOWN.
SOURCES: NATURAL ENGLAND

KEY

POTENTIAL DISPLACEMENT LOCATIONS

- LESS THAN 5 RESPONDENTS BEYOND THE BUFFER ZONE:
- 34. SHINGLE STREET
- 40. FRAMLINGHAM
- 43. FLATFORD
- 44. NORFOLK
- 45. TITCHWELL
- 48. CORNWALL
- 50. FINRINGHOE
- 52. LAKENHEATH FEN
- 53. SCOTLAND
- 54. SUTTON HEATH
- 55. WICKEN FEN NATURE RESERVE

CONTEXT

- INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES
- ZONE OF PHYSICAL CHANGE (2KM BUFFER)
- DISPLACEMENT ZONE (8KM BUFFER)
- BUFFER ZONE (8KM BUFFER)

1.0	FEB 2016	VW	PB	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED

EDF ENERGY

SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

RECREATIONAL DISPLACEMENT LOCATIONS
POTENTIALLY USED BY RESPONDENTS
BEYOND THE STUDY AREA

DRAWING NO:	REVISION:	
FIGURE 05B		
DATE:	DRAWN:	SCALE:
FEB 2016	VW	1:1,725,000@A3

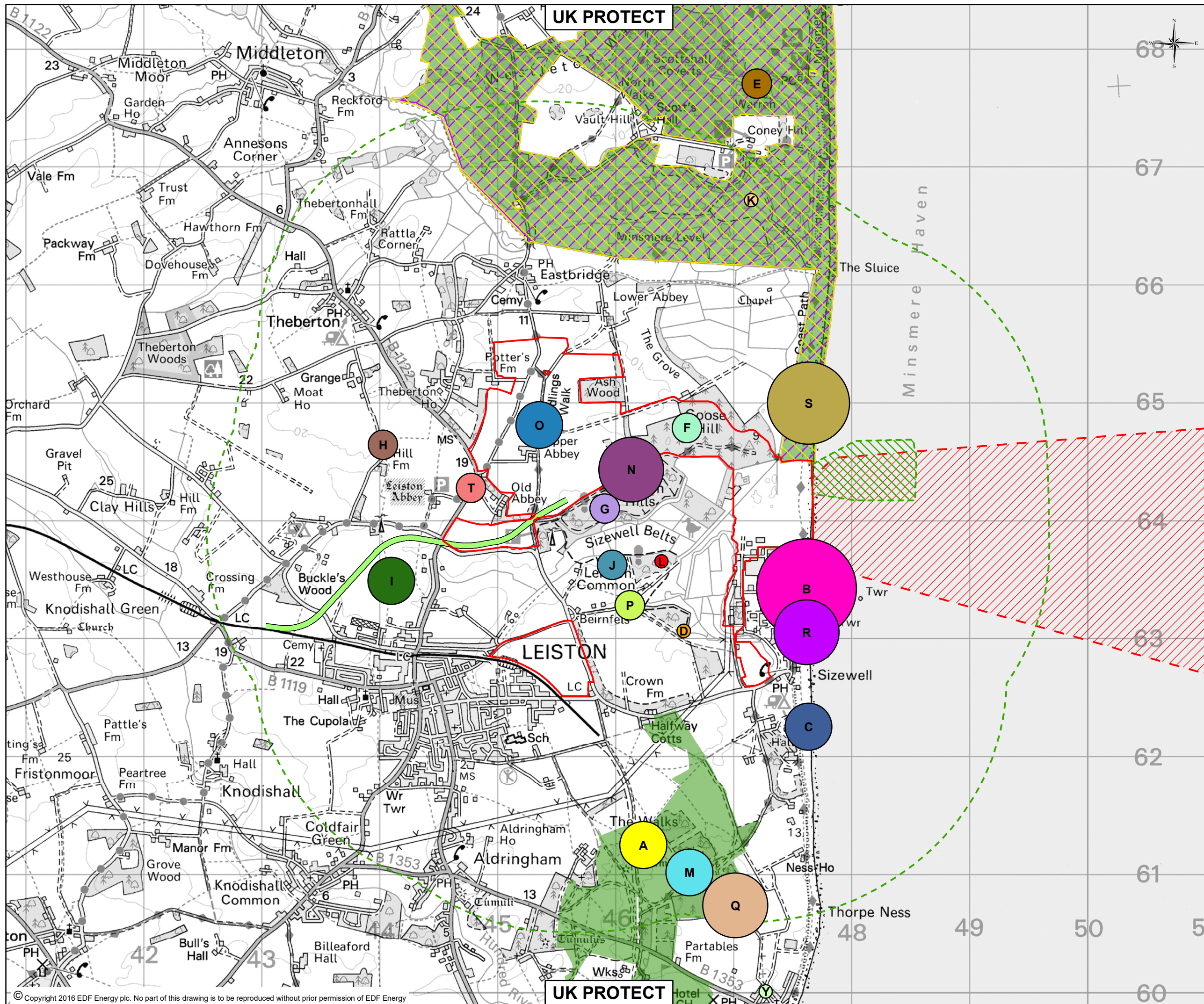
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0

50Kilometers

DRAWING SECURITY CLASSIFICATION:

- ☒ PROTECTIVE MARKING REQUIRED
- ☐ NOT PROTECTIVELY MARKED



INTERNAL BUSINESS COLLABORATOR REFERENCE

Not applicable for all figures

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NOTES:

ONLY SOME OF THE OFF-SITE ASSOCIATED DEVELOPMENTS ARE SHOWN.
SOURCES: NATURAL ENGLAND,

KEY

LOCATIONS OF RECREATIONAL RESOURCES

NAME	TOTAL
A ALDRINGHAM WALKS	12
B BEACH FOOTPATHS	29
C BEACH SOUTH OF THE POWER STATION	14
D BROOM COVERT	2
E DUNWICH HEATH	6
F GOOSE HILL	6
G KENTON HILLS	7
H LEISTON ABBEY PATHS NORTH	10
I LEISTON ABBEY PATHS SOUTH	5
J LEISTON COMMON	8
K MINSMERE	3
L RECKHAM PITS WOOD	3
M SANDLINGS WALK (ALDRINGHAM WALKS)	13
N SANDLINGS WALK EAST/WEST	19
O SANDLINGS WALK NORTH	15
P SANDY LANE	7
Q SUFFOLK COASTAL PATH (ALDRINGHAM WALKS)	18
R SUFFOLK COASTAL PATH (BEACH IN FRONT OF POWER STATION)	16
S SUFFOLK COASTAL PATH (NORTH OF POWER STATION)	21
T SUSTRANS ROUTE	10
Y THORPENESS	1

NOT SHOWN ON MAP:
ALDEBURGH 2, DUNWICH 4, ORFORD 2,
WALBERSWICK 2, WESTLETON HEATH 2, NORFOLK 1,

CONTEXT

- INDICATIVE MAIN DEVELOPMENT SITE AND OFF-SITE ASSOCIATED DEVELOPMENT SITES
- AREA FOR COOLING WATER AND ASSOCIATED INFRASTRUCTURE
- AREA FOR JETTY
- RAILWAY LINE
- ZONE OF PHYSICAL CHANGE (2KM BUFFER)

EUROPEAN SITES

- SPECIAL PROTECTION AREAS
- SPECIAL AREAS OF CONSERVATION
- RAMSAR SITES

1.0	FEB 2016	VW	PH	FINAL	SM
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISIONS / COMMENTS	APPROVED

EDF ENERGY

SIZEWELL C

DOCUMENT:

SIZEWELL C PROJECT
RSPB MINSMERE VISITOR
SURVEYS 2015

DRAWING TITLE:

RECREATIONAL RESOURCES CURRENTLY USED BY RESPONDENTS

DRAWING NO:

FIGURE 08

REVISION:

1.0

DATE:

JAN 2016

DRAWN:

VW

SCALE:

1:29,719 @A3

SCALE BAR:

0 1Kilometers

DRAWING SECURITY CLASSIFICATION:

- ☒ PROTECTIVE MARKING REQUIRED
- ☐ NOT PROTECTIVELY MARKED

APPENDIX A: QUESTIONNAIRE

Survey Point (for completion by surveyor):



Rights of Way User Surveys - Sizewell C

Please tick the boxes that apply.

1 Where do you live/where are you staying?

Home postcode:

Holiday accommodation (name of town/village):

If you're on holiday, how often do you visit this area?

Once a year

More than 5 times a year

2/3 times a year

First time

4/5 times a year

Not applicable

2 What are the main activities you will be doing here today? Tick ONE primary reason, and as many secondary reasons as applicable.

	Primary	Secondary
Walking	<input type="checkbox"/>	<input type="checkbox"/>
Dog walking	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>
Exercise	<input type="checkbox"/>	<input type="checkbox"/>
Running	<input type="checkbox"/>	<input type="checkbox"/>
Horse riding	<input type="checkbox"/>	<input type="checkbox"/>
Enjoying wildlife	<input type="checkbox"/>	<input type="checkbox"/>

	Primary	Secondary
Bird watching	<input type="checkbox"/>	<input type="checkbox"/>
Botany	<input type="checkbox"/>	<input type="checkbox"/>
Sea fishing/angling	<input type="checkbox"/>	<input type="checkbox"/>
Getting some fresh air	<input type="checkbox"/>	<input type="checkbox"/>
Picnicking	<input type="checkbox"/>	<input type="checkbox"/>
Access to beach	<input type="checkbox"/>	<input type="checkbox"/>

Other

3 What are your main reasons for visiting this place in particular, rather than other local areas? Tick ONE primary reason, and as many secondary reasons as applicable.

	Primary	Secondary
Close to home	<input type="checkbox"/>	<input type="checkbox"/>
Easy access from/to car parks	<input type="checkbox"/>	<input type="checkbox"/>
Going to work	<input type="checkbox"/>	<input type="checkbox"/>
Scenery/AONB landscape	<input type="checkbox"/>	<input type="checkbox"/>
Peace and quiet	<input type="checkbox"/>	<input type="checkbox"/>
Good access to a network of footpaths	<input type="checkbox"/>	<input type="checkbox"/>
Dog friendly walk - on lead	<input type="checkbox"/>	<input type="checkbox"/>
Dog friendly walk - off lead	<input type="checkbox"/>	<input type="checkbox"/>

	Primary	Secondary
Good for children	<input type="checkbox"/>	<input type="checkbox"/>
Good for families	<input type="checkbox"/>	<input type="checkbox"/>
Archaeology	<input type="checkbox"/>	<input type="checkbox"/>
Local history	<input type="checkbox"/>	<input type="checkbox"/>
As a short cut/route through	<input type="checkbox"/>	<input type="checkbox"/>
To see/get close to the Nuclear Power Stations	<input type="checkbox"/>	<input type="checkbox"/>
Enjoying the wildlife	<input type="checkbox"/>	<input type="checkbox"/>

Other

4 a) Would you stop using the area around Sizewell C during the construction of the Nuclear Power Station?

Yes

No

Reason

4 b) If you would prefer to avoid the paths around the construction site...

i) which other areas are you likely to visit instead (please refer to OS map and give reasons)?

Place 1:

Reasons:

Place 2:

Reasons:

Place 3:

Reasons:

ii) how far would you be prepared to travel to alternative areas?

Less than 2 miles

Up to 5 miles

Up to 10 miles

Up to 20 miles

More than 20 miles

Nowhere

iii) how would you get there?

Drive

Walk

Cycle

Use public transport

Share lifts

Other

5 If you have a dog, where else do you feel able to walk your dog off its lead?

Place 1:

Place 2:

Place 3:

How often do you walk your dog off its lead?

More than once a day

Daily

Weekly

Monthly

Less often

First time

6 What route are you taking today?

Start:

End:

Via:

How did you get to the start of your route?

Walked from home/tourist accommodation ☐ Used public transport ☐

Drove ☐

Cycled ☐ Other ☐

How long will your visit be?

Less than 30 mins ☐ Up to 2 hours ☐

Up to 1 hour ☐ More than 2 hours ☐

7 How often do you use this route? Please tick all those that apply.

	Walking	Dog Walking	Cycling	Horse Riding	Running	Wildlife
More than once a day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Less often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This is the first time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

At what times of year do you use this route?

Jan/Feb/March ☐ July/August/September ☐

April/May/June ☐ October/November/December ☐

☐ All year round ☐

8 If you visit Sizewell, which rights of way/locations around Sizewell do you visit most? (please refer to Figure 1). Please tick all those that apply.

Aldringham Walks	<input type="checkbox"/>	Sandlings Walk (north)/Bridleway 19	<input type="checkbox"/>
Broom Covert	<input type="checkbox"/>	Sandlings Walk (east-west)	<input type="checkbox"/>
Goose Hill	<input type="checkbox"/>	Sandlings Walk (Aldringham Walks)	<input type="checkbox"/>
Leiston Common	<input type="checkbox"/>	Sandy Lane	<input type="checkbox"/>
Kenton Hills	<input type="checkbox"/>	Suffolk Coastal Path (Aldringham Walks)	<input type="checkbox"/>
Paths north out of Leiston to Abbey/Theberton	<input type="checkbox"/>	Suffolk Coastal Path (beach in front of Power Stations)	<input type="checkbox"/>
Paths south of Leiston leading to Golf Course/beach	<input type="checkbox"/>	Suffolk Coastal Path (north of Power Stations)	<input type="checkbox"/>
Beach south of Power Stations	<input type="checkbox"/>	Sustrans Route	<input type="checkbox"/>
Reckham Pits Wood	<input type="checkbox"/>	Not applicable	<input type="checkbox"/>
Beach footpaths	<input type="checkbox"/>	Other	<input type="checkbox"/>

9 What is it about these routes that encourages you to use them? Please tick all those that apply.

Aim to reach a specific destination

☐

Views

☐

Circular routes

☐

Peace and quiet

☐

Part of a long distance path

☐

Wildlife to be seen

☐

Can let dog off the lead

☐

Car park provided

☐

Hard surface

☐

Good for less mobile/buggy

☐

Soft surface

☐

It feels safe

☐

Close to home or tourist
accommodation/convenience

☐

Paths are well signed/
interpretation boards

☐

Toilets/Cafe

☐

Other

Do you have any comments about these routes? For example, how could it be improved?

10 Would you be interested in visiting a viewing platform, or visitor centre, to see and learn more about the progression of the Sizewell C Nuclear Power Station construction?

Yes

☐

Not sure

☐

No

☐

11 Any other comments or suggestions:

About You:

Gender

Male

☐

Alone

☐

Female

☐

In a group of how many people

Age group

under 20

☐

Do you have a disability that requires you to use a:

20-44

☐

Wheelchair

☐

45-65

☐

Mobility scooter

☐

over 65

☐

Thank you

If you have any questions or want to know the latest news on Sizewell C you can reach us by:

Website: <http://sizewell.edfenergyconsultation.info>

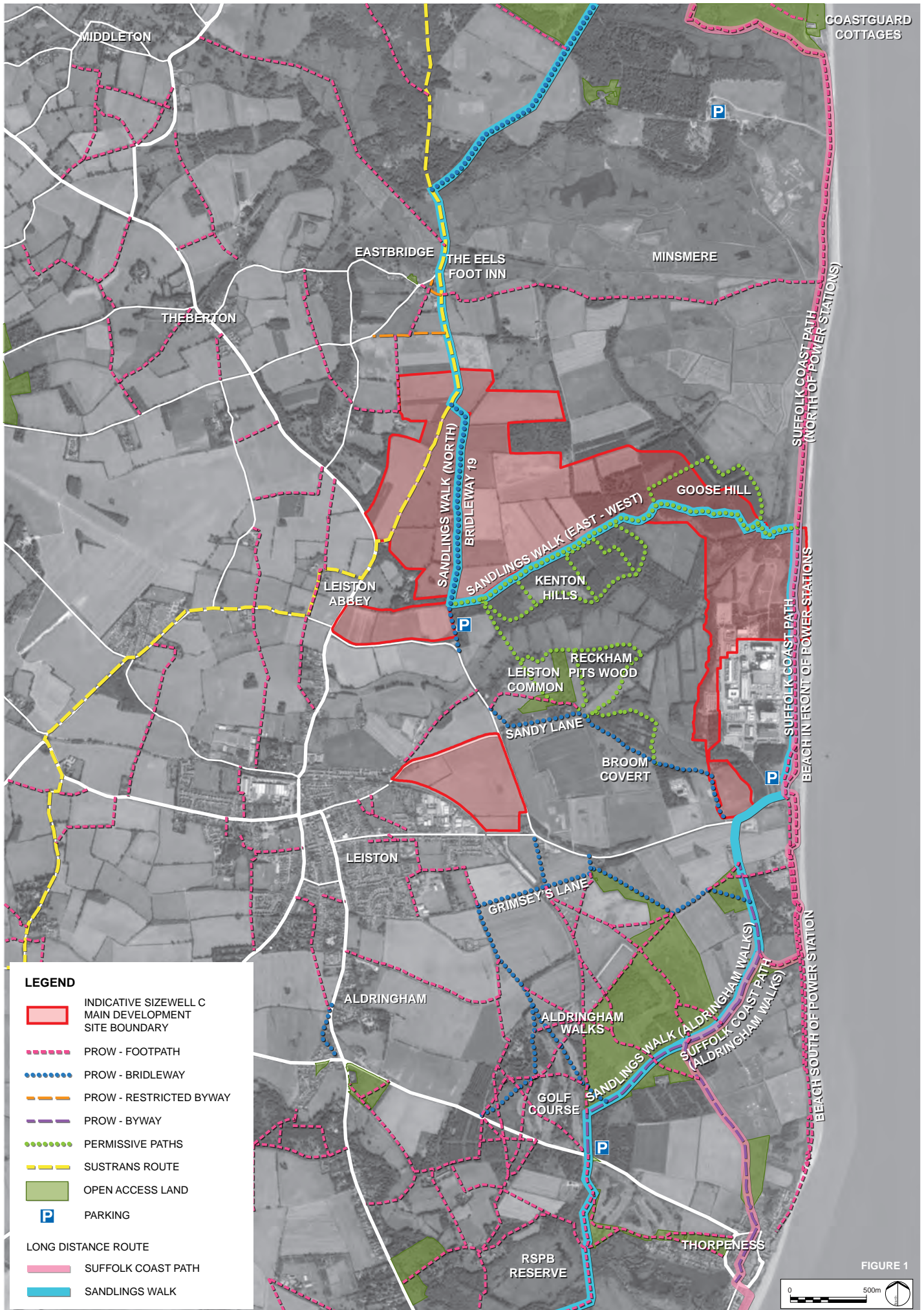
Email: sizewell@edfconsultation.info

Freephone: 0800 197 6102

Explanatory Note



- EDF Energy plans to build a new Nuclear Power Station, known as Sizewell C, on land next to Sizewell B.
- Figures 1 and 2 show the likely extent of the temporary construction area and the location of the proposed Power Station.
- It would take between 7-9 years to build the Power Station. The development would include the construction of sea defences along the beach, similar to those in front of Sizewell B, a temporary jetty, and rail extension.
- The scale of construction will be similar to that of the Olympic Park.
- The Coast Path would remain open during construction, but may need to be closed for short periods to ensure public safety.
- Some permissive paths along Kenton Hills extending to the coast would be diverted around the outside of the site (routes being explored).
- Kenton Hills car park and the Permissive Paths within Kenton Hills would remain open, although there would be no access to the coast.
- The Bridleway would be closed throughout construction.
- The boundaries of the construction site would be screened with substantial landscaped bunds and/or acoustic fencing, where necessary, to help protect footpaths, bridleways and cycle paths.



Aerial Photography © BING Maps

This map is an illustrative representation of PROw, Permissive Paths and Open Access Land and does not represent all such access in its entirety.

There were some minor variations in earlier versions of this plan used in August surveys. This is the definitive plan used for all future surveys.



FIGURE 2

There were some minor variations in earlier versions of this plan used in August surveys. This is the definitive plan used for all future surveys.

APPENDIX B: QUESTIONNAIRE SURVEY RESULTS

Rights of Way User Survey August & November 2015
Sizewell C Minsmere - Questionnaire Results

Number of Completed Questionnaires: 133

1a. If you are on holiday, where are you staying?		Percentage
Aldeburgh	6	4.5%
Wangford	2	1.5%
Eastbridge	2	1.5%
Dunwich	3	2.3%
Westleton	1	0.8%
Yoxford	1	0.8%
Halesworth	1	0.8%
Leiston	2	1.5%
Snape	2	1.5%
Sizewell	1	0.8%
Theberton	1	0.8%
Southwold	4	3.0%
Darsham	1	0.8%
Wells-Next-The-Sea	1	0.8%
Norfolk	1	0.8%
Saxmundham	2	1.5%
Ipswich	2	1.5%
Beccles	1	0.8%
Peasehall	2	1.5%
Ufford	4	3.0%
Walberswick	2	1.5%
Sibton	1	0.8%
Thorington	1	0.8%
Woodbridge	1	0.8%
Lowestoft	1	0.8%
Rendham	2	1.5%
1b. If you are on holiday, how often do you visit this area?		
once a year	22	16.5%
2/3 times a year	16	12.0%
4/5 times a year	2	1.5%
more than 5	3	2.3%
first time	15	11.3%
not applicable	1	0.8%

2. What are the main activities you are doing here today?

a. Primary Reason

walking	32	24.1%
dog walking	0	0.0%
cycling	1	0.8%
exercise	1	0.8%
running	0	0.0%
horse riding	0	0.0%
enjoying wildlife	15	11.3%
bird watching	83	62.4%
botany	0	0.0%
sea fishing	0	0.0%
getting some fresh air	0	0.0%
picnicking	0	0.0%
access to beach	1	0.8%

b. Secondary Reason

walking	76	57.1%
dog walking	3	2.3%
cycling	8	6.0%
exercise	28	21.1%
running	3	2.3%
horse riding	0	0.0%
enjoying wildlife	84	63.2%
bird watching	42	31.6%
botany	25	18.8%
sea fishing	2	1.5%
getting some fresh air	61	45.9%
picnicking	9	6.8%
access to beach	45	33.8%
photography	4	3.0%
body boarding	1	0.8%

3. What are your main reasons for visiting this place today?

a. Primary Reason

close to home	13	9.8%
easy access from/to car parks	3	2.3%
going to work	0	0.0%
scenery	19	14.3%
peace & quiet	5	3.8%
good access to footpath network	2	1.5%
dog friendly walk - on lead	0	0.0%
dog friendly walk - off lead	1	0.8%
good for children	1	0.8%
good for families	1	0.8%
archaeology	0	0.0%
local history	0	0.0%
short cut	0	0.0%
to see Nuclear Power Station	0	0.0%
enjoying wildlife	86	64.7%
rsqb centre	1	0.8%

b. Secondary Reason

close to home	23	17.3%
easy access from/to car parks	20	15.0%
going to work	0	0.0%
scenery	44	33.1%
peace & quiet	70	52.6%
good access to footpath network	44	33.1%
dog friendly walk - on lead	2	1.5%
dog friendly walk - off lead	0	0.0%
good for children	18	13.5%
good for families	21	15.8%
archaeology	4	3.0%
local history	9	6.8%
short cut	0	0.0%
to see Nuclear Power Station	2	1.5%
enjoying wildlife	37	27.8%
photography	1	0.8%
toilets/café/shop	1	0.8%

4a. Would you stop using the area around Sizewell C during construction?

yes	37	27.8%
no	95	71.4%
not sure	0	0.0%

4b. i. Alternative areas to visit if prefer to avoid construction

Dunwich Heath	6	4.5%
Southwold	3	2.3%
Minsmere	3	2.3%
Aldeburgh	6	4.5%
Thorpeness	1	0.8%
North Warren Nature Reserve	3	2.3%
Walberswick	3	2.3%
Flatford	1	0.8%
Covehithe	1	0.8%
Dunwich Forest	1	0.8%
Darsham Reserve	1	0.8%
Framlingham	1	0.8%
Norfolk	4	3.0%
Titchwell	2	1.5%
Dunwich	3	2.3%
Sutton Heath	2	1.5%
Boyton	3	2.3%
Cornwall	1	0.8%
Scotland	1	0.8%
Wicken Fen Nature Reserve	3	2.3%
Finringhoe	2	1.5%
Butley	1	0.8%
Blythburgh	2	1.5%
Iken	1	0.8%
Hazelwood Marshes	1	0.8%
Lakenheath Fen	1	0.8%
Shingle Street	1	0.8%

4b ii. How far would you travel?

less than 2 miles	5	3.8%
up to 5 miles	7	5.3%
up to 10 miles	14	10.5%
up to 20 miles	11	8.3%
more than 20 miles	23	17.3%
nowhere	2	1.5%

4b iii. How would you get there?

drive	63	47.4%
walk	5	3.8%
cycle	5	3.8%
public transport	2	1.5%
share lift	0	0.0%

5a Where else do you feel able to walk the dog off the lead?

Sizewell Beach	1	0.8%
Sizewell Belts	1	0.8%
Dunwich	1	0.8%

5b. How often do you walk your dog off its lead?

more than once a day	1	0.8%
daily	1	0.8%
weekly	0	0.0%
monthly	0	0.0%
less often	0	0.0%
first time	0	0.0%

6. Route taking today

	start	finish	via	start	finish	via
Minsmere	121	124	15	91.0%	93.2%	11.3%
Eastbridge	0	0	3	0.0%	0.0%	2.3%
Coastal Path	1	0	3	0.8%	0.0%	2.3%
Dunwich Heath	5	4	0	3.8%	3.0%	0.0%
Dunwich	2	1	1	1.5%	0.8%	0.8%
Southwold	1	2	1	0.8%	1.5%	0.8%
Beach	0	0	3	0.0%	0.0%	2.3%
Snape	1	0	0	0.8%	0.0%	0.0%
Minsmere Sluice	0	0	0	0.0%	0.0%	0.0%
Aldeburgh	1	0	0	80.0%	0.0%	0.0%
Walberswick	0	1	0	0.0%	0.8%	0.0%

6b. How did you get to the start of your route?

walked from home	3	2.3%
drove	127	95.5%
cycled	1	0.8%
public transport	1	0.8%
motor bike	1	0.8%

6c. How long will your visit be?

less than 30 mins	0	0.0%
up to 1 hour	6	4.5%
up to 2 hours	10	7.5%
more than 2 hours	115	86.5%

7. How often do you use this route?

	Walking	Dog Walking	Cycling	Horse Riding	Running	Wildlife	Walking	Dog Walking	Cycling	Horse Riding	Running	Wildlife
more than once a day	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
daily	0	0	0	0	0	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
weekly	10	0	0	0	0	10	7.5%	0.0%	0.0%	0.0%	0.0%	7.5%
monthly	13	1	1	0	0	20	9.8%	0.8%	0.8%	0.0%	0.0%	15.0%
less often	41	2	4	1	2	43	30.8%	1.5%	3.0%	0.8%	1.5%	32.3%
first time	31	0	0	0	0	22	23.3%	0.0%	0.0%	0.0%	0.0%	16.5%

7b. At what times if year do you use this route?

Jan/Feb/Mar	7	5.3%
Apr/May/Jun	9	6.8%
Jul/Aug/Sep	39	29.3%
Oct/Nov/Dec	19	14.3%
all year round	70	52.6%

8. Which rights of way around Sizewell do you visit the most?

Aldringham Walks	12	9.0%
Broom Covert	2	1.5%
Goose Hill	6	4.5%
Leiston Common	8	6.0%
Kenton Hills	7	5.3%
Leiston paths north to Abbey	10	7.5%
Leiston paths south to golf course/beach	5	3.8%
beach south of the power station	14	10.5%
Reckham Pits Wood	3	2.3%
Beach footpaths	29	21.8%
Sandlings Walk north	15	11.3%
Sandlings Walk east/west	19	14.3%
Sandlings Walk (Aldringham Walks)	13	9.8%
Sandy Lane	7	5.3%
Suffolk Coastal Path (Aldringham Walks)	18	13.5%
Suffolk Coastal Path (beach in front of power station)	26	19.5%
Suffolk Coastal Path (north of power station)	21	15.8%
Sustrans Route	10	7.5%
Minsmere	3	2.3%
Norfolk	1	0.8%
Dunwich Heath	6	4.5%
Walberswick	2	1.5%
Dunwich	4	3.0%
Westleton Heath	2	1.5%
Orford	2	1.5%
Aldeburgh	2	1.5%
Thorpeness	1	0.8%

9. What is it about these routes that encourages you to use them?

to reach a specific destination	14	10.5%
circular routes	56	42.1%
part of long distance path	8	6.0%
can let dog off the lead	2	1.5%
hard surface	7	5.3%
soft surface	4	3.0%
close to home	17	12.8%
toilets/café	38	28.6%
views	67	50.4%
peace & quiet	75	56.4%
wildlife	92	69.2%
car park provided	44	33.1%
good access for buggies & less mobile	3	2.3%
feels safe	23	17.3%
paths well signed/interpretation boards	29	21.8%
beach	1	0.8%

10. Interested in visiting viewing platform during construction

yes	41	30.8%
no	68	51.1%
not sure	23	17.3%

Gender

Male	69	51.9%
Female	63	47.4%

Alone	28	21.1%
Group	103	77.4%

Age

under 20	4	3.0%
20 - 44	23	17.3%
45 - 65	62	46.6%
65+	41	30.8%

VOLUME 2, CHAPTER 15, APPENDIX 15C : 2016-2018 SIZEWELL C VISITOR SURVEYS

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Please note that the red and blue line site boundaries used in the plans within Appendix C and Appendix D of this document was amended after survey was conducted, and therefore does not reflect the boundaries in respect of which development consent has been sought in this application. However, the amendment to the red line boundary does not have any impact on the findings set out in this document and all other information remains correct.

1 INTRODUCTION

1.1 General

1.1.1 This report details a two-phase visitor survey of the Suffolk Coastal Cycle Route (Regional Cycle Network Route 42) and three footpaths (PRoW E-363/003/0, E-363/006/0 and E-363/010/0) at the main development site and the green rail route, and one bridleway (PRoW E-288/008/0) at the southern park and ride site. These routes have been surveyed due to their proximity to key developments on the main and associated development sites of the Sizewell C Project.

1.1.2 A combination of observation and questionnaire based visitor surveys were carried out at five locations in August 2016 and November 2018.

1.1.3 Two previous reports present information of surveys carried out at the Main Development Site in 2014 by EDF Energy and at RSPB Minsmere in 2015. These are included in **Appendix 15A** and **15B**.

1.1.4 All three reports will inform the assessment of the effects of the construction and operation of SZC within the amenity and recreation chapter of the Environmental Statement and the Habitats Regulations Assessment (HRA).

1.2 Structure of Report

1.2.1 A description of the methodology is provided in **Section 2**, the results of the observation survey on levels of use and user profiles are presented in **Section 3** followed by the results of the questionnaire survey in **Section 4**. **Section 5** includes a summary of the key findings and conclusions.

2 METHODOLOGY

2.1 General

2.1.1 This report presents the results of surveys carried out in November 2016 and August 2018. The survey points at the following locations are shown in Figures 15C.1 and 15C.2 in Appendix A and are described below:

- the section of the Suffolk Coastal Cycle Route (Regional Cycle Network Route 42) along Eastbridge Road that links Eastbridge with the B1122 just north of Leiston Abbey, that will be affected by the location of the proposed site entrance and accommodation campus;

- the three footpaths (PRoW E-363/003/0, E-363/006/0 and E-363/010/0) that run north south from Abbey Lane that will be affected by the proposed Green Rail Route;
- Bridleway E-288/008/0 between the A12 and B1116 along the west side of the proposed southern park and ride facility at Wickham Market.

2.1.2 The survey dates in November (winter) and August (summer) were consistent with the dates of the previous visitor surveys undertaken in 2014 and 2016.

2.1.3 A much shortened version of the 2014 questionnaire survey was used, at the same location points as for the visitor counts, to collect basic information on the type of visitor (local or holiday maker), the route being taken that day, frequency of use and demographic information. The shortened questionnaire was designed to provide information to inform the design of potential diversions of these routes, and the amenity and recreation impact assessments within the Environmental Statement. The previous visitor surveys undertaken in 2014 and 2016 had covered a wider area and used a longer questionnaire giving more comprehensive and detailed information on matters such as potential for displacement during the construction phase, to inform broader design, mitigation and impact assessment work including informing the recreational evidence base for the Habitat Regulations Assessment.

2.1.4 Levels of use on the 2016–2018 routes were expected to be extremely low (based on knowledge gained by the assessor during the previous visitor surveys at SZC and on experience of similar surveys at other locations) so the questionnaire surveys were not expected to yield statistically robust data.

2.1.5 In order to provide comparable data with that already collected in the 2014 Visitor Survey, the data was collected in the same way and at the same times of day, days of the week and months of the year for the 2016 and 2018 visitor surveys.

Survey location points (see Figures 15C.1 and 15C.2 for plans of locations)

<p>A. Abbey Lane to Abbey Road Footpath E-363/010/0 Grid ref TM443639</p> 	<p>B. Aldhurst Farm to Westward Ho Footpath E-363/006/0 Grid ref TM440639</p> 	<p>C. Cakes & Ale to Buckleswood Road Footpath E-363/003/0 Grid ref TM433633</p> 
<p>D. Eastbridge Road/Upper Abbey Farm Grid ref TM449644</p> 	<p>E. Wickham Market Bridleway E-288/008/0 Grid ref TM315574</p> 	

2.2 Visitor Survey Methodology

2.2.1 The visitor counts used the same methodology as in 2014. Surveyors recorded the people they saw from each agreed survey point location and observed their gender, age group, cultural background, whether alone or in a group, in the presence of a dog or not, their primary and secondary activities, the number of dogs with the visitor and whether those dogs were on or off lead.

2.2.2 Every visitor in a group in the presence of one or more dogs was coded as walking the dog for their primary activity. For example, if a group of five people were walking together with one dog they would each be recorded as

dog walkers, and one person walking more than one dog would be recorded as one dog walker.

- 2.2.3 Given our belief that the levels of use on the 2016–2018 routes would be low, we expected to encourage every walker and dog walker we encountered to complete the short questionnaire. The surveyors copied down the responses that the visitors gave to the questions and also made particular efforts to get as many additional comments as possible to better understand people's choice of routes and the likely impact of the potential disturbance.
- 2.2.4 Cyclists are difficult to engage in questionnaires so questionnaires were provided in self-addressed and stamped envelopes as they passed, when it was safe to do so. The questionnaire was designed for self-completion. An explanatory note with information regarding SZC was used at the Green Rail Route / Main Development Site survey points as per the previous surveys together with an updated aerial map of the construction site boundary, Green Rail Route and affected PRowWs and cycle routes (see Appendix C). An additional aerial map of the boundary of the proposed southern park and ride facility at Wickham Market and the surrounding PRowWs was provided at that survey point together with a modified explanatory note providing additional information specific to the park and ride (see Appendix D).
- 2.2.5 The survey point locations were selected to maximise visibility along the PRowW and the cycle route sightlines and accounted for by constraints in the vicinity of the survey location on Eastbridge Road.
- 2.2.6 A team of surveyors, one per survey location, was deployed so that the November 2016 surveys were completed over a long weekend (Friday to Monday). The August 2018 surveys were carried out over a week and two consecutive weekends. Table 2 details the full survey schedule. Each location was surveyed for a total of 30 hours.

Table 2: Completed survey schedule for 2016 - 2018

	Abbey Lane to Abbey Road	Aldhurst Farm to Westward Ho Road	Cakes & Ale to Buckleswood Road	Eastbridge Road/ Upper Abbey	Wickham Market Bridleway
November weekdays 2016					
08.00-10.00	Fri 11th SG	Mon 14th SG	Mon 14th AMM	Fri 11th AMM	Fri 11th RS
11.00-13.00	Fri 11th SG	Mon 14th SG	Mon 14th AMM	Fri 11th AMM	Fri 11th RS
14.00-16.00	Fri 11th SG	Mon 14th SG	Mon 14th AMM	Fri 11th AMM	Fri 11th RS
November weekends 2016					
08.00-10.00	Sat 12th SG	Sun 13th SG	Sun 13th AMM	Sat 12th AMM	Sat 12th RS
11.00-13.00	Sat 12th SG	Sun 13th SG	Sun 13th AMM	Sat 12th AMM	Sat 12th RS
14.00-16.00	Sat 12th SG	Sun 13th SG	Sun 13th AMM	Sat 12th AMM	Sat 12th RS
August weekdays 2018					
07.00-08.00	Mon 13th AM	Wed 15th AM	Wed 15th AMM	Mon 13th AMM	Fri 17th AMM
09.00-12.00	Mon 13th AM	Wed 15th AM	Wed 15th AMM	Mon 13th AMM	Fri 17th AMM
13.00-16.00	Tue 14th AM	Thu 16th AM	Thu 16th AMM	Tue 14th AMM	Fri 17th AM
17.00-19.00	Tue 14th AM	Thu 16th AM	Thu 16th AMM	Tue 14th AMM	Fri 17th AM
August weekends 2018					
07.00-08.00	Sun 12th AM	Sat 11th AM	Sat 18th AMM	Sun 12th AMM	Sat 18th AMM
09.00-12.00	Sun 12th AM	Sat 11th AM	Sat 18th AMM	Sun 12th AMM	Sat 18th AM
13.00-16.00	Sun 12th AM	Sat 11th AM	Sat 18th AMM	Sun 12th AMM	Sat 18th AMM
17.00-19.00	Sun 12th AM	Sat 11th AM	Sat 18th AMM	Sun 12th AMM	Sat 18th AM

Initials identify the surveyors

2.2.7 Weather conditions on the survey days in both years were as might have been expected, as detailed in Table 3. World Weather Online provided historical weather data for Ipswich on the survey days.

Table 3: Average weather conditions on survey days

Month/year	Average temp. at 09.00	Average temp. at 12.00	Average temp. at 18.00	Notes
November 2016	8°C	10°C	10°C	Dry and overcast most days with light rain on 12 th .
August 2018	19°C	20°C	20°C	Dry and partly cloudy on most days, sunny on two days with light rain at times on 13 th and 16 th .

2.2.8 A combination of observation and questionnaire methods for visitor surveys has a number of advantages. A verification check can be made of actual behaviours against reported behaviours and how representative the profile of questionnaire respondents is to the profile of actual visitors. People who are most willing to respond to questionnaire surveys tend to be adults in the middle to later years of life with a more restricted range of behaviours compared to more active younger people and families with their children's needs in mind. The observation survey method yields richer data on the numbers and profile of users compared to only counting numbers, and observation surveys also allow information to be collected on matters such as numbers of dogs, dogs off lead or anti-social behaviours which some questionnaire respondents may be reluctant to address. Using questionnaires and observations allows for a more nuanced interpretation of the findings of both.

b) Questionnaire Survey

2.2.9 A total of 150 hours of surveying were undertaken across all five sites and a total of 87 questionnaires were completed at the survey locations (see Table 9 for the number of questionnaires at each survey point). The low sample size will be subject to some skewing of the results. This questionnaire sample size equates to 56% of all those observed on the routes. The bulk of those observed but not questioned were cyclists passing at speed along Eastbridge Road, children and other companions in groups.

c) Observation Survey

2.2.10 A total of 150 hours of surveying was undertaken across the five survey point locations and a total of 155 users were observed on the routes in the vicinity of the survey point locations. This also represents an extremely low level of use of less than 20,000 visits per location per year (see Table 8). The busiest route was Abbey Lane to Abbey Road (favoured by walking

groups) and the least used was the bridleway at Wickham Market Park and Ride.

- 2.2.11 The results presented in the tables in Section 3 use numbers rather than percentages in the main because the sample sizes for both the questionnaire and the observation surveys are so low.

3 OBSERVATION SURVEY RESULTS

3.1 Levels of use

- 3.1.1 Of the total of 155 users counted and profiled at the five sites over 150 hours, the seasonal split was 51 in November 2016 and 104 in August 2018. This very low level of use (see Table 8 for site totals) contrasts markedly with that of the 4,214 users observed across seven sites over a total of 214 hours in the 2014 visitor surveys: only one of the seven sites registered a low level of use in 2014 (i.e. less than 20,000 visits pa), four registered a medium level of use (20,000-100,000 visits pa) and two a high level of use (more than 100,000 visits pa).

- 3.1.2 The busiest route in the 2016-2018 surveys was Abbey Lane to Abbey Road with 86 users observed over 30 hours. This route is favoured by local walking groups utilising routes between the Red Lion at Theberton and Leiston.

- 3.1.3 Wickham Market was the least well used with only four users recorded over 30 hours (three of whom were the gamekeepers). Of the 30 users on Eastbridge Road 28 were cyclists and two were walkers. It was predominantly walkers and dog walkers who used the other two paths connecting Abbey Lane with Buckleswood Road and Westward Ho. The path from the Cakes and Ale campsite on Abbey Lane to Buckleswood Road continues southwards from Buckleswood Road to the stile crossing the existing railway line and on to Saxmundham Road. This southerly section was used much more than the northerly section up to Cakes and Ale, and would also be affected by the railway line extension. Users of the southerly section were counted with the few that were seen on the northerly section. It should also be noted that Buckleswood Road itself is well used by walkers, runners and cyclists as a quieter route than that provided for on the Saxmundham Road to the south.

- 3.1.4 The gender profile of users varied across all five sites with the most marked difference being that three times as many males used Eastbridge Road as females (the majority of whom were leisure and commuting cyclists of both genders).

Table 4: Gender and Age Profile

Survey point	Gender		Age Groups						n =
	Female	Male	0-4	5-15	16-19	20-44	45-64	65+	
Abbey Lane to Abbey Road	48	38	0	1	3	20	37	25	86
Aldhurst Farm to Westward Ho	10	7	0	2	0	2	10	3	17
Cakes and Ale to Buckleswood Road	6	12	2	0	0	5	5	6	18
Eastbridge Road/Upper Abbey Farm	8	22	0	0	1	9	18	2	30
Wickham Market Bridleway	1	3	0	0	0	3	1	0	4
Totals	73	82	2	3	4	39	71	36	155

3.1.5 Very few under 20s were observed on the routes and there were almost twice as many users in the 45-64-year-old group as in each of the 20-44 and 65+ groups. All the footpath and bridleway routes are unsurfaced reducing accessibility for people with physical disabilities; no people in this category were seen. The relatively high numbers of people in the older age groups emphasises the leisure value of the Abbey Lane to Abbey Road path (PRoW E-363/010/0) (that leads northwards up to Leiston Abbey and the Red Lion at Theberton) and Eastbridge Road (that leads up to Minsmere and the Eels Foot Inn in Eastbridge).

3.1.6 Across all five sites the levels of use across the week and weekend were similar with an increase at weekends (64 on weekdays compared to 91 on weekend days). Over the course of a day it is the early morning and late afternoons that seem to have been the most visited parts of the day accounted for in part by dog walkers and cyclist commuters (see Table 5). The walking groups encountered on the Abbey Lane to Abbey Road path skew the data with such a small sample on this variable, but it remains important to know that such organised groups favour this path, as do those attending educational courses at Leiston Abbey.

Table 5: Combined 2016-2018 Visitor Survey Levels of Use

	Abbey Lane to Abbey Road E-363/010/0	Aldhurst Farm to Westward Ho E-363/006/0	Cakes and Ale to Buckleswood Road E-363/003/0	Eastbridge Road/Upper Abbey Farm	Wickham Market Bridleway	n =
November 2016 Weekdays						
08.00-10.00	6	1	1	0	0	
11.00-13.00	14	0	0	4	0	
14.00-16.00	1	0	0	2	0	
Subtotal	21	1	1	6	0	
August 2018 Weekdays						
07.00-08.00	2	3	0	1	1	
09.00-12.00	5	0	0	0	2	
13.00-16.00	6	0	0	2	0	
17.00-19.00	2	2	4	5	0	
Subtotal	15	5	4	8	3	
November 2016 Weekends						
08.00-10.00	4	0	2	4	0	
11.00-13.00	0	0	1	0	0	
14.00-16.00	7	4	0	0	0	
Subtotal	11	4	3	4	0	
August 2018 Weekends						
07.00-08.00	4	2	4	0	0	
09.00-12.00	5	2	4	5	0	
13.00-16.00	2	1	0	0	0	
17.00-19.00	28	2	2	7	1	
Subtotal	39	7	10	12	1	
TOTALS						
WEEKDAYS	36	6	5	14	3	64

	Abbey Lane to Abbey Road E-363/010/0	Aldhurst Farm to Westward Ho E-363/006/0	Cakes and Ale to Buckleswood Road E-363/003/0	Eastbridge Road/Upper Abbey Farm	Wickham Market Bridleway	n =
WEEKENDS	50	11	13	16	1	91
TOTALS	86	17	18	30	4	155

3.1.7 As shown in Table 6, more people were using the routes in a group than on their own (89 compared to 66 respectively) but the proportion of lone users was still relatively high compared to other outdoor environments. The proportion of users in the presence of a dog (55) was approximately half of those without a dog (100).

Table 6: State

Survey point	Alone	In a group	With dog	Without dog	n =
Abbey Lane to Abbey Road	25	61	24	62	86
Aldhurst Farm to Westward Ho	9	8	12	5	17
Cakes and Ale to Buckleswood Road	14	4	16	2	18
Eastbridge Road/Upper Abbey Farm	16	14	0	30	30
Wickham Market Bridleway	2	2	3	1	4
Totals	66	89	55	100	155

3.1.8 The range of primary activities was narrow when compared to the pattern of most other outdoor environments (see Table 7). Walking (58) and walking a dog (52) were the most popular activities, closely followed by cycling (36) and a small number running (6). No one was seen horseriding, sitting or standing on the routes, nor unsurprisingly in a buggy, wheelchair or mobility scooter. Three people seen on the Wickham Market path were the gamekeepers (and their dogs) visiting their coverts.

3.1.9 Dog walking was observed on three of the sites. The majority of users were dog walkers on the Cakes and Ale path (16 out of 18) and on the Aldhurst Farm to Westward Ho path (12 out of 17). On the Abbey Lane to

Abbey Road path dog walkers constituted a minority of users (24 out of 86). Approximately a quarter of dogs were observed as being off lead on the Abbey Lane to Abbey Road and Aldhurst Farm to Westward Ho paths and nearly a half on the Cakes and Ale to Buckleswood Road path. No professional dog walkers were observed on these routes.

Table 7: Primary activity

Survey point	Cycling	Running	Walking	Walking dog	Other	n =
Abbey Lane to Abbey Road	8	2	52	24	0	86
Aldhurst Farm to Westward Ho	0	3	2	12	0	17
Cakes and Ale to Buckleswood Road	0	1	1	16	0	18
Eastbridge Road/Upper Abbey Farm	28	0	2	0	0	30
Wickham Market Bridleway	0	0	1	0	3	4
Totals	36	6	58	52	3	155

3.1.10 Table 8 indicates the estimates of the annual level of use at each of the survey points using the following formula:

Total visits weekdays / number of hours surveyed = average visits per hour x 12 hours per day x 261 weekdays per year

+

Total visits weekend days / number of hours surveyed = average visits per hour x 12 hours per day x 104 weekend days per year

Table 8: Estimate of annual levels of use (based on survey data)

Survey point	Total users	Total hours	Total users/hour	Estimated visits per annum
Abbey Lane to Abbey Road	86	30	2.9	11,677
Aldhurst Farm to Westward Ho	17	30	0.6	2,168
Cakes and Ale to Buckleswood Road	18	30	0.6	2,126
Eastbridge Road/Upper Abbey Farm	30	30	1	4,254
Wickham Market Bridleway	4	30	0.1	710
Totals	155	150		

3.1.11 Abbey Lane to Abbey Road was the most used path (equivalent to levels measured on Bridleway 19 (PRoW E-363/019/0) in 2014) and the path at Wickham Market the least, but all these paths are receiving very low levels of use i.e. less than 20,000 visits per year.

4 QUESTIONNAIRE SURVEY RESULTS

4.1.1 This section presents the results of the questionnaire survey. The raw data can be found in Appendix E.

4.1.2 A total of 87 questionnaires were completed over the 150 hours of survey across the five sites (see Table 9 for site totals). The relatively high numbers of questionnaires gathered on the Abbey Lane to Abbey Road path reflect the effect of two walking groups passing through on two separate sessions, one in each year. It was not possible to collect any questionnaires at the Wickham Market bridleway because the one leisure user of the path used a section of it too far removed from the surveyor. The other three people observed were the gamekeepers visiting the coverts as part of their work. That said, the conversations with the gamekeepers are reported on later to provide some insight into how they perceived the path to be used.

Table 9: Questionnaire numbers at survey locations

Survey point	Nos. of questionnaires
Abbey Lane to Abbey Road	47
Aldhurst Farm to Westward Ho	10
Cakes and Ale to Buckleswood Road	18
Eastbridge Road/Upper Abbey Farm	12
Wickham Market Bridleway	0
Total	87

- 4.1.3 As with the observation survey, the sample size of the questionnaire survey was too small to be statistically robust. There was a reasonable gender split with 48 males to 39 females and just under half the sample (42) were visiting alone and the rest were in a group. The sample was dominated by people from the older age groups primarily from the 45-64 year old group (38), followed by the over 65s (31), the 20-44 group (16) and only 2 from the under 20 year old group. No one reported a disability.

Q1a Where do you live /where are you staying

- 4.1.4 From Table 10 it can be seen that by far the majority of the users on the three Leiston paths and the cycle route came from Leiston and Saxmundham addresses (47), a further 13 came from the Woodbridge area a little further away, 3 from Southwold, 1 from Aldeburgh and the rest from further afield (18).

Table 10: Home postcodes

Home postcode	n
Aldeburgh	1
Cambridge	1
Chelmsford	1
Colchester	5
Doncaster	1
Halifax	1
Harrogate	1
Leeds	1
Leiston	36
London	1
Norwich	2
Romford	3
Saxmundham	11
Southampton	1
Southwold	3
Woodbridge	13
Total	82

Q1b If you are on holiday, where are you staying

- 4.1.5** Of those who were on holiday (24) the vast majority (19) were staying very locally in Leiston (see Table 11). Of these a proportion were staying at the Applefields campsite on Abbey Road and the Cakes and Ale campsite on Abbey Lane.

Table 11: Holiday accommodation locations

Holiday accommodation locations	n
Aldeburgh	1
Dunwich	1
Leiston	12
Leiston Abbey	3
Leiston Cakes & Ale	3
Leiston Westward Ho	1
Melton	3
Total	24

Q1c If you are on holiday, how often do you visit this area

- 4.1.6 A significant proportion of the 24 holiday makers were first time visitors (10) and regular visitors of at least 4 times per year (8) (see Table 12).

Table 12: Frequency of visits by holiday makers

Frequency of visits by holiday makers	n
once a year	4
2/3 times a year	1
4/5 times a year	4
more than 5	4
first time	10
Total	23

Q2a What route are you taking today

- 4.1.7 The names of the locations where the respondents started from, finished at and went via, on their route on the day were those given by respondents (see Table 13). Very local locations again feature significantly e.g. Abbey Lane, Abbey Road, Cakes and Ale, Leiston, Leiston Abbey, Leiston Westward Ho (the continuation of Buckleswood Road) and Theberton (favoured by the walking groups).

- 4.1.8 Cyclists described round trips from Aldeburgh to Southwold and routes taking in Kelsale, Knodishall and Walberswick. Only one person had Sizewell Beach on their route.

Table 13: Where users started from, finished at and went via on their route

Route locations	start		end		via
Abbey Lane	4		5		11
Abbey Road	7		6		2
Aldhurst Farm			2		5
Aldringham	1		1		
Aldeburgh	1				1
Badiham	1		1		
Cakes and Ale	6		6		2
Dunwich	1		1		1
Eastbridge	1		2		3
Earl Soham	1		1		
Kelsale					2
Knodishall	1		1		
Leiston	16		16		25
Leiston Abbey	3		3		16
Leiston Buckleswood Road					6
Leiston Hill Farm	1		1		
Leiston Station Road	1		1		
Leiston Saxmundham Road	1		1		
Leiston Waterloo Avenue	1		1		
Leiston Westward Ho	13		12		2
Middleton Moor					1
Minsmere					3
Railway					1
Saxmundham	1		1		
Sizewell Beach					1
Southwold	1		1		1

Route locations	start		end		via
Theberton	22		21		1
Thorpeness	1		1		
Woodbridge					2
Walberswick	2		2		
Total	87		87		86

Q2b How did you get to the start of your route

4.1.9 More than half the respondents (47) had walked from home or their holiday accommodation to the start their route, 23 had driven, 16 cycled and one had used public transport (see Table 14).

Table 14: How people got to the start of their route

How people got to the start of their route	n
Walked from home or holiday accommodation	47
Drove	23
Cycled	16
Public transport	1
Total	87

Q2c How long will your visit be

4.1.10 Approximately half the respondents expected to be on their route for up to one hour (43) and the rest up to 2 hours or more (43) (see Table 15).

Table 15: Length of visit

Length of visit	n
Less than 30 mins	12
Up to 1 hour	31
Up to 2 hours	19
More than 2 hours	24
Total	86

Q3a How often do you use your route

- 4.1.11 The sample split fairly evenly across the different categories for the length of visit (Table 16). Over a quarter (26) were using the paths and cycle route at least daily and another 18 weekly.

Table 16: Frequency of route use

Frequency of route use	n
More than once a day	11
Daily	15
Weekly	18
Monthly	10
Less often	15
First time	17
Total	86

Q3b At what times of year do you use this route

- 4.1.12 Given the pattern of use described above i.e. mainly by local people and regular holiday makers it is unsurprising that the majority use these routes all year round (56) and in the summertime (24) (see Table 17).

Table 17: Times of the year routes used

Times of year	N
Jan/Feb/Mar	0
Apr/May/Jun	3
Jul/Aug/Sep	24
Oct/Nov/Dec	3
All year round	56
Total	86

Q4 Any other comments

- 4.1.13 A variety of other comments were made about whether people would use the diverted routes, how people would seek to avoid the affected paths, the essential need for circular walks, a preference for rail rather than HGV transport into the construction site and the impact on east west routes to and from Sizewell beach via Kenton Hills. Some users depended on being

able to use the roads in the vicinity of the Green Rail Route (not just the footpaths) and particularly so through the winter months. A selection of the most informative comments made by respondents is provided below [Text below in square brackets has been added by the surveyor to aid meaning]. The full comments are included in Appendix E.

Leader of walking group that goes out on Fridays. Group knew the path across the edge of the new [Aldhurst Farm] habitat area had been closed, but wanted to know if there would be public access across this [Aldhurst Farm habitat] site, linking Abbey Road to Leiston Common. The Abbey is a very popular destination, so access essential. Local people feel very strongly about it and its environment. Circular walks are important so closed paths are difficult. Respondent 39

Do need to be mindful on impact on the Abbey because of importance of tranquillity and quiet. Respondent 47

Northern section of the PROW from Buckleswood Rd to Cakes and Ale was much less used and partly because the two signposts at Buckleswood Road junction have been lost and not replaced. Better signage would be appreciated. Has responded to Stage 2 consultation. Please keep the stile crossing at the end of the PROW [across the railway line]. Respondent 59

Owner of the plant nursery on Westward Ho. Not in favour of railway. Vehemently opposed. 700 tonne of straw brought in along Buckleswood Rd per annum to burn at the plant nursery. Not allowed to bring it in via Westward Ho so have to bring it in along Buckleswood Rd. So, this is his livelihood that will be affected. Why not use existing railway line as for Sizewell A and B or put in a new road from A12 along the D2 route. He doesn't think that EDF are listening to his concerns. He has responded to the Stage 2 consultation. Respondent 61

Sometimes carries on along northern section [of Cakes and Ale path] to Fishers Farm and then back via Aldhurst Farm [to Buckleswood Road footpath]. He works for Sizewell B and "is a bit pro". Would be a shame to have a railway line cut across the fields "but we need electricity and the area needs jobs". He has a wife and two young daughters to support and the latter will need jobs too one day. Doubts whether diversions south of Abbey Lane will be used by people because too far to go around. Thinks people will take a short cut across the new railway line at Buckleswood Rd and on Abbey Lane path routes. Respondent 62

Would go either along Abbey Lane or Saxmundham to Friston to Knodishall to Leiston that way. "There's plenty of ways round that would only add 5 minutes" to his journey. Finds the Leiston road from Saxmundham too busy with cars and speeding cars. He has been knocked off his bike along there, hence the reason he chooses to use Buckleswood Road. Respondent 63

Lives on Carr Ave. She walks along Buckleswood Rd and not on the PROWs. Likes Buckleswood Rd because it quiet. Can do it at 6am before kids go to school. As an alternative route she would use Sandy Lane but it is very narrow and risky for walkers/runners when cars are passing. Respondent 65

Civil engineer who has been through many consultations examining mitigation. He would like to see the new railway line remain after construction [completed] to enable future use as a branch line or a cycle link if not. Respondent 66

Sometimes does a circuit off [Buckleswood] Wood Road along the southern section of the path over the railway line and back again. He said the northern section was rather indistinct and muddy in winter. He might go along Buckleswood Road and round to Aldhurst Farm and back along the road at least in winter. He used to work at Sizewell. Likes to be able to take a walk from home. Mentioned the railway terminus works at Lovers Lane but was unaware of the route crossing over Buckleswood Road. Respondent 70

On way home from work (care home). He is also a footpath assessor for Suffolk Coastal Path AONB and reports any problems. He walks the footpaths in the questionnaire survey with his dog. He acknowledged there would be some disruption for the few who used the footpaths but thought that was preferable to having more HGVs if the railway didn't go through. Respondent 71

Sorry that will not be able to get to the coast through Kenton Hills. She checked the map to see that her property - the grey sheds – [Geaters?] would not be affected by the railway line and they would not. She does a Buckleswood Road, Abbey Lane circuit on the road in the winter months; the southern section most of the year and the northern section only occasionally in the summer when it's easier underfoot. The footpath entry near Cakes and Ale is off-putting. People think they are going down someone's drive and then they have to cross a field and find their way over the ditch to pick it up again. Respondent 73

Idea of rail route is good. Can they not take it from further west of the town? They shouldn't use the existing railway line which he uses as a footpath. He commented on HGVs using Buckleswood Road as a bad thing given people need to walk down it. Concerned about additional traffic on local roads that will be created by residents of hundreds of new houses being built in Leiston. The rail line as a new road to the construction site would be good to reduce numbers of HGVs. He walks across the fields as well as on the footpaths and feels there aren't enough footpaths in the area. Respondent 75

Does this 40 mile round trip weekly, using paths, tracks and the beach paths. This is the route [along Eastbridge Rd] he uses if the wind is southerly. If northerly, he goes to Yarmouth and back. Would find a way around any diversion, probably by going further north along Abbey Road and across to Westleton and Dunwich. He sees Sizewell B as "industrial ballet" and has taken lots of photos over the years. "I'm not a NIMBY". Local people are fine with it. Brought a lot of work to Leiston. We need electricity to maintain our lifestyles. It's the incomer from Hampstead Heath that get upset about it. Respondent 77

Worst thing will be to lose paths through Kenton Hills. Remembers hassle re Sizewell B and the troubles in Leiston. Our concerns are the wildlife. I know there's been some new habitat created but again it won't be the same. Respondent 85

Works at Minsmere. Doesn't feel the diversion would be of concern. He occasionally uses Bridleway 19 and the beach to get between Leiston and Minsmere. Respondent 87

4.2 Wickham Market bridleway – anecdotal evidence

- 4.2.1 As reported above, only one person (who was not a game keeper) was observed walking part of the Wickham Market bridleway and he was too distant to engage with. The southern part of the bridleway where the survey was undertaken is wide with a double line of vehicle tracks and leads to a cluster of coverts to the north. It is used by horse riders as hoof marks were visible in the mud in August 2018.
- 4.2.2 The surveyor in Nov 2016 noted four vehicles exiting the bridleway at 12.55 on Saturday 12th Nov, after what he surmised had been a pheasant shoot. The August 2018 surveyor was able to talk to the gamekeeper, his son and a colleague, when they came to check on their birds. These conversations provided at least some anecdotal evidence about the use of this path.
- 4.2.3 A member of the party reported that it was five or six years since he had seen anyone using the section of the path that passes along the northern boundary of the duck pond wood (the wood that lies immediately north of the survey point). The gamekeeper rents land along the path/bridleway (and elsewhere in the area). Shooting starts in October. He reported coming across people taking risks by walking off the bridleway and in particular during the shooting season. Metal detectorists sometimes visit as there are lots of roman coins in the fields thereabouts. He was unconcerned about the Park and Ride proposal and expected the landowner to benefit from having EDF pay a higher rent than he could.

5 SUMMARY AND CONCLUSIONS

5.1 Results and Analysis

a) Methodology

- 5.1.1 This is a report of a two phase survey (November 2016 and August 2018) of users of three footpaths, one bridleway and one cycle route likely to be affected by the construction of Sizewell C and an associated Park and Ride facility near Wickham Market.
- 5.1.2 A combination of observation and questionnaire surveys were carried out at five locations.
- 5.1.3 Only 155 users were observed at these five survey locations over a total of 150 hours of survey and only 87 questionnaires were completed. These data samples are too small to generate robust statistical analyses from, but they do in themselves evidence that usage of each of these routes is low i.e. less than 20,000 visits per year.

- 5.1.4 The findings will be used to inform the assessment of the amenity and recreational impacts of the SZC construction and the proposed footpath, bridleway and cycle route diversions.
- 5.1.5 The method was the same as that used for the 2014 visitor surveys, which had been consulted on with stakeholders. Questionnaire respondents were provided with an explanatory note about the extent and duration of the SZC construction phase, maps and diagrams to ensure that they had an appropriate appreciation of the scale and nature of the development and potential diversions.
- 5.2 Observed usage
- 5.2.1 All the routes received low or extremely low levels of use by walkers, dog walkers and cyclists. The Abbey Lane to Abbey Road footpath averaged 3 people per hour (equating to 11,677 visits per year) and Eastbridge Road one person per hour (most of whom were cyclists). The other two Leiston paths averaged 0.6 person per hour. The Wickham Market Park and Ride bridleway averaged only 0.1 person per hour (including 3 people out of the total of 4 seen who were game keepers). The paths were all unsurfaced and muddy in the winter months. As a consequence they could not easily be accessed by people in wheelchairs, mobility scooters or buggies and none such were observed. Eastbridge Road generated a steady stream of cars and farm vehicle traffic throughout the day making it risky for walkers and dogs.
- 5.2.2 Levels of use in November 2016 were about half those in August 2018. The sample size was too small to determine the more and least popular times of the day for visits but early mornings and late afternoons tended to be busier. Just under half the users visited alone. Two walking groups were encountered on the Abbey Lane to Abbey Road path which forms part of a circular walk route between Theberton and Leiston.
- 5.2.3 About a third of users were observed to be in the presence of one or more dogs. No professional dog walkers were observed on these routes. Walking was the most popular primary activity (58 people) followed by walking the dog (52), cycling (36) and running (6). Between a quarter and a half of the dogs were observed to be off lead.
- 5.2.4 Very few under 20s were observed on the routes and there were almost twice as many in the 45-64 year olds group as in each of the 20-44 and 65+ groups.

5.3 Reported usage

- 5.3.1 Of the 87 people who completed a questionnaire, 47 came from Leiston and Saxmundham postcodes, a further 13 from the Woodbridge area, three from Southwold, one from Aldeburgh and the rest from further afield. Just under a quarter (24) were on holiday but a third of them visited more than four times a year.
- 5.3.2 About half (43) expected their visit to last up to an hour and the other half for longer. About half (44) used their route at least weekly or more often, or all year round.
- 5.3.3 Observed and reported usage of the bridleway at Wickham Market suggested that few people other than the occasional walker, horse rider, game keeper and shooting party use this route.
- 5.3.4 The additional comments made by respondents suggested that the cyclists would easily be able to find an alternative route if they were deflected by the Green Rail Route and/or diversion of Eastbridge Road. Local people from Leiston and the housing areas along Westward Ho and Saxmundham Road were concerned that they might not be able to use the existing railway line as part of their circular walks or Buckleswood Road in wet weather. That said, the majority would prefer to see SZC materials brought in by rail rather than by HGVs. The loss of peace and tranquillity around Leiston Abbey, the closure of paths and the loss of wildlife habitat and the east west link through Kenton Hills were commented on.

5.4 Conclusions

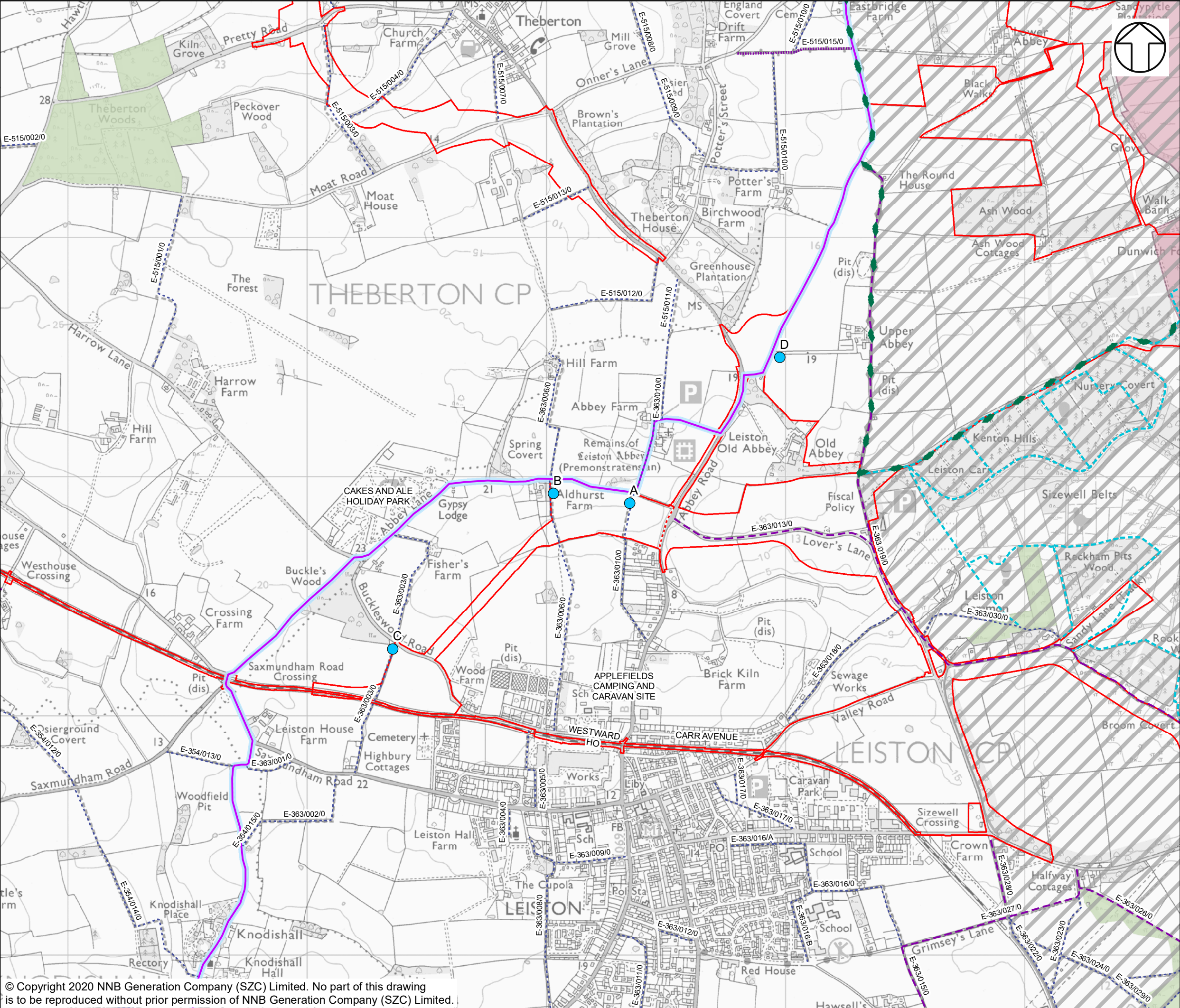
- 5.4.1 The three paths north west of Leiston in the vicinity of the proposed Green Rail Route were used in the main (and regularly so) by local residents and holiday makers at the local campsites. The most used Abbey Lane to Abbey Road path was also of some strategic significance as it forms part of popular walking group routes between Theberton and Leiston. Those attending courses at Leiston Abbey also used this route to get into Leiston town centre.
- 5.4.2 Apart from the paths to the north west of Leiston, Buckleswood Road and the existing railway line were well used by walkers and dog walkers and often in combination with those paths for circular routes in inclement weather.
- 5.4.3 The possible diversion of the cycle route along Eastbridge Road did not create concerns for the cyclists or walkers, all of whom had alternative routes in mind that they would use.

- 5.4.4 The Wickham Market bridleway was hardly used by anyone other than the occasional walker, horse rider, gamekeeper and shooting party.

APPENDIX A: FIGURES

Figure 15C.1: Survey Points Green Rail Route and Main Development Site

Figure 15C.2: Survey Points Southern Park and Ride (Wickham Market)



NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- DEMARCATION LINE
- AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
- HERITAGE COAST
- OPEN ACCESS LAND
- RECREATIONAL ROUTE: SANDLINGS WALK (LONG DISTANCE WALKING ROUTE)
- SUSTRANS REGIONAL CYCLE ROUTE (RCR) (42)
- SUFFOLK COASTAL CYCLE ROUTE
- PERMISSIVE PATHS IN EDF ENERGY ESTATE (ADAS)
- PUBLIC RIGHT OF WAY (SUFFOLK COUNTY COUNCIL)
- FOOTPATH
- BRIDLEWAY
- RESTRICTED BYWAY
- SURVEY POINTS

- A. ABBEY LANE TO ABBEY ROAD FOOTPATH
- B. ALDHURST FARM TO WESTWARD HO FOOTPATH
- C. CAKES & ALE TO BUCKLESWOOD ROAD FOOTPATH
- D. EASTBRIDGE ROAD/UPPER ABBEY FARM

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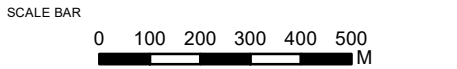


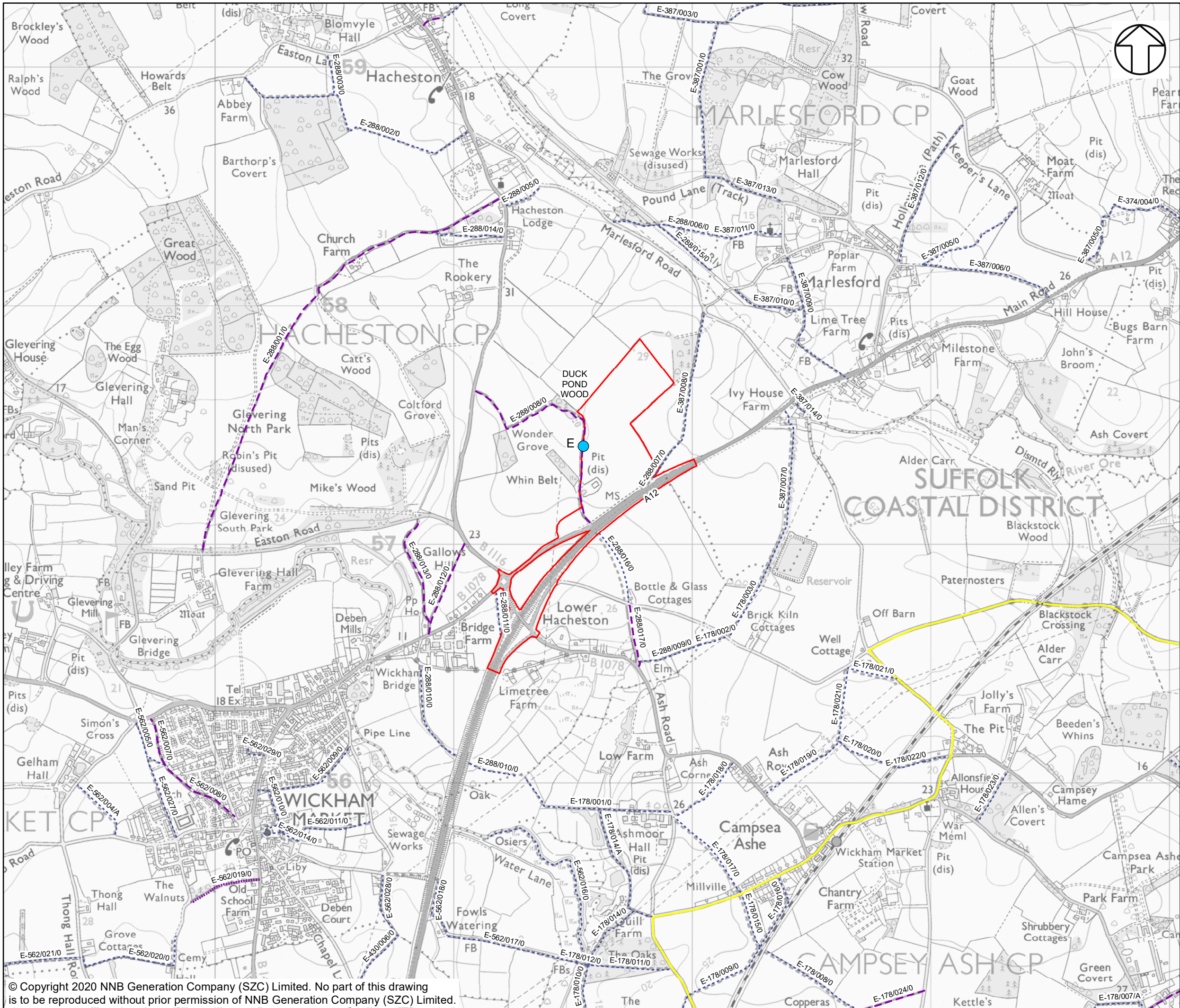
DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 2
APPENDIX 15C
2016-2018 SIZEWELL C VISITOR SURVEYS

DRAWING TITLE:
SURVEY POINTS
GREEN RAIL ROUTE AND MAIN DEVELOPMENT SITE

DRAWING NO:
FIGURE 15C.1

DATE: JAN 2020 **DRAWN:** V.W. **SCALE:** 1:15,000 @A3





NOTES

KEY

- SOUTHERN PARK AND RIDE DEVELOPMENT SITE BOUNDARY
- ALTERNATIVE CYCLE ROUTES/SHORT CUTS/DETOURS ON ROAD

PUBLIC RIGHT OF WAY (SUFFOLK COUNTY COUNCIL)

- FOOTPATH
- BRIDLEWAY
- RESTRICTED BYWAY
- SURVEY POINT

E. WICKHAM MARKET BRIDLEWAY E-288/008/0

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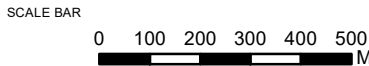


DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 2
APPENDIX 15C
2016-2018 SIZEWELL C VISITOR SURVEYS

DRAWING TITLE:
SURVEY POINTS
SOUTHERN PARK AND RIDE (WICKHAM MARKET)

DRAWING NO:
FIGURE 15C.2

DATE: JAN 2020 **DRAWN:** V.W. **SCALE:** 1:15,000 @A3



APPENDIX B: QUESTIONNAIRE

Survey Point (for completion by surveyor):



Rights of Way User Surveys - Sizewell C

Please tick the boxes that apply.

1

Where do you live/where are you staying?

Home postcode:

Holiday accommodation (name of town/village):

If you're on holiday, how often do you visit this area?

Once a year	<input type="checkbox"/>	More than 5 times a year	<input type="checkbox"/>
2/3 times a year	<input type="checkbox"/>	First time	<input type="checkbox"/>
4/5 times a year	<input type="checkbox"/>	Not applicable	<input type="checkbox"/>

2

What route are you taking today?

Start:

End:

Via:

How did you get to the start of your route?

Walked from home/tourist accommodation	<input type="checkbox"/>	Used public transport	<input type="checkbox"/>
Drove	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cycled	<input type="checkbox"/>		

How long will your visit be?

Less than 30 mins	<input type="checkbox"/>	Up to 2 hours	<input type="checkbox"/>
Up to 1 hour	<input type="checkbox"/>	More than 2 hours	<input type="checkbox"/>

3 How often do you use this route? Please tick all those that apply.

	Walking	Dog Walking	Cycling	Horse Riding	Running	Wildlife
More than once a day						
Daily						
Weekly						
Monthly						
Less often						
This is the first time						

At what times of year do you use this route?

Jan/Feb/March	<input type="checkbox"/>	July/August/September	<input type="checkbox"/>
April/May/June	<input type="checkbox"/>	October/November/December	<input type="checkbox"/>
	<input type="checkbox"/>	All year round	<input type="checkbox"/>

4 Any other comments or suggestions:

.....

.....

.....

About You:

Gender

Male	<input type="checkbox"/>	Alone	<input type="checkbox"/>
Female	<input type="checkbox"/>	In a group of how many people	

Age group

under 20	<input type="checkbox"/>	Do you have a disability that requires you to use a:	
20-44	<input type="checkbox"/>	Wheelchair	<input type="checkbox"/>
45-65	<input type="checkbox"/>	Mobility scooter	<input type="checkbox"/>
over 65	<input type="checkbox"/>		

Thank you

If you have any questions or want to know the latest news on Sizewell C you can reach us by:

Website: <http://sizewell.edfenergyconsultation.info>

Email: sizewell@edfconsultation.info

Freephone: 0800 197 6102

APPENDIX C: PLAN AND EXPLANTORY NOTE – GREEN RAIL ROUTE AND MAIN DEVELOPMENT SITE

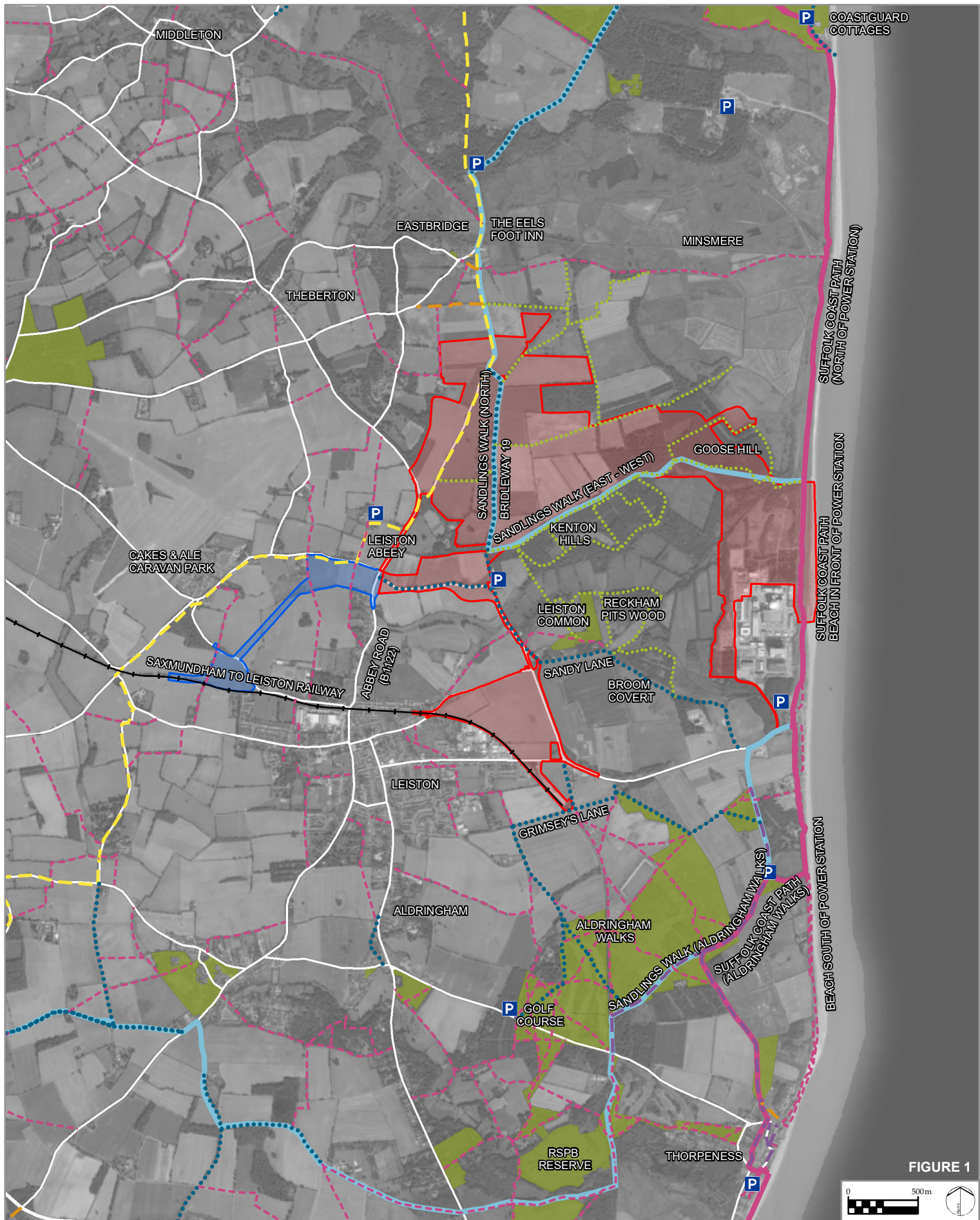
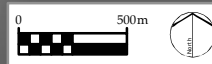


FIGURE 1



Explanatory Note Sizewell C



- EDF Energy plans to build a new Nuclear Power Station, known as Sizewell C, on land next to Sizewell B.
- Figure 1 shows the likely extent of the temporary construction area and the location of the proposed Power Station.
- The development would include the construction of sea defences along the beach, similar to those in front of Sizewell B, potentially a temporary jetty, and rail extension.
- A section of the Sustrans cycle route on Eastbridge Road would be permanently diverted a short distance during the construction and operation of Sizewell C (the diversion is currently being explored).
- Three public footpaths running northwards from Saxmundum Road, Buckleswood Road and Abbey Road near Leiston would be diverted due to the introduction of a temporary new railway line during the construction of Sizewell C. The railway line would be removed after the construction phase and the footpaths would be returned to their existing routes.
- The Coast Path would remain open during construction and operation of Sizewell C, but may need to be closed for short periods to ensure public safety during the construction of the sea defences and construction and operation of the cross-shore infrastructure.
- Some permissive paths along Kenton Hills extending to the coast would be diverted around the outside of the site (routes are currently being explored).
- Kenton Hills car park and the permissive paths within Kenton Hills would remain open, although there would be no access to the coast.
- Bridleway 19 would be closed throughout construction between Kenton Hills car park and where it joins Eastbridge Road. The southern end would remain open, enabling access to the existing Kenton Hills car park and the permissive paths within Kenton Hills.
- The boundaries of the construction site would be screened with substantial landscaped bunds and/or acoustic fencing, where necessary, to help protect footpaths, bridleways and cycle paths.

APPENDIX D: PLANS AND EXPLANTORY NOTE – SOUTHERN PARK AND RIDE (WICKHAM MARKET)

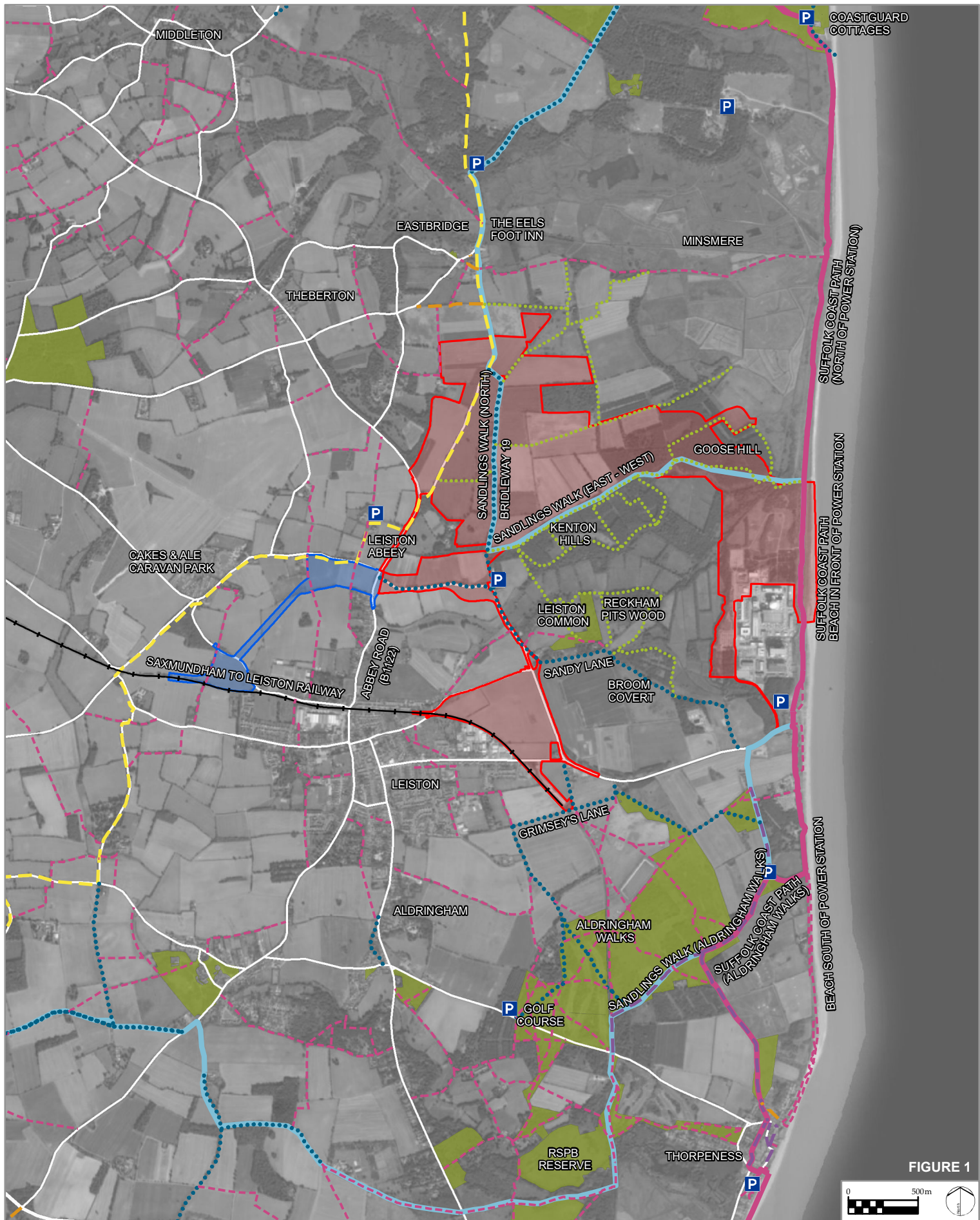


FIGURE 1

LEGEND

- | | | | |
|---|--|---|---|
| INDICATIVE SIZEWELL MAIN DEVELOPMENT SITE BOUNDARY | --- PROW - FOOTPATH | PERMISSIVE PATHS | LONG DISTANCE WALKING ROUTE |
| INDICATIVE RAIL ROUTE EXTENSION SITE BOUNDARY | PROW - BRIDLEWAY | --- SUSTRANS ROUTE | --- SUFFOLK COAST PATH |
| | --- PROW - RESTRICTED BYWAY | --- OPEN ACCESS LAND | --- SANDLINGS WALK |
| | --- PROW - BYWAY | P PARKING | |
| | —+— RAILWAY LINE | | |



FIGURE 2

LEGEND

- ▭ INDICATIVE WICKHAM MARKET PARK AND RIDE SITE BOUNDARY
- ▭ OPEN ACCESS LAND
- PROW - FOOTPATH
- ... PROW - BRIDLEWAY
- PROW - RESTRICTED BYWAY
- SUSTRANS ROUTE
- +— RAILWAY LINE

Explanatory Note

Wickham Market Park and Ride Site



- EDF Energy plans to build a new Nuclear Power Station, known as Sizewell C, on land next to Sizewell B, and a number of 'off-site' associated developments including the potential for a temporary Park and Ride site north of Wickham Market to bus workers to the construction site.
- Figure 1 shows the likely extent of the temporary construction area and the location of the proposed Power Station, and Figure 2 shows the likely site boundary of the Park and Ride site north of Wickham Market.
- The Park and Ride facility would exist for the duration of the construction of the Power Station and, once construction of the Power Station is complete, would then be restored to its existing use.
- The bridleway crossing the Park and Ride site would remain open during construction and operation of the Park and Ride facility. Temporary diversions may be required during the construction phase.
- The establishment of a safe crossing for the bridleway over the proposed access road would be provided.
- Trees, scrub and hedges within and on the edges of the site would be retained except for potentially short sections of scrub and trees lining the bridleway where it crosses the site. Grassed bunding would be created around some boundaries. This bunding and vegetation would help to screen parts of the proposals.

APPENDIX E: QUESTIONNAIRE SURVEY RESULTS AND COMMENTS

SZC Visitor Surveys 2016-2018**Number of completed questionnaires: 87****1a Home postcodes**

Aldeburgh	1	1%
Cambridge	1	1%
Chelmsford	1	1%
Colchester	5	6%
Doncaster	1	1%
Halifax	1	1%
Harrogate	1	1%
Leeds	1	1%
Leiston	36	41%
London	1	1%
Norwich	2	2%
Romford	3	3%
Saxmundham	11	13%
Southampton	1	1%
Southwold	3	3%
Woodbridge	13	15%
Total	82	94%

1b. If you are on holiday, where are you staying?

Aldeburgh	1	4%
Dunwich	1	4%
Leiston	12	50%
Leiston Abbey	3	13%
Leiston Cakes & Ale	3	13%
Leiston Westward Ho	1	4%
Melton	3	13%
Total	24	100%

1c. If you are on holiday, how often do you visit this area?

once a year	4	17%
2/3 times a year	1	4%
4/5 times a year	4	17%
more than 5	4	17%
first time	10	43%
Total	23	100%

2a. Route taking today - start, end via

	start			end			via		
Abbey Lane	abl	4	5%	abl	5	6%	abl	11	13%
Abbey Road	abr	7	8%	abr	6	7%	abr	2	2%
Aldhurst Farm				ald	2	2%	ald	5	6%
Aldringham	alh	1	1%	alh	1	1%			
Aldeburgh	al	1	1%				al	1	1%
Badiham	bh	1	1%	bh	1	1%			
Cakes and Ale	cale	6	7%	cale	6	7%	cale	2	2%
Dunwich	dw	1	1%	dw	1	1%	dw	1	1%
Eastbridge	eb	1	1%	eb	2	2%	eb	3	3%
Earl Soham	es	1	1%	es	1	1%			
Kelsale							kel	2	2%
Knodishall	kn	1	1%	kn	1	1%			
Leiston	le	16	18%	le	16	18%	le	25	29%
Leiston Abbey	lea	3	3%	lea	3	3%	lea	16	18%
Leiston Buckleswood Road							lebu	6	7%
Leiston Hill Farm	lehf	1	1%	lehf	1	1%			
Leiston Station Road	lesr	1	1%	lesr	1	1%			
Leiston Saxmundham Road	lesx	1	1%	lesx	1	1%			
Leiston Waterloo Avenue	lewa	1	1%	lewa	1	1%			
Leiston Westward Ho	lewh	13	15%	lewh	12	14%	lewh	2	2%
Middleton Moor							midm	1	1%
Minsmere							mm	3	3%
Railway							rlwy	1	1%
Saxmundham	sax	1	1%	sax	1	1%			
Sizewell Beach							sbe	1	1%
Southwold	sou	1	1%	sou	1	1%	sou	1	1%
Theberton	the	22	25%	the	21	24%	the	1	1%
Thorpeness	th	1	1%	th	1	1%			
Woodbridge							wo	2	2%
Walberswick	ww	2	2%	ww	2	2%			
Total		87	100%		87	100%		86	99%

2b. How did you get to the start of your route?

walked from home	47	54%
drove	23	26%
cycled	16	18%
public transport	1	1%
Total	87	100%

2c. How long will your visit be?

less than 30 mins	12	14%
up to 1 hour	31	36%
up to 2 hours	19	22%
more than 2 hours	24	28%
Total	86	99%

3a. How often do you use this route?

more than once a day	11	13%
daily	15	17%
weekly	18	21%
monthly	10	11%
less often	15	17%
first time	17	20%
Total	86	99%

3b. At what times if year do you use this route?

Jan/Feb/Mar	0	0%
Apr/May/Jun	3	3%
Jul/Aug/Sep	24	28%
Oct/Nov/Dec	3	3%
all year round	56	64%
Total	86	99%

4. Gender, state, age, disability

male	48	55%
female	39	45%
Total	87	100%

alone	42	48%
in group	45	52%
Total	87	100%

less than 20	2	2%
20 - 44	16	18%
45 - 65	38	44%
over 65	31	36%
Total	87	100%

disability	y	0	0%
	n	87	100%
	Total	87	100%

SZC Visitor Surveys 2016-2018

Comments

Qrre

- 38 Works as contractor for EDF at Sizewell
- 39 Leader of walking group that goes out on Fridays. Group knew the path across the edge of the new habitat area had been closed, but wanted to know if there would be public access across this site, linking Abbey Road to Leiston Common. The Abbey is a very popular destination, so access essential. Local people feel very strongly about it and its environment. Circular walks are important so closed paths are difficult. They would like to see report prepared on town next to Wickham Market park and ride.
- 40 Visit other parts of Suffolk e.g. Dunwich Heath (once a year). Problem of dog's mess in general area and e.g. Sizewell Beach.
- 43 Nice to do circular routes. Too much traffic on lanes - walk along line of the hedgerows.
- 44 Lots of traffic on road, too difficult to walk on Abbey Lane itself to make a loop of the paths. From Abbey Lane heading south to Leiston. She knew about the Consultation 2 due to start shortly.
- 47 Do need to be mindful on impact on the abbey because of importance of tranquillity and quiet.
- 57 Footpath along the stream hedge line in bottom of valley need to avoid Abbey Lane. Usually go to the beach or
- 58 Don't think use of route would be affected.
- 59 Northern section of the PROW from Buckleswood Rd to Cakes and Ale was much less used and partly because the two signposts at Buckleswood Road junction have been lost and not replaced. Better signage would be appreciated. Has responded to Stage 2 consultation. Please keep the stile crossing at the end of the PROW [across the railway
- 60 Felt the proposed railway line would be less disruptive than using the existing railway line. There is still traffic along the existing line but only occasionally. The sleepers are old. People walk along the existing railway line. He commented on two blocks of new housing going in south of the existing railway line.
- 61 Owner of the plant nursery on Westward Ho (Geaters). Not in favour of railway. Vehemently opposed. 700 tonne of straw brought in along Buckleswood Rd per annum to burn at the plant nursery. Not allowed to bring it in via Westward Ho so have to bring it in along Buckleswood Rd. So, this is his livelihood that will be affected. Why not use existing railway line as for Sizewell A and B or put in a new road from A12 along the D2 route. He doesn't think that EDF are listening to his concerns. He has responded to the Stage 2 consultation.
- 62 Sometimes carries on along northern section to Fishers Farm and then back via Ahsurst Farm [Aldhurst?]. He works for Sizewell B and "is a bit pro". Would be a shame to have a railway line cut across the fields "but we need electricity and the area needs jobs". He has a wife and two young daughters to support and the latter will need jobs too one day. Doubts whether diversions south of Abbey Lane will be used by people because too far to go around. Thinks people will take a short cut across the new railway line at Buckleswood Rd and on Abbey Lane path routes.
- 63 Would go either along Abbey Lane or Saxmundham to Friston to Knodishall to Leiston that way. "There's plenty of ways round that would only add 5 minutes" to his journey. Finds the Leiston road from Saxmundham too busy with cars and speeding cars. He has been knocked off his bike along there, hence the reason he chooses to use
- 64 Complained about [name removed] not picking up after her dogs. Would probably go down Theberton Road to get to Leiston if Buckleswood Road was closed. He was concerned about traffic speeds on Harrow Lane, Abbey Lane and Abbey Road. Need 30mph signs. He has the walked the PROW in the past. Complained about dog mess on section close to Highbury Cottages making a walk unpleasant.
- 65 Lives on Carr Ave. She walks along Buckleswood Rd and not on the PROWs. Likes Buckleswood Rd because it quiet. Can do it at 6am before kids go to school. As an alternative route she would use Sandy Lane but it is very narrow and risky for walkers/runners when cars are passing.
- 66 Civil engineer who has been through many consultations examining mitigation. He would like to the see the new railway line remain after construction [completed] to enable future use as a branch line or a cycle link if not.
- 67 Doesn't want a Sizewell C and for things to stay as they are. Would likely choose another route as "too much hassle" to stay with route used now.
- 68 Usually does a circular route from home [Highbury Cottages] across the railway line, along Buckleswood Rd back towards Leiston, then takes the footpath to the right where the cottages start again, over another railway crossing and walks on to home via a new path through/beside what used to be an orchard to home. Dog doesn't like doing the northern section [of Cakes & Ale path] as he thinks the dog can smell something in the ditch. A Londoner all for Sizewell C. There has to be change. It will be of some good to the area and yes there will be some disruption. He would want to make sure there was still access over the proposed railway line. He was aware of the Stage 2 consultation about to start.

- 69 Uses southern section of Cakes & Ale path only. He does a similar circular route every weekend with the dog using the existing crossing over the railway line. Intended to go to the consultation. Hoped paths wouldn't be affected too
- 70 Sometimes does a circuit off [Buckleswood] Wood Road along the southern section of the path over the railway line and back again. He said the northern section was rather indistinct and muddy in winter. He might go along Buckleswood Road and round to Aldhurst Farm and back along the road at least in winter. He used to work at Sizewell. Likes to be able to take a walk from home. Mentioned the railway terminus works at Lovers Lane but was unaware of the route crossing over Buckleswood Road.
- 71 On way home from work (care home). He is also a footpath assessor for Suffolk Coastal Path AONB and reports any problems. He walks the footpaths in the qrre survey with his dog. He acknowledged there would be some disruption for the few who used the footpaths but thought that was preferable to having more HGVs if the railway didn't go through.
- 72 Favourite walk was along Sandy Lane to opposite where the caravan site is at Sizewell Beach. Had to take early retirement because of a leg problem. If he didn't walk he said he would go mad being indoors all the time. Was happy with the proposal "as long as the paths were diverted and not lost". Area would be glad of jobs from Sizewell C. Many [jobs] in engineering were lost when Garratts closed down.
- 73 Sorry that will not be able to get to the coast through Kenton Hills. She checked the map to see that her property (the grey sheds - Geaters?) would not be affected by the railway line and they would not. She does a Buckleswood Road, Abbey Lane circuit on the road in the winter months; the southern section most of the year and the northern section only occasionally in the summer when it's easier underfoot. The footpath entry near Cakes and Ale is off-putting. People think they are going down someone's drive and then they have to cross a field and find their way over the ditch to pick it up again.
- 74 She walks the dog twice a day on a variety of routes. Her in-laws also live close by. She uses the Leiston Abbey paths north and south and also Kenton Hills. She is badly affected by the proposals and can see lots of preliminary works going on behind Grosvenor Avenue.
- 75 Idea of rail route is good. Can they not take it from further west of the town? They shouldn't use the existing railway line which he uses as a footpath. He commented on HGVs using Buckleswood Road as a bad thing given people need to walk down it. Concerned about additional traffic on local roads that will be created by residents of hundreds of new houses being built in Leiston. The rail line as a new road to the construction site would be good to reduce numbers of HGVs. He walks across the fields as well as on the footpaths and feels there aren't enough footpaths in the area. He's already engaged in the consultation process and dropped in at the EDF office on Leiston High Street. He thinks the new footpath from the cemetery to Highbury Cottages was put in to serve residents of the new
- 76 This lady was tracking an elderly gentleman who was in speed walking training for a marathon. Does feel her use of the area would be affected. Sorry for people who would be most affected. She lived in Sizewell during the construction of Sizewell B and that had a knock on effect on Sizewell Beach. "It was cut up".
- 77 Does this 40 mile round trip weekly, using paths, tracks and the beach paths. This is the route [along Eastbridge Rd] he uses if the wind is southerly. If northerly, he goes to Yarmouth and back. Would find a way around any diversion, probably by going further north along Abbey Road and across to Westleton and Dunwich. He sees Sizewell B as "industrial ballet" and has taken lots of photos over the years. "I'm not a NIMBY". Local people are fine with it. Brought a lot of work to Leiston. We need electricity to maintain our lifestyles. It's the incomer from Hampstead
- 78 He didn't think he would be affected because could go further north up Abbey Road and across to Westleton, Middleton and on to Southwold that way.
- 79 Works at Minsmere. Doesn't feel the diversion would be of concern. He occasionally uses Bridleway 19 and the beach to get between Leiston and Minsmere. He reports that Ben Macfarland from RSPB is moving to Suffolk Wildlife Trust and Adam[?] will take over as site manager at Minsmere.
- 83 Why not use the railway line to transport workers to and from hotel accommodation. He would use the alternative route. Doesn't like to cycle on Bridleway 19 - "It's alright for horses".
- 84 As long as there's an equivalent path/road it's OK. Used to work at Sizewell A.
- 85 Worst thing will be to lose paths through Kenton Hills. Remembers hassle re Sizewell B and the troubles in Leiston. Our concerns are the wildlife. I know there's been some new habitat created but again it won't be the same.
- 86 Regret disturbance to marvellous habitat at Sizewell Belts. It's a very sensitive area. It won't be the same afterwards. Concerned about increase in traffic, so not good for cyclists.
- 87 Works at Minsmere and sometimes walks all the way [from Thorpeness - perhaps up the beach paths?] or from Abbey Road/Eastbridge Road junction. Used to live at Sizewell.