



The Sizewell C Project

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

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VOLUME 2, CHAPTER 15, APPENDIX 15D : ALDHURST FARM VISITOR SURVEYS 2019

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1 Introduction

1.1 General

1.1.1 This is the report of a baseline visitor observation survey of Aldhurst Farm Habitat Creation Scheme, carried out in 2019. Aldhurst Farm Habitat Creation Scheme is located adjacent to and partly within the main development site of the proposed Sizewell C nuclear power station in Suffolk.

1.1.2 The visitor observation survey was carried out from one location in August and November 2019. The August sessions coincided with a public consultation on the proposed Aldhurst Farm habitat area public access scheme designed to discharge condition 25 of planning application DC/14/4224/FUL (East Suffolk Council reference DC/19/3727/DRC). The application to discharge condition 25 was approved by East Suffolk Council on 25 November 2019, and the three fields shown as 1, 2 and 3 on **Figure 15D.2** will be made available for permanent public access for informal recreation. Details of the approved scheme are included in **Chapter 15 Appendix 15H** of this volume (Doc Ref. 6.3).

1.1.3 The purpose of this report is to provide information regarding existing use of the areas where public access will be formally provided under the discharge of condition 25, so that the effects of the formal access provision and improvements can be monitored. At the time of these visitor surveys in 2019 the only formal public access was via a public footpath (Public Right of Way (PRoW) E-363/018/0) running between Carr Avenue and Valley Road and Lover's Lane as shown on **Figure 15D.1**. However, it was known that fields 1 and 2 on **Figure 15D.2** were also used by the public for informal walking and dog walking.

1.1.4 Previous and separate reports present the results of visitor surveys carried out at other publicly accessible locations in the vicinity of the main development site in 2014, see **Chapter 15 Appendix 15A** of this volume (Doc Ref. 6.3), in the core of the RSPB's bird reserve at Minsmere in 2015, see **Chapter 15 Appendix 15B** of this volume (Doc Ref. 6.3) and on PRoW and Sustrans Regional Cycle Route 42 in the vicinity of the Green Rail Route and Wickham Market Park and Ride in 2016 and 2018, see **Chapter 15 Appendix 15C** of this volume (Doc Ref. 6.3).

1.2 Structure of Report

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

1.3 Methodology

a) General

- 1.3.1 This report presents the results of a visitor observation survey carried out in August and November 2019 from one survey location on a highpoint on the southern boundary of the Aldhurst Farm habitat area as shown on **Figures 15D.1** and **15D.2**. This survey location was selected as it afforded the best visibility across fields 1 and 2, the two largest fields and the fields currently used by the public of the areas to be made formally publicly accessible under discharge of condition 25 of planning application DC/14/4224/FUL. The location is also on an existing informal footpath that exists along the southern edge of field 1. Field 3 was not visible and was not surveyed.
- 1.3.2 The survey dates in August (representing summer) and November (winter) were consistent with the dates of the previous visitor surveys undertaken in 2014, 2016 and 2018.
- 1.3.3 In order to provide comparable data the visitor count data was collected in the same way and at the same times of day, days of the week and months of the year as for the 2014, 2016 and 2018 visitor surveys.

Plate 15.1: Survey location point

See **Figures 15D.1** and **15D.2** for plans of location

<p>Aldhurst Farm Habitat Area: looking westwards across fields 1 and 2 to the backs of properties on Carr Avenue Grid ref TM 45409 63115</p>	<p>Aldhurst Farm Habitat Area: looking northwards across field 1 to the woodland strip beside PRow E-363/018/0 east of the sewage works</p>
	

b) Visitor Observation Survey Methodology

- 1.3.4 As in 2014, 2016 and 2018 for the visitor counts, the surveyor recorded the people she saw from the survey point location in fields 1 and 2 from what could be observed about 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.
- 1.3.5 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.
- 1.3.6 One surveyor was deployed such that the August and November 2019 survey sessions were completed over one long weekend (Friday to Monday) in each month. See **Table 1.1** for complete survey schedule. The location was surveyed for a total of 30 hours.

Table 1.1: Completed survey schedule for 2019.

	Aldhurst Farm Habitat Area
August 2019 Weekday	
07.00-08.00	Mon 12th AM
09.00-12.00	Mon 12th AM
13.00-16.00	Fri 9th AM
17.00-19.00	Fri 9th AM
August 2019 Weekend	
07.00-08.00	Sat 10th AM
09.00-12.00	Sat 10th AM
13.00-16.00	Sun 11th AM
17.00-19.00	Sun 11th AM
November 2019 Weekday	
08.00-10.00	Mon 11th AM
11.00-13.00	Fri 8th AM
14.00-16.00	Fri 8th AM
November 2019 Weekend	
08.00-10.00	Sun 10th AM
11.00-13.00	Sat 9th AM

	Aldhurst Farm Habitat Area
14.00-16.00	Sun 10th AM

Initials (AM) identify the surveyor

1.3.7 Weather conditions on the survey days in both months were not abnormal for the times of year and are shown on **Table 1.2**. World Weather Online provided the historical weather data for nearby Ipswich on the survey days. Given the low level of use expected and recorded on all days windy conditions on the 10 August 2019 and wet and windy conditions 11 November 2019 are not thought to have had a **significant** effect on levels of use.

Table 1.2: Average weather conditions on survey days.

Month/year	Average temp. at 09.00	Average temp. at 12.00	Average temp. at 18.00	Notes
August 2019	19°C	21°C	20°C	Windy on 9th and 10th, sunny on 11th and light rain on 12 th .
November 2019	6°C	8°C	7°C	Overcast on 8th, sunny on 9th and 10th, wet and windy on 11th.

1.3.8 The observation survey method yields rich data on the numbers and profile of users compared to only counting numbers, and observation surveys also allow information to be collected on sensitive matters such as numbers of dogs, dogs off lead and anti-social behaviours which questionnaire survey respondents might be reluctant to address.

1.3.9 Over the 30 hours of surveying at the survey point location a total of 49 users were observed using fields 1 and 2. This represents an extremely low level of use in the context of the lead surveyor’s experience of publicly accessible outdoor environments over a 40 year period.

1.3.10 The results presented in the tables in **section 3** use numbers rather than percentages in the main because the sample size for the observation survey was so low.

1.4 Observation Survey Results

a) Levels of use

1.4.1 Of the total of 49 users counted and profiled at the site the seasonal split was 32 in August 2019 and 17 in November 2019 i.e. less than 2 people per hour. This very low level of use contrasts markedly with that of the 4,214 users observed across seven sites over a total of 214 hours in the 2014 visitor surveys with an average of 20 people per hour, see **Chapter 15 Appendix 15A** of this volume.

1.4.2 As not all of the informal paths across fields 1 and 2 were visible from the survey point location, this level of use constitutes a small under representation of the actual level of use, but only by perhaps one person extra per hour. It was clear from the observations and comments of users that the majority of people chose to complete a circular walk around one or other of the fields rather than to pass through them on their way to another destination.

1.4.3 The gender profile of users was fairly evenly split with just three more males than females (26 males:23 females). See **Table 1.3**. All users came from White cultural backgrounds.

Table 1.3: Gender and age profile.

Survey point	Gender		Age Groups						n =
	Female	Male	0-4	5-15	16-19	20-44	45-64	65+	
Aldhurst Farm Habitat Area	23	26	0	0	4	11	19	15	49

1.4.4 No children and very few 16-19s were observed on the site, the majority of users being in the 45-64 and 65+ age groups. All the informal paths across the two fields were unsurfaced so it was unsurprising that no one with an observable physical disability was seen.

1.4.5 The levels of use across the week and weekend days were similar with a small increase at weekends (21 on weekdays compared to 28 on weekend days). Over the course of a day it is difficult to draw out any patterns with any confidence but the mid to late afternoons seem to have been the most visited parts of the day (see **Table 1.4**).

Table 1.4: Levels of use.

	Aldhurst Farm Habitat Area
August 2019 Weekdays	
07.00-08.00	0
09.00-12.00	7
13.00-16.00	2
17.00-19.00	6
Subtotal	15
August 2019 Weekends	
07.00-08.00	2
09.00-12.00	5
13.00-16.00	8
17.00-19.00	2
Subtotal	17
November 2019 Weekdays	
08.00-10.00	1
11.00-13.00	1
14.00-16.00	4
Subtotal	6
November 2019 Weekends	
08.00-10.00	4
11.00-13.00	2
14.00-16.00	5
Subtotal	11
TOTALS	
WEEKDAYS	21
WEEKENDS	28
TOTALS	49

1.4.6 As shown in **Table 1.5**, more people were using the site on their own than in a group (31 compared to 18 respectively) which is atypical compared to most outdoor environments. The proportion of users in the presence of a dog (32) was approximately three times those without a dog (12).

Table 1.5: State.

Survey point	Alone	In a group	With dog	Without dog	n =
Aldhurst Farm Habitat Area	31	18	37	12	49

1.4.7 The range of primary activities was narrow and atypically narrow compared to the pattern of most outdoor environments (see **Table 1.6**). Walking the dog (37) and walking (10) were by far the most popular activities. The only other activities observed were one person running and one person just standing looking across the site. Given the rough conditions of the paths on the site it was unsurprising that no one using a buggy, wheelchair or mobility scooter was seen.

1.4.8 No professional dog walkers were observed. Of the total of 30 dogs observed 18 were seen to be off lead and 12 were on lead.

Table 1.6: Primary activity.

Survey point	Walking the dog	Walking	Running	Standing	n =
Aldhurst Farm Habitat Area	37	10	1	1	49

1.4.9 **Table 1.7** provides a simplified estimate of the annual level of use at the site using the following formula*:

$$\text{Total visits weekdays / no. hours surveyed} = \text{average visits per hour} \times 12 \text{ hours per day} \times 261 \text{ weekdays per year}$$

+

$$\text{Total visits weekend days / no. hours surveyed} = \text{average visits per hour} \times 12 \text{ hours per day} \times 104 \text{ weekend days per year}$$

The estimation for fields 1 and 2 a is therefore:

$$21 \text{ visits weekdays/15 hours} = 1.4 \times 12 \times 261 = 4385 \text{ weekday visits per year}$$

+

$$28 \text{ visits weekends/15 hours} = 1.8 \times 12 \times 104 = 2330 \text{ weekend visits per year}$$

= 6715 visits per year

Table 1.7: Estimate of annual levels of use (based on survey data).

Survey point	Total users	Total hours	Total average users/hour	Estimated visits per annum*
Aldhurst Farm Habitat Area	49	30	1.6	6715

- 1.4.10 Although a questionnaire survey was not used on this site, the surveyor was spoken to by most of the people passing directly by her at the survey location point. This afforded an opportunity to explore how the Habitat Area and the fields in the southern part of the site in particular had been used by people before the habitat restoration work and since. A summary of this anecdotal evidence is given below.

- 1.4.11 PRoW E-363/018/0 that runs between the junction of Carr Avenue and Valley Road to Lovers Lane, along the southern boundary of the sewage works was generally considered to be “unpleasant” to walk along. The narrowness and darkness of the path, the smell from the sewage works, the path’s rutted surface and it’s overgrown condition for most of the year were all commented on. Dog walkers were deterred from using this path because the hooked burrs of the burdock plants which grew tall along it attached themselves to the coats of dogs and were difficult to remove. Several people commented that they preferred to use the desire line path along the southern boundary of the woodland that ran parallel to the PRoW for part of its length in field 1.

- 1.4.12 The PRoW and the informal path parallel to Valley Road (where the survey point was located) were important for those walking from their homes in Leiston to Leiston Common and the coast beyond. Some people chose to walk along Valley Road and back along the path parallel to it along the southern edge of field 1 for a circular walk; some walked around the perimeter of field 1; others walked around the perimeter of field 2.

- 1.4.13 It was clear that some residents of Carr Avenue had access to field 2 from their back gardens. Opinion was divided as to whether there was a way into field 2 from a gap in the fence "by the garages" off Carr Avenue or not.

- 1.4.14 People were not clear about where they were allowed to walk and where not in the western (3), middle (2 and 4) and south eastern (1) fields in the southern half of the Habitat Area. They were clear that there was no public access to the fields (5 and 6) in the northern half of the Habitat Area. (See **Figure 15D.2** for field numbers.) The post and wire fencing around the perimeter of field 1 was considered ineffectual at keeping dogs off lead out of the areas where the skylarks were thought to be nesting. That said, people

were also keen that the deer that crossed through the fields were not prevented from doing so.

1.4.15 One bird watching dog walker suggested that an area of stock proof fencing somewhere in one of the southern half fields would be appreciated as a designated and safe place to run dogs off lead without disturbing ground nesting birds elsewhere on the site.

1.4.16 One person reported that marsh harriers had bred successfully at the site in 2019, but the same person was less hopeful that the heathland restoration would be successful.

1.4.17 One person regretted that he had lost visual access to the open water habitats and the birdlife in the northern part of the area due to the growth of vegetation obscuring views.

1.5 Summary and Conclusions

a) Methodology

1.5.1 This is a report of a baseline visitor observation survey (in August and November 2019) of users of two of the three fields that make up the areas that are to be made formally accessible to the public under discharged condition 25 of planning application DC/14/4224/FUL, in the southern half of the Aldhurst Farm Habitat Area. The results will be used to provide a baseline against which any changes in use resulting in provision of formal public access can be monitored.

1.5.2 The survey was conducted from one survey location at a high point with good (but not complete) visibility across field 1 and 2 a.

1.5.3 Only 49 users were observed from the survey location over a total of 30 hours of survey. The results evidence that usage of these fields is low i.e. less than 20,000 visits per year but the size of this sample was too small to generate robust statistical analyses (i.e. of less than 100 records).

1.5.4 The observation survey method was the same as that used for the 2014, 2016 and 2018 visitor surveys, which had been consulted on with stakeholders.

b) Observed usage

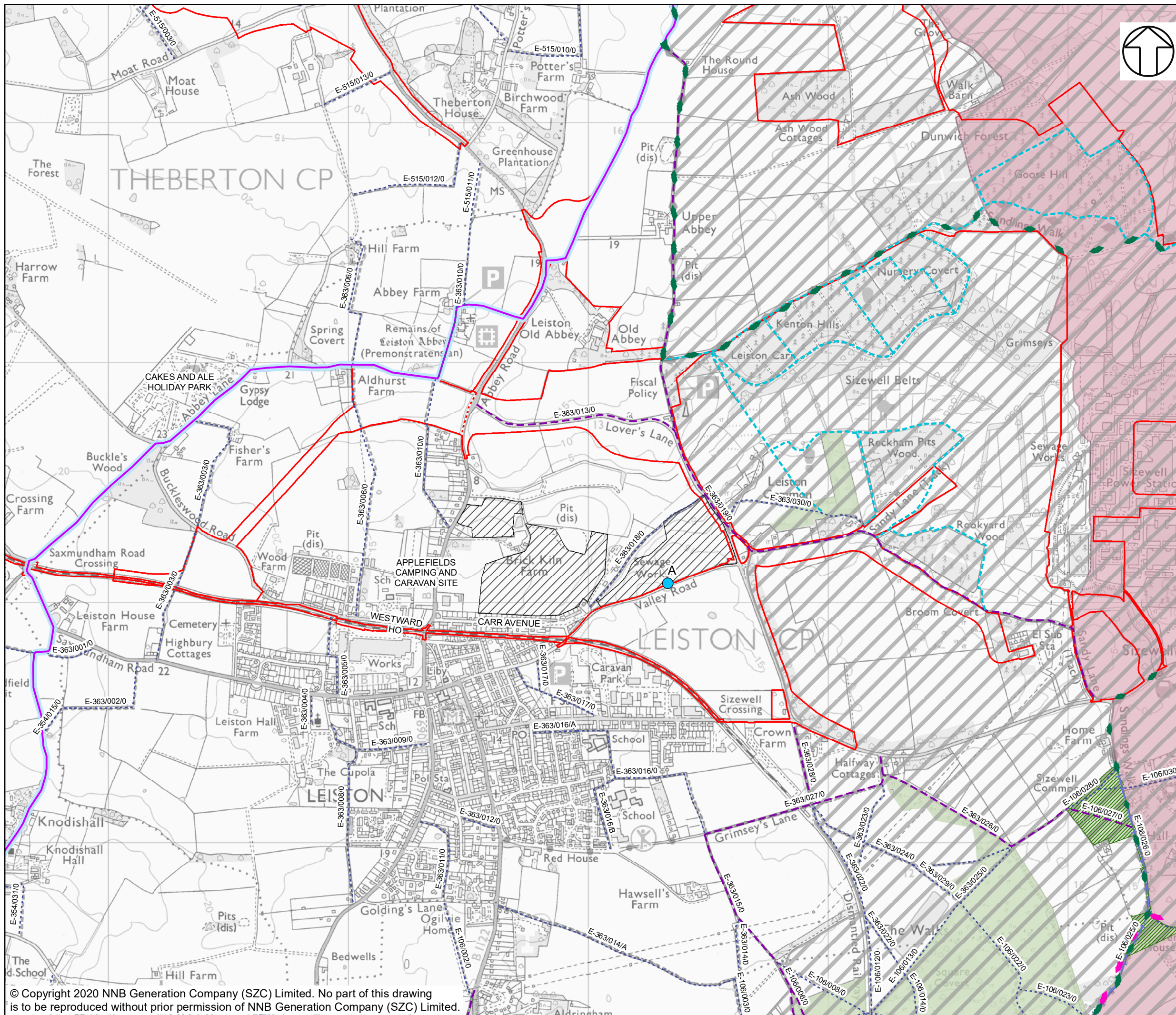
1.5.5 The site was predominantly used by dog walkers (37 out of 49 users) and as a consequence (for daily visits) levels of use in November 2019 were only slightly lower than those in August 2019. The sample size was too small to determine the more and least popular times of the day for visits but mid to late and late afternoons tended to be a little busier. The majority of users

(31) visited alone. No children were observed to use the site and only two 16-19 year olds. The poor, unsurfaced condition of the paths and desire lines across the site precluded access by wheelchair and mobility scooter users.

- 1.5.6 Three quarters of the users (37) were observed to be in the presence of one or more dogs. Of the 30 dogs accompanying them 18 were off lead and 12 on lead. No professional dog walkers were observed. Walking was the second most popular primary activity (10 people). One person was seen running and one just standing looking out over the fields.
- 1.5.7 The numbers and range of age groups and abilities using this site were atypically low and narrow when compared to those of comparable natural green spaces on the edge of residential streets undertaken by the same surveyor over 40 years.
- 1.5.8 Comments made to the surveyor indicated that users were not clear about where they were allowed to walk and where not in the western, middle and south eastern fields (4, 3, 2 and 1) in the southern half of the Habitat Area. These fields form connections between their homes in Leiston and the path network that links through to Leiston Common and the coast beyond to the east (without the need to use the busy Lover's Lane). People were clear that there was no public access to the fields in the northern half of the Habitat Area but regretted that they had lost visual access to the open water habitats and the birdlife due to the growth of vegetation obscuring views.

c) Conclusions

- 1.5.9 In 2019 fields 1 and 2 were used predominantly by dog walkers. Despite being surrounded on two sides by residential streets, fields 1 and 2 were only accessible to a limited range of people with reasonable levels of mobility. The site appeared to offer nothing of interest to children and teenagers. The full potential amenity and recreational benefits of this site had yet to be realised.
- 1.5.10 All the paths and desire lines were in poor and unsurfaced condition. Circular walks were limited to one or other of fields 1 and 2 as access between the two was prevented by the sewage works fence. There was insufficient signage to confirm where people and their dogs off lead were welcome to go.
- 1.5.11 The site's value to wildlife was well appreciated and people did not wish to disturb wildlife unintentionally through their own actions or those of their dogs off lead. Further information should be distributed to residents about the access arrangements once the public access scheme has been fully implemented.



NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
- HERITAGE COAST
- REGISTERED COMMON LAND
- OPEN ACCESS LAND
- RECREATIONAL ROUTE: SANDLINGS WALK (LONG DISTANCE WALKING ROUTE)
- RECREATIONAL ROUTE: SUFFOLK COAST PATH (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
- BYWAY

ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL.

APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND

SURVEY POINT
A. ALDHURST FARM

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 © Natural England material is reproduced with the permission of Natural England 2019. National Cycle Route data supplied by Sustrans and contains Ordnance Survey data © Crown copyright and database right (2018). Choose Suffolk, Suffolk County Council and Suffolk Coastal District Council. ADAS, Sizewell Estate Integrated Landscape Management Plan, December 2006. PROW data sourced from Suffolk CC on 27/02/2019 under OGL v3.0 are an interpretation of the Definitive Map and Statement, not the Definitive Map itself, and should not be relied on for determining the position or alignment of any public right of way. The data contains Ordnance Survey data © Crown copyright and database right 2019.

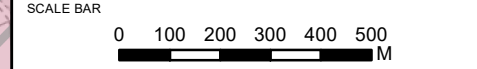


DOCUMENT:
 SIZEWELL C
 ENVIRONMENTAL STATEMENT
 VOLUME 2
 APPENDIX 15D
 2019 SIZEWELL C ALDHURST FARM VISITOR SURVEYS

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 SURVEY POINT

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NOTES

KEY

- ALDHURST FARM - HABITAT CREATED BY EDF ENERGY IN 2016. ACCESS SCHEME APPROVED UNDER DISCHARGE OF CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL.
- SURVEY POINT

A. ALDHURST FARM

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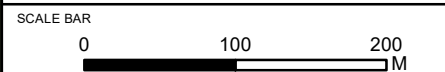


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 APPENDIX 15D
 2019 SIZEWELL C ALDHURST FARM VISITOR SURVEYS

DRAWING TITLE:
 AERIAL PHOTOGRAPH WITH FIELD NUMBERS

DRAWING NO:
 FIGURE 15D.2

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VOLUME 2, CHAPTER 15, APPENDIX 15E : TRANQUILLITY
ASSESSMENT USING THE NATURAL TRANQUILLITY METHOD –
MAIN DEVELOPMENT SITE

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Plates

None provided.

Figures

None provided.

1 Tranquillity Assessment Using the Natural Tranquillity Method – Main Development Site

1.1 Introduction

1.1.1 This note provides an assessment of the existing baseline tranquillity in relation to noise in the area surrounding the proposed construction of Sizewell C Power Station main development site and considers the effect that noise associated with the construction work and with its operation would have on that tranquillity. An assessment of the direct impact of noise from the construction and operation of Sizewell C Power Station main development site on human and ecological receptors has been carried out and reported separately. That process involved predicting noise levels during different phases of work and reporting on the effects of this noise, when compared to various standards and guidance (for determining annoyance and sleep disturbance, for example). The predicted noise levels from the noise assessment work have been used to inform this tranquillity assessment.

1.1.2 This note provides one of a number inputs into the tranquillity assessment, which forms part of the assessment of effects of the proposed development on amenity and recreation. Further information regarding the methodology of this assessment can be found in **Volume 1, Appendix 6K** of the **ES** (Doc Ref. 6.2).

1.1.3 Tranquillity can be affected by much lower levels of noise than those which might cause disturbance (for the main noise assessment in **Chapter 11** of this volume (Doc Ref. 6.3). Simply looking at existing and predicted noise levels would not be sufficient to determine how tranquil a place may be; it depends not just on level but also on the character of sound.

1.1.4 Government's National Planning Practice Guidance states under the heading "What factors are relevant if seeking to identify areas of tranquillity?":

'For an area to justify being protected for its tranquillity, it is likely to be relatively undisturbed by noise from human sources that undermine the intrinsic character of the area. It may, for example, provide a sense of peace and quiet or a positive soundscape where natural sounds such as birdsong or flowing water are more prominent than background noise, e.g., from transport. ...' (Ref. 1)

1.1.5 Whilst there would be no permanent change to tranquillity occurring due to construction activities, the principle for how to determine the degree of tranquillity which may be present for a temporary period is no different to that

which would be used if the proposed change were to be permanent. Four factors need to be considered:

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

1.1.6 These parameters are assessed using the Natural Tranquillity Method (NTM, described in **Volume 1, Appendix 6G, Annex 6G.1** of the **ES** and in detail in “Tranquil Spaces” (Ref. 2)) to provide a tranquillity score for existing (baseline) conditions and for the period in which construction would take place according to **Table 1.1**:

Table 1.1: Key to tranquillity scores (from the Natural Tranquillity Method)

NTM tranquillity score	NTM tranquillity description
1	Frantic / chaotic / harsh
2	Busy / noisy
3	Unsettled / slightly busy
4	Not quite tranquil
5	Just tranquil
6	Fairly tranquil
7	Good tranquillity
8	Excellent tranquillity
9	Perfect tranquillity (theoretical)

1.2 Approach

1.2.1 Baseline survey work was carried out between May and July 2019 at 91 locations around the main development site. These locations were identified through discussion with LDA Design, the landscape architects who are reviewing the impact on tranquillity for the Sizewell C Project, in so far as it affects amenity and recreation in the area. The locations are intended to represent the key recreational and amenity locations such as the important footpaths and cycleways, key viewpoints and other publicly accessible places, and provide coverage of recreational resources within the Suffolk

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Coast and Heaths Area of Outstanding Natural Beauty. The locations are shown in **Figure 15.13** of **Chapter 15** of this volume.

- 1.2.2 Survey work involved visiting each location at least once, measuring and recording the four NTM parameters (which describe the four factors listed above) and making detailed notes about the level and character of all sounds heard during the survey. This information was then processed using the approach described in the NTM to produce tranquillity scores in relation to noise for each location. This was then used as part of the assessment of tranquillity for the amenity and recreation assessment.
- 1.2.3 There are a number of phases of construction work but the NTM tranquillity assessment has simplified the periods of interest to “early years”, “later years” and “removal and restoration”. Broadly, early years covers the first three years of construction but does not include the initial site stripping and levelling (which occurs in the first few months) as levels during this period would change too rapidly across the site to enable a meaningful assessment to be made. Later years covers the period after this up to the completion of the construction of the main development site and removal and restoration phase would take place for the final two years or so. In general, the effect of the removal and restoration phase would be very similar to the effect of the early years construction work, so these have been reported together.
- 1.2.4 Predicted levels used represent the “worst case typical” levels for each of these periods. That is to say that these levels may occur at times during the construction work but that, in general, construction noise levels would be a little lower, as there would inevitably be periods when not all construction work occurs simultaneously. Levels are also predicted as downwind levels (in all directions at the same time). This means that, particularly for those receptors further away (500 metres or more) from the site, construction noise levels would be lower when the wind is not blowing from the direction of the construction site.
- 1.2.5 The assessment therefore represents a realistic worst case overview of the effect of the construction work on tranquillity in the area.
- 1.2.6 During operation, levels from the site would be considerably lower. Noise levels have been predicted by modelling and this is described in detail within the main development site noise and vibration **Chapter 11** of this volume. Predicted levels have been used to provide the “with development” predictions of tranquillity during the operational phase.

1.3 Results

- 1.3.1 Baseline survey results are shown in **Table 1.2**. Predicted NTM parameters during construction (taking account of existing level and character of sounds

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and predicted level and character, combined) are shown in **Table 1.3**. **Table 1.4** shows the predicted tranquillity scores (using the coding in **Table 1.2**), along with a commentary on existing and predicted soundscapes for amenity and recreation receptor group areas.

1.3.2 **Tables 1.5, 1.6, 1.7, 1.8, 1.9** and **1.10** collate the tranquillity scores for the Suffolk Coast Path, Sandlings Walk and Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route during the construction phase.

1.3.3 **Table 1.11** provides the tranquillity scores for all locations where there is predicted to be a change to the tranquillity score during the operational phase.

1.3.4 Within **Table 1.2** and **Table 1.3**, values for the following four tranquillity assessment parameters are reported: NAMM, PONS, LRR and LAT. These are:

- NAMM – an integer value between 1 and 5 representing the balance of natural and man made sounds.
- PONS – percentage of the time when you can only hear natural sounds (or silence)
- LRR – contribution of road and rail noise
- LAT – Overall noise level (with some penalties)

1.3.5 The values of these parameters are assessed in accordance with the NTM and then used to predict the tranquillity score (as set out in **Table 1.1**) at each location. Rules and formulae are as provided within the NTM.

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Table 1.2: Baseline noise survey data for tranquillity assessment

See **Figure 15.13** of **Chapter 15** of this volume for locations

Location	NAMM	PONS	L _{RR}	L _{AT}
32	5	67	15	39
33	5	61	15	51
34	4	67	45	45
35	5	67	15	40
36	4	67	15	36
37	4	67	15	33
38	3	17	29	50
39 / R17	4	34	33	39
40	4	67	31	36
41	5	67	15	39
42	4	67	31	34
43	4	61	51	51
44	4	44	15	43
45	4	65	15	44
46	4	58	15	48
47	5	67	15	51
48	5	67	32	39
49	4	54	43	44
50	5	67	15	37
51	4	65	30	40
52 / R7	4	65	49	49
53	5	67	15	43
54	5	67	15	47
55 / R14	4	61	15	43
56	4	67	15	35
57	5	67	33	39
58	5	67	36	41
59	5	67	54	54
60 / R1	5	67	25	45
61	5	67	31	41
62	5	67	30	41

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Location	NAMM	PONS	L _{RR}	L _{AT}
63	5	65	39	45
64	4	61	33	42
65	5	65	31	47
66	4	67	36	46
67	4	67	33	41
68	4	65	33	39
69	5	67	52	52
70 / R5	5	67	58	58
71	4	61	38	42
72	5	65	38	42
73	1	0	68	68
74	1	0	66	66
75 / R4	1	0	63	63
76	4	61	34	42
77	5	67	27	40
78	2	17	34	41
79	4	67	31	35
80	5	67	36	41
81	3	65	15	48
82	4	58	34	41
83	1	0	61	61
84	1	0	64	64
85	4	61	51	51
86	4	67	15	47
87	4	61	15	48
88 / R11	4	61	15	43
89	4	65	37	42
90	4	65	15	50
91	4	67	15	36
92	4	67	51	51
93	4	61	15	42
94	5	61	15	37
95	5	67	51	51

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Location	NAMM	PONS	L _{RR}	L _{AT}
96	5	67	15	61
97	5	67	39	43
98	5	67	40	41
99	5	67	15	40
100	5	67	44	44
101	1	0	59	59
102	5	65	15	39
103	4	61	15	44
104	3	34	41	48
105	4	90	40	43
106	4	95	42	46
R16	4	0	53	53
R30	4	67	15	33
R24	3	54	32	46
R8	5	67	34	39
M27	5	67	36	41
R13	3	27	48	48
R32	3	34	47	47
R15	5	75	15	56
R10	4	58	15	43
R9	1	0	64	64
R29	4	41	54	54
R12	5	67.3	33	40
R3	4	95	54	55
105	4	90	40	43
106	4	95	42	46

Table 1.3: Predicted NTM parameters with construction in progress

Location	Early years and restoration phase				Later years			
	NAMM	PONS	L _{RR}	L _{AT}	NAMM	PONS	L _{RR}	L _{AT}
32	5	67	15	39	5	67	15	39
33	5	61	15	51	5	55	15	51
34	4	34	45	41	4	34	45	40

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Location	Early years and restoration phase				Later years			
	NAMM	PONS	L _{RR}	L _{AT}	NAMM	PONS	L _{RR}	L _{AT}
35	3	2	15	42	4	34	15	41
36	3	2	15	40	3	2	15	39
37	2	2	15	37	2	2	15	37
38	3	1	29	50	3	1	29	50
39 / R17	4	17	33	43	3	1	33	42
40	4	34	31	40	2	2	31	40
41	3	7	15	42	3	2	15	42
42	2	2	31	42	2	2	31	41
43	3	6	51	51	2	2	51	51
44	3	4	15	45	3	1	15	45
45	4	7	15	45	4	2	15	45
46	3	6	15	49	3	2	15	49
47	4	10	15	52	4	34	15	52
48	2	2	32	46	3	2	32	43
49	2	2	43	48	3	2	43	47
50	1	2	15	47	2	2	15	47
51	2	2	30	46	2	2	30	48
52 / R7	2	2	49	53	2	2	49	53
53	1	2	15	63	1	2	15	55
54	3	7	15	50	3	2	15	50
55 / R14	2	2	15	47	2	2	15	47
56	1	2	15	47	1	2	15	49
57	1	2	33	51	2	2	33	47
58	2	2	36	49	2	2	36	48
59	3	7	54	57	1	2	54	52
60 / R1	1	2	25	70	1	2	25	68
61	1	2	31	57	1	2	31	55
62	1	2	30	53	1	2	30	56
63	1	2	39	70	1	2	39	58
64	1	2	33	70	1	2	33	86
65	1	2	31	57	2	2	31	57
66	1	2	36	70	1	2	36	77

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Location	Early years and restoration phase				Later years			
	NAMM	PONS	L _{RR}	L _{AT}	NAMM	PONS	L _{RR}	L _{AT}
67	1	2	33	67	1	2	33	73
68	1	2	33	70	1	2	33	74
69	4	34	52	48	3	2	52	46
70 / R5	4	34	58	53	3	2	58	45
71	2	2	38	46	2	2	38	46
72	2	2	38	48	2	2	38	48
73	1	0	68	68	1	0	68	68
74	1	0	66	72	1	0	66	80
75 / R4	1	0	63	67	1	0	63	64
76	1	2	34	70	1	2	34	86
77	1	2	27	55	1	2	27	55
78	1	1	34	53	1	1	34	48
79	1	2	31	53	1	2	31	49
80	1	2	36	53	1	2	36	59
81	2	2	15	51	2	2	15	53
82	2	2	34	46	1	2	34	51
83	1	0	61	61	1	0	61	61
84	1	0	64	64	1	0	64	64
85	3	6	51	52	3	2	51	52
86	3	7	15	48	3	2	15	49
87	3	6	15	50	3	2	15	49
88 / R11	2	2	15	48	3	2	15	46
89	1	2	37	55	2	2	37	46
90	4	6	15	50	4	2	15	50
91	1	2	15	45	2	2	15	43
92	3	7	51	52	3	2	51	51
93	3	2	15	45	3	2	15	44
94	2	2	15	43	3	2	15	41
95	4	34	51	45	3	2	51	45
96	5	34	15	61	5	54	15	61
97	4	34	39	43	4	34	39	42
98	3	7	40	42	3	2	40	40

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Location	Early years and restoration phase				Later years			
	NAMM	PONS	L _{RR}	L _{AT}	NAMM	PONS	L _{RR}	L _{AT}
99	3	7	15	44	3	2	15	42
100	4	34	44	40	3	2	44	38
101	1	0	59	59	1	0	59	59
102	3	6	15	41	4	32	15	40
103	4	61	15	44	4	61	15	45
104	3	34	41	48	3	34	41	48
105	1	1	40	53	2	2	40	47
106	2	1	42	52	3	2	42	49
R16	3	0	53	53	3	0	53	53
R30	1	2	15	44	3	2	15	43
R24	1	2	32	53	2	2	32	49
R8	1	2	34	51	2	2	34	44
M27	2	2	36	46	1	2	36	50
R13	3	3	48	49	3	1	48	49
R32	1	1	48	51	2	1	47	49
R15	4	38	15	56	5	68	15	56
R10	2	2	15	47	2	2	15	51
R9	1	0	64	64	1	0	64	64
R29	1	1	54	54	1	1	54	55
R12	1	2	33	51	1	2	33	51
R3	1	3	54	70	1	3	54	59
105	1	2	33	70	1	2	33	74
106	1	2	33	70	1	2	33	74

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Table 1.4: Predicted tranquillity scores, descriptions of tranquillity with regards to the noise environment and notes for receptor group areas

See **Figure 15.13** of **Chapter 15** of this volume for locations

Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
5	33	7	7	7	Quiet. Wind in trees and birdsong dominant. Sea in distance audible. Occasional plane, very few cars on roads, occasionally people pass by. Some pockets of excellent tranquillity. National Trust car park (location T38) was busier with cars and people reducing tranquillity.	Low level construction and earth moving noise would be audible in the southern part of this area. In locations such as 36, 37, 39 and 42, when the wind is from the south, the character would be changed most noticeably, as the existing sound levels in these places is currently so low and this means that the construction noise would stand out more. In later years, construction sound from the main platform would be the main construction sound source meaning that sound sources would not be so close to this area and therefore levels would be slightly lower.
	34	6	6	6		
	35	8	6	7		
	36	7	6	6		
	37	7	5	5		
	38	5	5	5		
	39	7	6	6		
	41	8	6	6		
	42	7	5	5		
	43	6	5	4		
6	40	7	7	5	Quiet. Distant road traffic noise audible. Occasional high altitude aircraft. Birdsong and wind in trees.	Baseline sounds would remain, but distant, low level sound from earth moving vehicles, excavators, dump trucks and bulldozers likely to be audible. In later years, earthmoving sound would no longer be audible and construction sound from the main platform would be the main construction sound source.

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
7	44	7	5	5	Within Minsmere, gulls and bird calls dominate much of the area. Significant other sources include human voices (children playing in the woods and particularly around the bittern hide and the visitor centre), breeze in the reeds, occasional aircraft, a Minsmere quad bike, cars on the approach road and in the car park and a chainsaw in the north of the reserve.	Distant construction noise (mainly associated with earth moving) would be present at a similar level to other ambient sounds. The area is currently relatively quiet and would remain so, but construction sounds would be evident for much of the time, particularly when the wind is from the south. In some areas within Area 7, the sounds from birds would remain dominant. Levels would not change much in this area between early and later years.
	46	7	5	5		
	47	7	7	7		
	R16	5	4	4		
8	32	8	8	8	Dunwich beach has excellent tranquillity for much of the time. Throughout this area, the sound of the sea is present and generally dominant. Sea bird calls are regular and sounds of wind in the leaves also present. Occasional walkers pass talking. Occasional aircraft.	The amount of natural sound varies depending on sea conditions along the beach. The sea would mask construction noise for much of the time, so tranquillity would be unaffected.
	45	7	7	7		
	55 / R14	7	4	4		

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
10	48	7	4	5	<p>The majority of Area 19 is quiet. For much of the area, some distant road traffic, some agricultural sound, occasional planes and sounds of people are sometimes audible. The main noise source for most of the area is birdsong but near to Leiston Abbey, the sound of children playing was also significant and road traffic noise was more noticeable.</p>	<p>In the early years, due to the low level of sound currently in the area, when site preparation work is underway, noise from excavators, dumpers, bulldozers and other earthmoving plant would be quite noticeable and intrusive, including around Leiston Abbey when the wind is from an easterly direction. Construction noise in area 10 will be much higher along the eastern edge, due to the intense construction activity right up to the western MDS site boundary, a boundary it shares with area 10.</p> <p>In later years, as the majority of noisier work would be further from the western boundary of the main development site, construction noise levels would be reduced, but would remain audible.</p> <p>Throughout the construction period, train noise would have a negligible effect on tranquillity, but the additional road traffic noise would have a small detrimental effect for areas close to the B1122 and the site entrance.</p>
	49	6	4	5		
	51	7	4	4		
	57	7	4	4		
	58	7	4	4		
	R24	6	4	4		
	R8	7	4	5		
11	50	8	4	4	<p>Quiet, tranquil area. Birdsong and leaves on trees dominant sounds. Occasional passers-by and aircraft. Very little road traffic noise detectable. Very occasional agricultural sounds.</p>	<p>Construction noise (earth moving in early years, general construction noise in later years) would have a significant detrimental effect on tranquillity throughout this area for the whole of the construction period. The footpath from Eastbridge to the sea would remain “just tranquil”, however, as the sounds would be more distant here and the natural sounds would remain relatively high.</p>
	52 / R7	6	4	4		
	53	7	3	3		
	54	7	5	5		

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
12	56	7	4	4	Throughout this area, the sound of the sea is present and generally dominant. Sea bird calls are regular and sounds of wind in the leaves also present. Occasional walkers pass talking. Occasional aircraft. Within 300m or so of the existing power station sites, the hum and other industrial activity sounds are audible. Regular passers-by near to Sizewell Beach and car park area there.	<p>The amount of natural sound varies depending on sea conditions along the beach. The sea would mask construction noise for some of the time, particularly further south (nearer to Thorpeness), where tranquillity would be unaffected.</p> <p>Closer to the site, however, construction noise levels would be high, meaning that the good tranquillity currently found would be lost throughout the whole construction period. Tranquillity in this area at a distance further than 2km from the construction site (at Minsmere and half way between Sizewell and Thorpeness) would be unaffected.</p>
	62	7	4	3		
	68	7	2	2		
	81	6	4	4		
	86	7	5	5		
	96	7	7	7		
	R31	7	2	2		
	R6	7	2	2		
R10	7	4	4			
13	61	7	3	3	Very quiet. Birdsong, breeze in trees, occasional passers-by and aircraft, power station distantly audible.	Tranquillity in this area would be changed very significantly. Construction noise would be very dominant and perceived as loud for much of the area for the whole of the construction period.
	65	7	3	3		
	66	7	2	2		
	67	7	2	2		

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
14	59	7	4	4	Quiet, birdsong, wind in trees, occasional vehicles on road to Eastbridge and occasional agricultural sound and aircraft. Road traffic noise was dominant close to Lovers Lane (at location T74).	Tranquillity in this area would be changed very significantly. Construction noise would be very dominant and perceived as loud and even harsh at times.
	60 / R1	7	2	2		
	63	7	2	3		
	73	2	2	2		
	74	2	2	1		
	76	7	2	1		
15	64	7	2	1	Area very quiet with birdsong and insects buzzing being dominant in some locations. SZB low frequency hum present in most of area and dominant at M27. RTN audible in many parts and dominant at R9, T83 and T84. Occasional dogs barking in distance, passers-by and aircraft.	The north of this area is up against the boundary of the site and construction noise here would be very high and completely dominant. Areas further from the site (except those close to roads) would no longer feel tranquil. Construction noise would include earthworks (as above) in the early years and a mixture of construction activities in later years.
	75 / R4	3	2	3		
	77	7	3	3		
	79	7	4	4		
	80	7	4	3		
	82	7	4	4		
	83	3	3	3		
	84	3	3	3		
	MS27	7	4	4		
	R9	3	3	3		
R12	6	4	4			

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
16	69	7	6	5	Road traffic noise present either in distance or dominant when near to road (such as at T73). Two caravan sites - activities of people reduce tranquillity a little. Close to the sewage treatment works, sounds of the processing of effluent are present. Birdsong and wind in trees present throughout. Eastlands Industrial Estate audible in the south of this area occasionally. Aircraft and occasional passers-by also present occasionally.	Sounds from construction, particularly when the wind is from an easterly direction would reduce tranquillity in this area (where it currently exists). This would be particularly true in the eastern part of area 16 close to the MDS boundary and LEEIE. Changes to transportation noise sources would make little difference to tranquillity scores in this area.
	70 / R5	6	6	5		
	71	7	4	4		
	72	7	4	4		
	78	5	4	4		
	R13	5	5	5		
	105	7	2	2		
106	7	2	2			
17	R32	5	4	4	Sounds of Leiston people including talking, gardening (in allotments) and footballing on sports pitches. Road traffic noise. Some birdsong present.	The eastern edge of Leiston would be exposed to an increase in noise from activities on the land to the east of Eastlands Industrial Estate (LEEIE). Although the area is only “just tranquil” to “fairly tranquil”, once construction begins in this area, with trains unloading on this land, the area would not be tranquil.
	R3	6	2	3		
	R27	5	4	4		
18	90	7	7	7	Wind in vegetation is dominant sound. No road traffic noise audible here. Occasional aircraft.	Construction noise from LEEIE would be at about the same level as natural sounds to the north east of the area, but to the west of the area, construction noise, whilst audible for much of the time, would make a negligible difference to tranquillity.

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
19	85	6	5	5	<p>The sound of waves on the shingle beach dominates when close to the sea. Area otherwise very quiet and quite tranquil. Some agricultural sounds and sounds from leisure activities (such as Thorpeness Golf course - golfers, mowers etc, Beach View Holiday Park and Sizewell Hall). Birdsong and wind in the trees dominates in many areas, but the occasional aircraft present reduce tranquillity scores where ambient noise from other sources is very low. Road traffic noise dominant when close to Sizewell Gap and adjacent to Aldringham to Thorpeness Road.</p>	<p>The northern part of this area is quite close to the construction site (and particularly LEEIE) and so construction noise here would have the greatest effect on tranquillity. Further away, beyond about 1.5km south of LEEIE / Sizewell Gap, construction noise would have only a small adverse effect on tranquillity. Construction noise levels during early years would be higher and in later years, once LEEIE is less active and construction work is more focussed on the main platform, construction noise would be reduced slightly. Construction noise is likely to be audible for the majority of this area for the majority of the construction period.</p>
	87	7	5	5		
	88 / R11	7	4	5		
	89	7	3	4		
	91	7	4	5		
	92	6	5	5		
	93	7	5	5		
	94	7	5	6		
	95	7	6	5		
	97	7	6	6		
	98	7	6	6		
	99	8	6	6		
	100	7	6	6		
	101	3	3	3		
	102	7	6	7		
R30	7	4	6			
R29	4	4	4			

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Receptor group area	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)	Baseline description	Construction phase description
20	103	7	7	7	Very quiet. Sea dominates. Gulls and other birdsong also present. Occasional passers-by.	Area would remain relatively tranquil, although the northern edge of this area would be able to hear construction noise (particularly when the wind is from the north) and tranquillity would be reduced a little here as a result.
	R15	8	6	7		
21	104	5	5	5	Car parking and people noise. Cars on road, also (near and more distant). Birdsong.	Construction noise is unlikely to be audible and will have a negligible effect on tranquillity in Thorpeness.

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Table 1.5: Suffolk Coast Path tranquillity scores (existing route)

Path	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Coast Path	32	8	8	8
	33	7	7	7
	37	7	5	5
	38	5	5	5
	39 / R17	7	6	6
	45	7	7	7
	55 / R14	7	4	4
	56	7	4	4
	62	7	4	3
	R31	7	2	2
	R6	7	2	2
	68	7	2	2
	81	6	4	4
	86	7	5	5
	95	7	6	5
	96	7	7	7
	99	8	6	6
	102	7	6	7
104	5	5	5	
R10	7	4	4	

Table 1.6: Suffolk Coast Path tranquillity scores (temporary diversion while path on coast is closed)

Diversion route is shown on **Figure 15I.4** of **Chapter 15** of this volume

Notes	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Existing route	32	8	8	8
Existing route	33	7	7	7
Existing route	37	7	5	5
Existing route	38	5	5	5
Existing route	39 / R17	7	6	6
Existing route	45	7	7	7
Existing route	55 / R14	7	4	4
Existing route	56	7	4	4
Existing route	62	7	4	3
Existing route	R31	7	2	2
Existing route	R6	7	2	2
Diverted	68	7	N/A	N/A
Diverted	81	6	N/A	N/A
Diverted	R10	7	N/A	N/A
Temporary diversion route	54	7	5	5
Temporary diversion route	50	8	4	4
Temporary diversion route	52 / R7	6	4	4
Temporary diversion route	59	7	4	4
Temporary diversion route	73	2	2	2
Temporary diversion route	R12	6	4	4
Temporary diversion route	82	7	4	4
Temporary diversion route	83	3	3	3
Existing route	86	7	5	5
Existing route	96	7	7	7
Existing route	95	7	6	5
Existing route	99	8	6	6
Existing route	102	7	6	7
Existing route	104	5	5	5

Table 1.7: Sandlings Walk tranquillity scores (existing route)

Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
32	8	8	8
33	7	7	7
36	7	6	6
37	7	5	5
42	7	5	5
49	6	4	5
52	6	4	4
60	7	2	2
63	7	2	3
64	7	2	1
65	7	3	3
66	7	2	2
67	7	2	2
68	7	2	2
76	7	2	1
81	6	4	4
84	3	3	3
85	6	5	5
92	6	5	5
95	7	6	5
98	7	6	6
99	8	6	6
100	7	6	6
101	3	3	3
R10	7	4	4
R6	7	2	2
R31	7	2	2

NOT PROTECTIVELY MARKED

Table 1.8: Sandlings Walk tranquillity scores (temporary diversion due to closure of path in Goose Hill during construction)

Diversion route is shown on **Figure 15I.5** of **Chapter 15** of this volume

Notes	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Existing route	32	8	8	8
Existing route	33	7	7	7
Existing route	37	7	5	5
Existing route	36	7	6	6
Existing route	42	7	5	5
Existing route	49	6	4	5
Diverted	52	6	N/A	N/A
Diverted	60 / R1	7	N/A	N/A
Diverted	63	7	N/A	N/A
Diverted	76	7	N/A	N/A
Diverted	64	7	N/A	N/A
Diverted	65	7	N/A	N/A
Diverted	66	7	N/A	N/A
Diverted	67	7	N/A	N/A
Temporary diversion route	50	8	4	4
Temporary diversion route	54	7	5	5
Temporary diversion route	55	7	4	4
Temporary diversion route	56	7	4	4
Temporary diversion route	62	7	4	4
Temporary diversion route	R31	7	2	2
Temporary diversion route	R6	7	2	2
Existing route	68	7	2	2
Existing route	81	6	4	4
Existing route	R10	7	4	4
Existing route	84	3	3	3
Existing route	85	6	5	5
Existing route	R29	4	4	4
Existing route	92	6	5	5
Existing route	95	7	6	5

NOT PROTECTIVELY MARKED

NOT PROTECTIVELY MARKED

Notes	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Existing route	99	8	6	6
Existing route	98	7	6	6
Existing route	100	7	6	6
Existing route	101	3	3	3

Table 1.9: Sandlings Walk tranquillity scores (temporary diversion while path on coast is closed during construction)

Diversion route is shown on **Figure 15I.5** of **Chapter 15** of this volume

Notes	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Existing route	32	8	8	8
Existing route	33	7	7	7
Existing route	37	7	5	5
Existing route	36	7	6	6
Existing route	42	7	5	5
Existing route	49	6	4	5
Existing route	52	6	4	4
Diverted	60 / R1	7	N/A	N/A
Diverted	63	7	N/A	N/A
Diverted	76	7	N/A	N/A
Diverted	64	7	N/A	N/A
Diverted	65	7	N/A	N/A
Diverted	66	7	N/A	N/A
Diverted	67	7	N/A	N/A
Diverted	R6	7	N/A	N/A
Diverted	68	7	N/A	N/A
Diverted	81	6	N/A	N/A
Diverted	R10	7	N/A	N/A
Diverted	84	3	N/A	N/A
Temporary diversion route	59	7	4	4
Temporary diversion route	73	2	2	2
Temporary diversion route	R12	6	4	4

NOT PROTECTIVELY MARKED

NOT PROTECTIVELY MARKED

Notes	Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
Temporary diversion route	82	7	4	4
Temporary diversion route	83	3	3	3
Existing route	85	6	5	5
Existing route	R29	4	4	4
Existing route	92	6	5	5
Existing route	95	7	6	5
Existing route	99	8	6	6
Existing route	98	7	6	6
Existing route	100	7	6	6
Existing route	101	3	3	3

Table 1.10: Sustrans Regional Cycle Route 42/Suffolk Coastal Cycle Route tranquillity scores (existing route)

Receptor code (T)	Baseline score	Early years (1-3) and restoration phase (10-12)	Later years (3-10)
32	8	8	8
41	8	6	6
49	6	4	5
52 / R7	6	4	4
59	7	4	4
69	7	6	5
70 / R5	6	6	5
R24	6	4	4
R13	5	5	5

Table 1.11: Baseline and predicted tranquillity scores during operation of power station, where tranquillity changes are not zero

Receptor code (T)	Baseline score	Tranquillity score with power station operational
66	7	6
67		
68		
82		
R10		

NOT PROTECTIVELY MARKED

References

- 1.1 MHCLG (2019) Planning Practice Guidance – Noise
<https://www.gov.uk/guidance/noise--2> [Accessed November 2019]
- 1.2 Clive Bentley (2019). Tranquil Spaces. Measuring the tranquillity of public spaces.



VOLUME 2, CHAPTER 15, APPENDIX 15F : AMENITY AND RECREATION BASELINE REPORT

Contents

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Tables

None provided.

Plates

None provided.

Figures

None provided.

1. Amenity and Recreation Baseline Report

1.1 Introduction

1.1.1 This report sets out the baseline for **Chapter 15** of this volume of the **Environmental Statement (ES)** (Doc Ref. 6.2) for the Sizewell C main development site.

1.1.2 This report is structured as follows:

- **section 1.2:** Summarises recreational visitor survey information that is relevant to the Sizewell C Project; and
- **section 1.3:** Describes the existing amenity and recreation resources and receptors that are relevant to the main development site impact assessment.

1.1.3 The baseline is described within the study area which is defined in **Chapter 15** of this volume. Onshore the study area varies from approximately 12.5km to 17km from the main development site boundary. Offshore the study area extends for 8km from the onshore main development site boundary.

a) Consultation

1.1.4 A first draft of an amenity and recreation baseline report was discussed with consultees comprising Suffolk County Council (SCC), Suffolk Coastal District Council (SCDC), Natural England and Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Partnership in December 2015 and written comments on it received in January 2016. The comments received have been addressed within this appendix and in **Chapter 15** of this volume.

1.1.5 Work on amenity and recreation issues has been informed by ongoing discussions with consultees including SCC, SCDC, Suffolk Coast and Heaths AONB Partnership, Leiston Town Council, Sustrans, the Suffolk Local Access Forum (SLAF), the Royal Society for the Protection of Birds (RSPB), Natural England and Suffolk Wildlife Trust through a number of workshops and meetings. This has included consultation in relation to establishing the baseline, the Suffolk Access Principles for Sizewell C (one of six principles documents that have been endorsed by the Sizewell C Joint Local Authority Group comprising East Suffolk Council (ESC) and SCC) is described in **Chapter 15** of this volume, the methodology for surveys of existing recreation resource users, as summarised in **section 2.2** of this chapter, the **Shadow Habitats Regulations Assessment** in **Book 5** (Doc Ref. 5.10), and the **Rights of Way and Access Strategy** in **Appendix 15I** of this volume.

1.1.6 The amenity and recreation impact assessment baseline presented in this report sets out the onshore baseline consulted with SCC, SCDC, Natural England and Suffolk Coast and Heaths AONB Partnership, and offshore baseline consulted with Scottish Power, the Royal Yachting Association, the Cruising Association, a local fisherman and Sizewell Residents Association.

1.2 Surveys of visitors and users of recreational resources

1.2.1 The existing recreational visitor survey information produced since 2003 that is relevant to the Sizewell C Project ranges from a national scale survey by Natural England to provide information about the relationship between people and the natural environment, to county-scale and localised surveys. These surveys provide the most relevant available information on recreational and visitor use within the locality of Sizewell C, and a broader context to public access visitor surveys that have been undertaken specifically for the Sizewell C Project (referred to as the Sizewell C visitor surveys) which are discussed separately in **Chapter 15** of this volume.

1.2.2 A total of eleven surveys and studies, undertaken between 2003 and 2018, are identified as providing relevant baseline information to **Chapter 15** of this volume. These studies, in chronological order, are:

- Suffolk County Council (2019) Suffolk Green Access Strategy draft – Rights of Way Improvement Plan (Ref. 1.1).
- Natural England (2018). Monitor of Engagement with the Natural Environment (MENE): The national survey on people and the natural environment (Headline Report: Analysis of the latest results 2017-2018 and nine years of surveys) (Ref. 1.2).
- Visit Suffolk (July 2015). Visit Suffolk Market Segmentation Draft Report. (PowerPoint presentation of the report) (Ref. 1.3).
- Visit Britain (2015). The Great Britain Day Visits Survey (GBDVS) (Ref. 1.4).
- RSPB. Minsmere Visitor Data 2013- 2018 (included in the **Shadow Habitats Regulations Assessment Report** in **Book 5** (Doc Ref. 5.10).
- Suffolk Coast and Heaths (SCH) AONB. Suffolk Coast Tourism Strategy 2013-2023: Strategy Report. 2013 (Ref. 1.5).
- Footprint Ecology (FE) South Sandlings Living Landscape Project: Visitor Survey Report. 2011 (Ref. 1.6).
- No Adastral New Town (NANT). Deben Estuary Visitor Survey Report. 2011 (Ref. 1.7).

- East of England Tourist Board (EETB). Suffolk Visitor Survey. 2010 (Ref. 1.8).
- East of England Tourist Board (EETB), Suffolk Coast & Heaths AONB Visitor Research. 2004 (Ref. 1.9).
- East of England Tourist Board (EETB). Visitor and Recreation Data in the Suffolk Coast and Heaths AONB. 2003 (Ref. 1.10).

1.2.3 The following report on dog ownership and behaviour is also referred to:

- Hampshire County Council (HCC). Planning for dog ownership in new developments. 2013 (Ref. 1.11).

1.2.4 There is a good resource of existing baseline information on recreational users in the Suffolk and the Sizewell area reflecting the significance of tourism to the Suffolk economy and the importance of managing visitor numbers. A number of sites along the Suffolk Coast including the Suffolk Coast and Heaths AONB, Sandlings Special Protection Area (SPA), the Deben Estuary SPA and the RSPB Minsmere reserve have also been the subject of individual visitor surveys. This information can be used to establish an understanding of the baseline situation, and to understand the context of the surveys of users of outdoor recreational resources that have been carried out on behalf of SZC Co. for the Sizewell C Project. Sizewell C public access user surveys are discussed in **section 1.2** of this chapter, and whether the results are representative of the results of the other existing visitor survey information available for Suffolk and nationally.

1.2.5 Detailed analysis of these reports is included in the **Shadow Habitats Regulations Assessment** (Doc Ref. 5.10) Recreational Disturbance Evidence Base Report in **Book 5**. In summary, the following conclusions about the existing recreational use of the Suffolk and in particular the Sizewell area can be drawn:

- the area is well used by a large number of people;
- a range of visitors are attracted to the area including day visitors and staying visitors;
- a high proportion of recreational users in the Sizewell area are local residents;
- visitors make frequent visits to area;
- visitors are attracted to the area all year round;
- higher visitor numbers are experienced in the summer compared to the winter;

- the rise in visitor numbers during the summer months is partly due to an increase in holiday makers;
- the majority of visitors arrive by car;
- the average group size tends to be between two to three people;
- the majority of visitors to the Sizewell area tend to have an older age profile;
- the duration of visits is relatively short and last for approximately one to two hours;
- the most popular visitor activity is walking and large proportion of walks are undertaken with dogs (with exceptions e.g. where dog restrictions apply);
- a large proportion of dog walkers walk their dogs off the lead (where there are no restrictions);
- visitors undertake a variety of activities (other than walking). Many of these activities are location and season specific;
- scenery and peace and quiet, and access to wildlife are consistently identified as a popular reason for visiting the area; and
- the majority of visitors visit a range of sites within and around the local area.

1.3 Environmental baseline: main development site

a) Introduction

1.3.1 The environmental baseline within the study area, as shown in **section 1.1** of this chapter, is considered under the following headings:

- long distance walking routes, public rights of way (PRoW), permissive paths, access land and registered common land:
 - long distance walking routes;
 - PRoW: public footpaths, bridleways, byways and restricted byways;
 - permissive paths and locally promoted walks;
 - cycle routes;
 - equestrian access;

- open access land, including registered common land;
- other onshore outdoor and active recreation, including:
 - the coast and beaches;
 - reserves and country parks;
 - sports clubs and facilities;
 - outdoor visitor destinations;
 - quiet lanes;
- water related recreation, including:
 - fishing;
 - canoeing, kayaking and river boat trips;
 - rivers and estuaries; and
 - navigation along the coast.

1.3.2 The Suffolk Coast and Heaths AONB runs along the coast through the study area as shown on **Figure 15.5** and **Figure 15.12** in **Chapter 15** of this volume. The Suffolk Coast and Heaths AONB Management Plan (Ref. 1.12) sets out the management objectives for the Suffolk Coast and Heaths AONB. Within the AONB, there are 664km of PRoW, including three long distance paths totalling 256km. The AONB Management Plan includes specific objectives to maintain and enhance PRoW and wider access networks across the AONB, also referencing the Suffolk County Council Rights of Way Improvement Plan to maintain and improve sustainable transport and associated linkages and to actively encourage responsible access. The plan identifies that although recreation itself is not an objective of the designation, it is essential to manage the demand for recreation whilst conserving natural beauty and the needs of agriculture, forestry and other uses. Specifically, the Management Plan makes reference to the need to: manage increased accessibility, for example to Forestry Commission Land and Open Access Land in relation to responsible dog ownership and potential conflicts during breeding bird season, and the need to manage increased visitor pressure and public access, for example through the production of walking guides to direct visitors to less sensitive areas.

b) [Long distance walking routes, Public Rights of Way, permissive paths, Access land and Registered Common Land](#)

1.3.3 Long Distance Walking Routes, PRoW, permissive paths, Common Land and Access Land are illustrated on **Figure 15.1**, **Figure 15.2** and **Figure 15.5** in **Chapter 15** of this volume.

i. Long distance walking routes

- 1.3.4 Within the study area there are two long distance walking routes that provide access to the coastline and heathlands and pass through throughout the Suffolk Coast and Heaths AONB and Heritage Coast; the Suffolk Coast Path and Sandlings Walk. Both routes pass through the main development site and extend into the wider study area.

Suffolk Coast Path

- 1.3.5 This 80km route runs from south to north between Felixstowe and Lowestoft, primarily following PRoW, but also running along local roads and accessible coast and beach.
- 1.3.6 Within the study area, the path runs along the coast between the Butley River west of Orford in the south to Southwold in the north. The Suffolk Coast Path aligns the Butley River before continuing further inland towards Chillesford and passing through Tunstall Forest, continuing to a crossing over the River Alde south of Snape. From Snape, the Suffolk Coast Path turns eastwards towards the coast, north of Aldeburgh. From here, it follows the coastline to Thorpeness where it diverts inland for over 2km before returning to the coast. It then runs for approximately 6km along the foreshore past Sizewell power station before passing inland at Dunwich Heath. From Dunwich Heath to the northern edge of the study area the Suffolk Coast Path runs within 1.5km of the coast, joining the coast for sections at Dunwich, Walberswick and Southwold.
- 1.3.7 The route passes through the site boundary adjacent to the existing Sizewell power stations along Sizewell beach (a section shared with the Sandlings Walk).
- 1.3.8 The Suffolk Coast Path is being considered as the route of the proposed England Coast Path, a proposed National Trail around all of England's coast (see item iii below). The England Coast Path is likely to follow the existing Suffolk Coast Path along the coast where it passes the main development site, where this accords with the requirements for the National Trail.
- 1.3.9 The 'Nelson Way', a 682km long path between Burnham Thorpe in Norfolk and HMS Victory in Portsmouth, follows the majority of the route of the Suffolk Coast Path within the study area. The Nelson Way runs from Burnham Thorpe in Norfolk (Nelson's birthplace to HMS Victory (Nelson's flagship at the Battle of Trafalgar)) to the historic naval dockyard in Portsmouth. The route is promoted by the Long Distance Walkers Association's web site (Ref. 1.13) but is not marked on OS maps or on signposts on the ground. The Nelson Way is mentioned to aid an understanding of context and amenity and recreation resources within the study area but does not have the same

status as the Suffolk Coast Path, and is not assessed as a separate receptor to the Suffolk Coast Path.

1.3.10 Within and close to the main development site, for the purposes of assessment the alignment of the Suffolk Coast Path has been considered in greater detail to allow an understanding of the various landscapes that it passes through and effects that may occur due to diversions/closures as a result of Sizewell C (see **Figure 15.5** in **Chapter 15** of this volume).

1.3.11 Suffolk Coast and Heath AONB web site describes two alternative routes for the Suffolk Coast Path north of Thorpeness:

“At the north end of Thorpeness village, part of the Suffolk Coast Path that was formerly on top of the low cliff has been lost to the sea. This section can be passed by walking along the beach, except for periods when the tide is too high.

At high tide there is an inland alternative which crosses Thorpeness Common, before rejoining the main route of the Suffolk Coast Path midway along Sizewell Cliff. This is now the waymarked route, as it is available at all times. If walking from north to south (Sizewell to Thorpeness), it may be advisable to check tide tables beforehand.” (Ref. 1.14)

1.3.12 The inland route runs inland across Thorpeness Common to Aldringham Walks, before returning closer to but slightly removed from the coast, running along a minor road eastern of Sizewell Hall (a self-catering, Christian conference and camping centre), slightly removed from the coast. It reaches the foreshore at the Beach View Holiday Park and continues north along the coast past Sizewell hamlet and Sizewell power station. The Suffolk Coast Path meets the Sandlings Walk just south of the power station and continues north along the coast past the power station and then past the RSPB Minsmere Nature Reserve.

1.3.13 The Suffolk Coast Path has been further considered in three sections within approximately 2km of the main development site as follows:

- Section 1: Aldringham Common to Sizewell Cliff (at Beach View Holiday Park).
- Section 2: Sizewell Cliff (at Beach View Holiday Park) to junction with the Sandlings Walk.
- Section 3: Junction with the Sandlings Walk to RSPB Minsmere Nature Reserve.

1.3.14 Part of section 2 lies within the main development site boundary.

Section 1: Aldringham Common to Sizewell Cliff (at Beach View Holiday Park).

- 1.3.15 This section of the Suffolk Coast Path follows the byway from Thorpeness towards Aldringham Walks where it meets the Sandlings Walk. It continues through the heathland and deciduous woodland habitat of the Walks, departs from the Sandlings Walk, and meets the coast south of Sizewell Hall, where it joins the public footpaths that run north-south along the low cliffs to Thorpeness. The path follows the cliff path past Sizewell Hall, which is narrow and enclosed by vegetation, until it reaches the open grass and heath that lies adjacent to the beach foreshore at Beach View Holiday Park.

Section 2: Sizewell Cliff south of the power station (at Beach View Holiday Park) to the junction with the Sandlings Walk north of the power station.

- 1.3.16 The path continues along the grassed area alongside the sand/shingle beach where small fishing boats sit with wooden fishing huts and associated equipment. It passes through the hamlet of Sizewell, where small wooden huts sit alongside the beach and two short rows of houses overlook the beach.
- 1.3.17 Immediately north of Sizewell hamlet are the two Sizewell power stations, A and B (referred to as the power station). The path continues along the grassed area that becomes slightly raised from the beach as a sea defence. The path meets Sandlings Walk at Sizewell hamlet before entering the main development site boundary at the northern end of the existing power station. This point is demarcated on the ground by a series of concrete tank defences. This section of path (alongside the power station) is raised slightly as it lies between the two elevated bunds that provide a sea defence for the power station. The path is open and relatively flat and wide, and provides access to the grass and low heathland landscape of the sea defence, whilst views to the sea are restricted slightly by the lower sea defence to the east. The shingle beach is accessed by numerous desire lines across the grass and heath. Views north and south along the coast path are relatively long distance, whilst newly planted woodland and existing woodland lie on the slope to the west of the path obscuring views further inland. The Suffolk Coast Path follows PRow E-363/021/0 past the power station and through the main development site.

Section 3. Junction with the Sandlings Walk to RSPB Minsmere Nature Reserve.

- 1.3.18 The Suffolk Coast Path continues along the coast adjacent to the RSPB Minsmere Reserve. The path lies along the open and flat bund, which affords long distance views north-south along the grass and scrub/heath landscape of the bund. The path is removed from the shingle beach due to its slight

elevation and position on the bund rather than on the beach to the east. Views across the RSPB Minsmere Reserve are possible.

Sandlings Walk

- 1.3.19 This 96km route passes between Ipswich and Southwold, and links the remaining fragments of Sandlings Heath. The route extends throughout the study area from south to north, primarily following PRoW, but also running along local roads and accessible coast and beach, passing through predominantly woodland, heathland, arable and coastal landscapes.
- 1.3.20 To the south the Sandlings Walk enters the study area from the northern section of Rendlesham Forest before continuing to Tunstall Forest, where it passes along its western side, after which it continues towards Snape. North of Snape at Friston, the walk turns eastwards towards the coast to the west of Thorpeness, where it turns north towards Sizewell. At Sizewell hamlet, the Sandlings Walk reaches the coast and aligns with the Suffolk Coast Path for about 2km (including east of the power station and through part of the main development site), before turning inland at Goose Hill through the main development site. From Goose Hill to Southwold the walk passes through woodland, heathland and farmland landscapes up to approximately 3km inland, joining the coast for short lengths at Dunwich and Southwold. North of Sizewell hamlet, Sandlings Walk aligns with the Suffolk Coast Path not only east of the power station, but also south of and within Dunwich, and around Southwold.
- 1.3.21 Within and close to the main development site, for the purposes of assessment the alignment of the Sandlings Walk has been considered in greater detail to allow an understanding of the various landscapes that it passes through and effects that may occur due to diversions/closures as a result of Sizewell C (see **Figure 15.5** in **Chapter 15** of this volume).
- 1.3.22 South of the main development site the Sandlings Walk lies inland as it passes through Aldringham Common, before continuing towards the coast but then running along the west, inland side of Sizewell Hall on a minor road. The Walk reaches the coast at Sizewell hamlet where it joins the Suffolk Coast Path and continues north along the coast past the power station. North of the power station and south of RSPB Minsmere Nature Reserve, it turns inland and follows permissive paths through Goose Hill and the Kenton Hills, where it meets Bridleway 19 (PRoW E-363/019/0). It continues north to the Round House and Eastbridge, and to Hangmans New Wood where it heads north east to re-join the Suffolk Coast Path along the coast at Coastguard Cottages.
- 1.3.23 The Sandlings Walk has been further considered in five sections within approximately 2km of the main development site as follows:

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- Section 1: Aldringham Common to Sizewell hamlet.
- Section 2: Sizewell Village to north of the Power Station where Sandlings Walk turns west to Goose Hill.
- Section 3: Goose Hill and Kenton Hills to Bridleway 19.
- Section 4: Bridleway 19 to Eastbridge Road.
- Section 5: Eastbridge Road to Westleton Walks / Minsmere.

1.3.24 Part of sections 2, 3 and 5 and all of section 4 lie within the main development site boundary.

[Section 1: Aldringham Common to Sizewell hamlet.](#)

1.3.25 Sandlings Walk follows a byway in a north-eastwards direction, along vehicle tracks through Aldringham Common and Open Access Land, through heathland and deciduous woodland, and then along a minor road for approximately 1km to Sizewell gap road where it turns eastwards along the road into Sizewell hamlet.

[Section 2: Sizewell hamlet to north of the power station where Sandlings Walk turns west to Goose Hill.](#)

1.3.26 Part of this section of Sandlings Walk lies within the main development site boundary, as it runs north of Sizewell B and before it turns westwards away from the coast. This section of Sandlings Walk lies along the same open grass and low health bund as the Suffolk Coast Path, on PRoW E363/021/0 (section 2 of the Suffolk Coast Path, outlined above).

[Section 3: Goose Hill and Kenton Hills to Bridleway 19.](#)

1.3.27 The Sandlings Walk leaves the coast path and runs through the main development site boundary as it passes alongside the wooded bund (the 'Northern Mound') within the northern part of the main development site. It is confined by the mature heathland vegetation and woodland that lies to the north. The narrow path passes two bridge crossings over the drainage channels of the Sizewell Marshes Sites of Special Scientific Interest (SSSI) within the wet woodland, and then follows the southern edge of Goose Hill where it lies between the coniferous plantation on Goose Hill and wet woodland in the SSSI. Sandlings Walk continues around the northern edge of the SSSI wetlands before continuing along the northern edge of the Kenton Hills coniferous plantations, where it runs just outside the southern boundary of the main development site. Sandlings Walk remains along this boundary on the forest track, from where views of the arable fields to the north (within the main development site) are possible through the trees. A line of deciduous trees marks the edge of the coniferous plantation.

Section 4: Bridleway 19 to Eastbridge Road.

- 1.3.28 The entire length of this section lies within the main development site boundary. This section of Sandlings Walk follows the wide bridleway track, which is unpaved and used by vehicles, and is generally enclosed on either side by tall and mature hedgerows and hedgerow trees, beyond which lies farmland (refer to Bridleway 19 description below).

Section 5: Eastbridge Road to Westleton Walks / Minsmere.

- 1.3.29 Sandlings Walk follows Eastbridge Road to the village of Eastbridge and is enclosed on either side by mature, tall hedgerows and hedgerow trees, beyond which lies arable farmland. North of Eastbridge the minor road becomes more open as it passes through the wetland and marsh habitat of the Minsmere Level. It then continues through mature deciduous woodland at Hangmans New Wood and through farmland within the RSPB Minsmere Reserve. It then continues to the heathland of the Westleton Walks and Dunwich Heath and re-joins the Suffolk Coast Path at Coastguard Cottages.

England Coast Path

- 1.3.30 The England Coast Path is a proposed National Trail around all of England's coast. Natural England is working towards opening as much of the England Coast Path as it can by 2020.

- 1.3.31 Sizewell is located along the 60km stretch of coast which Natural England has identified as 'Aldeburgh to Hopton-on-Sea'. Natural England submitted their proposals for improved access to the coast (including the England Coast Path) between Aldeburgh to Hopton-on-Sea to the Secretary of State for the Environment, Food & Rural Affairs on 29th January 2020 and has asked for all representations and objections to be submitted to Natural England by 25th March 2020. Natural England is proposing that the England Coast Path will follow the route of the Suffolk Coast Path past Sizewell C power station and through the main development site. (Ref. 1.15).

- ii. **Public Rights of Way: public footpath, bridleway, restricted byway, byway open to all traffic**

- 1.3.32 PRoW within the study area are illustrated on **Figure 15.1** and **Figure 15.2**, and within the vicinity of the site on **Figure 15.5** of **Chapter 15** of this volume. The routes have been considered according to whether they lie within the site boundary, whether they lie within approximately 2km of the site boundary, or in the wider study area.

- 1.3.33 The PRoW network consists of public footpaths, bridleways, restricted byways and byways open to all traffic. The PRoW codes have two three digit

numbers, the first is the parish number and the second is the path number. Parishes close to the site are:

- 106 Aldringham cum Thorpeness.
- 363 Leiston cum Sizewell.
- 396 Middleton.
- 515 Theberton.
- 550 Westleton.
- 353 Knodishall.

Public Rights of Way within the main development site

- 1.3.34 The PRow within the site, illustrated on **Figure 15.5** in **Chapter 15** of this volume, consist of a section of Bridleway E-363/019/0 (Bridleway 19), Bridleway E-363/013/0 and a section of Public Footpath E-363/021/0 along the coast.
- 1.3.35 The section of Bridleway 19 extends from Sandy Lane (a track) to Lover's Lane (a minor road) and onto another track that passes Upper Abbey Farm to Eastbridge Road. It is generally enclosed on either side by tall and mature hedgerows, double planted in places, with some mature hedgerow trees. Field entrances and gaps in the hedgerows allow views of the adjacent arable and pasture farmland, and the sunken areas of disused pits. It passes the disused building and out buildings of the Upper Abbey on its west, and reaches the Round House building in the north which sits alongside a narrow lane, heavily enclosed by mature trees on either side and hedgerow vegetation, before terminating at Eastbridge Road.
- 1.3.36 Bridleway E-363/013/0 runs along Lover's Lane from the B1122 Abbey Road (west) to join Bridleway 19 also on Lover's Lane.
- 1.3.37 Lover's Lane is a single carriage way road with a grass verge on either side, but no pavement. Mature trees and hedgerows enclose much of the length of the road and the two bridleways run along the carriageway.
- 1.3.38 The section of Public Footpath E-363/021/0 within the site extends from north of the existing power station to the point at which it diverges from Sandlings Walk. The Suffolk Coast Path and Sandlings Walk follow this PRow, running in a north-south direction inland from the sea.

Public Rights of Way within 2km of the site

- 1.3.39 Beyond the main development site but within 2km of the site boundary there are a number of PRow, illustrated on **Figure 15.5** in **Chapter 15** of this volume. These are described below as PRow that are located within the central part of the study area, just beyond the main development site, those to the north, west/south-west and to the south.

Public Rights of Way within the 2km - central area

- 1.3.40 Within the central area (beyond the main development site) a PRow E-363/030/0 runs eastwards from Lover's Lane along a track and then across pasture to Leiston Common and Sandy Lane (track). Bridleway 19 runs north and westwards from Sizewell gap road, along Sandy Lane, passing within the site west of Pillbox Field before leaving the site where it turns westwards. West of Pillbox Field Bridleway 19 is enclosed by tall hedgerows with Greater Gabbard and Galloper offshore wind farm substations and 400kv pylons and overhead wires to the west. It turns west away from the site boundary, passing under the 400kv overhead wires through woodland, across pasture and along a track to Lover's Lane. At this point it continues (within the site) along Lover's Lane to the car park at Kenton Hills.
- 1.3.41 In addition to the PRow described above and shown on **Figure 15.5** of **Chapter 15** of this volume, the pavement along Sizewell Gap from Leiston to Sizewell village is used as a footpath and cycle path connecting the town to the power stations.

Public Rights of Way within 2km – north

- 1.3.42 To the north of the main development site boundary the PRow network consists of footpaths and bridleways around Minsmere, Eastbridge and Theberton. To the north-east the PRow network is relatively sparse due to the inaccessible wetlands and marshes at Minsmere Nature Reserve, although within the reserve itself there is a network of private trails and bird hides operated by the RSPB.
- 1.3.43 The Suffolk Coast Path runs along the coast (see description above) along Public Footpath E-363/021/0. Public Footpath E-363/020/0 connects the Suffolk Coast Path inland, extending from Minsmere Sluice south of the Minsmere levels, before reaching the village of Eastbridge. Bridleway E-550/022/0 runs through Hangmans New Wood, through fields to the north and eventually reaches the heathland of the Westleton Walks and Dunwich Heath (along the same route as the Sandlings Walk). These PRow and long distance walking routes also lie within the Suffolk Coast and Heaths AONB and provide views across this relatively flat coastal and wetland landscape.

- 1.3.44 Other than these routes, the PRow to the north of the main development site generally lie inland and to the north west of the site within a small scale more intimate agricultural landscape. These routes mostly lie outside the AONB, and due to the smaller scale and more intimate landscape views of the surrounding landscape are more inward facing and do not generally extend to the AONB. These PRow consist of numerous, relatively short lengths of footpath that follow field boundaries and shelter belts between arable fields. Two restricted byways lie near Eastbridge, one across fields south of the cemetery south of Eastbridge, and one along a track within Eastbridge village itself (E-515/015/0 and E-515/021/0).

Public Rights of Way within 2km - west/south-west

- 1.3.45 To the west/south-west, the PRow network consists of relatively short sections of public footpath within Leiston and in the surrounding agricultural landscape. Within Leiston footpaths lie around the outskirts of the town mainly along roads, lanes and through allotments; whilst beyond Leiston footpaths generally follow field boundaries or cut across the open arable fields. To the north-west of Leiston footpaths lead to the remains of Leiston Abbey and the music and education centre located there. To the east of Leiston the railway line restricts footpath access, other than one footpath (E-363/018/0) that is accessed from Valley Road after it has passed under the railway, where it passes the sewerage works and the Aldhurst Farm habitat creation area to reach Lover's Lane.

Public Rights of Way within 2km - south

- 1.3.46 To the south, much of the PRow network follows the Aldringham Walks (or 'The Walks') which cut across Aldringham Common and the surrounding agricultural landscape. The common consists of relatively flat heathland, interspersed with scrub, woodland and tree belts. A byway (following E-106/017/0, E-106/025/0 and E-106/026/0) provides the main route through the common, from which a network of public footpaths extend throughout the common; this is also the route of Sandlings Walk. These PRow and byways continue into the surrounding farmland which comprises a mixture of arable fields and pig farming.
- 1.3.47 Two public footpaths pass along the coast south of Sizewell Hall E-106/031/0 and E-106/033/0) following a heathland coastal route to Thorpeness in the south.
- 1.3.48 Bridleways link Grimseys Lane on the southern fringe of Leiston to Sizewell Common along the north of Aldringham Common, and to the centre of the common.

- 1.3.49 Most of these PRoW lie within the Suffolk Coast and Heaths AONB, with the exception of those closest to Leiston. Views across the AONB are relatively restricted by the enclosed vegetation nature of the heathland.

Public Rights of Way within the wider study area

- 1.3.50 Beyond 2km from the site within the wider study area, there are a number of footpaths, bridleways, byways and restricted byways, illustrated on **Figure 15.1** and **Figure 15.2** in **Chapter 15** of this volume. These are described below as those that are located to the north, west/south-west and to the south.
- 1.3.51 The PRoW network is extensive, with some areas having greater coverage than others, and there is a diversity of PRoW route options from and between settlements in the area.
- 1.3.52 In the northern section of the study area there is a concentration of access around Dunwich Heath and Dunwich Forest and on the periphery of National Nature Reserves (NNRs) to the south of the River Blyth. A number of PRoW also extend from the settlements including Halesworth, Walberswick and Southwold adjacent to the coast, and Wenhaston and Westleton further inland.
- 1.3.53 The western section of the study area is relatively well served by the PRoW network with routes extending from the settlements including Snape, Saxmundham, Bruisyard, Peasenhall, Yoxford, and Middleton, into the surrounding farmed landscape and rural road network.
- 1.3.54 The south of the study area has a lower density of PRoW, although large tracts of land at Tunstall Forest and Rendlesham Forest are designated as Open Access Land (discussed below). There is a general lack of access in the vicinity of the River Alde adjacent to the coast and also further inland to the west due to the presence of the isolated spit at Orford Ness and the extensive marshland and wetland within the area. However, Aldeburgh and Orford do have a number of footpaths and bridleways connecting the settlements to the surrounding landscape and the periphery of the adjacent marshes.

iii. Permissive paths and locally promoted walks

Permissive paths

- 1.3.55 Permissive paths within the EDF Energy Estate are illustrated on **Figure 15.5** in **Chapter 15** of this volume. These routes lie both within the main development site boundary and just beyond.

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- 1.3.56 Permissive paths extend around the east, north-east, and southern boundary of the plantation at Goose Hill, within the site boundary. They provide access to established forestry tracks through Scots and Corsican pine plantations with views possible through the trees to the adjacent SSSI wetland and wet woodland to the south and RSPB Minsmere Nature Reserve, and pasture fields in the north. The permissive paths at Goose Hill join permissive paths at Nursery Covert on the Kenton Hills, which lie outside the site boundary. Sections of these paths follow the same route as the Sandlings Walk.
- 1.3.57 The Kenton Hills permissive paths extend along the northern edge of the plantation, and continue on a sinuous route along the south-eastern edge of the plantation, forming a circular route with further paths cutting through along forest tracks. The paths around the perimeter afford views out across the adjacent wetlands, marshes and wet woodlands of the Sizewell Marshes SSSI to the south and across the arable farmland to the north.
- 1.3.58 Also beyond the main development site boundary, but within the EDF Energy Estate are the permissive paths south of Sizewell Marshes SSSI. These paths extend from Kenton Hills to Leiston Common, and continue around the outside of Rackham Pits Wood, Leiston Common and Rookyard Wood, where they join Bridleway 19 and Public Footpath E-363/030/0. These paths provide access to a mixture of heathland adjacent to Leiston Common, mixed woodland and coniferous woodland, and views across the wetlands and marshes of the Sizewell Marshes SSSI.
- 1.3.59 There is also a path signed as a ‘temporary path’ provided by the RSPB to the ruins of the Leiston Abbey (first site) joining PRow E-363/020/0 west of Minsmere Sluice.

Locally promoted walks

- 1.3.60 A number of locally promoted walks are also apparent within the study area, for example ‘pub walks’ promoted by the Suffolk Coast and Heaths AONB and those promoted by Discover Suffolk.
- 1.3.61 Discover Suffolk identify a wide range of walks, ranging from easy going trails to long distance walks and walks of various length, for example, less than 3 mile walks, 3–6 mile walks, 6–8 mile walks and those greater than 8 miles (Ref. 1.16). Those identified within the study area include:
- Rendlesham Forest, including Daisy’s Walk, Phoenix Trails and UFO Trails, also promoted by the Forestry Commission.
 - Dunwich Heath (easy going trails).
 - Dunwich Forest, also promoted by the Forestry Commission.

- Aldeburgh Town Marsh Trail (3–6 miles).
- Thorpeness Walks (3–6 miles).
- Westleton Heath.
- Angels and Pinnacles - Blythburgh, Southwold, Westleton, Walberswick.
- Middleton cum Fordley (3–6 miles).
- Walberswick and Dunwich circular walk (6–8 miles).
- Badingham circular walk (6–8 miles).

1.3.62 Pub walks identified by the Suffolk Coast and Heaths AONB within the study area, and available on the AONB web site (Ref. 1.17), include:

- Butley.
- Orford.
- Snape.
- Aldeburgh.
- Eastbridge.
- Westleton.
- Walberswick.
- Southwold.
- Blythburgh.

1.3.63 The Suffolk Coast and Heaths AONB also produced a series of Explorer Walking Guides as part of the BALANCE project (concluded in December 2013) to direct people to certain locations better able to accommodate visitors and therefore aiming to protect other quieter places. The BALANCE project was led by the AONB team and governed by a public-private sector steering group. The project focused on balancing the needs of recreation and tourism in the sensitive landscape that is the Suffolk Coast and Heaths AONB. Explorer Walking Guides developed as part of the BALANCE project and located within the study area, and are available on their web site (Ref. 1.18), these include:

- Blaxhall and Tunstall Explorer.

- Orford Explorer.
- Sailor's Path Explorer.
- Snape Explorer.
- Southwold Explorer.
- Thorpeness Explorer.
- Walberswick Explorer.

1.3.64 Other locally promoted walks include those around Dunwich Heath such as the Dunwich gorse walk and Dunwich Heath and Beach, Mount Pleasant farm walk promoted by the National Trust.

c) **Cycle routes**

1.3.65 Within the study area is one Sustrans National Cycle Route (1), two Sustrans Regional Cycle Routes (41 and 42), and Suffolk Coastal Cycle Route which follows Sustrans Regional Cycle Routes 41 and 42 and part of Sustrans National Cycle Route 1. There is also a rich, well connected and well used network of bridleways and byways that cyclists may use. Cyclists are permitted to use bridleways providing they give way to horse riders and pedestrians.

1.3.66 For the detailed description cycle routes are considered in detail within approximately 2km of the main development site.

i. **Cycle routes within approximately 2km of the main development site**

1.3.67 Cycle routes within close proximity to the main development site are shown on **Figure 15.5** in **Chapter 15** of this volume.

1.3.68 Sustrans Regional Cycle Route 42 follows roads and lanes through the arable agricultural landscape, from west of Leiston to Eastbridge and to the west of Minsmere levels, eventually reaching Dunwich at the coast approximately 4.5km north of the site.

1.3.69 West of the main development site Sustrans Regional Cycle Route 42 follows Abbey Lane from Saxmundham level crossing, which is a relatively small rural lane without road markings that runs between arable fields. It leaves the lane where it follows a track (and PRow E-363/010/0) past Leiston Abbey, and then joins the busier Abbey Road (B1122) before continuing north on Eastbridge Road to Eastbridge.

1.3.70 Sustrans Regional Cycle Route 42 runs through the western edge of the main development site boundary on the B1122 and Eastbridge Road, through

agricultural land and is enclosed by dense mature hedgerows with hedgerow trees. It continues north and leaves the main development site boundary north of the Round House. The route passes on the road through the village of Eastbridge where it is enclosed by buildings and vegetation. North of Eastbridge the road becomes more open as it passes across the wetland and marsh habitat of the Minsmere Levels. It then continues through woodland at the RSPB Minsmere Reserve and the heathland of the Westleton Walks and Dunwich Heath beyond.

ii. [Cycle access within the wider study area](#)

- 1.3.71 Cycle routes in the wider study area are shown on **Figure 15.1** and **Figure 15.2** in **Chapter 15** of this volume.
- 1.3.72 Beyond 2km from the main development site, Sustrans Regional Cycle Route 42 continues northwards to Westleton Heath and then to the coast at Dunwich, before travelling through Dunwich Forest and westwards to meet National Cycle Route 1 west of Bramfield. South of the site Sustrans Regional Cycle Route 42 runs south-west to Snape where it meets Sustrans Regional Cycle Route 41.
- 1.3.73 Sustrans Regional Cycle Route 41 enters the south-western edge of the study area to the east of Rendlesham Forest. From here the route diverges forming a circular loop which converges again at Orford. From Orford, Route 41 extends north towards Snape, before continuing northwards towards Bruisyard where it meets National Cycle Route 1.
- 1.3.74 A section of Sustrans National Cycle Route 1 passes through the north-western section of the study area between Fakenham and Harwich. National Cycle Route 1 is a long distance cycle route connecting Dover and the Shetland Islands mainly via the east coast of England and Scotland and also forms the majority of the British section of the North Sea Cycle Route.
- 1.3.75 Also identified by Sustrans are two links to National Cycle Route 1: one extending from Saxmundham to Route 1 at Bruisyard Road; and a second from Darsham station along the A12 and Weavers Marsh Lane to Route 1.
- 1.3.76 ESC/Visit Suffolk (Ref. 1.19) also promote the Suffolk Coastal Cycle Route. The route is based on a circular signed route on quiet roads and tracks, linking coastal villages between Felixstowe and Dunwich, and then looping inland via the market towns of Framlingham and Woodbridge. Within the study area, the Suffolk Coastal Cycle Route utilises National Cycle Route 1 and Regional Cycle Routes 41 and 42. Alternative routes, shortcuts and detours, both on-road and off-road are also identified by Visit Suffolk and illustrated on **Figure 15.1** and **Figure 15.2** in **Chapter 15** of this volume. These principally occur within Dunwich Forest and between Westleton and Walberswick (north of main development site); between Blaxhall and

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Woodbridge (south-west side of study area), the latter settlement beyond the study area; and around/within Tunstall Forest and Rendlesham Forest (south-west side of study area).

1.3.77 A number of locally promoted cycle routes are also available within the study area; these are not shown on the Figures. These occur principally within the areas of Open Access Land, including Dunwich Forest to the north of the study area and Tunstall Forest and Rendlesham Forest to the south. The routes include:

- Viking Trail 16km mountain bike in Tunstall Forest promoted by the Forestry Commission.
- A short trail (approximately 10km) and a long trail (approximately 16km) in Rendlesham Forest promoted by the Forestry Commission.
- 21km Suffolk Coast and Heaths Circuit Dunwich Beach car park - Westleton - Minsmere - Dunwich Heath, with an optional start point at Darsham Station and a diversion to Walberswick promoted by the Suffolk Coast and Heaths AONB.
- General cycle access within Dunwich Forest promoted by the Forestry Commission.

1.3.78 Routes within Dunwich Forest, Tunstall Forest and Rendlesham Forest are also promoted by Visit Suffolk Coast (Ref. 1.20) and the Suffolk Coast and Heaths AONB Partnership.

1.3.79 Visit Suffolk Coast promote a cycle route within the study area running from Orford to Woodbridge via Snape Maltings on country lanes and roads. Discover Suffolk promote a number of cycling routes including Leisure Cycling Routes and the Halesworth Leisure Cycling Route is located within the study area. Sandlings Safer Cycling Campaign also recommend a number of local cycling routes.

1.3.80 The Suffolk Coast Tourism Strategy (Strategy Report, 2013 - 2023, June 2013 URS) identifies an action to develop a series of safe cycle trails within Suffolk to link to Sustrans cycle routes identified above. Potential routes identified within the study area include sections of the Suffolk Coast Path which could offer a multi-user trail between Aldeburgh and Thorpeness, potentially beyond to Sizewell as well as between Sizewell, Minsmere Nature Reserve and Walberswick.

d) Equestrian access

1.3.81 Equestrian access to the study area is available via the bridleway network identified above and illustrated on **Figures 15.1, 15.2** and **15.5**. Horse riders use Sizewell beach.

1.3.82 Horse riding centres and stables within the study area include:

- Mells Hill Equestrian Centre, south of Halesworth.
- North Manor Equestrian Centre, Bramfield.
- Valley Farm Equestrian Centre, Wickham Market.
- Tunstall Forest Livery, north-east of Tunstall.
- Church Farm Livery, Butley Mills.
- Iken Bay Livery, located at Iken, along the Alde Estuary.

1.3.83 The Suffolk Coast Tourism Strategy (Strategy Report, 2013 - 2023, June 2013, URS) identifies an action to develop horse riding as a tourism driver through the development of trails, which will affect equestrian access within the study area. Options include integration of horse riding facilities onto the coastal multi-use trails as highlighted above for cycling, as well as integrating horse riding centres with identified trails and off-road bridleways.

e) Open Access Land, including Registered Common Land

1.3.84 Open Access Land includes land mapped as 'open country' (mountain, moor, heath and down) or Registered Common Land. The Countryside and Rights of Way Act 2000 gives the public permission to walk freely on access land without having to stay on paths. Open Access Land, or Access Land, can be used for walking, running, watching wildlife and climbing. Areas of Open Access Land and Registered Common Land are shown on **Figures 15.1, 15.2** and **15.5**.

1.3.85 There are a number of activities which are usually prohibited on Access Land, called 'general restrictions'. They include horse riding, cycling, fishing, camping, taking animals other than dogs onto the land, driving a vehicle and water sports. However, these activities can be undertaken if:

- the landowner allows it;
- there are existing rights or local traditions in place - e.g. an event that has taken place for many years; or

- public bridleways or byways cross the land, along which horse riders and cyclists are permitted access.
- 1.3.86 Within the study area, there are several areas designated as Open Access Land, including Registered Common Land.
- 1.3.87 There are no areas of Open Access Land or Registered Common Land within the main development site boundary. However, areas do exist within the 2km zone of physical change. Leiston Common, Aldringham Green (south-east of Aldringham), Sizewell Common, and a large area of Aldringham Walks are designated as Open Access Land. Sizewell Common, Aldringham Green and limited areas of the walks are also designated as Registered Common Land.
- 1.3.88 To the north of the main development site beyond the 2km zone of physical change large areas of Dunwich Forest, Dunwich Heath and Westleton Heath are designated as Open Access Land, with several pockets also evident around Walberswick and Blythburgh. Westleton Common however, west of Dunwich Heath, is designated for both Open Access Land and Registered Common Land.
- 1.3.89 West of the main development site beyond 2km, extending from the north-west to the south-west are scattered areas of Open Access Land around Snape, Theberton, Middleton and Darsham. The latter two areas at Middleton Moor and west of Mill Hill Farm are also designated as Registered Common Land. Scattered areas of Open Access Land and Registered Common Land are also evident around Wenhaston. Towards the western edge of the study area, limited areas of Open Access Land also designated as Registered Common Land can be found to the north and east of Parham. Knodishall Common at Coldfair Green, just beyond the 2km zone of physical change is also designated as both Open Access Land and Registered Common Land.
- 1.3.90 South of the main development site beyond 2km, areas of Open Access Land occur within the walks around North Warren. These include part of Aldringham Common, Thorpeness Common and the Fens north of North Warren which are also designated as Registered Common Land. Further south-west, large areas of Open Access Land and pockets of Registered Common Land occur at Tunstall Forest and the immediate surrounding area. South-west of Tunstall Forest on the edge of the study area, large areas of Rendlesham Forest are also designated as Open Access Land.
- f) **Other onshore outdoor and active recreation**
- 1.3.91 Other outdoor and active recreation activities are illustrated on **Figures 15.3 and 15.4.**

NOT PROTECTIVELY MARKED**i. The coast and beaches**

- 1.3.92 Beaches of varying widths and character (sand, shingle, cliff edge or gently inclined with nearby settlement or remote) extend in an unbroken stretch between Orford and Lowestoft, and as such occupy a north-south alignment through the study area. The beach is accessible from a number of locations, with car parks provided at various points along the coast, including Southwold, to the north and south of the settlement; Walberswick, north of the River Blythe and to the east of the settlement; Dunwich; Dunwich Heath; Sizewell; Thorpeness; and Aldeburgh, to the north and south of the settlement. At Aldeburgh and Thorpeness there are dog walking restrictions on sections of the beach between 1 May and 30 September, and at Southwold between 1 April and 30 September each year, to prevent access/fouling on recreation beaches during the peak summer period.
- 1.3.93 The beach foreshore is also used for short and long distance walking and the Suffolk Coast Path runs along sections of the coast. Horse riding, angling, bird watching and informal recreation / picnics / swimming are also undertaken on beaches in the study area.

ii. Reserves and country parks

- 1.3.94 There are a number of nature reserves within the study area, including RSPB reserves, NNRs, and Local Nature Reserves.
- 1.3.95 The RSPB reserves, managed by either the RSPB or Suffolk Wildlife Trust include the following:
- Minsmere: includes woodland, wetland and coastal habitats. The car park, hides and countryside walks are open from dawn to dusk every day. There is a charge to non-RSPB members entering the core of the reserve through the visitor centre, but free access is possible from other routes. No dogs are allowed in the core of the reserve. There are a café and toilets at the visitor centre. Dogs are not allowed in the core of the reserve, but are allowed on paths within the outer reserve. Guided walks are available for a charge:
 - North Warren: includes grazing marshes, reedbeds, heathland and woodland. Free parking is available at the reserve and nearby in Thorpeness/Aldeburgh; there are no entrance charges and the reserve is open throughout the year. Visitors are requested to "*keep dogs on a fixed, short lead from 1 March until 31 August and at all times near livestock*". Guided walks are available for a charge.
 - Dingle Marshes: includes coastal and freshwater habitats bordered by forest and heathland. Access is provided from the beach car park in Dunwich village where a promoted 6km circular walk around the

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reserve begins. There is no entrance charge and the reserve is open throughout the year. The reserve has a network of public and permissive paths; dogs are allowed but must be kept under close control from March to August for conservation purposes. Dingle Marshes abut Forestry Commission land to the west (Dunwich Forest) within which there is a bird hide overlooking the reedbeds of the reserve.

- **Snape Warren:** is a 48-hectare heathland nature reserve located to the east of Snape. Public footpaths along the river and across the reserve provide the main form of access. There are no entrance charges to Snape Warren and it is open throughout the year. Dogs are permitted on public footpaths and bridleways only, as well as being welcome on most of the RSPB guided walks.
- **Havergate Island:** a small island in the River Ore. Access to the island is by boat only on pre-booked trips which leave from Orford Quay at 10am the first Saturday of every month except May, June and July, and on selected weekends for special events with a maximum of 12 people. Costs vary dependent on RSPB membership.
- **Boyton Marshes:** includes coastal grazing marshes and shallow pools. Boyton Marshes is a coastal reserve in the lower reaches of the Alde-Ore Estuary, located alongside the Butley River from which it is separated by saltmarshes. Access is provided from a small car park at the end of a concrete track north-east of Boyton at the entrance of the reserve. There are no entrance charges and the reserve is open throughout the year. The reserve is bounded by PRoW and the majority of PRoW on the eastern side is part of the Suffolk Coast Path. Dogs are permitted on public footpaths and bridleways only.

1.3.96 The RSPB Reserves are often coincident with or lie adjacent to European protected sites including SPAs, Special Areas of Conservation, Ramsar Sites, and SSSI.

1.3.97 NNRs are located at Westleton Heath, Suffolk Coast, and Orfordness-Havergate and are managed by Natural England and/or Suffolk Wildlife Trust, RSPB and the National Trust. NNRs were initially established to protect sensitive features and provide outdoor laboratories for research purposes. Today their remit has widened and, as well as managing habitats, species and areas of geological significance, they also offer many opportunities for public access and recreation. The NNRs in the study area are summarised below:

- **Westleton Heath:** represents one of the best remaining tracts of heathland in Suffolk. Access can be gained via PRoW and car parks located along Dunwich Road.

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- Suffolk Coast: comprises three reserves - Walberswick, Hen Reedbed and Dingle Marshes. Habitats within the reserve include reedbed, hay meadows, grazing marshes, shingle, saline lagoons, intertidal estuary, saltings, brackish pools and a variety of woodlands. Access can be gained via PRow and car parks to the north and west of Southwold, and to the south of Dunwich.
- Orfordness-Havergate: includes the Orford Reserve (managed by the National Trust) and Havergate Island (managed by the RSPB) which comprise a large shingle spit and an island wetland separated from the mainland by the River Alde. Access is gained via parking facilities at Orford Quay and then a ferry from the Quay. Facilities include bird watching hides, WCs and a picnic area on Havergate Island. The Orford Reserve is generally closed during winter months, but access can be granted to larger parties, whilst access to Havergate Island is via pre-booking only. Admission charges apply to both areas.

1.3.98 Local Nature Reserves are located at the Haven, north of Aldeburgh and at Sizewell Belts close to the main development site. Local Nature Reserves are managed by local authorities through ownership, lease or agreement with the landowner. However, the Haven has been passed onto the RSPB for management. Sizewell Belts comprises marsh, reedland and wet woodland accessed by permissive footpaths within the EDF Energy Sizewell Estate. The Haven comprises a strip of land which is mainly scrub and grassland, within and neighbouring the North Warren RSPB Reserve. The RSPB are intending to use the Haven to allow the development of low key visitor facilities for the Local Nature Reserve, as well as the adjoining RSPB Reserve. Facilities will include mown paths and viewing platforms.

iii. **Sports clubs and facilities**

1.3.99 Sports clubs and outdoor recreational facilities are generally located within the larger settlements within the study area and are highlighted on **Figures 15.3** and **15.4**. These include:

- Leiston: within Leiston the outdoor sports clubs and recreational facilities include Leiston Town Athletic Association/Leiston Football Club and Leiston Leisure Centre, the latter comprising a sports and leisure complex providing fitness training, 25m swimming pool, tennis courts, badminton courts, five-a-side football facilities and basketball, as well as other indoor facilities. There is also an outdoor recreation space and park alongside the B1069 and Victory Road. The Sizewell Sports and Leisure Club provides outdoor football pitches and a children's play park as well as other indoor facilities.

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- Thorpeness: within Thorpeness facilities include Thorpeness Golf Course, Thorpeness Country Club, a boating lake, and Thorpeness Ogilvie Pavilion and Sports Ground. The latter are the home of a number of user groups including cricket, croquet, model aircraft flying club, plus regular annual events including the coastal fun run.
- Aldeburgh: in Aldeburgh outdoor recreational facilities and activities include Aldeburgh Golf Club, an annual Aldeburgh Carnival, and a 10k mini marathon.
- Saxmundham: in Saxmundham the Saxmundham Sports and Recreational Club owns and maintains 23 acres of historic parkland at Carlton Park Sports Ground which includes football and cricket pitches, tennis courts, a bowling green, a secure playground area and an adventure playground. Saxmundham Running Club, “*The Saxons*”, is affiliated with the Sports and Recreation Club. There are also outdoor recreation spaces at Saxmundham Memorial Recreation Ground and Hubbards Hill, and there is a recreation space at the recreation ground in Kelsale.
- Dunwich: the village of Dunwich hosts an annual night-time bike ride from Hackney Fields in London and ending in Dunwich, called the Dunwich Dynamo.
- Snape: the village of Snape has a sports field, a running club, a football club, and hosts an annual 5k and 10k fun run.
- Yoxford/Middleton/Darsham: outdoor recreation facilities in Yoxford are provided by Yoxford Sports Club, which includes a tennis club and bowls club. There is a recreation ground at Middleton. High Lodge Leisure lies north of Darsham, and is a centre for outdoor country pursuits including golf, fishing, archery, air rifle shooting and clay pigeon shooting.
- Orford: the village of Orford includes tennis courts and a recreation sports ground with its own clubhouse and children's play area. Football is also played on recreation ground, which is the site of the annual flower show and fete in August.

1.3.100 Shooting occurs throughout Suffolk's countryside.

iv. [Outdoor visitor destinations](#)

1.3.101 The Suffolk coast is well known as an amenity and recreation resource and there are a number of destination locations within the study area that offer a variety of recreational resources and facilities. Outdoor destination locations are marked on **Figures 15.3** and **15.4** and include:

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- Aldeburgh: a traditional seaside town and a popular and recognised holiday destination. Key features of the town include the Martello Tower, harbour, marshes, associations with classical composer Benjamin Britten, the 'The Scallop' sculpture by Maggi Hambling on the seafront, and nearby tourist destinations Snape Maltings and Thorpeness.
- Thorpeness: the western edge of the village is dominated by Thorpeness Mere, which was created in 1910 and comprises a recreation lake for boating. The village is a popular upmarket holiday destination with high-quality tourist accommodation and characterised by its location on the coast. The Suffolk Coast Path passes through Thorpeness.
- Orford: a quintessentially English village situated on the banks of the River Ore and surrounded by the farmed landscape of the AONB. The village grew in importance in the 12th century when Henry II commissioned the Castle to be built, with the Keep the only part still standing. The village provides access to the River Ore, salt marshes and Havergate Island, as well as the National Trust site on Orford Ness. Orford is also known for its local oysters and smokehouses.
- Southwold: a popular visitor destination. Southwold has a number of attractions including the beach and beach huts, lighthouse, pier, busy harbour and cliff top cannon. Across the River Blythe is the settlement of Walberswick which can be reached via foot ferry from Southwold. The Suffolk Coast Path passes through Southwold.
- Snape: well known for its history as the site of a Saxon burial ship dating to between AD410 and AD650, for its Priory dated at 1155 and as the home of composer/conductor Benjamin Britten. The Suffolk Coast Path passes the eastern edge of Snape.
- Snape Maltings lies south of Snape and includes seven acres of Victorian Malthouses occupied with individual commercial businesses, including an exhibition gallery and Snape Maltings Concert Hall. The Suffolk Coast Path passes Snape Maltings.
- Sizewell Beach: a popular visitor location with access to the open grassed areas along the beach for walking and dog walking and a shingle foreshore, a café, and direct access into the sea for small pleasure craft and fishing boats. The Suffolk Coast Path and Sandlings Walk run along the beach.
- Leiston Abbey: a 14th century monastic abbey ruin is in the guardianship of English Heritage with portions being openly accessible to the public including access to a viewing platform.

- Dunwich: in Anglo-Saxon times Dunwich stood as the capital of the Kingdom of the Eastern Angles. It is now a small village and is a popular holiday destination founded on its historical importance and legend, its award winning museum, attractive beach and pubs. Its location within the AONB provides an access point to Dunwich Forest. The National Trust Dunwich Heath Coastal Centre lies south of Dunwich, adjacent to the Coastguard Cottages and provides access to the heathland. The Suffolk Coast Path passes through Dunwich Heath and Dunwich.
- Scattered throughout the study area, but largely within 3km of the coast are a number of car parks and informal parking spaces. These are located in coastal areas, such as Southwold, Walberswick, Dunwich, Dunwich Heath, Sizewell, Thorpeness and Aldeburgh. These are also often closely associated with Open Access Land and Registered Common Land, the nature reserves, and outdoor visitor destinations listed above.

v. **Quiet Lanes**

1.3.102 Quiet Lanes are designated under the Quiet Lanes and Home Zones (England) Regulations 2006. The Suffolk Coast and Heaths AONB’s web site states that “A *Quiet Lane* is a nationally recognised designation, requesting people to ‘Expect & Respect’. The lane is hosted by a local, rural community, such as a parish or village group, who recognise that Quiet Lane designation can bring benefit to their local quality of life.” And “**EXPECT** the lane to be used by a variety of people, animals and transport, and **RESPECT** each other’s rights to considerate road use” (Ref. 1.21).

1.3.103 There are no existing Quiet Lanes within the study area. One proposed Quiet Lane (Butley - Capel St Andrew) lies on the south-western edge of the study area.

g) **Water related recreation**

1.3.104 Water related recreational activities are illustrated on **Figure 15.8**.

i. **Fishing**

1.3.105 Fishing activities within the study area are predominantly coastal, lake and river fishing. Fishing facilities include the following:

- coastal fishing: popular along the whole Suffolk coastline, but locations that have been observed to be popular including: Orford Ness, (although access is difficult and requires a boat); Aldeburgh at the Martello Tower/'Dirty Wall' sea defence; the coast guard station; close

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to the car park to the north; Sizewell beach; Dunwich Beach; and Walberswick at the river mouth.

- game fishing: provided at lakes by a number of day ticket fisheries.
- coarse fishing: on many freshwater lakes and watercourses within the study area. Lake fishing venues include Marsh Farm, Sternfield near Saxmundham which consists of three lakes, Reydon No.1 Pit, Lakeside Park Development at Southwold (which consists of four lakes) and at Carlton Meres which consists of two large lakes.

ii. Canoeing, kayaking and river boat trips

1.3.106 Canoe and kayak hire is available on the Alde Estuary at Iken. At Orford there are two businesses that offer boat trips along the River Ore. At Thorpeness 'The Meare' offers rowing boats, kayaks, canoes, punts, dinghies and sailing boats for hire.

iii. Rivers and estuaries

1.3.107 The River Blythe lies on the northern edge of the study area and reaches the sea beyond Southwold Harbour and south of Southwold. Southwold Harbour lies just inland from the sea and is home to numerous sailing and recreation interests including Southwold Sailing Club, which is affiliated with the Royal Yachting Association. Activities at this club include: dinghy cruising; dinghy racing; yacht cruising; and yacht racing. Other facilities at Southwold Harbour include sixteen visitors' berths, a boatyard at the fishermen's huts; hard standing for boats; two slipways for small craft; RNLI lifeboat station along the quay; Southwold Surf School and a rowing ferry across the river (30 March to 3 November).

1.3.108 The River Alde lies to the south of the study area as it leaves the Alde Estuary, and flows into the River Ore before entering the sea beyond the study area. The River Alde/Ore is navigable from the sea, through the Alde Estuary and to the Snape Bridge alongside the Snap Maltings concert hall. There are numerous clubs and sailing and recreation facilities clustered around Slaughden Quay, including: Slaughden Sailing Club (Royal Yachting Association affiliated); Aldeburgh Yacht Club (Royal Yachting Association affiliated) and Aldeburgh Demon boatyard with provision for fuel, water taps, and a slipway for small craft; the British Classic Yacht Club; south of Slaughden where activities include dinghy cruising, dinghy racing, sports boats and rigid-hulled inflatable boats, yacht cruising and yacht racing; recommended anchorage along the eastern edge of the river south of Aldeburgh Yacht Club; a ferry point on the western side opposite Slaughden; and visitors' moorings on both sides of the river between Slaughden and Westrow Point.

- 1.3.109 Other features along the River Alde / Ore and the within estuary include:
- Harwich Area Sailing Association Club where activities include dinghy cruising, dinghy racing, motor boating, yacht cruising and yacht racing;
 - Recommended anchorages between Cob Island and West Row Point; at the Collier's Hole; off Iken Church; off the Iken Cliffs; and some along the Quay at Snape Maltings;
 - A water skiing area south of Blackstakes Reach (towards Orford); and
 - Orford Sailing Club (Royal Yachting Association affiliated) where activities include dinghy cruising, dinghy racing, yacht cruising, and yacht racing.
- 1.3.110 Wildfowling also takes place on the River's Alde and Ore and members of the Alde and Ore Wildfowlers Association use several different shooting marshes or shooting areas including those within the study area along the River Alde from Orford to Snape, Aldeburgh Town Marsh, Aldeburgh Town Ponds, Ferry Farm Marshes and Lantern Marsh.
- 1.3.111 The harbours, moorings and anchorage points along waterways inland from the coast as identified above, provide starting points for cruising along the coast.
- iv. [Navigation along the coast](#)
- 1.3.112 Recreational navigation activity in the vicinity of the main development site includes various activities involving different forms of watercraft, and is based at a number of coastal locations to the north and south of the main development site. **Figures 15.5** and **15.8** present Automatic Identification System¹, radar and visual observations, collected during dedicated marine traffic surveys.
- 1.3.113 Recreational navigation activity tends to be highly seasonal and generally restricted to daylight hours. It involves various activities and forms of watercraft, including: sea kayaking and canoeing and sailboarding in the creeks and minor rivers; dinghy and other small boat sailing (and training) in rivers and offshore all coasts up to about 15nm (24km); cruising (both passage making and day sailing) under motor and sail between shore facilities; and personal watercraft use in inshore waters.

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

- 1.3.114 Automatic Identification System and radar recreational track data recorded in November 2018 and June 2019, provided by Anatec, provides an accurate representation of the usage of the area by recreational craft, and the vessel tracks recorded are shown on **Figures 15.5** and **15.8**. It can be seen that, within the study area, there is a high density of tracks transiting in north-south direction parallel to the coast, within approximately 4km of the coast opposite Aldeburgh and Thorpeness south of the main development site, 5–6km opposite the main development site and 6–7km opposite Dunwich, north of the main development site. Beyond these distances east of the coast (including within and beyond the study area) tracks are less dense. It can therefore be concluded that the majority of recreational activity is constrained to the near shore area. Very few vessels were recorded within approximately 0.5km of the coast except where vessel tracks were recorded entering / exiting harbours; there is a focus of tracks leading to the River Blythe at Walberswick, where Southwold Harbour is located (discussed above). Recreational activity is popular on the River Blythe around Southwold and Walberswick.
- 1.3.115 The Rivers Ore and Alde are defined as medium recreational routes by the Royal Yachting Association and there are a number of sailing clubs along them.

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VOLUME 2, CHAPTER 15, APPENDIX 15G : DESCRIPTION OF NON-SIGNIFIANT EFFECTS

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Figures

None provided.

1 Description of Non-Significant Effects

1.1 Introduction

1.1.1 Included within this appendix are those amenity and recreation receptors which, in **section 15.4 of Chapter 15 - Amenity and Recreation** of this volume of the **Environmental Statement (ES)**, have been identified for assessment but which would experience non-significant effects arising from the proposed development. Those amenity and recreation receptors that are predicted to experience significant effects are described and assessed within **Chapter 15** of this volume.

1.1.2 The following amenity and recreation receptors are shown on **Figures 15.1, 15.2 and 15.6 of Chapter 15** of this volume.

a) Receptor groups

1.1.3 The amenity and recreation receptor groups summarised within **Table 1.1** may experience views, noise or other effects due to the proposed development, but due to a combination of factors such as distance, screening and filtering views, and minimal changes to noise, would not be subject to significant effects during the construction and operational phases.

Table 1.1: Amenity and recreation receptor groups that would not experience significant effects

Receptor group	Description
1: Southwold Promenade and Pier	Within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) and Suffolk Heritage Coast. Narrow coastal strip within Southwold concentrated along North Parade and stretching from the pier, in the north, to Gunhill in the south. Includes users of the beach and Suffolk Coast Path.
2: Southwold Common and Harbour	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Coastal frontage south of Southwold stretching from Gunhill to Southwold Harbour (River Alde) and including Southwold Common. Main receptors include users of Suffolk Coast Path/Sandlings Walk, the beach, Southwold golf course and Southwold Harbour.
3: Walberswick and Dingle Marshes	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Area of beach and marshland stretching from the River Alde in Walberswick to Dunwich along the coastal strip. Includes the Suffolk Coast National Nature Reserve and Dingle Marshes Royal Society for the Protection of Birds (RSPB) reserve.

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Receptor group	Description
	Principal receptors are users of the network of public footpaths extending south across the marshes from Walberswick, the Suffolk Coast Path and beach. Good access from the car park in Dunwich.
4: Middleton, Westleton and Darsham	<p>A very small part of area lies within the Suffolk Coast and Heaths AONB; this lies on the eastern edge and only contains one Public Right of Way (PRoW) approximately 0.3km in length. The large majority of recreational resources lie outside the AONB.</p> <p>Area of predominantly arable land with some pasture either side of the Minsmere River stretching eastwards from the A12 to include the settlements of Middleton, Westleton and Darsham.</p> <p>Main receptors are users of the PRoW network and small areas of open access/common land including Westleton Common which contains the Westleton Common Dark Sky Discovery Site, and pedestrians, cyclists and equestrians on roads.</p>
6: South of Westleton	<p>Partially within the Suffolk Coast and Heaths AONB.</p> <p>Relatively inaccessible area of heathland, woodland and marshland with limited number of receptors comprising users of public bridleway along Black Slough and two public footpaths.</p>
9: Theberton and Knodishall Green	<p>Area between Theberton and Knodishall Green that mostly comprises arable land with limited public access.</p> <p>Principal receptors include users of local PRoW, Open Access Land within Theberton Woods, and pedestrians, cyclists and equestrians on roads.</p>
17: Leiston	<p>Main town of Leiston.</p> <p>Within Leiston the outdoor sports clubs and recreational facilities include Leiston Town Athletic Association/Leiston Football Club and Leiston Leisure Centre, the latter comprising a sports and leisure complex providing fitness training, 25m swimming pool, tennis courts, badminton courts, 5-a-side football facilities and basketball, as well as other indoor facilities. There is also an outdoor recreation space and park alongside the B1069 and Victory Road. The Sizewell Sports and Leisure Club provides outdoor football pitches and children's play park as well as other indoor facilities. There are two allotments and several public footpaths and a road network used by pedestrians, cyclists and equestrians.</p>
18: Knodishall and Aldringham	<p>Area of predominantly arable land between Friston (west) and Leiston and Aldringham (east).</p> <p>The main receptors are users of Sandlings Walk; the public footpath network and Knodishall Common (Open Access and Common land), Regional Cycle Route 42 / Suffolk Coastal Cycle Route, and pedestrians, cyclists and equestrians on roads.</p>
20: Sizewell to Thorpeness Coast	<p>Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast.</p> <p>Stretches from near Sizewell Hall (north) to north of Thorpeness (south). Main receptors are users of PRoW running along the coastline and the beach.</p>
21: North Warren/South Warren	<p>Partially within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast.</p> <p>Stretching from Aldeburgh in the south to Thorpeness in the north and inland towards Knodishall Common.</p> <p>The main receptors include visitors to RSPB North Warren reserve; users of the Sandlings Walk/Suffolk Coast Path, PRoW, Open Access and Common land,</p>

Receptor group	Description
	Thorpeness and Aldeburgh golf courses, attractions in Thorpeness including the boating lake, and pedestrians, cyclists and equestrians on roads.
22: Thorpeness to Aldeburgh Coast	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Stretches along the coastal strip from Thorpeness to the Martello Tower south of Aldeburgh. The main receptors are users of the Suffolk Coast Path and beach, and pedestrians, cyclists and equestrians on the coastal road and people within the coastal car park.
23: Aldeburgh	Within the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Incorporates the main town of Aldeburgh with receptors including users of several public footpaths and public open spaces (such as a linear park between the A1094 and Church Farm Road), and pedestrians, cyclists and equestrians on roads.
24: Offshore	Near-shore waters within 8 km of the site – used by recreational receptors.

b) Linear recreational routes

- 1.1.4 National Cycle Route 1 runs through the western section of the study area between Framlingham and Halesworth – approximately 9km from the site at its closest point. Due to the distance from the proposed development, the majority of the National Cycle Route 1 lies outside the zone of theoretical visibility as confirmed in **Chapter 13** of this volume (Doc Ref. 6.3), and is unlikely to be affected by changes to traffic, noise or air quality, or increases in users due to the construction of Sizewell C Project. Users are unlikely to be subject to effects during the construction and operational phases.
- 1.1.5 Regional Cycle Route 31 runs from Beccles to Southwold. It runs through the north-east section of the study area through Reydon and Southwold where it terminates. Users area unlikely to be affected by changes to traffic, views, noise or air quality, or increases in users due to the construction of Sizewell C Project. Users are unlikely to be subject to effects during the construction and operational phases.
- 1.1.6 Regional Cycle Route 41 joins National Cycle Route 1 at Bruisyard and runs south-east to Orford and Butley. It passes within approximately 8km of the main development site at its closest point, south of Snape. Users are unlikely to be affected by changes to traffic, views, noise or air quality, or increases in users due to the construction of Sizewell C Project. Users are unlikely to be subject to effects during the construction and operational phases.

1.2 Assessment

a) Construction

i. Receptor groups

Receptor group 1 (Southwold Promenade)

- 1.2.1 There would be no physical changes to resources within this receptor group.
- 1.2.2 This receptor group would experience negligible effects due to noise, traffic movement and changes to air quality, views and additional people using resources due to the construction of Sizewell C Project.
- 1.2.3 **Chapter 13** of this volume concludes that views of the construction work would include cranes and other tall plant alongside the existing power station and above the level of intervening vegetation. In clear atmospheric conditions views to construction activity on the beach would also be possible.
- 1.2.4 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, nine said that they would be displaced to Southwold. Of the 133 people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys, two said that they would be displaced to Southwold. There is likely to be an increase in use due to construction workers, but this would be minor in the context of high numbers of existing visitors.
- 1.2.5 Effects on the amenity of receptors in receptor group 1 (Southwold Promenade) would be negligible neutral (**not significant**).

Receptor group 2 (Southwold Common/Harbour)

- 1.2.6 There would be no physical changes to resources within this receptor group.
- 1.2.7 This receptor group would experience negligible effects due to noise, traffic movement and changes to air quality, views and additional people using resources due to the construction of Sizewell C Project.
- 1.2.8 **Chapter 13** of this volume concludes that views of the construction activity would be possible from much of this visual receptor group, through typically restricted to tops of taller cranes except for some more open views such as from Southwold Common.
- 1.2.9 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, nine said that they would be displaced to Southwold which lies to the north, and six said that they would be displaced to Walberswick which lies to the south of this receptor group. Of the 133 people

who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys, two said that they would be displaced to Southwold and two to Walberswick. There is likely to be an increase in use due to construction workers, but this would be minor in the context of high numbers of existing visitors.

- 1.2.10 Effects on the amenity of receptors in receptor group 2 (Southwold Common/Harbour) would be negligible neutral (**not significant**).

Receptor group 3 (Walberswick/Dingle Marshes)

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

- 1.2.12 This receptor group would experience negligible effects due to noise, traffic movement and changes to air quality, views and additional people using resources due to the construction of Sizewell C Project.

- 1.2.13 **Chapter 13** of this volume concludes that users of the Suffolk Coast Path/Sandlings Walk and the network of rights of way from Walberswick across the marshes are likely to see the construction activity. There would be intermittent views from within the marshes; and more open, slightly elevated views are expected from the network of footpaths to the south of Walberswick.

- 1.2.14 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, six said that they would be displaced to Walberswick and one to Westwood Marshes which lie within this receptor group, and 16 to Dunwich/Dunwich beach which lies to the south. Of the 133 people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys, two said that they would be displaced to and Walberswick and one to Dunwich. There is likely to be an increase in use due to construction workers. These potential increases would have limited effects on the amenity of existing receptors.

- 1.2.15 Effects on the amenity of receptors in receptor group 3 (Walberswick/Dingle Marshes) would be negligible (**not significant**).

Receptor group 4 (Middleton/Westleton/Darsham)

- 1.2.16 There would be no physical changes to resources within this receptor group due to the main development site.

- 1.2.17 This receptor group would experience negligible effects due to changes to air quality and people using resources due to the construction of Sizewell C Project.

- 1.2.18 Some construction traffic would travel along the B1125, the B1122 and the Sizewell Link Road. Effects due to the Sizewell Link Road are assessed in **Volume 6, Chapter 8** of this the **ES** (Doc Ref. 6.7) and are not included in this chapter. However, effects due to increases in traffic movements are accounted for in this assessment. **Chapter 10** of this volume concludes that the greatest changes in traffic would be on the B1122 during early years of construction and that additional traffic, and heavy duty vehicles (HDVs), which include heavy goods vehicles (HGVs) and buses, in particular, would affect pedestrian amenity as a result of the forecast percentage change in HDVs on these links. **Chapter 10** of this volume concludes that there would be significant adverse effects on cycle amenity on the B1122 during the early years as a result in increase in HDVs. Significant effects would be short-term. HDVs would not use the B1125 but there would be a small increase in traffic due to construction workers. There would be some localised disturbance where PRoW meet the B1125 and B1122, when additional traffic is passing. This would be in the context of the existing traffic.
- 1.2.19 **Chapter 13** of this volume concludes that clear views of the proposed development would be confined to occasional glimpses from localised stretches of PRoW between Middleton and East Green but that from the majority of these locations, views would be occasional and intermittent glimpses of taller plant rather than sustained open views.
- 1.2.20 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, one said that they would be displaced to Middleton within this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that some construction workers in non-home-based (NHB) private rental and tourist based accommodation are likely to stay in this area (112 are shown in the Darsham area), and a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. These potential increases would have limited effects on the amenity of existing receptors.
- 1.2.21 Noise from construction traffic on roads would be audible within close proximity to the B1122, where existing traffic is already audible.
- 1.2.22 These changes to the environment for users of receptor group 4 (Middleton/Westleton/Darsham) would have some effect on recreational amenity. There would be local effects of small-negligible scale but the effects on users of the majority of resources would be of negligible scale. Overall the impact on receptors would be of very low magnitude and taking into consideration the medium sensitivity of receptors (outside the AONB), would result in a minor adverse effect (**not significant**).

Receptor group 6 (South of Westleton)

- 1.2.23 The only resources in this group are two PRoW (footpaths).
- 1.2.24 There would be no physical changes to resources within this receptor group.
- 1.2.25 Receptors would experience negligible effects due to changes to traffic, air quality and people using resources due to the construction of Sizewell C Project.
- 1.2.26 **Chapter 13** of this volume concludes that receptors would mostly not be able to see the proposed development, with limited views in some locations.
- 1.2.27 No respondents to the Sizewell C Project visitor surveys said that they would be displaced to locations within this receptor group. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that some construction workers in NHB private rental and tourist based accommodation are likely to stay in the vicinity and a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. The receptor group itself is sparsely populated and offers limited accommodation opportunities. Potential increase in use would have limited effects on the amenity of existing receptors.
- 1.2.28 The existing tranquillity in this receptor group following the method in **section 15.3 g)** and using descriptions in column B of **Table 15.4** of **Chapter 15** of this volume is generally good with natural sounds and views predominating within the majority of the area away from roads. Tranquillity would reduce slightly within this area during the later years of the construction period due to the introduction of construction noise and limited views of the proposed development.
- 1.2.29 These changes to the environment for users of receptor group 6 (south of Westleton) would have limited effects on their recreational amenity. Effects would be of small-negligible scale, wide extent, very low magnitude and, taking into consideration the high sensitivity of receptors (the area lies partly within the AONB), would result in a minor adverse effect (**not significant**).

Receptor group 9 (Theberton & Knodishall Green)

- 1.2.30 There would be no physical changes to resources within this receptor group.
- 1.2.31 Some construction traffic would travel along the B1122 and the Sizewell Link Road. Effects due to the Sizewell Link Road are assessed in **Volume 6, Chapter 8** of the **ES** and are not included in this chapter. However, effects due to increases in traffic movements are accounted for in this assessment. There would be some localised disturbance where PRoW meet the road,

when additional traffic is passing. This would be in the context of the existing busy road.

- 1.2.32 **Chapter 10** of this volume concludes that there would be short-term significant adverse effects on cycle amenity on the B1122, and on pedestrian amenity on the B1122 within Theberton village, during the early years of construction prior to the Sizewell link road being constructed. Two PRow connect to Theberton village.
- 1.2.33 Receptors would experience negligible effects due to changes to air quality and people using resources due to the construction of the Sizewell C Project.
- 1.2.34 **Chapter 13** of this volume concludes that visibility of the proposed development is likely to be restricted to glimpsed views through gaps between trees and hedges from some footpaths. The proposed development is unlikely to be visible from the majority of resources in this receptor group.
- 1.2.35 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, one said that they would be displaced to Theberton within this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that some construction workers in NHB private rental and tourist based accommodation are likely to stay in this area (141 are shown in the Saxmundum area), and a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. These potential increases would have limited effects on the amenity of existing receptors.
- 1.2.36 Noise from construction traffic on roads would be audible within close proximity to the B1122, where existing traffic is already audible.
- 1.2.37 These changes to the environment for users of receptor group 9 (Theberton and Knodishall Green) would have some effect on recreational amenity. There would be local effects of small-negligible scale but the effects on users of the majority of resources would be of negligible scale. Overall, the impact on receptors would be of very low magnitude and taking into consideration the medium sensitivity of receptors (outside the AONB), would result in a minor adverse effect (**not significant**).

Receptor group 17 (Leiston)

- 1.2.38 Leiston Leisure Centre provides indoor and outdoor facilities described in **Table 1.1** and would be improved by the provision of new facilities including one full-size 3G pitch, rubber crumb surface suitable for football, non-contact rugby and hockey; and two multi-use games areas suitable for basketball,

netball, tennis and football for use by Sizewell C Project construction workers and local residents should the proposed development proceed. There would be no other physical changes to resources within this receptor group.

- 1.2.39 **Chapter 10** of this volume concludes that there would be adverse significant effects on pedestrian amenity on Abbey Road, Leiston within the vicinity of the railway crossing within the northern part of this receptor group during the peak years of construction. This would be mainly caused by increase in HDVs as a result of Sizewell C buses travelling between Knodishall, Leiston and the main development site but no HGVs would route along these road links. **Chapter 10** of this volume states that the effect on amenity would be greatest in the early morning when there would be minimal pedestrian/cycle demand.
- 1.2.40 Receptors would experience negligible effects due to changes to air quality.
- 1.2.41 **Chapter 13** of this volume concludes that from most of Leiston, even areas very close to the site, construction activity would be largely screened by a combination of buildings, trees and/or terrain, such that views would be limited to glimpses of taller plant above nearby trees and/or buildings at a small number of locations. The most open views would be from the allotments, where views of the upper sections of cranes within LEEIE (and potentially the main development site) would be possible.
- 1.2.42 None of the respondents to the Sizewell C Project visitor surveys said that they would be displaced to Leiston during the construction of the proposed development.
- 1.2.43 Recreational resources within Leiston would be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation and at the accommodation campus and Land East of Eastlands Industrial Estate (LEEIE) caravan site) within the vicinity of Leiston.
- 1.2.44 The existing tranquillity in this receptor group varies within different parts of Leiston, with the presence of built development and man-made noise detracting from tranquillity within most of the settlement. Greater tranquillity is found in some areas of open space.
- 1.2.45 Tranquillity may be affected at recreational resources within parts of the north-eastern edges of this receptor group during the construction phase primarily due to the introduction of construction noise; other factors would have less of an influence. Resources are likely to become busier due to the presence of construction workers living or staying nearby, but Leiston is

already well populated. At the Sizewell Sports and Leisure Club, off King George's Avenue, tranquillity is likely to reduce from fairly tranquil to not tranquil. Elsewhere there would be less of a change or no change to tranquillity at recreational resources.

1.2.46 These changes to the environment for users of limited resources within receptor group 17 (Leiston) would have limited effects on their recreational amenity. The main effect would be due to changes in the noise environment at a limited number of recreational resources, but people would be able to continue with their recreational activities largely unaffected by the proposed development.

1.2.47 Overall, effects on users of receptor group 17 (Leiston) would be of small scale, limited extent and very low magnitude. Taking into consideration the sensitivity of the most sensitive receptors within this group (medium for PRow), would result in a minor adverse effect (**not significant**).

Receptor group 18 (Knodishall and Aldringham)

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

1.2.49 Receptors would experience negligible effects due to changes to traffic, noise and air quality due to the construction of Sizewell C Project.

1.2.50 **Chapter 13** of this volume concludes that views towards the site are typically affected by the pylon route which extends between the existing power station and runs across this receptor area, and that visibility of the proposed development would be intermittent – limited by hedgerows and hedgerow trees to glimpsed views from the extensive network of local roads and footpaths with occasional more open views from elevated positions.

1.2.51 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, 20 said that they would be displaced to Thorpeness, two to "Golf Course" (which is assumed to be Thorpeness Golf Course as it is the closest course to the survey locations) and three to North Warren Nature Reserve which lie within this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of construction workers in NHB private rental and tourist based accommodation staying in the vicinity of this receptor group; a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. These potential increases would have limited effects on the amenity of existing receptors.

- 1.2.52 These changes to the environment for users of receptor group 18 (Knodishall and Aldringham) would have limited effects on recreational amenity. There would be local effects of small-negligible scale but the effects on users of the majority of resources would be of negligible scale. Overall, the impact on receptors would be of very low magnitude and, taking into consideration the medium sensitivity of receptors (outside the AONB), would result in a minor adverse effect (**not significant**).

Receptor group 20 (Sizewell to Thorpeness Coast)

- 1.2.53 There would be no physical changes to resources within this receptor group.
- 1.2.54 Receptors would experience negligible effects due to changes to traffic or air quality.
- 1.2.55 **Chapter 13** of this volume concludes that the construction work would be partly screened by the existing power station structures and coastal landform. The main visible elements would be the beach landing facility (BLF) and cranes.
- 1.2.56 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, none said that they would be displaced to this receptor group, although a relatively high number said that they would be displaced to Sizewell beach and Thorpeness compared to other named displacement locations. Sizewell beach and Thorpeness lie to the north and south of this receptor group and displaced people may walk along the coast path between these settlements, through this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group (see **Figures 15.9** and **15.10** of **Chapter 15** of this volume).
- 1.2.57 The resources may be used by construction workers resulting in an increase in use. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of additional construction workers (NHB construction workers in private rented and tourist accommodation, and in the accommodation campus and LEEIE caravan site) within the vicinity of this receptor group.
- 1.2.58 The existing tranquillity in this receptor group following the method in **section 15.3 g)** and using descriptions in column B of **Table 15.4** of **Chapter 15** of this volume is excellent to good with natural sounds and views predominating, with views of the existing power station detracting slightly.
- 1.2.59 Tranquillity would reduce slightly from excellent to good within the northern part of the receptor group during the construction period due to the

introduction of construction noise and views of construction works. To the south, construction noise and visual impacts would reduce and tranquillity would not be affected.

- 1.2.60 These changes to the environment for users of receptor group 20 (Sizewell to Thorpeness Coast) would have limited effects on their recreational amenity including their perception of tranquillity. The overall impacts would be of small-negligible scale; long-term duration and would affect an intermediate extent of the area. The impact on users would be of very low magnitude and, taking into consideration the high sensitivity of receptors, would result in a minor adverse effect (**not significant**).

Receptor group 21 (North Warren/South Warren)

- 1.2.61 There would be no physical changes to resources within this receptor group.
- 1.2.62 Receptors would experience negligible effects due to changes to traffic, noise, air quality and people using resources due to the construction of Sizewell C Project.
- 1.2.63 **Chapter 13** of this volume concludes that there would be very limited visibility of the proposed development from the network of recreational routes and areas across the farmland and heathland. More open views would be available from footpaths across open arable land near Great Wood, and from the more open areas adjacent to the coast.
- 1.2.64 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys one said that they would be displaced to Knodishall which lies within this receptor group. None of the people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys said that they would be displaced to locations within this receptor group. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of construction workers in NHB private rental and tourist based accommodation staying in the vicinity of this receptor group; a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. The greatest increase would be at Thorpeness and its beach and at Aldeburgh just outside this receptor group, but these locations already have a large numbers of visitors. These potential increases would have limited effects on the amenity of existing receptors.
- 1.2.65 These changes to the environment for users of receptor group 21 (North Warren/South Warren) would have limited effects on recreational amenity. Effects would be of negligible scale, negligible magnitude and negligible neutral effect (**not significant**).

Receptor group 22 (Thorpeness to Aldeburgh Coast)

- 1.2.66 There would be no physical changes to resources within this receptor group.
- 1.2.67 Receptors would experience negligible effects due to changes to traffic, noise and air quality.
- 1.2.68 **Chapter 13** of this volume concludes that there would be views of the construction work seen beyond and Thorpeness. Views would mainly be of the upper sections of cranes and structures around the main power station platform.
- 1.2.69 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, 20 said that they would be displaced to Thorpeness and 15 to Aldeburgh. Of the 133 people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys, one said that they would be displaced to Thorpeness and six to Aldeburgh. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of construction workers in NHB private rental and tourist based accommodation staying in the vicinity of this receptor group; a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. These potential increases would have limited effects on the amenity of existing receptors. The greatest increase would be at Thorpeness and Aldeburgh beaches within these receptor groups, but these locations already have a large numbers of visitors.
- 1.2.70 These changes to the environment for users of receptor group 22 (Thorpeness to Aldeburgh Coast) would have limited effects on recreational amenity. Effects would be of negligible scale, negligible magnitude and negligible neutral effect (**not significant**).

Receptor group 23 (Aldeburgh)

- 1.2.71 There would be no physical changes to resources within this receptor group.
- 1.2.72 Receptors would experience negligible effects due to changes to traffic, noise, views and air quality.
- 1.2.73 **Chapter 13** of this volume concludes that views of the construction works from within the town would be relatively limited and largely confined to tall cranes.
- 1.2.74 Of the 514 people who completed questionnaires in the 2014 Sizewell C Project visitor surveys, 15 said that they would be displaced to Aldeburgh. Of the 133 people who completed questionnaires in the 2015 Sizewell C Project RSPB Minsmere visitor surveys, six said that they would be displaced

to Aldeburgh. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there is likely to be a concentration of construction workers in NHB private rental and tourist based accommodation staying in the vicinity of this receptor group; a proportion of these are likely to use recreational resources as discussed in **section 15.4** of **Chapter 15** of this volume. Aldeburgh already has large numbers of visitors and these potential increases would have limited effects on the amenity of existing receptors.

- 1.2.75 Effects on receptor group 23 (Aldeburgh) would be of negligible scale, negligible magnitude and negligible neutral effect (**not significant**).

Receptor group 24: Offshore

- 1.2.76 The BLF would be constructed during Phase 1 (years 1-2). The cooling water tunnels and intake and outfall structures would be constructed during Phase 3 (years 3-9). The BLF would be in operation intermittently for the duration of the construction phase.
- 1.2.77 Should a competent harbour authority be established, the Sizewell C Project would look to deploy temporary safety zones around sensitive areas of installation to safely manage navigation. Without a competent harbour authority 'minimum safe passing distances' would be used and promulgated in place of the temporary safety zones. There would therefore be temporary areas within the site that recreational craft would need to avoid.
- 1.2.78 Once the intake and outfall structures have been constructed they would be at depths of approximately 7m below lowest astronomical tide, allowing craft to pass over them.
- 1.2.79 Effects due to changes in air quality would be negligible.
- 1.2.80 There would be clear views of construction works from offshore receptors. **Chapter 13** of this volume concludes that effects would range from large scale adjacent to the site to large-medium scale at approximately 2km offshore and reduce to small scale and then negligible at approximately 5km.
- 1.2.81 Noise of construction works would be audible from areas close to the coast, but natural sounds including the sea and wind would frequently be predominant.
- 1.2.82 Craft traveling close to the coast within the site may have to divert their course to avoid temporary safety areas. Craft travelling within the study area may also, occasionally, need to slow down or divert their course to avoid construction craft. However, there would be a wide expanse of sea available for alternative routes.

1.2.83 As described in **section 15.4** of **Chapter 15** of this volume, most recreational craft activity occurs within approximately 1km and 6km of the coastline opposite the main development site, with lower levels of activity closer to the coast. This can be seen from **Figures 15.5** and **15.8** of **Chapter 15** of this volume. This concentration of activity is beyond the BLF.

1.2.84 Effects on recreational water users would be of small to negligible scale: long-term duration and localised effect on the study area. The impact on users would be of very low magnitude and, taking into consideration the high-medium sensitivity of receptors, would result in a minor adverse effect (**not significant**).

ii. Long distance linear recreation routes

Regional Cycle Route 42

1.2.85 Sustrans Regional Cycle Route 42 passes through receptor groups closer to the site that have been assessed in detail in this section and in **Appendix 15G** of **Chapter 15** of this volume. From south to north, it passes through the following receptor groups, and the assessment of significance concluded for each group is shown.

- J (Alde Estuary to Tunstall Forest): negligible neutral effect (**not significant**).
- L (Sternfield): negligible neutral effect (**not significant**).
- 18 (Knodishall and Aldringham): minor adverse effect (**not significant**).
- 16 (North of Leiston): moderate adverse effect (**significant**).
- 10 (Eastbridge and Leiston Abbey): moderate adverse effect (**significant**).
- 14 (Northwest Site): major adverse effect (**significant**).
- 11 (Minsmere South): major adverse effect (**significant**).
- 7 (RSPB Minsmere): moderate adverse effect (**significant**).
- 5 (Westleton Walks and Dunwich Heath): moderate adverse effect (**significant**).

- B (Dunwich Forest): negligible neutral effect (**not significant**).
 - C (Wenhaston): negligible neutral effect (**not significant**).
 - F (Walpole): negligible neutral effect (**not significant**).
- 1.2.86 Regional Cycle Route 42 would be diverted onto a new off-road bridleway where it currently runs on the B1122 (Abbey Road) and Eastbridge Road. The diversion would be approximately 0.1km longer than the existing route and would cross roads at two locations.
- 1.2.87 Visitor surveys on the cycle route on Eastbridge Road were carried out in November 2016 and August 2018 (during the summer school holiday period representing the period of peak use) to record the level of usage of the route. The users were counted and asked to complete a simple questionnaire. The results are presented in **Appendix 15C** of **Chapter 15** of this volume and show that the cycle route has a relatively low level of use.
- 1.2.88 Of the people who completed questionnaires in the Sizewell C Project visitor surveys, none said that they would be displaced to Regional Cycle Route 42 or the Suffolk Coastal Cycle Route. Few cyclists completed questionnaires due to the fact that they were passing at speed and difficult to stop.
- 1.2.89 Regional Cycle Route 42 may be used for cycling by construction workers. It can be seen from **Figure 15.11** of **Chapter 15** of this volume that there would be additional construction workers (NHB construction workers in private rented and tourist accommodation and at the accommodation campus and LEEIE caravan site) staying within the study area, with a concentration closer to the site. A small proportion of these are likely to use Regional Cycle Route 42 during the construction phase.
- 1.2.90 During the construction phase Regional Cycle Route 42 would not run along roads used by main construction vehicles. It does run along other roads within the study area where there is likely to be an increase in traffic levels; for example, Abbey Lane west of the main development site which may be used by some construction workers.
- 1.2.91 There would be negligible effects on users of Regional Cycle Route 42 due to changes in air quality.
- 1.2.92 Cyclists on Regional Cycle Route 42 would experience views of, and noise from, the construction works as they approach and pass through the western edge of the construction site. Tranquillity would reduce due to these changes. Cyclists would have less interaction with traffic while cycling on the new off-road bridleway but there would be increased traffic on some roads that the

cycle route travels along, and they would have to cross two roads at controlled crossings on the new diversion.

- 1.2.93 The overall impacts would be of small scale; long-term duration and would affect a limited extent of the route. The impact on users would be of very low magnitude and taking into consideration the high to medium sensitivity of receptors, would result in a minor adverse effect (**not significant**).

iii. Dark Sky Discovery Sites

Westleton Common Dark Sky Discovery Site.

- 1.2.94 From this location, shown on **Plate 1.1**, vegetation surrounding the common restricts views towards the main development site, however, during construction, plant (predominantly the upper portions of cranes) would be visible, as discussed in **Chapter 13, Appendix 13B** of this volume. Sky glow may be visible from this location both during construction and operation in views to the south. There would be no effects due to noise, traffic, air quality or people due to the construction of the proposed development.

- 1.2.95 It is likely that sky glow would have some effects on astronomical groups observing dark skies when looking at the sky in a south-easterly direction and this would affect tranquillity. Impacts would be of small scale; long-term duration and would affect a wide extent of the Dark Sky Discovery Site. The impact on users would be of low magnitude and taking into consideration the high to medium sensitivity of receptors, would result in a moderate-minor adverse effect (**not significant**).

Plate 1.1: Westleton Common Dark Sky Discovery Site



b) Operation

1.2.96 The following amenity and recreation receptors are assessed to have effects below significant.

i. Receptor groups

1.2.97 As described in **section 15.6 of Chapter 15** of this volume, effects on users of the following receptor groups would of negligible neutral effect (**not significant**) due to negligible effects due to changes to views, to noise, air quality, traffic and people, and they are not assessed in detail.

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

1.2.98 Based on potential effects due to changes to views, to noise, air quality, traffic and people, the following receptor groups are assessed in more detail.

Receptor group 4 (Middleton, Westleton and Darsham)

1.2.99 There would be no physical changes to resources within this receptor group due to the main development site.

1.2.100 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.

1.2.101 **Chapter 13** of this volume concludes that views of the proposed development would be confined to occasional views from localised stretches of footpaths (e.g. E-396/018/0) between Middleton and East Green and local roads (e.g. Yoxford Road west of Westleton). From the majority of these locations, views would be occasional and intermittent glimpses of the taller power station buildings interrupted by screening from vegetation and built form.

1.2.102 Impacts on users of receptor group 4 (Middleton, Westleton and Darsham) would be of negligible scale and negligible neutral effect (**not significant**).

[Receptor group 5 \(Westleton Walks and Dunwich Heath\)](#)

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

1.2.104 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.

1.2.105 **Chapter 13** of this volume concludes that views of the proposed development would vary from no or glimpsed views from some areas (such as within Scottshall Coverts) to occasional direct views of the taller structures from more open ground, such as along the Sandlings Walk and footpaths E-550/020/0 and E-550/017/0 between Scottshall Coverts and Westleton, with the most prominent views from the southern edge of Dunwich Heath around the National Trust's Coastguard Cottages. The proposed development would be seen in front of the existing power stations.

1.2.106 **Chapter 13 Appendix 13B** of this volume concludes that, at night, the reflected light and sky glow associated with the proposed power station would be visible in front of the existing power station. Some filtered views of point source lights of the BLF, the access road to the BLF and associated task lighting/vehicles may be possible. During operation the BLF would be used very rarely, approximately once every 5-10 years.

1.2.107 Impacts on users of receptor group 5 (Westleton Walks and Dunwich Heath) would be of negligible scale and negligible neutral effect (**not significant**).

[Receptor group 7 \(RSPB Minsmere\)](#)

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

1.2.109 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.

1.2.110 **Chapter 13** of this volume concludes that the proposed development would be visible from a vantage point on Whin Hill, and from some of the trails and

bird hides within the RSPB reserve. The proposed development would be screened or filtered by vegetation including reeds, trees and scrub from some locations within the lower lying core of the reserve. Where views of the proposed development are possible, the lower parts of it would be screened by forestry with the upper sections of the buildings and pylon towers visible above. The proposed power station would be visible in front of (and partially screening) the existing structures at Sizewell A and Sizewell B.

1.2.111 **Chapter 13 Appendix 13B** of this volume concludes that, at night, reflected light and sky glow associated with the main power station structures would be seen in the context of the existing power stations. Intervening vegetation would generally screen views of lower level lighting around and within the perimeter of the operational site.

1.2.112 Impacts on users of receptor group 7 (RSPB Minsmere) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 8 (Dunwich to Minsmere Coast)

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

1.2.114 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.

1.2.115 **Chapter 13** of this volume concludes that the proposed development would be visible in southwards views from most of the narrow coastal stretch between Dunwich and Minsmere Sluice, containing the route of the Suffolk Coastal Path. The majority of the turbine halls, reactor buildings and new pylons would be visible above tree cover, along with the BLF on the shoreline. The existing power stations are visible in these views. The proposed development would be seen in the foreground of the existing power stations.

1.2.116 **Chapter 13 Appendix 13B** of this volume concludes that, at night, reflected light and sky glow, and potentially lower-level perimeter lighting above the level of the sea defences, associated with the main power station structures would be seen in the context of the existing power stations. Views would also be possible of lighting associated with the BLF and its access when in use. During operation the BLF would be used very rarely, approximately once every 5-10 years.

1.2.117 Impacts on users of receptor group 8 (Dunwich to Minsmere Coast) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 10 (Eastbridge and Leiston Abbey)

- 1.2.118 There would be no physical changes to resources within this receptor group as a result of construction of the main development site.
- 1.2.119 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.
- 1.2.120 **Chapter 13** of this volume concludes that the proposed main power station structures would typically not be visible from within the core of the Leiston Abbey site due to screening provided by intervening tree cover and built form. Views to the upper sections of the proposed power station structures and other parts of the development would be possible from local footpaths including short sections of the footpaths south and north of the Abbey (E-363-010/0 and E-515/011/0).
- 1.2.121 **Chapter 13 Appendix 13B** of this volume concludes that, at night, reflected light off the upper portions of the main power station structures and sky glow would be visible, and seen in the context of artificial lighting associated with the existing Sizewell power station structures. The foreground would include views to highway lighting along the B1122 and at the entrance plaza.
- 1.2.122 Impacts to the environment for users of receptor group 10 (Eastbridge and Leiston Abbey) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 11 (Minsmere South)

- 1.2.123 There would be no physical changes to resources within this receptor group.
- 1.2.124 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.
- 1.2.125 **Chapter 13** of this volume concludes that there would be views of the proposed development from the more open grassland crossed by the temporary footpath around the Scheduled Monument at Leiston Abbey first Site.
- 1.2.126 **Chapter 13 Appendix 13B** of this volume concludes that, at night reflected light and sky glow associated with the main power station structures would be seen in the context of the existing power stations from parts of PRoW E-363/020/0 and from the temporary footpath around the Scheduled Monument at Leiston Abbey first Site. However, these footpaths would have a very low level of use at night. Intervening vegetation would generally screen views to lower level lighting around and within the perimeter of the operational site.

- 1.2.127 Impacts on users of receptor group 11 (Minsmere South) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 17 (Leiston)

- 1.2.128 The only physical changes to this receptor group would be improvements to the facilities at Leiston Leisure Centre including one full-size 3G pitch, rubber crumb surface suitable for football, non-contact rugby and hockey; and two multi-use games areas suitable for basketball, netball, tennis and football. This would be a permanent improvement.

- 1.2.129 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.

- 1.2.130 **Chapter 13** of this volume concludes that there is the potential for limited views of the proposed power station from some locations on the edge of Leiston and the allotments, but that the proposed power station would be predominantly screened or otherwise very heavily filtered in views.

- 1.2.131 Impacts to the environment for users of receptor group 17 (Leiston) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 19 (Aldringham Common and The Walks)

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

- 1.2.133 There would be negligible effects on users of this receptor group due to changes in traffic, air quality or people.

- 1.2.134 The proposed development would be audible from a small number of resources within this receptor group but the perception of tranquillity would not be affected, as demonstrated by the assessment of tranquillity following the Natural Tranquillity Method in **Appendix 15E** of **Chapter 15** of this volume.

- 1.2.135 **Chapter 13** of this volume concludes that from the more open locations at the northern edge of the area there would be occasional glimpses of the proposed power station structures including pylon towers. The proposed development would be seen behind the existing pylons and in the context of the existing power station buildings. There would also be views to the outage car park in Pillbox Field from the north of this receptor group area, including from Sandlings Walk.

- 1.2.136 **Chapter 13 Appendix 13B** of this volume concludes that, at night, reflected light off the upper portions of the main reactors and other tall structures and sky glow would be visible in the context of the existing (foreground) power

station structures. Glimpsed and filtered views of lower level lighting would also be possible from some locations within the northern part of the receptor group.

- 1.2.137 Impacts to the environment for users of receptor group 19 (Aldringham Common and The Walks) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 20 (Sizewell to Thorpeness Coast)

- 1.2.138 There would be no physical changes to resources within this receptor group.
- 1.2.139 There would be negligible effects on users of this receptor group due to changes in noise, traffic, air quality or people.
- 1.2.140 **Chapter 13** of this volume concludes that the power station would be partly screened by the nearer existing power stations. Views would be limited to the upper portions of proposed structures and the BLF and the proposed development would be seen in the context of the existing power station structures.
- 1.2.141 Impacts to the environment for users of receptor group 20 (Sizewell to Thorpeness Coast) would be of negligible scale and negligible neutral effect (**not significant**).

Receptor group 24 (Offshore)

- 1.2.142 It is envisaged that during operation the BLF would be used very infrequently, every 5-10 years.
- 1.2.143 The intake and outfall structures would be at depths of approximately 7m below lowest astronomical tide, allowing craft to pass over them.
- 1.2.144 There would be negligible effects on users of this receptor group due to changes in noise or air quality.
- 1.2.145 **Chapter 13** of this volume concludes that the majority of structures within the power station compound would be visible above the sea defences alongside the existing power station.
- 1.2.146 Noise from the power station would be audible from areas very close to the coast adjacent to the proposed power station in still conditions, but natural sounds including the sea and wind would be predominant from the majority of the area.
- 1.2.147 Craft traveling close to the coast within the site may very occasionally have to divert their course slightly to avoid vessels using the BLF during outages.

However, there would be a wide expanse of sea available for alternative routes.

1.2.148 As described in **section 15.4** of **Chapter 15** of this volume, most recreational craft activity occurs within approximately 1km and 6km of the coastline opposite the main development site, with lower levels of activity closer to the coast. This can be seen from **Figures 15.5** and **15.8** of **Chapter 15** of this volume. This concentration of activity is beyond the BLF, and beyond the areas that would be most affected by views and noise.

1.2.149 Effects on recreational water users would be of negligible scale and negligible neutral effect (**not significant**).

ii. Long distance linear recreation routes

Suffolk Coast Path and England Coast Path

1.2.150 The Suffolk Coast Path is also likely to be the route of the future England Coast Path during the operation stage and effects on both long distance walking routes would be the same. Where effects on users of the Suffolk Coast Path are described, this also refers to the future England Coast Path.

1.2.151 The Suffolk Coast Path would follow the re-aligned route along the coast on the new sea defences east of the proposed power station. It would run through a landscape of coastal grassland similar to the existing route. Within the site, the Suffolk Coast Path would be at a higher elevation than the existing route allowing views out to sea where they are currently partially obscured by the existing low sea defence to the east. The taller hard proposed sea defence to the west of the re-aligned Suffolk Coast Path would screen much of the power station with some taller structures visible above. The path would be less likely to be eroded by the sea than the existing path due to its higher elevation and the new sea defences as described in **Chapter 20** of this volume. In addition, people would be able to walk on the higher part of the hard sea defence, through the coastal habitat landscape, should the path become eroded at a location where this is not currently possible.

1.2.152 It is envisaged that during operation the BLF would be used very infrequently, every 5-10 years. Should the coast path need to be closed, temporary inland diversions for pedestrians would be provided for the Sandlings Walk as shown on **Figure 15I:6** in the **Rights of Way and Access Strategy** in **Appendix 15I** of this volume (Doc Ref. 6.3). A banksman would be present when BLF use has the potential to disrupt public access; to minimise temporary closure of the coast path and to ensure public safety. The diversion would be an attractive route but away from the coast. This would increase the length of the route by approximately 4km between the southern and northern ends of the diversion, from approximately 1.8km to 5.8km.

- 1.2.153 There would be negligible effects on users of the Suffolk Coast Path due to changes in traffic, air quality or people.
- 1.2.154 **Chapter 13** of this volume concludes that there would be **significant** visual effects for northbound walkers from north of Sizewell beach to where it passes the proposed development, and for southbound walkers from Dunwich to where it passes the proposed development.
- 1.2.155 For northbound walker's views of the proposed development would also be possible from south of Sizewell beach, but filtered and partially screened by vegetation and development including the existing power stations and pylons in the foreground.
- 1.2.156 For southbound walkers the proposed development would be seen in the foreground to the existing power station and pylons. North of Dunwich views of the proposed development are anticipated only from more distant sections of the path between Southwold and Walberswick Marshes. South of Dunwich views of the proposed development would be more frequent, and largely continuous from Dunwich Heath near Coastguard Cottages.
- 1.2.157 Noise from the power station would be audible from approximately 1-1.5km north and south of the proposed power station.
- 1.2.158 Following the method in **section 15.3 g)** and using descriptions in column B of **Table 15.4** of **Chapter 15** of this volume, tranquillity within approximately 1km of the proposed power station would reduce from good tranquillity to fairly tranquil during the operational phase, but would not change beyond this distance.
- 1.2.159 The overall impacts would be of small scale and would affect a limited extent of the route within the study area. There would be some improvements to amenity due to the creation of more extensive views out to sea from the route within the site and greater resilience to erosion by the sea, but overall effects are assessed as adverse. The impact on users would be of very low magnitude and taking into consideration the high sensitivity of receptors, would result in a minor adverse effect (**not significant**).

Sandlings Walk

- 1.2.160 Sandlings Walk would follow the re-aligned route along the coast on the new sea defences east of the proposed power station on the same route described above for the Suffolk Coast Path. It would run through a landscape of coastal grassland similar to the existing route. Within the site Sandlings Walk would be at a higher elevation than the existing route allowing views out to sea where they are currently partially obscured by the existing low sea defence to the east. The taller proposed sea defence to the west of the re-

aligned Sandlings Walk would screen much of the power station with taller structures visible above. The path would be less likely to be eroded by the sea than the existing path due to its higher elevation and the new sea defences as described in **Chapter 20** - Coastal Geomorphology and Hydrodynamics of this volume (Doc Ref. 6.3). In addition, people would be able to walk on the higher part of the hard sea defence through the coastal habitat landscape, should the path become eroded, at a location where this is not currently possible.

- 1.2.161 It is envisaged that during operation the BLF would be used very infrequently, every 5-10 years. Should the coast path need to be closed, temporary inland diversions for pedestrians would be provided for the Sandlings Walk as shown on **Figure 15I:7** in the **Rights of Way and Access Strategy** in **Appendix 15I** of **Chapter 15** of this volume. A banksman would be present when BLF use has the potential to disrupt public access to minimise temporary closure of the coast path and ensure safety. The diversion would be an attractive route. The diversion would reduce the length of the route by approximately 2.7km between the southern end and northern end, from approximately 5.1km to 2.4km.
- 1.2.162 There would be negligible effects on users of Sandlings Walk due to changes in traffic, air quality or people.
- 1.2.163 **Chapter 13** of this volume concludes that there would be **significant** visual effects for northbound walkers from north of Sizewell beach to where it passes the proposed development, and for southbound walkers from the coast east of Goose Hill and where it passes the proposed development.
- 1.2.164 For northbound walker's views of the proposed development would also be possible from south of Sizewell beach, but filtered and partially screened by vegetation and development including the existing power stations and pylons in the foreground.
- 1.2.165 For southbound walkers there would be only infrequent distant glimpses of the proposed development seen above and through vegetation from the route north of Eastbridge. South of Eastbridge there is potential for glimpsed and filtered views of the operational power station structures.
- 1.2.166 The inland section of the site Sandlings Walk would pass through areas of Sandlings heathland created during restoration of the construction site, that were previously arable farmland or coniferous forestry, providing an improved setting to the route.
- 1.2.167 Noise from the power station would be audible from approximately 1-1.5km west and south of the proposed power station.

- 1.2.168 Following the method in **section 15.3 g)** and using descriptions in column B of **Table 15.4** of **Chapter 15** of this volume, tranquillity within approximately 1km south and 0.5km north of the proposed power station would reduce from good tranquillity to fairly tranquil during the operational phase, but would not change beyond this distance.
- 1.2.169 These changes to the environment for users of Sandlings Walk would affect their recreational amenity including their perception of tranquillity. The overall impacts would be of small scale and would affect a limited extent of the route within the study area. There would be some improvements to amenity due to the creation of more extensive views out to sea from the route on the new sea defences, and an improved setting of new Sandlings heathland where none existed before. The temporary inland diversion that may be required during some outages would have little effect on recreational amenity. However, overall, effects are assessed as adverse. The impact on users would be of very low magnitude and taking into consideration the high sensitivity of receptors, would result in a minor adverse effect (**not significant**).

Regional Cycle Route 42

- 1.2.170 The diversion onto the off-road bridleway parallel to the B1122 (Abbey Road) and Eastbridge created during construction would be retained at a location where the route is currently on-road. The new bridleway would cross the B1122 and Eastbridge Road at two new controlled Pegasus crossings. This would allow cyclists the option of cycling off-road within a new green corridor for a distance of approximately 1.4km, or to cycle on-road.
- 1.2.171 There would be negligible effects on users of the Suffolk Coast Path due to changes in noise, traffic, air quality or people.
- 1.2.172 Tranquillity would not be affected by the proposed development.
- 1.2.173 **Chapter 13** of this volume concludes that visual effects on users of Regional Cycle Route 42 would be classed as **not significant**. With the exception of the section between Abbey Lane (south of Leiston Abbey) and Eastbridge, views are anticipated to be very limited. A small section of the route would utilise the proposed roundabout at the junction of Abbey Road, from where there would be a view along the northern access road. Adjacent to the new access, there is potential for filtered views of the emergency equipment store at Upper Abbey Farm, and partial long-distance views of the upper sections of the proposed power station structures.
- 1.2.174 These changes to the environment of users of Regional Cycle Route 42 would have limited effects on their recreational amenity. The amenity and safety of users within the site would be improved due to the provision of the

new off-road bridleway and controlled road crossings. The overall impacts of Regional Cycle Route 42 would be of negligible scale and negligible neutral effect (**not significant**).

iii. Dark Sky Discovery Sites

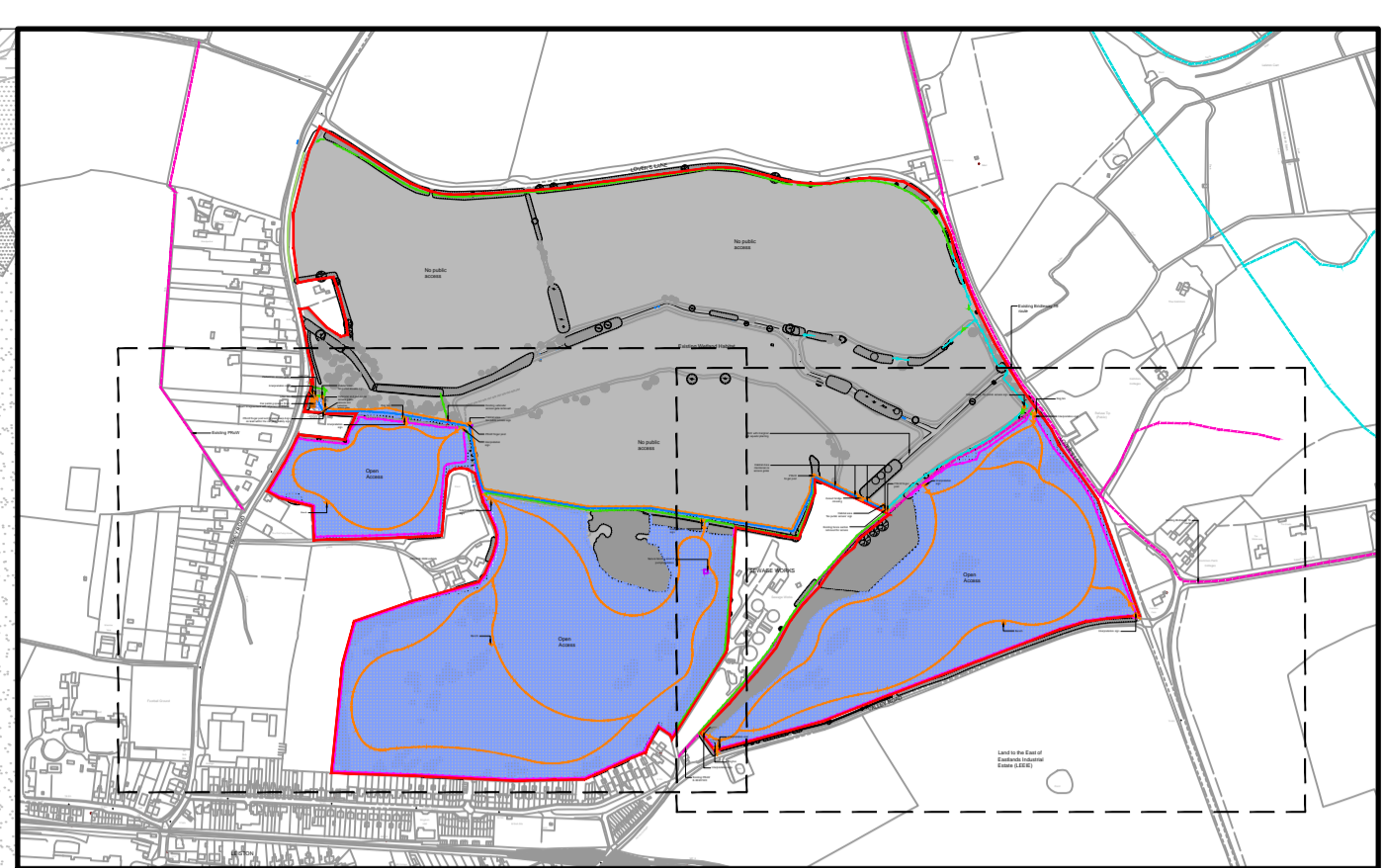
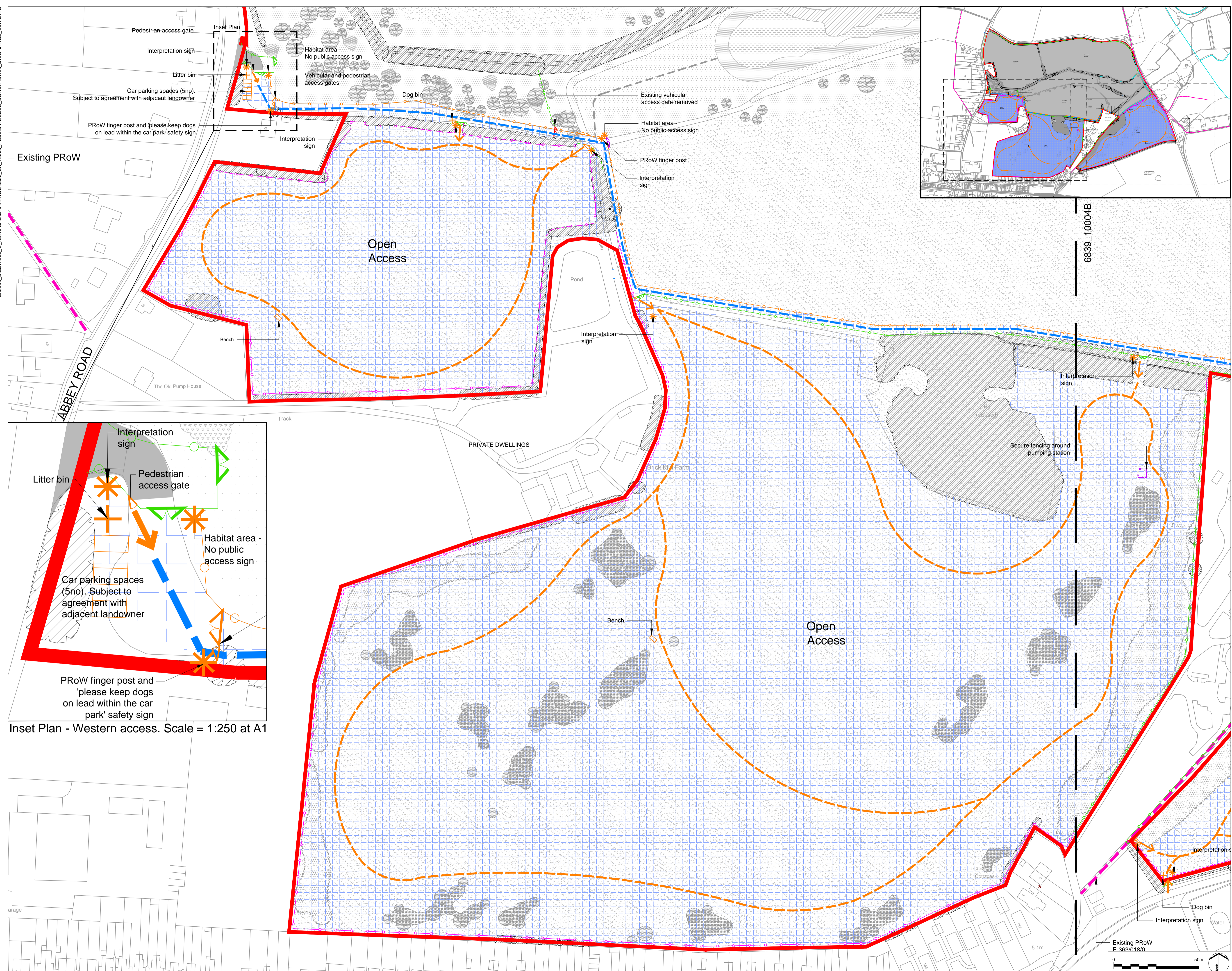
Westleton Common Dark Sky Discovery Site

- 1.2.175 From this location, vegetation surrounding the common restricts views towards the main development site, as shown on **Plate 1.1. Chapter 13, Appendix 13B** of this volume identifies that sky glow may be visible in views to the south but that visual effects during the operation phase would be negligible.
- 1.2.176 Effects on users of Westleton Common Dark Sky Discovery Site would be of negligible scale, negligible magnitude and negligible neutral effect (**not significant**).



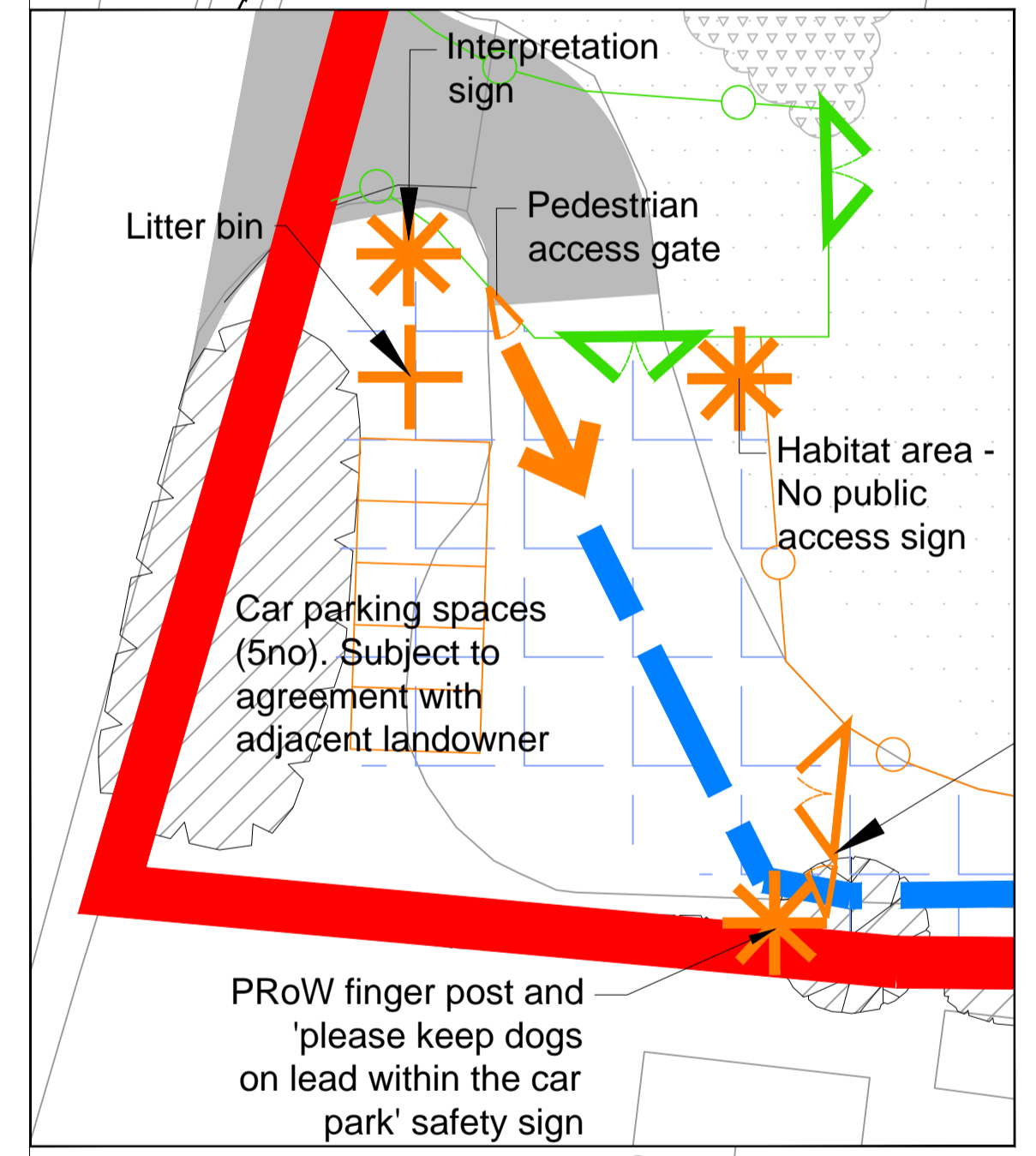
VOLUME 2, CHAPTER 15, APPENDIX 15H : ALDHURST FARM
CONDITION DISCHARGE PLANS

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- LEGEND**
- Existing Aldhurst Farm planning application habitat proposals**
- EXISTING
 - SITE BOUNDARY
 - WATERCOURSE
 - VEGETATION TO BE RETAINED
 - PUBLIC RIGHT OF WAY
 - PROPOSED
 - LOWLAND HEATH MOSAIC
 - NEUTRAL GRASSLAND WITH INDICATIVE DISPERSED TREE/SHRUB GROUPS
 - INDICATIVE SCRUB, MIXED BROADLEAF AND CONIFEROUS WOODLAND PLANTING
 - INDICATIVE HEATHLAND SCRUB CLUMPS
 - NATIVE HEDGEROW
 - OPEN WATER
 - DITCH WITH MARGINAL AND AQUATIC PLANTING
 - HABITAT CREATION - WET REEBED
 - HABITAT CREATION - DRY REEBED
 - INDICATIVE ALIGNMENT OF MAINTENANCE ACCESS TRACKS
 - Existing fence to habitat area retained
 - Existing field fence retained (approx alignment)
 - Existing 1.5m field access gate retained (approx alignment)
 - Existing 5m field access gate retained (approx alignment)
 - Existing permissive footpath

- Condition 25: Public access proposals**
- Proposed mowed path
 - Proposed surfaced path
 - Proposed 1.4m high fence (post and mesh, 50mm square aperture)
 - Proposed 1.15m high fence (post and mesh, 50mm square aperture)
 - Proposed 2m high secure fence
 - Proposed self closing pedestrian gate (wheelchair / buggy accessible)
 - Proposed sign
 - Proposed bin
 - Proposed bench seating
 - Proposed culvert / bridge over ditch (subject to engineer's design requirements)
 - Proposed works area



REV.	DESCRIPTION	APP. DATE
A	Fence types amended	18.09.19

LDA DESIGN

PROJECT TITLE
SIZEWELL C POWER STATION

DRAWING TITLE
Aldhurst Farm Public Access Scheme.
Discharge of condition 25 of planning application ref DC/14/4224/FUL: Public Access
Sheet 1 of 2

ISSUED BY	Oxford	T: 01865 887 050
DATE	SEP 2019	DRAWN
SCALE/A1	1:1,000	CHECKED
STATUS	Final	APPROVED

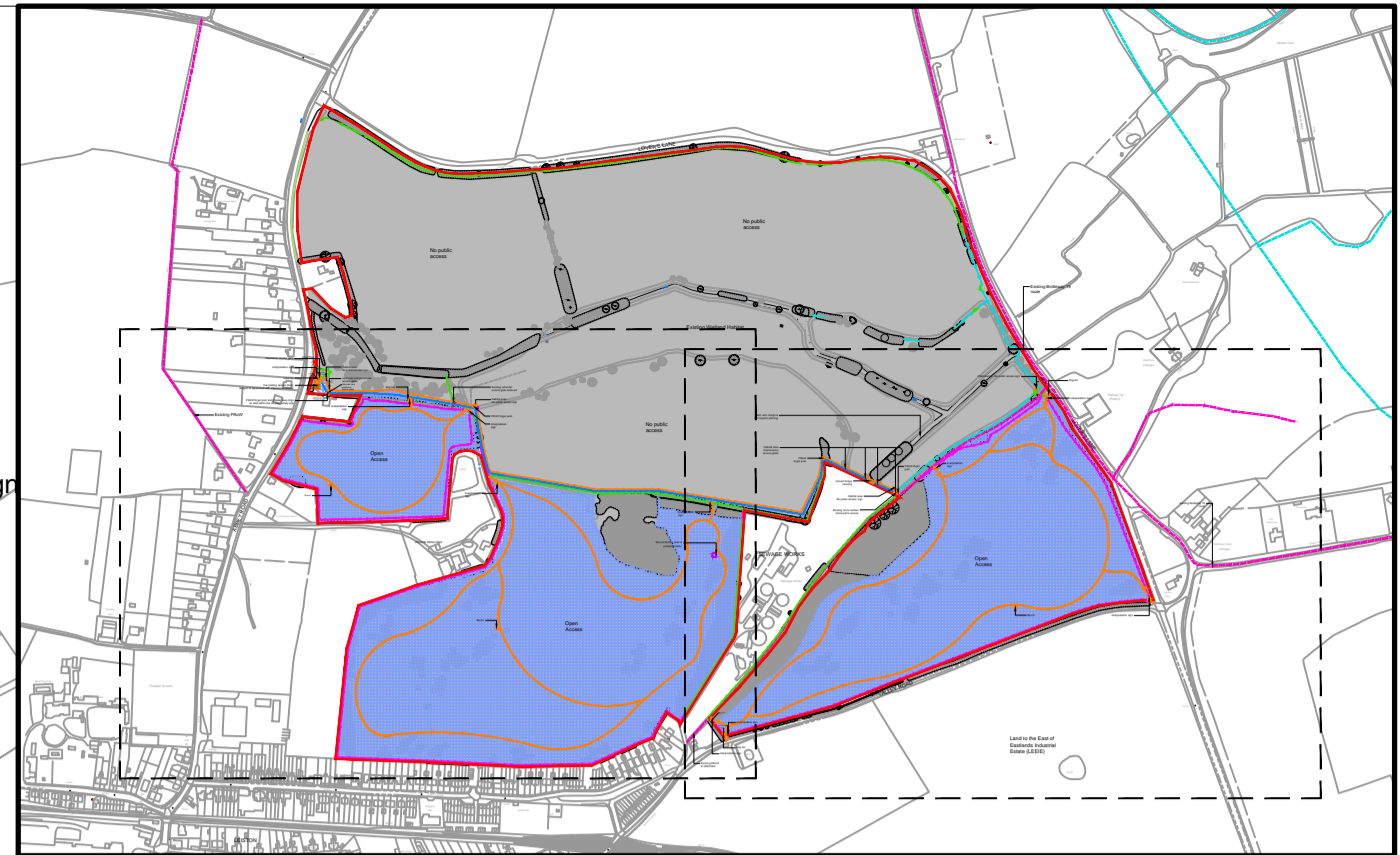
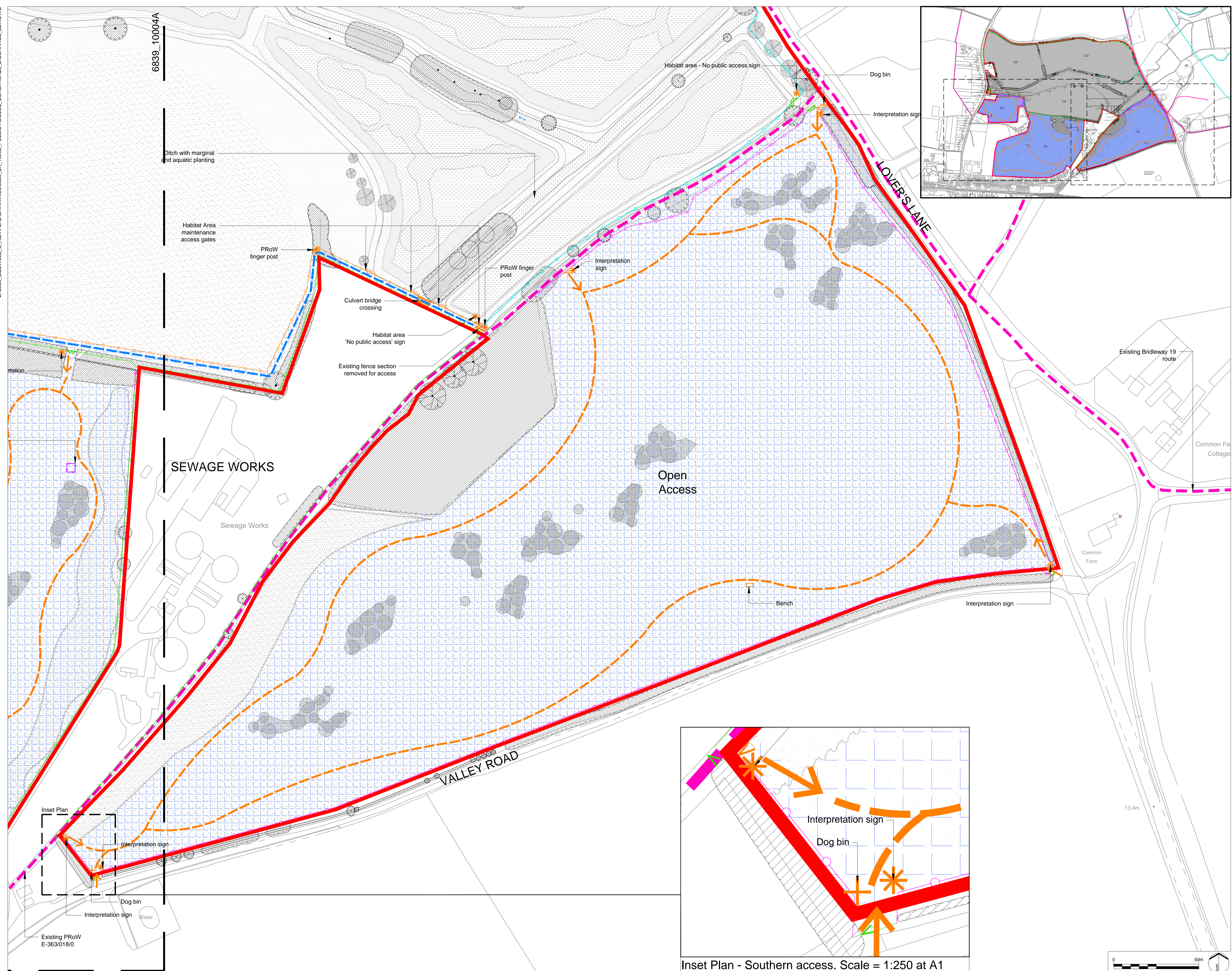
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No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.

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Sources: Ordnance Survey

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- LEGEND**
- Existing Aldhurst Farm planning application habitat proposals**
- EXISTING SITE BOUNDARY
 - EXISTING WATERCOURSE
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 - PUBLIC RIGHT OF WAY
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 - INDICATIVE ALIGNMENT OF MAINTENANCE ACCESS TRACKS
 - Existing fence to habitat area retained
 - Existing field fence retained (approx alignment)
 - Existing 1.5m field access gate retained (approx alignment)
 - Existing 5m field access gate retained (approx alignment)
 - Existing permissive footpath

- Condition 25: Public access proposals**
- Proposed mowed path
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 - Proposed 1.15m high fence (post and mesh, 50mm square aperture)
 - Proposed 2m high secure fence
 - Proposed self closing pedestrian gate (wheelchair / buggy accessible)
 - Proposed sign
 - Proposed bin
 - Proposed bench seating
 - Proposed culvert / bridge over ditch (subject to engineer's design requirements)
 - Proposed works area

REV.	DESCRIPTION	APP. DATE
A	Fences types amended	PB 18.09.19

LD&DESIGN

PROJECT TITLE
SIZWELL C POWER STATION

DRAWING TITLE
Aldhurst Farm Public Access Scheme.
Discharge of condition 25 of planning application ref DC/14/4224/FUL: Public Access

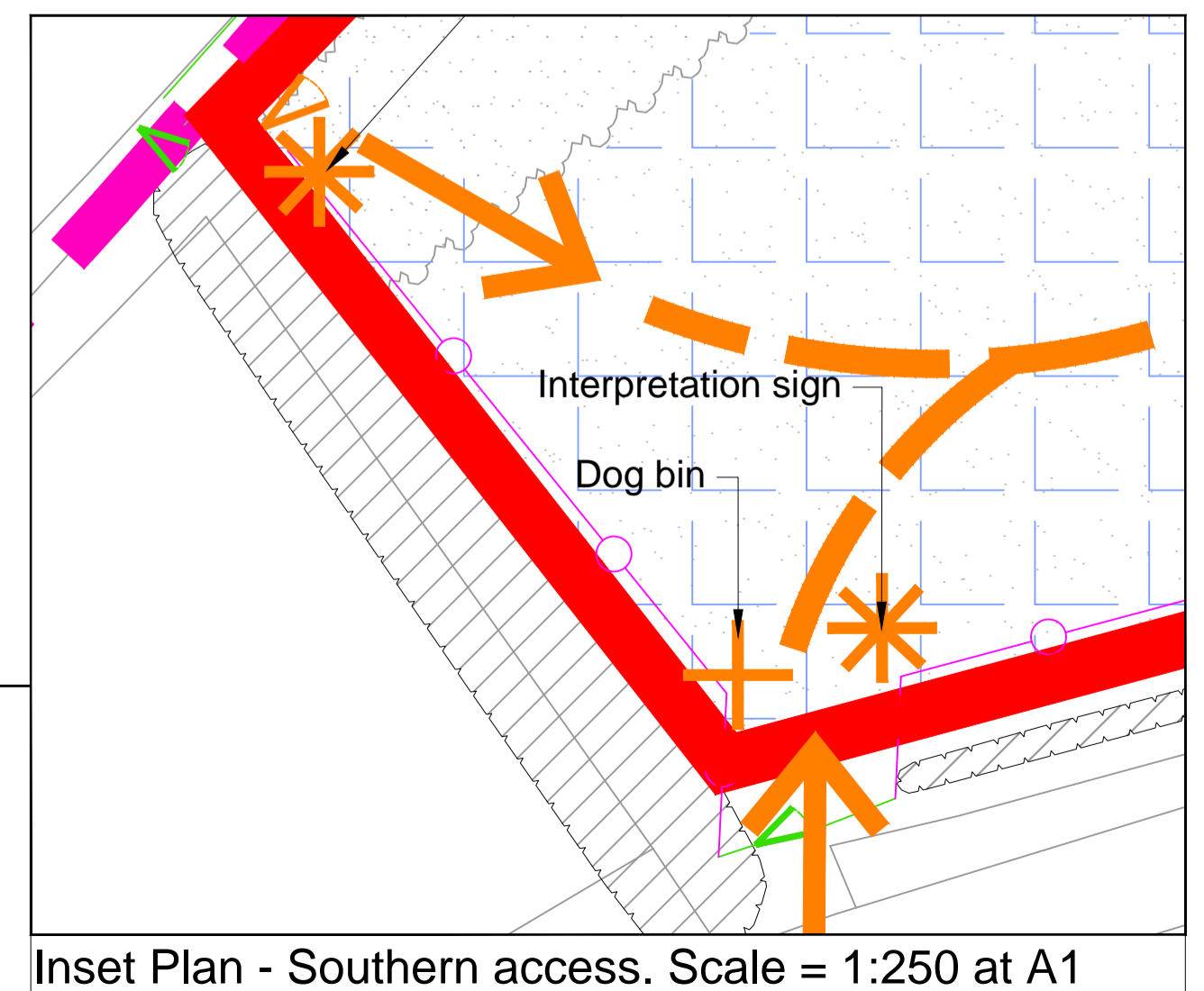
Sheet 2 of 2

ISSUED BY	Oxford	T: 01865 887 050
DATE	SEP 2019	DRAWN
SCALE/A1	1:1,000	CHECKED
STATUS	Final	APPROVED

DWG. NO **6839_10004B**

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Sources Ordnance Survey



Inset Plan - Southern access. Scale = 1:250 at A1



VOLUME 2, CHAPTER 15, APPENDIX 15I : RIGHTS OF WAY AND
ACCESS STRATEGY

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None Provided.

Plates

None Provided.

Figures

Figure 15I.1: Existing Rights of Way and Access

Figure 15I.2: Construction Phase

Figure 15I.3: Operational Phase

Figure 15I.4: Suffolk Coast Path and Future England Coast Path Diversions – Construction Phase

Figure 15I.5: Sandlings Walk Diversions – Construction Phase

Figure 15I.6: Suffolk Coast Path and Future England Coast Path Diversions – Operational Phase

Figure 15I.7: Sandlings Walk Diversions – Operational Phase

1. Rights of Way and Access Strategy

1.1. Introduction

1.1.1. The Sizewell C Project would have an impact on various public rights of way (PRoW), including temporary and permanent closures and diversions. SZC Co. has therefore developed an access strategy as described in this Appendix. This strategy is expected to inform the relevant **Footpath Implementation Plan** which will be prepared by SZC Co. and submitted to the highway authority for agreement pursuant to the **Draft DCO** (Doc Ref. 3.1).

1.1.2. The strategy is illustrated on the following Figures:

- **Figure 15I.1** Existing Rights of Way and Access;
- **Figure 15I.2** Construction Phase; and
- **Figure 15I.3** Operational Phase.

1.1.3. The Suffolk Coast Path, the future England Coast Path and Sandlings Walk will need to be diverted inland for temporary periods. The following Figures show the existing and proposed alignments of the Suffolk Coast Path, the future England Coast Path and Sandlings Walk overlaid on the construction and operational phase plans.

- **Figure 15I.4** Suffolk Coast Path and Future England Coast Path Diversions – Construction Phase;
- **Figure 15I.5** Sandlings Walk Diversions – Construction Phase;
- **Figure 15I.6** Suffolk Coast Path and Future England Coast Path Diversions – Operational Phase; and
- **Figure 15I.7** Sandlings Walk Diversions – Operational Phase.

1.1.4. The strategy is formed in two parts summarised as follows:

Construction phase:

- to minimise as far as possible any physical disruption or any other reductions in amenity on existing PRoW, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland;

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- to minimise as far as possible any reductions in connectivity in and around the development, especially north-south;
- to, in particular, minimise any reductions in accessibility and amenity to the Suffolk Coast Path, Sandlings Walk and the future England Coast Path;
- to comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000 in terms of temporary access infrastructure and management, by ensuring that there are no physical barriers to access without lawful authority and that reasonable adjustments are made to facilitate participation by all;
- to ensure that all new linear surfaces are easy to use;
- to minimise the need for temporary path closures and diversions, and where these are unavoidable, to provide and maintain alternative routes so as to reduce to a minimum any disruption or loss of amenity;
- to minimise road crossing points and, where unavoidable, to carry out relevant road safety audits and implement recommendations to ensure user safety;
- to apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety; and
- to justify, manage and agree temporary closures in advance and to publicise closures to members of the public, as required.

Operation phase:

- to restore to at least their original standard any PRow, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland affected by the development, where practicable;
- to comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all;
- to ensure that all new linear surfaces are easy to use; and

- to apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.

1.1.5. This access strategy includes descriptions of the main temporary and permanent rights of way closures and diversions. There would also be further local short-term temporary closures and diversions during, for example, construction of roads or other works that cross PRowWs which have, where they are currently known, been shown indicatively on the detailed **Rights of Way plans** in **Book 2** (Doc Ref. 2.4). There might also be further local short-term temporary closures and diversions which are not known at this stage, which would be developed in consultation with the relevant authorities should development consent be granted. Any such closures or diversions would be for the minimum time possible and would be communicated to the public in advance, as required.

1.1.6. This strategy has been informed by observation and questionnaire surveys of existing users of recreational resources within the vicinity of the main development site, and by consultation with stakeholders including Suffolk County Council, East Suffolk Council (ESC) (formerly Suffolk Coastal District Council (SCDC)), Natural England, the Suffolk Local Access Forum, the Ramblers Association and the Suffolk Coasts and Heaths Area of Outstanding Beauty Partnership.

1.2. Rights of way and proposed improvements

a) Existing rights of way

1.2.1. A number of existing rights of way extend across the EDF Energy Estate, including the main development site. The existing rights of way are illustrated on **Figure 15I.1**.

1.2.2. Long distance walking routes passing through the main development site comprise:

- the Suffolk Coast Path and Sandlings Walk extend along the coast to the east of Sizewell A and B stations and the main development site, along definitive public right of way E-363/021/0. These routes, referred to as the Coast Path, extend through a wider area of coastline with rights of public access, including the beach and foreshore; and
- the England Coast Path is being established by Natural England under the Marine and Coastal Access Act 2009 and is likely to follow the route of the Suffolk Coast Path and Sandlings Walk along the coast to the east of Sizewell A and B stations and the main development site. The England Coast Path will likely be launched before or during construction of Sizewell C; it would include a wider area of ‘coastal margin’ either

side of the path itself, giving greater statutory protection to the de facto access to the coast the public already enjoys in this area.

b) Construction phase

- 1.2.3. The existing Coast Path, and the publicly accessible wider coastline, would be subject to temporary disruption and change as a result of the construction of new sea defences and cross-shore infrastructure during construction. Therefore, to ensure visitor safety and minimise any reductions in amenity, it is proposed that the existing Coast Path would be realigned during early stages of construction to the east and seaward of the existing low embankment, during the construction of new sea defences.
- 1.2.4. For the remainder of the construction phase, to ensure public safety and minimise disruption overall, the Coast Path would then be moved west a short distance to its permanent alignment to run parallel to a temporary screening bund and within a wider recreational corridor (refer to **Figure 15I.2**).
- 1.2.5. SZC Co. has sought to minimise the visibility of the Sizewell C construction works from the coastline, and the recreational corridor in particular, through careful positioning of screen mounding as part of the proposals for the sea defences.
- 1.2.6. Area access to the wider coastline and beach would be retained as much as possible during the construction phase although some areas would require temporary closure.
- 1.2.7. The temporary diversion of the Suffolk Coast Path, Sandlings Walk and England Coast Path along the coast would be designed to have the same amenity and accessibility as the current Coast Path; the standards for the England Coast Path will be agreed with Natural England given its proposed status as a National Trail. All diversions would be above the mean high water mark (MHW).
- 1.2.8. A beach landing facility (BLF) crossing the beach is proposed to enable boats to dock and deliver large items during construction and very infrequently during operation. It would be accessed on the landward side via an access road from the main development site. The phasing and programme for the construction of the new sea defences and BLF has been carefully explored to minimise periods of closure and disruption to public access along the coastline. A banksman would be present when construction works and BLF use have potential to disrupt public access, to enable access along the coast for the maximum time possible.
- 1.2.9. Inland diversions for pedestrians would be provided for the Suffolk Coast Path, Sandlings Walk and England Coast Path to allow for the temporary closure of the current Coast Path alignment and the permissive path linking the Coast Path with Goose Hill and the wider permissive access network on

the EDF Energy Estate. These diversions are shown on **Figures 15I.4 and 15I.5**.

- 1.2.10. While every effort has been made to avoid the need to temporarily close the Coast Path, for reasons of public safety, it would be unavoidable at times due to the sea-borne delivery of exceptionally large and heavy materials and necessary sea defence construction works. SZC Co. is, and will remain, committed to minimising the frequency and duration of these closures throughout the construction phase to retain a Coast Path route.
- 1.2.11. Necessary temporary diversions, closures and works to the Coast Path would be justified, agreed in advance and managed with the relevant authority and publicised to members of the public.
- 1.2.12. The proposed diversion route for the Suffolk Coast Path would extend inland from Sizewell village to the south to reconnect with the coast at the Minsmere sluice to the north (**Figure 15I.4**). The proposed diversion route for Sandlings Walk would extend inland from Sizewell village to reconnect with the existing route on Eastbridge Road (**Figure 15I.5**). The southern portion of both diverted paths would extend along Sandy Lane. At the junction of Sandy Lane with Lover's Lane a crossing is proposed over the road to allow for the connection of the diverted paths via a new north-south (off-road) route. The route would be designated as a combined bridleway, cycleway and footpath. The route would extend parallel to Lover's Lane, and towards the B1122 to connect to the north. The proposed route includes provision for controlled and uncontrolled road crossings suitable for equestrians, cyclists and pedestrians. A level crossing would be provided in connection with the construction phase rail route. The level crossing would be removed following the construction of Sizewell C and the removal of the temporary rail line.
- 1.2.13. The new off-road combined bridleway, cycleway and footpath (hereafter referred to as a bridleway) would extend from Sizewell Gap and King George's Avenue in the south to the accommodation campus in the north, up to the existing northern end of public right of way E-363/019/0 (bridleway 19). This would incorporate the diversions of the Suffolk Coast Path, Sandlings Walk and the England Coast Path described above, and include the temporary diversion of bridleway 19 and Sustrans regional cycle route 42.
- 1.2.14. In the south, the new bridleway would run within the edge of existing grass fields parallel to Lover's Lane, east of the existing roadside hedge and woodland to retain this vegetation and separate the route from the road. It would then cross Lover's Lane and continue west and north where it would run broadly parallel to roads, but mostly separated from them by existing hedgerows and proposed vegetation, with crossings provided as shown on **Figure 15I.2**.
- 1.2.15. Bridleway E-363/013/0, which runs along a section of Lover's Lane that would be re-aligned, would be permanently closed. The new off-road

- bridleway described above would be available as an alternative and cyclists and other users would still be able to use Lover's Lane.
- 1.2.16. The new off-road bridleway would be constructed prior to the closure of the Coast Path and temporary diversion of bridleway 19 and closure of bridleway E-363/013/0.
- 1.2.17. A further section of off-road bridleway would be constructed from Valley Road and the Land East of Eastlands Industrial Estate (LEEIE), connecting to the new off-road bridleway described above, allowing construction phase workers residing in the caravan site on the LEEIE to access the main site entrance by walking or cycling on the new off-road bridleway. This would also enable the public to access the new off-road route from Leiston via Valley Road without having to go onto the B1122.
- 1.2.18. The proposed accommodation campus is to be built on the eastern side of Eastbridge Road, with the sports facilities located remotely from the accommodation campus, at a site adjacent to the existing leisure centre and Alde Valley School. Eastbridge Road would remain open during the construction phase, but with the addition of the off-road bridleway running parallel to it, west of the accommodation campus. The Sustrans cycle route would be permanently diverted from the carriageway onto the off-road route. This off-road route would allow for the temporary closure (for the minimum duration possible) and diversion of part of bridleway 19 during the construction phase.
- 1.2.19. Bridleway 19 currently extends through the main development site and would cross the site entrance road. Part of this bridleway would be temporarily closed during the construction phase. During this time the northern part of the route would be diverted along the proposed bridleway running parallel to, and separate from, Lover's Lane, the B1122 and Eastbridge Road.
- 1.2.20. The southern part of bridleway 19 would remain open to the public during the construction phase, enabling pedestrian and vehicular access to the existing Kenton Hills car park and the extensive permissive footpath network beyond, within and south of Kenton Hills. The southern section on Lover's Lane and Sandy Lane would also remain open enabling pedestrian, equestrian and cyclist access to Sizewell Gap and Sizewell village, and to the wider access network.
- 1.2.21. The existing car park serving Kenton Hills would be improved to provide additional parking spaces and selective vegetation would be removed to make it less enclosed. The car park surfacing and the access road to it would be improved, and signage would be enhanced by replacing existing wayfinding and information boards adjacent to the car park and providing a sign on Lover's Lane promoting the parking and walking facilities. Current access to the existing network of permissive footpaths in Kenton Hills from

the car park and bridleway 19 is by an informal path and it is proposed that this route is formalised as a permissive footpath.

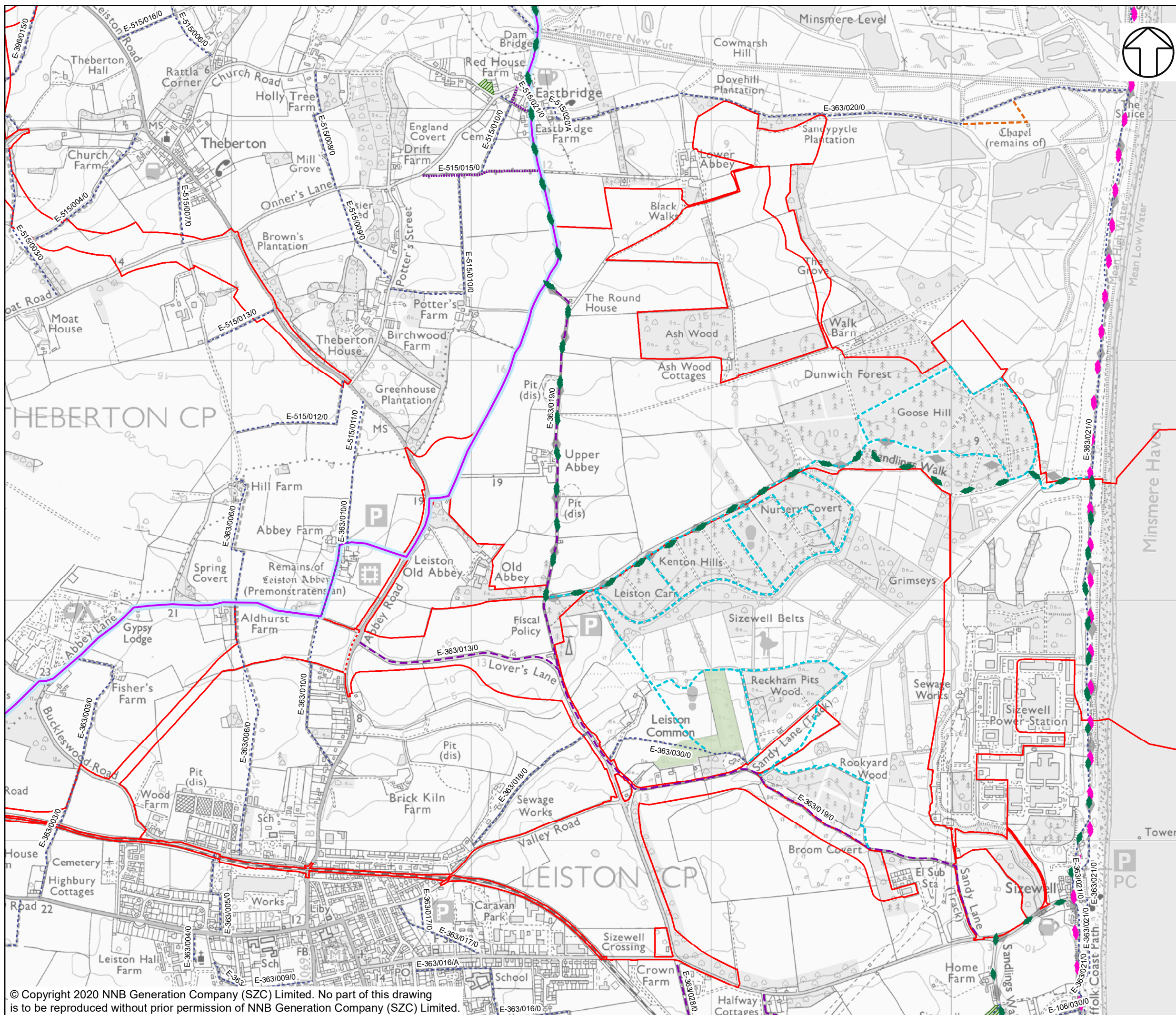
- 1.2.22. A short, normally gated, permissive footpath that connects bridleway 19 to Kenton Hills would be closed during the construction phase but re-opened following the completion of the construction phase of Sizewell C. Access from bridleway 19 into Kenton Hills would be available throughout the construction phase via the retained permissive footpath at Kenton Hills car park.
- 1.2.23. In addition, public access will be provided to specific areas of land within the Aldhurst Farm habitat creation area for informal recreation, prior to the commencement of construction of Sizewell C. This will include a new informal car park, a surfaced footpath, and approximately 27 hectares of new open access land, including areas where dogs will be allowed to be exercised off-lead. The new habitat at Aldhurst Farm was created in accordance with planning permission granted by SCDC (now ESC) (planning application reference DC/14/4224/FUL). A condition of that planning permission required a plan setting out future public access arrangements across the site to be submitted for approval by SCDC; the application to discharge the condition was approved by ESC on 25 November 2019.
- 1.2.24. Sandlings Walk is a long distance pedestrian route that extends through the main development site, along definitive rights of way and permissive footpaths. The route extends along the coast and through Kenton Hills to connect to bridleway 19. A portion of Sandlings Walk that extends along a permissive footpath from the coast to Kenton Hills would be closed during the construction phase along with an additional permissive footpath loop at Goose Hill. Sandlings Walk would be diverted along the existing right of way E-363/020/0 further north, that extends from Minsmere sluice to Eastbridge, to reconnect inland with the existing route of Sandlings Walk running north-south (see **Figure 15I.5**).
- 1.2.25. The proposed construction phase includes the provision of a rail line into the main development site. This would temporarily sever three public footpaths to the west of the B1122. One footpath to the far west near Buckleswood Road would be reconnected by a new temporary level crossing. The two PRow more immediately west of the B1122 would be diverted parallel to the rail corridor and reconnect to PRow at Abbey Lane, after crossing a proposed controlled level crossing on the B1122. These diversions would be off-road.
- 1.2.26. SZC Co. would prepare proposals to improve existing PRow and other routes that are to receive diverted pedestrians, such as improvements to surfaces, gates, and signage, along with the removal of any stiles. The approach to rights of way improvement would be agreed with Suffolk County Council should consent be granted.

c) Operational phase

- 1.2.27. The operational phase would allow all existing permissive footpaths and definitive PRoW to substantially revert to their original alignment and to at least their original condition. Improvements to PRoW and permissive footpaths, such as signage and surface improvements, would be provided in accordance with the improvement strategy agreed with the relevant authorities.
- 1.2.28. New routes are also proposed as described below. It is proposed that the new north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George's Avenue to the northern end of bridleway 19 on Eastbridge Road, the bridleway connection to the off-road route from Valley Road, and the southern section of the footpath created around the green rail route immediately west of Abbey Lane, are established as definitive PRoW and that all other new footpaths and bridleways are permissive status. All existing permissive footpaths would remain as permissive footpaths. Any new or re-instated definitive PRoW would be created to the satisfaction of the Highway Authority. Subject to safety and operational requirements, SZC Co. would seek to ensure all such permissive routes within the EDF Energy Estate have as much practical permanence as possible.
- 1.2.29. The Sandlings Walk would be reinstated on the majority of its original alignment. A portion of the Sandlings Walk located on a permissive route through the EDF Energy Estate at Goose Hill (in the vicinity of the proposed access road to Sizewell C and crossing over the Sizewell Marshes Site of Special Scientific Interest), would be realigned to provide connectivity to the coast.
- 1.2.30. The Coast Path comprising public right of way E-363/021/0, the Suffolk Coast Path, Sandlings Walk and the proposed England Coast Path would be retained on the realigned route fronting Sizewell C established during the construction phase, on the new sea defences. The route would extend through a newly formed coastal grassland area. Coastal grassland habitat would be created in this area, with the majority created once the new sea defences are constructed during the first few years of the construction programme, with final restoration of all areas completed once temporary elements are removed at the end of the construction phase. The Coast Path would be constructed to standards required for the England Coast Path agreed with Natural England and would be above the MHW. Public access would be restored to the full beach and foreshore. SZC Co. would seek to ensure that a walking route along the coast is available at all times, with the exception of during infrequent deliveries via the beach landing facility, should the proposed route become temporarily unavailable due to exceptional sea conditions leading to temporary erosion of the path.

- 1.2.31. The Coast Path is likely to be temporarily closed for short periods while the BLF is in use. A banksman would be present when BLF use has potential to disrupt public access, to minimise temporary closure of the Coast Path. It is envisaged that during operation the BLF would be used very infrequently, every 5 to 10 years. Should the Coast Path need to be closed temporary inland diversions for pedestrians would be provided for the Suffolk Coast Path and the future England Coast Path as shown on **Figure 15I.6**, and Sandlings Walk as shown on **Figure 15I.7**.
- 1.2.32. The new sea defences would establish a naturalistic coastal grassland/dune setting, similar to that already experienced and include access rights to the sea defences up to a physical boundary, as part of the ‘coastal margin’ under the Marine and Coastal Access Act 2009. The extent of the ‘coastal margin’ inland of the England Coast Path will be defined by Natural England.
- 1.2.33. The crest heights of the sea defence on the coast and at the SSSI crossing are likely to be raised during the lifetime of Sizewell C. While the sea defence on the coast is being raised and new vegetation established public access to part of the ‘coastal margin’ would be temporarily closed. The Coast Path (which lies east of the section sea defence which would be raised) and Sandlings Walk and a permissive footpath (which follow the same route east of section of SSSI crossing which would be raised) would remain on their permanent alignments. However, the Coast Path, Sandlings Walk and the permissive footpath may need to be temporarily diverted a short distance, or closed for short periods, during construction of the raised defences. A banksman would be present when construction has potential to disrupt public access, to minimise temporary closure and diversions.
- 1.2.34. The north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George’s Avenue to the northern end of bridleway 19 on Eastbridge Road (approximately 4.5km long) created during the construction phase, would be retained for the operational phase. A short length of this bridleway in the north-east corner of the Aldhurst Farm habitat creation area would be re-aligned along the edge of the Aldhurst Farm site on removal of the water management zone. The remainder of the water management zone would be re-instated to its former condition as part of the larger area of lowland heath mosaic within the Aldhurst Farm habitat creation area. The bridleway connection to this off-road route from Valley Road created during the construction phase would also be retained for the operational phase. These routes would be off-road with road crossings as required, and provide an overall improvement to the PRow network.
- 1.2.35. The southern section of the public right of way diversion around the green rail route immediately west of Abbey Road which would have been implemented during construction would be retained as a permanent definitive footpath.

- 1.2.36. The new linear and area public access created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (reference DC/14/4224/FUL) would be permanent, including a definitive footpath and open access land, subject to safety and operational requirements and the functional conditions set out by the local planning authority.
- 1.2.37. The formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive network in the woodland and Sandlings Walk, would be retained for the operational phase as would other improvements to Kenton Hills involving additional car parking spaces, surface improvements, selective vegetation removal and improved signage. The permissive footpath connection to bridleway 19 would be reopened.
- 1.2.38. In summary, enhancements to the PRow and wider access network would include:
- enhanced north-south recreational routes through the creation of a 4.5km off-road multi-user bridleway for equestrians, cyclists and pedestrians. This includes off-road routes where existing rights of way and the Sustrans cycle route currently run along roads, and the creation of new routes where none exist at present;
 - a new off-road bridleway from Valley Road, connecting to the new off-road bridleway described above;
 - a new formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive footpath network in the woodland and to the Sandlings Walk and the Coast Path;
 - the provision of additional spaces at Kenton Hills car park, surface improvements, selective vegetation removal to create a more open environment and improvements to signage;
 - a permanent new footpath north of Leiston connecting two existing PRow and Abbey Lane; and
 - the creation of a naturalistic coastal grassland/dune setting to the Coast Path on and east of the new sea defences as part of the accessible 'coastal margin' which will be designated under the Marine and Coastal Access Act 2009.



NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- ▨ REGISTERED COMMON LAND
- OPEN ACCESS LAND
- ◆ RECREATIONAL ROUTE: SANDLINGS WALK (LONG DISTANCE WALKING ROUTE)
- ◆ RECREATIONAL ROUTE: SUFFOLK COAST PATH (LONG DISTANCE WALKING ROUTE)
- SUSTRANS REGIONAL CYCLE ROUTE (RCR) (42)
- SUFFOLK COASTAL CYCLE ROUTE
- - - PERMISSIVE FOOTPATHS IN EDF ENERGY ESTATE (ADAS)
- - - TEMPORARY PATH (PROVIDED BY RSPB TO LEISTON ABBEY (FIRST SITE))
- PUBLIC RIGHT OF WAY (SUFFOLK COUNTY COUNCIL)
- - - FOOTPATH
- - - BRIDLEWAY
- + + + BYWAY
- - - RESTRICTED BYWAY

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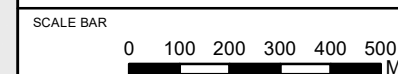


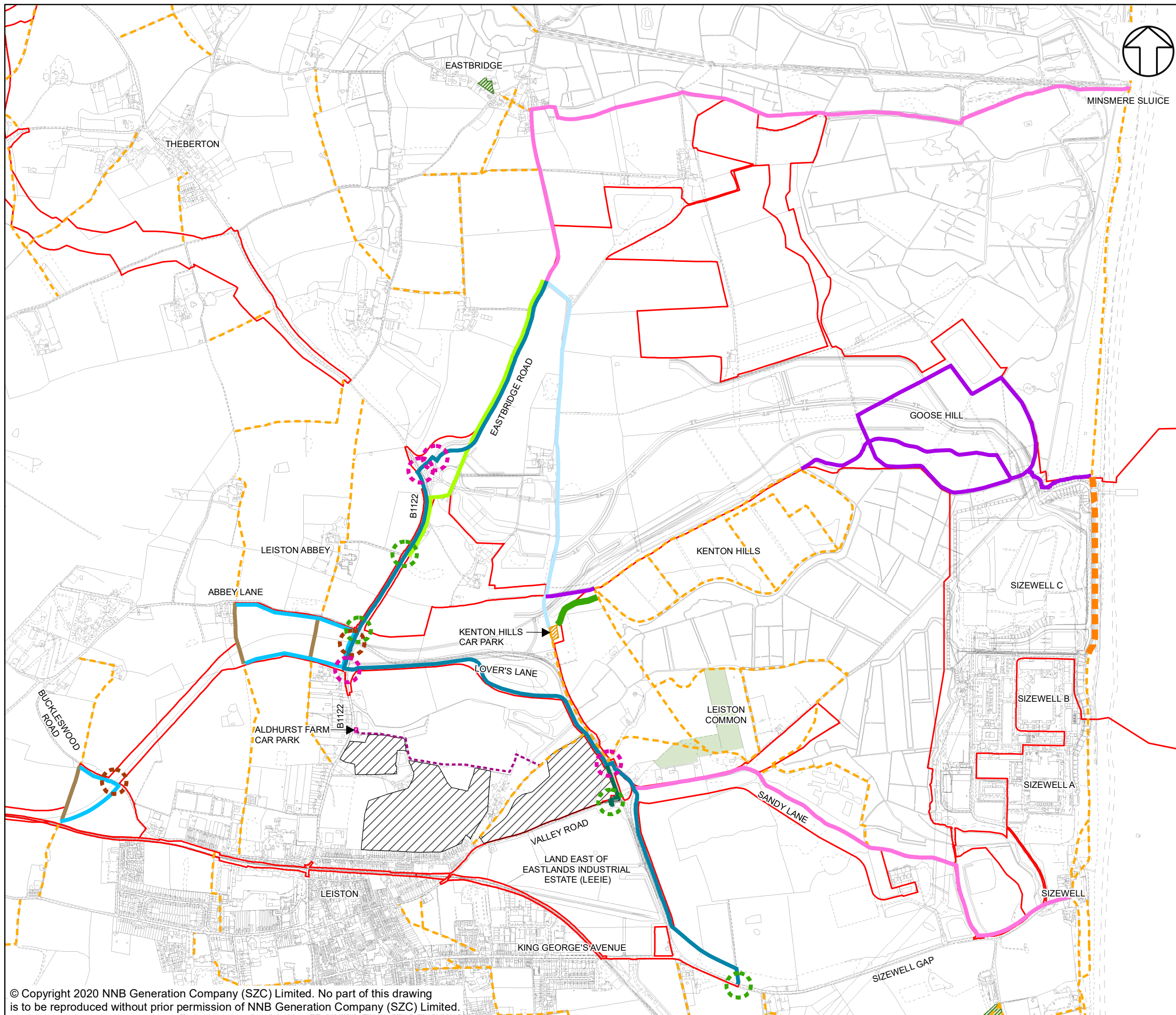
DOCUMENT:
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 ENVIRONMENTAL STATEMENT
 VOLUME 2
 APPENDIX 151
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 EXISTING RIGHTS OF WAY AND ACCESS

DRAWING NO.:
 FIGURE 151.1

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





NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- ▨ EXISTING REGISTERED COMMON LAND
- ▨ EXISTING OPEN ACCESS LAND
- - - UNALTERED EXISTING PUBLIC RIGHTS OF WAY AND PERMISSIVE FOOTPATHS
- NEW OFF-ROAD ROUTE ENCOMPASSING: RE-ALIGNED BRIDLEWAY; SUFFOLK COAST PATH; SANDLINGS WALK; ENGLAND COAST PATH AND SUSTRANS DIVERSIONS
- SUFFOLK COAST PATH AND SANDLINGS WALK, AND ENGLAND COAST PATH, DIVERSION ON EXISTING PROW AND HIGHWAY ROUTES
- SUSTRANS DIVERSION - ROUTE PERMANENTLY CLOSED
- BRIDLEWAY 19 - ROUTE CLOSED DURING CONSTRUCTION
- PROW - ROUTE CLOSED DURING CONSTRUCTION
- PROW - DIVERSION AROUND RAILWAY LINE DURING CONSTRUCTION
- PERMISSIVE FOOTPATH - SANDLINGS WALK AND PERMISSIVE FOOTPATH AT GOOSE HILL/KENTON HILLS WOODS CLOSED DURING CONSTRUCTION
- NEW PERMISSIVE FOOTPATH TO EXISTING PERMISSIVE FOOTPATHS
- SUFFOLK COAST PATH, SANDLINGS WALK AND ENGLAND COAST PATH RE-ALIGNMENT
- ADDITIONAL OFF-ROAD CYCLEWAY
- ▨ KENTON HILLS CAR PARK IMPROVEMENTS
- ▨ PROPOSED CONTROLLED PEGASUS CROSSING
- ▨ PROPOSED UNCONTROLLED BRIDLEWAY CROSSING
- ▨ PROPOSED LEVEL CROSSING
- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- ▨ APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ▨ ALDHURST FARM CAR PARK
- ▨ ALDHURST FARM SURFACED FOOTPATH

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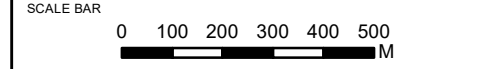


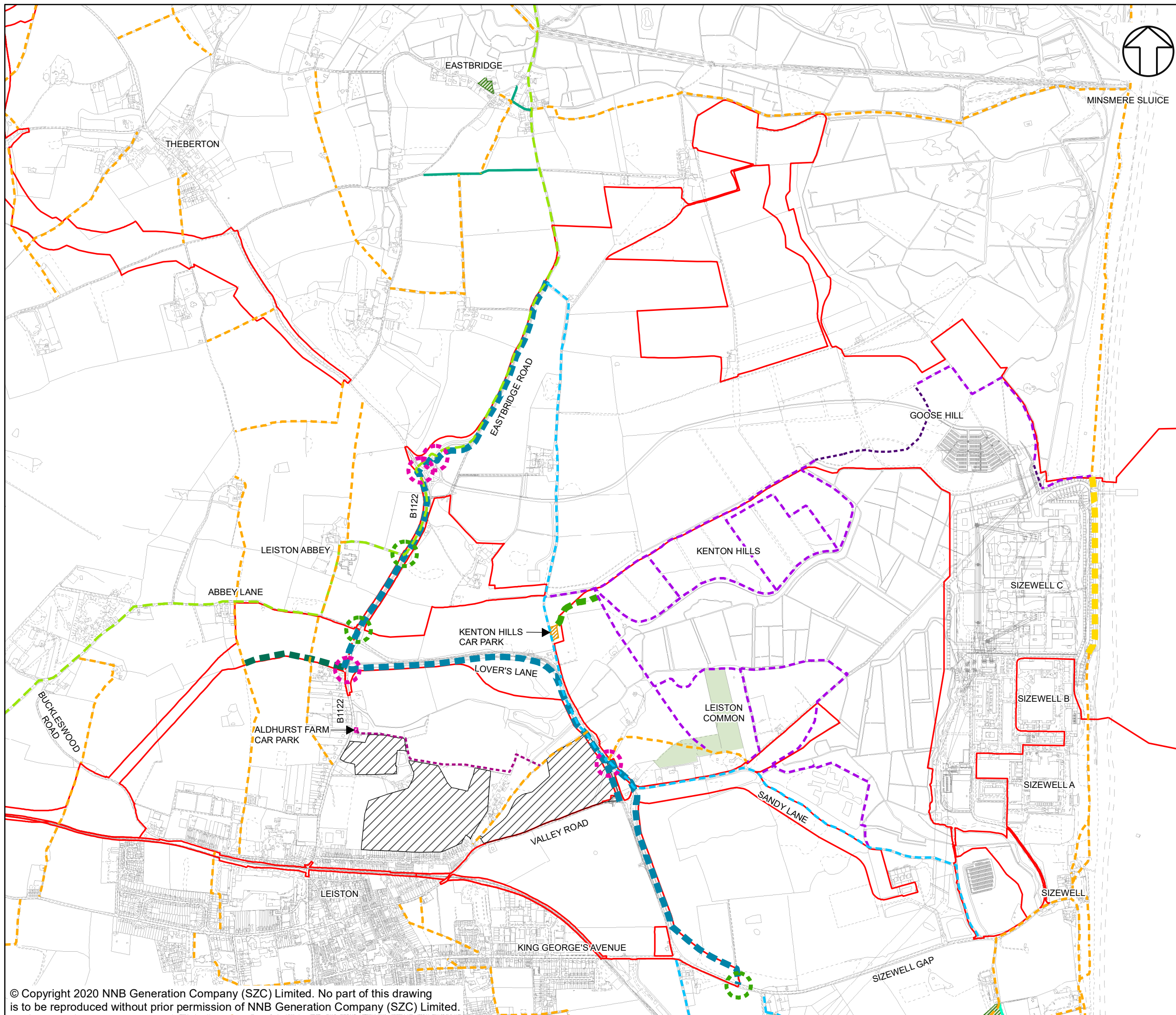
DOCUMENT:
 SIZEWELL C
 ENVIRONMENTAL STATEMENT
 VOLUME 2
 APPENDIX 15I
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 CONSTRUCTION PHASE

DRAWING NO:
 FIGURE 15I.2

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





NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE

- EXISTING ACCESS**
- REGISTERED COMMON LAND
- OPEN ACCESS LAND
- PUBLIC RIGHT OF WAY (PROW) - FOOTPATH
- (PROW) - BRIDLEWAY
- (PROW) - RESTRICTED BYWAY
- (PROW) - BYWAY
- PERMISSIVE FOOTPATHS IN EDF ENERGY ESTATE
- SUSTRANS REGIONAL CYCLE ROUTE 42 (DIVERTED)

- PROPOSED ENHANCEMENTS / DIVERSIONS**
- IMPROVEMENTS TO KENTON HILLS CAR PARK IMPLEMENTED DURING CONSTRUCTION PHASE RETAINED
- PERMANENT NEW ROUTE ENCOMPASSING BRIDLEWAY, CYCLEWAY AND FOOTPATH
- PERMANENT RE-ALIGNED SUFFOLK COAST PATH, SANDLINGS WALK AND ENGLAND COAST PATH
- NEW PERMANENT FOOTPATH
- NEW PERMISSIVE FOOTPATH
- NEW ALIGNMENT OF EXISTING PERMISSIVE FOOTPATH
- PROPOSED CONTROLLED PEGASUS CROSSING
- PROPOSED UNCONTROLLED BRIDLEWAY CROSSING

- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ALDHURST FARM CAR PARK
- ALDHURST FARM SURFACED FOOTPATH

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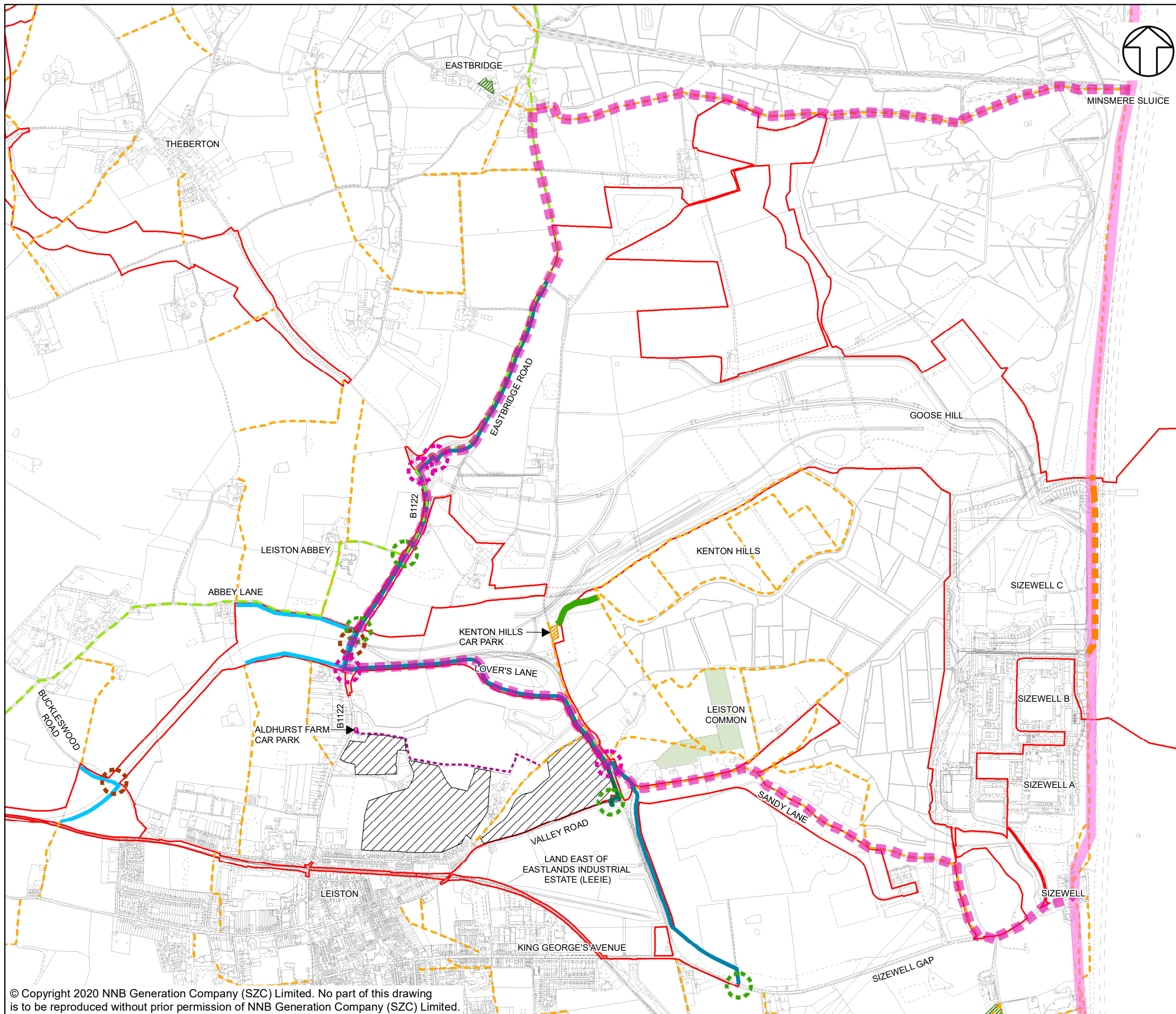
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 VOLUME 2
 APPENDIX 15I
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 OPERATIONAL PHASE

DRAWING NO:
 FIGURE 15I.3

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KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- SUFFOLK COAST PATH
- EXISTING ALIGNMENT
- INLAND DIVERSION FOR TEMPORARY PERIODS DURING CONSTRUCTION
- RE-ALIGNMENT ON COAST (SEE PLANS IN BOOK 2 FOR DETAILED ALIGNMENTS)
- OTHER ACCESS INFORMATION
- EXISTING REGISTERED COMMON LAND
- EXISTING OPEN ACCESS LAND
- UNALTERED EXISTING PUBLIC RIGHTS OF WAY AND PERMISSIVE FOOTPATHS
- SUSTRANS REGIONAL CYCLE ROUTE 42 (DIVERTED)
- NEW OFF-ROAD ROUTE ENCOMPASSING: RE-ALIGNED BRIDLEWAY; SUFFOLK COAST PATH; SANDLINGS WALK; ENGLAND COAST PATH AND SUSTRANS DIVERSIONS
- NEW PERMISSIVE FOOTPATH TO EXISTING PERMISSIVE FOOTPATHS
- ADDITIONAL OFF-ROAD CYCLEWAY
- PROW - DIVERSION AROUND RAILWAY LINE DURING CONSTRUCTION
- KENTON HILLS CAR PARK IMPROVEMENTS
- PROPOSED CONTROLLED PEGASUS CROSSING
- PROPOSED UNCONTROLLED BRIDLEWAY CROSSING
- PROPOSED LEVEL CROSSING
- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ALDHURST FARM CAR PARK
- ALDHURST FARM SURFACED FOOTPATH
- THE ENGLAND COAST PATH IS LIKELY TO FOLLOW THE ALIGNMENT OF THE SUFFOLK COAST PATH

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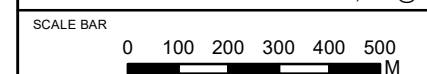


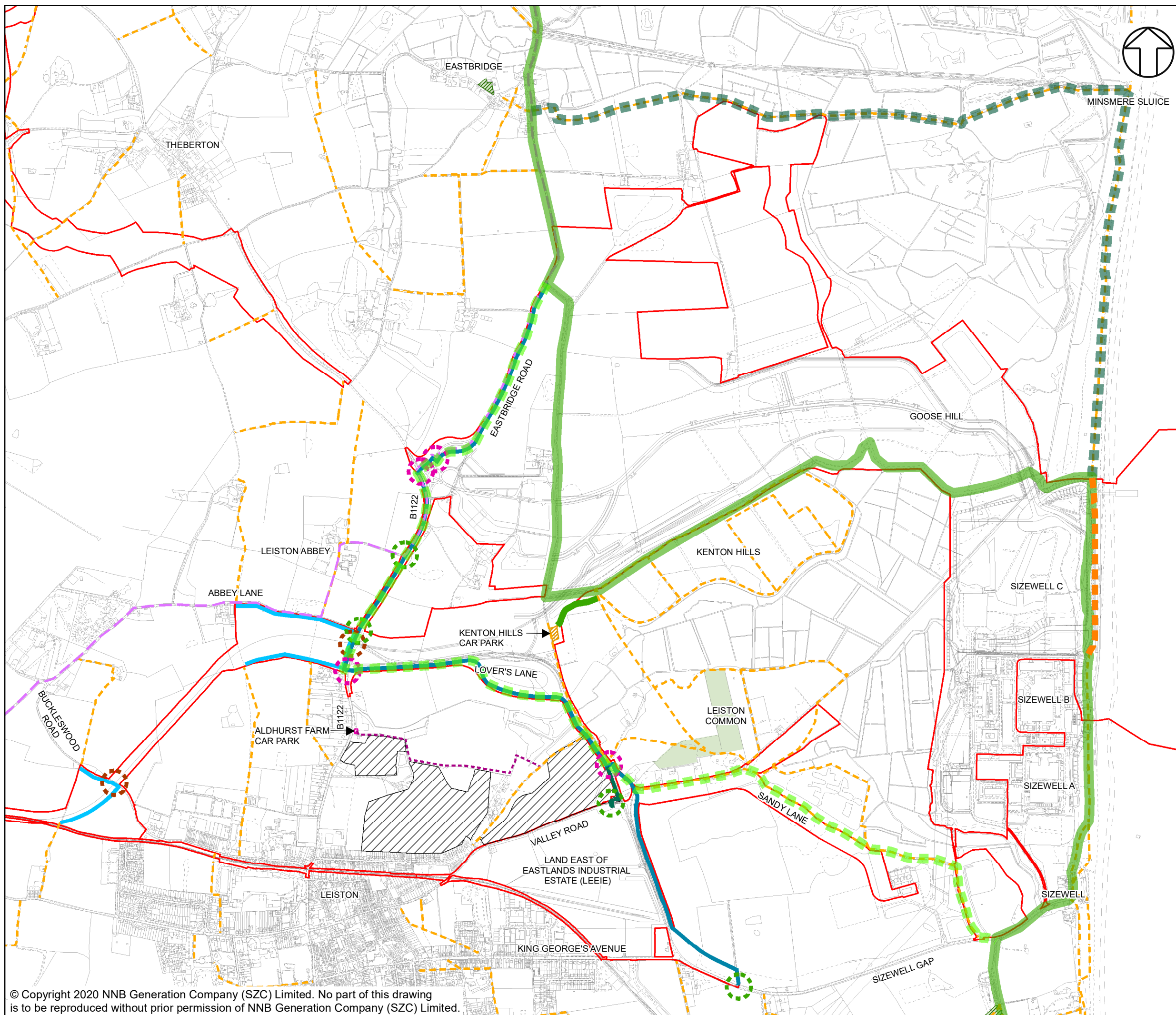
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DRAWING TITLE:
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 COAST PATH DIVERSIONS -
 CONSTRUCTION PHASE

DRAWING NO:
 FIGURE 15I.4

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





NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- SANDLINGS WALK**
- EXISTING ALIGNMENT
- - - DIVERSION DURING CONSTRUCTION DUE TO CLOSURE AT GOOSE HILL
- - - INLAND DIVERSION FOR TEMPORARY PERIODS WHILE COASTAL ROUTE IS CLOSED
- - - RE-ALIGNMENT ON COAST (SEE PLANS IN BOOK 2 FOR DETAILED ALIGNMENTS)
- OTHER ACCESS INFORMATION**
- ▨ EXISTING REGISTERED COMMON LAND
- ▨ EXISTING OPEN ACCESS LAND
- - - UNALTERED EXISTING PUBLIC RIGHTS OF WAY AND PERMISSIVE FOOTPATHS
- - - SUSTRANS REGIONAL CYCLE ROUTE 42 (DIVERTED)
- NEW OFF-ROAD ROUTE ENCOMPASSING: RE-ALIGNED BRIDLEWAY; SUFFOLK COAST PATH; SANDLINGS WALK; ENGLAND COAST PATH AND SUSTRANS DIVERSIONS
- NEW PERMISSIVE FOOTPATH TO EXISTING PERMISSIVE FOOTPATHS
- ADDITIONAL OFF-ROAD CYCLEWAY
- PROW - DIVERSION AROUND RAILWAY LINE DURING CONSTRUCTION
- ▨ KENTON HILLS CAR PARK IMPROVEMENTS
- ▨ PROPOSED CONTROLLED PEGASUS CROSSING
- ▨ PROPOSED UNCONTROLLED BRIDLEWAY CROSSING
- ▨ PROPOSED LEVEL CROSSING
- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- ▨ APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ▨ ALDHURST FARM CAR PARK
- - - ALDHURST FARM SURFACED FOOTPATH

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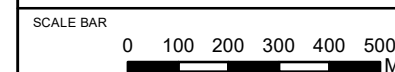


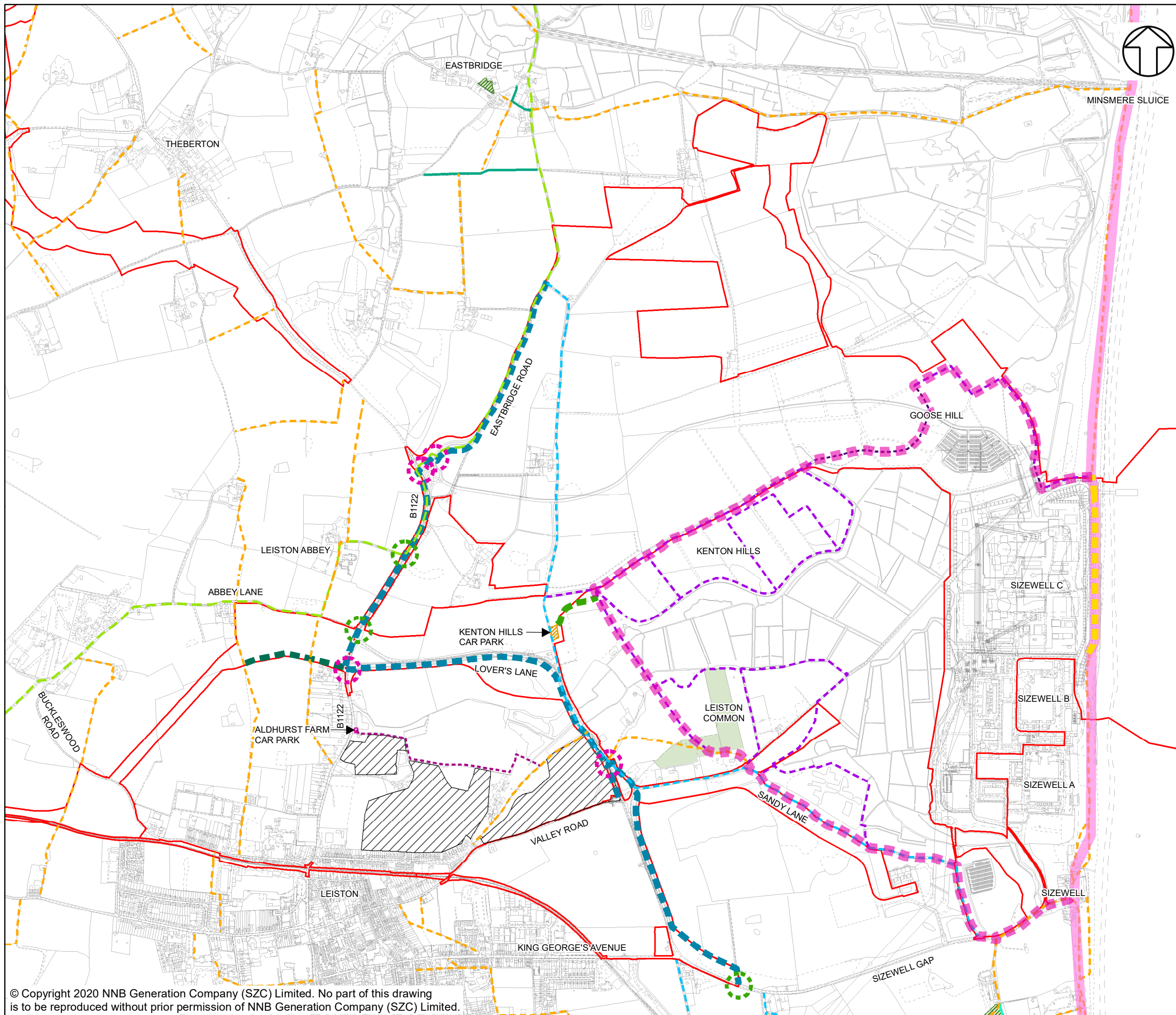
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 VOLUME 2
 APPENDIX 15I
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 SANDLINGS WALK DIVERSIONS -
 CONSTRUCTION PHASE

DRAWING NO:
 FIGURE 15I.5

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





NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- SUFFOLK COAST PATH
- ALIGNMENT DURING OPERATIONAL PHASE
- INLAND DIVERSION FOR TEMPORARY PERIODS IF COASTAL ROUTE IS CLOSED DURING OUTAGES
- PERMANENT RE-ALIGNED SUFFOLK COAST PATH, SANDLINGS WALK AND ENGLAND COAST PATH OTHER ACCESS INFORMATION
- EXISTING ACCESS
- REGISTERED COMMON LAND
- OPEN ACCESS LAND
- PUBLIC RIGHT OF WAY (PROW) - FOOTPATH
- (PROW) - BRIDLEWAY
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- SUSTRANS REGIONAL CYCLE ROUTE 42 (DIVERTED)
- PROPOSED ENHANCEMENTS / DIVERSIONS
- KENTON HILLS CAR PARK IMPROVED
- PERMANENT NEW ROUTE ENCOMPASSING BRIDLEWAY, CYCLEWAY AND FOOTPATH
- NEW PERMANENT FOOTPATH
- NEW PERMISSIVE FOOTPATH
- NEW ALIGNMENT OF EXISTING PERMISSIVE FOOTPATH
- PROPOSED CONTROLLED PEGASUS CROSSING
- PROPOSED UNCONTROLLED BRIDLEWAY CROSSING
- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ALDHURST FARM CAR PARK
- ALDHURST FARM SURFACED FOOTPATH
- THE ENGLAND COAST PATH IS LIKELY TO FOLLOW THE ALIGNMENT OF THE SUFFOLK COAST PATH

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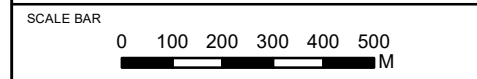


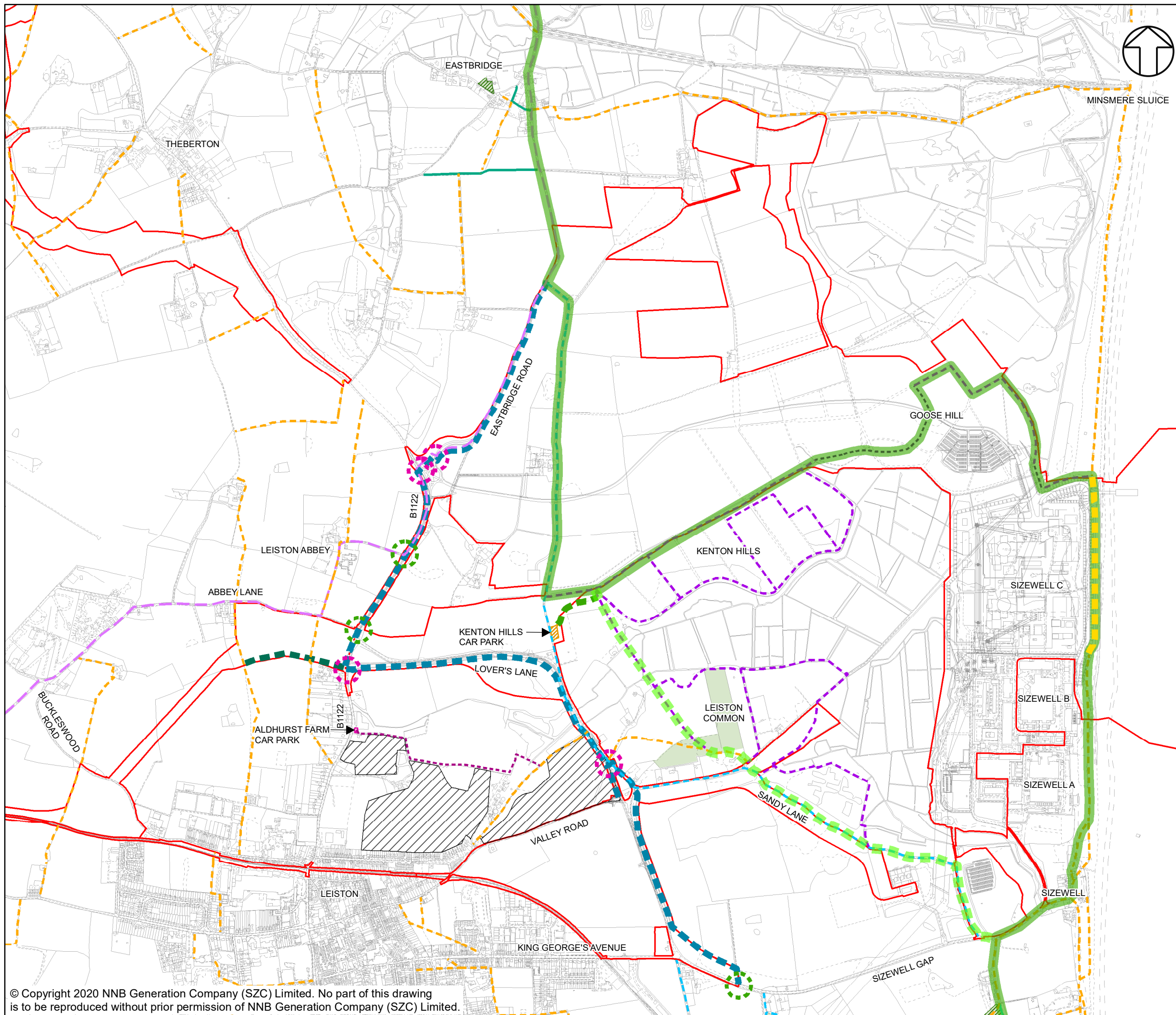
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 APPENDIX 15I
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 SUFFOLK COAST PATH AND FUTURE ENGLAND COAST PATH DIVERSIONS - OPERATIONAL PHASE

DRAWING NO:
 FIGURE 15I.6

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





NOTES

KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- - - DEMARCATION LINE
- SANDLINGS WALK
- ALIGNMENT DURING OPERATIONAL PHASE
- INLAND DIVERSION FOR TEMPORARY PERIODS IF COASTAL ROUTE IS CLOSED DURING OUTAGES
- PERMANENT RE-ALIGNED SUFFOLK COAST PATH, SANDLINGS WALK AND ENGLAND COAST PATH
- OTHER ACCESS INFORMATION
- EXISTING ACCESS
- REGISTERED COMMON LAND
- OPEN ACCESS LAND
- - - PUBLIC RIGHT OF WAY (PROW) - FOOTPATH
- - - (PROW) - BRIDLEWAY
- (PROW) - RESTRICTED BYWAY
- (PROW) - BYWAY
- - - PERMISSIVE FOOTPATHS IN EDF ENERGY ESTATE
- - - SUSTRANS REGIONAL CYCLE ROUTE 42 (DIVERTED)
- PROPOSED ENHANCEMENTS / DIVERSIONS
- KENTON HILLS CAR PARK IMPROVED
- PERMANENT NEW ROUTE ENCOMPASSING BRIDLEWAY, CYCLEWAY AND FOOTPATH
- NEW PERMANENT FOOTPATH
- NEW PERMISSIVE FOOTPATH
- - - NEW ALIGNMENT OF EXISTING PERMISSIVE FOOTPATH
- PROPOSED CONTROLLED PEGASUS CROSSING
- PROPOSED UNCONTROLLED BRIDLEWAY CROSSING
- ALDHURST FARM ACCESS TO BE PROVIDED UNDER DISCHARGED CONDITION 25 OF PLANNING PERMISSION REFERENCE DC/14/4224/FUL
- APPROXIMATE AREAS TO BE MADE OPEN ACCESS LAND
- ALDHURST FARM CAR PARK
- - - ALDHURST FARM SURFACED FOOTPATH

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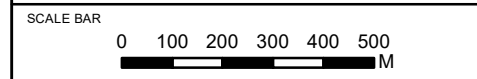


DOCUMENT:
 SIZEWELL C
 ENVIRONMENTAL STATEMENT
 VOLUME 2
 APPENDIX 15I
 RIGHTS OF WAY AND ACCESS STRATEGY

DRAWING TITLE:
 SANDLINGS WALK DIVERSIONS -
 OPERATIONAL PHASE

DRAWING NO:
 FIGURE 15I.7

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





VOLUME 2, CHAPTER 15, APPENDIX 15J : OFF-SITE
DEVELOPMENTS AMENITY AND RECREATION ASSESSMENT

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Plates

None provided.

Figures

None provided.

1. Off-site Developments Amenity and Recreation Assessment

1.1 Introduction

1.1.1 This appendix of **Volume 2** of the **Environmental Statement (ES)** presents an assessment of the effects on amenity and recreation arising from the construction and operation of the following proposed off-site developments: off-site sports facilities at Leiston, fen meadow compensation sites south of Benhall and east of Halesworth and, if required, the marsh harrier habitat improvement area (Westleton). They are referred to throughout this appendix as the ‘off-site developments’ or ‘the proposed development’.

1.1.2 Detailed descriptions of the proposed development sites (referred to throughout this volume as the ‘site’ as relevant to the location of the works), the works associated with the proposed development and different construction and operational phases are provided in **Chapters 2-4** of this volume of the **ES**. A glossary of terms and list of abbreviations used in this chapter is provided in **Appendix 1A** of **Volume 1** of the **ES** (Doc Ref. 6.2).

1.1.3 This assessment has been informed by data from other assessments, as follows:

- Amenity and Recreation - **Chapter 15** of this volume;
- Off-site Developments Assessment – Noise - **Appendix 11E** of this volume;
- Off-site Developments Assessment – Air Quality - **Appendix 12D** of this volume; and
- Off-site Development Landscape and Visual Assessment - **Appendix 13G** of this volume.

1.2 Legislation, policy and guidance

1.2.1 **Appendix 6K** of **Volume 1** of the **ES** (Doc Ref. 6.2) identifies and describes legislation, policy and guidance of relevance to the assessment of the potential amenity and recreation impacts associated with the Sizewell C Project. Furthermore, **Chapter 15** of this volume provides a description of legislation, policy and guidance relevant to the assessment of effects for the main development site of the Sizewell C Project. There is no further legislation, policy and guidance over and above that described in **Appendix 6K** of **Volume 1** of the **ES** and **Chapter 15** of this volume that is deemed

relevant to the assessment of effects associated with the proposed development.

1.3 Methodology

a) Scope of the assessment

1.3.1 The generic Environmental Impact Assessment (EIA) methodology is detailed in **Chapter 6** of **Volume 1** of the **ES** (Doc Ref. 6.2). The full method of assessment for amenity and recreation that has been applied for the Sizewell C Project is included as an appendix to **Volume 1 - Appendix 6K**.

1.3.2 The scope of this assessment has been established through a formal EIA scoping process undertaken with the Planning Inspectorate. A request for an EIA scoping opinion was initially issued to the Planning Inspectorate in 2014, with an updated request issued in 2019. Comments raised in the EIA scoping opinion received in 2014 and 2019 have been taken into account in the development of the assessment methodology. These are detailed in **Appendix 6A** and **6C** of **Volume 1** of the **ES** (Doc Ref. 6.2).

1.3.3 This section provides specific details of the amenity and recreation screening exercise.

1.3.4 Where the proposed off-site development works are considered to have no potential for likely significant effects, these have been screened out for further assessment. The scope of assessment considers the impacts of the construction and operational use of the proposed off-site developments.

b) Environmental screening

1.3.5 An environmental screening exercise was undertaken to identify which of the off-site development works have the potential to create significant environmental effects. This concluded that none of the off-site development works has the potential to create significant environmental effects and should not be taken forward for assessment.

1.3.6 Therefore, the off-site development works have been screened out of the amenity and recreation assessment as they are not likely to give rise to significant environmental effects.

1.3.7 **Table 1.1** provides a summary of the environmental screening exercise.

Table 1.1: Summary of environmental screening exercise.

Proposed Off-Site Developments.	Summary of Potential Effects.	Screened In or Out of the Assessment.
<p>Sports facilities at Leiston.</p>	<p>The site lies within the existing school grounds on the southern edge of Leiston, enclosed by development or vegetation on all sides. Resources within the vicinity of the site are the Public Rights of Way (PRoW) network to the south of Leiston and Grimseys Lane which connects to this network, providing recreational routes leading to Aldringham Walks, used mainly by local people from Leiston. There are also PRoW (footpaths) to the west and north of the site within Leiston itself.</p> <p>Recreational resources would not be physically affected during the construction or operational phases of the proposed development.</p> <p>During construction, there is potential for receptors to have views of the development, seen in the context of the existing Leiston Leisure Centre and Alde Valley Academy, and other development within Leiston. Views from the south and east would largely be screened or filtered by vegetation around the perimeter of the site and hedgerows in the wider landscape. Views from the north and west would be limited by intervening development and vegetation. Users of local recreational resources are likely to hear noise of construction works for intermittent periods.</p> <p>The works to install the proposed facilities would take place during the daytime and be of short duration. Disturbance during works to neighbouring receptors is expected to be minimal.</p> <p>During operation, views to the site would be localised and seen in the context of the existing Leiston Leisure Centre and Alde Valley Academy. Views from the south and east would largely be screened or filtered by vegetation around the perimeter of</p>	<p>Screened out.</p> <p>The use of the sports facilities by the construction workers and the legacy benefits of retaining the sports facilities to the community are considered within Chapter 15 of this volume. Provision of the sports facilities for use by Alde Valley school and the general public would result in beneficial recreational effects.</p>

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Proposed Off-Site Developments.	Summary of Potential Effects.	Screened In or Out of the Assessment.
	<p>the site and hedgerows in the wider landscape. Views from the north and west would be limited by intervening development and vegetation.</p> <p>Whilst ambient sound levels arising from the new facilities are likely to be higher than experienced at present, the nature of these sounds is in keeping with the current sound climate of the area, and should therefore not cause adverse impact on nearby receptors.</p> <p>None of the effects described above would result in significant adverse effects during construction or operation.</p>	
<p>Fen meadow compensation site south of Benhall.</p>	<p>The proposals would result in minor changes to the setting of PRow by replacing improved pasture with new fen meadow habitat. Construction works themselves are unlikely to significantly affect recreational amenity. Once construction works are complete the proposed changes are likely to enhance the landscape surrounding receptors and enhance the recreational experience.</p> <p>Recreational resources would not be physically affected during the construction or operational phases of the proposed development. Chapter 3 of this volume confirms that the proposed works would maintain the existing alignment of the PRow (E-491/003/0) that crosses the fen meadow compensation site.</p> <p>None of the effects described above would result in significant adverse or beneficial effects during construction or operation.</p>	<p>Screened out.</p>
<p>Fen meadow compensation site east of Halesworth.</p>	<p>The proposals would result in minor changes to the setting of PRow by replacing improved pasture with new fen meadow habitat. Construction works themselves are unlikely to significantly affect recreational amenity. Once construction</p>	<p>Screened out.</p>

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Proposed Off-Site Developments.	Summary of Potential Effects.	Screened In or Out of the Assessment.
	<p>works are complete, the proposed changes are likely to enhance the landscape surrounding receptors and enhance the recreational experience.</p> <p>None of the effects described above would result in significant adverse or beneficial effects during construction or operation.</p>	
<p>Marsh harrier compensation site - west of Westleton.</p>	<p>The proposals would result in minor changes to the site through the implementation of less intensive farming operations on land that is currently used for agriculture. This is likely to enhance the setting of PRoW, providing improvements to recreational amenity.</p> <p>Recreational resources would not be physically affected during the construction or operational phases of the proposed development.</p> <p>None of the effects described above would result in significant adverse or beneficial effects during construction or operation.</p>	<p>Screened out.</p>