



The Sizewell C Project

6.5 Volume 4 Southern Park and Ride Chapter 8 Amenity and Recreation

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8. Amenity and Recreation

8.1 Introduction

8.1.1 This chapter of **Volume 4** of the **Environmental Statement (ES)** presents an assessment of the potential effects on amenity and recreation arising from the construction, operation, and removal and reinstatement of the southern park and ride at Wickham Market (referred to throughout this volume as the ‘proposed development’). This includes an assessment of potential impacts, the significance of effects, the requirements for mitigation and the residual effects.

8.1.2 Detailed descriptions of the southern park and ride site (referred to throughout this volume as the ‘site’), the proposed development and the different phases of development are provided in **Chapters 1 and 2** of this **Volume 4** of the **ES**. A glossary of terms and list of abbreviations used in this chapter is provided in **Volume 1, Appendix 1A** of the **ES** (Doc Ref. 6.2).

8.1.3 This chapter assesses potential effects that may result from disturbance of users of nearby public rights of way (PRoW) (comprising public footpaths, bridleways, restricted byways and byways open to all traffic), cycle routes, outside recreational facilities, access land, and public open space (such as recreational resources) from changes to views, noise, dust and other emissions, and traffic. This assessment has been informed by data from other assessments as follows:

- **Chapter 4** of this volume: Noise and vibration;
- **Chapter 5** of this volume: Air quality;
- **Chapter 6** of this volume: Landscape and visual; and
- **Volume 2, Chapter 10** of the **ES**: Transport (Doc Ref. 6.3).

8.2 Legislation, policy and guidance

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

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

a) International

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

b) National

8.2.4 This assessment has been prepared with due regard to the requirements of the Countryside and Rights of Way Act 2000.

8.2.5 The Overarching National Policy Statement for Energy (NPS EN-1) (Ref. 8.1), and the National Policy Statement for Nuclear Power Generation (NPS EN-6) (Ref. 8.2) set out requirements for amenity and recreation associated with the development of major energy infrastructures. Other relevant national policy documents, including the National Planning Policy Framework 2019 (Ref. 8.3), and Planning Practice Guidance (Ref. 8.4-8.7), set out legislation and guidance in relation to Open Access Land, PRoW, protecting tranquil areas, the benefits of recreation to health and wellbeing, and light pollution. The requirements set by these documents, as relevant to the amenity and recreation assessment of the proposed development, are discussed in detail in **Volume 1, Appendix 6K** of the **ES**.

c) Regional

8.2.6 No regional policy is deemed relevant to the assessment of amenity and recreation effects.

d) Local

8.2.7 **Volume 1, Appendix 6K** of the **ES** summarises the requirements of Suffolk Coastal District Council (SCDC) Local Plan Core Strategy and Development Management Policies 2013 (Ref. 8.8), and SCDC Final Draft Local Plan 2019 (Ref. 8.9), as relevant to the amenity and recreation assessment. No local policy over and above that described in **Volume 1, Appendix 6K** of the **ES** is deemed relevant to the assessment for this site.

e) Guidance

8.2.8 Relevant guidance relating to the amenity and recreation assessment include:

- Suffolk Green Access Strategy DRAFT – Rights of Way Improvement Plan (Ref. 8.10).

8.2.9 Details of this, as relevant to the amenity and recreation assessment, are set out in **Volume 1, Appendix 6K** of the **ES**.

8.3 Methodology

a) Scope of the assessment

8.3.1 The generic Environmental Impact Assessment (EIA) methodology is detailed in **Volume 1, Chapter 6** of the **ES**.

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

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

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

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

8.3.6 An amenity and recreation impact assessment considers the effects of the proposed development on users of PRow, permissive footpaths, long distance recreational routes, cycle routes and accessible open spaces such as (inter alia) common land, nature reserves, sports facilities and water bodies.

8.3.7 This assessment considers the effects on the experience of users of amenity and recreation resources as a result of:

- physical changes to resources (for example changes to PRow through diversions or creation of new road crossings);
- changes to the experience people have when using recreational resources due to perceptual or actual changes to views, noise, air quality or traffic movements; and
- changes to the experience people have when using recreational resources due to increases in the numbers of people using them.

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

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

b) Consultation

8.3.10 The scope of the assessment has been informed through consultation and engagement with statutory consultees throughout the design and assessment process.

8.3.11 The amenity and recreation impact assessment methodology, and the study areas for the Sizewell C Project, were consulted on between 2015 and 2019 as described in **Volume 1, Appendix 6K** of the **ES**. The final methodology, which included the approach to the assessment of tranquillity, and study areas were discussed at a meeting with Suffolk County Council (SCC), Natural England, Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Partnership and the Suffolk Local Access Forum (SLAF) on 7 February 2019. The agreed methodology report (including study areas) was issued to SCC, East Suffolk Council (ESC), Natural England, Suffolk Coast and Heaths AONB Partnership and SLAF on 24 June 2019. No further comments on the methodology or study area were received from consultees, and they were agreed. No other responses that only specifically relate to this proposed development were raised.

c) Study area

8.3.12 The study area includes the proposed development within the site boundary and land immediately beyond to a distance of 1 kilometre (km) (refer to **Figure 8.1** of this volume).

8.3.13 The determination of the study area was informed by a review of the proposals, supported by site visits, and an understanding of potential effects due to changes in views, noise and air quality, as well as potential changes to numbers of people using resources and physical changes to resources.

8.3.14 The 1km study area was agreed with statutory consultees and included in the 2019 EIA Scoping Report.

d) **Assessment scenarios**

8.3.15 The assessment of effects on amenity and recreation includes the assessment of the construction, operation, and removal and reinstatement phases of the proposed development, rather than specific assessment years.

8.3.16 For the operational phase the ‘worst-case’ visual effects are assessed (i.e. before planting matures), which would reduce over time as proposed planting matures and provides visual screening, and helps to integrate the proposed development into the landscape.

e) **Assessment criteria**

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

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

i. **Sensitivity**

8.3.19 The assessment of sensitivity is based on the criteria summarised in **Table 8.1**. Sensitivity combines considerations of value and susceptibility and is assessed within the range of high, medium, low and very low.

Table 8.1: Sensitivity assessment summary.

Sensitivity	Description
High	Value: receptors using a resource that is recognised at the national

NOT PROTECTIVELY MARKED

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

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

ii. **Magnitude**

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

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

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

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

8.3.23 Duration of impact indicates the timescale over which it would be experienced. As the proposed development is not permanent and the site would be reinstated to agricultural use after approximately 9-12 years there would be no permanent effects, only the following durations are relevant to this assessment:

- Long-term – 10-25 years.
- Medium-term – 2-10 years.
- Short-term – 0-2 years.

8.3.24 Extent of impact indicates the geographic area of the resource used by the receptors over which the impacts will be experienced. This is determined as follows:

- Limited – small part of a receptor area¹ (less than 10%).
- Localised – part of receptor area (more than 10% but up to 25%).
- Intermediate – approximately half of receptor area.
- Wide – more than half of receptor area.

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

iii. Effect definitions

8.3.26 Following the assessment of the sensitivity of the receptor and the magnitude of impacts, effects are assessed by professional judgement with reference to the matrix shown in **Table 8.2**.

¹ Defined as the area or length of the resource used by receptors. For example, the length of a PRoW.

Table 8.2: Classification of effects.

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

8.3.27 The definition of these effects is provided in **Table 8.3**.

Table 8.3: Definition of effects.

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

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

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

8.3.30 Effects are defined as adverse, neutral or beneficial. Neutral effects are those which overall are neither adverse nor beneficial, but may incorporate a combination of both. The decision regarding the classification of effect

and the decision regarding whether an effect is adverse, neutral or beneficial are entirely separate.

f) [Assessment methodology](#)

8.3.31 The methodology has the following key stages, which are described in more detail in **Volume 1, Appendix 6K** of the **ES**:

- Baseline – includes the gathering of documented information; development of the scope of the assessment in consultation with statutory consultees; site visits and early input into the initial stages of design. Baseline site visits were undertaken during June and December 2018 and February to March 2019.
- Design – input into further stages of design including mitigation options to avoid or minimise amenity and recreation impacts where possible.
- Assessment – includes an assessment of the amenity and recreation effects of the design of the proposed development, requiring site work, liaison with the noise, air quality, landscape and visual and transport consultants. Assessment site visits were undertaken during June and July 2019.
- Cumulative Assessment – assesses the effects of the proposed development in combination with other developments, where required (refer to **Volume 10** of the **ES** (Doc Ref. 6.10) for more detail).

g) [Assumptions and limitations](#)

8.3.32 The following assumptions have been made in this assessment:

- The assessment is based on the parameters for the structures and lighting indicated in the description of development at **Chapter 2** of this volume of the **ES**.
- It is assumed that the estimated growth rates indicated in **Chapter 6** of this volume in the landscape and visual assessment for proposed planting would be achieved.
- It is assumed that no permanent rights of way diversions are required in relation to the proposed development.

- It is assumed that the results of the Sizewell C Visitor Surveys 2016-2018 (PRoW and Cycle Routes) provided in **Volume 2, Appendix 15C** of the **ES** remain valid, and provide an accurate representation of the use of PRoW in the vicinity of the proposed development.
- Tranquillity is not absolute and is relative to people's expectations in a particular location, and there are no standard nationally accepted ways of measuring effects on tranquillity in relation to amenity and recreation. The amenity and recreation assessment in this chapter is based on factors relating to tranquillity described earlier in this section.

8.4 Baseline environment

a) Current baseline

- 8.4.1 This section provides a description of the existing amenity and recreation resources and receptors that are relevant to the impact assessment of the proposed development. Recreational resources are illustrated on **Figure 8.1** of this volume.
- 8.4.2 There are three routes which run close to the boundaries of, or within, the site: Bridleway E-288/008/0, connecting the B1116 to the A12, and which then continues as Footpath E-288/016/0 south of the A12; Footpath E-288/011/0 running between the A12 and the B1078 west of Lower Hacheston; and Footpaths E-387/008/0 and E-288/007/0 to the east of the site connecting Marlesford Road to the A12.
- 8.4.3 There is a group of public footpaths to the north of the site, around Marlesford and Hacheston Lodge, which connect into Marlesford Road, Ford Road and Church Road, creating a small network of local walks. These include Footpaths E-288/005/0, E-288/006/0, E-288/014/0, E-288/015/0, E-387/001/0, E-387/009/0, E-387/010/0, E-387/011/0, and E-387/013/0. A bridleway route (E-288/001/0) heads westwards from the B1116 near Hacheston Lodge to Easton Road via the Glevering estate parklands.
- 8.4.4 To the west of the site two bridleways, E-288/012/0 and E-288/013/0, connect the B1078 with the B116 and Easton Road respectively. South of the B1078, Footpath E-288/010/0 connects Ash Road with the A12.
- 8.4.5 To the east of the site, a continuous route comprising Footpath E-387/007/0, Footpath E-178/003/0 and Footpath E-178/002/0 connects the A12 near Ivy House Farm to the B1078 at Lower Hacheston. Bridleway E-288/017/0 connects the same location on the B1078 to Station Road to the north, before continuing as north as Footpath E-288/016/0 until it reaches

the A12. Further to the south, there is a small network of interconnecting routes around Ashmoor Hall, comprising Footpath E-178/001/0, Footpath E-178/014/A, and Footpath E-178/018/0.

- 8.4.6 Footpath E-562/016/0 lies on the edge of the study area to the south, following the path of the River Deben.
- 8.4.7 There are no other amenity and recreation resources potentially impacted by the proposed development.
- 8.4.8 Further description of the baseline environment of these routes is given in **section 8.6** of this volume as part of the assessment of construction impacts.
- 8.4.9 Visitor surveys of Bridleway E-288/008/0 were carried out in November 2016 and August 2018 (during the Summer school holiday period representing the period of peak use) to record the level of usage of the route. Only four users were recorded over 30 hours (three of whom were the gamekeepers visiting nearby game coverts as part of their work). The bridleway is unsurfaced and muddy in the Winter months, and as a consequence, it cannot easily be accessed by people in wheelchairs, mobility scooters or buggies and none such were observed. The full results of the visitor surveys are presented in a **Volume 2, Appendix 15C** of the **ES**.

b) Future baseline

- 8.4.10 There are no committed developments or forecasted changes that would materially alter the baseline conditions during the construction, operation and removal and reinstatement phases of the proposed development.

8.5 Environmental design and mitigation

- 8.5.1 As detailed in **Volume 1, Chapter 6** of the **ES**, a number of primary mitigation measures have been identified through the iterative EIA process, and have been incorporated into the design and construction planning of the proposed development. Tertiary mitigation measures are legal requirements or are standard practices that will be implemented as part of the proposed development.
- 8.5.2 The assessment of likely significant effects of the proposed development assumes that primary and tertiary mitigation measures are in place. For amenity and recreation, these measures are identified below, with a summary provided on how the measures contribute to the mitigation and management of potentially significant environmental effects.

a) Primary mitigation

8.5.3 Primary mitigation is often referred to as ‘embedded mitigation’ and includes modifications to the location or design of the proposed development to mitigate impacts; these measures become an inherent part of the proposed development.

8.5.4 Some primary mitigation measures that are described in **Chapter 2** of this volume and the following chapters also apply to this assessment. These measures are summarised later:

- Noise and Vibration, **Chapter 4** of this volume – landscape bunds incorporated in the design of the proposed development, which would reduce noise levels for surrounding receptors during the later stages of construction and during operation.
- Air Quality, **Chapter 5** of this volume – landscape bunds on-site would be formed by reusing material from the site, reducing the need to transport material for off-site storage. Surface coverings would also minimise the extent of exposed soils.
- Landscape and Visual Amenity, **Chapter 6** of this volume – the use of two landscape bunds up to 3 metres (m) in height, perimeter planting, shorter lamp columns within the car park and access road (maximum height with lanterns of 6m), and a best practice approach to lighting to minimise light spill such as provision of demountable shielding to reduce the backward spill of light outside the site. Structures and buildings would be designed to create an unimposing appearance, with the buildings screened as far as possible in line with the **Associated Development Design Principles** (Doc Ref. 8.3).
- Transport (**Volume 2 Chapter 10** of the **ES**) – the northern park and ride facility at Darsham and southern park and ride facility at Wickham Market would intercept construction workforce trips and bus construction workers between the park and ride facilities and the main development site, and direct bus services would be provided to bus construction works to the main development site.

8.5.5 During construction, a temporary diversion of Bridleway E-288/008/0 would be employed around the area where the site access is being constructed, to minimise safety risk and impacts on recreational receptors.

b) Tertiary mitigation

- 8.5.6 Tertiary mitigation will be required regardless of any EIA assessment, as it is imposed, for example, as a result of legislative requirements and/or standard sectoral practices.
- 8.5.7 Some tertiary mitigation measures that are described in the chapters listed also apply to this chapter, including measures within the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) to minimise effects during the construction and removal and reinstatement phases. These include measures to minimise noise and dust generation during the construction and removal and reinstatement phases; and minimise the use of and impacts arising from lighting during all phases.
- 8.5.8 During construction, a **Construction Traffic Management Plan** (Doc Ref. 8.7), a **Construction Workforce Travel Plan** (Doc Ref. 8.8) and a **Worker Code of Conduct** (Doc Ref. 8.16) would be implemented to help govern worker behaviour and reduce and manage the effects of traffic generated by the Sizewell C Project (see **Volume 2 Chapter 10** of the **ES**).
- 8.5.9 Measures set out in **Chapter 4** of this volume to control noise during the construction and removal and reinstatement phases include:
- selection of quiet plant and techniques in accordance with good practice in BS5228 (Ref. 8.11) for all construction, demolition and earthwork activities;
 - switching off equipment when not required;
 - use of reversing alarms that ensure proper warning whilst minimising noise impacts off-site; and
 - provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts.
- 8.5.10 Measures set out in **Chapter 5** of this volume to control dust during the construction and removal and reinstatement phases include:
- avoid direct site run-off of water or mud;
 - cover, seed or fence stockpiles to prevent wind whipping;

- ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary; and
- develop and implement a **Dust Management Plan**, which may include measures to control other emissions as part of the **CoCP**.

8.5.11 Measures set out in **Chapter 6** of this volume to minimise visual impacts during the construction and removal and reinstatement phases include:

- minimum light levels for safe working and the minimum number of lighting elements to illuminate the work area safely will be used;
- lighting will be directed away from site boundaries. If lights cannot be positioned in such way because of physical constraints or for safety reasons, then local screening of the lights, including shielding of luminaires, where appropriate, will be used to reduce disturbance;
- task-specific lighting will be turned off on completion of the task, or at the end of the working day by the contractor; and
- contractors will consider the use of sensors or timing devices to automatically switch off lighting, where appropriate.

8.6 Assessment

a) Introduction

8.6.1 This section presents the findings of the amenity and recreation impact assessment for the construction, operation and removal and reinstatement of the proposed development.

8.6.2 This section identifies the amenity and recreation receptors that would be affected by the proposed development, the degree to which they would be affected, any likely significant effects that are predicted to occur. **Section 8.7** of this chapter highlights the secondary mitigation and monitoring measures that are proposed to minimise any adverse significant effects (if required).

8.6.3 Only one recreational resource would be directly affected by the proposed development. Bridleway E-288/008/0 would be crossed by the proposed

access road, and users would potentially be affected by the direct physical changes to the route and also by indirect changes to views, air quality and noise.

8.6.4 Given the nature of the proposed development, the primary and tertiary mitigation measures proposed and the assessments set out in **Chapters 4, 5 and 6** of this volume, and **Volume 2, Chapter 10** of the **ES**, it is judged the following indirect impacts could affect further amenity and recreation receptors, in addition to Bridleway E-288/008/0:

- Changes to the noise environment would be experienced during construction and removal and reinstatement stages due to the nature of construction activity, particularly for users of Footpath E-288/007/0, Footpath E-387/008/0, and Footpath E-288/011/0 that directly adjoin the site. During the operation of the site, users of these routes might also experience the sound of cars and buses moving slowly within the site. Noise impacts on the amenity and recreation of users of these routes is considered further in the assessment. However, the amenity of users of other footpaths and bridleways within the study area are unlikely to be affected by noise due to their distance from the site.
- Changes to air quality due to dust may be noticeable during construction, operation and removal and reinstatement stages for users of the routes immediately adjacent to the site – Footpath E-288/007/0, Footpath E-387/008/0 and Footpath E-288/011/0. Air quality impacts on the amenity and recreation of users of these footpaths are considered further in the assessment later. Users of other footpaths and bridleways in the study area are unlikely to experience adverse amenity, and recreation impacts resulting from air quality due to their distance from the site.
- Localised visual impacts may arise that affect users of the routes immediately adjacent to the site – notably E-288/007/0, E-387/008/0 and E-288/011/0 as a result of views of construction, operational and removal and reinstatement works. Landscape and visual impacts on the amenity and recreation of users of these footpaths are considered further in the assessment later. However, the impacts would diminish rapidly with distance from the site, and visual impacts on users of routes elsewhere in the study area would be too limited to affect recreational amenity.
- Traffic movements within the site would be apparent for users of those routes potentially affected by noise, or with views of the site as identified previously. Traffic movement on roads outside the site would

also be apparent from some recreational resources, but effects would be experienced in the context of existing traffic movement on roads and would be too limited to affect recreational amenity.

- Existing PRow E-288/007/0, E-387/008/0, E-288/011/0 and E-288/016/0 within the vicinity of the site exit onto the A12 or onto A12 slip roads. E-288/011/0 exits onto the A12 slip road where there are no footways or PRow to connect to and is therefore likely to have very little use. E-288/008/0 and E-288/007/0 link via a footway on the north side of the A12 where users could walk without venturing onto the A12 carriageway. E-288/016/0 lies opposite E-288/008/0, but people are only very rarely likely to cross the A12 between the PRow due to the breadth of the road in this location (encompassing a dual carriageway and slip road), the speed and frequency of existing traffic, and the presence of barriers in the central reservation. Visitor surveys of Bridleway E-288/008/0 recorded that it had a very low level of use as noted in **section 8.4** of this chapter (see **Volume 2, Appendix 15C** of the **ES** for the full survey results). Additional traffic on the A12 due to the proposed development would therefore have very limited effects in relation to pedestrian severance, pedestrian delay, pedestrian amenity and fear and intimidation on users of these PRow, and this is not discussed further. (**Volume 2 Chapter 10** of the **ES**).
- Lighting during the construction, operation and removal and reinstatement phases would form a noticeable change for any users of nearby PRow at night, given that there is currently no lighting within the site or along nearby stretches of either the A12 or B1116.

8.6.5 The following amenity and recreation resources are taken forward for further assessment within this chapter, owing to their location within or adjacent to the site, and the potential for significant effects to arise:

- Bridleway E-288/008/0 which crosses the site and passes along the western site boundary;
- Footpath E-288/007/0 and E-387/008/0 which runs from the eastern site boundary to Marlesford Road;
- Footpath E-288/016/0 which runs from the A12 south of the site to Bottle and Glass Cottages on Station Road; and
- Footpath E-288/011/0 which runs between the A12 and the B1078 west of Lower Hacheston.

8.6.6 The users of the other amenity and recreation resources identified within the study area are likely to experience negligible effects, and are therefore not considered in further detail.

i. Sensitivity of receptors

8.6.7 All of the PRow scoped into the assessment are relatively short (less than 1km long, and less than 300m in the case of Footpath E-288/016/0 and Footpath E-288/011/0) and connect to the A12 at one end. No safe crossing or sign-posting is provided across the A12, and surveys of Bridleway E-288/008/0 indicated very little use of this route. Given the similarities between Bridleway E-288/008/0 and the other routes in terms of lack of connectivity, and that they have an unpaved surface and become muddy in wet conditions, combined with observations during site visits, the low level of usage is judged to apply to all these PRow. The value of the PRow is judged to be very low, and susceptibility is judged to be high, indicating medium sensitivity.

b) Construction

i. Introduction

8.6.8 The impacts during construction would arise for a period of 12 to 18 months in the early years of the Sizewell C Project. Due to the nature of construction, which would involve different plant/machinery and types of activity in each phase, effects would vary throughout this time period. Where appropriate, consideration is given to the variable scale of impacts over the duration of construction.

8.6.9 Construction working hours would be between 07:00 to 19:00 Monday to Saturday with no working on Sundays or bank holidays. Some activities may require 24 hour working and these would be notified to ESC in advance.

8.6.10 **Volume 2 Chapter 10 Appendix 10A** of the **ES** indicates that there would be an increase in vehicle movements on the A12 and the slip road leading to the A12 during the early years of construction of the main development site; this has the potential to affect user experience of recreational resources adjacent to these roads.

8.6.11 The principal components of the construction phase likely to result in impacts on the amenity and recreation receptors are considered to be:

- Noise and movement from the operation of machinery and vehicles including heavy goods vehicles.

- Earthworks and excavation, including the clearance of vegetation, removal of soil and the formation of landscape bunds of up to 3m high.
- Construction and installation of parking areas, amenity buildings and structures, lighting, CCTV towers, barriers and signage.
- Construction traffic.

ii. Effects on recreational routes

Bridleway E-288/008/0

- 8.6.12 Receptors travelling along this bridleway would experience physical changes at the southern end of the route. The bridleway would not be permanently stopped up, but the establishment of a safe crossing for the bridleway over the proposed access road, and temporary diversion, would be provided during the construction phase. These changes are shown on the detailed **Rights of Way Plans** in **Chapter 2, Appendix A2** of this volume.
- 8.6.13 Bridleway E-288/008/0 connects to a footway on the west side of the slip road of the A12. The footway continues to Wickham Market to the south and connects to Footpaths E-288/007/0 and E-387/008/0 to the north. Footpath E-288/019/0 lies on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.
- 8.6.14 The current visual environment consists of open views across fields, curtailed in the middle distance by belts of woodland, especially Whin Belt, and Wonder Grove. Long distance views are terminated by woodland on the horizon at the north-western end of the route. To the south, views are strongly influenced by the A12 and a pylon route.
- 8.6.15 The most substantial visual changes would occur along the southern section of the route where the bridleway exits a copse on the north-west corner of the site and travels southwards adjacent to the site boundary. Views of the construction works, compound on-site and security fencing would be clearly visible from this stretch of the route. Once the landscape bunds have been constructed, these would provide some screening; however, these in themselves would change the views to a developed enclosed area rather than an open field. Impacts on users would be

greatest at the point where the bridleway crosses the proposed access road, and on the section diverted around the proposed access road, as there would be little scope for screening visual impacts, and users would encounter traffic associated with construction vehicles on the access road.

- 8.6.16 The existing noise environment changes from north to south along the bridleway. Natural sounds are dominant in the centre, with increasing noise from traffic at either end from the B1116 to the north, and to a greater degree from the A12 to the south. Construction noise would be audible close to the site for temporary periods during the construction phase. This would be experienced in the context of existing traffic noise, and would not lead to significant effects. The proposed landscape bunds would provide some acoustic screening, and noise impacts on users would diminish with distance from the site, notably to the west of the site where the bridleway continues on to B1116.
- 8.6.17 There is potential for impacts to arise from airborne dust generated while construction occurs alongside the southern section of the bridleway. This would be controlled and managed assuming a requirement for high-risk dust mitigation as a precautionary approach, as described in **Chapter 5** of this volume, and effects would be negligible from an amenity and recreation perspective.
- 8.6.18 These changes to the environment for users of Bridleway E-288/008/0 would affect their recreational amenity including their perception of tranquillity, and appreciation of the landscape immediately adjacent to the site. Overall, the impacts would be of medium scale; short-term duration and would affect a wide extent of the route. The impact on users would be of medium-low magnitude, and taking into consideration the medium sensitivity of route users, would result in a moderate-minor adverse effect (**not significant**).

Footpaths E-288/007/0 and E-387/008/0

- 8.6.19 Receptors walking along these footpaths currently experience two distinct visual environments. Footpath E-387/008/0 is characterised by relatively tranquil conditions as users travel along the edge of hedgerows, and a small area of plantation woodland. The elevated position offers open views over lower ground to the north-east and east, and parts of the A12 where traffic can be seen. The existing noise environment along the footpath consists largely of natural sounds with distant traffic noise arising from the A12, and the intermittent sounds of cars passing along Marlesford Road.
- 8.6.20 Footpath E-288/007/0 passes through the middle of a large arable field before joining a farm track running alongside the A12. Views are distinctly

more open and the A12, including its fast-moving traffic, is a dominant feature both visually and aurally.

8.6.21 Footpaths E-288/007/0 and E-387/008/0 connect to a footway on the west side of the A12. The footway continues to Bridleway E-288/008/0 and Wickham Market to the south. Footpath E-288/019/0 lies on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.

8.6.22 The principal impacts arising from the construction of the proposed development would be associated with the noise and visual environments, arising from construction equipment, and vehicles and construction works. During the course of the 12 to 18 month construction phase the scale of these impacts are likely to change. Works to create landscape bunds would be undertaken within the first three months of the construction phase, providing a degree of visual and noise mitigation. During the construction of these landscape bunds there is potential for users to experience some change to air quality arising through generation of construction dust, though control measures as described in **Chapter 5** of this volume would ensure that effects are negligible.

8.6.23 These changes to the environment for users of Footpaths E-288/007/0 and E-387/008/0 would affect their recreational amenity including their perception of relative tranquillity. Overall, the impacts would be of small scale; short-term duration and would affect an intermediate extent of the route. The impact on users would be of very low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor adverse effect (**not significant**).

Footpath E-288/016/0

8.6.24 Footpath E-288/016/0 ends at the A12 at a location where there is no footway. A footway, Bridleway E-288/008/0 and Footpaths E-288/007/0 and E-387/008/0 lie on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.

- 8.6.25 The existing views along this footpath consist of large fields with distant hedgerows and woodland. Views north, towards the site, are dominated by the A12 and moving traffic.
- 8.6.26 The main visual impacts would arise from mid-range views of the construction activity which would be seen beyond the A12.
- 8.6.27 The existing noise environment along the footpath consists of natural sounds and traffic noise arising from the A12. Changes to noise, air quality and traffic environments would not be noticeable given the A12 between the receptors and the site.
- 8.6.28 The combined impacts would not affect the recreational amenity for users of the footpath. Overall impacts would be of small-negligible scale; short-term duration and would affect a wide extent of the route. The impact on users would be of very low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor neutral effect (**not significant**).

Footpath E-288/011/0

- 8.6.29 Footpath E-288/011/0 currently connects the A12 slip road to the B1078 just before the B1079/B1116 roundabout, via fields laid to pasture and used for equestrian activities. Where Footpath E-288/011/0 meets the A12 slip road there is no footway and no other PRow to connect to. It is likely to be rarely used. Effects of increased traffic on the slip road and B1078 due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.
- 8.6.30 Users of the footpath would experience some change to the noise environment associated with construction traffic using the A12. However, this change would be imperceptible in the context of existing traffic on the A12 and on the B1078, which together dominate the noise environment along the footpath and preclude any sense of tranquillity.
- 8.6.31 Effects due to changes in air quality would be negligible because the footpath is outside the site except at each end, and due to the low levels of emissions and dust likely to occur.
- 8.6.32 The existing visual environment is already dominated by surrounding road infrastructure, fencing and gates along the route of the footpath connected with equestrian use. Construction activity in the vicinity of the footpath would be limited to works on the existing surrounding roads, and users of the footpath would be unlikely to experience any visual impacts that would affect recreational amenity.

8.6.33 Overall impacts would be of negligible scale. Taking into consideration the medium sensitivity of route users, effects on the amenity of users of Footpath E-288/011/0 would be negligible neutral (**not significant**).

iii. [Inter-relationship effects](#)

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

c) [Operation](#)

i. [Introduction](#)

8.6.35 The principal components of the operational phase likely to result in impacts on the amenity and recreation receptors are considered to be:

- noise from vehicles using the park and ride site and additional traffic on adjacent roads due to the Sizewell C Project;
- views of the park and ride site and moving vehicles;
- traffic accessing the park and ride site crossing Bridleway E-288/008/0; and
- lighting within the park and ride site and lights from vehicles.

8.6.36 **Volume 2 Chapter 10 Appendix 10A** of the ES indicates that there would be an increase in vehicle movements on the A12 and the slip road leading to the A12 during the peak years of construction of the main development site; this has the potential to affect the experience of users of recreational resources adjacent to these roads.

[Bridleway E-288/008/0](#)

8.6.37 During operation of the proposed development, receptors travelling along this bridleway would experience physical changes to the southern end of the route where the bridleway would cross the proposed access road.

8.6.38 Bridleway E-288/008/0 connects to a footway on the west side of the slip road of the A12. The footway continues to Wickham Market to the south and connects to Footpaths E-288/007/0 and E-387/008/0 to the north. Footpath E-288/019/0 lies on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased

traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.

- 8.6.39 The most substantial visual changes would occur along the southern most 500m of the bridleway where it exits the copse of woodland east of Whin Belt, and travels southwards before crossing the proposed access road.
- 8.6.40 Traffic within the site would mostly be slow moving, and changes to air quality and noise would only lead to a small change to the experience of route users. Users would encounter vehicle traffic at the crossing of the access road where there was no traffic previously. However, the volume of traffic encountered would be low.
- 8.6.41 Overall impacts would be of medium-small scale; medium to long-term duration and would affect an intermediate extent of the route. The impact on users would be of low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor adverse effect (**not significant**).

Footpath E-288/007/0 and E-387/008/0

- 8.6.42 Footpaths E-288/007/0 and E-387/008/0 connect to a footway on the west side of the A12. The footway continues to Bridleway E-288/008/0 and Wickham Market to the south. Footpath E-288/019/0 lies on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.
- 8.6.43 The principal impacts on Footpaths E-288/007/0 and E-387/008/0 during the operation of the proposed development would be associated with the noise and visual environments, with impacts arising from slow moving vehicles within the site, and visibility of the lighting columns above the landscape bunds and perimeter planting.
- 8.6.44 Overall, the impact would be of small-negligible scale; medium to long-term duration and would affect an intermediate extent of the route. The impact on users would be of very low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor adverse effect (**not significant**).

Footpath E-288/016/0

- 8.6.45 Footpath E-288/016/0 ends at the A12 at a location where there is no footway. A footway, Bridleway E-288/008/0 and Footpaths E-288/007/0 and E-387/008/0 lie on the opposite side of the A12 but walkers are rarely likely to cross the road due to its wide breadth at this location (comprising the slip road and the dual carriageway), the presence of a barrier in the central reservation, and existing traffic. Effects of increased traffic on the A12 and slip road due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.
- 8.6.46 The main visual impacts during operation would arise from mid-range views of the lighting columns, and taller vehicles above the landscape bunds. Changes to noise, air quality and traffic environments would be imperceptible given the presence of the A12 between the receptors and the proposed development.
- 8.6.47 The combined impacts would not affect recreational amenity. Overall, impacts would be of small-negligible scale. Effects on the amenity of users of Footpath E-288/016/0 would be negligible neutral (**not significant**).

Footpath E-288/011/0

- 8.6.48 Footpath E-288/011/0 currently connects the A12 slip road to the B1078 just west of the B1079/B1116 roundabout, via fields laid to pasture and used for equestrian activities. Where Footpath E-288/011/0 meets the A12 slip road there is no footway and no other PRow to connect to. It is likely to be rarely used. Effects of increased traffic on the slip road and B1078 due to the Sizewell C Project would be in the context of existing high traffic movements and there would be negligible effects on receptors.
- 8.6.49 Users of this footpath would potentially experience some change to the noise and air quality environment associated with vehicles accessing the proposed development via the A12 and B1078 during the operational stage. However, this change would be imperceptible in the context of existing traffic on the A12 and on the B1078.
- 8.6.50 No visual impacts during the operational phase would arise that would affect recreational amenity.
- 8.6.51 Overall, the impact would be of negligible scale. Effects on the amenity of users of Footpath E-288/011/0 would be negligible neutral (**not significant**).

ii. Inter-relationship effects

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

d) Removal and reinstatement

8.6.53 Once the need for the proposed development has ceased, the buildings and associated infrastructure would be removed in accordance with a removal and reinstatement plan. The site would be returned to agricultural use.

8.6.54 It is anticipated that removal and site reinstatement would follow a programme broadly the reverse of construction, and effects on recreation and amenity receptors are likely to be the same as for construction. No significant effects on amenity and recreation receptors are anticipated during the removal and reinstatement phase.

8.6.55 This includes disruption associated with traffic accessing the site, changes to the noise and air quality environment arising from on-site demolition, and works to remove the site access road that would affect users of Bridleway E-288/008/0 where it crosses the road. Bridleway E-288/008/0 may need to be temporarily diverted during removal and reinstatement.

8.6.56 If the removal and reinstatement was undertaken in one phase, it would take 12 months to complete. Therefore, any impacts would be short-term. A phased approach may be taken, but further detail on the timing, and sequence of removal and reinstatement activities will not be known until the proposed development is operational.

8.6.57 For users of Bridleway E-288/008/0, there would be changes to views and to noise due to the removal and reinstatement works. Impacts would be of medium scale; short-term duration and would affect a wide extent of the route. The impact on users would be of medium-low magnitude, and taking into consideration the medium sensitivity of route users, would result in a moderate-minor adverse effect (**not significant**).

8.6.58 For users of Footpaths E-288/007/0 and E-387/008/0, there would be changes to views and to noise due to the removal and reinstatement works. Impacts would be of small scale; short-term duration, and would affect an intermediate extent of the route. The impact on users would be of very low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor adverse effect (**not significant**).

8.6.59 For users of Footpath E-288/016/0, there would be views of removal and reinstatement works. Impacts would be of small-negligible scale; short-term duration, and would affect a wide extent of the route. The impact on users would be of very low magnitude, and taking into consideration the medium sensitivity of route users, would result in a minor neutral effect (**not significant**).

8.6.60 For users of Footpath E-288/011/0 impacts would be of negligible scale Effects would be negligible neutral (**not significant**).

8.6.61 On completion of the removal and reinstatement phase there would be no permanent effects as the baseline conditions would have been restored.

i. **Inter-relationship effects**

8.6.62 The amenity and recreation assessment of effects arising from the removal and reinstatement phase has considered the impacts due to changes in views, noise, lighting, air quality and traffic on receptors, and no inter-relationship effects have been identified.

8.7 **Mitigation and monitoring**

8.7.1 Where possible, mitigation measures have been proposed where a significant effect is predicted to occur. Primary and tertiary mitigation measures which have been accounted for as part of the assessment are summarised in **section 8.5** of this chapter. Where other mitigation is required to reduce or avoid a significant effect, this is referred to as secondary mitigation.

8.7.2 No further mitigation or monitoring measures for the amenity and recreation assessment are required to reduce or avoid a significant effect.

8.8 **Residual effects**

8.8.1 The following tables (**Table 8.4, 8.5 and 8.6**) present a summary of the amenity and recreation impact assessment. They identify the receptor/s likely to be impacted, the level of effect and, where the effect is deemed to be significant, the tables include the mitigation proposed, and the resulting residual effect.

Table 8.4: Summary of effects for the construction phase.

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of effects.	Additional Mitigation.	Residual Effects.
Bridleway E-288/008/0.	Temporary diversion at southern end; short-term impacts from construction noise, changes to views.	Diversion to improve safety; bunds built early to reduce visual impacts, best practice construction approach.	Moderate-minor adverse (not significant) .	None required.	Moderate-minor adverse (not significant) .
Footpath E-288/007/0 and E-387/008/0.	Short-term impacts from construction noise, changes to views.	Works take place behind existing hedge; bunds built early to reduce impacts, best practice construction approach.	Minor adverse (not significant) .	None required.	Minor adverse (not significant) .
Footpath E-288/016/0.	Views of the construction compound and works, looking across the A12.	Works take place behind existing hedge; bunds built early to reduce impacts.	Minor neutral (not significant) .	None required.	Minor neutral (not significant) .
Footpath E-288/011/0.	Views and noise from construction traffic.	None	Negligible neutral (not significant) .	None required.	Negligible neutral (not significant) .

Table 8.5: Summary of effects for the operational phase.

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of effects.	Additional Mitigation.	Residual Effects.
Bridleway E-288/008/0.	Crosses access road at southern end; changes to views.	Landscape bunds to provide visual and acoustic screening.	Minor adverse (not significant) .	None required.	Minor adverse (not significant) .
Footpath E-288/007/0 and E-387/008/0.	Changes to views.	Landscape bunds to provide visual and acoustic screening.	Minor adverse (not significant) .	None required.	Minor adverse (not significant) .
Footpath E-288/016/0.	Changes to views.	Landscape bunds to provide visual and acoustic screening.	Negligible neutral (not significant) .	None required.	Negligible neutral (not significant) .
Footpath E-288/011/0.	None	None	Negligible neutral (not significant) .	None required.	Negligible neutral (not significant) .

Table 8.6: Summary of effects for the removal and reinstatement phase.

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of effects.	Additional Mitigation.	Residual Effects.
Bridleway E-288/008/0.	Potential temporary diversion at southern end; short-term impacts from construction noise, changes to views.	Diversion to improve safety; bunds would remain until later in the phase to reduce visual impacts, best practice construction approach.	Moderate-minor adverse (not significant) .	None required.	Moderate-minor adverse (not significant) .
Footpath E-288/007/0 and E-387/008/0.	Short-term impacts from construction noise, dust and changes to views.	Works take place behind existing hedge; bunds would remain until later in	Minor adverse (not significant) .	None required.	Minor adverse (not significant) .

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of effects.	Additional Mitigation.	Residual Effects.
		the phase, best practice construction approach.			
Footpath E-288/016/0.	Views of works, looking across the A12.	Works take place behind existing hedge; bunds would remain until later in the phase to reduce visual impacts.	Minor neutral (not significant) .	None required.	Minor neutral (not significant) .
Footpath E-288/011/0.	Views and noise from construction traffic.	None	Negligible neutral (not significant) .	None required.	Negligible neutral (not significant) .

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