



The Sizewell C Project

6.7 Volume 6 Sizewell Link Road Chapter 8 Amenity and Recreation

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8 Amenity and Recreation

8.1 Introduction

8.1.1 This chapter of **Volume 6** of the **Environmental Statement (ES)** presents an assessment of the potential effects on amenity and recreation arising from the construction and operation of the proposed Sizewell link road (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 proposed Sizewell link road (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 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 (referred to as recreational resources) from a range of changes, including changes to views, noise, dust and other atmospheric emissions, and traffic.

8.1.4 This assessment has been informed by data from other assessments as following:

- **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 relevance to the amenity and recreation assessment of the proposed development.

a) International

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

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 (Ref. 8.1).

8.2.5 The Overarching National Policy Statement for Energy (NPS EN-1) (Ref. 8.2), and the National Policy Statement for Nuclear Power Generation (EN-6) (Ref. 8.3) set out requirements for amenity and recreation associated with the development of major energy infrastructures.

8.2.6 Other relevant national policy documents, including the National Planning Policy Framework (NPPF) 2019 (Ref. 8.4), and Planning Practice Guidance (Ref. 8.5-8.8), 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.

8.2.7 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

8.2.8 There is no regional legislation or policy that is relevant to the assessment of amenity and recreation effects for the proposed development.

d) Local

8.2.9 **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. 8.9), and SCDC Final Draft Local Plan 2019 (Ref. 8.10), as relevant to the amenity and recreation assessment.

e) Guidance

8.2.10 Relevant guidance relating to the assessment of amenity and recreation effects include:

- Suffolk Green Access Strategy DRAFT – Rights of Way Improvement Plan (Ref. 8.11).
- Suffolk Access Principles for Sizewell C (Ref. 8.12).

8.2.11 Further details of this guidance as relevant to the assessment of amenity and recreation effects, 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 and operation phases 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 caused by:

- 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 also 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 have been 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 Natural Beauty (AONB) Partnership and the Suffolk Local Access Forum (SLAF) on 7 February 2019. The final agreed method 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 were received from consultees, nor were any other responses raised specifically in relation to the proposed development.

c) Study area

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

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, potential changes to numbers of people using resources and physical changes to resources as a result of the proposed development.

8.3.14 The 1km study area was agreed with statutory consultees at the meeting on 7 February 2019, and included in the EIA Scoping Report, provided in **Volume 1, Appendix 6A** of the **ES**.

d) [Assessment scenarios](#)

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

8.3.16 For the assessment of operational effects, the ‘worst case’ traffic levels are assessed (i.e. during construction of the main development site), which would reduce after construction of the main development site is completed. During operation the ‘worst case’ visual effects are also 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.

8.3.17 The assessment of effects during construction and operation includes potential changes in tranquillity as one of a number of factors influencing overall effects on amenity and recreation. During operation this considers the ‘worst case’ scenarios described in the paragraph above.

8.3.18 A more detailed assessment of effects on tranquillity is provided in **section 8.6** of this chapter for the permanent operation of the Sizewell link road after completion of construction of the main development site. This is informed by a detailed assessment of tranquillity in relation to potential changes to noise following the natural tranquillity method; further information is provided in **Appendix 8A** of this volume. The more detailed assessment of effects on tranquillity is included as one of a number of factors influencing the overall effects on amenity and recreation, to give a more detailed understanding of the permanent effects of the proposed development.

e) [Assessment criteria](#)

8.3.19 As described in **Volume 1, Chapter 6** of the **ES**, the EIA methodology considers whether impacts of the proposed developments 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.

8.3.20 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

8.3.21 The assessment of sensitivity is formed with reference to 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 level for recreation, or resources 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.

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

ii. Magnitude

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

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

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

8.3.25 Duration of impact indicates the timescale over which it will be experienced. In this case, the proposed development would be permanent and would remain in situ following completion of the main Sizewell C Project. The following durations are relevant to this assessment:

- Permanent – 25 years or more.
- Long-term – ten to 25 years.
- Medium-term – two to ten years.
- Short-term – zero to two years.

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

- Limited - small part of 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.

8.3.27 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](#)

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

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

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

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

Table 8.3: Definitions 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.

8.3.30 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.

8.3.31 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.

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

f) Tranquillity

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

8.3.34 Five factors, listed below, are considered in assessing the effects on tranquillity experienced by amenity and recreation receptors due to the proposed development: noise, views, air quality, traffic and people. These are some of the same factors described in assessment criteria in **Table 8.3** to assess overall amenity and recreation impacts. Locations where ‘natural’

sounds, views, smells etc. predominate are generally more tranquil than locations where ‘man made’ sounds, views, smells etc. predominate.

- Noise. **Chapter 4** of this volume includes an assessment of noise for the proposed development. **Appendix 8A** of this volume considers absolute noise levels and the character of the noise (including whether sounds are ‘natural’ or ‘man made’) following the natural tranquillity method.
- Visual. This assessment draws on **Chapter 6** of this volume and field assessment to identify the character of the existing visual environment and the degree to which it is of predominantly ‘natural’ or ‘man made’ built elements, and the degree to which the proposed development would change this.
- Transport. This assessment draws on **Volume 2, Chapter 10** of the **ES** to identify the degree to which traffic movements caused by the proposed development may affect tranquillity.
- Air Quality. This assessment draws on **Chapter 5** of this volume to identify the degree to which air borne emissions and dust caused by the proposed development may affect tranquillity.
- People. Increases in people using the receptor, for example, increased usage on PRow could affect tranquillity (i.e. crowding or more intensive use of PRow spoiling amenity).

8.3.35 To provide an understanding of the existing tranquillity and the effects that the proposed development would have on it, **Appendix 8A** of this volume includes an assessment of tranquillity in relation to noise for the operational phase of the proposed development after completion of construction of the main development site, following the natural tranquillity method. This considers the existing and predicted noise levels and the character of the sound. In considering effects on tranquillity the natural tranquillity method considers four factors:

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

- the amount of transportation noise.

8.3.36 These parameters are assessed in **Appendix 8A** of this volume using the natural tranquillity method to provide a noise tranquillity score for existing (baseline) conditions and for the operation of the proposed development after completion of construction of the main development site, along with narrative description for receptors. The natural tranquillity method uses a nine point tranquillity score from 1 (frantic / chaotic / harsh) to 9 (perfect tranquillity) as shown in **Table 8.4**.

8.3.37 The assessment presented in **section 8.6** of this chapter draws on the results of the natural tranquillity assessment and also considers views, traffic, air quality and people, where they add information not already accounted for by the natural tranquillity method. The existing (baseline) tranquillity and predicted tranquillity as a result of the proposed development are summarised in **section 8.6** of this chapter using a five-level descriptive scale: not tranquil; neutral tranquillity; fairly tranquil; good tranquillity; and excellent tranquillity shown in column C of **Table 8.4**. These broadly correspond with the natural tranquillity method nine-point scale as shown in columns A and B of **Table 8.4**. The nine-point score has been reduced to five levels to provide a simpler scale for the final judgements in relation to amenity and recreation.

Table 8.4: Tranquillity levels.

A. National Tranquillity Method Tranquillity Score	B. National Tranquillity Method Tranquillity Description	C. Amenity And Recreation Tranquillity Description
1	Frantic / chaotic / harsh	Not tranquil
2	Busy / noisy	
3	Unsettled / slightly busy	
4	Not quite tranquil	Neutral tranquillity
5	Just tranquil	
6	Fairly tranquil	Fairly tranquil
7	Good tranquillity	Good tranquillity
8	Excellent tranquillity	Excellent tranquillity
9	Perfect tranquillity (theoretical)	

g) Assessment methodology

8.3.38 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 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** for more detail.

h) Assumptions and limitations

8.3.39 The following assumptions have been made in this assessment:

- The assessment is based on the description of development (including site parameters) in **section 2.3** of **Chapter 2** and illustrated on the **Work Plans** (Doc Ref. 2.3) reproduced in **Appendix 2A** of this volume of the **ES**.
- It is assumed that the estimated growth rates indicated in the landscape and visual assessment, provided in **Chapter 6** of this volume, for proposed planting will be achieved.
- It is assumed that the PRoW that currently cross the proposed development would require diversion in accordance with the detailed **Rights of Way Plans** (Doc Ref. 2.4) reproduced in **Chapter 2, Appendix 2A** of this volume.

- Assumptions have been made on the likely use of recreational routes based on site observations when undertaking baseline and assessment site visits.
- The noise and vibration assessment, provided in **Chapter 4** of this volume, identifies assumptions in relation to construction vibration levels and surfacing of temporary contractor compounds.
- 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.

8.3.40 The following limitations have been identified:

- No surveys of PRoW users were undertaken at this site. As agreed with SCC, additional PRoW surveys were not considered necessary to support this assessment.
- The noise and vibration assessment provided in **Chapter 4** of this volume identifies limitations in relation to construction methodology, and best estimates to predict noise and vibration during construction.
- The noise tranquillity assessment following the natural tranquillity method assessment in **Appendix 8A** of this volume is based on baseline surveys at selected locations shown on **Figure 8.2** of this chapter, chosen to provide representation of the recreational resources likely to be affected by changes to the noise environment, at a moment in time. Survey work was only carried out during weekdays when the area was less used by the public. However, it is considered that the noise tranquillity assessment using the natural tranquillity method provides robust data to inform this impact assessment.

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 within the study area are illustrated on **Figure 8.1** of this chapter.

8.4.2 Sixteen PRoW are located within or partially within the site:

- Footpaths E-344/012/0, E-344/013/0, E-344/014/0 and E-584/016/A to the west of the East Suffolk Line.
- Footpaths E-396/014/0, E-396/017/0, E-396/020/0, E-396/023/0 and E-584/016/0 towards the centre of the site, between the East Suffolk line and Hawthorn Road. Footpaths E-396/017/0 and E-396/020/0 form part of a circular walking route from Middleton promoted by SCC.
- Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0, E-515/007/0, E-515/012/0 and E-515/013/0 in the east of the site, between Hawthorn Road and the B1122 (Leiston Road).

8.4.3 Thirty-eight footpaths registered as PRoW are located outside of the site, but within the study area. These include:

- Footpath E-344/015/0, located to the south of the site, between Red House Farm and Kelsale.
- Footpaths E-344/017/0, E-396/022/0, E-396/022/A and E-584/024/0, located to the south of the site around Norton Green Farm, and the East Suffolk line.
- Footpaths E-363/006/0, E-363/010/0, E-515/006/A and E-515/011/0, located to the south of the site and Theberton, around Leiston Abbey.
- Bridleway E-363/019/0, which coincides with part of the Sandlings Walk recreational route to the east of the site.
- Footpaths E-396/001/0, E-396/002/0, E-396/003/0, E-396/004/0, E-396/005/0 and E-396/016/0, located to the north of the site and south of Middleton.
- Footpaths E-396/006/0, E-515/006/0 and E-515/016/0, located to the east of the site, between Theberton and the B1125.
- Footpath E-396/007/0, located to the north of the site and of Middleton, at the edge of the study area.

- Footpaths E-396/008/0, E-396/009/0, E-396/010/0, E-396/011/0 and E-396/012/0, located to the north of the site between Middleton and Middleton Moor.
- Footpaths E-396/018/0, E-396/019/0 and E-396/021/0, located to the south of the site around Packway Farm and Hawthorn Farm. Footpaths E-396/018/0 and E-396/019/0 form part of a circular walking route from Middleton promoted by SCC.
- Footpath E-515/001/0, located to the south of the site, between Moat Road and Harrow Lane, south of Theberton Woods.
- Footpath E-515/002/0, located to the south of the site, between Theberton Woods and Honeypot Lane.
- Footpaths E-515/008/0, E-515/009/0, E-515/010/0 and restricted byway E-515/015/0, located to the east of the site and north-east of Theberton House, connecting to the Sandlings Walk recreational route.
- Footpaths E-584/018/0, E-584/019/0, E- 584/020/0 and E- 584/021/0, located to the north of the site and south of Yoxford, through Rookery Park.

8.4.4 Middleton Moor, an area of registered common land and open access land, is located within the study area. It is to the north of the site, within the settlement of Middleton Moor.

8.4.5 Theberton Woods is located on the southern edge of the study area. It is an area of open access land, although there is no formal car park at the woodland.

8.4.6 Leiston Abbey, including the ruined abbey managed by English Heritage and associated music and events facilities, are located within the study area to the south of the site. Visits to Leiston Abbey are often made on foot via the PRoW network in the vicinity and visits are primarily for leisure and recreational purposes.

8.4.7 Sustrans Regional Cycle Route 41 runs north-south through the east of the study area. It follows a minor road south from Eastbridge before joining the B1122 (Abbey Road). It then diverts round Leiston Abbey before following Abbey Lane along the south-eastern edge of the study area. The route coincides with that of the Suffolk Coastal Cycle Route.

8.4.8 There are no recreational routes located within the site. However, the Sandlings Walk long distance walking route passes through the eastern edge of the study area. The route follows a minor road south from Eastbridge before joining bridleway E-363/019/0.

8.4.9 Apart from local roads which may be used for walking, horse-riding or cycling, there are no other amenity and recreation resources potentially impacted by the proposed development.

8.4.10 The recreational resources lie within a rural landscape which, away from roads, is generally relatively quiet and tranquil with views predominantly of arable fields enclosed by hedgerows, interspersed with woodland. Closer to the A12 and the B1122 recreational resources are more disturbed by views of the roads and moving traffic, and noise from traffic.

b) Future baseline

8.4.11 There are no forecasted changes that would materially alter the baseline conditions during the construction and operation phases of the proposed development.

8.4.12 Two committed developments have been identified within the study area. These are as shown in **Table 8.5**.

Table 8.5: Committed developments.

Planning Application Ref.	Site Address.	Description of Development.	Date of Approval.	Status	Distance To Site Boundary (m).
DC/16/3947/OUT	Norwood House, Littlemoor Road, Middleton Suffolk IP17 3JZ.	Erection of 14 sheltered/extra care dwellings, together with residents lounge/meeting room and parking area.	September 2017.	Construction not commenced.	245
DC/16/0444/COU	Middleton Village Hall, Mill Street, Middleton Suffolk.	Change of use of part of agricultural field to provide overflow car parking.	30/03/2016	Construction not commenced.	445

8.4.13 These developments are unlikely to create any additional amenity or recreation receptors that would need consideration beyond those identified previously.

8.5 Environmental design and mitigation

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

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 in the following sections, 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 the description of development in **Chapter 2** of this volume and the following volumes and chapters also apply to this chapter. These measures are summarised below:

- Primary mitigation measures described in **Volume 2 Chapter 10** of the **ES** designed to minimise and manage additional traffic on roads that could affect recreational receptors include:
 - accommodation campus at the main development site for 2,400 workers to reduce construction workforce trips on the highway network;
 - caravan park and the Land East of Eastlands Industrial Estate (LEEIE) for 600 workers, who will be bussed to site in order to reduce the construction workforce trips on the highway network;
 - park and ride facility at the LEEIE in the early years to bus workers to the main development site;

- northern park and ride facility at Darsham and southern park and ride facility at Wickham Market to intercept construction workforce trips and bus construction workers between the park and ride facilities and the main development site;
 - direct bus services to the main development site;
 - Saxmundham to Leiston branch line upgrades, rail extension into the LEEIE and green rail route in order to transport construction material by rail and thereby reduce the number of heavy goods vehicles (HGVs) on the road;
 - freight management facility at Seven Hills to manage the flow and route of HGVs on the highway network to the main development site; and
 - package of highway improvement works, including the two village bypass, Sizewell link road, Yoxford roundabout and other highway improvement schemes to mitigate the transport effects of the residual Sizewell C Project related traffic.
- Air Quality, provided for in **Chapter 5** of this volume – there are no specific air quality primary mitigation measures relevant to the amenity and recreation impact assessment.
 - Landscape and Visual Amenity, provided for in **Chapter 6** of this volume – primary mitigation measures relevant to the amenity and recreation impact assessment include:
 - the retention of existing woodland and hedgerows where possible, except where the proposed development crosses existing field boundaries or tree belts;
 - tree, woodland and hedgerow planting is proposed along the route to integrate into the surrounding landscape experienced by users of recreational resources;
 - the proposed development would be mostly unlit except at the A12 western roundabout and the B1122 northern roundabout.

8.5.5 The route of the proposed Sizewell link road crosses over the East Suffolk line. The proposed development also includes the provision of a non-motorised user bridge at Pretty Road, the ‘Pretty Road footbridge’. This footbridge would maintain connectivity of users across the route of the proposed Sizewell link road where it is cutting.

8.5.6 The bridge elements of the proposed development would largely be prefabricated off-site and transported to site for assembly. This would minimise disruption to road traffic, though short-term temporary road and rail closures on the East Suffolk line may be required when the bridges are craned into position.

8.5.7 During the construction stage of the proposed development, eleven PRow (E-344/013/0, E-344/014/0, E-396/015/0, E-396/017/0, E-396/023/0, E-515/003/0, E-515/004/0, E-515/005/0, E-515/013/0, E-584/016/0 and E-584/016/A) would be subject to diversions, as seen in detailed **Rights of Way Plans** (Doc Ref. 2.4) reproduced in **Appendix 2A** of this volume. These are intended to facilitate construction of the proposed development while ensuring that users continue to have access to a safe, well connected PRow network. In all cases, diversions would be kept as short as possible to minimise disruption. The proposed diversions would be as follows:

- users of footpath E-344/014/0 would be permanently diverted east by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road;
- users of footpaths E-344/013/0 and E-584/016/A would be diverted south-west along the proposed route of Sizewell link road and cross the proposed Sizewell link road approximately 250m south-west of the existing location;
- users of footpath E-584/016/0 would be diverted east along the proposed route of the Sizewell link road and cross the proposed road approximately 270m east of the existing location;
- users of footpath E-396/017/0 would be diverted west along the proposed Sizewell link road, to cross the proposed road approximately 60m west of the existing location;
- users of footpath E-396/023/0 would be diverted west of its existing alignment to avoid the construction work area whilst the staggered junction north of Trust Farm is being constructed;
- users of footpath E-396/015/0 would be diverted in two separate locations. At the proposed junction of the B1122 and the B1125, there would be a short diversion to accommodate the new eastern junction towards Theberton. Where the alignment of footpath E-396/015/0 and E-515/005/0 meets the proposed Sizewell link road they would be temporarily diverted 100m to the south of their existing alignment

whilst earthworks are being constructed, to cross the work area where the land is at grade. Once construction is completed, these footpaths would be diverted to cross the route of the proposed Sizewell link road via the Pretty Road overbridge;

- users of footpath E-515/003/0 would be diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 120m from the existing location;
- users of footpath E-515/004/0 would be diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 50m from the existing location;
- users of footpath E-515/013/0 would be diverted along the route of the proposed Sizewell link road, to cross the proposed road approximately 45m south of the existing location; and
- users of footpath E-515/007/0 would be temporarily diverted for 25m to the west of its existing alignment whilst earthworks are being constructed, to cross the work area where the land is at grade.

8.5.8 The permanent PRow diversions proposed would be as follows, as seen in detailed **Rights of Way Plans** (Doc Ref. 2.4) reproduced in **Appendix 2A** of this volume:

- the diversion of Footpath E-344/014/0 used during construction would be permanent and would continue during the operation phase;
- users of footpaths E-344/013/0 and E-584/016/A would be diverted south-west by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road. This would be a reduced diversion from the construction phase;
- the diversion of footpath E-584/016/0 used during construction would continue during the operation phase;
- the diversion of footpath E-396/017/0 used during construction would continue during the operation phase;
- users of footpath E-396/023/0 would be diverted to run permanently between the northern and southern junctions of the proposed staggered crossroads;

- the permanent diversions of footpaths E-396/015/0 and E-515/005/0 across Pretty Road Bridge;
- the permanent diversion of footpath E-515/003/0 would be either northwards to cross the proposed Sizewell link road at the Pretty road overbridge, or southwards to join the realigned footpath E-515/004/0 providing users with two alternatives;
- the diversion of footpath E-515/004/0 used during construction would continue during the operation phase;
- diversion of footpath E-515/007/0 to the east, to join Moat Road approximately 25m to the east of its existing location; and
- the diversion of footpath E-515/013/0 used during construction would continue during the operation phase.

b) Tertiary mitigation

8.5.9 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.

8.5.10 Tertiary mitigation measures that are described in the technical chapters in relation to primary mitigation would also apply to this chapter, including measures within part C of the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) to minimise effects during the construction phase. These include measures to minimise noise and dust and other emissions during construction, and minimise the use of and impacts arising from lighting during all phases.

8.5.11 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**, found in the **Community Safety Management Plan** (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, provided in **Volume 2 Chapter 10** of the **ES**.

8.5.12 Measures set out in **Chapter 4** of this volume to control noise during the construction phase include:

- selection of quiet plant and techniques in accordance with good practice in BS 5228 (Ref. 8.13) 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;
- provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts; and
- where percussive piling is necessary, and where it is feasible to do so, a resilient dolly will be used between the hammer and driven head, or an acoustic shroud will be used to enclose the percussive elements.

8.5.13 Measures set out in **Chapter 5** of this volume to control dust during the construction phase include:

- positioning site entrances as far practicable from sensitive receptors.
- locating any mobile crushing and screening plant as far as practicable from sensitive receptors.
- covering potentially dusty loads (loose earth, spoil, aggregates etc.) in transit;
- 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** (Doc Ref. 8.11).

8.5.14 Measures set out in **Chapter 6** of this volume to minimise visual impacts during the construction phase include:

- design of hoardings around construction activities to include consideration of the character of the surrounding landscape; and
- site lighting will be positioned and directed to minimise intrusion into occupied residential properties and sensitive areas, and will not create a road hazard.

8.6 Assessment

a) Introduction

8.6.1 This section presents the findings of the amenity and recreation impact assessment for the construction and operation 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, and 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 reasonably practicable).

8.6.3 Given the nature of the proposed development, the primary and tertiary mitigation measures proposed and the assessment set out in other technical chapters of this volume, as referenced in **section 8.1** of this chapter, it is judged that the following impacts would be expected:

- Footpaths E-344/013/0, E-344/014/0, E-396/015/0, E-396/017/0, E-396/023/0, E-515/003/0, E-515/004/0, E-515/005/0, E-515/007/0, E-515/013/0, E-584/016/0, E-396/014/0 and E-584/016/A would be affected by diversions during the construction and operation of the proposed development. Users could experience visual, noise and air quality impact changes.
- Changes to the noise environment would be noticeable during the construction phase due to the nature of construction activity and

operational phase due to road traffic, from receptors beyond the site, provided in **Chapter 4** and **Appendix 8A** of this volume.

- Negligible and not significant changes to air quality would occur during the construction and operational phases, as seen in **Chapter 5** of this volume.
- Noticeable, localised visual effects would arise for users of the public footpaths that pass through the site and particularly those that would be diverted as a result of the proposed development. These visual effects would generally be significant during construction, but in most cases would reduce over time. Visual effects on users of other routes in the wider study area would be more limited and have less effect on recreational amenity, provided in **Chapter 6** of this volume.

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

- Footpaths E-344/012/0, E-344/013/0, E-344/014/0 and E-584/016/A to the west of the East Suffolk line.
- Footpaths E-396/014/0 and E-584/016/0 between the East Suffolk line and Littlemoor Road.
- Footpaths E-396/017/0, E-396/020/0 and E-396/023/0 towards the centre of the site, between Fordley Road and Hawthorn Road.
- Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0, E-515/007/0, E-515/012/0 and E-515/013/0 in the east of the site, between Hawthorn Road and the B1122 (Leiston Road).
- Footpaths E-396/006/0, E-515/006/0 and E-515/016/0 north of the B1122 and north of Theberton.
- Footpaths E-396/018/0, E-396/019/0 and E-396/021/0 towards the centre of the site, between Fordley Road and Hawthorn Road (south of E-396/017/0, E-396/020/0 and E-396/023/0 listed above).
- Footpaths E-584/018/0, E-584/019/0, E-584/020/0 and E-584/021/0 north of the B1122 south of Yoxford.

- The registered common land and open access land at Middleton Moor on the B1122.

8.6.5 The users of the other amenity and recreation resources identified within the study area would be likely to experience negligible effects, as they are outside the zone of visual influence (ZVI) identified by the landscape and visual assessment provided in **Chapter 6** of this volume, as well as beyond areas likely to experience effects from noise as seen in **Chapter 4** of this volume, or air quality in **Chapter 5** of this volume, and are therefore not considered in further detail.

i. **Sensitivity of Receptors**

8.6.6 The footpaths to be assessed further are definitive PRoW and provide direct connections to the wider rights of way network. PRoW and the registered common land and open access land at Middleton Moor are outside of any designated landscapes whose purpose of designation or special qualities relate to amenity or recreation, and are generally likely to be valued by the local community, but not more widely. The value is judged to be low and susceptibility is judged to be high, and users are therefore of medium sensitivity.

b) **Construction**

i. **Introduction**

8.6.7 The impacts during construction of the proposed development would arise for approximately twenty-four months, during the early years of construction of the Sizewell C Project. The overbridge which crosses the East Suffolk line would be constructed early in the programme.

8.6.8 It is envisaged that all construction works would be managed from three temporary contractor compounds, one adjacent to the A12 at the western end of the route, one located on both sides of the East Suffolk Line, and another to the west of the proposed Middleton Moor link road with the B1122, to the west of Middleton Moor.

8.6.9 The principal components of the construction phase likely to lead to impacts on amenity and recreation receptors are considered to be:

- the operation of machinery and vehicles including HGVs, with potential noise, and dust and other emissions effects;

- earthworks and excavation, including the clearance of vegetation, removal of soil, road construction and surfacing, construction of bridges and civil structures, utility and drainage installation, construction of pavements, kerbs, footways and paved areas; and
- the following footpaths would be diverted:
 - permanent diversion of Footpaths E344/014/0, E-396/015/0, E-396/017/0, E-515/004/0, E-515/005/0, E-515/013/0, E-584/016/0, E-344/014/0, E-344/013/0, E-584/016/A, E-396/023/0 and E-515/003/0; and
 - temporary diversion of Footpaths E-344/013/0 and E-584/016/A, E-396/015/0, E-515/005/0, E-515/007/0, E-396/023/0 and E-515/003/0, prior to a permanent diversion being created during operation.

8.6.10 Daytime work would take place during Monday to Saturday 07:00 to 19:00, with no working on Sundays or Bank Holidays. However, some activities may require working outside of these hours and ESC would be notified in advance.

8.6.11 Further details of construction activities and timings can be found in **Chapter 2** of this volume.

8.6.12 **Volume 2, Chapter 10** of the **ES** indicates that there would be an increase in vehicle movements on the existing B1122 and A12 during the early years of construction of the main development site; this has the potential to affect the experience of users of recreational resources adjacent to the B1122 and A12.

8.6.13 It is unlikely that the proposed development would lead to an increase in people using resources during construction to the extent that they would contribute to effects on amenity and recreation. The increase of users is therefore not considered within the assessment of effects during construction.

ii. [Effects on recreational receptors](#)

[Footpaths E-344/012/0, E-344/013/0, E-344/014/0 and E-584/016/A](#)

8.6.14 This group of footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of traffic on the A12 from paths close to the road. Noise from road traffic is audible, dominating Footpaths

E-344/012/0 and E-344/014/0 close to the A12. Natural sounds dominate further from the A12.

- 8.6.15 Footpaths E-344/013/0 and E-584/016/A would be diverted for up to the full twenty-four-month construction period, leading to an increase in the length of the footpath by approximately 450m. Footpath E-344/014/0 would be permanently diverted, leading to an increase of approximately 25m.
- 8.6.16 An increase in traffic on the A12 during the early years of construction would adversely affect walkers where Footpath E-344/012/0 ends at the A12. However, users of this footpath would experience high existing traffic movements on the A12. There are wide verges but no footways where Footpath E-344/012/0 meets the A12. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.17 Users of these footpaths within the site boundary would experience extensive views of the construction works, as seen in **Chapter 6** of this volume, including earthworks associated with the creation of the proposed Sizewell link road, which would be largely on embankment in the vicinity of these footpaths, the construction of the proposed A12 roundabout, and the temporary contractor compounds. This would truncate views from the north and south.
- 8.6.18 Outside of the site boundary, as reported in **Chapter 6** of this volume, visual effects on this group of PRow would reduce compared to those within the site boundary, but that there would still be visibility of construction activity for much of the length of the footpaths. There would be views of construction machinery, and the earthworks associated with the proposed Sizewell link road embankments, which would truncate views when approaching the site.
- 8.6.19 Site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible. Noise impacts on users would diminish with distance from the site, most noticeably on E-344/012/0 which extends westwards and away from the site for a longer distance than the other footpaths, and is currently more affected by existing traffic noise from the A12 than the other footpaths. These impacts would be experienced over temporary periods and would be transitional as people walk along the footpaths and through site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.
- 8.6.20 Effects due to changes in air quality would be negligible with the implementation of dust and other emissions management measures, as seen in **Chapter 5** of this volume.

- 8.6.21 Overall, the changes to the environment for users of these footpaths would affect their recreational amenity, including their perception of tranquillity.
- 8.6.22 The short term impacts on users of Footpaths E-344/013/0, E-344/014/0 and E-584/016/A would be of large-medium scale, intermediate extent and medium magnitude. Taking into consideration the medium sensitivity of route users, would result in a moderate adverse effect (**significant**).
- 8.6.23 The short term impacts on users of Footpath E-344/012/0 would be of small scale, limited extent and very low magnitude. Taking into account the medium sensitivity of users, would result in a minor adverse effect (**not significant**).

Footpaths E-396/014/0 and E-584/016/0

- 8.6.24 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment is quiet with distant road traffic and trains audible at times.
- 8.6.25 During construction of the proposed development, Footpath E-584/016/0 would be permanently diverted to allow the footpath to cross the route of the proposed Sizewell link road at a relatively flat crossing point, leading to an increase in the length of the footpath by approximately 155m. It would re-join Footpath E-396/014/0 at a point that avoids any temporary or permanent diversion of Footpath E-396/014/0. A new footpath would be created linking the northern and southern ends of the stopped up Littlemore Road creating new opportunities for walking off-road.
- 8.6.26 The visual environment for users of these footpaths as they cross the site and in the fields immediately adjacent to the proposed Sizewell link road would be substantially altered during construction due to the presence of construction activity related to the proposed development and the diversion of these PRow. The landscape and visual assessment indicates that visibility of the proposed Sizewell link road would reduce rapidly further from the site, where existing hedgerows and tree belts would limit potential visibility, as seen in **Chapter 6** of this volume.
- 8.6.27 Site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible. Noise impacts on users would diminish with distance from the site. These would be for temporary periods and transitional as people walk along the footpaths and through the site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.

- 8.6.28 Effects due to changes in air quality would be negligible with the implementation of dust and other emissions management measures, as seen in **Chapter 5** of this volume.
- 8.6.29 These changes to the environment of users of Footpaths E-396/014/0 and E-584/016/0 would affect their recreational amenity, including their perception of tranquillity. Overall the impacts would be of large to medium scale, short-term duration, intermediate extent and medium magnitude. Taking into consideration the medium sensitivity of route users, it would result in a moderate adverse effect (**significant**).

Footpaths E-396/017/0, E-396/020/0 and E-396/023/0

- 8.6.30 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment around these footpaths is generally quiet with natural sounds predominating and distant road traffic audible away from the B1122. Where Footpaths E-396/017/0 and E-396/023/0 meet the B1122 road traffic noise becomes dominant.
- 8.6.31 During construction of the proposed development, Footpaths E-396/017/0 and E-396/023/0 would be diverted, as described in the primary mitigation section. Footpath E-396/017/0 would be diverted west and become permanent, leading to an increase in the length of the footpath by approximately 115m. Footpath E-396/023/0 would be diverted west of the proposed staggered junction north of Trust Farm, and be in place for the construction phase, leading to an increase of approximately 45m prior to a permanent diversion being implemented. These routes form part of a locally promoted circular route from Middleton.
- 8.6.32 The increase in traffic on the B1122 during the early years of construction would adversely affect walkers where Footpaths E-396/017/0 and E-396/023/0 end at the B1122. However, existing traffic movements on the B1122 are high. There are no footways where Footpath E-396/017/0 meets the B1122. There is a footway on the opposite of the road where Footpath E-396/023/0 meets the B1122. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.33 The visual environment for users of these footpaths as they pass through the site, and in the fields adjacent to the proposed Sizewell link road and the Fordley Road and Trust Farm access roads on to the proposed Sizewell link road, would be substantially altered during construction due to the presence of construction activity related to the proposed Sizewell link road and the proposed accesses, which would change from being on embankment to being in cutting in various locations in the vicinity of these PRoW, seen in **Chapter 6** of this volume.

8.6.34 During construction site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible. On E-396/017/0 and E-396/020/0 noise impacts would diminish with distance as they run southwards away from the site. E-396/023/0 does not extend as far from the site to the south so there would be less of a drop off in noise impacts with distance. On E-396/017/0 and E-396/023/0 noise impacts would diminish as they run northwards and meet the B1122 where traffic noise is currently dominant. These would be for temporary periods and transitional as people walk along the footpaths and through site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.

8.6.35 Effects due to changes in air quality would be negligible with the implementation of dust and other emissions management measures, seen in **Chapter 5** of this volume.

8.6.36 These changes to the environment of users of Footpaths E-396/017/0, E-396/020/0 and E-396/023/0 would affect their recreational amenity, including their perception of tranquillity. Overall the impacts would be of large to medium scale, short-term duration, intermediate extent and medium magnitude. Taking into consideration the medium sensitivity of route users, it would result in a moderate adverse effect (**significant**).

Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0

8.6.37 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment around these footpaths is generally quiet with natural sounds predominating and distant road traffic audible away from the B1122. Where Footpaths E-396/015/0, E-515/004/0 and E-515/007/0 meet the B1122 road traffic noise becomes dominant.

8.6.38 During construction of the proposed development, Footpaths E-396/015/0, E-515/003/0, E-515/004/0 and E-515/005/0 would be diverted. E-515/004/0 would be diverted on its permanent realignment, leading to an increase in the length of the footpath by approximately 85m. E-515/003/0 would be temporarily diverted south-east along the route to cross the work area at grade, leading to an increase of approximately 205m. E-396/015/0 and E-515/005/0 would be temporarily diverted to the south of their existing alignment whilst earthworks are being constructed, to cross the work area where the land is at grade. E-396/015/0 would be increased by approximately 190m compared to its existing alignment. The length of Footpath E-15/005/0 would be increased by approximately 110m from east of the proposed Sizewell link road to where it joins E-396/015/0 west of the road compared to its existing alignment. Once construction of the Pretty

Road footbridge is complete, Footpaths E-396/015/0 and E-515/005/0 would be diverted to cross the route of the proposed Sizewell link road via the bridge leading to an increase in approximately 955m for E-396/015/0 and 880m for E-15/005/0. E-515/005/0 would also be permanently diverted at the proposed junction of the B1122 and the B1125 leading to an increase in approximately 20m. E-515/007/0 would be temporarily diverted west of its existing alignment for approximately 60m.

- 8.6.39** Increase in traffic on the B1122 during the early years of construction would adversely affect walkers where Footpaths E-396/015/0, E-515/004/0 and E-515/007/0 end at or near the B1122. This would be in the context of existing high traffic movements on the B1122. There are no footways where Footpath E-396/015/0 meets the B1122. Footpath E-515/004/0 joins a minor road on the edge of Theberton a few metres from the B1122 at a location where there is a footway on the opposite side of the B1122. Footpath E-515/007/0 meets the B1122 in Theberton at a location where there are footways on both sides of the B1122.
- 8.6.40** **Chapter 10, Volume 2** concludes that there would be short-term major adverse effect on pedestrian amenity on the B1122 through Theberton village prior to the Sizewell link road being operational, but that effects on other sections of the B1122 would not be significant.
- 8.6.41** Construction activity in the vicinity of these PRow would include extensive earthworks, as the route of the proposed Sizewell link road and access roads on to it change from embankment to cutting at several locations along the proposed development in this vicinity. The visual environment for users of these public footpaths through the site, and in the fields adjacent to the proposed Sizewell link road would be substantially altered during construction, provided in **Chapter 6** of this volume.
- 8.6.42** During construction site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible, however noise impacts on users would diminish with distance from the site. To the south of the site noise impacts are likely to impact users of E-396/015/0 and E-515/003/0. To the north of the site, noise impacts would occur on E-396/015/0, E-515/004/0 and E-515/007/0, which currently experience existing traffic noise from the B1122 where they run towards it. These noise impacts would be for temporary periods and transitional as people walk along the footpaths and through site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.

8.6.43 Effects due to changes in air quality would be negligible with the implementation of dust and other emissions management measures - see **Chapter 5** of this volume.

8.6.44 These changes to the environment of users of these recreational resources would affect their recreational amenity, including their perception of tranquillity. Overall the impacts would be of large to medium scale, short-term duration, intermediate extent and medium magnitude. Taking into consideration the medium sensitivity of route users, it would result in a moderate adverse effect (**significant**).

Footpaths E-515/012/0 and E-515/013/0

8.6.45 These footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of the B1122 including moving traffic. Natural sounds and noise from traffic on the B1122 are audible. Where the footpaths meet the B1122 road traffic noise becomes dominant.

8.6.46 Footpath E-515/013/0 would be diverted onto its permanent alignment during construction, leading to an increase in approximately 95m.

8.6.47 Increase in traffic on the B1122 during the early years of construction would adversely affect walkers where E-515/012/0 and E-515/013/0 end at the B1122. This would be in the context of existing high traffic movements on the B1122. There are no footways where these footpaths meet the B1122. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.

8.6.48 The landscape and visual assessment indicates that the greatest effects would occur at the eastern end of Footpath E-515/013/0, where there would be direct effects on the P_{RoW} during construction, seen in **Chapter 6** of this volume. From elsewhere along these routes, visual effects would be lower due to distance from the proposed development.

8.6.49 Construction works would be audible from these footpaths. Noise impacts on users would diminish with distance from the site, notably on E-515/012/0 which is furthest from the construction area. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.

8.6.50 Effects due to changes in air quality would be negligible with the implementation of dust and other emissions management measures, as seen in **Chapter 5** of this volume.

8.6.51 These changes to the environment of users of these recreational resources would affect their recreational amenity. Overall the impacts on the recreational amenity of users of these P_{RoW} would be of small scale,

short-term duration, localised extent and very low magnitude. Taking into account the medium sensitivity of users, it would result in a minor adverse effect (**not significant**).

Footpaths E-396/006/0, E-515/006/0 and E-515/016/0

- 8.6.52 These footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of farm buildings and, from some sections of footpath, moving traffic on the B1122. Noise comprises natural sounds as well as agricultural plant and traffic noise. Where E-515/016/0 meets the B1122 road traffic noise becomes dominant.
- 8.6.53 Increase in traffic on the B1122 during the early years of construction would adversely affect walkers where Footpath E-515/016/0 ends at the B1122. This would be in the context of existing high traffic movements on the B1122. There are no footways where Footpath E-515/016/0 meets the B1122. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.54 The landscape and visual assessment indicates that there would be limited impacts on users of these PRoW, provided in **Chapter 6** of this volume.
- 8.6.55 These footpaths are already affected by noise from traffic on the B1122 and changes during construction would be limited. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.
- 8.6.56 Effects due to changes in air quality would be negligible - see **Chapter 5** of this volume.
- 8.6.57 Overall the impacts on the recreational amenity of users of these PRoW would be of small-negligible scale, short-term duration, intermediate extent and very low magnitude. Taking account of the medium sensitivity of users, it would result in a minor adverse effect (**not significant**).

Footpaths E-396/018/0, E-396/019/0 and E-396/021/0

- 8.6.58 These footpaths pass through a rural landscape including views of fields, trees and woodlands. Natural views and sounds predominate, although distant road traffic is audible.
- 8.6.59 Users of the public footpaths would be indirectly affected by the diversions of Footpaths E-396/017/0, E-396/023/0, E-396/015/0 and E-515/005/0 to the north and east, which they connect to.
- 8.6.60 During the construction phase, changes to views would be limited due to the distance from the site and intervening vegetation including pockets of woodland to the east of Packway Farm, Trust Farm, Hawthorn Farm and

Dovehouse Farm. However, users of Footpath E-396/018/0 and E-396/019/0 may experience views towards construction activities at their easternmost extents, on the approach to the site. These views would affect only a small proportion of the overall length of these public footpaths, seen in **Chapter 6** of this volume.

- 8.6.61 During construction site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible for temporary periods. Noise impacts on users would diminish with distance from the site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.
- 8.6.62 Effects due to changes in air quality would be negligible - see **Chapter 5** of this volume.
- 8.6.63 These changes to the environment of users of these recreational resources would affect their recreational amenity. The overall impacts would be of small-negligible scale, short-term duration, limited extent and very low magnitude. Taking into account the medium sensitivity of users, would result in a minor adverse effect (**not significant**).

[Footpaths E-584/018/0, E-584/019/0, E-584/020/0 and E-584/021/0](#)

- 8.6.64 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment is relatively quiet with natural sounds predominating, and distant road traffic and occasional trains audible. Where E-396/021/0 enters Yoxford, built development and traffic noise become more noticeable.
- 8.6.65 An increase in traffic on the B1122 and the A12 during the early years of construction would affect walkers where Footpath E-584/020/0 ends at the B1122 junction with the A12 and where Footpath E-584/021/0 ends at the A12. However, there are footways where these footpaths meet these roads and impacts would be in the context of existing high traffic movements. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.66 There would be no direct impact on these PRoW from the proposed development. The landscape and visual assessment indicates that there would be very little visibility of the construction of the proposed development from these footpaths, with the exception of Footpath E-584/019/0. From Footpath E-584/019/0 the activity associated with the construction of the proposed Sizewell link road embankment would be visible, above intervening hedgerows, provided in **Chapter 6** of this volume.

- 8.6.67 During construction site clearance and set-up works, earthworks and excavations, and road construction including vibrating and compaction rollers would be audible at a distance for temporary periods. Noise impacts on users would diminish with distance from the site. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.
- 8.6.68 Effects due to changes in air quality would be negligible - see **Chapter 5** of this volume.
- 8.6.69 These changes to the environment of users of these recreational resources would affect their recreational amenity. The overall impacts would be of small-negligible scale, short-term, intermediate extent and very low magnitude. Taking into account the medium sensitivity of users, it would result in a minor adverse effect (**not significant**).

Middleton Moor common land and open access land

- 8.6.70 This is an area of common land comprising open grassland and a pond, with views across the common, interspersed by trees and some houses. Gaps in vegetation and houses allow views across the wider countryside. The B1122 and moving traffic pass through the centre of Middleton Moor and there is no vegetation screening the road from the common land and open access land. The noise environment is significantly affected by existing road traffic.
- 8.6.71 **Volume 2, Chapter 10** of the **ES** indicates that there would be an increase in vehicle movements on the B1122 at Middleton Moor during the early years of construction of the main development site. The increase in traffic would affect users of the common land, including those crossing the B1122 to travel from one area of the common land to another. This would be in the context of existing high traffic movements on the B1122.
- 8.6.72 The western edge of Middleton Moor common land and open access land is located within the ZVI identified within the landscape and visual assessment in **Chapter 6** of this volume. There would be some visibility of the construction phase of the proposed development, including the roundabout junction with the B1122.
- 8.6.73 Construction noise would have little effect. Additional traffic on the B1122 would be audible. Further details are outlined in **Appendix 8A** of this chapter and **Chapter 4** of this volume.
- 8.6.74 Effects due to changes in air quality would be negligible - see **Chapter 5** of this volume.

8.6.75 The overall impacts would be of small scale, short-term duration, wide extent and very low magnitude. Taking into account the medium sensitivity of users, it would result in a minor adverse effect (**not significant**).

iii. Inter-relationship effects

8.6.76 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 emissions and traffic on receptors. No further inter-relationship effects have been identified.

c) Operation

i. Introduction

8.6.77 With the exception of temporary contractor compounds and temporary footpath diversions, works undertaken at construction stage would become permanent. This includes the route of the proposed Sizewell link road and associated infrastructure and landscaping, including drainage infiltration ponds, road surfaces, kerbs, footways, paved areas, fencing, traffic signs, road lighting and bridges.

8.6.78 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 Sizewell link road and additional traffic on adjacent roads due to the Sizewell C Project;
- views of the Sizewell link road and moving vehicles;
- lighting at the roundabouts where the Sizewell link road meets the A12 and B1122, and lights from vehicles;
- disturbance by moving vehicles where PRow cross the carriageway of the Sizewell link road; and
- beneficial impacts where traffic volume reduces on the A12 and B1122 due to traffic being diverted onto the Sizewell link road.

8.6.79 As set out in **Chapter 2** of this volume, during the peak of years of construction of the main development site, there would be in the region of 2,300 vehicle movements per day along the Sizewell link road between the A12 and Middleton Moor link, 6,450 vehicle movements per day on the section between the Middleton Moor link and B1125 junction, and 8,500 vehicle movements per day on the eastern section of the Sizewell link road.

Once construction of the main development site is complete, there would be in the region of 1,400 vehicle movements per day along the Sizewell link road between the A12 and Middleton Moor link, 5,200 vehicle movements per day on the section between the Middleton Moor link and B1125 junction, and 7,200 vehicle movements per day on the eastern section of the Sizewell link road.

8.6.80 Sections of the B1122 and A12 that would be bypassed by the Sizewell link road would see the following approximate changes in traffic volumes:

- the central and eastern parts of the B1122 would see a large reduction of during the peak of years of construction and the operational phase of the main development site;
- the section of the B1122 between Yoxford and the Middleton Moor link would see a small increase during the peak years of construction of the main development site and then a small reduction once construction of the Sizewell C Project is complete; and
- the A12 within and south of Yoxford would see a small reduction in traffic during the peak of years of construction and the operational phase of the main development site.

8.6.81 During the peak of years of construction and the operational phase of the main development site, there would be an increase in vehicle movements due to the Sizewell C Project on sections of the B1122 to the east and A12 to the south of the Sizewell link road. These sections of road would not be bypassed by the two village bypass.

8.6.82 It is unlikely that the proposed development would lead to an increase in people using resources during operation to the extent that they would contribute to effects on amenity and recreation including tranquillity. The increase in users is therefore not considered in assessment of effects during operation.

Tranquillity

8.6.83 As described in **section 8.3** of this chapter, changes to noise, views, air quality, traffic and people are used to inform the effects on tranquillity experienced by recreational receptors. The effects on tranquillity is one of the factors used to inform the overall assessment of effects on amenity and recreation receptors. For the operational phase of the Sizewell link road, after completion of construction of the main development site, a more detailed assessment of effects on tranquillity is undertaken than for the

construction phase, informed by a detailed assessment of potential changes to noise using the natural tranquillity method described in **section 8.3** and presented in **Appendix 8A** of this volume. This is intended to give a more detailed understanding of the permanent effects of the proposed development on tranquillity experienced by recreational receptors. During the peak of construction of the main development site there would be greater traffic levels on the Sizewell link road than there would be after completion of construction, due to the presence of traffic associated with the construction of the main development site, and noise levels would be a little higher than after completion of construction. However, the difference is not likely to change the tranquillity levels within this assessment.

8.6.84 The results of the natural tranquillity method are presented in **Appendix 8A** of this volume and in **Figure 8.2** of this chapter. It can be seen that existing tranquillity due to noise is generally good away from the A12 and B1122, reducing closer to roads. At survey locations on or very close to the B1122 tranquillity is busy / noisy. It can also be seen that tranquillity due to noise would reduce as a result of the operational road in areas south of the B1122 due to traffic on the Sizewell link road, but would increase at survey locations very close to the B1122 due to the reduction in traffic on the existing road.

ii. **Effects on recreational routes**

Footpaths E-344/012/0, E-344/013/0, E-344/014/0 and E-584/016/A

8.6.85 This group of footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of traffic on the A12 from paths close to the road. Noise from road traffic is audible, dominating Footpaths E-344/012/0 and E-344/014/0 close to the A12. Natural sounds dominate further from the A12.

8.6.86 During the operational phase of the proposed development, Footpath E-344/014/0 would continue to utilise the diversion from the construction phase crossing the route of the proposed Sizewell link road at a new crossing point, increasing the length of the footpath by approximately 25m compared to its existing alignment. Footpaths E-344/013/0 and E-584/016/A would utilise a shorter diversion compared to the temporary diversion during construction, increasing the length of the footpath by approximately 20m compared to its existing alignment. Safe and continuous public footpath connectivity across the Sizewell link road would be maintained.

8.6.87 Users of Footpaths E-344/013/0, E-344/014/0 and E-584/016/A would experience disturbance due to traffic movements where they cross the

Sizewell link road at grade. The transport chapter (**Chapter 10, Volume 2** of the **ES**) confirms that there would be low vehicle flows on this section of Sizewell link road and lower vehicle speeds as a result of the proximity of the roundabout with the A12. **Chapter 10, Volume 2** of the **ES** concludes that there would be no significant effects on users of PRow that cross Sizewell link road at this location due to severance, pedestrian delay, amenity or fear and intimidation.

- 8.6.88** Increase in traffic on the A12 during the peak years of construction would adversely affect walkers where Footpath E-344/012/0 ends at the A12. This would be in the context of existing high traffic movements on the A12. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.89** Visual effects would reduce compared to the construction phase, for the majority of these PRow following removal of the construction activities and machinery, although large scale visual effects would remain at the locations where the PRow would cross the proposed Sizewell link road, provided in **Chapter 6** of this volume.
- 8.6.90** Effects due to changes in air quality would not be significant. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.91** The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is as follows. Tranquillity on footpath E-344/014/0 and the eastern end of E-344/012/0 is neutral with the noise of traffic on the A12 dominant, and moving traffic visible. Tranquillity on footpaths E-344/013/0 and E-584/016/A is good with natural sounds and views predominating, although distant road traffic and occasional trains are audible.
- 8.6.92** Tranquillity would reduce on some sections of these footpaths due to the increase in traffic noise and views of the proposed development including moving traffic. Lighting from light columns on the roundabout with the A12 and from vehicles would affect tranquillity at night although the footpaths are likely to have limited use when it is dark. These effects would be greatest where the footpaths cross the link road, where tranquillity would reduce to not tranquil. Moving away from the Sizewell link road the reduction in tranquillity would gradually lessen due to the reduction in traffic noise and natural sounds and views becoming more dominant.
- 8.6.93** These changes to the environment for users of these footpaths would affect their recreational amenity, including their perception of tranquillity. The greatest effects would be experienced for a short period while users cross Sizewell link road, as part of longer walks.

8.6.94 The permanent effects on users of Footpaths E-344/013/0, E-344/014/0 and E-584/016/A would be of medium-small scale, localised extent and medium-low magnitude. Taking into account the medium sensitivity of users, it would result in a moderate-minor adverse effect (**not significant**).

8.6.95 The permanent effects on users of Footpath E-344/012/0 would be of small scale, limited extent and very low magnitude. Taking into account the medium sensitivity of users, would result in a minor adverse effect (**not significant**).

Footpaths E-396/014/0 and E-584/016/0

8.6.96 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment is quiet with distant road traffic and trains audible at times.

8.6.97 Footpath E-584/016/0 would be permanently diverted as a result of the proposed development, in order to achieve a safe crossing point across the proposed Sizewell link road, increasing the length of the footpath by approximately 155m compared to its existing alignment. The new footpath would cross Sizewell link road at grade. Continuous public footpath connectivity across the site would be maintained.

8.6.98 Littlemore Road would be stopped up north and south of the proposed Sizewell link road and a new footpath created between the stopped up sections. This would create a new walking route connection between Middleton Moor (including the common land and open access land) and Fordley Road, with reduced traffic on Fordley Road. The new footpath would cross Sizewell link road at grade.

8.6.99 Users of Footpath E-584/016/0 and E-396/014/0 (which form a continuous route) would experience disturbance due to traffic movements where they cross the Sizewell link road at grade. The transport chapter (**Chapter 10, Volume 2** of the **ES**) confirms that there would be low vehicle flows on this section of Sizewell link road. **Chapter 10, Volume 2** of the **ES** concludes that there would be no significant effects on users of PRow that cross Sizewell link road at this location due to severance, pedestrian delay, amenity or fear and intimidation.

8.6.100 The visual environment for users of these footpaths as they cross the site and in the fields immediately adjacent to the proposed Sizewell link road would be substantially altered due to the presence of the new road and the diversion of these PRow. The landscape and visual assessment indicates that visibility of the proposed Sizewell link road would reduce rapidly further from the site, where existing hedgerows and tree belts and proposed

planting would limit potential visibility. Visual effects would reduce over time as the new woodland and hedgerows mature, provided in **Chapter 6** of this volume.

- 8.6.101 Effects due to changes in air quality would not be significant. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.102 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is good with natural sounds and views predominating, although distant road traffic and occasional trains are audible.
- 8.6.103 Tranquillity would reduce on these footpaths due to the increase in traffic noise and views of the proposed development including moving traffic. Lights from vehicles would affect tranquillity at night although the footpaths are likely to have limited use when it is dark. These effects would be greatest where the footpaths cross the link road, where tranquillity would reduce to not tranquil. Moving away from the Sizewell link road the reduction in tranquillity would gradually lessen due to the reduction in traffic noise, and natural sounds and views becoming more dominant.
- 8.6.104 Effects due to creation of a new footpath and stopping up Littlemore Road would bring beneficial effects. However, overall it is considered that effects on users of resources would be adverse, due to the adverse effects on users of Footpaths E-396/014/0 and E-584/016/0.
- 8.6.105 These changes to the environment of users of these recreational resources would affect their recreational amenity, including their perception of tranquillity. The greatest effects would be experienced for a short period while users cross Sizewell link road, as part of longer walks. The permanent effects would be of medium-small scale, intermediate extent and medium-low magnitude. Taking into account the medium sensitivity of users, it would result in a moderate-minor adverse effect (**not significant**).

Footpaths E-396/017/0, E-396/020/0 and E-396/023/0

- 8.6.106 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment around these footpaths is generally quiet with natural sounds predominating and distant road traffic audible away from the B1122. Where Footpaths E-396/017/0 and E-396/023/0 meet the B1122 road traffic noise becomes dominant.
- 8.6.107 Footpaths E-396/017/0 and E-396/023/0 would be permanently diverted as a result of the proposed development, in order to achieve a safe crossing point across the proposed road. Footpath E-396/017/0 would continue to

use the diversion created during the construction phase, increasing the length of the footpath by approximately 115m compared to its existing alignment. The permanent diversion of Footpath E-396/023/0 would be shortened from the route during construction to run permanently between the northern and southern junctions of the proposed staggered crossroads north of Trust Farm, increasing the length of the footpath relative to its existing length by approximately 20m compared to its existing alignment. The footpaths would cross Sizewell link road at grade. The alignment of the footpaths would be slightly less direct as a result. However, continuous footpath connectivity across the site would be maintained.

- 8.6.108 A new footpath connection would be created across the proposed Sizewell link road to Fordley Road to the west and north, and the northern section of Fordley Road would be stopped up to traffic but remain available for pedestrians, cyclists and equestrians. This new footpath would also connect to Footpath E-396/017/0 to the east providing additional route options. The new footpath would cross Sizewell link road at grade.
- 8.6.109 A new footpath connection would be created across the proposed Sizewell link road to the stopped up Hawthorn Road to the north and south of the link road. A section of Hawthorn Road joining this new footpath to the south of Sizewell link road would be converted to a footpath. This new footpath would also connect to Footpath E-396/020/0 to the south, and (via a stopped up section of Hawthorn Road) to Footpath E-396/016/0 north of the B1122; the B1122 would have significantly reduced traffic levels compared to existing levels. The new footpath would cross Sizewell link road at grade.
- 8.6.110 These new footpath routes would provide new opportunities for walking and people would be able to walk on the stopped up roads and cross the B1122 with less direct interference from traffic.
- 8.6.111 Users of Footpaths E-396/017/0 and E-396/023/0 would experience disturbance due to traffic movements where they cross the Sizewell link road at grade. **Chapter 10, Volume 2** of the **ES** concludes that there would be significant adverse effects on users of Footpaths E-396/017/0 and E-396/023/0 due to severance during the peak years of construction and the operational phase of the main development site. A substantial reduction in traffic on the existing B1122 due to traffic being diverted onto the Sizewell link road would beneficially affect receptors where Footpaths E-396/017/0 and E-396/023/0 meet the B1122.
- 8.6.112 The visual environment for users of these footpaths would be substantially altered close to the new Sizewell link road and accesses. It would change from being on embankment to being in cutting at various locations in the vicinity of these PRoW, and diversions. Further away from the proposed

development, the distance and intervening existing and proposed screening vegetation would limit the visual impacts, seen in **Chapter 6** of this volume.

- 8.6.113 Effects due to changes in air quality would not be significant. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.114 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is good on the southern sections of these footpaths with natural sounds and views predominating, although distant road traffic is audible. To the north, closer to the B1122 on E-396/017/0 and E-396/023/0, noise from road traffic becomes more dominant and traffic becomes visible, and tranquillity reduces to not tranquil.
- 8.6.115 Where E-396/017/0 and E-396/023/0 meet the B1122 tranquillity would improve slightly due to the reduction of traffic noise. However, for the majority of these footpaths tranquillity would reduce due to the increase in traffic noise and views of the proposed development including moving traffic. Lights from vehicles would affect tranquillity at night although the footpaths are likely to have limited use when it is dark. These effects would be greatest where the footpaths cross the link road, where tranquillity would reduce to not tranquil. Moving southwards away from the Sizewell link road reduction in tranquillity would gradually lessen due to the reduction in traffic noise, and natural sounds and views becoming more dominant.
- 8.6.116 Effects due to creation of new footpath routes and stopping up Fordley Road and Hawthorn Road would bring beneficial effects. However, overall it is considered that effects on users of resources would be adverse due to the adverse effects on users of Footpaths E-396/017/0, E-396/020/0 and E-396/023/0 which would outweigh the beneficial effects due to creation of new footpath routes and stopping up Fordley Road and Hawthorn Road.
- 8.6.117 These changes to the environment of users of these recreational resources would affect their recreational amenity, including their perception of tranquillity. The permanent effects would be of medium scale, intermediate extent and medium magnitude. Taking into account the medium sensitivity of users, it would result in a moderate adverse effect (**significant**).

Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0

- 8.6.118 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment around these footpaths is generally quiet with natural sounds predominating and distant road traffic

audible away from the B1122. Where Footpaths E-396/015/0, E-515/004/0 and E-515/007/0 meet the B1122 road traffic noise becomes dominant.

8.6.119 These footpaths would be permanently diverted as a result of the proposed development leading to less direct routes, but maintaining continuous public footpath connectivity across the site.

- The diversion of Footpath E-515/004/0 used during construction would continue during the operational phase, increasing the length of the footpath by approximately 85m compared to its existing alignment, crossing Sizewell link road at grade.
- The diversions of Footpaths E-396/015/0 and E-515/005/0 across Pretty Road overbridge used during construction would continue during the operational phase, avoiding the need to cross Sizewell link road at grade. E-396/015/0 would be increased by approximately 995m compared to its existing alignment. E-15/005/0 would be increased by approximately 880m compared to its existing alignment, from east of the proposed Sizewell link road to where it joins E-396/015/0 west of the road.
- The permanent diversion of Footpath E-515/003/0 would be either northwards to cross the proposed Sizewell link road at the Pretty Road overbridge (leading to an increase of approximately 400m compared to the existing route and avoiding the need to cross Sizewell link road at grade) or, from the east side of the site, southwards to join the realigned Footpath E-515/004/0 which connects back to E-515/003/0 (leading to an increase by approximately 640m compared to the existing route and crossing Sizewell link road at grade).
- E-515/007/0 would be diverted east of its existing alignment by approximately 55m to connect to the stopped up section of Moat Road. If walkers wished to continue their walk onto George Road south of Sizewell link road they would need to walk eastwards on the stopped up Moat Road to connect to the new footpath that travels south and then west, crossing the Sizewell link road at grade. This would lead to an increase in length by approximately 510m.

8.6.120 The new pedestrian connection between E-515/007/0 and George Road would provide new opportunities for walking, including connecting to Footpath E-515/013/0 to the south-east via a stopped up section of the B1122, and people would be able to walk on the stopped up roads with less direct interference from traffic.

- 8.6.121 **Chapter 10, Volume 2** of the **ES** concludes that there would be significant adverse effects on pedestrian delay, during the peak years of construction and the operational phases of the main development site, as a result of Footpaths E-396/015/0 and E-515/005/0 being permanently diverted to join the proposed Pretty Road overbridge, which would increase the walking distances for PRow users. The transport chapter (**Chapter 10, Volume 2** of the **ES**) concludes that there would be no significant effects on users of PRow due to severance, pedestrian amenity or fear and intimidation.
- 8.6.122 Users of Footpaths E-515/004/0, E-515/003/0 (southern route option only), and E-515/007/0 (diversion to George Road) would experience disturbance due to traffic movements where they cross the Sizewell link road at grade. A substantial reduction in traffic on the existing B1122 due to traffic being diverted onto the Sizewell link road would beneficially affect receptors where Footpaths E-396/015/0, E-515/004/0 and E-515/007/0 meet the B1122.
- 8.6.123 Views would be substantially altered at footpaths close to Sizewell link road due to factors including the diversions required leading to changes views, the need to cross the proposed Sizewell link road with close views of the road and moving traffic, and the presence of the proposed Pretty Road overbridge and embankments. Vehicle lights would be visible at night, although it is unlikely that recreational resources would be greatly used at night. Further away from the proposed development, the distance and intervening existing and proposed screening vegetation would reduce the visual impacts. These effects would reduce over time as the new woodland and hedgerows mature, provided in **Chapter 6** of this volume.
- 8.6.124 Effects due to changes in air quality would not be significant. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.125 The existing tranquillity of the area, following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter, is good away from the B1122 with natural sounds and views predominating, although distant road traffic is audible from most locations. To the north, closer to the B1122 and Theberton on Footpaths E-396/015/0, E-515/004/0 and E-515/007/0, noise from road traffic becomes more dominant and traffic and built development becomes more visible, and existing tranquillity reduces to not tranquil.
- 8.6.126 During the operational phase tranquillity would improve where E-396/015/0, E-515/004/0 and E-515/007/0 meet the B1122 due to the reduction of traffic noise from the B1122. However, for the majority of these footpaths tranquillity would reduce during the operational phase due to the increase in traffic noise and views of the proposed development including moving traffic

on Sizewell link road. The reduction in tranquillity would be greatest where the footpaths cross the link road, where tranquillity would reduce to not tranquil. Moving southwards away from the Sizewell link road the reduction in tranquillity during the operational phase would gradually lessen due to the reduction in traffic noise and natural sounds and views becoming more dominant.

8.6.127 Effects due to creation of a new footpath route and stopping up sections of Moat Road and George Road would bring beneficial effects. However, overall it is considered that effects on users of resources would be adverse due to the adverse effects on users of E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0.

8.6.128 These changes to the environment of users of these recreational resources would affect their recreational amenity, including their perception of tranquillity. The permanent effects would be of medium scale, intermediate extent and medium magnitude. Taking into account the medium sensitivity of users, it would result in a moderate adverse effect (**significant**).

Footpaths E-515/012/0 and E-515/013/0

8.6.129 These footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of the B1122 including moving traffic. Natural sounds and noise from traffic on the B1122 are audible. Where the footpaths meet the B1122 road traffic noise becomes dominant.

8.6.130 Footpath E-515/013/0 would be diverted to cross the route of the proposed Sizewell link road south-east of its existing position, at grade, increasing the length of the footpath by approximately 95m compared to its existing alignment. It would connect to a new footpath on a stopped up section of the B1122.

8.6.131 Users of both footpaths would be affected by an increase in vehicle movements during the peak years of construction and the operational phase of the main development site. This would be in the context of existing high traffic volumes on the B1122. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.

8.6.132 The landscape and visual assessment indicates that the proposed development would be visible from these footpaths and that the visual impact would be greatest at the eastern end of Footpath E-515/013/0 where it lies close to and crosses the new road. Proposed planting along the proposed Sizewell link road would reduce the visibility of the proposed Sizewell link road over time, provided in **Chapter 6** of this volume.

- 8.6.133 Effects due to changes in air quality would not be significant. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.134 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is good away from the B1122 with natural sounds and views predominating, although road traffic is audible and visible. To the east, closer to the B1122 on both footpaths, noise from road traffic becomes more dominant and traffic and built development becomes more visible, and tranquillity reduces to not tranquil.
- 8.6.135 Users of the footpaths would experience increased traffic noise and views of the proposed development, and tranquillity would reduce slightly; these changes would be most noticeable for users of Footpath E-515/013/0 being closer to the new road than E-515/012/0. Vehicle lights would be visible at night and affect tranquillity after dark, although it is unlikely that recreational resources would be greatly used at night, and proposed planting would help screen vehicle lights as it matures.
- 8.6.136 Overall these permanent impacts would be of small scale, limited extent and low magnitude. Taking into consideration the medium sensitivity of route users, it would result in a minor adverse effect (**not significant**).

Footpaths E-396/006/0, E-515/006/0 and E-515/016/0

- 8.6.137 These footpaths pass through a rural landscape including views of fields, trees and woodlands, and views of farm buildings and, from some sections of footpath, moving traffic on the B1122. Noise comprises natural sounds as well as agricultural plant and traffic noise. Where E-515/016/0 meets the B1122 road traffic noise becomes dominant.
- 8.6.138 A substantial reduction in traffic on the existing B1122 due to traffic being diverted onto the Sizewell link road would beneficially affect receptors where Footpath E-515/006/0 meets the B1122. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.139 The landscape and visual assessment indicates that there would be limited effects on users of these PRoW - see **Chapter 6** of this volume.
- 8.6.140 Effects due to changes in air quality would be negligible. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.141 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is neutral from the majority of these footpaths with views of arable fields, woodlands,

farm buildings and, from some sections of footpath, moving traffic on the B1122. Noise comprises natural sounds as well as agricultural plant and traffic noise.

- 8.6.142 There would be a slight improvement in tranquillity where E-515/016/0 meets the B1122, due to the reduction in traffic noise and views of moving traffic. For the majority of these footpaths, away from the B1122, there would be no effects on tranquillity.
- 8.6.143 Overall impacts would be of negligible scale. Effects on the amenity of users of these resources would be negligible neutral (**not significant**).

Footpaths E-396/018/0, E-396/019/0 and E-396/021/0

- 8.6.144 These footpaths pass through a rural landscape including views of fields, trees and woodlands. Natural views and sounds predominate, although distant road traffic is audible.
- 8.6.145 Users of the public footpaths would continue to be indirectly affected by the diversion of Footpaths E-396/017/0, E-396/023/0, E-396/015/0 and Footpath E-515/005/0, which provide access to the wider right of way network to the north and east.
- 8.6.146 These footpaths connect to Footpath E-396/020/0 to the north, which connects to the section of Hawthorn Road which would be stopped up, the new footpath across the Sizewell link road and the wider network north of the B1122, providing additional walking opportunities. Connectivity to the wider right of way network would be maintained and enhanced.
- 8.6.147 The landscape and visual assessment indicates that the visual impact of the proposed Sizewell link road and the Fordley Road and Trust Farm junctions would reduce over time due to the effects of proposed planting. The proposed development would only be visible from a small proportion of the overall length of these public footpaths - see **Chapter 6** of this volume.
- 8.6.148 Effects due to changes in air quality would be negligible. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.149 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is good with natural views and sounds predominating, although distant road traffic is audible.
- 8.6.150 There would be some views of the proposed development from a small proportion of the overall length of these footpaths, and traffic on the

Sizewell link road would be audible. Tranquillity would reduce to fairly tranquil on some sections of these footpaths (e.g. to the west of this group) but remain good on others (e.g. to the east of this group).

- 8.6.151 Overall these permanent impacts would be of small-negligible scale, limited extent and very low magnitude. Taking into consideration the medium sensitivity of route users, it would result in a minor adverse effect (**not significant**).

Footpaths E-584/018/0, E-584/019/0, E-584/020/0 and E-584/021/0

- 8.6.152 These footpaths pass through a rural landscape including views of fields, trees and woodlands. The noise environment is relatively quiet with natural sounds predominating, and distant road traffic and occasional trains audible. Where E-396/021/0 enters Yoxford, built development and traffic noise become more noticeable.
- 8.6.153 There would be small reductions in traffic on the B1122 and the A12 during the peak years of construction and operational phase of the main development site where Footpaths E-584/020/0 and E-584/021/0 end at these roads. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.154 The landscape and visual assessment indicates that there would remain very little visibility of the proposed Sizewell link road during the operational stage from these footpaths, with the exception of Footpath E-584/019/0. From Footpath E-584/019/0 the proposed Sizewell link road embankment would be visible above intervening hedgerows. Proposed planting would help to integrate the road into views as it matures, provided in **Chapter 6** of this volume.
- 8.6.155 Effects due to changes in air quality would be negligible. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.156 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is good to fairly tranquil with natural views and sounds predominating, although road traffic is audible.
- 8.6.157 There would be very little visibility of the proposed development from the majority of these footpaths except for Footpath E-584/019/0, and traffic on the Sizewell link road would be audible. However, this is unlikely to affect tranquillity.

- 8.6.158 These permanent impacts would be of small-negligible scale, localised extent and very low magnitude. Taking into account the medium sensitivity of users, it would result in a minor adverse effect (**not significant**).

Middleton Moor common land and open access land

- 8.6.159 This is an area of common land comprising open grassland and a pond, with views across the common, interspersed by trees and some houses. Gaps in vegetation and houses allow views across the wider countryside. The B1122 and moving traffic pass through the centre of Middleton Moor and there is no vegetation screening the road from the common land and open access land. The noise environment is significantly affected by road traffic.
- 8.6.160 A substantial reduction in traffic on the existing B1122 passing through Middleton Moor common land due to traffic being diverted onto the Sizewell link road would beneficially affect receptors using the common land. Further detail is provided in **Chapter 10, Volume 2** of the **ES**.
- 8.6.161 Connectivity for pedestrians from Middleton Moor common land and open access land to the PRow network to the south would be enhanced by the stopping up of Littlemoor Road and the creation of new footpath across Sizewell link road between the stopped up sections. This would create a new walking route connection between Middleton Moor and Fordley Road, with reduced traffic on Fordley Road enhancing recreational amenity.
- 8.6.162 The western edge of Middleton Moor common land and open access land would remain within the ZVI identified within the landscape and visual assessment, seen in **Chapter 6** of this volume. There would be some visibility of the roundabout junction with the B1122 during the operational phase of the proposed development. Lighting from light columns on the roundabout junction with the B1122 would be visible at night. Less traffic would be visible on the B1122 passing through the common, including less vehicle lights at night.
- 8.6.163 Air quality is likely to improve due to the reduction in road traffic on the B1122. Refer to **Chapter 5** of this volume of the **ES** for further details.
- 8.6.164 The existing tranquillity following the method in **section 8.3** of this chapter and using descriptions in column C of **Table 8.4** of this chapter is not tranquil due to the noise from and views of traffic on the B1122 and of built development.
- 8.6.165 Tranquillity would improve, primarily due to the reduction in traffic on the B1122. There would be some visibility of the roundabout junction with the

B1122 from parts of the common. Lighting from light columns on the roundabout would affect tranquillity at night, although the common would be used less after dark than during the day. Traffic noise would reduce. Tranquillity would become neutral.

- 8.6.166 The overall permanent impacts would be of small scale, wide extent and medium-low magnitude. Taking into account the medium sensitivity of users, it would result in a moderate-minor beneficial effect (**not significant**).

i. Inter-relationship effects

- 8.6.167 The amenity and recreation assessment of the operational effects of the proposed development has inherently considered the impacts due to changes in views, noise, lighting, air quality and traffic on receptors. No further 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 The assessment within this chapter has concluded that there are expected to be the following significant adverse effects during the construction phase:

- Short-term moderate adverse effects on users of footpaths comprising E-344/013/0, E-344/014/0, E-584/016/A, E-396/014/0, E-584/016/0, E-396/017/0, E-396/020/0, E-396/023/0, E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0.

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

- Permanent moderate adverse effects on users of groups of footpaths comprising E-396/017/0, E-396/020/0, E-396/023/0, E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0.

- 8.7.4 No further mitigation or monitoring measures are proposed to reduce or avoid significant effects for amenity and recreation receptors. Measures to keep all footpaths open and minimise effects due to changes in noise, air quality, views and traffic during construction and operation set out in

section 8.5 of this chapter are considered to provide a thorough plan of mitigation.

8.7.5 Once the proposed development is operational, the only significant impacts, once primary and tertiary mitigation has been taken into account, would be for the PRow to the west and south of Theberton that cross the Sizewell link road either at grade, or via relatively long diversions across Pretty Road overbridge, and PRow that cross Sizewell link road at grade south of Yoxford. Users of these PRow would experience potentially significant effects due to the change in experience caused by the length of diversions, traffic while crossing the two village bypass, and/or by noise and visual effects. Users of Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 have the option of using the new Pretty Road overbridge which would avoid crossing the Sizewell link road at grade.

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

8.8 Residual Effects

8.8.1 The following tables (**Table 8.6** and **Table 8.7**) present a summary of the amenity and recreation impact assessment. These tables identify the receptor/s likely to be impacted, the level of effect and where the effect is deemed to be significant. The tables also include the mitigation proposed and the resulting residual effect.

Table 8.6: Summary of effects for the construction phase.

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of Effects.	Additional Mitigation.	Residual Effects.
Footpaths E-344/013/0, E-344/014/0 and E-584/016/A.	Permanent diversion to alternative routes, with E-344/013/0 and E-584/016/A utilising a longer temporary diversion. Short-term impacts from construction noise and	Diversion to provide continuous safe access across the site. Retention of existing vegetation where possible. Best practice construction approach.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of Effects.	Additional Mitigation.	Residual Effects.
	changes to views.				
Footpath E-344/012/0	Short-term impacts from traffic, construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).
Footpaths E-396/014/0 and E-584/016/0.	Permanent diversion to alternative routes. Short-term impacts from construction noise and changes to views.	Diversion to provide continuous safe access across the site. Retention of existing vegetation where possible. Best practice construction approach.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).
Footpaths E-396/017/0, E-396/020/0 and E-396/023/0.	Permanent diversion to alternative routes. Short-term impacts from construction noise and changes to views.	Diversion to provide continuous safe access across the site. Retention of existing vegetation where possible. Best practice construction approach.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).
Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0.	Temporary diversion to alternative routes prior to permanent diversions. Short-term impacts from construction noise and changes to views.	Diversion to provide continuous safe access across the site. Retention of existing vegetation where possible. Best practice construction approach.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).
Footpaths E-515/012/0 and E-515/013/0.	Short-term impacts from construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of Effects.	Additional Mitigation.	Residual Effects.
Footpaths E-396/006/0, E-515/006/0 and E-515/016/0.	Short-term impacts from construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).
Footpaths E-396/018/0, E-396/019/0 and E-396/021/0.	Short-term impacts from construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).
Footpaths E-584/018/0, E-584/019/0, E-584/020/0 and E-584/021/0.	Short-term impacts from construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).
Middleton Moor common land.	Short-term impacts from construction noise and changes to views.	Retention of existing vegetation where possible. Best practice construction approach.	Minor adverse (not significant).	None required	Minor adverse (not significant).

Table 8.7: Summary of effects for the operational phase.

Receptor	Impact	Primary or Tertiary Mitigation.	Assessment of Effects.	Additional Mitigation.	Residual Effects.
Footpaths E-344/013/0, E-344/014/0 and E-584/016/A.	Permanent diversion of E-344/013/0, E-344/014/0 and E-584/016/A. Interaction with traffic where the footpaths cross the new road. Changes to views, noise and tranquillity.	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.	Moderate-minor adverse (not significant).	None proposed	Moderate-minor adverse (not significant).
Footpath E-344/012/0.	Impacts from traffic, changes	Hedgerow planting west of the A12 to	Minor adverse (not	None required	Minor adverse (not

Receptor	Impact	Primary Tertiary Mitigation. or	Assessment of Effects.	Additional Mitigation.	Residual Effects.
	to views, noise and tranquillity.	help screen the link road and traffic.	significant).		significant).
Footpaths E-396/014/0 and E-584/016/0.	Footpaths would be permanently diverted to a new at grade road crossing. Interaction with traffic where the footpath crosses the new road. Changes to views, noise and tranquillity.	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.	Moderate-minor adverse (not significant).	None proposed	Moderate-minor adverse (not significant).
Footpaths E-396/017/0, E-396/020/0 and E-396/023/0.	Footpaths would be permanently diverted to new at grade road crossing points. Interaction with traffic where the footpaths cross the new road. Changes to views, noise and tranquillity.	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).
Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0.	Footpaths would be diverted over a new overbridge at Pretty Road and on an at-grade crossing on a permanent basis. Interaction with traffic where a footpath crosses the new road.	The sinking of the route into a cutting and provision of hedgerow and woodland planting to help screen and integrate the road with the surrounding landscape.	Moderate adverse (significant).	None proposed	Moderate adverse (significant).

Receptor	Impact	Primary Tertiary Mitigation.	or	Assessment of Effects.	Additional Mitigation.	Residual Effects.
	Changes to views, noise and tranquillity.					
Footpaths E-515/012/0 and E-515/013/0.	Changes to views, noise and tranquillity.	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.		Minor, adverse (not significant).	None required	Minor, adverse (not significant).
Footpaths E-396/006/0, E-515/006/0 and E-515/016/0.	None	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.		Negligible neutral (not significant).	None required	Negligible neutral (not significant).
Footpaths E-396/018/0, E-396/019/0 and E-396/021/0.	Visual impacts closest to the proposed development.	Woodland and hedgerow planting along the route to help integrate the road with the surrounding landscape.		Minor adverse (not significant).	None required	Minor adverse (not significant).
Footpaths E-584/018/0, E-584/019/0, E-584/020/0 and E-584/021/0.	Visual impacts closest to the proposed development. Traffic noise.	Hedgerow planting along the route to help integrate the road with the surrounding landscape.		Minor adverse (not significant).	None required	Minor adverse (not significant).
Middleton Moor common land.	Views of the proposed roundabout. Improved views, noise and air quality due to reduction in traffic on the B1122.	Hedgerow planting along the route to help integrate the road with the surrounding landscape.		Moderate-minor beneficial (not significant).	None required	Moderate-minor beneficial (not significant).

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