

## 19 LOCAL COMMUNITY

1. This section describes those impacts of the proposed development on the 'local community' that are not considered elsewhere in the ES. The majority of the potential impacts on the environment and, therefore, the local community are addressed in other sections of the ES that address the potential impacts of the development on various environmental parameters. These sections comprise:

- Traffic and transportation (Section 12);
- Noise (Section 13);
- Vibration (Section 14);
- Air quality (Section 15);
- Landscape and visual environment (Section 16); and,
- Socio-economics (Section 22).

2. This sections addresses potential impacts of the proposed development on amenity of the value of the area to the south of the existing Port and the potential effect on television reception.

### 19.1 EXISTING ENVIRONMENT

1. This section describes those features of the local community that could potentially be affected by the proposed development. This section is largely confined to describing recreational pursuits; other aspects such as the effect of the development on noise, air quality, traffic and landscape quality are considered elsewhere in this ES.

2. Given that the site of the proposed development is surrounded by the existing port facilities, recreational activity is limited. The most significant recreational facility is the viewing area to the south of the port and walking that takes place to and from this point.

#### 19.1.1 Visitor usage of the viewing area

1. Vehicles that drive down View Point Road and into Manor Terrace car park are recorded by an automatic counter. Vehicles travelling to Customs House are excluded from the counts for View Point Road. The number of visitors is estimated by multiplying the number of vehicles by 2.2; this figure is used as an average for the number of passengers per vehicle. The counts, therefore, allow an estimate of the number of visitors to the Landguard peninsula to be made. A summary of the number of vehicles and estimated number of visitors to the Landguard peninsula is provided in Table 19.1.1.

**Table 19.1.1 Summary of the actual number of vehicles and estimated number of visitors to Landguard in 2002 and from January to April in 2003**

Year	Vehicles		Visitors (estimated)		TOTAL	
	Manor Terrace	Point Road	Manor Terrace	View Point Road	Vehicles	Visitors (estimated)
2002	69,693	163,725	153,200	359,400	233,418	513,800
2003 (to April)	26,749	57,652	58,800	126,800	84,401	185,600

## 19.2 POTENTIAL IMPACTS DURING THE CONSTRUCTION PHASE

### 19.2.1 Temporary loss of amenity

1. For a limited period of time, there would be a loss of amenity in the area given that the existing viewing area and car parking would be displaced by the reclamation work and the reclamation work would need to be completed prior to the creation of a new viewing area.

2. Given that this impact is temporary and a new viewing area would be created in place of the existing area, the impact is considered to be of **minor adverse significance**.

#### *Mitigation and residual impact*

3. This impact is not possible to mitigate and the residual impact would be of **minor adverse significance**.

### 19.2.2 Potential impact on television reception

1. In the latter stages of the construction phase the erection of quay cranes may affect TV reception for residents to the east of the development area who pick up their TV signals from the Sudbury transmitter. These signals will pass through the new development area and may therefore be affected by the quay cranes. This would affect approximately 20 residents located to the east of the proposed development area and the majority of caravan owners (approximately 200). These residents may need to re-tune their television sets to pick up the channels available. Channel 5 is not, however, currently available from the Ranelagh Road transmitter. Overall, the impact is predicted to be of **negligible significance**.

#### *Mitigation and residual impact*

2. Given that Channel 5 is not currently available from the Ranelagh Road transmitter, the Port of Felixstowe would work with NTL (landlords for this transmitter) to have this channel added as soon as practicable. The residual impact would be of **negligible significance**.

### 19.2.3 Effect on the bridleway in the vicinity of the NNRT

1. The construction works for the NNRT would affect the bridleway located at the northern end of the existing North Rail Terminal. The bridleway runs between Fagbury Cliffs to Fagbury Road, and crosses the Trimley Branch Railway Line operated by the Port.

2. The construction works would comprise the construction of a single-track spur from the existing Trimley Branch Line to facilitate access to the NNRT. These works would have an impact on the use of the bridleway, which would lead to the requirement for it to be diverted. On completion of the works, the total length of the bridleway crossing the existing and new railway tracks would be extended, but the existing route would be reinstated. For the duration of the works affecting the bridleway, expected to be 3 months, an impact of **minor adverse significance** is predicted to arise.

#### *Mitigation and residual impact*

3. During the construction works HPUK will:

- Ensure that the method of construction would allow continued use of the bridleway;
- Give 6 weeks notice in the local press of the intention to carry out the works to the bridleway;
- Ensure that all permanent works do not adversely affect the health and safety of members of the public using the bridleway. These works to be carried out with the minimum of disruption to the public; and,
- A port gate attendant would be in attendance for any works being carried out in the area to ensure that the public can cross the tracks safely.

4. The residual impact is, therefore, expected to be of **negligible significance** and only minor inconvenience.

### 19.2.4 Potential impact on informal recreation

1. A number of recreational activities are undertaken to the south of the existing Landguard Terminal that have the potential to be impacted during the construction phase. These comprise walking, bird watching, cycling and angling.

2. During the works to View Point Road and the viewing area, access to the area south of the port would be restricted for safety reasons. However, this effect would be short-term and is predicted to represent a worst case impact of **minor adverse significance**.

#### *Mitigation and residual impact*

3. Signs should be erected at the junction of View Point Road with Langer Road to inform the public about the nature of the works being undertaken. The residual impact would be of **minor adverse significance**.

## 19.3 POTENTIAL IMPACTS DURING THE OPERATIONAL PHASE

### 19.3.1 Provision of improved infrastructure

1. During the operational phase, it is proposed that improved infrastructure would be provided in the vicinity of Landguard Fort. These comprise an arrivals and bus turning area. The total car parking capacity of the area would be unchanged from the existing situation, with a maximum of 70 car parking spaces near the bus turning area and 65 spaces proposed for the estuary frontage at the new viewing area. Improvements are also proposed to View Point Road.

2. Overall, the proposed improvements to facilities is considered to represent an impact of **minor beneficial significance**.

#### *Mitigation and residual impact*

3. No mitigation is required and the residual impact would be of **minor beneficial significance**.

### 19.3.2 Increased visitor numbers

1. Based on the current popularity of the viewing area, the relocation of the viewing area is likely to attract additional visitors to the area to view the proposed port development and the change to the facilities in the area. This would have a beneficial impact on the economy of the area and is assessed in Section 22.

### 19.3.3 Effect on the bridleway

1. The existing number of trains that use the Trimley Branch Line and cross the bridleway at the northern end of the existing North Rail Terminal is 12 in and 11 out on most days of the week (no service on Sundays).

2. The NNRT would become operational in 2008. At this time, the existing South Rail Terminal would cease to be used regularly and the majority of Port rail traffic would enter and leave the Port using the Trimley Branch Line. The number of trains calling at the South Rail Terminal to be transferred to the existing North Rail Terminal and the NNRT would be nine trains in and out per day. In addition, based on a 26% rail share and '30 wagon set' configured trains, an additional seven trains in and out per day in 2023 would result from the traffic generated by the Felixstowe South Reconfiguration. Therefore, 16 additional trains in and out a day would cross the bridleway.

3. Based on this, users of the bridleway are approximately twice as likely to be stopped by a train due to the Felixstowe South Reconfiguration. However, 55 movements over a 24 hour period (averaging 2.3 an hour) is not considered to be high. Therefore, an additional impact of **minor adverse significance** is predicted.

#### *Mitigation and residual impact*

4. Relevant safety measures would be provided. An impact of **minor adverse significance** is expected to remain.