



The Sizewell C Project

Deed of Obligation, Schedule 12, Annex W:
Railway Construction Refreshed Noise Assessment

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1. Introduction

- 1.1 AECOM has been appointed by Sizewell C Limited ('SZC') to identify residential buildings that will qualify under the Noise Mitigation Scheme (NMS) (as set out in Annex W of the **Deed of Obligation**¹) as a result of the construction and operation of the Sizewell C nuclear power station project ('the project'). The project includes the following elements:
- The main development site (MDS) comprising land required for the Sizewell C nuclear power station, offshore works and land used temporarily to support construction, including a temporary accommodation campus and caravan site for the construction workforce. This includes the land east of Eastlands Industrial Estate (LEEIE).
 - Two temporary park and ride sites, one at Darsham (the 'northern park and ride site') and one at Wickham Market (the 'southern park and ride site'), to reduce the amount of traffic generated by the construction workforce on local roads and through local villages.
 - A permanent road to bypass Stratford St Andrew and Farnham (referred to as the 'two village bypass' or TVB), to alleviate traffic and mitigate road safety effects on the A12 through the two villages.
 - A permanent road linking the A12 to west of the Sizewell C main development site (referred to as the 'Sizewell link road' or SLR), to alleviate traffic from the B1122 through Theberton and Middleton Moor.
 - Permanent highway improvements at the junction of the A12 and B1122 east of Yoxford (referred to as the 'Yoxford roundabout') and other road junctions to accommodate Sizewell C construction traffic and mitigate road safety effects.
 - A temporary freight management facility (FMF) at Seven Hills on land to the south-east of the A12/A14 junction to manage the flow of freight to the main development site.
 - A temporary extension of the existing Saxmundham to Leiston branch line into the main development site (referred to as 'the green rail route' or GRR) and other permanent rail improvements on the Saxmundham to Leiston branch line, to transport freight by rail to remove large numbers of lorries from the regional and local road network.
- 1.2 In addition, there will be temporary intensification for approximately 8-10 years of the use of the existing East Suffolk line railway between Westerfield Junction, just north of Ipswich and the junction with the Saxmundham to Leiston branch line, just north of Saxmundham, and the Saxmundham to Leiston branch line itself.
- 1.3 The project received development consent on 20 July 2022 under Statutory Instrument 2022 No 853. 'The Sizewell C (Nuclear Generating Station) Order 2022'.
- 1.4 Separate reports have been produced regarding qualification under the NMS due to the construction and operational use of each of the various elements as set out in paragraphs 1.1 and 1.2 above, except for the operational use of the power station itself, since the **Development Consent Order (DCO)** (Requirement 40: Operational Noise) precludes the operation of the power station at noise levels that could lead to properties being eligible for noise insulation.
- 1.5 This report focuses on noise insulation and temporary rehousing qualification under the NMS due to:
- The construction of the permanent improvements to the existing Saxmundham to Leiston branch line, including the section east of the GRR through Leiston; and
 - The construction of the extension to the existing Saxmundham to Leiston branch line, the GRR.
- 1.6 Figure 1 provides an overview of the existing Saxmundham to Leiston branch line and the GRR, including the location of the various level crossings.

¹ The Sizewell C Project 8.17/10.4 *Deed of Obligation Engrossment Version – Annexures - Part 3 of 3*, Book 8 Revision: 9.0, Book 10 Revision: 1.0, PINS Reference Number: EN010012, <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010012/EN010012-008256-SZC%20Co.%20-%20Final%20signed%20and%20dated%20s.106,%20final%20s.106%20Explanatory%20Memorandum%20and%20final%20Confirmation%20and%20Compliance%20Document%2017.pdf>

- 1.7 The construction and operation of the temporary rail terminal within the LEEIE, also known as the ancillary construction area (ACA), which consists of a temporary rail unloading facility to be used prior to the completion of the GRR, is not covered in this report. These activities were considered in the refreshed assessment on noise insulation qualification due to the construction works at the MDS². The MDS refreshed construction noise assessment also included activities associated with the construction and operation of the GRR to the east of Abbey Road within the MDS red line boundary.
- 1.8 However, the rail construction works include an activity to construct a small satellite compound close to the western boundary of the LEEIE, which falls within the MDS red line boundary but was not considered in the refreshed MDS construction noise assessment. The activity has therefore been included in this report, albeit with the alternative, lower MDS criteria applied.
- 1.9 The construction works covered by the assessment in this report are currently anticipated to start in 2024.

2. Criteria

Construction

- 2.1 The criteria for noise insulation and temporary rehousing are set out in the NMS which is detailed in Annex W of the **Deed of Obligation**, as follows:

- 2.2 Table 1.1 of the NMS sets out the criteria for eligibility for insulation for construction noise, which are:

“A Property will be eligible for an offer of insulation where the Property is predicted to experience the following when measured 1 m from the external façade of any Eligible Room:

(1) a construction noise level which exceeds the higher of either:

(a) the noise insulation trigger levels set out in Table 1.3 for any Associated Development site or in Table 1.4 for the main development site for the corresponding times of the day; or

(b) the existing Baseline Ambient Sound Level for the corresponding times of the day; and

(2) an exceedance of (1) where:

(a) the exceedance is predicted to occur on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months; or

(b) where the exceedance occurs only on a Saturday or Sunday, it is predicted to occur on 2 weekends, or part thereof, in any 15 consecutive days or on 6 weekends, or part thereof, in any 6 consecutive months.”

- 2.3 Table 1 sets out the NMS insulation trigger levels for construction noise for the associated development sites, which are taken from Table 1.3 of the NMS, but rearranged so that multiple periods are grouped according to their eligibility threshold; the NMS presented the periods chronologically.

Table 1. Construction noise insulation trigger levels for the Associated Development sites (from Table 1.3 in the NMS)

Day/Time	Averaging Period, T	Noise Insulation Trigger Level dB $L_{Aeq,T}$
Day:		
Weekdays, 0800-1800,	10 hr (weekdays)	75
Saturday, 0800-1300	5 hr (Saturdays)	
Shoulder Periods		
Weekdays, 0700-0800		
Weekdays, 1800-1900	1 hr	70
Saturday, 0700-0800		
Saturday, 1300-1400		

² The Sizewell C Project Deed of Obligation, Schedule 12, Annex W: *Main Development Site Refreshed Noise Assessment–Construction*, Revision 1. Ref: 60679030_NI_MDS_1, April 2023

Day/Time	Averaging Period, T	Noise Insulation Trigger Level dB L _{Aeq,T}
Evenings and weekends: Weekdays 1900-2300, Saturdays 1400-2300, Sundays 0700 - 2300	4 hr (weekdays) 1 hr (Saturdays) 1 hr (Sundays)	65
Nights: Every day 2300 - 0700	1 hr	55

2.4 Since this report also considers the construction of a small satellite compound close to the western boundary of the LEEIE, which falls within the MDS red line boundary, the MDS criteria in Table 1.4 of the NMS are also relevant, and are set out in Table 2.

Table 2. Construction noise insulation trigger levels for the MDS (Table 1.4 in the NMS)

Day/Time	Averaging Period, T	Noise Insulation Trigger Level dB L _{Aeq,T}
Day: Weekdays, 0700-1900, Saturday, 0700-1300	12 hr (weekdays) 6 hr (Saturdays)	65
Evenings and weekends: Weekdays 1900-2300, Saturdays 1300-2300, Sundays 0700 - 2300	4 hr (weekdays) 1 hr (Saturdays) 1 hr (Sundays)	55
Nights: Every day 2300 - 0700	1 hr	45

2.5 Table 1.2 of the NMS sets out the criteria for temporary rehousing due to construction noise, which are:

“An occupier of a Property will be eligible for an offer of temporary rehousing where a Property is predicted to experience:

(1) a construction noise level which exceeds the higher of either:

- (a) the temporary rehousing trigger levels set out in Table 1.5 for the corresponding times of the day; or*
- (b) the existing Baseline Ambient Sound Level by 10 dB for the corresponding times of the day; and*

(2) an exceedance of (1) where:

- (a) the exceedance is predicted to occur on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months; or*
- (b) where the exceedance occurs only on a Saturday or Sunday, it is predicted to occur on 2 weekends, or part thereof, in any 15 consecutive days or on 6 weekends, or part thereof, in any 6 consecutive months.”*

2.6 The numerical values associated with these criteria are contained in Table 1.5 of the NMS, and these are set out in Table 3.

Table 3. Construction noise temporary rehousing trigger levels – all sites (Table 1.5 in the NMS)

Day	Time	Averaging Period, T	Temporary Rehousing Trigger Level dB L _{Aeq,T}
Monday to Friday	07:00 to 08:00	1 hr	80
	08:00 to 18:00	10 hr	85
	18:00 to 19:00	1 hr	80
	19:00 to 23:00	4 hr	75
	23:00 to 07:00	1 hr	65
Saturday	07:00 to 08:00	1 hr	80

Day	Time	Averaging Period, T	Temporary Rehousing Trigger Level dB $L_{Aeq,T}$
	08:00 to 13:00	5 hr	85
	13:00 to 14:00	1 hr	80
	14:00 to 23:00	1 hr	75
	23:00 to 07:00	1 hr	65
Sunday and Public Holidays	07:00 to 23:00	1 hr	75
	23:00 to 07:00	1 hr	65

- 2.7 The trigger levels relate to 'façade' noise levels, i.e. 1 metre from the external façade.
- 2.8 The normal working times for the rail construction works are Monday – Friday 08:00-18:00 and Saturday morning 08:00-13:00. The appointed rail construction contractors have confirmed that the one hour shoulder periods of 07:00-08:00 Monday – Saturday, 18:00-19:00 Monday – Friday, and 13:00-14:00 Saturday would be used for activities such as staff briefings, not for construction works. In addition, the appointed rail construction contractors have confirmed that Saturday afternoons 14:00-19:00 are not currently proposed to be used for construction works. If the programme/start date changes then the option to carry out construction works on Saturday afternoons will be reviewed, and the assessment of qualification under the NMS updated.
- 2.9 The NMS trigger levels at which offers of noise insulation or temporary rehousing are to be made are the higher of the absolute levels set out in Tables 1, 2 and 3 or a level set relative to the baseline ambient sound levels at a receptor, where the existing ambient sound levels already exceed the absolute thresholds.
- 2.10 For the permanent improvements to the branch line and the construction of the GRR, the baseline ambient sound levels are known to be generally below the absolute thresholds at nearby receptors. This understanding is based on the baseline noise monitoring completed for the **Environmental Statement (ES)**³.
- 2.11 Taking a conservative approach, the absolute trigger levels for eligibility for insulation set out in Table 1 for all construction works (except the for construction of the satellite compound in the LEEIE, which is covered by Table 2), and the absolute trigger levels for temporary rehousing for all works set out in Table 3 have been adopted for all receptors, even where the ambient sound level is understood to be higher than the trigger levels. This is considered to be a robust application of the NMS.
- 2.12 For the sake of clarity, the normal daytime working hours for the rail construction works correspond to the 'daytime' periods defined in the NMS for the Associated Development sites, so the relevant noise insulation trigger level from Table 1 is therefore 75 dB, quantified as a ten hour L_{Aeq} on weekdays and a five hour L_{Aeq} on Saturday mornings. For the works to construct the satellite compound in the LEEIE, the relevant noise insulation trigger level from Table 2 is therefore 65 dB, quantified as a 12 hour L_{Aeq} during the week and a six hour L_{Aeq} on Saturday mornings.
- 2.13 Following the same principle, the relevant temporary rehousing trigger level from Table 3 for all rail construction activities is 85 dB, again, quantified as a ten hour L_{Aeq} on weekdays and a five hour L_{Aeq} on Saturday mornings.
- 2.14 Some works outside of normal daytime hours are required:
- Continuous daytime/evening/night working (railway possession type working) for a short period at the majority of the level crossings, i.e. those crossing local roads; and
 - Works to the junction between the East Suffolk line and the Saxmundham to Leiston branch line. These works will be completed during a 'blockade' of the railway, a nine day period including two consecutive weekends when the railway is closed to rail operational traffic. The second weekend will

³ The Sizewell C Project, 6.3 Volume 2 Main Development Site, *Chapter 11 Noise and Vibration Appendix 11A Noise and Vibration Baseline Report*, Revision 1.0, PINS Reference Number: EN010012, https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-001824-SZC_Bk6_ES_V2_Ch11_Noise_and_Vibration_Appx11A_Noise_and_Vibration_Baseline_Report.pdf

be used for testing which does not require any potentially noisy plant, therefore the duration of potentially noisy works is seven consecutive days, which includes only one weekend.

3. Methodology

Construction activities and plant

- 3.1 The construction of the Sizewell C Project will span 9-12 years and involve many different contractors. The various rail construction and signalling contractors have been appointed, therefore, the construction information available at the **ES**⁴ has been reviewed and updated as required. In particular, more details are available regarding the works required at the existing level crossings on the branch line, compounds, signalling works, the nine day blockade at Saxmundham junction and track realignment works in Leiston.
- 3.2 The calculations use the SoundPLAN noise modelling software (version 8.2). The construction activities from the SoundPLAN model used during the preparation of the **ES** have been used as a starting point. However, the appointed rail construction and signalling contractors have provided updates and additional detail on the construction activities, plant, working times and durations, which have been adopted. In particular, some activities have been split into a number of sub-activities to provide greater detail on the likely variation in construction noise levels as the activities progress.
- 3.3 Table 4 details the construction activities and durations, with the plant used in the model for each activity provided in Appendix A.
- 3.4 SZC has confirmed that there would be a gap of a few weeks between the branch line track removal and branch line track laying works, so the worst-case ten days associated with each of these activities will not overlap.
- 3.5 For construction activities that progress along the branch line, the GRR and the two road diversions, the plant has been modelled as a series of regularly spaced point sources along the route, in accordance with the approach taken in the **ES**. The activity duration has been used to estimate the number of days the works will be carried out in the vicinity of each point source, enabling an estimate to be made of the construction noise level on the tenth noisiest day.
- 3.6 For activities that progress along the line but have programmed durations of less than ten days, for example, some of the GRR works, the construction noise level has been based on the least noisy day of the assumed programme. This is to enable a comparison with other activities, even though the programmed duration cannot trigger the noise insulation criteria.
- 3.7 For construction activities that are confined to a small specific location, where the plant will operate across the whole area such as works at the existing level crossings on the branch line, the plant has been modelled as an area source and the construction noise level is assumed to be unchanged throughout the activity or sub-activity.
- 3.8 For construction activities that are confined to a larger specific location, where the plant will progress across the area such as the GRR offline earthworks, the plant has been modelled as a series of area sources. Each area source corresponds to the approximate area completed in ten days based on the size of the total area of the works and the duration of the activity.

Table 4. Construction activities

Ref	Activity	Type	Duration	Timing
1	Branch line upgrade – track removal	Progress along line	21 weeks	Day only
2	Branch line upgrade – track laying	Progress along line	21 weeks	Day only
3 [#]	GRR Buckleswood Rd level crossing – track earthworks	Single area	1 week	Daytime and one period of 27 hr continuous working
4 [#]	GRR Buckleswood Rd level crossing – track paving	Single area	1 week	

⁴ The Sizewell C Project, 6.10 Volume 9 Rail, *Chapter 4 Noise and Vibration Appendices 4A-4B*, Revision 1.0, PINS Reference Number: EN010012, https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-002165-SZC_Bk6_ES_V9_Ch4_Noise_Vibration_App4A_4B.pdf

Ref	Activity	Type	Duration	Timing
5#	GRR Buckleswood Rd level crossing– track construction	Single area	2 weeks	
6*	GRR Buckleswood Rd level crossing – road diversion earthworks	Progress along road	5 weeks	Day only
7*	GRR Buckleswood Rd level crossing – road diversion paving	Progress along road	5 weeks	Day only
8	GRR Abbey Road level crossing – track earthworks	Single area	1 week	Daytime and one period of 27 hr continuous working
9	GRR Abbey Road level crossing – track paving	Single area	1 week	
10	GRR Abbey Road level crossing – track construction	Single area	2 weeks	
11	GRR Abbey Road level crossing – road diversion earthworks	Progress along road	5 weeks	Daytime and one period of 27 hr continuous working
12	GRR Abbey Road level crossing – road diversion paving	Progress along road	5 weeks	
13	Green Rail Route – earthworks on route	Progress along line	13 weeks	Day only
14	Green Rail Route – earthworks offline embankments/ponds	Progress across area	35 weeks	Day only
15	Green Rail Route – bottom ballast	Progress along line	1 week	Day only
16	Green Rail Route – laying continuously welded rail	Progress along line	1 week	Day only
17	Green Rail Route – installation of track	Progress along line	1 week	Day only
18	Green Rail Route – ballasting and tamping	Progress along line	2 weeks	Day only
20.1	Bratts Blackhouse level crossing Day 1-5	Single area	5 days	Daytime and one period of 27 hr continuous working
20.2	Bratts Blackhouse level crossing Day 6-10	Single area	5 days	Day only
21.1	Knodishall level crossing Day 1-2	Single area	2 days	Day only
21.2	Knodishall level crossing Day 3-6	Single area	4 days	100 hr continuous working
21.3	Knodishall level crossing Day 7-12	Single area	6 days	Day only
22.1	West House level crossing Day 1-7	Single area	7 days	Day only
22.2	West House level crossing Day 8-9	Single area	2 days	54 hr continuous working
22.3	West House level crossing Day 10-14	Single area	5 days	Day only
23.1	Snowdens level crossing Day 1-5	Single area	5 days	Day only
23.2	Snowdens level crossing Day 6-11	Single area	6 days	Daytime and one period of 27 hr continuous working
24.1	Saxmundham Rd level crossing Day 1-5	Single area	5 days	Day only
24.2	Saxmundham Rd level crossing Day 6-10	Single area	5 days	Day only
24.3	Saxmundham Rd level crossing Day 11-15	Single area	5 days	Day only
24.4	Saxmundham Rd level crossing Day 16-20	Single area	5 days	105 hr continuous working
24.5	Saxmundham Rd level crossing Day 21-26	Single area	6 days	Day only
25.1	Buckles Wood footpath level crossing Stage 1 Day 1-5	Single area	5 days	Day only
25.2	Buckles Wood footpath level crossing Stage 1 Day 6-9	Single area	4 days	Day only
25.3	Buckles Wood footpath level crossing Stage 2	Single area	2 days	Day only
26.1	Summerhill footpath level crossing Day 1-5	Single area	5 days	Day only
26.2	Summerhill footpath level crossing Day 6-11	Single area	6 days	Day only
27.1	Leiston level crossing & track realignment Day 1-5	Single area	5 days	Day only
27.2	Leiston level crossing & track realignment Day 6-10	Single area	5 days	Day only
27.3	Leiston level crossing & track realignment Day 11-13	Single area	3 days	Day only
27.4	Leiston level crossing & track realignment Day 14-17	Single area	4 days	105 hr continuous working
27.5	Leiston level crossing & track realignment Day 18-22	Single area	5 days	Day only
27.6	Leiston level crossing & track realignment Day 23-25	Single area	3 days	Day only
29	Knodishall satellite compound	Single area	2 weeks	Day only
30	West House satellite compound	Single area	2 weeks	Day only
31	Saxmundham Rd satellite compound	Single area	2 weeks	Day only
32	LEEIE satellite compound	Single area	2 weeks	Day only
33	Saxmundham Jcn blockade mainline weekend days	Single area	2 days	1 st weekend days/evenings
34	Saxmundham Jcn blockade mainline weekend evening/nights	Single area	2 days	1 st weekend nights
35	Saxmundham Jcn blockade mainline weekday days	Single area	5 days	Weekday days/evenings

Ref	Activity	Type	Duration	Timing
36	Saxmundham Jcn blockade mainline weekday evenings/nights	Single area	5 days	Weekday nights
37	Saxmundham Jcn blockade branch line weekend days	Single area	2 days	1 st weekend days/evenings
38	Saxmundham Jcn blockade branch line weekend evening/nights	Single area	2 days	1 st weekend nights
39	Saxmundham Jcn blockade branch line weekday days	Single area	5 days	Weekday days/evenings
40	Saxmundham Jcn blockade branch line weekday evenings/nights	Single area	5 days	Weekday nights
41*	GRR satellite compounds at Abbey Road and Buckleswood Rd	Multiple areas	2 weeks	Day only
42	GRR main compound construction	Progress across area	13 weeks	Day only
43.1	GRR main compound operation location 1	Single area	96 weeks	Day only
43.2	GRR main compound operation location 2	Single area	96 weeks	Day only
44	GRR Buckleswood Road level crossing signalling	Single area	1 week	Day, evening or night
45	GRR Abbey Road level crossing signalling	Single area	1 week	Day, evening or night
46	GRR lineside signalling at 4 locations (2 at each level crossing)	Multiple areas	1 week total	Day only
47	Knodishall level crossing signalling	Single area	1 week	Day, evening or night
48	West House level crossing signalling	Single area	1 week	Day only
49	Snowdens level crossing signalling	Single area	1 week	Day only
50	Saxmundham Rd level crossing signalling	Single area	1 week	Day, evening or night
51	Buckles Wood Footpath level crossing signalling	Single area	1 week	Day only
52	Summerhill Footpath level crossing signalling	Single area	1 week	Day only
53	Branch line lineside signalling at 10 locations	Multiple areas	3 weeks total	Day only
54	Saxmundham Jcn blockade mainline install signalling	Single area	4 hrs	Day, evening or night within 1 st seven days of blockade
55	Saxmundham Jcn blockade mainline remove existing signalling	Single area	4 hrs	Day, evening or night within 1 st seven days of blockade

The road diversion at Buckleswood level on the GRR crossing is currently under review and may not be required, if this is the case Activities 3, 4 and 5 would all be completed over 1 week of continuous working.

* The road diversion at Buckleswood level crossing on the GRR is currently under review and may not be required, if this is the case Activities 6 and 7 would not be required and the satellite compound at Buckleswood Road (Activity 41) would not be required.

Ground heights

- 3.9 The noise models contain a 3-dimensional representation of the existing ground heights in the study area. The ground data is based on 2020 2 m Digital Terrain Model (DTM) LIDAR data downloaded from the Defra website⁵ in December 2021, which has been filtered using the standard settings in the SoundPLAN software to minimise the size of the dataset.
- 3.10 No changes to the existing ground heights along the existing East Suffolk Line and the existing Saxmundham to Leiston branch line are proposed. The proposed ground heights for the GRR between the branch line and Abbey Road are based on data provided by LDA Design in May 2022⁶.

OS datasets

- 3.11 The noise model contains a 3-dimensional representation of residential and non-residential buildings in the surrounding area, and a representation of the existing ground type (acoustically hard such as concrete or water, or acoustically soft such as vegetation). These data are based on OS MasterMap (including the Building Height Attribute dataset) and OS AddressBase Plus data provided by Dalcour Maclaren in December 2021.
- 3.12 Some manual additions to the OS MasterMap buildings dataset have been made for new developments that are not yet included in the mapping, in particular, the Johnsons Farm housing development on the western edge of Leiston close to the start of the GRR. Additional residential buildings have been added to the noise model based on information available online and provided by SZC from a site visit.

⁵ <https://environment.data.gov.uk/DefraDataDownload/?Mode=survey> downloaded 16/12/21

⁶ File: '6842_WF_GRR_3D.dwg' from LDA Design 10/05/22

Receptors

- 3.13 The rail construction noise calculations have been undertaken at 76 no. façade receptor positions. The receptors considered in the assessment include locations comparable to those set out in the **ES**, as well as additional receptor positions to provide greater detail. The construction noise receptor locations are shown in two sheets on Figure 1. Predicting construction noise levels at every façade of every property is not a reasonable or proportionate approach, therefore, in some locations a single receptor position is used to represent a small number of adjacent properties.

Mitigation

- 3.14 No specific mitigation has been identified at this stage for inclusion in the rail construction works, so no allowance for mitigation has been made in the calculations presented in this report.

Prediction method

- 3.15 The calculation method for the construction noise assessment is that contained in ISO 9613-2:1996⁷, as was the case for the rail construction noise calculations in the **ES**.

Assumptions and limitations

- 3.16 As with all construction noise assessments, the predicted noise levels can only ever be a best estimate of the actual noise levels due to the large number of variables for which assumptions must be made, including the number, type and on-time of each item of plant and the location and extent of the activity. Estimating the noise level that is likely to be exceeded for ten days also includes some inherent uncertainty as it is dependent on assumptions on the duration of the activity, the rate of progress across the working area and the manner in which the works will progress.
- 3.17 The eligibility for insulation and temporary rehousing due to construction works under the NMS is based on the predicted construction noise level exceeding the relevant trigger levels. However, for the purposes of this refreshed assessment, eligibility is considered to also occur where the predicted construction noise levels are equal to the relevant trigger level. The results have been rounded to the nearest whole decibel, i.e. 0.5 dB is rounded up. This is considered a reasonable approach given the inherent uncertainties in the construction noise calculation process, as set out above.

4. Results

Construction

- 4.1 Full details of the predicted railway construction noise levels at the 76 no. selected receptor locations are provided in Appendix B. Building façades identified as potentially qualifying for noise insulation under the NMS, and properties identified as potentially qualifying for temporary rehousing, are identified on five sheets on Figure 2. In some instances, professional judgement has been used to identify additional façades on properties predicted to be eligible for insulation, so that the property is appropriately protected.

Eligibility for insulation

- 4.2 The results for the railway construction activities indicate that the 75 dB $L_{Aeq,T}$ daytime noise insulation trigger level, and the duration criteria, are predicted to be exceeded at:
- Receptors R13, R15 and R19 – three individual level crossing cottages immediately adjacent to the Knodishall, West House and Saxmundham Road level crossings respectively, due to the works at each level crossing. The duration of the main works at Knodishall level crossing (Activity 21) is understood to be approximately 12 days, at West House level crossing (Activity 22) approximately 14 days, and at Saxmundham Road level crossing (Activity 24) approximately 26 days. The construction of the satellite compound at West House level crossing also meets the trigger level (Activity 30), with an expected duration of two weeks;

⁷ ISO 9613-2:1996 'Acoustics — Attenuation of sound during propagation outdoors — Part 2: General method of calculation'

- Receptors R39, R40, R41, R42, R44, R46, R47 and R48 – 18 no. properties in Leiston close to the Leiston level crossing and track realignment works. The total duration of the Leiston level crossing and track realignment works is expected to be approximately 25 days (Activity 27), and the 75 dB $L_{Aeq,T}$ daytime noise insulation trigger level is predicted to be exceeded for between 11 and 22 days at these properties. The lineside signalling works on the branch line (Activity 53) are also predicted to exceed the 75 dB $L_{Aeq,T}$ daytime noise insulation trigger level at Receptor R39, although these works are expected to be during daytime hours only and will last less than two days at each of the ten signalling worksites along the branch line. This increases the total duration of the exceedance at R39 from 11 to approximately 13 days. Predicted construction noise levels at Receptors R45, R49, R50, R51, R52 and R54 also exceed the trigger level but the duration is between two and eight days, and so below the NMS threshold of ten days in any 15 days.
- 4.3 The rate at which the branch line upgrade and GRR works progress along the route is key to these works not meeting or exceeding the noise insulation thresholds. Should the duration of the works set out in Table 4 change, and therefore the rate at which the works progress change, the assessment of qualification for noise insulation will need to be reviewed.
- 4.4 Three additional activities result in exceedances of the 75 dB $L_{Aeq,T}$ daytime noise insulation trigger level, however the duration criteria of ten or more days in any 15 consecutive working days or 40 days in six months, are not expected to be met. These are:
- Summerhill footpath level crossing works: Activity 26.1 lasting five days affecting Receptors R34, R35 and R36 in Leiston;
 - Branch line signalling works: Activity 53 lasting less than two days at each of the ten signalling worksites along the branch line. This affects Receptor R39, as discussed previously, and Receptor R51, both in Leiston; and
 - Buckles Wood footpath level crossing: Activity 25, affecting Receptors R22 to R27 inclusive. The total duration of the works at this location is 11 days, however, it is understood that they are to be split into two stages, each lasting less than ten days, and programmed to occur more than 15 days apart.
- 4.5 The LEEIE compound works (Activity 32) are located within the MDS red line boundary, therefore the lower MDS daytime noise insulation trigger level of 65 dB $L_{Aeq,T}$ applies to the works. This level is exceeded at the 14 no. properties on Valley Road facing the LEEIE (represented by Receptor R66). The duration of the works is understood to be two weeks, therefore these 14 no. properties qualify for noise insulation.
- 4.6 The 55 dB $L_{Aeq,T}$ night time noise insulation trigger level and duration criteria are predicted to be potentially exceeded at Receptors R13 and R19, but only if the signalling works at the Knodishall and Saxmundham Road level crossings (Activities 47 and 50 lasting one week each) are completed at night and only if they occur within 15 days of the 100 hr/105 hour period of continuous working during the main level crossing construction works (Activities 21.2 and 24.4). The Knodishall and Saxmundham Road level crossing signalling works (Activities 47 and 50) are likely to be completed during the day but this is not yet confirmed, so there is a possibility that they may be completed at night. As Receptors R13 and R19 are predicted to qualify for noise insulation due to daytime construction noise levels and durations, the potential night-time works do not affect the conclusions on which properties qualify for noise insulation.
- 4.7 A number of activities result in exceedances of the 55 dB $L_{Aeq,T}$ night time noise insulation trigger level at various receptors, however the duration criteria of ten or more days in any 15 consecutive working days or 40 days in six months, are not expected to be met. These are:
- Buckleswood Road level crossing on the GRR: 27 hour period of continuous working (Activity 5);
 - Abbey Road level crossing on the GRR: 27 hour period of continuous working for the track works (Activities 8 to 10 inclusive) and 27 hour period of continuous working for the road diversion works (Activities 11 and 12);
 - Bratts Blackhouse level crossing: 27 hour period of continuous working (Activity 20.1);
 - Knodishall level crossing: 100 hour period of continuous working (Activity 21.1);
 - West House level crossing: 54 hour period of continuous working (Activity 22.2);
 - Snowdens level crossing: 27 hour period of continuous working (Activity 23.2);

- Saxmundham level crossing: 105 hour period of continuous working (Activity 24.4)
- Leiston level crossing and track realignment: 105 hour period of continuous working (Activity 27.4); and
- Saxmundham Junction blockade: first weekend nights (Activities 34 and 38) and five weekday nights (Activities 36 and 40), both of which could potentially coincide with Activities 54 and 55, depending on the timing of the four hours of signalling installation (Activity 54) and removal (Activity 55). These could be anytime within the first seven days of the blockade.

4.8 In summary, a total of 35 no. properties have been identified as being eligible for insulation under the NMS, these being the three level crossing cottages at Knodishall, West House and Saxmundham Road level crossings, 18 no. properties in Leiston close to the Leiston level crossing and track realignment works, and 14 no. properties on Valley Road close to the LEEIE.

Eligibility for temporary rehousing

- 4.9 An exceedance of the 85 dB $L_{Aeq,T}$ daytime temporary rehousing trigger level and duration criteria, is currently predicted at a single property, Receptor R19 the cottage at Saxmundham Road level crossing. The exceedance relates to Days 1 to 5 and Days 16 to 20 of the level crossing works (Activities 24.1 and 24.4). Days 16 to 20 of the level crossing works represent the proposed 105 hour period of continuous working at Saxmundham Road level crossing.
- 4.10 Exceedances of the 85 dB $L_{Aeq,T}$ daytime temporary rehousing trigger level are also anticipated at Receptor R13 at Knodishall level crossing (Activities 21.1 and 21.2) and Receptor R15 at West House level crossing (Activity 22.1). However the duration criteria of ten or more days in any 15 consecutive working days or 40 days in six months, are not met, at six and seven days at each level crossing respectively.
- 4.11 The 65 dB $L_{Aeq,T}$ night time temporary rehousing trigger level and duration criteria are predicted to be potentially exceeded at Receptors R13 and R19, but only if the signalling works at the Knodishall and Saxmundham Road level crossings (Activities 47 and 50 lasting one week each) are completed at night and only if they occur within 15 days of the 100 hour/105 hour periods of continuous working during each of the main level crossing construction works (Activities 21.2 and 24.4).
- 4.12 The Knodishall and Saxmundham Road level crossing signalling works (Activities 47 and 50) are likely to be completed during the day but this is not yet confirmed, so there is a possibility they may be completed at night; the timing of the signalling works relative to the main level crossing works is also not yet confirmed.
- 4.13 As Receptor R19 at Saxmundham Road level crossing already qualifies for temporary rehousing due to daytime noise levels and durations, this does not affect the conclusion at this receptor. At Receptor R13 at Knodishall level crossing, a conservative approach has been adopted and the property has been identified as qualifying for temporary rehousing due to the potential night-time activities.
- 4.14 A number of activities result in exceedances of the 65 dB $L_{Aeq,T}$ night time temporary rehousing trigger level, however the duration criteria of ten or more days in any 15 consecutive working days or 40 days in six months, are not met. These are:
- Bratts Blackhouse level crossing: 27 hour period of continuous working (Activity 20.1);
 - Knodishall level crossing: 100 hour period of continuous working (Activity 21.1);
 - West House level crossing: 54 hour period of continuous working (Activity 22.2);
 - Leiston level crossing and track realignment: 105 hour period of continuous working (Activity 27.4); and
 - Saxmundham Junction blockade: first weekend nights (Activities 34 and 38 and potentially Activities 54 and 55, depending on the timing of the four hours of signalling installation and removal, which could be anytime within the first seven days of the blockade).
- 4.15 The time required to organise temporary rehousing is not defined in the NMS in the same way as it is for the installation of noise insulation, it is considered reasonable to revisit the temporary rehousing calculations closer to the works when the programme is more certain.

- 4.16 It is therefore considered appropriate to treat the conclusions in respect of temporary rehousing as indicative at this stage.

5. Conclusion

- 5.1 The results of the construction noise modelling indicate that there is a likelihood of the noise insulation trigger level and duration criteria being met at a total of 35 no. properties close to the main level crossing works at Knodishall, West House, Saxmundham Road and Leiston, and the LEEIE compound works in Leiston.
- 5.2 There is potential for the temporary rehousing trigger level and duration criteria to be met at two properties, one at Knodishall level crossing and one at Saxmundham Road level crossing. However, the eligibility for temporary rehousing is indicative at this stage and will be revisited closer to the start of the works, when the programme is more certain.

Appendix A Construction information

Table 5. Summary of construction information

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
1	Branch line upgrade – track removal	Class 66 loco idling	90	2	103
		Class 66 loco on load	10	2	117
		Rail saw	5	1	124
		Impact Wrench (Nut Runner)	5	2	108
		McCulloch's Panel Lifters	100	2	103
		Unimog	100	1	102
		RRV crane	100	2	105
2	Branch line upgrade – track laying	Class 66 loco idling	100	2	103
		Class 66 loco on load	10	2	117
		RRV crane	100	2	105
		Dozer	100	1	109
		CAT 350 excavator	100	1	108
		Wacker Plate	10	1	110
		Vibratory Roller	10	1	112
		Tracked Rail Transporter (TRT)	100	6	101
		NTC Train	100	1	111
		Delivery Lorry	5	1	109
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		Dropping ballast	50	1	112
		Tamper	100	1	110
		Ballast Regulator	20	1	112
		Dynamic Track Stabiliser	100	1	104
Track grinder	5	1	111		
3	GRR Buckleswood Rd Level crossing – track earthworks	Dumper	100	1	109
		Dozer	10	1	109
		CAT 350 excavator	100	1	108
		Floor (Road) Saw	20	1	112
		Excavator Mounted Breaker	10	1	120
4	GRR Buckleswood Rd Level crossing – track paving	Rigid tipper lorry	10	1	105
		Asphalt paver	80	1	105
		Vibratory Roller	85	1	112
		Wacker plate	10	1	110
5	GRR Buckleswood Rd Level crossing – track construction	Flatbed lorry with hiab	10	1	106
		Telehandler	25	1	109
		CAT 350 excavator	50	1	108
		Dropping ballast	5	1	112
		Tracked Rail Transporter (TRT)	25	6	101
		NTC Train	25	1	111
		Impact Wrench (Nut Runner)	10	2	108
		Rail Saw	10	2	124
		Tamper	10	1	110
		Dynamic Track Stabiliser	10	1	104
Piling for OD sensors	10	1	115		
Ballast Regulator	5	1	112		
6	GRR Buckleswood Rd Level crossing – road diversion earthworks	Dumper 2	70	2	106
		Dozer	70	1	109
		Excavator	80	1	108
7	GRR Buckleswood Rd Level crossing – road diversion paving	Paver	80	1	105
		Tipper	10	1	106
		Vibratory Roller	85	1	112

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		Wacker Plate	10	1	110
8	GRR Abbey Road Level crossing	Dumper	100	1	109
	– track earthworks	Dozer	10	1	109
		CAT 350 excavator	100	1	108
		Floor (Road) Saw	20	1	112
		Excavator Mounted Breaker	10	1	120
9	GRR Abbey Road Level crossing	Rigid tipper lorry	10	1	105
	– track paving	Asphalt paver	80	1	105
		Vibratory Roller	85	1	112
		Wacker Plate	10	1	110
10	GRR Abbey Road Level crossing	Flatbed lorry with hiab	10	1	106
	– track construction	Telehandler	25	1	109
		CAT 350 excavator	50	1	108
		Dropping ballast	5	1	112
		Tracked Rail Transporter (TRT)	25	6	101
		NTC Train	25	1	111
		Impact Wrench (Nut Runner)	10	2	108
		Rail Saw	10	2	124
		Tamper	10	1	110
		Dynamic Track Stabiliser	10	1	104
		Piling for OD sensors	10	1	115
		Ballast Regulator	5	1	112
11	GRR Abbey Road Level crossing	Dumper 2	70	2	106
	– road diversion earthworks	Dozer	70	1	109
		Excavator	80	1	108
12	GRR Abbey Road Level crossing	Paver	80	1	105
	– road diversion paving	Tipper	10	1	106
		Vibratory Roller	85	1	112
		Wacker Plate	10	1	110
13	Green Rail	CAT D400 dumper	60	2	109
	Route - earthworks on route	Dozer	60	1	109
		CAT 16 grader	50	1	115
		CAT 350 excavator	50	2	108
14	Green Rail Route - earthworks offline embankments/ponds	CAT D400 dumper	60	2	109
		Dozer	60	1	109
		CAT 16 grader	50	1	115
		CAT 350 excavator	50	2	108
15	Green Rail Route – bottom ballast	Dropping ballast	50	1	112
16	Green Rail Route	Class 66 loco on load	10	2	117
	– laying continuously welded rail	Class 66 loco idling	90	2	103
		RRV crane	100	1	105
		Rail saw	5	1	124
17	Green Rail Route – Installation of track	Class 66 loco on load	10	1	117
		Class 66 loco idling	90	1	103
		CAT 350 excavator	65	2	108
		NTC Train	100	1	111
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	5	2	124
		Track grinder	5	1	111
18	Green Rail Route	Class 66 loco on load	10	2	117
	– ballasting and tamping	Class 66 loco idling	90	2	103
		Dropping ballast	50	1	112
		Tamper	100	2	110
		Ballast Regulator	20	1	112
		Dynamic Track Stabiliser	100	2	104

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
20.1	Bratts Blackhouse level crossing Day 1 to 5	CAT 350 excavator	70	2	108
		Floor (Road) Saw	10	1	112
		Dropping ballast	15	1	112
		Wacker Plate	5	1	110
		Rail saw	5	2	124
		Vertical Tampers	10	2	109
		Dumper	40	1	106
20.2	Bratts Blackhouse level crossing Day 6 to 10	CAT 350 excavator	50	1	108
		Dropping ballast	15	1	112
		Wacker Plate	5	1	110
		Rigid tipper lorry	10	1	105
		Asphalt paver	10	1	105
		Vibratory Roller	10	1	112
21.1	Knodishall level crossing Day 1 to 2	Rail saw	15	2	124
		CAT 350 excavator	90	2	108
		Dumper	25	1	106
		Wacker Plate	5	1	110
		Dropping ballast	25	1	112
		Vertical Tampers	10	2	109
		Generator in compound	50	1	90
21.2	Knodishall level crossing Day 3 to 6	CAT 350 excavator	50	2	108
		Floor (Road) Saw	5	1	112
		Road Planer	5	1	111
		Dropping ballast	15	1	112
		Wacker Plate	2.5	1	110
		Rail saw	2.5	1	124
		Dumper	50	1	106
		Vertical Tampers	5	2	109
		Excavator Mounted Breaker	2.5	1	120
		Unimog	20	1	102
		Rigid tipper lorry	15	1	105
		Asphalt paver	15	1	105
		Vibratory Roller	15	1	112
		Generator in compound	50	1	90
21.3	Knodishall level crossing Day 7 to 12	CAT 350 excavator	50	1	108
		Piling for OD sensors	15	1	115
		Dropping ballast	15	1	112
		Wacker Plate	5	1	110
		Unimog	20	1	102
		Generator in compound	50	1	90
22.1	West House level crossing Day 1 to 7	CAT 350 excavator	80	1	108
		Dumper	50	1	106
		Floor (Road) Saw	2.5	1	112
		Rail saw	5	1	124
		Dropping ballast	20	1	112
		Wacker Plate	2.5	1	110
		Unimog	20	1	102
		Rigid tipper lorry	10	1	105
		Asphalt paver	10	1	105
		Vibratory Roller	10	1	112
		Generator in compound	50	1	90
22.2	West House level crossing Day 8 to 9	CAT 350 excavator	65	1	108
		Dumper	50	1	106
		Floor (Road) Saw	2.5	1	112
		Rail saw	2.5	1	124
		Dropping ballast	20	1	112

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		Wacker Plate	2.5	1	110
		Unimog	20	1	102
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Generator in compound	50	1	90
22.3	West House level crossing	CAT 350 excavator	65	1	108
	Day 10 to 14	Dropping ballast	15	1	112
		Wacker Plate	2.5	1	110
		Unimog	20	1	102
		Generator in compound	50	1	90
23.1	Snowdens level crossing	CAT 350 excavator	50	1	108
	Day 1 to 5	Dumper	40	1	106
		Wacker Plate	5	1	110
		Dropping ballast	15	1	112
		Rail saw	5	1	124
		Vertical Tampers	10	2	109
		Unimog	20	1	102
23.2	Snowdens level crossing	CAT 350 excavator	50	1	108
	Day 6 to 11	Dropping ballast	25	1	112
		Wacker Plate	2.5	1	110
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Unimog	20	1	102
24.1	Saxmundham Road level crossing	CAT 350 excavator	50	2	108
	Day 1 to 5	Rail saw	5	2	124
		Floor (Road) Saw	5	1	112
		Dropping ballast	15	1	112
		Wacker Plate	2.5	1	110
		Dumper	20	1	106
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Generator in compound	50	1	90
24.2	Saxmundham Road level crossing	CAT 350 excavator	60	2	108
	Day 6 - 10	Dumper	60	1	106
		Dropping ballast	15	1	112
		Wacker Plate	5	1	110
		Unimog	20	1	102
		Generator in compound	50	1	90
24.3	Saxmundham Road level crossing	CAT 350 excavator	50	2	108
	Day 11 to 15	Dumper	40	1	106
		Dropping ballast	20	1	112
		Wacker Plate	5	1	110
		Rigid tipper lorry	25	1	105
		Asphalt paver	25	1	105
		Vibratory Roller	25	1	112
		Unimog	20	1	102
		Generator in compound	50	1	90
24.4	Saxmundham Road level crossing	CAT 350 excavator	50	2	108
	Day 16 to 20	Dumper	15	1	106
		Road Planer	5	1	111
		Excavator Mounted Breaker	2.5	1	120
		Dropping ballast	10	1	112
		Rail saw	2.5	2	124

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		Rigid tipper lorry	10	1	105
		Asphalt paver	10	1	105
		Vibratory Roller	10	1	112
		Floor (Road) Saw	2.5	1	112
		Vertical Tampers	5	2	109
		Unimog	20	1	102
		Generator in compound	50	1	90
24.5	Saxmundham Road level crossing	CAT 350 excavator	40	1	108
	Day 21 to 26	Dropping ballast	15	1	112
		Unimog	20	1	102
		Wacker Plate	5	1	110
		Piling for OD sensors	15	1	115
		Generator in compound	50	1	90
25.1	Buckles Wood Footpath level crossing	CAT 350 excavator	70	1	108
	Stage 1 Day 1 to 5	Dumper	20	1	106
		Dropping ballast	15	1	112
		Rail saw	5	2	124
		Wacker Plate	2.5	1	110
		Unimog	20	1	102
25.2	Buckles Wood Footpath level crossing	CAT 350 excavator	50	1	108
	Stage 1 Day 6 to 9	Dumper	20	1	106
		Dropping ballast	20	1	112
		Wacker Plate	2.5	1	110
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Vertical Tampers	10	2	109
		Unimog	20	1	102
25.3	Buckles Wood Footpath level crossing	CAT 350 excavator	50	1	108
	Stage 2	Dumper	20	1	106
		Dropping ballast	20	1	112
		Wacker Plate	2.5	1	110
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Vertical Tampers	10	2	109
		Unimog	20	1	102
26.1	Summerhill Footpath level crossing	CAT 350 excavator	70	1	108
	Day 1 to 5	Dumper	20	1	106
		Dropping ballast	15	1	112
		Rail saw	5	2	124
		Wacker Plate	2.5	1	110
		Unimog	20	1	102
26.2	Summerhill Footpath level crossing	CAT 350 excavator	50	1	108
	Day 6 to 11	Dumper	20	1	106
		Dropping ballast	20	1	112
		Wacker Plate	2.5	1	110
		Rigid tipper lorry	20	1	105
		Asphalt paver	20	1	105
		Vibratory Roller	20	1	112
		Vertical Tampers	10	2	109
		Unimog	20	1	102
27.1	Leiston level crossing & track realignment	Class 66 loco idling	40	2	103
	Day 1 to 5	Class 66 loco on load	10	2	117
		CAT 350 excavator	40	2	108

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		Dozer	20	1	109
		Rail saw	5	2	124
		Excavator Mounted Breaker	5	1	120
		Piling for OD sensors	15	1	115
		Floor (Road) Saw	2.5	1	112
		Dropping ballast	15	1	112
		Wacker Plate	2.5	1	110
27.2	Leiston level crossing & track realignment	Class 66 loco idling	80	2	103
	Day 6 to 10	Class 66 loco on load	10	2	117
		CAT 350 excavator	25	2	108
		Dozer	10	1	109
		Excavator Mounted Breaker	5	1	120
		Floor (Road) Saw	2.5	1	112
		Dropping ballast	15	1	112
		McCulloch's Panel Lifters	10	1	103
		Unimog	10	1	102
		Wacker Plate	2.5	1	110
27.3	Leiston level crossing & track realignment	Class 66 loco idling	40	2	103
	Day 11 to 13	Class 66 loco on load	10	2	117
		CAT 350 excavator	50	2	108
		Dozer	40	1	109
		Wacker Plate	5	1	110
		Dropping ballast	15	1	112
		McCulloch's Panel Lifters	5	1	103
		Unimog	5	1	102
27.4	Leiston level crossing & track realignment	Class 66 loco idling	70	2	103
	Day 14 - 17	Class 66 loco on load	10	2	117
		CAT 350 excavator	40	2	108
		Excavator Mounted Breaker	5	1	120
		Dozer	10	1	109
		Wacker Plate	2.5	1	110
		Dropping ballast	5	1	112
		Rail saw	2.5	2	124
		Floor (Road) Saw	2.5	1	112
		Vertical Tampers	5	2	109
		Dumper	10	1	106
		Road Planer	5	1	111
		Rigid tipper lorry	10	1	105
		Vibratory Roller	10	1	112
		Asphalt paver	10	1	105
		Vertical Tampers	5	2	109
27.5	Leiston level crossing & track realignment	Class 66 loco idling	80	2	103
	Day 18 to 22	Class 66 loco on load	10	2	117
		CAT 350 excavator	65	2	108
		Dozer	40	1	109
		Dropping ballast	25	1	112
		Wacker Plate	5	1	110
		Dumper	20	1	106
27.6	Leiston level crossing & track realignment	CAT 350 excavator	25	1	108
	Day 23 to 25	Dropping ballast	10	1	112
		Wacker Plate	5	1	110
29	Knodishall Satellite Compound	Strimmer	10	1	90

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		Chain Saw	10	1	110
		Wood Chipper	10	1	110
		Dozer	10	1	109
		CAT 350 excavator	50	1	108
		Flatbed lorry with hiab	10	1	106
		Telehandler	25	1	109
		Rigid tipper lorry	10	1	105
30	West House Satellite Compound	Strimmer	10	1	90
		Chain Saw	10	1	110
		Wood Chipper	10	1	110
		Dozer	10	1	109
		CAT 350 excavator	50	1	108
		Flatbed lorry with hiab	10	1	106
		Rigid tipper lorry	10	1	105
		Telehandler	25	1	109
31	Saxmundham Road Satellite Compound	Strimmer	10	1	90
		Chain Saw	10	1	110
		Wood Chipper	10	1	110
		Dozer	10	1	109
		CAT 350 excavator	50	1	108
		Flatbed lorry with hiab	10	1	106
		Rigid tipper lorry	10	1	105
		Telehandler	25	1	109
32	LEEIE Satellite Compound	Strimmer	10	1	90
		Chain Saw	10	1	110
		Wood Chipper	10	1	110
		Dozer	10	1	109
		CAT 350 excavator	50	1	108
		Flatbed lorry with hiab	10	1	106
		Rigid tipper lorry	10	1	105
		Telehandler	25	1	109
33	Saxmundham Junction blockade Mainline weekend days/evenings	Class 66 loco idling	90	1	103
		Class 66 loco on load	10	1	117
		RRV crane	50	2	105
		Dozer	50	1	109
		CAT 350 excavator	50	3	108
		Kirow 1200	100	1	99
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		Dropping ballast	25	1	112
		Tamper	90	2	110
		Dynamic Track Stabiliser	90	2	104
34	Saxmundham Junction blockade Mainline weekend nights	Class 66 loco idling	90	1	103
		Class 66 loco on load	10	1	117
		RRV crane	10	2	105
		Dozer	50	1	109
		CAT 350 excavator	50	3	108
		Wacker Plate	20	1	110
		Kirow 1200	100	1	99
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		Dropping ballast	40	1	112
		Tamper	75	2	110
		Dynamic Track Stabiliser	75	2	104
35	Saxmundham Junction blockade Mainline weekday days/evenings	Class 66 loco idling	90	1	103
		Class 66 loco on load	10	1	117

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
		RRV crane	20	2	105
		Impact Wrench (Nut Runner)	5	2	108
		Rail saw	5	2	124
		Tamper	75	2	110
		Dynamic Track Stabiliser	75	2	104
		Track grinder	10	1	111
36	Saxmundham Junction blockade	Class 66 loco idling	90	1	103
	Mainline weekday nights	Class 66 loco on load	10	1	117
		RRV crane	20	2	105
		Impact Wrench (Nut Runner)	5	1	108
		Rail saw	5	1	124
		Track grinder	10	1	111
37	Saxmundham Junction blockade	Class 66 loco idling	90	2	103
	Branch line weekend days/evenings	Class 66 loco on load	10	2	117
		McCulloch's Panel Lifters	100	1	103
		Unimog	100	1	102
		NTC Train	100	1	111
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
38	Saxmundham Junction blockade	Class 66 loco idling	90	2	103
	Branch line weekend nights	Class 66 loco on load	10	2	117
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		Dozer	100	1	109
		CAT 350 excavator	100	1	108
		Tracked Rail Transporter (TRT)	100	6	101
		Dropping ballast	65	1	112
39	Saxmundham Junction blockade	Class 66 loco idling	90	2	103
	Branch line weekday days/evenings	Class 66 loco on load	10	2	117
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		RRV crane	50	1	105
		Tamper	75	1	110
		Dynamic Track Stabiliser	75	1	104
40	Saxmundham Junction blockade	Class 66 loco idling	90	2	103
	Branch line weekday nights	Class 66 loco on load	10	2	117
		Impact Wrench (Nut Runner)	10	2	108
		Rail saw	10	2	124
		Tracked Rail Transporter (TRT)	25	6	101
		RRV crane	50	1	105
		Tamper	75	1	110
		Dynamic Track Stabiliser	75	1	104
41	GRR Satellite compounds	Strimmer	10	1	90
	Abbey Road & Buckleswood Rd	Chain Saw	10	1	110
		Wood Chipper	10	1	110
		Dozer	10	1	109
		CAT 350 excavator	50	1	108
		Flatbed lorry with hiab	10	1	106
		Rigid tipper lorry	10	1	105
		Telehandler	25	1	109
42	GRR Main Compound Construction	Dozer	75	1	109
		CAT D400 dumper	75	2	109
		CAT 350 excavator	75	1	108
		Flatbed lorry with hiab	25	1	106
		Telehandler	50	1	109
43.1	GRR Main Compound Operation	Generator in compound	50	1	90

Ref	Activity	Plant	% on-time	No. of plant items	L _{WA} dB
	location 1 – roads/parking etc.	Hiab	10	1	106
		Cars	10	50	99
		Delivery Lorry	10	1	109
		Pick Up	10	1	102
43.2	GRR Main Compound Operation	Pick Up	10	1	102
	location 2 - off loading/laydown, road/rail access point & stockpile	Forklift	10	1	99
		FUCHs	10	1	106
		RRV crane	5	1	105
		Dozer	5	1	109
		CAT 350 excavator	5	1	108
		Dumper	5	1	109
44	GRR Buckleswood Rd level crossing signalling	Hiab	10	1	106
		RRV crane	10	1	105
		Temporary lighting tower	50	1	93
		Dimond cut induction loops	5	1	105
45	GRR Abbey Road level crossing signalling	Hiab	10	1	106
		RRV crane	10	1	105
		Temporary lighting tower	50	1	93
		Dimond cut induction loops	5	1	105
46	GRR Lineside Signalling	Screw piling for Signals	10	1	105
		RRV Crane	10	1	105
		RRV crane	10	1	105
		Impact Wrench (Nut Runner)	10	1	108
		Hiab	10	1	106
47	Knodishall level crossing signalling	Hiab	10	1	106
		RRV crane	10	1	105
		Dimond cut induction loops	5	1	105
		Temporary lighting tower	50	1	93
48	West House level crossing signalling	Hiab	10	1	106
49	Snowdens level crossing signalling	RRV crane	10	1	105
50	Saxmundham Road level crossing signalling	Hiab	10	1	106
		RRV crane	10	1	105
		Temporary lighting tower	50	1	93
		Dimond cut induction loops	5	1	105
51	Buckles Wood Footpath level crossing signalling	RRV crane	10	1	105
52	Summerhill level crossing signalling	RRV crane	10	1	105
53	Branch line Lineside Signalling	Screw piling for Signals	50	1	105
		RRV Crane	50	1	105
		RRV crane	50	1	105
		Impact Wrench (Nut Runner)	50	1	108
		Cable pulling RRV	50	1	105
54	Saxmundham Junction blockade mainline install signalling	Screw piling for Signals	10	1	105
		RRV Crane	50	1	105
		RRV crane	50	1	105
		Impact Wrench (Nut Runner)	10	1	108
		Cable pulling RRV	10	1	105
55	Saxmundham Junction blockade mainline remove existing signalling	disk cutter	10	2	105
		RRV crane	10	1	105

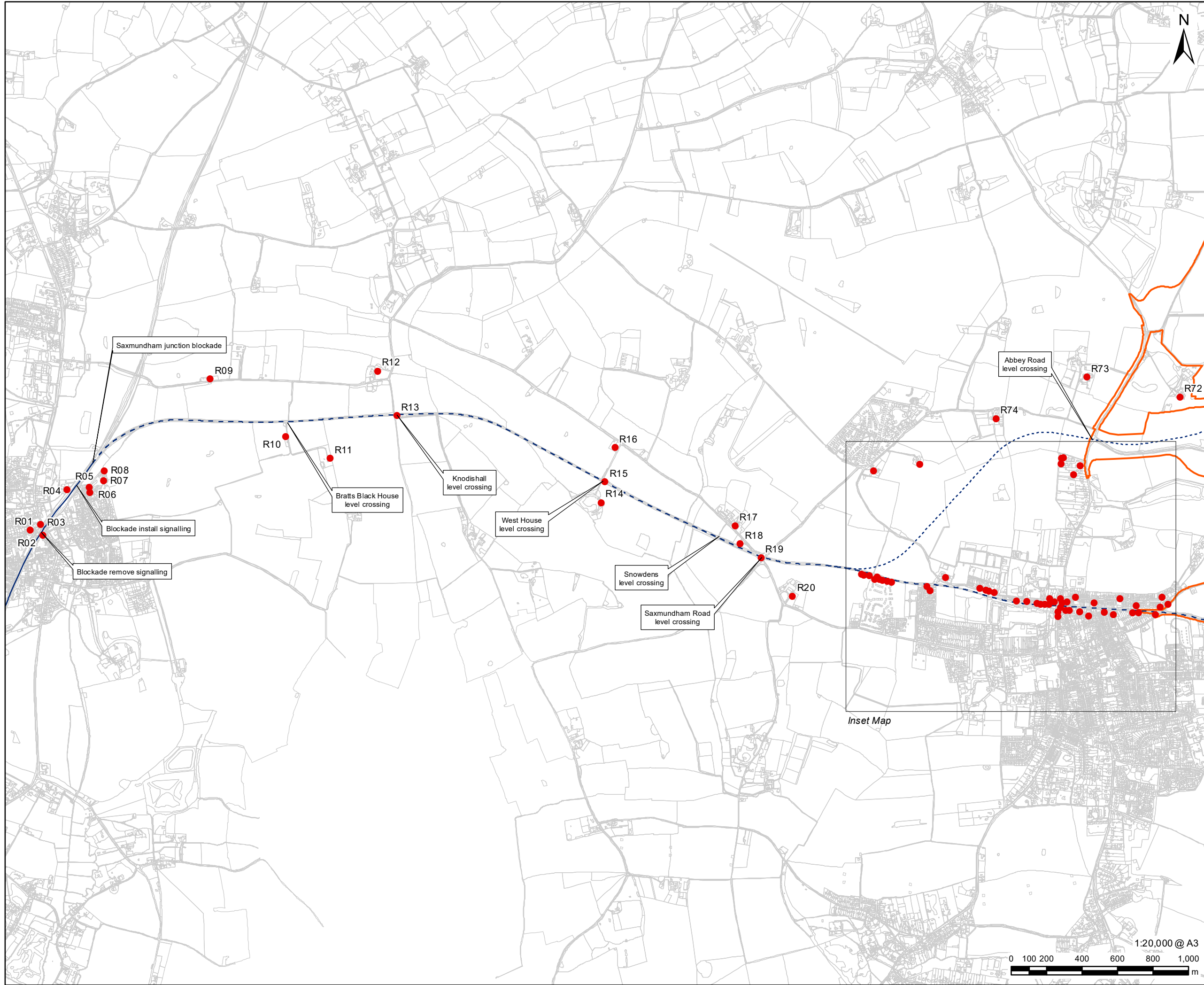
Ref	Activity	Duration	Timing	R01	R02	R03	R04	R05	R06	R07	R08	R09	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	R20	R21	R22	R23	R24	R25	R26	R27	R28	R29	R30	R31	R32	R33	R34	R35	R36	R37	R38	R39	R40						
27.1	Leiston level crossing & track realignment Day 1	1 day	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	36	40	40	40	39	42	43	42	43	42	45	44	39	49	53	54	56	69	78	79	81					
	Leiston level crossing & track realignment Day 2-5	4 days	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	40	39	39	37	41	42	40	41	41	42	41	39	47	48	52	53	57	57	60	67					
27.2	Leiston level crossing & track realignment Day 6-8	3 days	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	40	39	39	37	41	42	40	41	41	42	41	39	47	48	52	53	57	57	60	67					
	Leiston level crossing & track realignment Day 9	1 day	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	34	39	38	37	34	40	40	38	40	39	40	39	37	44	45	48	51	52	49	52	59					
	Leiston level crossing & track realignment Day 10	1 day	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	34	38	37	37	35	39	40	39	39	39	41	40	37	44	46	48	50	56	59	72	75					
27.3	Leiston level crossing & track realignment Day 11	1 day	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	34	39	39	39	37	41	42	40	41	41	43	42	39	47	50	52	53	65	73	74	77					
	Leiston level crossing & track realignment Day 12-13	2 days	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	35	39	39	39	37	41	42	40	41	41	43	43	39	48	51	52	54	66	74	75	78					
27.4	Leiston level crossing & track realignment Day 14-17	4 days	105 hr working	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	36	40	40	40	39	42	43	42	43	43	45	44	40	50	53	54	56	69	78	79	81					
27.5	Leiston level crossing & track realignment Day 18-21	4 days	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	40	40	40	39	42	43	42	43	43	45	44	40	49	53	54	55	68	76	77	80					
	Leiston level crossing & track realignment Day 22	1 day	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	39	39	38	36	41	41	40	41	41	42	41	39	46	47	50	52	55	55	58	64					
27.6	Leiston level crossing & track realignment Day 23-25	3 days	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
29	Knodishall satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	34	38	45	50	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
30	West House satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-	59	75	52	38	37	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
31	Saxmundham Rd satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-	30	48	49	67	44	40	39	39	38	38	38	36	37	33	31	33	33	-	-	-	-	-	-	-	-	30	-				
32	LEEIE satellite compound (MDS trigger levels)	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
33+37+54+55	Saxmundham Jcn blockade 1 st weekend days	2 days	1st weekend days/evenings	54	61	60	64	66	63	64	70	55	43	42	41	37	-	33	33	32	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
34+38+54+55	Saxmundham Jcn blockade weekend evening/nights	2 days	1st weekend nights	55	61	60	65	66	64	64	71	61	66	56	50	49	31	38	38	34	34	32	32	31	31	31	30	30	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
35+39+54+55	Saxmundham Jcn blockade weekday days	5 days	Weekday days/evenings	54	61	60	63	64	61	61	67	53	41	41	39	35	-	31	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
36+40+54+55	Saxmundham Jcn blockade weekday evenings/nights	5 days	Weekday nights	54	61	60	61	62	59	58	63	53	40	40	39	35	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
41	GRR satellite compounds at Abbey Rd & Buckleswood Rd	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	40	47	47	48	31	49	50	50	51	51	52	52	40	31	-	34	-	-	35	37	35	-				
42	GRR main compound construction	13 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	32	30	32	35	34	40	45	62	63	66	60	73	73	73	74	72	74	70	66	50	49	49	48	45	41	44	44	-	-				
43.1+43.2	GRR main compound operation location 1 & 2	96 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	37	48	49	50	41	55	58	58	60	60	57	52	52	41	40	41	40	36	34	37	36	-				
44	GRR Buckleswood Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	37	38	-	39	39	39	39	40	40	39	-	-	-	-	-	-	-	-	-	-	-				
45	GRR Abbey Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
46	GRR lineside signalling at 4 locations	1 week total	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	41	41	42	31	43	43	44	44	44	44	43	37	-	-	-	-	-	-	31	31	-	-				
47	Knodishall level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	31	35	40	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
48	West House level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	43	60	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
49	Snowdens level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	43	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
50	Saxmundham Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	43	68	36	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
51	Buckles Wood Footpath level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	51	59	58	59	44	48	46	44	35	-	32	-	-	-	-	-	-	-	-	-	-				
52	Summerhill Footpath level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	56	58	54	42	34	35	34
53	Branch line lineside signalling at 10 locations	3 weeks total	Day only	31	-	31	35	33	31	-	37	46	41	46	51	62	41	53	50	54	58	66	48	50	50	50	49	59	60	62	65	70	56	49	51	45	46	47	51	62	69	77	70	-	-				

The road diversion at Buckleswood level on the GRR crossing is currently under review and may not be required, if this is the case Activities 3, 4 and 5 would all be completed over 1 week of continuous working
 * The road diversion at Buckleswood level crossing on the GRR is currently under review and may not be required, if this is the case Activities 6 and 7 would not be required and the satellite compound at Buckleswood Road (Activity 41) would not be required

Ref	Activity	Duration	Timing	R41	R42	R43	R44	R45	R46	R47	R48	R49	R50	R51	R52	R53	R54	R55	R56	R57	R58	R59	R60	R61	R62	R63	R64	R65	R66	R67	R68	R69	R70	R71	R72	R73	R74	R75	R76							
27.5	Leiston level crossing & track realignment Day 18-21	4 days	Day only	79	79	68	77	72	77	77	80	69	66	63	68	56	56	50	51	52	49	48	48	44	47	36	44	33	34	33	32	39	41	33	36	37	39	38	35							
	Leiston level crossing & track realignment Day 22	1 day	Day only	67	72	70	81	77	81	82	84	73	71	67	72	59	60	52	53	54	50	49	50	45	46	36	45	34	35	35	33	41	43	35	38	39	38	39	36							
27.6	Leiston level crossing & track realignment Day 23-25	3 days	Day only	58	63	61	72	68	72	73	75	64	62	58	63	49	51	41	43	44	40	39	40	34	36	-	35	-	-	-	-	30	32	-	-	-	-	-	-							
29	Knodishall satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
30	West House satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31							
31	Saxmundham Rd satellite compound	2 weeks	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35							
32	LEEIE satellite compound (MDS trigger levels)	2 weeks	Day only	35	37	35	-	38	-	37	-	35	38	41	37	39	39	39	42	37	42	45	48	51	51	54	61	55	72	-	-	-	-	-	-	-	-	-	-	-						
33+37+54+55	Saxmundham Jcn blockade 1 st weekend days	2 days	1st weekend days/evenings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
34+38+54+55	Saxmundham Jcn blockade weekend evening/nights	2 days	1st weekend nights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34							
35+39+54+55	Saxmundham Jcn blockade weekday days	5 days	Weekday days/evenings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
36+40+54+55	Saxmundham Jcn blockade weekday evenings/nights	5 days	Weekday nights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
41	GRR satellite compounds at Abbey Rd & Buckleswood Rd	2 weeks	Day only	34	32	34	35	31	33	34	35	35	33	33	-	-	33	33	-	33	33	-	32	-	32	-	-	-	-	-	-	-	-	-	-	52	56	31	34	52	42	43	37	41	42	
42	GRR main compound construction	13 weeks	Day only	39	40	41	41	-	38	39	42	40	37	38	39	35	37	36	34	38	36	34	36	32	31	-	30	-	-	-	-	-	-	-	-	-	-	30	36	37	30	33	-	42	44	47
43.1+43.2	GRR main compound operation location 1 & 2	96 weeks	Day only	31	32	35	34	-	32	33	35	31	31	32	33	-	31	30	-	32	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-	-	34	36	39
44	GRR Buckleswood Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	33			
45	GRR Abbey Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
46	GRR lineside signalling at 4 locations	1 week total	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
47	Knodishall level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
48	West House level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
49	Snowdens level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
50	Saxmundham Rd level crossing signalling	1 week	Day, evening or night	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
51	Buckles Wood Footpath level crossing signalling	1 week	Day only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
52	Summerhill Footpath level crossing signalling	1 week	Day only	30	33	34	31	-	30	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
53	Branch line lineside signalling at 10 locations	3 weeks total	Day only	65	63	57	59	60	63	65	53	58	71	76	72	65	64	52	49	50	51	50	64	69	73	55	61	49	48	-	-	31	35	-	32	30	35	34	40	-	-					

The road diversion at Buckleswood level crossing on the GRR crossing is currently under review and may not be required, if this is the case Activities 3, 4 and 5 would all be completed over 1 week of continuous working
 * The road diversion at Buckleswood level crossing on the GRR is currently under review and may not be required, if this is the case Activities 6 and 7 would not be required and the satellite compound at Buckleswood Road (Activity 41) would not be required

Figure 1. Construction Noise Receptors



AECOM

PROJECT
Sizewell C Nuclear Power Station

CLIENT
Sizewell C Limited

CONSULTANT
AECOM Limited
12 Regan Way
Chetwynd Business Park
Chilwell
Nottingham, NG9 6RZ
www.aecom.com

- LEGEND**
- Rail Alignment**
 - East Suffolk Line (extent to be used by SZC freight trains shown)
 - - - Saxmundham to Leiston branch line
 - ⋯ Green Rail Route
 - ▭ MDS Red Line Planning Boundary
 - Rail Construction Noise Receptors

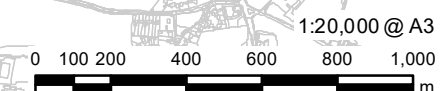
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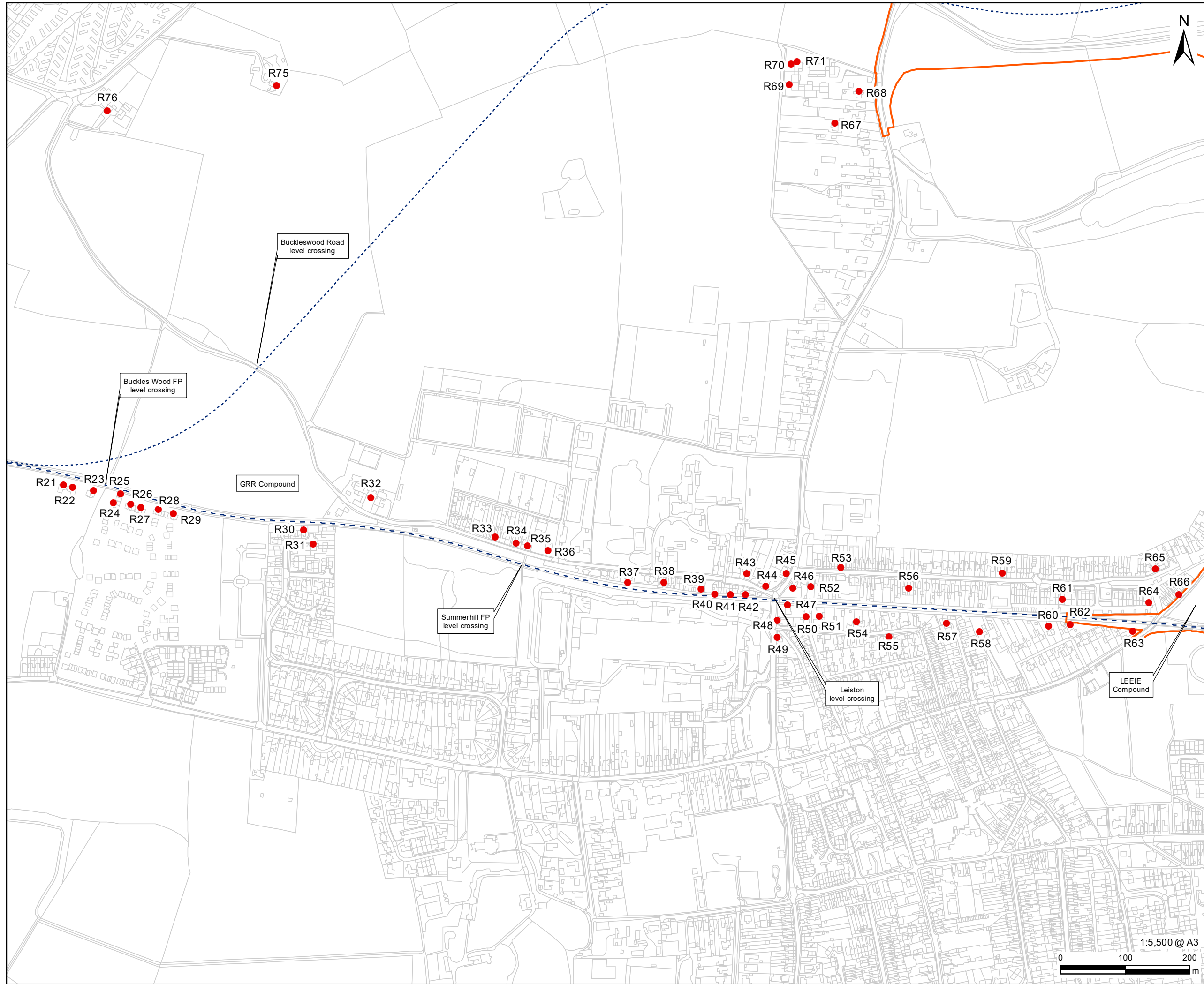
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FIGURE TITLE
Rail Construction Noise Receptors
Sheet 1 of 2

FIGURE NUMBER
Figure 1



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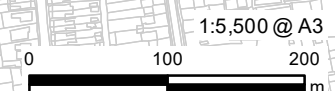
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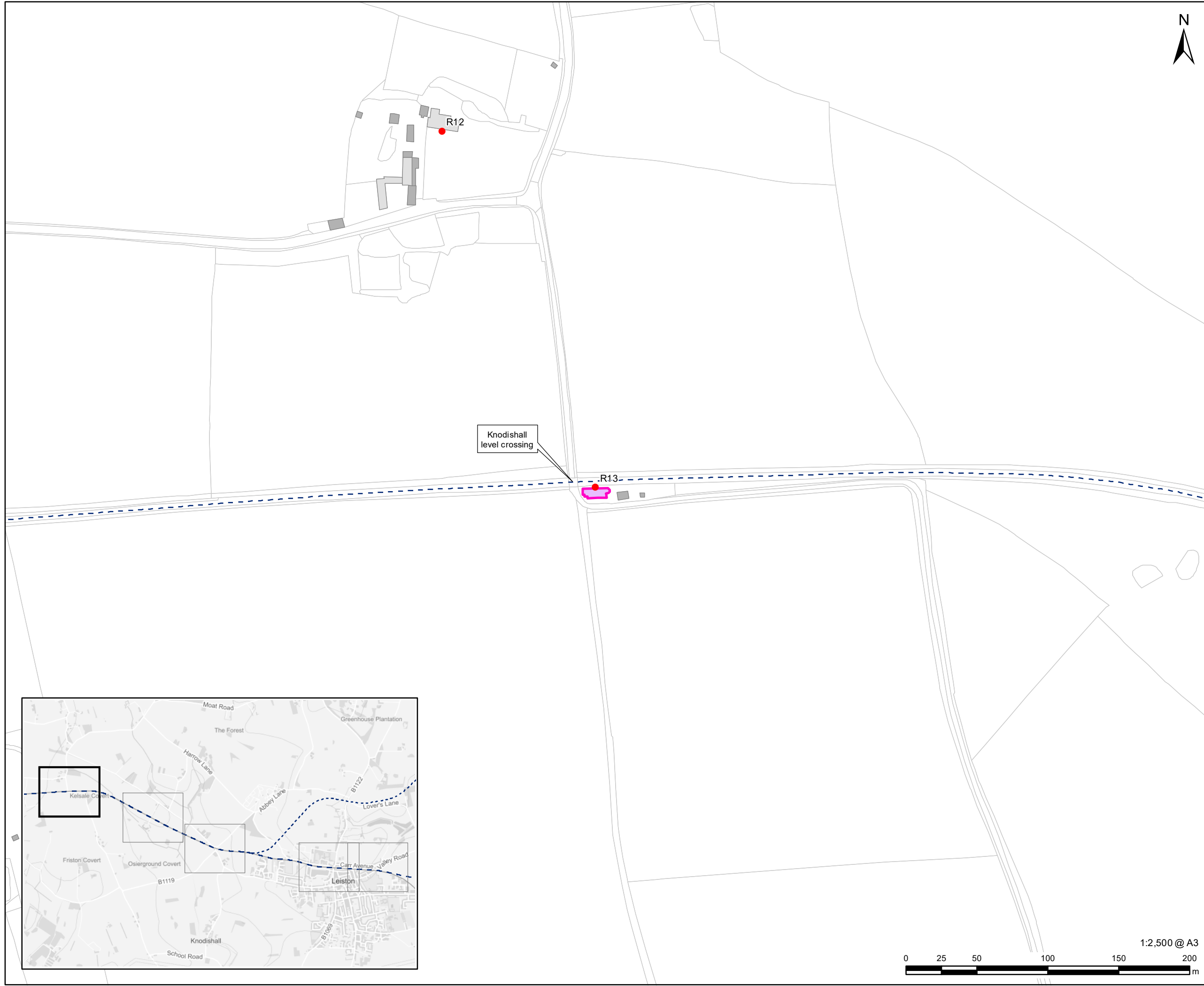
FIGURE TITLE
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Sheet 2 of 2

FIGURE NUMBER
Figure 1



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Figure 2. Noise Insulation and Temporary Rehousing qualification



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 - Property qualifying for temporary rehousing
 - Residential Building
 - Non Residential Building

NOTES

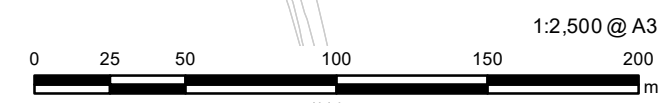
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FIGURE TITLE
 Rail Construction Noise NMS
 Qualification
 Sheet 1 of 5

FIGURE NUMBER
 Figure 2



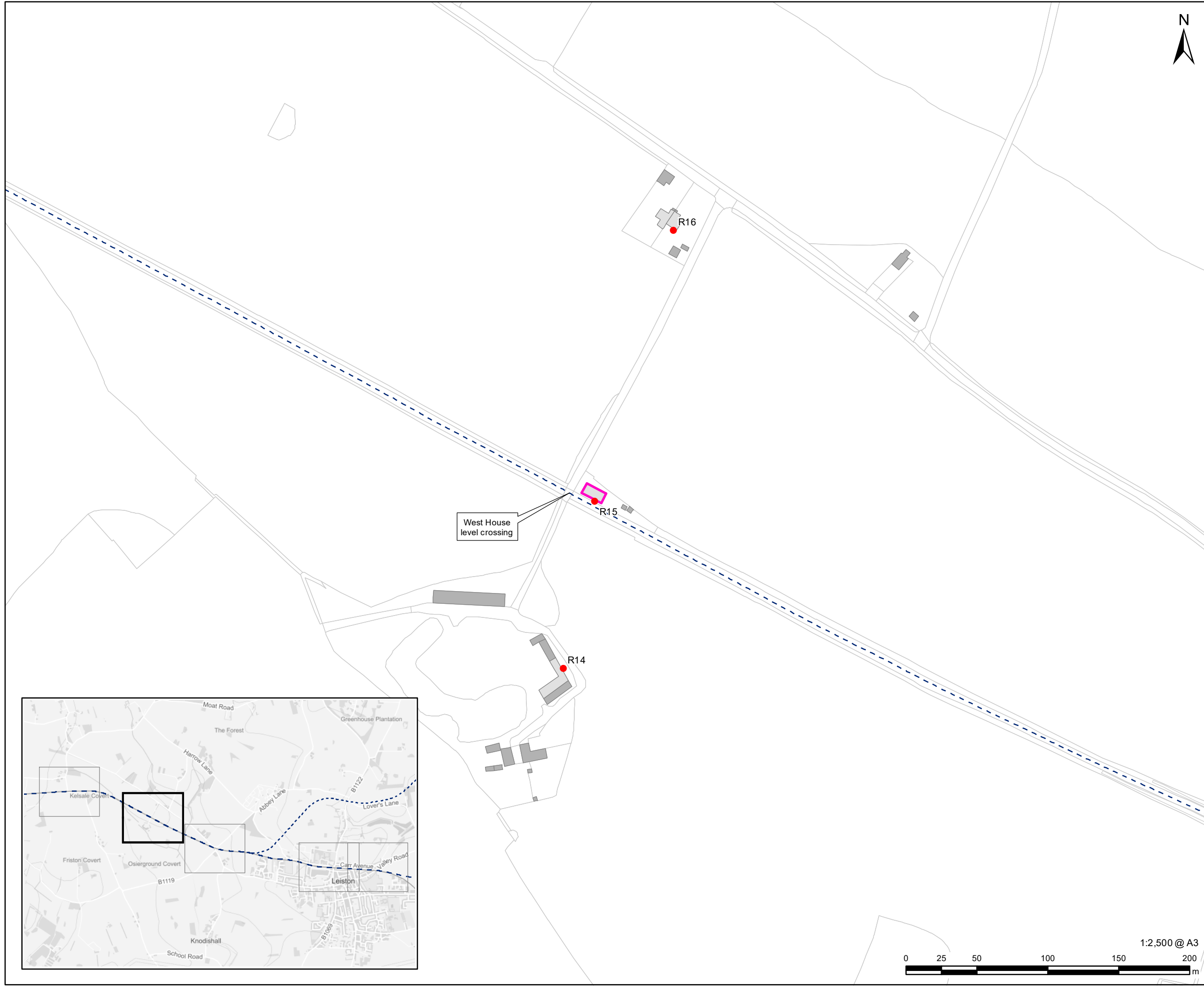
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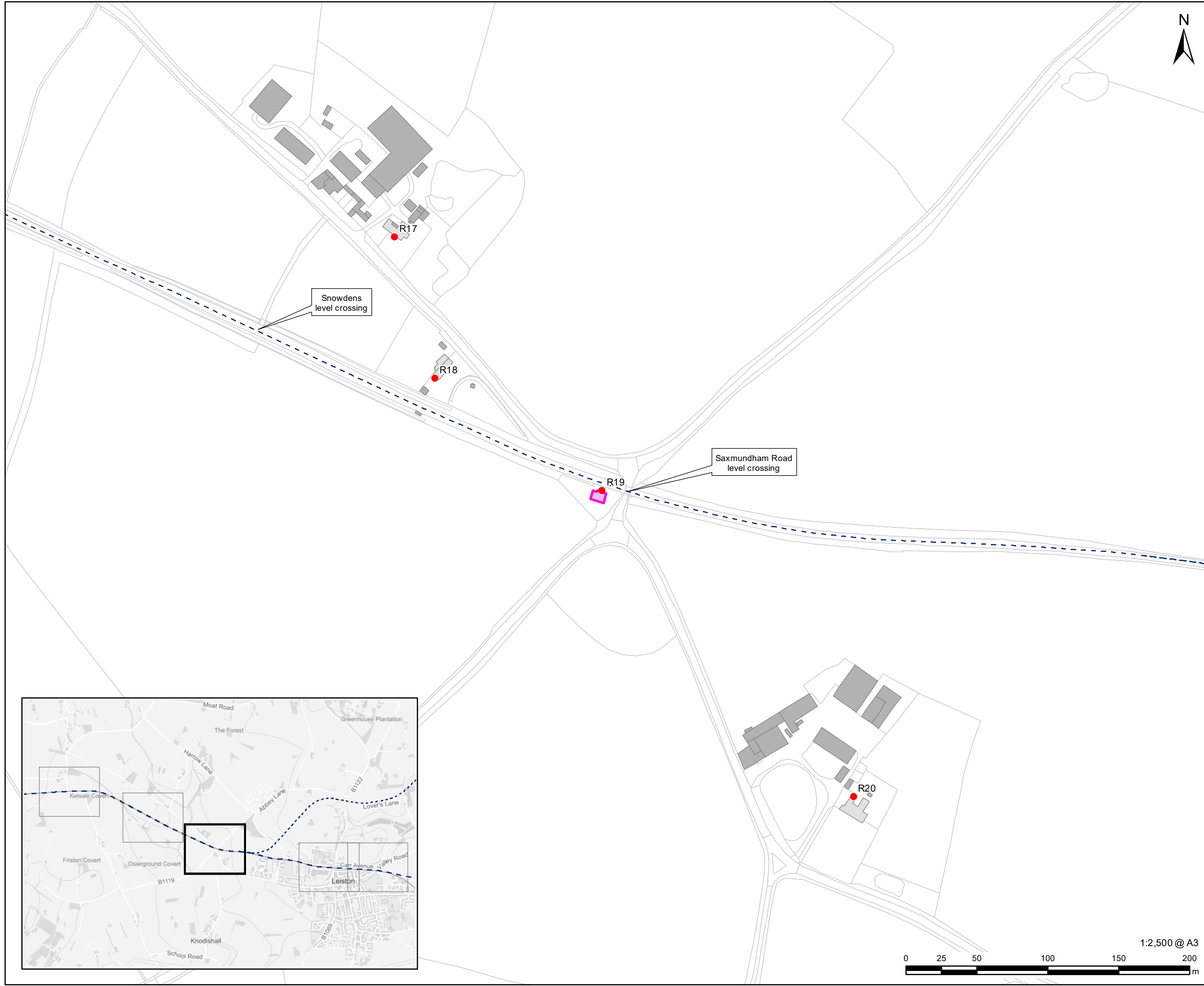
Rail Construction Noise NMS
Qualification
Sheet 2 of 5

FIGURE NUMBER

Figure 2



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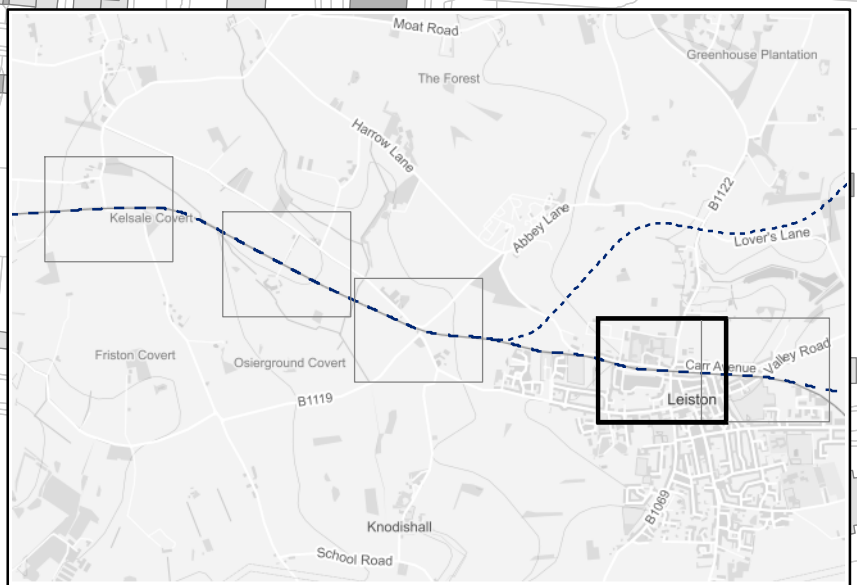
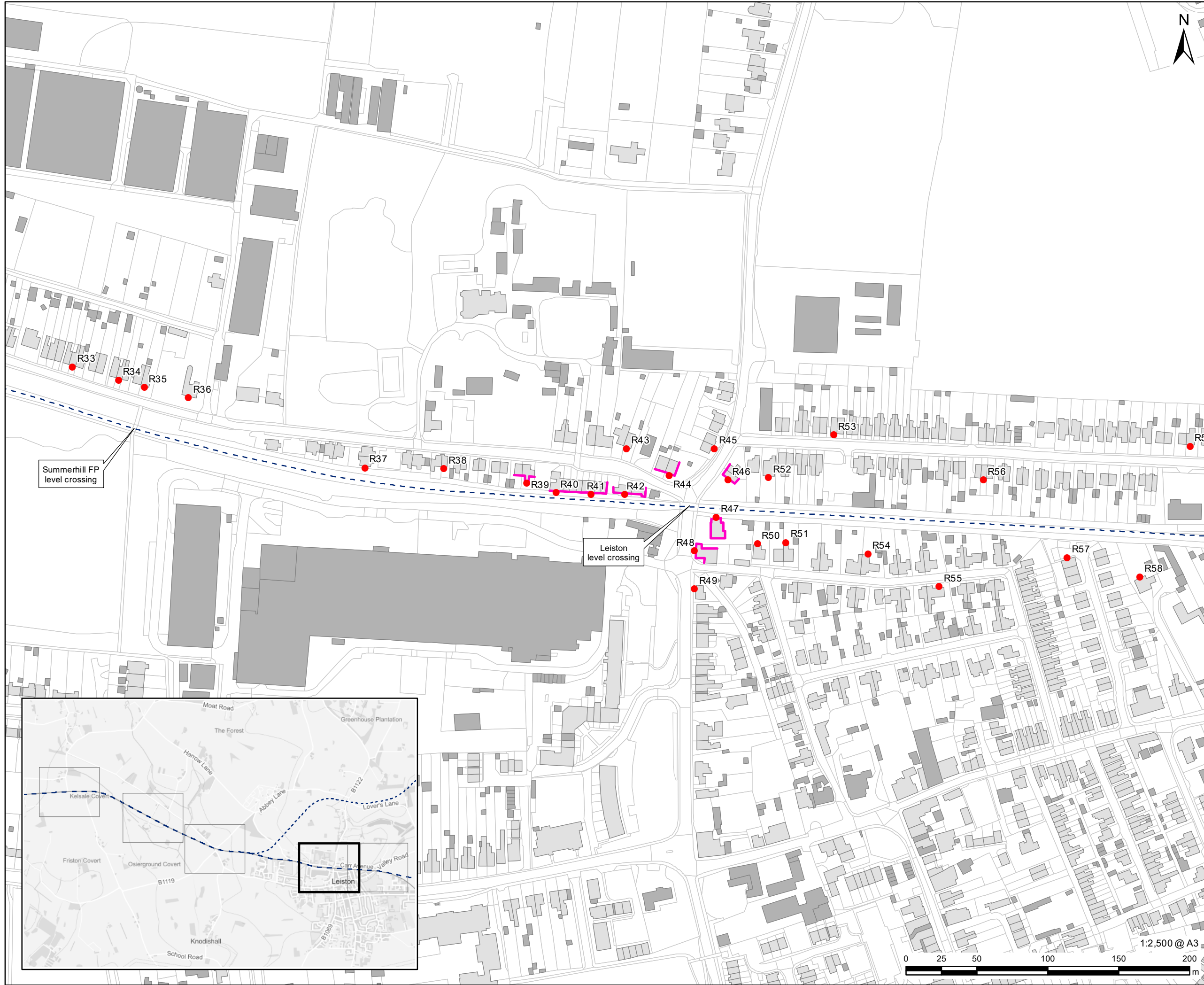
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FIGURE TITLE
Rail Construction Noise NMS
Qualification
Sheet 3 of 5

FIGURE NUMBER
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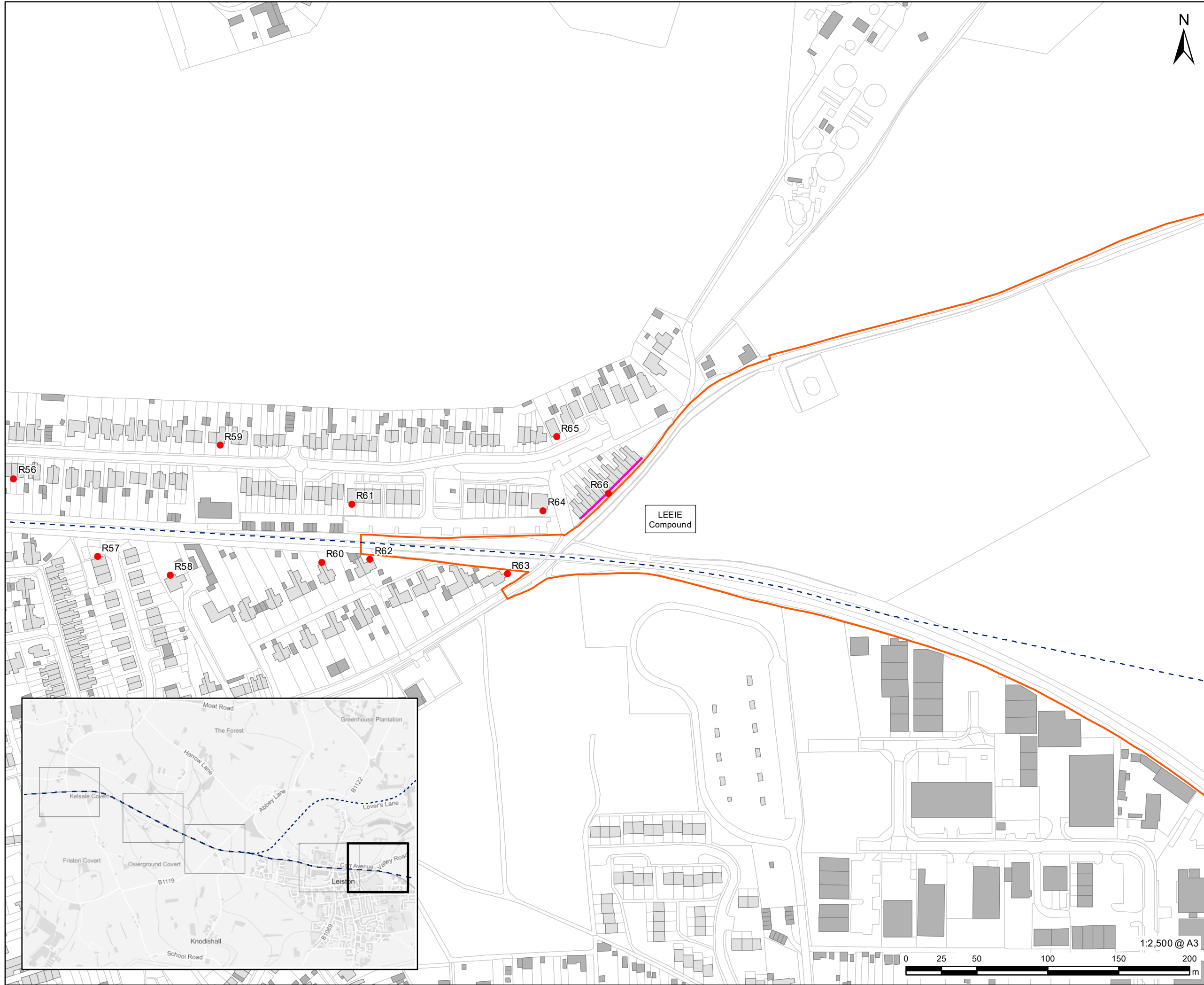
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FIGURE TITLE
Rail Construction Noise NMS
Qualification
Sheet 5 of 5

FIGURE NUMBER
Figure 2



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