The Sizewell C Project

Deed of Obligation, Schedule 12, Annex W: Southern Park and Ride Refreshed Noise Assessment

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Sizewell C
The power of **good for Britain**

Prepared for:

Sizewell C Limited

Prepared by:

AECOM Limited
12 Regan Way
Chetwynd Business Park
Nottingham NG9 6RZ
United Kingdom

T: +44 (115) 827 8000
aecom.com

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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 to 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 of the project 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 qualification and the potential for temporary rehousing under the NMS due to the construction and operation of the southern park and ride site at Wickham Market.

1.6 Figure 1 provides an overview of the preliminary design of the southern park and ride[2]. Only minor changes are anticipated at the detailed design stage.

[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/ipc/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

[2] Files: '_X-AD120(SPR)-GENERAL ARRANGEMENT LAYOUT.dwg', and '_X-AD120(SPR)-GENERAL ARRANGEMENT LAYOUT.dwg' from SZC 24/05/23 and file: '_X-AD120(SPR)-Road Markings 2D.dwg' from SZC 22/12/23

1.7 Some additional works requested by Suffolk County Council are proposed outside of the development boundary, but within the **DCO** Order Limits. These works do not fall within the scope of the NMS and are very minor in nature, relating to the upgrade of sections of footpath to the west of the southern park and ride site.

1.8 Works to construct the southern park and ride are currently programmed to start in the autumn of 2025 and finish in late-2026. The southern park and ride site is planned to be removed once all the SZC construction works are complete, currently estimated to be around 2035.

2. Criteria

Construction

1.9 The criteria for construction noise insulation and temporary rehousing are set out in the NMS which is detailed in Annex W of the **Deed of Obligation.**

1.10 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."

1.11 The numerical values associated with these criteria are contained in Tables 1.3 and 1.4 of the NMS. Since this report does not consider the construction of the MDS, the values in Table 1.4 of the NMS are not relevant.

1.12 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, 08:00 to 18:00, Saturday, 08:00 to 13:00	10 hr (weekdays) 5 hr (Saturdays)	75
Shoulder Periods: Weekdays, 07:00 to 08:00 Weekdays, 18:00 to 19:00 Saturday, 07:00 to 08:00 Saturday, 13:00 to 14:00	1 hr	70
Evenings and weekends: Weekdays 19:00 to 23:00, Saturdays 14:00 to 23:00,	4 hr (weekdays) 1 hr (Saturdays)	65

Day/Time	Averaging Period, T	Noise Insulation Trigger Level dB $L_{Aeq,T}$
Sundays 07:00 to 23:00	1 hr (Sundays)	
Nights: Every day 23:00 to 07:00	1 hr	55

1.13 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."

1.14 The numerical values associated with these criteria are contained in Table 1.5 of the NMS, and these are set out in Table 2.

Table 2. 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
	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

1.15 The trigger levels relate to 'façade' noise levels, i.e. 1 metre from the external façade.

1.16 The potential working times for the southern park and ride construction works are Monday to Saturday 07:00 to 19:00. SZC has advised that they may not need to carry out works on Saturday afternoons between 14:00 and 19:00. However, as this will not be confirmed until the construction programme is refined, a conservative approach to the assessment of eligibility for noise insulation has been adopted, whereby any receptors that are predicted to meet the Saturday afternoon trigger levels have been identified.

1.17 For temporary rehousing, any properties that are predicted to be eligible based on Saturday afternoon construction works have been identified separately from any that are predicted to be eligible during the 'core' working hours, as discussed in paragraph 2.16.

1.18 SZC has confirmed that the one-hour 'shoulder' periods of 07:00 to 08:00 Monday to Saturday, 18:00 to 19:00 Monday to Friday, and 13:00 to 14:00 Saturday would be used for activities such as staff briefings, not construction works.

1.19 The NMS trigger levels at which offers of noise insulation or temporary rehousing are to be made are either the higher of the absolute levels set out in Tables 1 and 2, or a level set relative to the baseline ambient sound levels at a receptor, where the existing ambient sound levels already exceed the absolute trigger levels.

1.20 Based on the baseline noise monitoring and modelling completed for the **Environmental Statement (ES)**[3]**,** the baseline ambient sound levels at receptors along the A12 in Marlesford to the east are around 77 dB, $L_{Aeq,16h,\ free\text{-}field}$ during the day. These levels are potentially above all of the trigger levels in the NMS for insulation due to construction noise. At receptors on the B1078 and B1116 to the west ambient sound levels are around 68 dB, $L_{Aeq,\ free\text{-}field}$ during the day, which is above the Saturday afternoon trigger level in the NMS for insulation due to construction noise. At receptors set back from local roads ambient sound levels are lower at around 55 dB, $L_{Aeq,\ free\text{-}field}$ during the day, below the trigger levels in the NMS.

1.21 Taking a conservative approach, the absolute trigger levels for eligibility for noise insulation set out in Table 1 and the absolute trigger levels for eligibility for temporary rehousing set out in Table 2 have been adopted for all receptors, even where the ambient sound levels are likely to be higher than the trigger levels. This is considered to be a robust application of the NMS.

1.22 For the sake of clarity, the daytime shift spans the 'daytime' ten-hour period Monday to Friday and five-hour Saturday morning period defined in the NMS, as well as the Saturday afternoon period. Although it is noted Saturday afternoons may not be needed for construction works, this is not yet confirmed so they have been included to provide a conservative approach.

1.23 The relevant noise insulation trigger level will be the most stringent threshold over these periods, which is 65 dB, quantified as a one-hour $L_{Aeq,T}$ during Saturday afternoons. Even though the contractor may not need to work on Saturday afternoons, the time required to insulate the affected properties means that it is better to make offers to more houses than might ultimately require it, so Saturday afternoon working is possible should it become necessary. If this approach is not adopted, the works may potentially be delayed while the NMS process is implemented.

1.24 The time required to organise temporary rehousing is much shorter, and therefore the weekday daytime and Saturday morning trigger level of 85 dB has been adopted, quantified as either a ten-hour $L_{Aeq,T}$ on Mondays to Fridays between 08:00 and 18:00 or a five-hour $L_{Aeq,T}$ on Saturday mornings from 08:00 to 13:00. Any properties that would be eligible for temporary rehousing if Saturday afternoon working does become necessary have been identified in the text of this report, based on the lower trigger level of 75 dB as a one-hour $L_{Aeq,T}$. However, given the short period of time required to organise temporary rehousing, relative to the process of offering and installing insulation, any properties predicted to qualify for temporary rehousing on this basis are not identified on any plans.

1.25 No works are currently anticipated to be required outside of normal daytime hours, the tie-in to the existing road network will be completed using traffic management during normal daytime hours.

Operation

1.26 The criteria for operational plant and activity noise insulation are set out in the NMS which is detailed in Annex W of the **Deed of Obligation.**

1.27 Table 1.1 of the NMS sets out the criteria for eligibility for operational plant noise, which are:

"A Property will be eligible for an offer for insulation where the total noise from fixed plant or machinery associated with the use of the Development (including any Associated Development Site) exceeds any of the following levels, when measured 1m from the external façade of any Eligible Room:

(i) 63 dB $L_{Aeq,16hrs}$ between 07:00 and 23:00 hours; or

[3] The Sizewell C Project 6.5 Revision, 1.0, Volume 4 Southern Park and Ride *Chapter 4 Noise and Vibration*, May 2020,PINS Reference Number: EN010012, https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-002001-SZC_Bk6_ES_V4_Ch4_Noise_and_Vibration.pdf

(ii) 58 dB $L_{Aeq,8hrs}$ between 23:00 and 07:00 hours."

1.28 Table 1.1 of the NMS sets out the criteria for eligibility for operational activity noise, which are:

"A Property will be eligible for an offer for insulation where the total noise from operational activities at an Associated Development Site excluding fixed plant or machinery exceeds any of the following levels, when measured 1m from the external façade of any Eligible Room:

(1) (a) 63 dB $L_{Aeq,16hrs}$ between 07:00 and 23:00 hours; or

(b) 58 dB $L_{Aeq,8hrs}$ between 23:00 and 07:00 hours; or

(c) maximum sound level L_{AFmax} 70 dB between 23:00 and 07:00 hours; and

(2) any exceedance of the levels in (1):

(a) 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."

1.29 The criteria for operational plant and activity noise insulation relate to 'façade' noise levels, i.e. 1 metre from the external façade.

3. Methodology

Construction activities and plant

1.30 The prediction method for the construction noise assessment is that contained in BS 5228[4], as was the case for the southern park and ride construction noise calculations in the **ES**. The calculations use the SoundPLAN noise modelling software (version 8.2).

1.31 The construction of the Sizewell C Project will span 9-12 years and involve many different contractors. The construction information set out in the **ES**[5&6] has been reviewed and updated as appropriate. The construction activities and plant from the **ES** have been used as a starting point, however, SZC has provided various updates and additional detail on the construction activities, plant, working times and durations, which have been adopted. The **ES** was based on spreadsheet calculations rather than noise modelling and focussed on the identification of potentially significant effects. Potential qualification under the NMS was considered for construction noise, although the **ES** noted that a refreshed noise assessment would be required once more information on the construction works was available.

1.32 Table 3 details the assumed construction activities and durations. The list of plant used in the model for each activity is provided in Appendix A.

Table 3. Construction activities

Ref	Activity	Duration
1.1	Build compound	40 days
1.2	Build haul road	10 days
2.1	Fencing/hoarding	25 days
2.2	Swales and infiltration basins	20 days

[4] BS 5228-1:2009+A1:20214 *'Code of practice for noise and vibration control on construction and open sites'*
[5]The Sizewell C Project 6.5 Revision: 1.0 Volume 4 Southern Park and Ride *Chapter 4 Noise and Vibration Appendix 4A,* May 2020, PINS Reference Number: EN010012 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-002003-SZC_Bk6_ES_V4_Ch4_Noise_and_Vibration_Appx4A_Construction_Operational_Assessment.pdf
[6] The Sizewell C Project 6.5 Revision: 1.0 Volume 4 Southern Park and Ride *Chapter 2 Description of the Southern Park and Ride*, May 2020, PINS Reference Number: EN010012, https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-001997-SZC_Bk6_ES_V4_Ch2_Southern_Park_and_Ride_Description_of_Development.pdf

Ref	Activity	Duration
2.3	Vegetation clearance	25 days
2.4	Topsoil strip	40 days
3.1	Earthworks	40 days
3.2	Drainage	175 days
4.1	Pavements - Sub base	146 days
4.2	Pavements - Kerbs	98 days
4.3	Pavements - Blacktop	70 days
4.4	Pavements - Tie-ins	20 days
5.1	Install buildings, bus shelters etc.	30 days
6.1	Lighting	90 days
6.2	Signs	90 days
7.1	Compound operation	-
7.2	Haul road operation	-
8.1	Compound removal	10 days
8.2	Remove whole site at completion of all SZC works	120 days

1.33 The duration of each of the daytime activities is ten or more days and therefore they all have the potential to meet the noise insulation and temporary rehousing criteria.

1.34 Many of the construction activities will progress across the worksite, therefore estimates of the working areas over ten days have been made based on the total area of each activity and the total duration of each activity. The surrounding residential properties have been grouped into ten areas, labelled A to J on Figure 1. The working area over ten days that is closest to each of the ten groups of residential properties has been used to estimate the average construction noise level over those ten days.

1.35 Some activities are limited to specific locations, therefore their noise levels are assumed to be constant for the duration of these activities, including the construction (Activity 1.1), operation (Activity 7.1) and removal (Activity 8.1) of the compounds and the installation of the new buildings (Activity 5.1).

1.36 The majority of the works by their nature take place sequentially in any one location, e.g. topsoil strip followed by earthworks and drainage, then pavements, kerbs, blacktop, lighting and signs. Therefore, there is little potential for these activities to overlap in any one location. In particular, it is highly unlikely that the worst-case ten days of more than one of these activities will coincide at any one location. However, there is some potential for activities to overlap.

1.37 The current programme has been reviewed and a total of nine combinations of daytime activities over the duration of the works have been assessed, with the worst-case combination reported for each receptor.

Operational activities and plant

Mechanical Services Plant noise

1.38 As identified in the **ES**, there will be some mechanical services plant associated with the amenity and security buildings on site, such as extract fans and heating and cooling systems. Such plant could be in operation 24 hours a day.

1.39 As part of the **DCO**, a number of design principles[7] were developed in consultation with the local authorities and other stakeholders and set the framework with which the final detailed design of the associated development sites must comply. This is secured by Requirement 33 of the **DCO**, which requires SZC to demonstrate compliance with the Associated Development Design Principles, to the satisfaction and approval of East Suffolk Council.

1.40 Building Design Principle 6 for the southern park and ride states:

[7] The Sizewell C Project 8.3 Revision: 6.0 *Associated Development Design Principles*, October 2021, PINS Reference Number EN010012 https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-008054-Carly%20Vince%20-%20Other-%20Control%20Document%20-%20Associated%20Developments%20Design%20Principles%20(track%20change%20version).pdf

"All mechanical services plant (such as air conditioning condenser units and air handling units) will be designed or selected to achieve a rating level of noise not exceeding 35 dB $L_{Ar,15mins}$ at the closest off-site residential receptor, when assessed in accordance with British Standard 4142: 2014+A1: 2019[8]."

1.41 Specific details of the proposed mechanical services plant to be installed are not known at this stage, and therefore mechanical services plant noise levels at receptors cannot be considered as part of this refreshed noise assessment. When specific details of the proposed mechanical services plant are available, an assessment to demonstrate compliance with the design principle will be required.

1.42 Notwithstanding the lack of detail at this stage, compliance with Building Design Principle 6, as secured by Requirement 33 of the **DCO**, will ensure that the NMS criteria for noise insulation due to operational mechanical services plant noise will not be exceeded at any receptor, and therefore there is no requirement to consider eligibility under the NMS in this report.

Activity noise

1.43 The **ES** considered vehicle movements within the site (cars and buses), and cars manoeuvring in the car park areas. The operational information used in the **ES** for vehicle movements and cars manoeuvring has been used as a starting point for this refreshed noise assessment, with some refinements and assumptions to provide a conservative approach. Traffic data on the access road for the 'later years' of the construction of the main development site, represented by the year 2028, have been used in the assessment.

1.44 The calculations use the SoundPLAN noise modelling software (version 8.2). Source data for vehicle movements within the site (cars and buses) is based on data held within the SoundPLAN global library, and for cars manoeuvring in the car park areas is based on the methodology for a park and ride site from the Parking Area Noise study[9] adopted by SoundPLAN. The prediction methodology adopted is that contained in ISO 9613-2[10]. This approach is the same as was the case for the southern park and ride construction noise calculations in the **ES**, although the **ES** did not explicitly mention the Parking Area Noise study.

1.45 The southern park and ride will include a Traffic Incident Management Area (TIMA), which could be used to manage vehicles by removing them from the public road network if there is an incident within the Sizewell C main development site or external to the Sizewell C main development site on the local road network that requires construction-related vehicles to be held or diverted. The TIMA would only be used for the parking of heavy goods vehicles (HGVs) when required due to an incident and for the majority of the time, it would be unused with no HGVs parked within it. As was the case for the **ES**, the use of the TIMA has not been included in this operational activity noise assessment.

1.46 Further details of the operational activities included in the assessment are provided in Appendix B.

Ground heights

1.47 The noise model contains a 3-dimensional representation of the existing ground heights in the study area. The ground data for the southern park and ride site itself is based on a topographical survey provided by SZC in May 2024[11].

1.48 The ground height data for the wider area is based on 2020 2 m Digital Terrain Model (DTM) LIDAR data downloaded from the Defra website[12] in December 2021, which has been filtered using the standard settings in the SoundPLAN software to reduce the size of the dataset.

1.49 Proposed ground heights for the southern park and ride works are incorporated into the noise model for the assessment of the later construction works, once the main earthworks and drainage are complete, and for the operational noise assessment. The proposed ground heights are based on data provided by HaskoningDHV UK Ltd in June 2024[13] and include the proposed earth bund within the site.

[8] BS 4142: 2014+A1:2019 *'Methods for rating and assessing industrial and commercial sound'*
[9] Bayerisches Landesamt fűr Umwelt, 2007, *'Parking Area Noise'*
[10] ISO 9613-2:1996 *'Acoustics — Attenuation of sound during propagation outdoors — Part 2: General method of calculation'*
[11] File '_X-AD120(SPR)-TOPO.dwg' from SZC 24/05/24
[12] https://environment.data.gov.uk/surveydownloaded 16/12/21 © Environment Agency copyright and/or database right 2021. All rights reserved.
[13] Files: 'AD0120-RHD-ZZ-XX-M3-C-0002_C3D FG SPR 41.xml' and 'SZC-AD0120-ROH-XXXHML-54XXXX-MD3-HCH-000000 - SPR S278 Surface.xml' from HaskoningDHV UK Ltd 10/06/24

OS datasets

1.50 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, for example acoustically hard surfaces such as concrete or water, or acoustically soft surfaces 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.

Receptors

1.51 The construction and operational noise calculations have been undertaken at 24 no. receptors within the areas shown on Figure 1. Predicting noise levels at every façade of every property is not a reasonable or proportionate approach and therefore, in some locations a single receptor position is used to represent several adjacent properties or façades. Professional judgement has been applied conservatively to identify which façades at a property are likely to qualify. For example, if the façade of one half of a pair of semi-detached properties is just over the relevant criterion and the other half is just under, then both have been identified as qualifying.

Mitigation

1.52 The earth bund included in the proposed ground height data for the site has been included in this assessment. At this stage no additional specific mitigation has been identified for inclusion in this construction or operational noise assessment, so no allowance for any additional mitigation has been made in the calculations presented in this report.

Assumptions and limitations

1.53 As with all construction noise assessments, the predicted construction 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 each 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 progress.

1.54 Some utility diversion works will be required at the southern park and ride and at this stage there is insufficient detail available on the nature, timing, and duration of these works to quantify noise from them; therefore utility diversion works are not included in this assessment.

1.55 There is also some inherent uncertainty in the prediction of operational activity noise levels due to day-to-day variations in vehicle numbers, which parking spaces are used, and the route taken by cars within the car parking areas. The assumptions and methods adopted in this assessment are considered to represent a reasonably worst-case and robust approach.

1.56 The eligibility for insulation and/or temporary rehousing under the NMS is based on the predicted noise levels exceeding the relevant criteria. However, for the purposes of this refreshed assessment, eligibility is considered to also occur where the predicted noise levels are equal to the relevant criteria. 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 noise calculation process.

4. Results

Construction noise

1.57 The predicted construction noise levels at the 24 no. selected receptors are provided in Appendix C. A summary is also illustrated on the five sheets of Figure 2.

1.58 The highest construction noise levels are generally associated with the earthworks, drainage and pavement works. The works associated with activities such as fencing, buildings and road lighting require less noisy plant and, therefore, generally result in lower noise levels.

Eligibility for insulation

1.59 The results indicate that no exceedances of any of the noise insulation criteria are predicted at any of the 24 no. selected receptors close to the site.

Eligibility for temporary rehousing

1.60 The results indicate that no exceedances of any of the temporary rehousing criteria are predicted at any of the 24 no. selected receptors close to the site.

Mitigation

1.61 Requirement 2 of the **DCO** requires a Noise Monitoring and Management Plan (NMMP) for the southern park and ride construction works, as part of the Code of Construction Practice for the project, to be submitted to East Suffolk Council for approval, setting out mitigation measures for the construction works.

1.62 The benefit of such measures has not been included in the calculations set out in this report, and since their purpose will be to reduce construction noise levels, the assessment of eligibility for noise insulation set out in this report will not need to be revisited.

1.63 The implications of any alterations to the proposed timing or durations of the works may require an update of this noise assessment in due course to confirm eligibility for temporary rehousing.

Operational activity noise

1.64 Table 4 sets out the predicted operational activity noise levels due to vehicle movements within the site (cars and buses), and cars manoeuvring in the car park areas. Predictions have been completed at the same 24 no. receptors assessed for eligibility under the NMS for the construction phase. The highest results considering each floor/façade of every building in each of the receptor areas (as illustrated on Figure 1) are presented in Table 4.

Table 4. Operational activity noise levels

Receptor Area	Day $L_{Aeq,16hrs\ façade}$ dB	Night $L_{Aeq,8hrs\ façade}$ dB	Maximum L_{AFmax} dB
A	45	43	48
B	38	36	42
C	43	41	51
D	37	35	38
E	40	37	41
F	30	27	32
G	37	34	38
H	38	36	40
I	38	36	39
J	38	36	39
Criteria	**63**	**58**	**70**

1.65 The noise insulation criteria for operational activity noise are not predicted to be exceeded at any of the residential buildings in the vicinity of the southern park and ride site and therefore no eligibility has been identified under the NMS for the operation of the southern park and ride site.

5. Conclusion

1.66 The results of the construction noise modelling indicate that none of the residential properties close to the site are predicted to be eligible for noise insulation or temporary re-housing under the Noise Mitigation Scheme for the Sizewell C project.

1.67 No properties are predicted to be eligible for noise insulation due to operational activity noise from vehicle movements within the site (cars and buses), and cars manoeuvring in the car park areas.

1.68 Mechanical services plant associated with the buildings at the southern park and ride site will not trigger eligibility for noise insulation under the NMS, as they must be designed to achieve levels well below the NMS trigger thresholds.

Appendix A Construction information

Table 5. Summary of construction information

Ref	Activity	Plant	% on-time	No. of plant items	L_{wA} dB
1.1	Build compound	Lorry loader crane HIAB	25	1	104
	(main and temporary)	Diesel / petrol generator	100	1	97
		360° Wheeled / tracked excavator	70	2	107
		5t dumper	70	2	106
		Vibratory tamping roller	50	1	111
1.2	Build haul road	Tracked dozer	75	1	108
		Vibratory tamping roller	50	1	111
		Road tipper wagon	100	2	107
2.1	Fencing/hoarding	Lorry loader crane HIAB	25	1	104
		180° Backhoe loader	50	1	107
		Concrete mixer truck	70	1	107
		5t excavator	80	2	93
2.2	Swales and infiltration basins	Tracked dozer	50	3	108
		Wheeled loading shovel	50	1	107
		360° Tracked excavator	70	3	110
		Motorgrader/scraper	90	2	108
		Articulated hauler/Dump truck	50	12	108
		Vibratory tamping roller	50	3	111
		Road tipper wagon	50	1	107
2.3	Vegetation clearance	Chainsaw	20	1	115
		Brush-cutter	20	1	103
		360° tracked excavator	50	1	110
2.4	Topsoil strip	Lorry loader crane HIAB	25	1	104
		Diesel / petrol generator	100	1	97
		360° Wheeled / tracked excavator	70	2	107
		180° Backhoe loader	50	1	107
		Dump truck 1	70	2	106
		Road tipper wagon	50	1	107
		Tracked dozer	50	1	108
3.1	Earthworks	360° tracked excavator	70	2	110
		Dozer	50	2	110
		Dump truck 2	100	1	108
		Vibratory tamping roller	60	1	111
3.2	Drainage	Lorry loader crane HIAB	25	1	104
		360° Tracked excavator	70	3	110
		180° Backhoe loader	50	3	107
		Dump truck 1	70	1	106
		Wheeled loading shovel	50	1	107
		Concrete mixer truck	50	1	107
		Trench rammer	25	3	91
		Road tipper wagon	50	4	107
4.1	Pavements - Sub base	Dump truck 2	50	4	108
		360° Tracked excavator	70	2	110
		180° Backhoe loader	50	1	107
4.2	Pavements - Kerbs	Road sweeper	70	1	107
		Lorry loader crane HIAB	25	1	104
		Telehandler	50	1	107
		Concrete mixer truck	70	1	107
		Compressor and pneumatic hand tool	17	2	118

Ref	Activity	Plant	% on-time	No. of plant items	L_{wA} dB
		5t excavator	25	2	93
4.3	Pavements - Blacktop	Asphalt paver (and tipper lorry)	70	2	109
		Compressor and pneumatic hand tool	17	2	118
		180° Backhoe loader	50	1	107
		Deadweight/vibrating roller	50	4	111
		Vibrating plate compactor	25	2	110
4.4	Pavements - Tie ins	Dump truck 2	50	1	108
		Cold planer/milling machine	70	1	104
		360° Tracked excavator (with breaker)	10	1	116
		Hand saw	20	1	112
		360° Tracked excavator	60	1	110
		Compressor and pneumatic hand tool	17	1	118
		Deadweight/vibrating roller	50	1	111
		Vibrating plate compactor	25	1	110
5.1	Install buildings, bus shelters etc.	Flat-bed lorry	10	1	110
		Mobile all terrain crane	20	1	101
6.1	Lighting	Lorry loader crane HIAB	25	1	104
		Mini excavator	50	1	100
		Mobile elevating work platform-vehicle mounted or self-propelled	25	1	104
6.2	Signs	Lorry loader crane HIAB	25	1	104
		Tracked excavator 14t	50	1	98
		Mini excavator	50	1	100
		Mobile elevating work platform-vehicle mounted or self-propelled	25	1	104
7.1	Compound operation	Telehandler	50	1	107
		Office generator	100	1	90
		Wheelwash	20	1	90
7.2	Haul road operation	Road tipper wagon	100	3/hr 2 way	107
8.1	Compound removal	Lorry loader crane HIAB	25	1	104
		Diesel / petrol generator	100	1	97
8.2	Remove whole site at completion	360° Tracked excavator	70	2	110
	of all SZC works	Dozer	50	2	110
		Dump truck 2	100	1	108
		Mobile all terrain crane	20	1	101
		360° Tracked excavator (with breaker)	20	1	116
		Vibratory tamping roller	50	1	111

Appendix B Operational information

As set out in the **ES**, the site will be operational for 20 hours per day, between 05:00 and 01:00, with some security personnel on site 24 hours a day.

Noise source data from the SoundPLAN global library have been used for a typical car and bus moving within the site:

- Car travelling within the site: L_{WA} 101 dB
- Bus travelling within the site: L_{WA} 98 dB

Car and bus movements within the site are based on the current traffic data provided by WSP in January 2024.

Noise source data for cars manoeuvring in the car park areas are based on the methodology for a park and ride site from the Parking Area Noise study adopted by SoundPLAN. This is based on the number of spaces in each car parking area and the number of movements at each space per hour:

- Pick up and drop off parking area: 12 vehicles in and 12 vehicles out of each space per hour between 05:00 and 01:00, i.e. one vehicle in and one vehicle out every five minutes
- All other parking areas: one vehicle in and one vehicle out of each space per hour between 05:00 and 01:00

These assumptions regarding vehicles manoeuvring in and out of each car parking space are considered to be conservative as the site is assumed to be operating at full capacity between 05:00 and 01:00, however, there will be less busy times of the day in-between shift changeover times at the main development site.

A sound power level of 108 dB L_{WAmax} for all vehicles has been assumed for the calculation of the L_{AFmax} levels at the receptors, as was adopted in the **ES**.

Appendix C Detailed construction noise results

Table 6 contains a breakdown of the results for the individual or combined construction activities (Activities 1.1 to 8.2) at each receptor location/façade. At receptors with more than one floor, results for the floor with the highest noise level are reported.

The 'Max Day' column contains the construction noise level for the noisiest individual activity or combination of activities during the day. A total of nine combinations of daytime activities over the duration of the works have been assessed. Results that equal or exceed the various NMS daytime trigger levels of 65, 70, 75, 80 and 85 dB $L_{Aeq,T}$ façade are highlighted as follows:

- 65 dB $L_{Aeq,T}$ façade – trigger level to qualify for noise insulation on Saturday afternoon
- 70 dB $L_{Aeq,T}$ façade – trigger level to qualify for noise insulation during shoulder hours on weekdays and Saturdays
- 75 dB $L_{Aeq,T}$ façade – trigger level to qualify for noise insulation on weekday daytimes and Saturday morning, and temporary rehousing on Saturday afternoon
- 80 dB $L_{Aeq,T}$ façade – trigger level to qualify for temporary rehousing during shoulder hours on weekdays and Saturdays
- 85 dB $L_{Aeq,T}$ façade – trigger level to qualify for temporary rehousing on weekday daytimes and Saturday morning

Note the results are highlighted solely on the basis of the construction noise trigger levels being equalled or exceeded. To qualify under the NMS both the construction noise level and duration criteria must both be met. Where relevant, durations are discussed in Section 4 of this report.

A '-' indicates the receptor is remote from the construction activity and the predicted construction noise level is low (less than 30 dB $L_{Aeq,T}$ façade).

Table 6. Detailed construction noise results ($L_{Aeq,T\ façade}$)

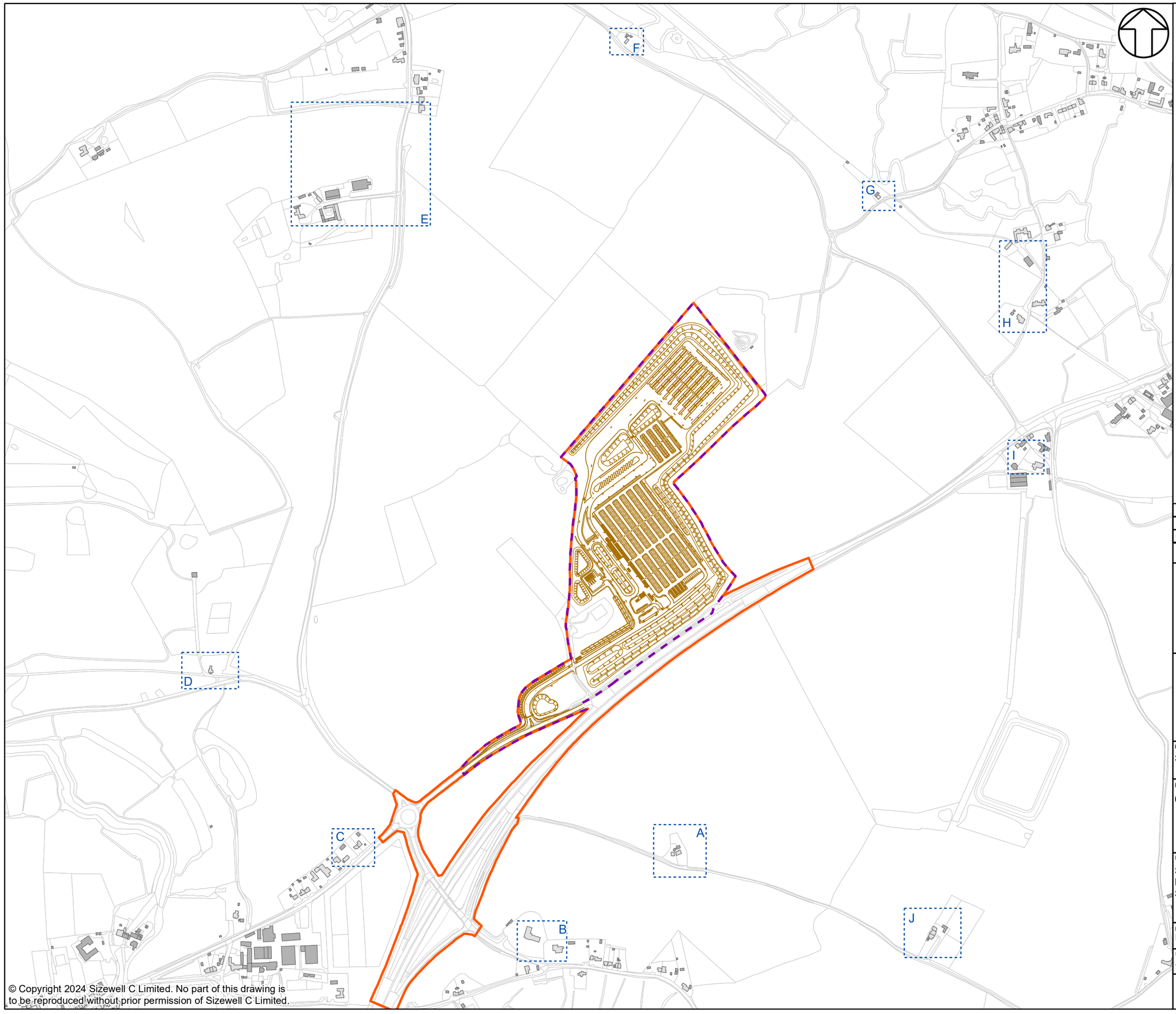
ID	Façade	Max Day	1.1	1.2	2.1	2.2	2.3	2.4	3.1	3.2	4.1	4.2	4.3	4.4	5.1	6.1	6.2	7.1	7.2	8.1	8.2
A_01	E	57	46	47	43	56	41	50	52	50	49	50	54	46	45	34	35	38	38	34	52
A_01	N	59	46	48	47	59	50	52	54	56	53	53	56	56	45	42	43	38	39	34	56
A_01	S	49	38	39	37	48	38	42	43	46	44	38	44	44	35	32	33	-	-	-	45
A_01	W	59	46	48	47	58	50	52	54	55	53	53	56	56	45	41	43	38	39	34	56
A_02	E	59	45	48	46	58	48	51	54	54	52	52	55	53	45	39	41	38	39	34	56
A_02	N(e)	59	46	48	47	59	50	52	54	56	54	53	56	56	45	42	43	38	40	34	56
A_02	N(w)	59	46	48	47	59	50	52	54	56	53	53	56	56	45	41	43	38	39	34	56
A_02	S	48	38	39	34	47	36	41	42	43	42	37	43	42	35	-	31	-	-	-	43

ID	Façade	Max Day	1.1	1.2	2.1	2.2	2.3	2.4	3.1	3.2	4.1	4.2	4.3	4.4	5.1	6.1	6.2	7.1	7.2	8.1	8.2
A_02	W(n)	59	46	48	46	59	49	51	54	55	53	52	55	54	45	40	42	38	39	34	56
A_02	W(s)	57	45	47	44	57	42	50	52	51	50	50	54	47	45	36	36	37	38	34	53
B_03	E	52	42	43	38	51	35	45	47	47	45	43	48	40	40	31	37	34	33	31	47
B_03	N(e)	54	42	44	43	54	46	46	49	52	49	47	51	52	41	38	41	34	35	31	51
B_03	N(w)	53	42	43	41	52	44	45	48	50	48	44	49	50	40	37	41	33	33	31	49
B_03	S	49	32	33	31	42	33	35	37	40	38	33	38	39	-	-	49	-	-	-	39
B_03	W	54	42	45	42	54	46	47	49	52	50	47	51	51	41	38	48	34	35	31	51
B_04	E	55	42	44	44	54	48	47	50	52	50	49	52	53	41	39	36	35	36	31	52
B_04	N(e)	55	42	45	44	54	48	47	50	52	50	49	52	53	41	39	45	35	36	32	52
B_04	N(w)	55	42	45	44	54	48	47	50	52	50	49	52	54	41	39	48	35	36	32	53
B_04	S	44	32	33	31	42	33	35	37	39	38	33	38	39	-	-	42	-	-	-	39
B_04	W	55	37	43	43	52	48	45	48	52	49	48	50	54	38	39	49	-	34	-	52
C_05	NE	62	41	45	46	55	52	48	51	54	52	51	54	59	41	42	59	34	37	31	55
C_05	NW(e)	60	41	45	46	55	52	48	51	54	52	51	53	59	41	42	53	34	36	31	54
C_05	NW(w)	48	37	39	36	48	38	41	43	45	44	39	44	45	34	33	46	-	-	-	45
C_05	SE	62	41	45	46	56	53	49	51	55	53	52	54	59	41	43	59	34	37	31	55
C_05	SW	47	36	37	35	47	37	40	42	44	43	38	43	44	33	31	44	-	-	-	44
C_06	NW(e)	53	41	43	41	52	42	45	47	50	48	44	49	48	39	36	46	33	33	30	49
C_06	NW(w)	54	41	44	43	54	45	47	49	52	50	47	51	51	40	38	47	34	35	31	51
C_06	SE	61	41	45	46	56	52	48	51	55	52	51	54	59	41	42	57	34	36	31	55
C_06	SW	47	34	35	33	45	36	38	39	42	40	35	40	42	31	-	45	-	-	-	41
C_07	NE	60	41	45	46	55	52	48	51	54	52	51	53	58	41	42	54	34	36	31	54
C_07	NW	56	41	45	44	55	49	47	50	53	51	49	52	55	41	40	48	34	36	30	53
C_07	SE	60	41	44	46	56	52	48	51	54	52	51	53	58	41	42	54	33	36	30	54
C_08	NE	56	41	45	45	54	49	47	50	53	51	50	52	55	41	40	50	34	36	30	53
C_08	NW	57	41	45	45	54	50	48	50	53	51	50	53	56	41	41	47	33	36	30	53
C_08	SE	53	41	43	42	53	46	46	48	50	48	44	49	51	39	37	47	33	34	30	50
C_08	SW	44	35	35	32	44	34	37	39	41	39	35	40	40	32	-	39	-	-	-	40
D_09	E(c)	52	41	43	41	51	45	44	47	49	47	46	49	50	38	36	39	33	34	-	49
D_09	E(n)	52	41	43	41	51	45	44	47	49	47	46	49	50	38	35	40	33	34	-	49
D_09	E(s)	52	41	43	41	51	45	44	47	49	47	46	49	50	38	36	40	33	34	-	49
D_09	N(e)	52	41	43	41	51	45	44	47	49	47	46	49	50	38	36	39	33	34	-	49
D_09	N(n)	52	41	43	40	51	44	44	47	49	47	46	49	50	38	35	37	33	34	-	49

ID	Façade	Max Day	1.1	1.2	2.1	2.2	2.3	2.4	3.1	3.2	4.1	4.2	4.3	4.4	5.1	6.1	6.2	7.1	7.2	8.1	8.2
D_09	S(e)	52	41	43	41	51	45	44	47	49	47	46	49	50	38	36	40	33	34	-	49
D_09	S(w)	48	34	38	36	47	38	40	42	45	43	38	43	44	33	32	40	-	-	-	45
D_09	W(n)	41	31	32	-	40	-	33	35	37	35	31	36	35	-	-	-	-	-	-	36
D_09	W(s)	40	31	32	-	40	-	33	35	37	35	31	36	35	-	-	-	-	-	-	36
E_10	N	42	33	34	-	41	-	36	37	38	36	31	37	-	-	-	-	-	-	-	38
E_10	S	52	42	43	39	50	38	44	47	48	45	44	47	42	38	33	34	34	33	31	48
E_10	W	45	35	38	31	44	38	36	38	39	37	32	37	42	33	-	-	-	-	-	38
E_11	E(n)	50	40	41	37	48	32	43	45	46	43	42	46	36	35	-	31	31	31	-	46
E_11	E(s)	51	41	42	38	49	37	44	46	48	45	45	49	42	37	33	33	33	33	30	47
E_11	S	51	41	42	38	49	37	44	46	47	45	45	48	42	37	33	33	33	33	30	47
E_11	W	44	36	37	31	43	-	37	39	40	37	32	37	41	32	-	-	-	-	-	40
E_12	NE	52	41	42	39	50	33	44	47	48	45	44	47	34	37	33	34	34	33	31	48
E_12	SE	51	41	42	38	49	35	44	46	47	44	40	45	40	37	32	33	33	32	30	47
E_12	SW	50	42	41	36	49	38	41	44	45	43	40	44	42	37	32	33	34	31	31	44
E_13	E(n)	52	42	43	39	50	38	45	47	49	46	46	50	42	38	34	34	34	34	31	49
E_13	E(s)	52	42	43	40	50	38	45	47	49	47	47	50	42	38	34	34	34	34	31	49
E_13	N	45	35	36	32	43	-	38	40	41	38	33	38	-	-	-	-	-	-	-	41
E_13	S	52	42	43	40	50	38	45	47	49	47	47	50	42	38	34	34	34	34	31	49
E_14	E(c)	52	42	43	40	50	36	45	48	49	47	47	50	41	37	33	34	34	34	31	49
E_14	E(n)	52	42	43	40	50	36	45	48	49	47	47	50	41	37	33	34	34	34	31	49
E_14	E(s)	52	42	43	40	50	36	45	47	49	46	47	50	41	37	33	34	34	34	31	49
E_14	S(e)	52	42	43	40	50	36	45	47	49	47	47	50	41	37	33	34	34	34	31	49
E_14	S(w)	52	42	43	40	50	36	45	47	49	46	47	50	41	37	33	34	34	34	31	49
E_14	W	44	36	37	31	44	-	38	39	41	38	33	38	35	31	-	-	-	-	-	40
F_15	NE	41	31	32	-	39	-	35	36	38	35	31	37	-	-	-	-	-	-	-	38
F_15	NW	41	31	32	-	39	-	34	36	37	35	31	36	-	-	-	-	-	-	-	37
F_15	SE	50	40	41	37	47	30	43	45	46	42	38	43	35	33	-	-	-	30	-	47
F_15	SW	48	39	39	36	46	-	42	44	45	41	37	42	33	31	-	-	-	-	-	46
G_16	NE	43	33	33	-	40	-	36	38	39	37	33	38	-	-	-	-	-	-	-	39
G_16	NW	56	43	45	42	50	37	48	51	52	50	49	53	42	38	36	36	34	36	31	52
G_16	SE	56	43	45	43	51	37	48	51	52	50	49	53	42	38	36	36	34	36	31	52
G_16	SW	56	43	45	43	51	37	48	51	52	50	49	53	42	38	36	36	34	36	31	52
H_17	N(e)	43	37	33	32	40	-	37	39	38	39	34	39	-	-	-	-	-	-	-	42

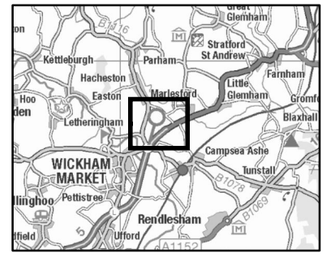
ID	Façade	Max Day	1.1	1.2	2.1	2.2	2.3	2.4	3.1	3.2	4.1	4.2	4.3	4.4	5.1	6.1	6.2	7.1	7.2	8.1	8.2
H_17	N(w)	42	36	33	32	40	-	36	38	38	39	34	39	-	-	-	-	-	-	-	42
H_17	S(c)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_17	S(e)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_17	S(w)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_17	SE	45	39	34	34	43	-	37	39	38	40	35	40	33	-	-	-	-	-	-	42
H_17	W(c)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_17	W(n)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_17	W(s)	53	43	43	41	50	37	46	48	50	48	48	51	42	38	33	34	34	35	31	50
H_18	E(s)	53	43	42	40	49	31	45	48	49	47	46	49	35	33	33	33	32	33	-	49
H_18	S(e)	52	43	42	39	49	33	45	48	49	47	46	50	37	34	32	33	-	33	-	49
H_18	S(w)	53	42	42	40	49	31	45	48	49	47	46	49	36	32	33	33	-	32	-	49
H_18	W(n)	53	43	42	40	49	32	45	48	49	47	47	50	36	36	32	32	34	34	31	50
H_19	NW	52	42	42	40	49	36	45	48	49	47	47	50	42	37	33	33	33	34	-	49
H_19	SE	46	39	37	34	45	36	37	39	40	38	33	39	42	35	-	30	-	-	-	42
H_19	SW	52	42	42	40	49	36	45	48	49	47	47	50	42	37	33	33	33	34	-	49
I_20	NE	48	34	36	34	40	-	41	43	45	42	38	41	-	-	-	-	-	-	-	45
I_20	NW	53	44	43	41	51	41	46	48	50	48	48	51	45	39	34	36	35	35	32	50
I_20	SE	47	36	39	36	47	40	40	42	43	40	36	40	45	32	-	33	-	-	-	43
I_20	SW	53	44	44	41	51	41	46	48	50	48	48	51	46	39	34	36	35	35	32	50
I_21	S(e)	50	39	40	36	46	32	43	45	47	44	40	45	36	32	-	-	-	-	-	46
I_21	S(w)	53	44	43	41	51	38	46	48	49	47	47	50	42	39	34	36	35	34	32	50
I_21	W(c)	53	44	44	41	51	40	46	48	49	48	47	50	44	39	34	36	35	35	32	50
I_21	W(n)	53	44	44	41	51	40	46	48	49	48	48	51	35	39	34	36	35	35	32	50
I_21	W(s)	53	44	44	41	51	39	46	48	49	47	47	50	43	39	34	36	35	35	32	50
J_22	N	50	40	41	38	50	40	43	45	46	44	44	47	45	37	32	33	32	32	-	47
J_22	W	50	40	41	38	50	40	43	45	46	44	44	47	45	37	32	33	32	32	-	47
J_23	W	51	41	41	38	50	40	43	46	47	45	45	48	45	38	33	33	32	32	-	47
J_24	S	49	36	39	37	49	40	41	44	44	42	40	44	45	36	-	31	-	-	-	44
J_24	W	51	41	41	38	50	40	43	46	47	45	45	48	45	38	32	33	32	32	-	47

Figure 1. Southern Park and Ride Location Plan



KEY:

- Construction Noise Receptor Clusters
- Residential building
- Non-residential building
- Development boundary
- Red Line Planning Boundary
- Scheme design



REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED
01	21/02/24	O.B.	S.S.	FIRST ISSUE	C.S.

NOT PROTECTIVELY MARKED

Sizewell C
The power of good for Britain

PROJECT:
SIZEWELL C

DOCUMENT:
60679030_NI_PRS_1

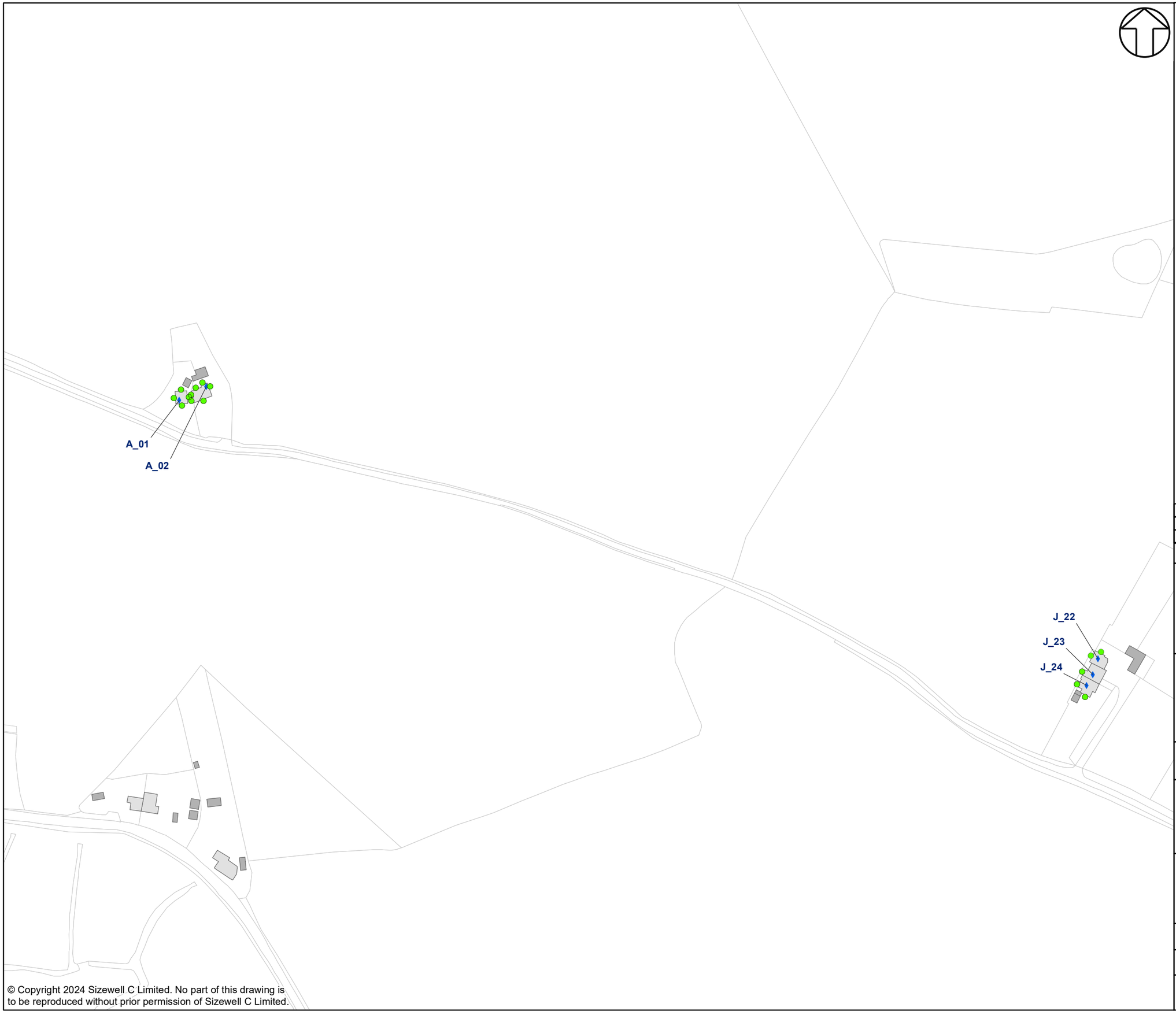
DRAWING TITLE:
SOUTHERN PARK AND RIDE
LOCATION PLAN
SHEET 1 OF 1

DRAWING NO: FIGURE 1
REVISION: 01

DATE: JUL 2024
DRAWN: O.B.
SCALE: 1:7,000 @A3

SCALE BAR:
0 70 140 210 280 350 M

Figure 2. Southern Park and Ride Construction NMS Qualification



KEY:

Daytime Construction Noise Level LAeq, T dB facade

- <64.5 No Qualification
- Construction noise receptors (with label)
- Residential building
- Non-residential building
- Development boundary
- Red Line Planning Boundary
- Scheme design

REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED
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DRAWING TITLE:
SOUTHERN PARK AND RIDE CONSTRUCTION NMS QUALIFICATION SHEET 1 OF 5

DRAWING NO: FIGURE 2

REVISION: 01

DATE: JUL 2024

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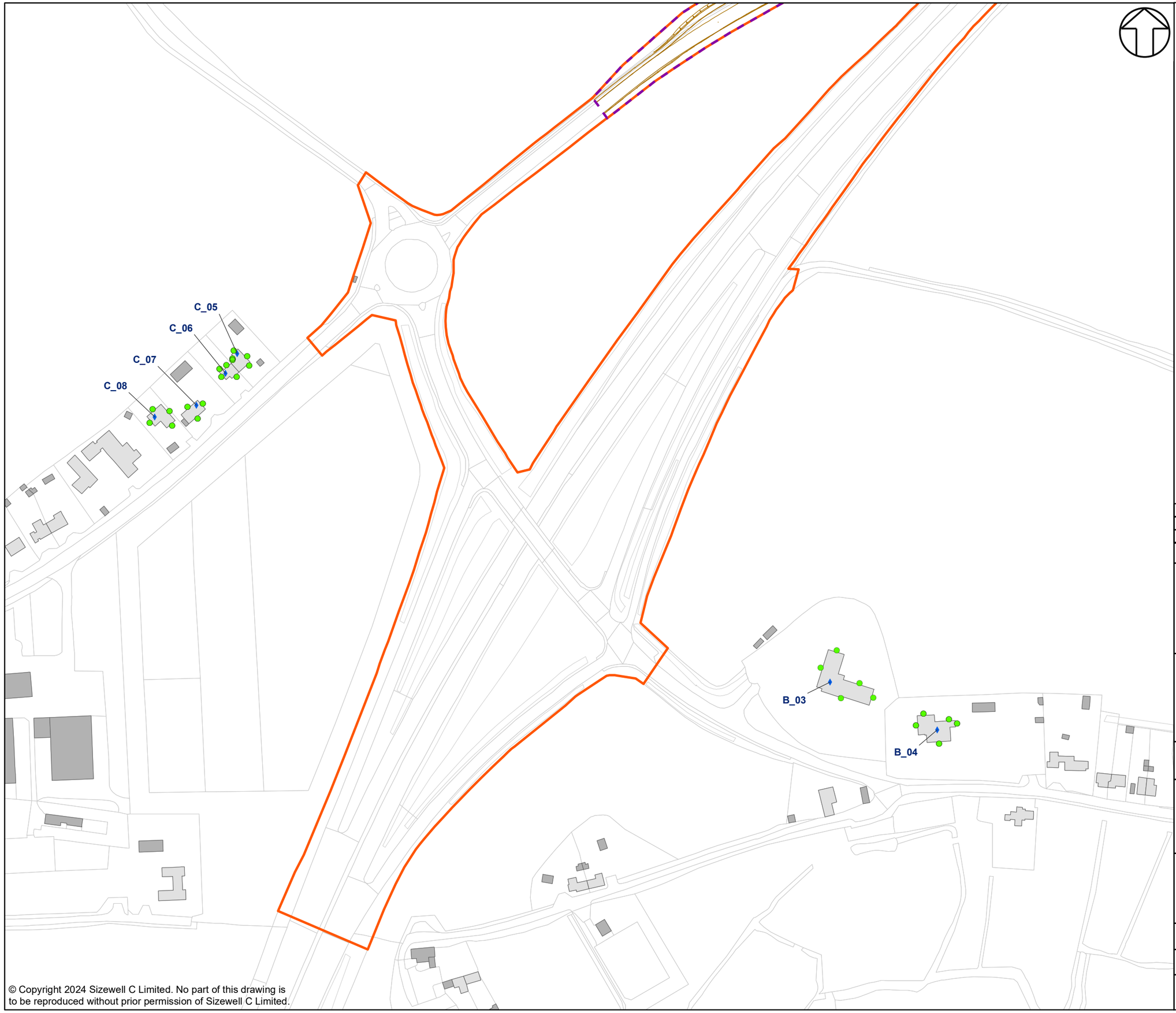
SCALE: 1:2,000 @A3

SCALE BAR: 0 20 40 60 80 100 M



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SOUTHERN PARK AND RIDE CONSTRUCTION NMS QUALIFICATION SHEET 2 OF 5

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FIGURE 2	01

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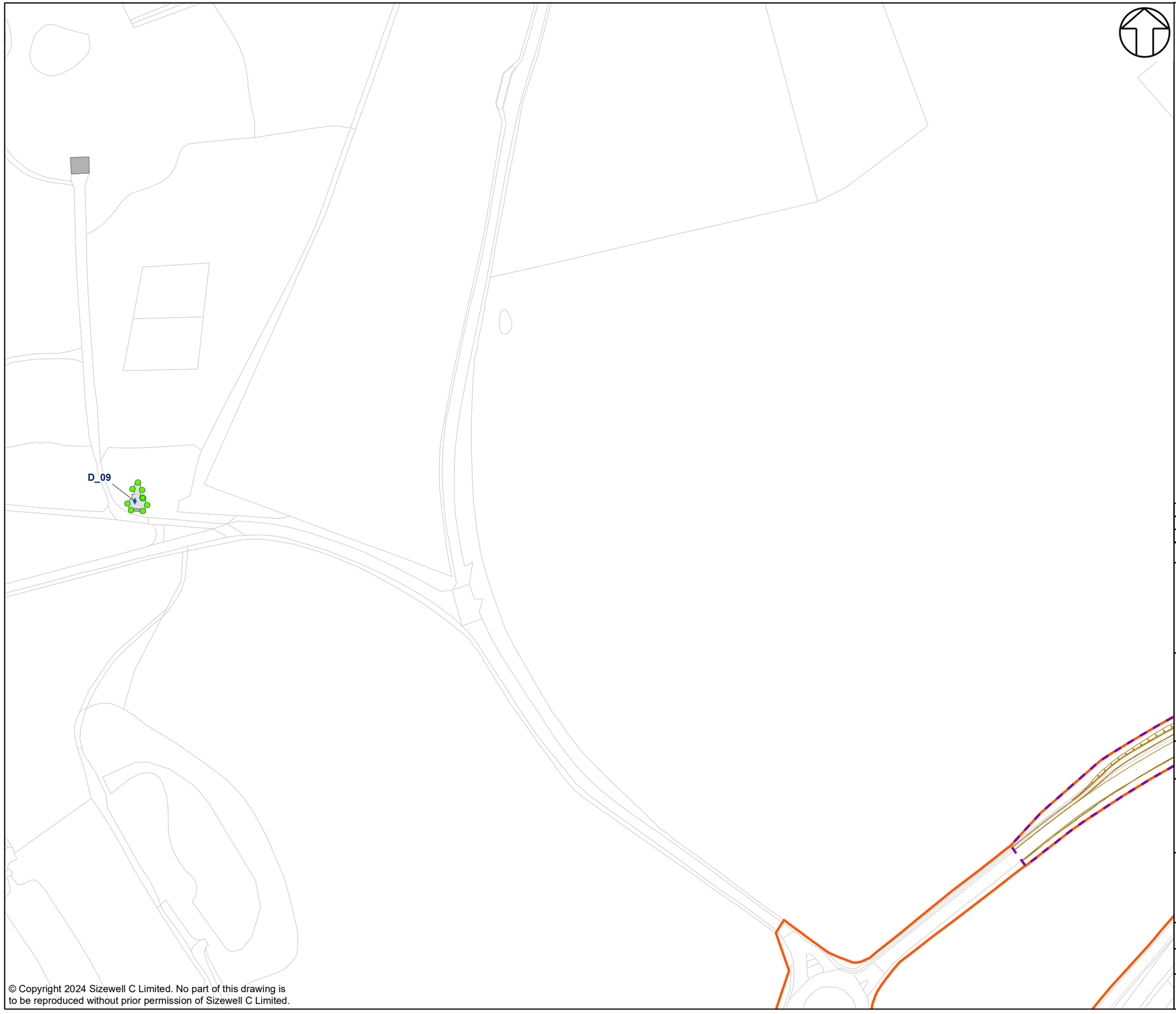

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SOUTHERN PARK AND RIDE CONSTRUCTION NMS QUALIFICATION SHEET 3 OF 5

DRAWING NO: FIGURE 2

REVISION: 01

DATE: JUL 2024

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SCALE: 1:2,000 @A3

SCALE BAR:
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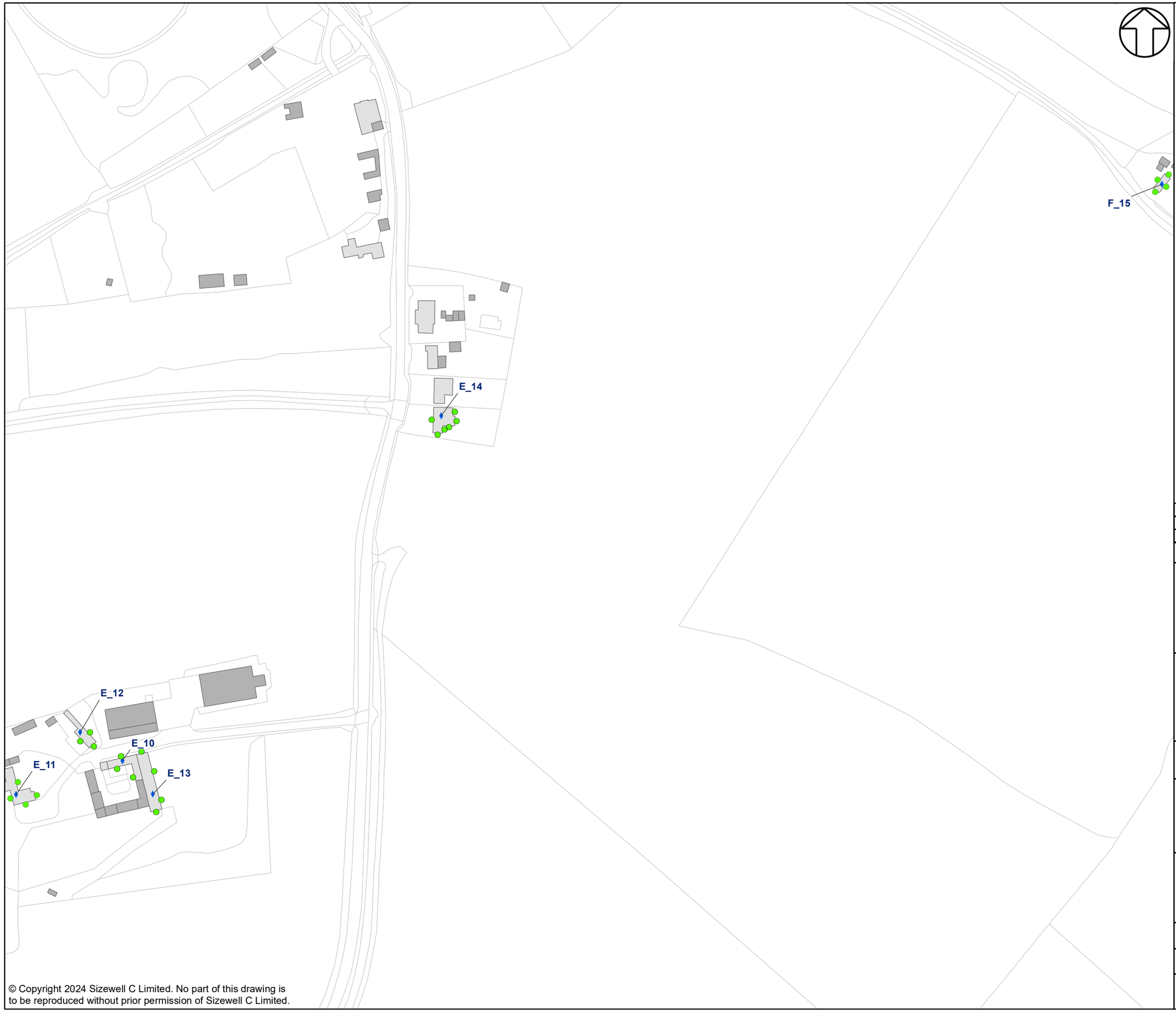

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SOUTHERN PARK AND RIDE CONSTRUCTION NMS QUALIFICATION SHEET 4 OF 5

DRAWING NO: FIGURE 2

REVISION: 01

DATE: JUL 2024

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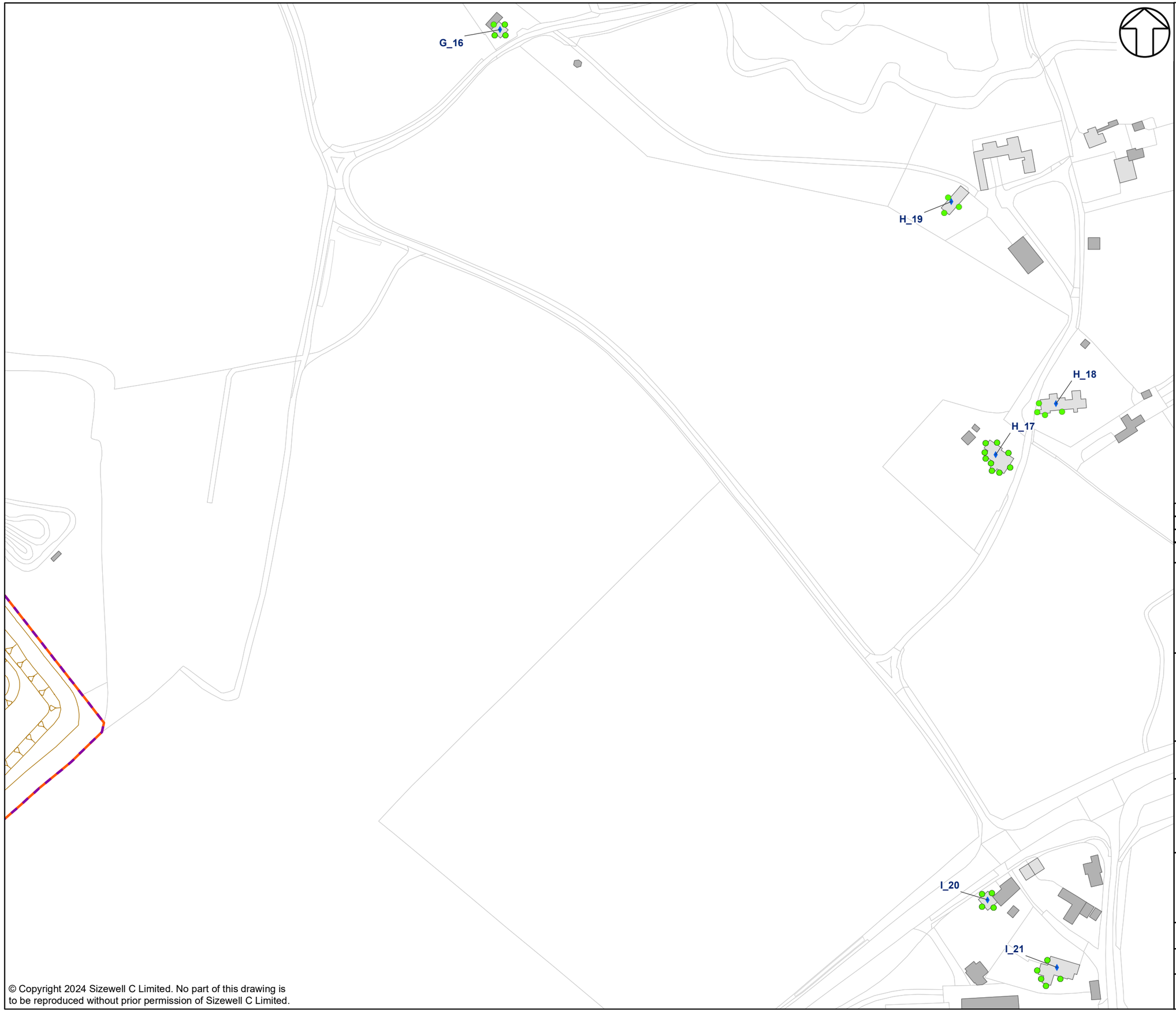
SCALE: 1:2,000 @A3

SCALE BAR: 0 20 40 60 80 100 M



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