



# The Sizewell C Project

## 10.9.1 Rail Noise Mitigation Plan Tracked Changes Version - Revision 5 Against Revision 4

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## 1 INTRODUCTION

1.1.1 This **Rail Noise Mitigation Plan (RNMP)** sets out the proposed measures to mitigate and minimise railway noise and vibration that might arise from running freight trains to support the construction of the Sizewell C new nuclear power station on the East Suffolk line, the Saxmundham to Leiston branch line, and the rail extension route, (or ‘green rail route’) as part of the Sizewell C project.

1.1.2 It sets out both physical mitigation measures, which include improvements to the track and level crossings, and operational measures, which control the way Sizewell C freight trains operate, including restrictions on speed limits, number of trains and, night-time movements through Leiston.

1.1.3 The need for an **RNMP** is set out in Requirement 39 of the **Development Consent Order (DCO)** (Ref 1) which states:

“39 *Rail noise*

(1) *The undertaker must not operate freight trains along Work No. 4 (rail infrastructure) until a rail noise mitigation plan has, following consultation with Network Rail, been submitted to and approved by East Suffolk Council.*

(2) *The rail noise mitigation plan submitted for approval under paragraph (1) must be in general accordance with the Draft Rail Noise Mitigation Plan and must set out how rail noise and vibration would be mitigated, including through alternative operating procedures and any additional mitigation measures.*

(3) *The approved strategy referred to in paragraph (2) must be implemented for the duration of the operation of freight trains along Work No. 4 (rail infrastructure).”*

1.1.4 The **RNMP** has been informed by:

- The noise and vibration assessment contained in **Volume 9, Chapter 4** of the **ES**, and associated appendices and figures [[APP-545](#), [APP-546](#) and [APP-547](#)].
- The reference material, guidance, survey results and analysis set out in **Volume 1, Appendix 6G** of the **ES** [[APP-171](#), electronic page 135].

- The results of noise and vibration survey work undertaken in summer and autumn 2020, as set out in **Volume 3, Appendix 9.3.A** of the **ES Addendum** [[AS-257](#), electronic page 3].
  - The updated noise and vibration assessment presented in **Volume 1, Chapter 9** of the **ES Addendum** [[AS-188](#), electronic page 8].
  - A survey undertaken by Network Rail of the physical rail features and assets on the East Suffolk line.
  - A comprehensive survey of noise and vibration levels generated by a fully-loaded test train that travelled the length of the East Suffolk line to Saxmundham Junction and onto the first section of the Saxmundham to Leiston branch line in July 2023.
  - A sound level survey was carried out in February 2025 at Great British Rail Freight's (GBRF) depot in March, Cambridgeshire, to establish how much sound Class 66 locomotives generate in their various idling states and to capture their sound levels when they start up from a full shut down. An air quality assessment was also undertaken to understand the potential impact of idling trains.
  - Engagement with stakeholders, including Network Rail and East Suffolk Council (ESC).
- 1.1.5 This **RNMP** is a Level 2 document and it is in general accordance with the **draft RNMP** (Ref 2), a Level 1 document, that was submitted at Deadline 10 of the DCO Examination, where '*in general accordance*' is defined in **Schedule 2 paragraph 1(4)** of the **DCO**.
- 1.1.6 Additional information may be included in this **RNMP** where the **draft RNMP** did not address a particular matter, or where the **draft RNMP** prescribed a process that was to be undertaken and that process has progressed since that document was written.
- 1.1.7 This **RNMP** must be submitted to and approved by ESC, following consultation with Network Rail, before any freight trains to support the construction of the Sizewell C power station, are operated along Work No. 4 (rail infrastructure) under **Requirement 39** of the **DCO**. The approved **RNMP** must be implemented for the duration of the operation of freight trains along Work No. 4 (rail infrastructure).
- 1.1.8 It is expected that as the project progresses, this **RNMP** may be updated from time to time to reflect any changes, or submission of

additional information, as appropriate. Any future updates to this document must also be approved by ESC, and any updates to the **RNMP** will not take effect until ESC has approved them. The timing of approvals for **RNMP** updates shall remain as set out in the **DCO**.

- 1.1.9 Each **RNMP** update shall be self-contained such that there is one version in force at any one time.
- 1.1.10 The **draft RNMP** uses the term ‘construction train’ interchangeably with ‘freight train’ and these are taken to mean the same thing. That is, construction / freight trains are trains carrying construction material to either the LEEIE or TCA railheads to support the construction of the Sizewell C new nuclear power station, and do not include trains used on the construction of the rail infrastructure itself. For the sake of simplicity, the term ‘freight train’ is used throughout the **RNMP**.
- 1.1.11 Trains used on the construction of the rail infrastructure (termed ‘engineering trains’ for the purposes of the **RNMP**), must operate before the physical mitigation is installed, since they will be used for that installation process. Therefore, the **RNMP** is not required to control these engineering trains.
- 1.1.12 However, where appropriate and feasible, SZC is replicating the operational controls in the **RNMP** for engineering trains. These include adherence to: the 10mph speed limit on the Saxmundham to Leiston branch line; the night-time Leiston restrictions; the number of trains per night and wheel flats.
- 1.1.13 On the ESK, the engineering trains are running at the permitted line speeds as engineering trains are procured by Balfour Beatty Rail through their contract with Network Rail, for construction of the rail infrastructure. Locomotive selection also sits with Network Rail.
- 1.1.14 In the event of any dispute between SZC and ESC over the provisions in the **RNMP**, either SZC or ESC may refer the dispute to the Transport Group established by **Schedule 17** of the **Deed of Obligation**) and escalation, if necessary, through the governance and dispute resolution revisions set out in the **Deed of Obligation**.

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## 2 PHYSICAL MITIGATION MEASURES

### 2.1 Introduction

2.1.1 This section of the **RNMP** sets out those measures that are proposed to mitigate and reduce railway noise or vibration and result in a physical change to the rail infrastructure.

2.1.2 These measures will be in place before the operation of the first freight train, except for **section 2.6** (as all acoustic barriers have been screened out); **paragraph 2.7.9** (as these are Network Rail track renewal works and no requirement for intervention has been identified by SZC), and **section 2.11** (as the Woodbridge lubrication measures may not be required). For these, the stated provisions will apply.

### 2.2 Change Arrangements at Saxmundham

2.2.1 A crossover north of Saxmundham station and an upgrade to the track and line signalling system will be delivered as part of the **DCO**, allowing freight trains to enter or leave the Saxmundham to Leiston branch line without stopping in normal working conditions. This removes the need to pull away from a stationary position and will deliver lower locomotive noise levels in the area around the junction.

2.2.2 The crossover will be located 440 to 502 metres north of the northernmost point of the Saxmundham station platforms. For reference, the existing junction onto the branch line is 529 metres north of the northernmost point of the Saxmundham station platforms. The renewed connection onto the branch line is to be moved 1m north.

2.2.3 The crossover will use NR56CV switches, with 1 in 13 crossings and concrete bearers.

2.2.4 Prior to the installation of the final crossover, a noise and vibration assessment will be submitted to ESC, setting out the expected noise and vibration levels at the closest receptors.

2.2.5 The approval of this **RNMP** by ESC does not rely on the timing of the submission of the noise and vibration information relating to the change arrangements at Saxmundham and the **RNMP** will not require material amendment unless the change arrangement proposals materially differ from those described in **Section 2.2** of the **RNMP**. The **RNMP** will be updated once the final arrangement is confirmed and that update will

confirm any noise and vibration implications from submitted assessment.

## 2.3 Saxmundham to Leiston Branch Line - Track

- 2.3.1 The Saxmundham to Leiston branch line will be upgraded with a refurbished trackbed, concrete or steel sleepers and new welded rails. New rails with a consistent cross-section, consistent gauge, and smooth running surface will reduce noise and vibration.
- 2.3.2 The track will be continuous as-rolled rail, and will avoid aluminothermic welds within 25 metres of any sensitive receptors, wherever possible.
- 2.3.3 These works have commenced and are now largely complete, aside from the level crossings, the specifications of which are subject to ongoing design with Network Rail.

## 2.4 Saxmundham to Leiston Branch Line - Track Support System

- 2.4.1 Where the Saxmundham to Leiston branch line passes within 15 metres of a residential property, the track bed will be further upgraded to include under-sleeper pads for a minimum distance of 10 metres either side of the property.
- 2.4.2 The specification of the under-sleeper pads is included in **Appendix A** of this **RNMP**.
- 2.4.3 An equal and approved alternative to the under-sleeper pads may be substituted with specific written approval from ESC, but not otherwise. Such a substitution will not require an update to this **RNMP**.

## 2.5 Rail Extension Route - Track

- 2.5.1 The rail extension route will be a newly-installed track, using concrete or steel sleepers and welded rails. New rails with a consistent cross-section, consistent gauge, and smooth running surface will reduce noise and vibration.
- 2.5.2 The track will be continuous as-rolled rail, but will avoid aluminothermic joints within 25 metres of any sensitive receptors, wherever possible.
- 2.5.3 The specification of the rail extension route is subject to ongoing design with Network Rail.

## 2.6 Acoustic barriers

- 2.6.1 SZC has considered the installation of acoustic noise barriers along the East Suffolk line, the Saxmundham to Leiston branch line and the rail extension route (also known as the green rail route) to determine where such barriers might be beneficial, practical and deliverable. SZC has consulted ESC during the process.
- 2.6.2 Any acoustic noise barriers identified by this process should be in place prior to the first operation of Sizewell C freight trains. However, in the event that landowners wish to experience the extent of the noise disturbance before deciding whether they would support the installation of a barrier on their property, installation may be later.
- 2.6.3 As a first step, SZC undertook noise modelling to determine which barriers would be beneficial in terms of acoustic screening. Plans showing the locations of the barriers are contained in **Appendix B** of this **RNMP**. ESC has agreed that barriers in fourteen of these locations could offer a meaningful acoustic benefit and that other barriers that have been tested do not.
- 2.6.4 The barriers discounted on the basis that they would not offer a meaningful acoustic benefit were Barriers 1a, 1b, 1e, 1f, 1h, 8, 11 and 12.
- 2.6.5 A fifteenth location (Barrier 10) to the south of the rail extension route was kept under review subject to confirmation regarding proposed earthworks, which could potentially offer comparable acoustic benefits to a barrier (and which were dependent on detailed drainage design and the space needed for the water management zone in that location).
- 2.6.6 A screening exercise was then undertaken to determine which barriers would be practical and deliverable. This took into account relevant material planning matters including historic environment, landscape and visual impact, residential amenity, highways and trees, as well as relevant non-planning related matters such as the siting of the Network Rail's ownership boundary, land ownership, utilities and the siting of existing buildings.
- 2.6.7 As a result of this, nine barriers were screened out due to constraints. These were:
- Barrier 1d (Woodbridge Central) - due to conflict with streetlighting / buried utilities.

- Barrier 1g (Woodbridge Central) - due to lack of space alongside Quay Side and buried utilities.
- Barrier 1i (Woodbridge Central) – due to loss of several good amenity protected trees and buried utilities beneath the northern section.
- Barrier 3 (New Quay Court, Melton) - due to physical constraints including buildings on / close to the railway boundary and sewage pumping station ditch.
- Barrier 4 (Riverview, Melton) – due to amenity impacts / loss of trees.
- Barrier 7a (Saxmundham South) - due to conflict with the public highway and street lighting.
- Barrier 7b (Saxmundham South) – due to conflict with the public highway.
- Barrier 7c (Saxmundham South) - due to residential amenity.
- Barrier 13 (Little Bealings) – due to loss of protected trees and on residential amenity of the dwelling closest to the railway.

2.6.8 This left four barriers under consideration on the ESK (Barriers 1c, 2, 5 and 6). The screening process identified that all of these should be shortened due to conflict with utilities, existing structures or buildings and residential amenity.

2.6.9 In addition, the locations of Barriers 9 and 10 on the rail extension route remained under consideration - an alternative approach of enhancing the earthwork bunds rather than a barrier in these locations was considered as this would be less visually intrusive and may be more acceptable to Network Rail as operator of the line once built.

2.6.10 All of the remaining locations on the ESK were close enough to the Network Rail boundary that they would need to go through Network Rail's Asset Protection and Optimisation Process (ASPRO) were they to progress. Therefore detailed consultation was undertaken with Network Rail to determine what would or would not be acceptable in terms of safety of the railway and Network Rail's access to their boundary. As the rail extension route will be controlled by the Network Rail signaller, the same safety of the railway issues apply to the locations of Barriers 9 and 10.

- 2.6.11 This established that Network Rail supports acoustic barriers where appropriate, however, their number one priority is always to keep people safe. Therefore, Network Rail must always consider scenarios that may result in the stopping of passenger trains, putting staff lineside more frequently than required and the potential of the public walking onto the track.
- 2.6.12 To protect the running line before, during, and after installation, Network Rail advised that the following would be required as a minimum for an acoustic fence to be acceptable in terms of the safety of the railway:
- Fences must not be installed on Network Rail land or obstruct any Network Rail access points or rights of way.
  - Fences must be installed at a minimum distance of their height plus two metres from the running line and/or any railway asset. For example, a 5-metre fence must be placed at least 7 metres away from the line or asset.
  - Buried service information must be obtained from Network Rail to confirm that the installation does not impinge on any railway assets.
  - The Network Rail boundary fence must remain accessible for maintenance at all times – a minimum 1m set off is required.
- 2.6.13 Taking the above into account, the remaining barriers were screened out, as follows:
- Barrier 1c – due to proximity to railway assets and therefore safety of the railway.
  - Barrier 2 – 5m barrier due to proximity to railway assets and therefore safety of the railway; 3m barrier, concerns about proximity to railway assets and signage and 1m step back from Network Rail boundary would create conflict with parking spaces / trees / public highway. In addition, due to truncated length, a 3m barrier would only benefit a small number of houses (four with a facing façade) and would protect ground floor only, not bedrooms.
  - Barrier 5 – due to 1m step back from Network Rail fence requiring barrier to be located within (rather than on the boundary) of residential gardens. This would not only truncate these gardens but create an issue with maintenance of the strip between the barrier and the Network Rail boundary.

- Barrier 6 – due to 1m step back from Network Rail fence which would create a conflict with the access road to the site.

2.6.14 In terms of Barriers 9 and 10, detailed design was undertaken and details submitted to ESC under Requirement 31 of the DCO. Drainage design now means that Barrier 9 cannot be practically installed. In terms of Barrier 10, sufficient bund heights can be achieved on the southern side of the water management zone to achieve a comparable benefit to a barrier.

2.6.15 Bund height increases are proposed in two areas: on the north west side of the railway in the vicinity of Fisher's Farm (Barrier 9 location) and on the south east side of the railway near Rowley Mews (Barrier 10 location). The bund height increase in the Fisher's Farm area has resulted in a maximum bund height of 2.3m-2.5m (Barrier 9) and the increase in the Rowley Mews area (Barrier 10) has resulted in a maximum bund height of between 3.2m-5.2m.

2.6.16 The majority of properties that would have benefitted from the barriers are eligible for the Noise Mitigation Scheme. At its discretion Sizewell C has extended the scheme to a limited number of additional properties that would not otherwise have been eligible for the scheme.

## 2.7 Track Renewal

2.7.1 SZC has considered the replacement of rail lines or joints or welds on the East Suffolk line (ESK) where there is a worthwhile, material benefit resulting in reduced noise and/or vibration affecting local residents.

2.7.2 To facilitate this, SZC engaged Network Rail to undertake a survey all physical rail features and assets along the East Suffolk line, where residential properties were located with 25m of the track, with a  $\pm 25$ m tolerance applied to the search area. ESC has been consulted through this process and the results of Network Rail's survey presented to them.

2.7.3 A comprehensive noise and vibration survey was undertaken in July 2023 using a fully-loaded test train, equivalent to those proposed to run for the SZC project.

2.7.4 The combined outputs from the Network Rail survey of physical rail features and the July 2023 noise and vibration measurements allowed track renewal proposals to be developed that should be capable of delivering worthwhile, material benefits for sensitive receptors along the East Suffolk line.

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- 2.7.5 Consultation was undertaken with ESC on the outputs of the Network Rail survey and SZC's proposals on 15<sup>th</sup> May 2023 and on 19<sup>th</sup> April 2024.
- 2.7.6 Some of the proposals that arose from the Network Rail survey have already been implemented, as Network Rail has an ongoing programme of track upgrade works and where possible, SZC has taken the opportunity to undertake the identified works during those planned tracked closures to minimise disruption and impact on local communities.
- 2.7.7 The proposals are:
- Bealings (Level Crossing)
    - A combination of full renewal and re-railing on both the up and down lines.
    - Use as-rolled rail wherever practicable. This removes all jointed track from this section of the East Suffolk line, with the only remaining discontinuities being necessary for the safe operation of the level crossing.
    - These works were undertaken in February 2024
  - Wickham Market
    - Track to be re-railed to relocate the welds. A full track renewal is not required as the sleepers and ballast are deemed to be suitable for reuse.
    - This work was completed in March 2025.
  - Burnt House
    - Track to be rerailed to relocate the welds. Due to the condition of the sleepers, a renewal of some sleepers either side of the bridge is also needed.
    - This work was completed in March 2025.
  - Saxmundham
    - Complete renewal with CWR, and the adjustment switches removed.
    - This work was completed in May 2024.

- The turnout into the siding is proposed to be renewed to make it suitable for inclusion in CWR.

2.7.8 In addition to the works identified above, renewal works at Woodbridge were undertaken as part of the Network Rail workplan in August 2024.

2.7.9 Network Rail has indicated that their future track renewals work plan includes work at Little Bealings (October 2025) and Melton (late 2026), with authorised funding allocated. However, SZC cannot guarantee that these works will take place. For these specific locations, no requirement for intervention has been identified by SZC, so in the event that Network Rail does not undertake the works, SZC will not deliver them instead.

## 2.8 User-Worked Level Crossing Upgrades

2.8.1 SZC is contracting with Network Rail to fund Network Rail to undertake upgrades to the following level crossings on the East Suffolk line. Work on these commenced in October 2025. Uffold and Snowdons level crossings were previously on this list but have been closed rather than upgraded:

- User-worked or footpath crossings (alarm sounds until train has passed):
  - Kingston Farm;
  - Ellingers;
  - Blackstock;
  - Red House Farm;
  - Brick Kiln Lane;
  - Bratts Black House;
  - Hodgson Avenue (was Buckle’s Wood);
  - Summerhill;
- Road crossings (alarm sounds until barriers closed):
  - Melton;
  - Knodishall;

- Saxmundham Road;
- Leiston;
- West House;
- Buckleswood Road (new);
- Abbey Road (new).

2.8.2 The above crossings require alarms to be fitted as part of the upgrade works.

2.8.3 The Abbey Road crossing is on the edge of the Main Development Site and may be controlled under the site-specific controls for that site. Until confirmed otherwise in an update to this **RNMP**, Abbey Road is considered to fall under the same processes set out in this **RNMP** as the other listed crossings.

2.8.4 SZC will work with Network Rail and ESC with the objective of exploring the means of controlling level crossing alarms to a level that is agreed by all parties to be acceptable. Discussions to date have agreed the principle that level crossing alarms will be set to the lowest noise level at night that is acceptable to Network Rail.

2.8.5 Following completion of the upgrades, each level crossing listed above will be visited and surveyed at night to agree a suitable noise level that SZC, Network Rail and ESC agree on, subject always to Network Rail's safety standards and requirements taking precedence.

2.8.6 The conclusion of this process will be submitted in writing to ESC, but the approval of this **RNMP** does not rely on the outcomes of the process. Once the process is complete, the outcomes will be set out in an update to this **RNMP**, together with any steps required to alter the level crossing alarms noise levels in the future, should it be required.

## 2.9 Melton Level Crossing Upgrade

2.9.1 SZC is contracting with Network Rail for to fund Network Rail to undertake upgrades to Melton level crossing.

2.9.2 This crossing is immediately east of Melton station, where the A1152 crosses the railway. This is currently an automatic level crossing with half barriers, road traffic lights and alarms. It is proposed that the

crossing is upgraded to an automatic full barrier level crossing, also with road traffic lights and alarms.

- 2.9.3 Currently, the alarms remain on throughout the operating cycle to remind users not to enter the crossing area as only half of the road is barriered. For the full barrier upgrade the alarms will cease when the second pair of barriers are lowered as the road will then be inaccessible.
- 2.9.4 Following completion of the upgrade, the level crossing will be visited and surveyed at night to agree a suitable noise level that SZC, Network Rail and ESC agree on, subject always to Network Rail's safety standards and requirements taking precedence.
- 2.9.5 The conclusion of this process will be submitted in writing to ESC, but the approval of this **RNMP** does not rely on the outcomes of the process. Once the process is complete, the outcomes will be set out in an update to this **RNMP**, together with any steps required to alter the level crossing alarms noise levels in the future, should it be required.

## 2.10 Albion Street Level Crossing Track Upgrade

- 2.10.1 Where the East Suffolk line passes number 1 Albion Street, immediately to the south of Saxmundham Station, the track bed was further upgraded in May 2024 to include under-sleeper pads for a minimum distance of 10 metres either side of the property.
- 2.10.2 The specification of the under-sleeper pads is included in **Appendix A** of this **RNMP**.
- 2.10.3 This is a new provision, which was identified as appropriate through the July 2023 noise and vibration surveys.

## 2.11 Woodbridge Lubrication

- 2.11.1 It was observed during noise surveys of test trains on the East Suffolk line in February and April 2023, that a fully loaded train travelling north towards Leiston generated a high-pitched squeal as it travelled through Woodbridge station. It is considered likely that the squeal was caused by wheel slip, induced by a combination of the weight of the wagons and excessive track cant for the current line speed.
- 2.11.2 Network Rail undertook rail improvement works at Woodbridge in August 2024. Removal of the cant was included in the design of these

works and consultation with Network Rail indicates that this work has been completed.

- 2.11.3 Should the cant not have been removed (when the as-built drawings are published) or should the squeal issue remain, consideration will be given firstly to fitting flange lubrication systems to the south of Woodbridge, and if that is not successful, the application of friction modifiers to the head of the rail will be considered.
- 2.11.4 Since the lubrication systems can be fitted straight-forwardly without requiring a significant period of possession, it is proposed that after the track renewal work is complete SZC will review the operations of engineering trains through a series of observations and where appropriate noise measurements, to determine if further intervention is required.
- 2.11.5 SZC will consult ESC on the need for, and type, of further interventions. SZC will confirm the agreed solution in writing to ESC, but the approval of this **RNMP** does not rely on the outcomes of this process. Any updated information regarding the provision of lubrication systems, or otherwise, will be set out in an update to this **RNMP**. This is a new provision, which was identified as appropriate during noise and vibration surveys in February and April 2023.

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## 3 OPERATIONAL MITIGATION MEASURES

- 3.1.1 This section of the **RNMP** sets out those measures that will be implemented through the operation of the freight trains. These measures will be used to manage all freight trains.
- 3.1.2 SZC will keep these measures under review, including in response to any complaints or in response to a request from ESC (acting reasonably). Any changes will be set out in an update to this **RNMP**.
- 3.1.3 Engineering trains, which are trains used for the purposes of constructing or maintaining rail infrastructure, are not required to be covered by this **RNMP**. However, where considered appropriate and feasible, the project will seek to replicate the operational controls in the **RNMP** for engineering trains. There may be some instances where this is not possible, such as when needing to operate under night-time possessions in Leiston.

### 3.2 Speed Limits

- 3.2.1 The speed of night-time freight trains will be limited to 10mph at Woodbridge/Melton, Campsea Ashe and Saxmundham. These locations are covered by three speed limit zones, as shown in **Appendix C** of this **RNMP**.
- 3.2.2 Night-time is defined as 23:00 hours to 07:00 hours and the speed limit zones will apply at these times.
- 3.2.3 The speed limit zones will not be conventionally signed along the route, but the speed limit zones start and end at clearly identifiable points along the route, such as footpath crossings, overbridges, or level crossings to facilitate easy identification en-route. The exact mechanism to identify speed limit zones on an operational level will be determined through liaison with Network Rail and the Freight Operating Company.
- 3.2.4 A suitable mechanism for the communication and implementation of the speed limit zones will be put in place between SZC and the Freight Operating Company.
- 3.2.5 The speed limit on the Saxmundham to Leiston branch line for SZC freight trains will be 10mph during both the daytime and night-time.
- 3.2.6 Subject to further airborne and groundborne noise measurements once the Saxmundham to Leiston branch line is upgraded and all physical

mitigation installed, the speed limit may be reviewed for the later years following the opening of the rail extension route.

- 3.2.7 The speed limit on the rail extension route will match that applied to the Saxmundham to Leiston branch line at all times. This will enable constant train speeds to be maintained, thereby avoiding unnecessary accelerating locomotive noise close to the north-western corner of Leiston.
- 3.2.8 Other than where stated above, SZC freight train speeds will not be limited for the purposes of noise and vibration control.
- 3.2.9 The scope of any noise or vibration measurements shall be agreed with ESC beforehand, and the results submitted in writing to ESC. The approval of this **RNMP** does not rely on the outcomes of this process.
- 3.2.10 Until such time as the effects of mitigation have been demonstrated to ESC's satisfaction, the speed limit on the Saxmundham to Leiston branch line and rail extension route for SZC freight trains will be 10mph during both the daytime and night-time.
- 3.2.11 Any proposed changes to the speed limits will be set out in an update to this **RNMP**.

### 3.3 Locomotive Selection

- 3.3.1 SZC will use Class 66 locomotives where there is equivalent choice and availability. The submitted noise assessments show that Class 66 and Class 68 locomotives fall within the assessment envelope, but Class 66 locomotives are preferred, where there is equivalent choice.
- 3.3.2 A suitable mechanism for delivering this preference, where there is equivalent choice, will be put in place between SZC and the Freight Operating Company.

### 3.4 Night-time Leiston Restrictions

- 3.4.1 No freight trains will be permitted to operate between the two points shown in **Figure D.1** in **Appendix D** between 23:00 hours and 07:00 hours during any and all SZC rail operations.
- 3.4.2 Any freight trains that would not be able to fully pass through the restricted Leiston zone shown in **Figure D.1** in **Appendix D** before 23:00 hours will be held at the locations shown in **Figure D.2** in **Appendix D** for eastbound trains until after 07:00 hours the next day.

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- 3.4.3 Any westbound trains that leave the LEEIE railhead and fully pass through Leiston before 23:00 hours will be held at the locations shown in **Figure D.3** in **Appendix D** to await onward passage on the East Suffolk line.
- 3.4.4 Any westbound trains scheduled to leave the LEEIE railhead that cannot pass through Leiston before 23:00 hours will be required to wait at the LEEIE railhead until after 07:00 hours the next day.
- 3.4.5 Locomotives held on the Saxmundham to Leiston branch line during the night will be permitted to idle. Engagement with rail freight operating companies has indicated that this is required for a number of health, safety and operational reasons.
- 3.4.6 Noise assessments undertaken by SZC and shared with ESC, indicate that leaving locomotives idling is quieter than shutting them down and starting them up again.
- 3.4.7 In normal operations, a Class 66 left idling will remain at the lowest idling speed: the engine's management systems constantly maintain operating parameters within acceptable tolerances including train brake pressures, engine temperature and cab temperature.
- 3.4.8 When a locomotive starts up, increased power demands lead to a higher (and noisier) idling states for the 20-30 minutes it typically takes to stabilise and rebuild brake pressure and engine temperature. In addition, a siren warning alarm sounds for approximately 5 to 15 seconds before the starter motor engages, to warn people nearby that the locomotive is about to start. It is not possible to switch these alarms off.
- 3.4.9 Sizewell C will work with its contractors to keep disturbance associated with this to a minimum, including planning entry / exit times from the LEEIE and bidding for timetabled slots on the ESK that minimise waiting time as far as practicable.
- 3.4.10 A suitable mechanism will be agreed between SZC and the Freight Operating Company to enforce these restrictions.
- 3.4.11 At its discretion Sizewell C has extended the Noise Mitigation Scheme to a limited number of additional properties that would be affected by idling and would not otherwise have been eligible for the scheme.
- 3.4.12 ESC may (acting reasonably) request SZC Co. to carry out a review of the mitigation measures in relation to idling to consider whether any

alternatives or further mitigation may be implemented in relation to a specific property or group of properties, for example in response to the receipt of monitoring information or as a result of a complaint. SZC Co. must comply with any such request. Any proposed changes as a result of this review process will be set out in an update to this **RNMP**.

### 3.5 Number of Trains

- 3.5.1 No more than four trains per day (eight movements) will be run for SZC.

### 3.6 Wheel Flats

- 3.6.1 Wagons or locomotives with wheel flats will be dealt with, and ultimately removed from service at the earliest opportunity, in line with Network Rail's existing operating procedures.
- 3.6.2 This is a new provision, which was been identified as appropriate during noise and vibration surveys in July 2023.

### 3.7 Simultaneous Use of Both Railheads

- 3.7.1 SZC will use both railheads until the end of SZC's rail operations.

~~3.7.2~~ The controls set out **Sections 3.4** and **3.5** of this **RNMP** will remain in force. In addition, there will be no more than two freight trains per day to the LEEIE (four movements).

~~3.7.2~~ is considering proposals for alternative activities on the LEEIE, that would require trains to regularly use the LEEIE railhead beyond the opening of the rail extension route. Extended use of the LEEIE railhead after the rail extension route was not intended at the time of the DCO application, beyond a short transition period and in periods where the rail extension route was not available.

~~3.7.3~~ The exact nature of the ongoing use has not yet been finalised, other than a commitment to not exceed the maximum number of trains set out in **Section 3.5** of the **RNMP** and to maintain the night-time Leiston restrictions for freight trains set out in **Section 3.4** of the **RNMP**.

~~3.7.4~~ Once the plans are finalised, this **RNMP** will be updated to reflect the proposals, and identify any further controls beyond those contained in **Section 3.5** and **Section 3.4** of this **RNMP** (if applicable). For the avoidance of doubt, until a revision of this **RNMP** is approved by ESC, simultaneous operation of both railheads will not be permitted beyond a

~~short transition period and in periods where the rail extension route was not available.~~

3.7.53.7.3 This is a new provision, which was been identified as part of an ongoing review of the use of the LEEIE.

## REFERENCES

1. [Development Consent Order](#)
2. [Draft Rail Noise Mitigation Plan](#)
3. Deed of Obligation

Scanned copy of the Completed Deed of Obligation	<a href="#">Part 1</a> <a href="#">Part 2</a> <a href="#">Part 3</a> <a href="#">Part 4</a> <a href="#">Part 5</a> <a href="#">Part 6</a>
Searchable pdf of Final Form Deed of Obligation	<a href="#">Front End and Plans</a> <a href="#">Annexures (Part 1)</a> <a href="#">Annexures (Part 2)</a> <a href="#">Annexures (Part 3)</a>
Scanned Copy of the First Deed of Variation	<a href="#">Completed First Deed of Variation</a>
Scanned Copy of the Second Deed of Variation	<a href="#">Completed Second Deed of Variation</a>

## GLOSSARY

Acronyms used in this document:

- CWR: Continuously-welded rail
- DCO: Development Consent Order
- ES: Environmental Statement
- ESC: East Suffolk Council
- ESK: East Suffolk line
- LEEIE: Land East of Eastlands Industrial Estate
- Q1, Q2, Q3, Q4: quarter 1, 2, 3 or 4 to indicate a particular three month period within the year
- RNMP: Rail Noise Mitigation Plan
- SZC: Sizewell C Limited
- TCA: Temporary Construction Area, located within the Main Development Site (MDS)

## APPENDIX A: UNDER SLEEPER PAD SPECIFICATION

**Calculation of Rail Deflection acc. to Zimmermann**  
**Calculation of Insertion Loss acc. to DIN 45673-4**

Input Parameter	Remark
-----------------	--------

**Vehicle:**

wheel load 1	$Q_1 =$	225 kN	(2)
distance	$a_{12} =$	2500 mm	(2)
wheel load 2	$Q_2 =$	225 kN	(2)
distance	$a_{23} =$	4195 mm	(2)
wheel load 3	$Q_3 =$	225 kN	(2)
distance	$a_{34} =$	2500 mm	(2)
wheel load 4	$Q_4 =$	0 kN	(2)
distance	$a_{45} =$	0 mm	
wheel load 5	$Q_5 =$	0 kN	
distance	$a_{56} =$	0 mm	
wheel load 6	$Q_6 =$	0 kN	
velocity	$v =$	40 km/h	(2)

**Rail: 56R1**

moment of inertia	$I_{\text{rail}} =$	2.48E+07 mm <sup>4</sup>	(2)
Young's modulus	$E_{\text{rail}} =$	2.10E+05 N/mm <sup>2</sup>	(2)
section modulus	$W_{\text{rail, bott.}} =$	2.78E+05 mm <sup>3</sup>	(2)
mass per meter	$m_{\text{rail}} =$	56.0 kg	(2)

**Railpad: ZW 100 kN/mm**

static stiffness	$k_{\text{RP, stat}} =$	100 kN/mm	(3)
dynamic stiffness	$k_{\text{RP, dyn}} =$	150 kN/mm	(3)
mechanical loss factor	$\eta_{\text{RP}} =$	0.2	(3)

**Sleeper: CEMEX G44**

sleeper mass	$m_{\text{sleeper}} =$	312 kg	(3)
sleeper distance	$a_{\text{sleeper}} =$	600 mm	(2)

**Under Sleeper Pad (USP): SLS1308**

thickness	$d_{\text{USP}} =$	8 mm	
stat. bedding modulus	$C_{\text{USP, stat}} =$	0.071 N/mm <sup>3</sup>	(1) evaluation area: 0.007 - 0.125 N/mm <sup>2</sup>
dyn. bedding modulus	$C_{\text{USP, dyn}} =$	0.297 N/mm <sup>3</sup>	at 0.125 N/mm <sup>2</sup> ; f = 35.1 Hz
mechanical loss factor	$\eta_{\text{USP}} =$	0.13	

**Ballast:**

height	$d_{\text{ballast}} =$	250 mm	(2) to the bottom edge of the sleeper
load distribution angle	$\alpha_{\text{ballast}} =$	15 °	(3)
stiffness per rail seat	$C_{\text{ballast}} =$	150 kN/mm	
density of ballast	$\rho_{\text{ballast}} =$	1800 kg/m <sup>3</sup>	(3)
mechanical loss factor	$\eta_{\text{ballast}} =$	0.50	(3)

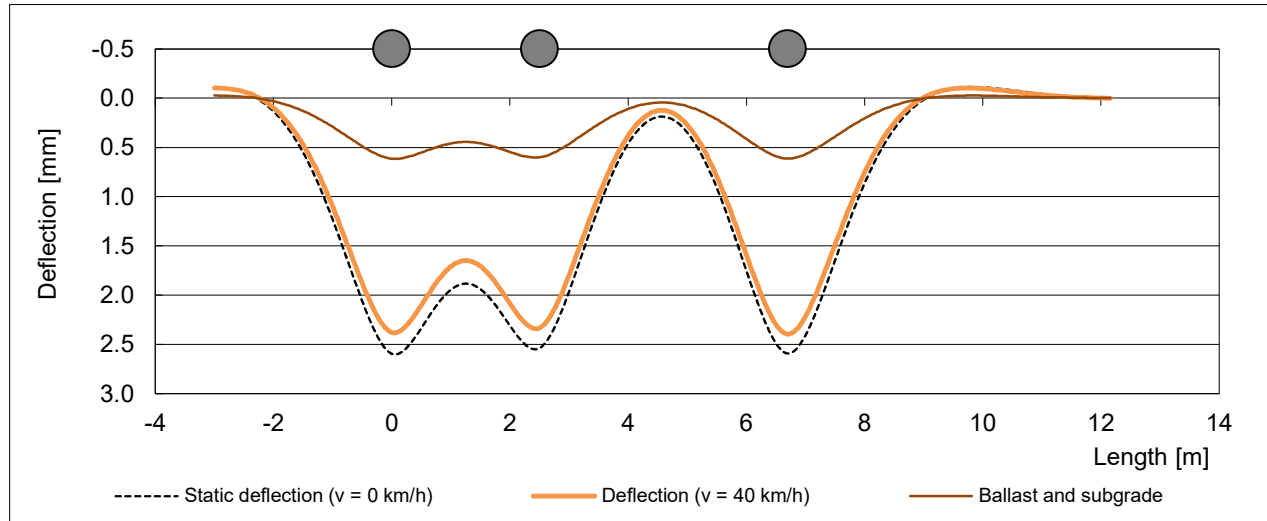
**Subgrade:**

Ev2 modulus	$E_{v2} =$	50 MN/m <sup>2</sup>	(3)
Poisson ratio	$\mu =$	0	(3)
density of subgrade	$\rho_{\text{sub}} =$	1800 kg/m <sup>3</sup>	(3)

**Calculation of Rail Deflection acc. to Zimmermann**

Maximum static rail deflection

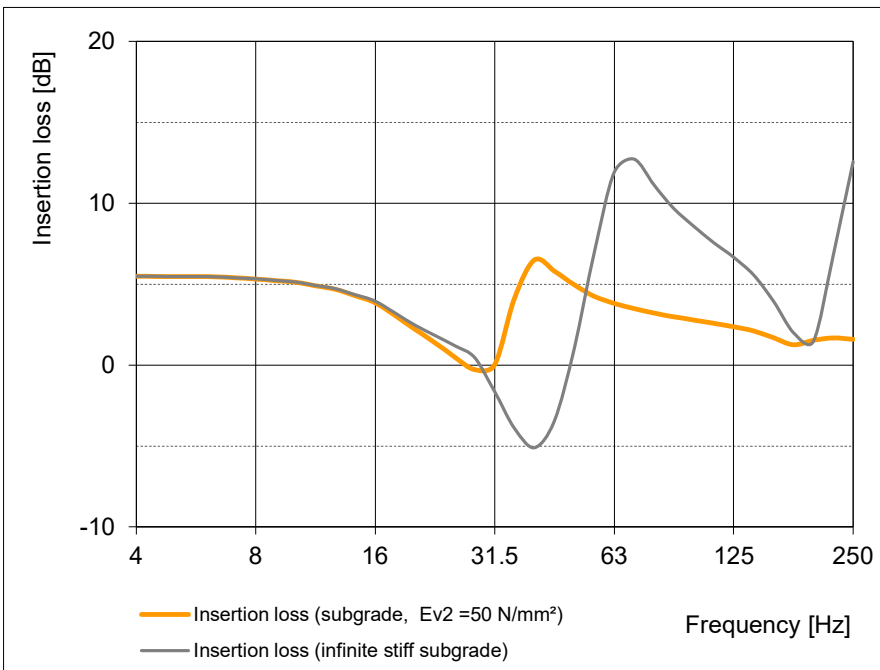
stationary train	=	2.6 mm
at velocity v = 40 km/h	=	2.4 mm
Max. deflection of ballast and subgrade	=	0.6 mm



**Calculation of Natural Frequency acc. the Model of 1-Mass-Spring System**

<b>Natural frequency</b>	=	<b>36 Hz</b>
effective unsprung mass	=	714 kg
percent unsprung mass of train	=	15 % (3)

**Calculation of Insertion Loss**



f [Hz]	k [dB]	I [%]
4	5.5	46.8
5	5.5	46.7
6.3	5.4	46.6
8	5.3	45.8
10	5.1	44.5
12.5	4.7	41.6
16	3.9	35.8
20	2.2	22.4
25	0.5	5.5
31.5	0.0	0.4
40	6.5	52.7
50	4.9	43.4
63	3.8	35.5
80	3.2	30.8
100	2.8	27.4
125	2.4	23.9
160	1.7	17.6
200	1.5	16.1
250	1.6	16.7

**Ballast Protection SLS1308**

**Reduction of Contact Stress of Ballast due to enhanced Sleeper Contact Area**

Maximum static rail deflection	with USP	2.6 mm		2.1 -fold increase
	without USP	1.2 mm		
Maximum force acting on rail support (incl. sleeper)	with USP	35.6 kN		22% decrease
	without USP	45.7 kN		
Contact area ratio	with USP	23 %		5.8 -fold increase
	without USP	4 %		
Contact area between ballast and sleeper (per half sleeper)	with USP	0.066 m <sup>2</sup>		5.8 -fold increase
	without USP	0.011 m <sup>2</sup>		
Stress between ballast and sleeper	with USP	0.125 N/mm <sup>2</sup>		22% decrease
	without USP	0.160 N/mm <sup>2</sup>		
Contact stress	with USP	0.54 N/mm <sup>2</sup>		86% decrease
	without USP	4.01 N/mm <sup>2</sup>		

**Contact area ratio without SL (2% - 5%) 4%**

**Contact area ratio with SL 23%**



**Low contact area of ballast to the sleeper**

**Increase: 5.8 -fold**

Contact area between ballast and sleeper = Support area of sleeper \* Contact area ratio

Stress between ballast and sleeper =  $\frac{\text{Maximum force acting on rail support}}{\text{Support area of sleeper}}$

Contact stress =  $\frac{\text{Maximum force acting on rail support}}{\text{Contact area between ballast and sleeper}}$

### Basis of calculation

This calculation report presents the results of the rail deflection and vibration performance study, based on the list of references / explanations specified.

For the deflection under vehicle load, the theory of the beam on elastic foundation (Zimmermann) applies, assuming that the rail is continuous.

The vibration performance is based on a calculation method, which incorporates a simplification of a real track superstructure, representing a vertical slice of it.

The material data takes into account shape-factor-dependency and was last updated on 2024-02-09.

Any changes or deviations from the input parameters such as, but not limited to vehicle-related parameters, geometrical dimension of the track superstructure, etc. can influence the calculated results.

All information and data mentioned in calculation are subject to production and material tolerances. These do not represent warranted properties, however.

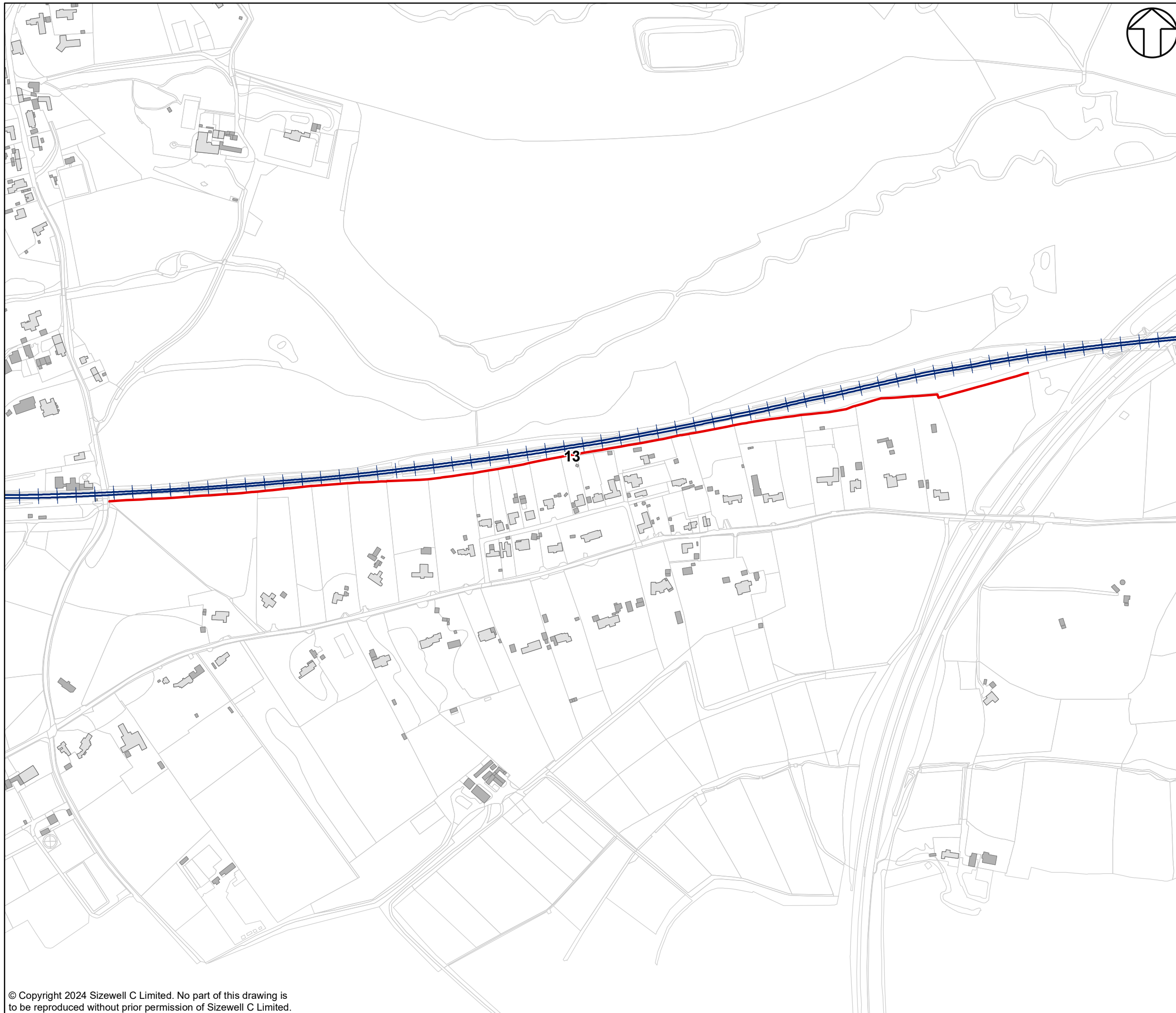
The calculations and the associated results apply to and exist exclusively for the purpose of selecting materials from the Getzner range of products. Ensuring suitability for an intended use ultimately remains the responsibility of the customer or their authorised agent (e.g.: railway engineer). All other rights are reserved. Sharing calculations with unauthorised third-parties in particular is expressly prohibited.

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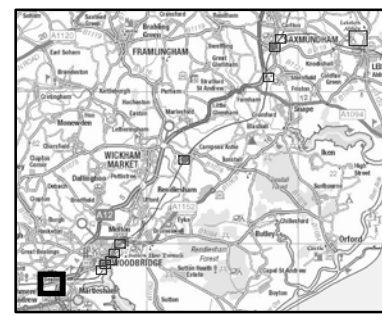
### List of references / Explanations:

- (1) measured on standard ballast plate acc. to DIN 45673-6 (08/2010) and DIN 45673-1 (05/2000)
- (2) according to doc. received per mail on 07.12.2023
- (3) assumed by Getzner Werkstoffe GmbH
- (4)
- (5)

## APPENDIX B: RAIL BARRIER LOCATIONS WITH POTENTIAL ACOUSTIC BENEFITS



- KEY:**
- + Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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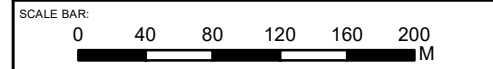


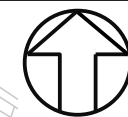
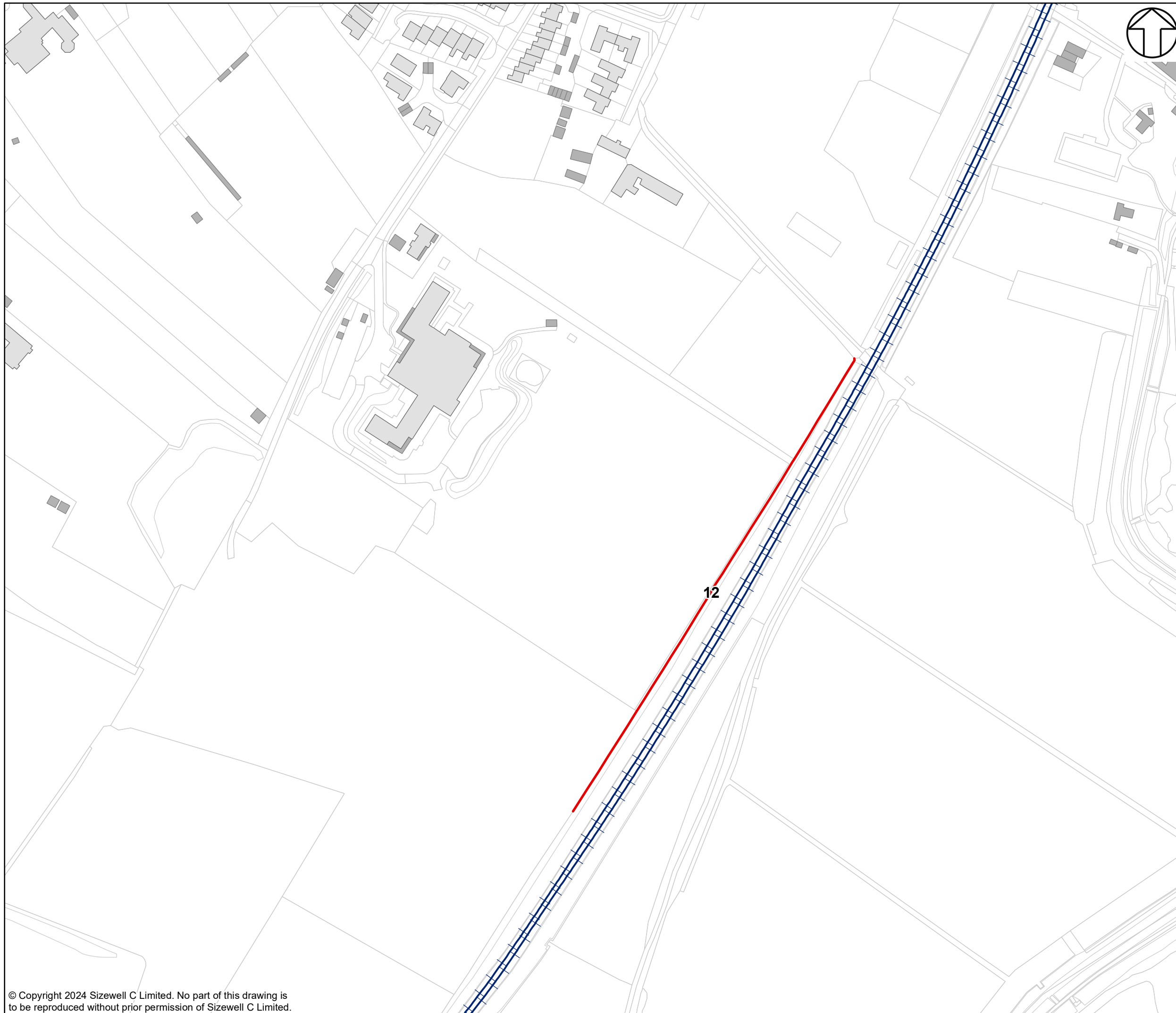
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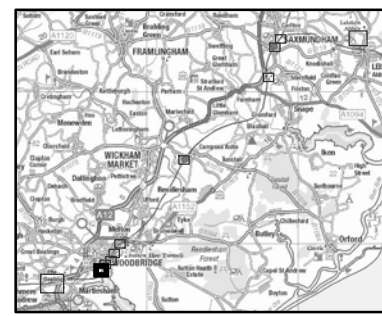
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- KEY:**
- Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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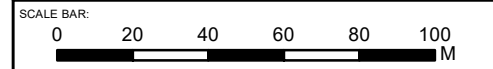
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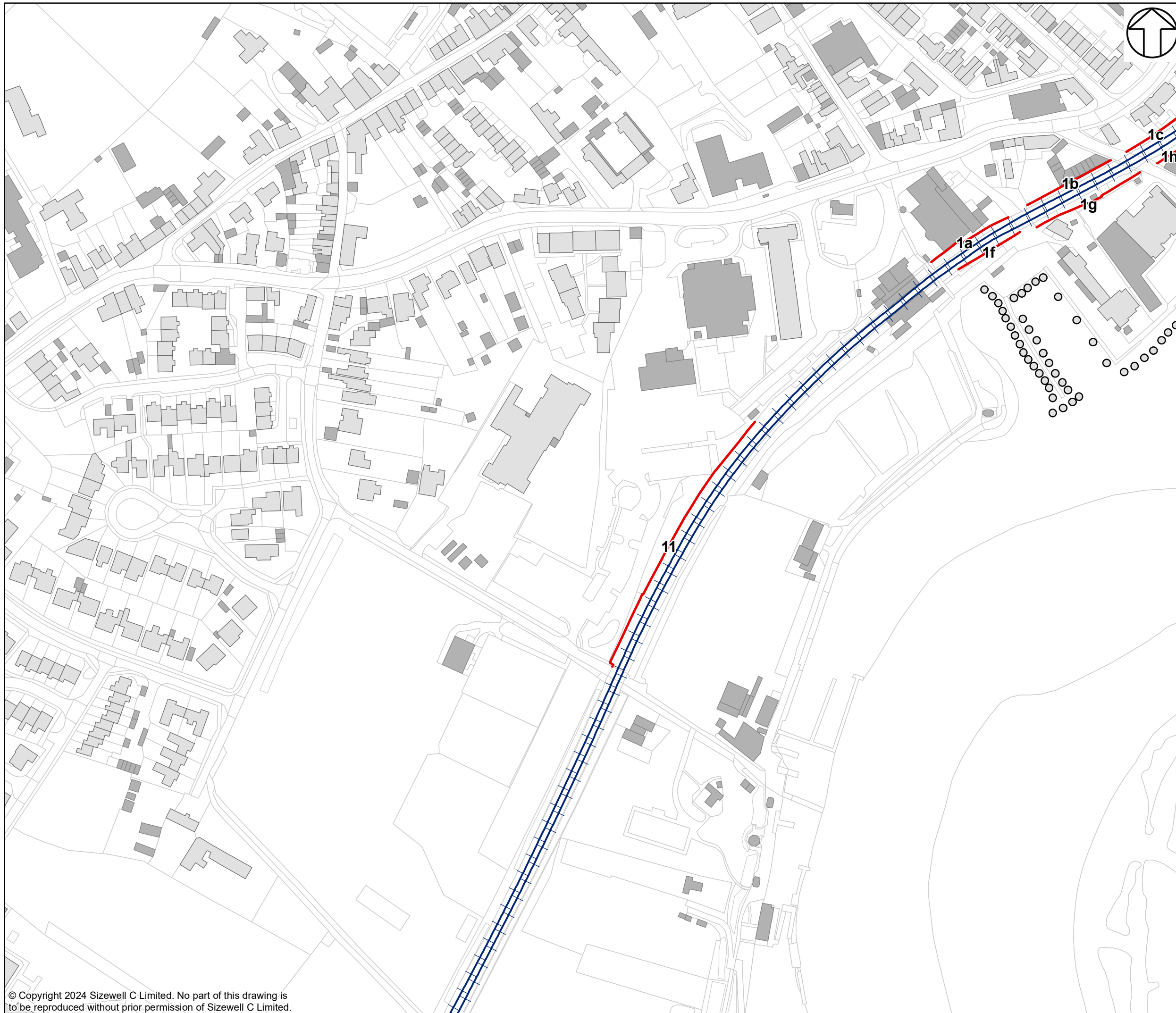
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


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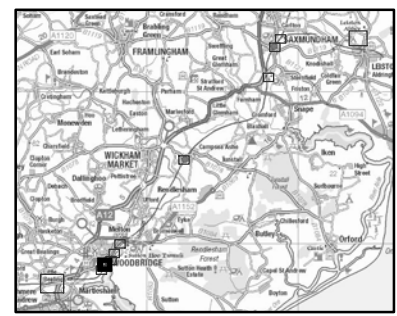
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- KEY:**
-  Rail Alignment
  -  Potential Acoustic Barrier
  -  Residential Building
  -  Non Residential Building
  -  Boat Mooring



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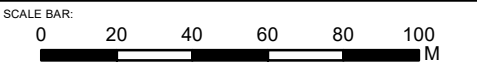
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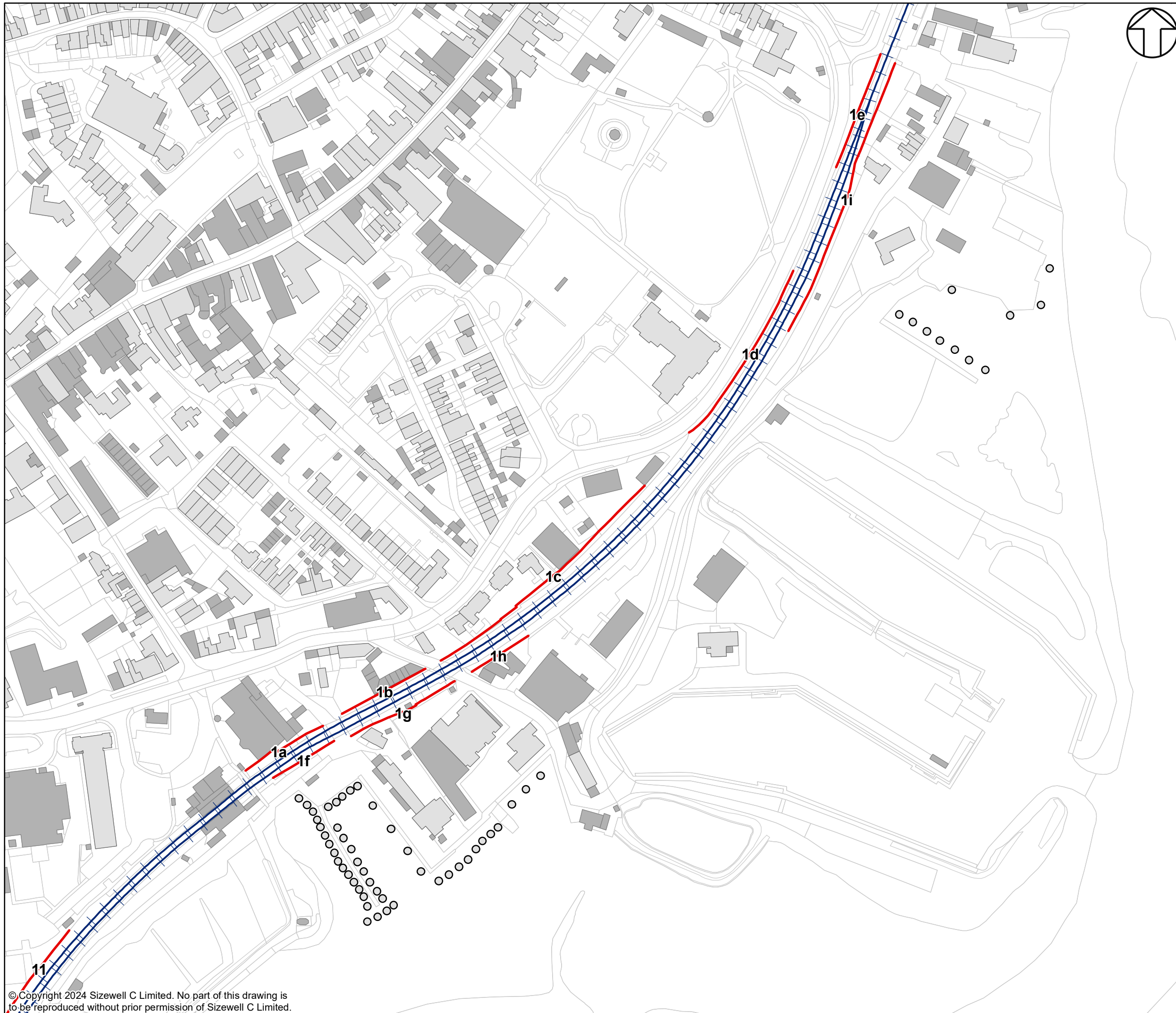
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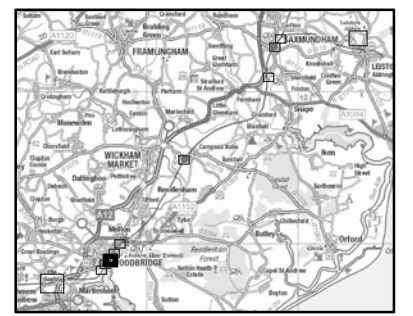
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- KEY:**
- Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building
  - Boat Mooring



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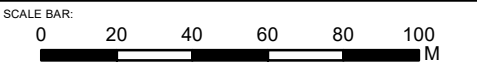
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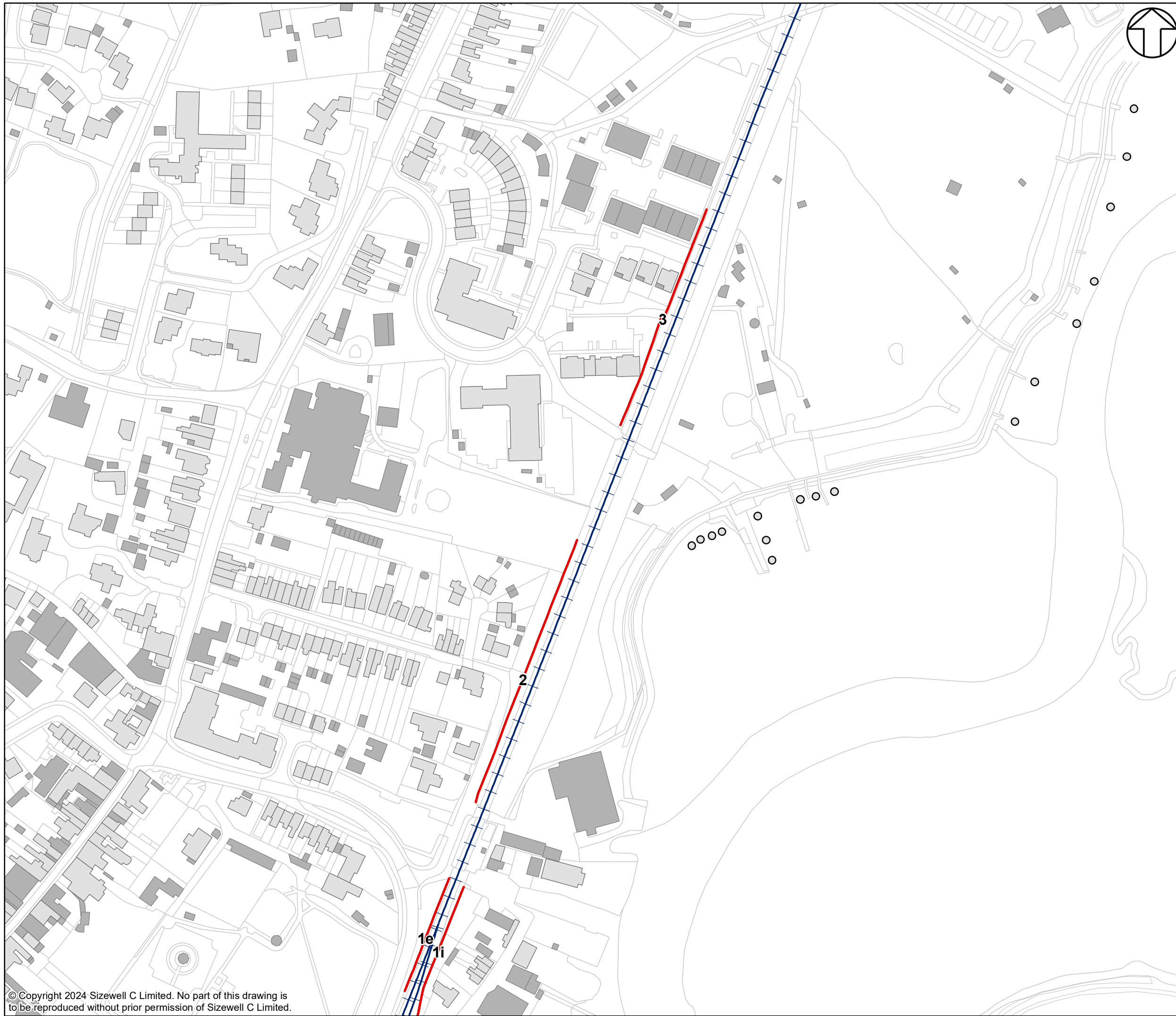
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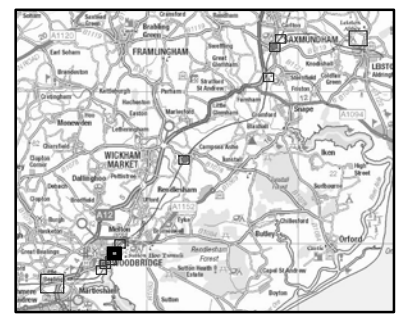
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- KEY:**
- + Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building
  - Boat Mooring



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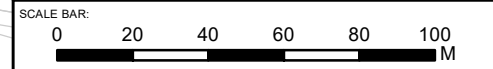


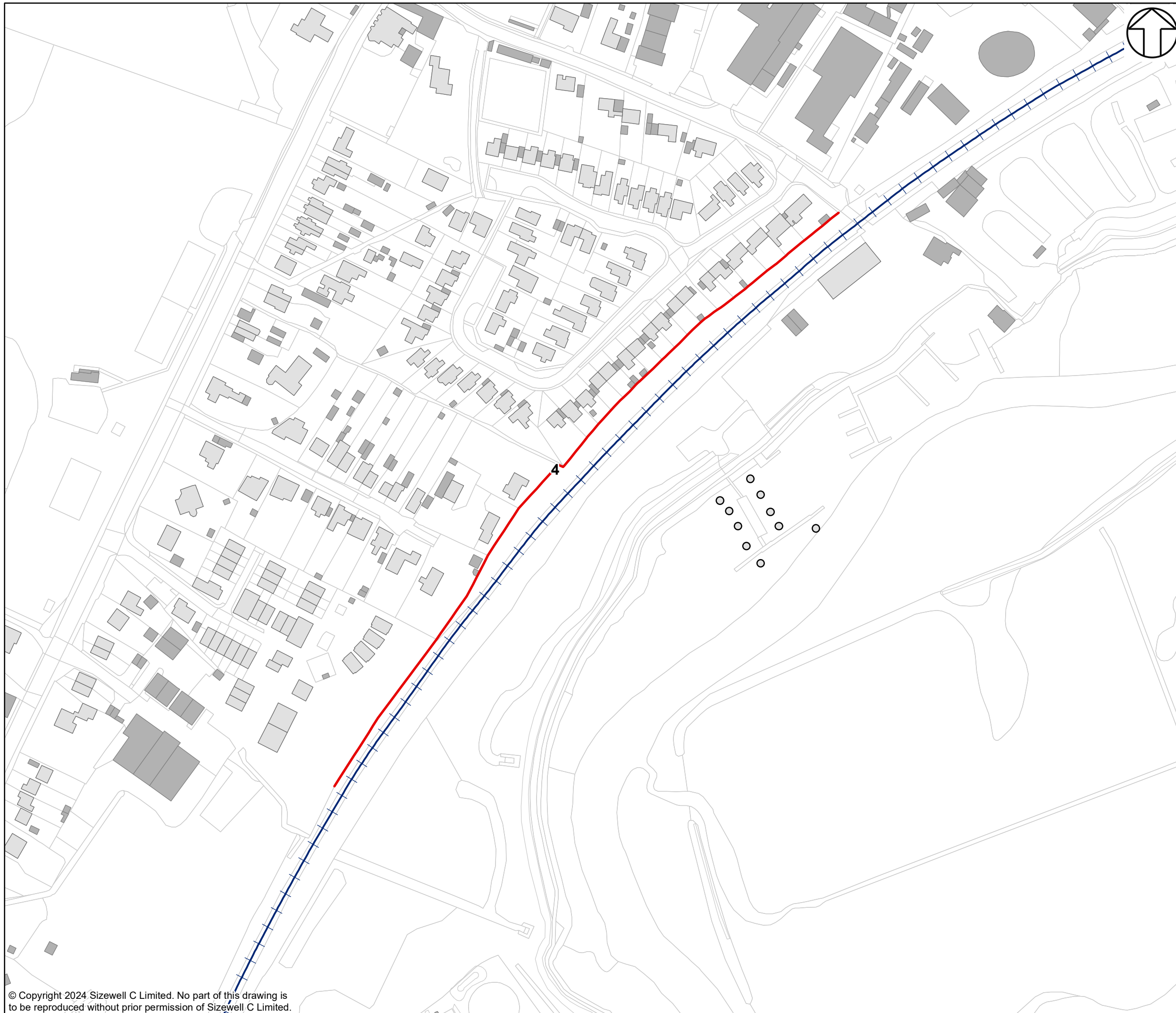
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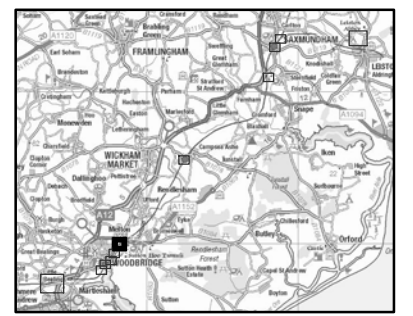
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- KEY:**
- +— Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building
  - Boat Mooring



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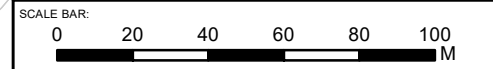
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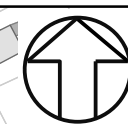
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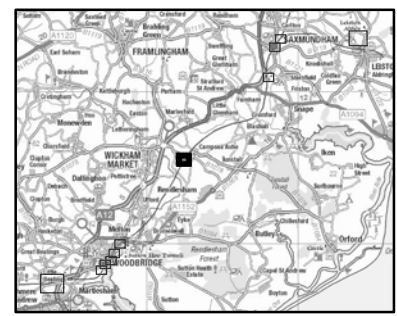
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- KEY:**
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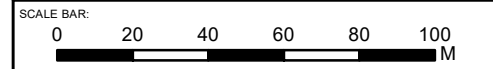
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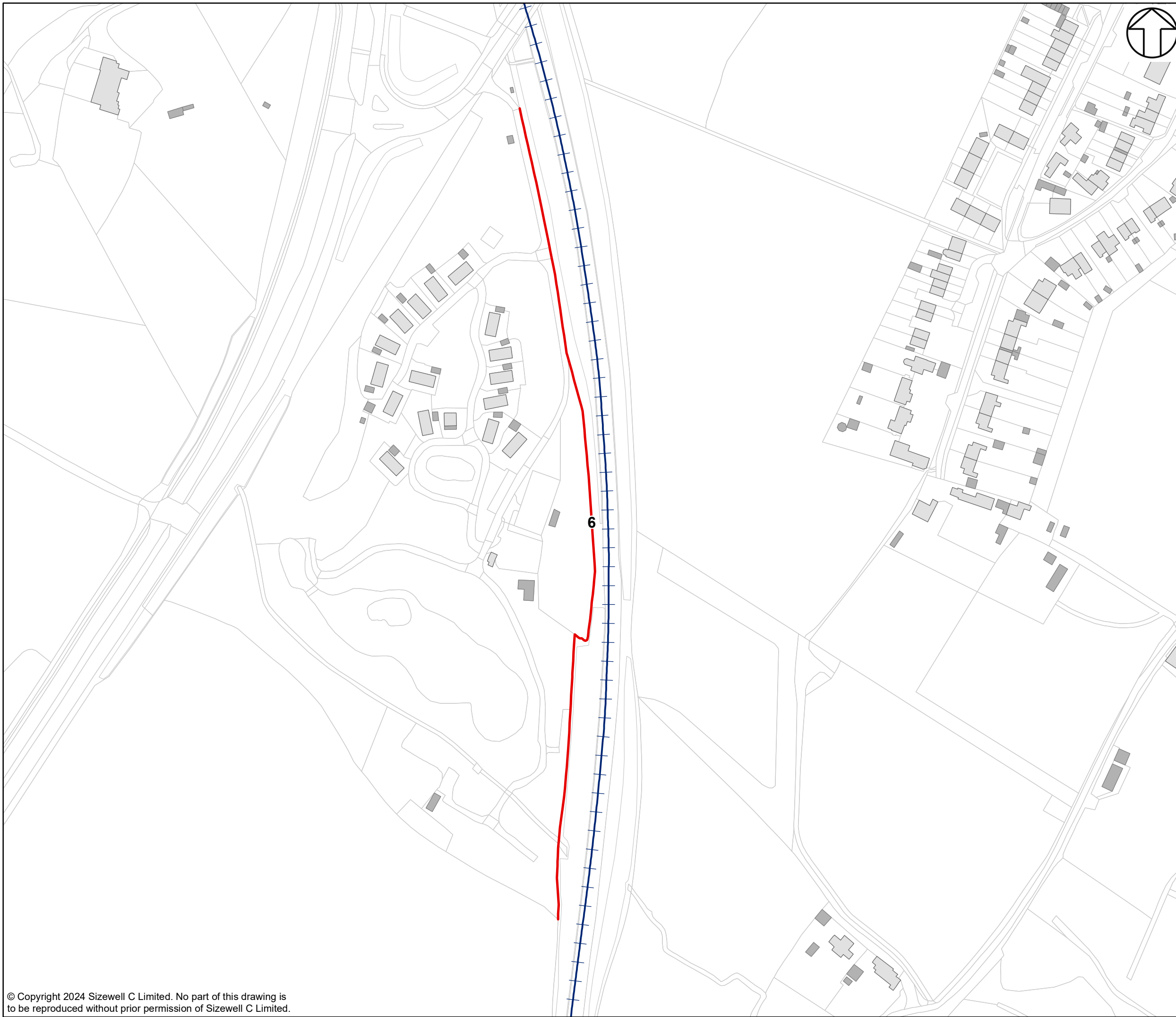
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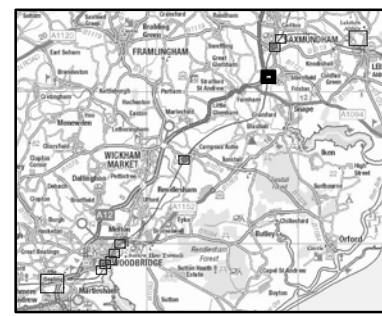
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- KEY:**
- Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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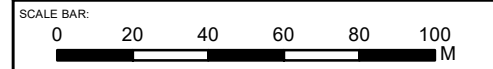
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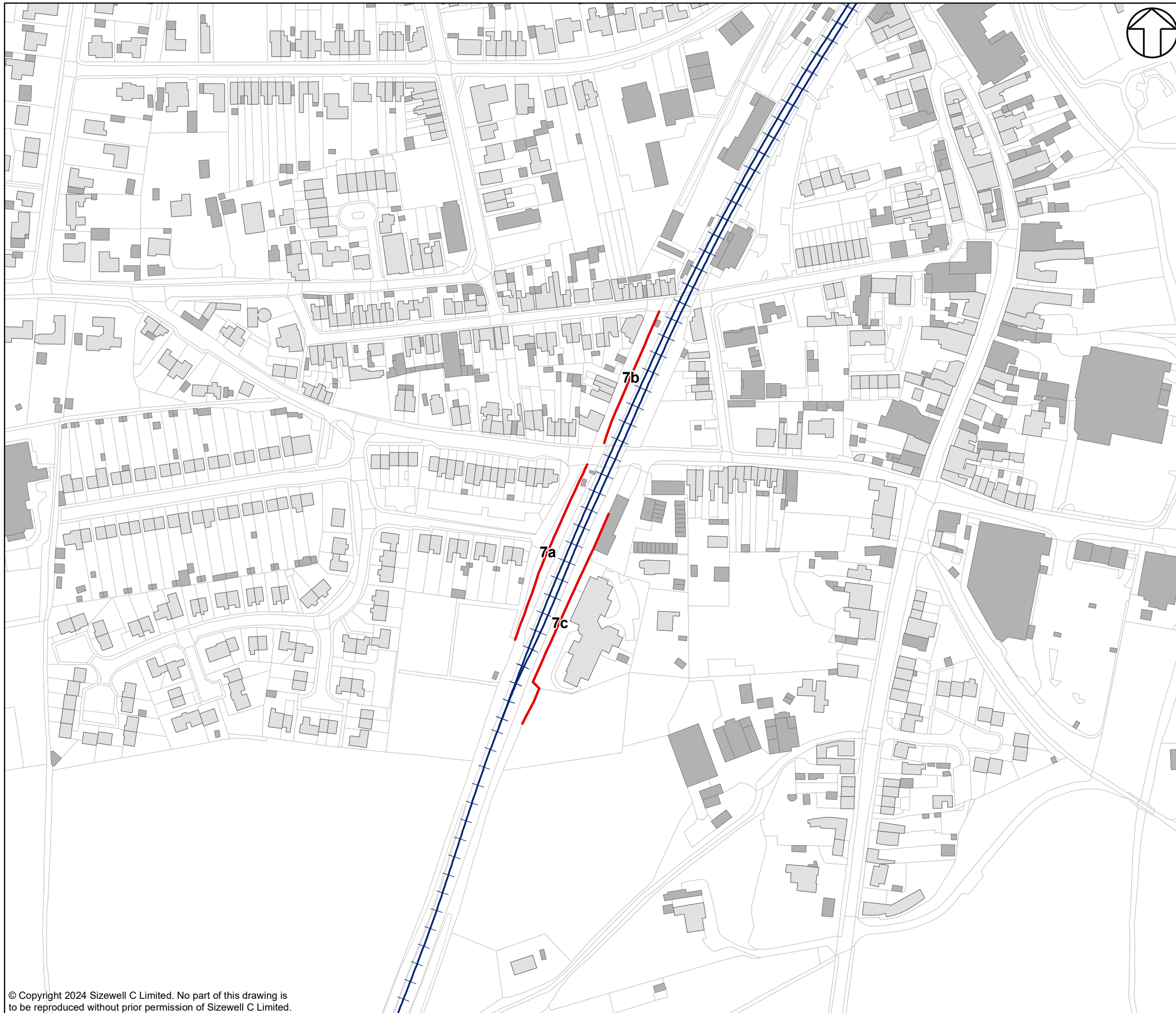
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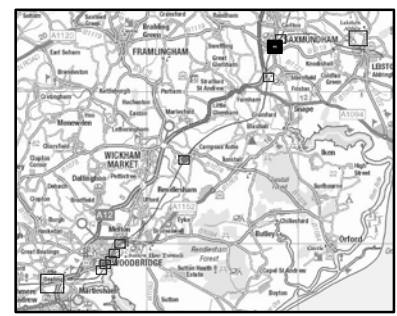
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- KEY:**
- Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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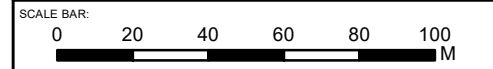


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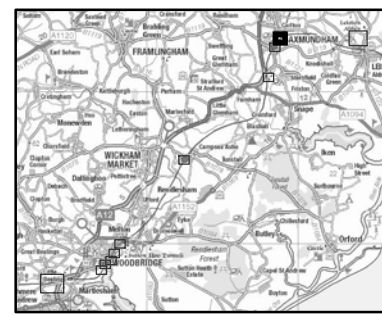
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DRAWING NO: FIGURE B.1	REVISION: 01
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- KEY:**
- + Rail Alignment
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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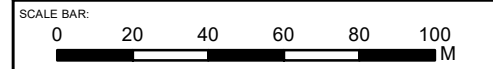
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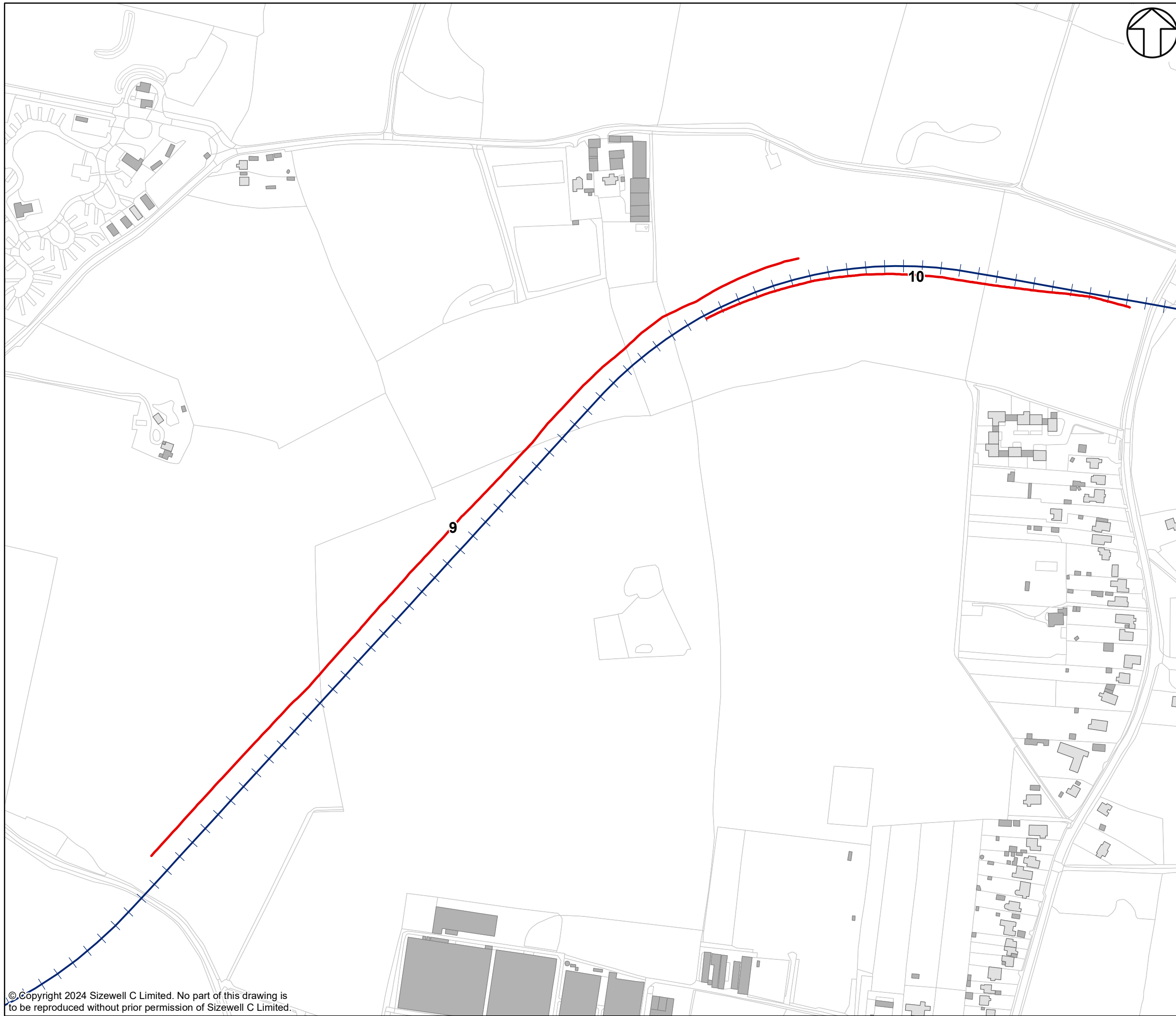
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 SHEET 10 OF 11

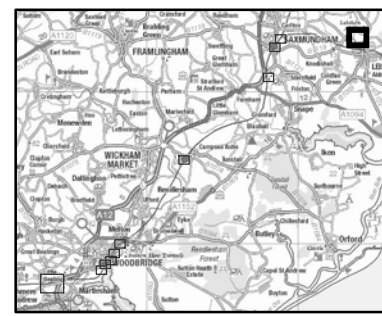
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**DATE:** AUG 2024      **DRAWN:** O.B.      **SCALE:** 1:2,000 @A3





- KEY:**
- Green Rail Route
  - Potential Acoustic Barrier
  - Residential Building
  - Non Residential Building



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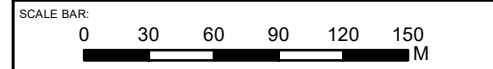
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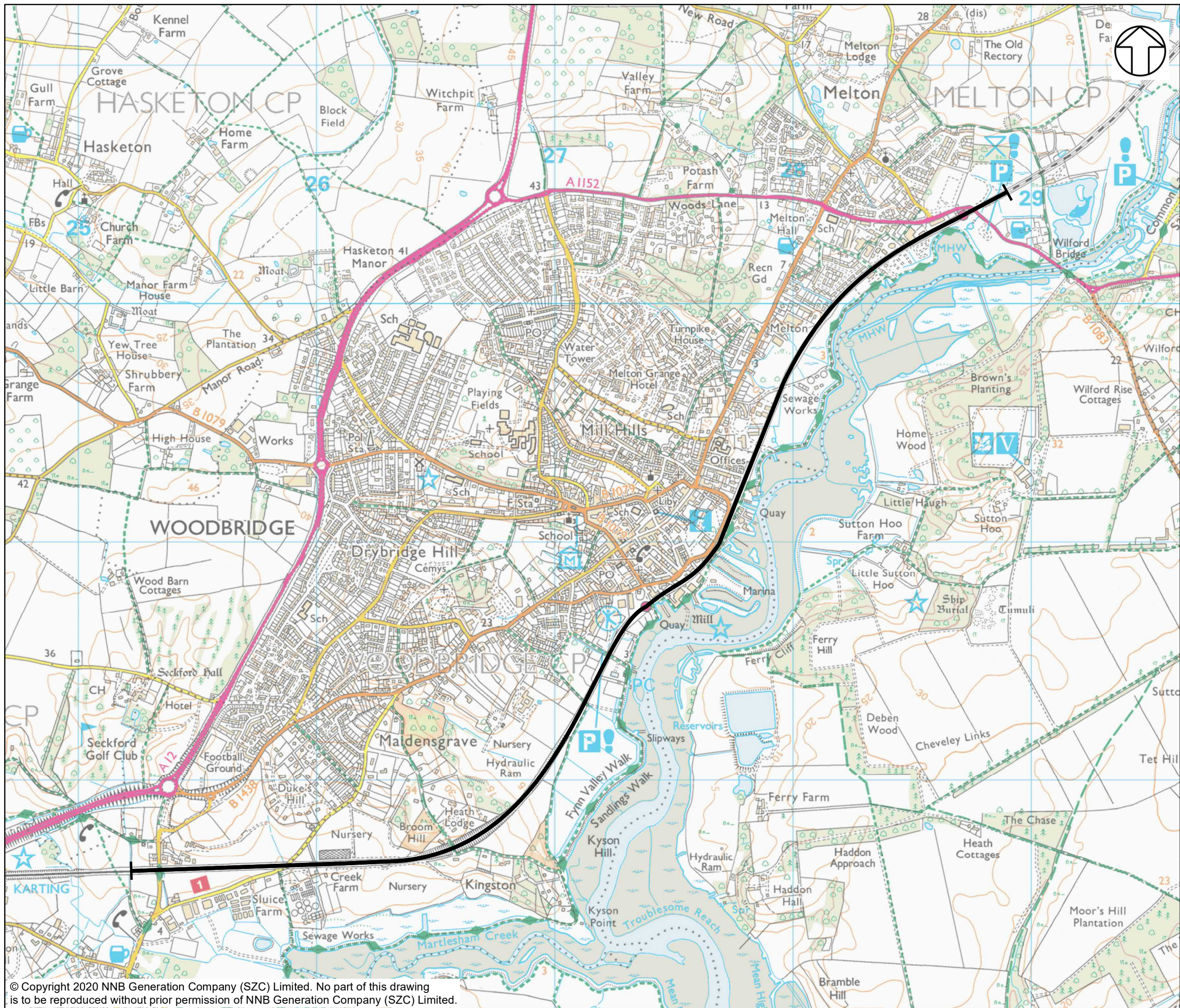
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REVISION:  
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DATE: AUG 2024      DRAWN: O.B.      SCALE: 1:3,500 @A3




## APPENDIX C: NIGHT-TIME SPEED LIMIT ZONES



NOTES

KEY

 SPEED RESTRICTION

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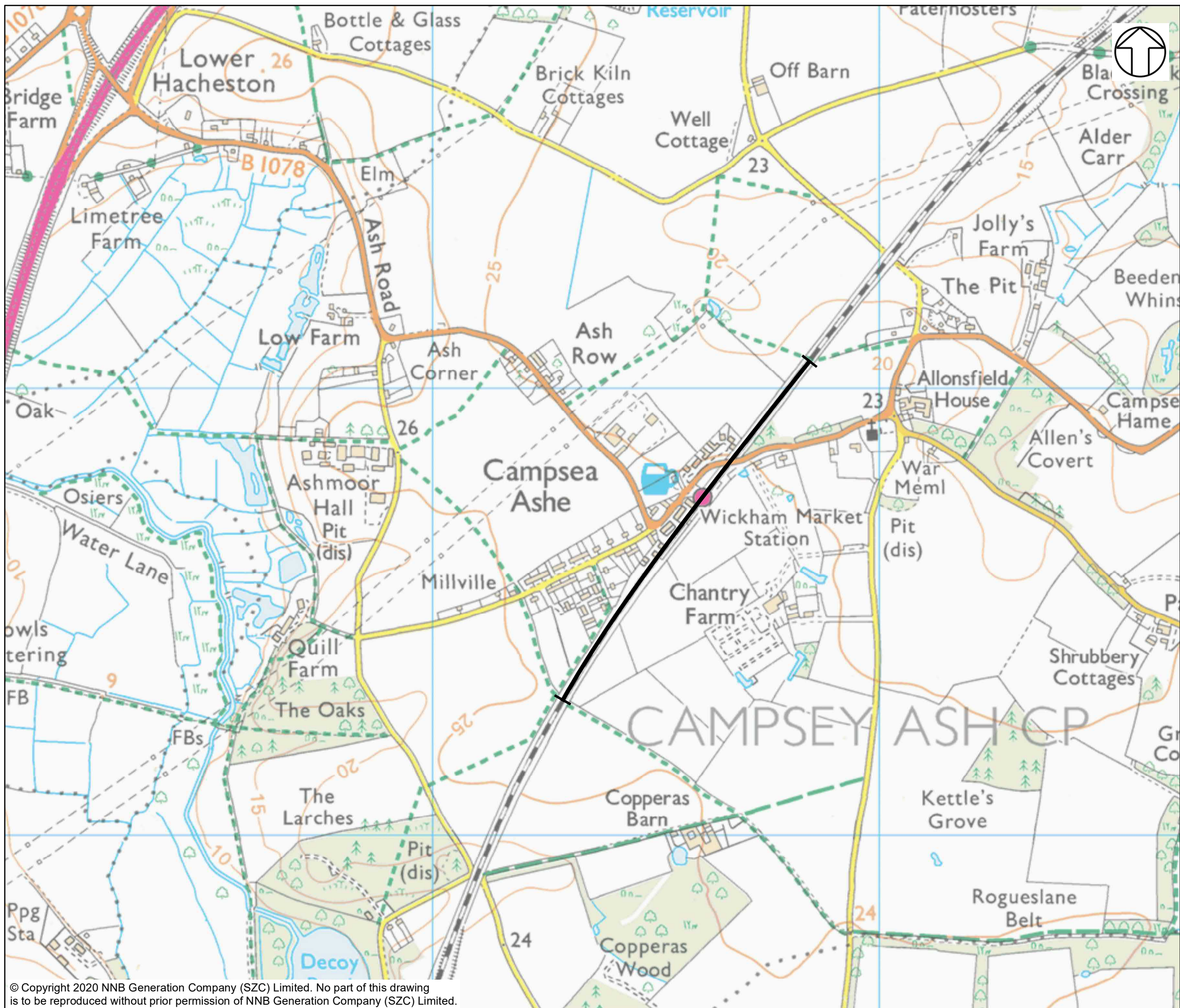
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 NOISE AND VIBRATION

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 SPEED RESTRICTION IN  
 WOODBRIDGE AND MELTON

DRAWING NO:  
 FIGURE 4.2

DATE: JAN 2020      DRAWN: J.W.      SCALE: 1:15,000 @A3





NOTES

KEY

SPEED RESTRICTION

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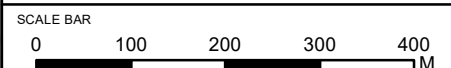


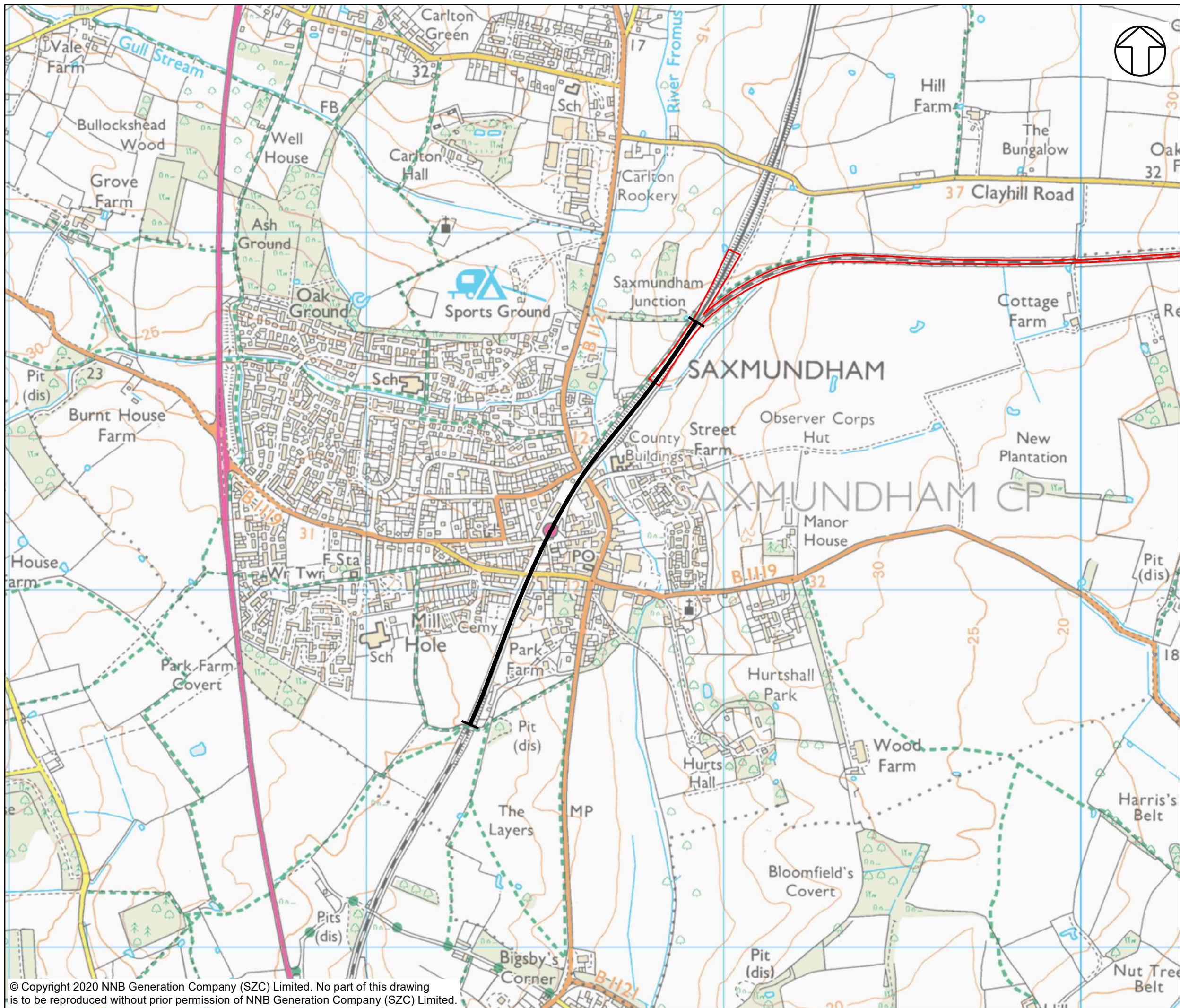
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 NOISE AND VIBRATION

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 SPEED RESTRICTION IN  
 CAMPSEY ASH

DRAWING NO:  
 FIGURE 4.3

DATE: JAN 2020      DRAWN: J.W.      SCALE: 1:8,000 @A3





NOTES

KEY

- SAXMUNDHAM TO LEISTON BRANCH LINE UPGRADES DEVELOPMENT
- SITE BOUNDARY
- SPEED RESTRICTION

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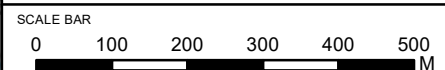


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 VOLUME 9  
 CHAPTER 4  
 NOISE AND VIBRATION

DRAWING TITLE:  
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 SAXMUNDHAM

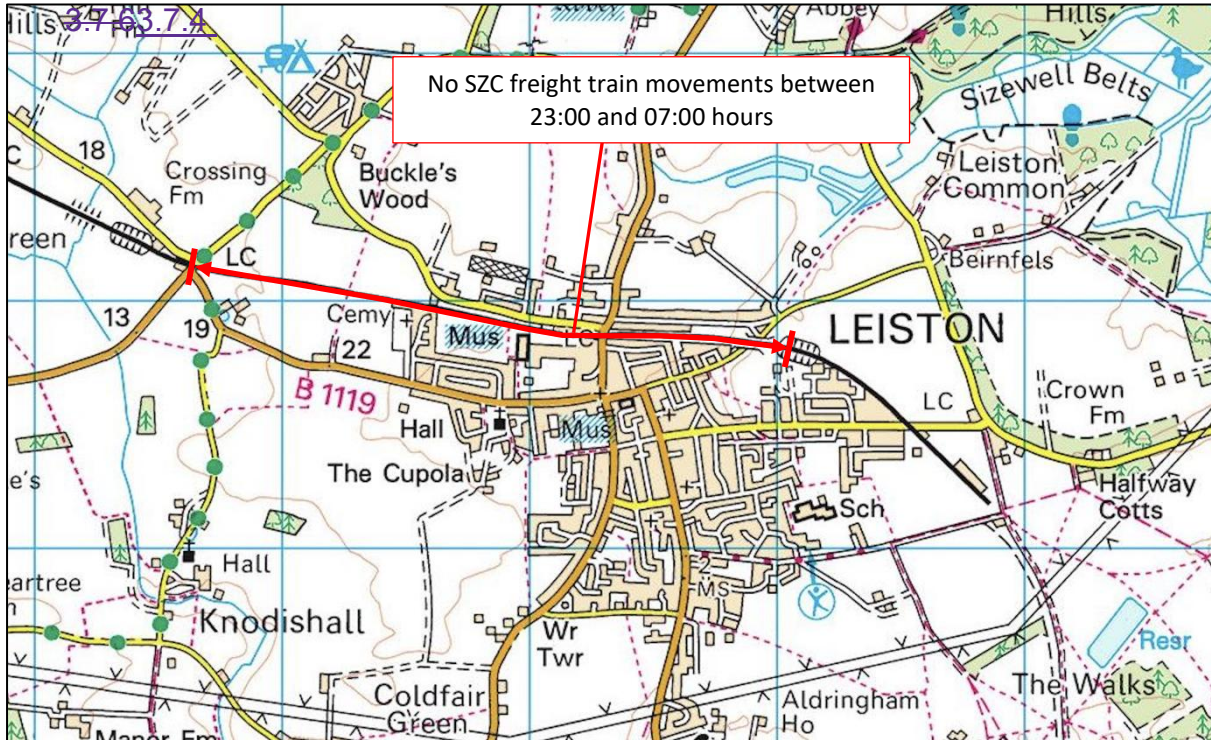
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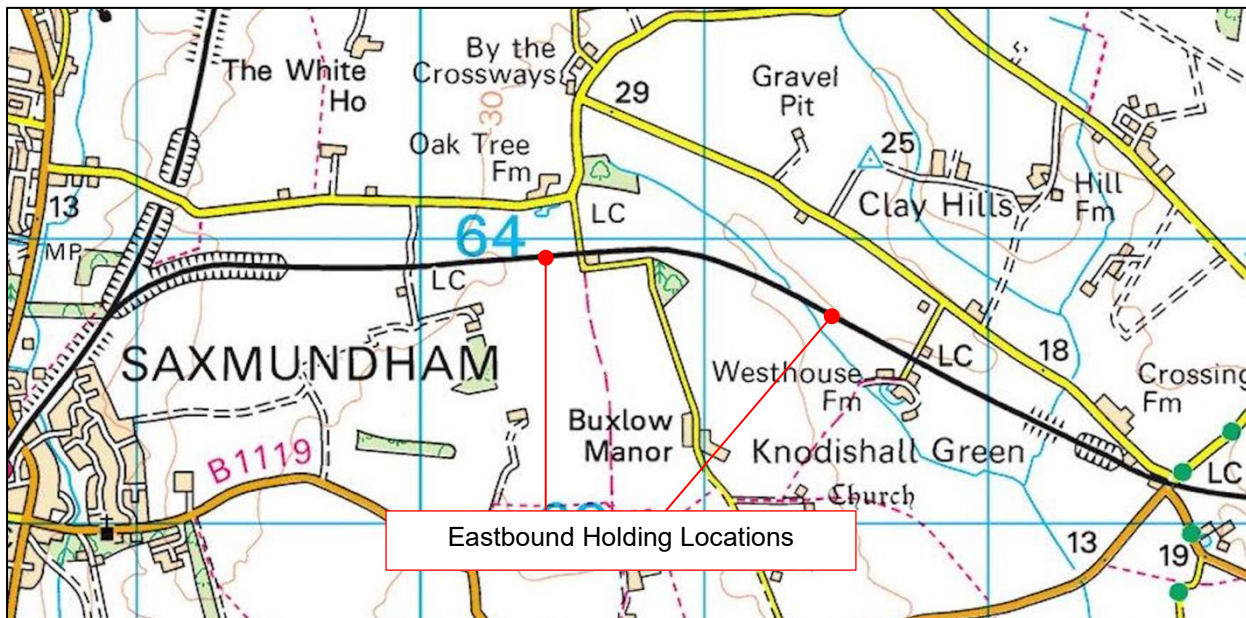


## APPENDIX D: SAXMUNDHAM TO LEISTON BRANCH LINE LOCATIONS

**Figure D.1: Leiston Restricted Night-time Zone**



**Figure D.2: Saxmundham to Leiston Branch Line Holding Points for Eastbound Freight Trains (locations shown denote front of train)**



**Figure D.2: Saxmundham to Leiston Branch Line Holding Points for Westbound Freight Trains (locations shown denote front of train)**

