



# The Sizewell C Project

6.14 Environmental Statement Addendum  
Volume 3: Environmental Statement Addendum Appendices  
Chapter 2 Main Development Site  
Appendices 2.6.A-C Noise and Vibration

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Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009



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## APPENDIX 2.6.A: EXISTING ROADS - CHANGES TO CORRECTED ROAD TRAFFIC NOISE PREDICTIONS IN ES VOLUME 2, CHAPTER 11 AS A RESULT OF THE REFINEMENTS TO THE STRATEGIC TRAFFIC MODEL

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## APPENDIX 2.6.A: INTRODUCTION

- 1.1.1 This appendix contains road traffic noise level predictions for existing roads that have been updated from those contained in **Volume 2, Chapter 11** of the **ES** (Doc Ref 6.3) [\[APP-202\]](#) to take account of refinements to the strategic traffic model.
- 1.1.2 Tables presented show the predicted road traffic noise levels submitted in **Volume 2, Chapter 11** of the **ES** (Doc Ref 6.3) [\[APP-202\]](#) and the corrected levels and effects for the following scenarios:
- **Table 2.6.A.1:** Predicted level differences and effects for typical day and night time periods in the early years (2023)
  - **Table 2.6.A.2:** Predicted level differences and effects for typical day and night time periods in the peak construction year (in 2028)
  - **Table 2.6.A.3:** Predicted level differences and effects for busiest day and night time periods in the peak construction year (in 2028)
  - **Table 2.6.A.4:** Predicted level differences and effects for typical day and night time periods in 2034
- 1.1.3 Where the change in predicted level changes the assessment outcome so that the predicted effect is worse than the corrected values reported in **Volume 2, Chapter 11** of the **ES**, the cell containing the assessment effect is coloured orange. Where the change in predicted level is better, the cell containing the assessment effect is coloured green and where there is no change, the cell is not shaded with any colour. A cell which is coloured blue indicates where a change has occurred either to or from 'low flow'.

Table 2.6.A.1: Predicted changes in level and magnitude of change in 2023

2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	1.5	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	3.9	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
4a	B1122 (S)	0.4	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
4b	Lovers Lane	3.2	1.4	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.8	1.4	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
4c	B1122 (N)	2.5	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.8	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
5	B1122 Abbey Road (existing level crossing)	0.3	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)
6	B1119 Samundham Road	0.4	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)

2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
7	B1069 Coldfair Green	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9a	A1094 (W)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
9b	Snape Road	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	2.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
11	B1125 through Westleton	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
12b	B1119 (E)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
12c	B1121 (S)	0.4	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.9	Negligible (Not Significant)	Negligible (Not Significant)
13a	A12 (N)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	3.5	1.7	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
13c	A12 (middle)	1.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.3	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
13d	A1120	0.4	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)
13e	A12 (S)	1.4	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.6	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)

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2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
17a	A12 (N)	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
17b	B1125	1.3	1.2	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.3	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
17c	A12 (S)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.2	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)



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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
20	A1095 Southwold	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.1	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	0.9	1.5	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
21d	B1119 (east of A12)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21e	A12 (south of B1119)	0.9	0.5	Negligible (Not Significant)	Negligible (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	1.3	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
22b	A1094	0.6	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.7	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	0.9	0.6	Negligible (Not Significant)	Negligible (Not Significant)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
23	A12 Farnham Bend	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
24	A12 Stratford St Andrew (Low Road)	0.9	0.5	Negligible (Not Significant)	Negligible (Not Significant)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
25	A12 Little Glemham	1.3	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
26	A12 Marlesford	1.0	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
27	A12 south of Wickham Market	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.3	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.4	0.8	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
30	B1116 Hatcheston	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.5	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
33	A12 south of Woodbridge	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	-0.1	Low flow	Negligible (Not Significant)	Low flow	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)

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		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
34d	A1214 Main Road (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)
39b	B1069 (north of A1094)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)

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39c	A1094 (east of B1069)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)
41	B1125 through Middleton	1.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
42	B1125 (south of B1387)	1.2	2.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.2	2.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
43	A1120 (east of Dennington)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)

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		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
49	B1078 (east of Clopton)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddensham)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
53b	A12 (north of A144)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.3	1.2	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
58	A12 (north of SLR)	0.9	0.4	Negligible (Not Significant)	Negligible (Not Significant)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.1	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	2.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
66	B1122 west of B1125	3.8	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
70	A12 on-slip (west of WM P&R)	1.0	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
71	B1116 north of B1078	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
73	B1078 south of B1116	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	3.4	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
75	Lovers Lane	3.9	1.3	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.3	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
76	B1069 (north of Aldringham Lane)	0.3	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	0.9	0.5	Negligible (Not Significant)	Negligible (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	0.1	Low flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow

2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
82	B1438 Melton Hill	0.2	Low flow	Negligible (Not Significant)	Low flow	0.5	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
88	A12 south of Foxhall Road	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.3	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)

2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
91	A1152 at Eyke	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	0.1	Low flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.1	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
95	B1069 Park Hill (south of Main Street)	0.6	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	-1.3	-0.5	Minor Beneficial (Not Significant)	Negligible (Not Significant)	-1.2	-0.5	Minor Beneficial (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	1.2	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	-1.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
98	Main Street, Leiston	-0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)

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2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
100	B1069 Haylings Road (south of Cross Street)	0.2	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
116	Lovers Lane, south of "Big Field"	3.3	1.5	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.8	1.5	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	3.5	1.7	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	3.4	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	3.4	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
C	B1122 btwn Mill Street and B1125	3.8	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)

2023 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	2.2	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	2.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

Table 2.6.A.2: Predicted changes in level and magnitude of change in 2028 typical

2028 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	1.4	-1.9	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.6	-1.8	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
4a	B1122 (S)	2.7	1.8	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
4b	Lovers Lane	0.6	-2.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.7	-2.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)
4c	B1122 (N)	2.2	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.3	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
5	B1122 Abbey Road (existing level crossing)	2.5	1.8	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
6	B1119 Samundham Road	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	1.2	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.6	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9a	A1094 (W)	0.1	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9b	Snape Road	0.4	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.2	-0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	-17.9	Low flow	Major Beneficial (Significant)	Low flow	-18.0	Low Flow	Major Beneficial (Significant)	Low flow
11	B1125 through Westleton	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
12a	B1121 (N)	0.1	-1.9	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.2	-1.4	Negligible (Not Significant)	Minor Beneficial (Not Significant)
12b	B1119 (E)	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.4	-1.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13a	A12 (N)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	1.8	0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
13c	A12 (middle)	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
13d	A1120	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13e	A12 (S)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)



2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
14	A12 north of Darsham park and ride	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
17b	B1125	0.4	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
17c	A12 (S)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.6	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
19b	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
20	A1095 Southwold	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.0	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.3	-0.7	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	0.8	0.8	Negligible (Not Significant)	Negligible (Not Significant)	1.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
21d	B1119 (east of A12)	-0.2	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	-0.2	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
21e	A12 (south of B1119)	0.8	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	1.2	1.2	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
22b	A1094	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-17.6	Low flow	Major Beneficial (Significant)	Low flow	-20.7	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-29.9	Low flow	Major Beneficial (Significant)	Low flow	-30.0	Low Flow	Major Beneficial (Significant)	Low flow
24	A12 Stratford St Andrew (Low Road)	-20.7	-4.5	Major Beneficial (Significant)	Moderate Beneficial (Significant)	-23.1	Low Flow	Major Beneficial (Significant)	Low flow

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
25	A12 Little Glemham	1.1	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.3	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
26	A12 Marlesford	0.9	0.8	Negligible (Not Significant)	Negligible (Not Significant)	1.1	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
27	A12 south of Wickham Market	0.6	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.3	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	1.0	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
31	B1069 Tunstall	0.4	-0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	-0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)
33	A12 south of Woodbridge	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	2.2	Low flow	Minor Adverse (Not Significant)	Low flow	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)



2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
34d	A1214 Main Road (W)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
39b	B1069 (north of A1094)	0.5	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.1	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
41	B1125 through Middleton	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)
42	B1125 (south of B1387)	0.3	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
47	B1119 (through Framlingham)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.3	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddham)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)
53b	A12 (north of A144)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
53c	A12 (south of A144)	0.6	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
58	A12 (north of SLR)	-0.1	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.1	0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	-0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	3.4	0.9	Moderate Adverse (Significant)	Negligible (Not Significant)	3.9	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
66	B1122 west of B1125	-35.3	Low flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
70	A12 on-slip (west of WM P&R)	4.0	4.9	Moderate Adverse (Significant)	Moderate Adverse (Significant)	3.5	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)
71	B1116 north of B1078	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
73	B1078 south of B1116	0.7	2.4	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	-20.4	Low flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	1.3	-2.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-2.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
76	B1069 (north of Aldringham Lane)	1.4	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
77	Aldeburgh Rd (north of Aldringham Lane)	0.9	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	0.8	0.0	Negligible (Not Significant)	Negligible (Not Significant)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	0.0	Low flow	Negligible (Not Significant)	Low flow	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
82	B1438 Melton Hill	0.3	Low flow	Negligible (Not Significant)	Low flow	0.5	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.7	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)



2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
85	A12 south of A1095	0.5	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
88	A12 south of Foxhall Road	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.4	-1.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
91	A1152 at Eyke	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.1	Low flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
93	Kings Road	4.3	Low flow	Moderate Adverse (Significant)	Low flow	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.2	Low flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow
95	B1069 Park Hill (south of Main Street)	1.1	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.6	1.7	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	1.4	-0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.5	1.4	Negligible (Not Significant)	Minor Adverse (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	1.2	-0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)

2028 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
100	B1069 Haylings Road (south of Cross Street)	0.8	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	0.8	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	1.7	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)
116	Lovers Lane, south of "Big Field"	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	1.8	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	1.8	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.4	Low flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow

2028 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
C	B1122 btwn Mill Street and B1125	-35.3	Low flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-17.9	Low flow	Major Beneficial (Significant)	Low flow	-18.0	Low Flow	Major Beneficial (Significant)	Low flow
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	3.4	0.9	Moderate Adverse (Significant)	Negligible (Not Significant)	3.9	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)

Table 2.6.A.3: Predicted changes in level and magnitude of change in 2028 busiest

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	1.4	-1.9	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-1.9	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
4a	B1122 (S)	2.7	1.8	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
4b	Lovers Lane	0.6	-2.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-2.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
4c	B1122 (N)	2.2	1.3	Minor Adverse	Minor Adverse	2.3	1.4	Minor Adverse	Minor Adverse

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
				(Not Significant)	(Not Significant)			(Not Significant)	(Not Significant)
5	B1122 Abbey Road (existing level crossing)	2.5	1.8	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
6	B1119 Samundham Road	0.6	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	1.2	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.6	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9a	A1094 (W)	0.1	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)



2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
9b	Snape Road	0.4	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.2	-0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	-17.3	Low flow	Major Beneficial (Significant)	Low flow	-17.7	Low Flow	Major Beneficial (Significant)	Low flow
11	B1125 through Westleton	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	0.1	-1.8	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
12b	B1119 (E)	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.4	-1.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)

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2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
13a	A12 (N)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.4	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	2.0	0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
13c	A12 (middle)	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
13d	A1120	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13e	A12 (S)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.7	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
16	A12 Wrentham	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.1	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.8	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.9	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
17b	B1125	0.4	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
17c	A12 (S)	0.8	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.9	0.3	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.7	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
19c	B1384 Stradbroke Rd	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
20	A1095 Southwold	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.3	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.7	-0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.5	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
21d	B1119 (east of A12)	-0.1	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
21e	A12 (south of B1119)	1.1	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.5	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	1.5	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.8	0.7	Minor Adverse (Not Significant)	Negligible (Not Significant)
22b	A1094	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-17.6	Low flow	Major Beneficial (Significant)	Low flow	-20.7	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-29.9	Low flow	Major Beneficial (Significant)	Low flow	-30.0	Low Flow	Major Beneficial (Significant)	Low flow

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
24	A12 Stratford St Andrew (Low Road)	-20.7	-4.5	Major Beneficial (Significant)	Moderate Beneficial (Significant)	-23.1	Low Flow	Major Beneficial (Significant)	Low flow
25	A12 Little Glemham	1.5	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.7	1.2	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
26	A12 Marlesford	1.2	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
27	A12 south of Wickham Market	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)



2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
28c	B1438 High Street, Wickham Market	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	1.0	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.4	-0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
33	A12 south of Woodbridge	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	2.2	Low flow	Minor Adverse (Not Significant)	Low flow	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)
34d	A1214 Main Road (W)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	-0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
39b	B1069 (north of A1094)	0.5	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.1	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
41	B1125 through Middleton	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)
42	B1125 (south of B1387)	0.3	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
48	B1119 (east of Saxstead Green)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.3	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.3	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)
53b	A12 (north of A144)	0.7	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
53c	A12 (south of A144)	0.7	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
58	A12 (north of SLR)	-0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	-0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	3.9	1.0	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.2	Moderate Adverse (Significant)	Minor Adverse (Not Significant)

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2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
66	B1122 west of B1125	-35.3	Low flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
70	A12 on-slip (west of WM P&R)	4.0	4.9	Moderate Adverse (Significant)	Moderate Adverse (Significant)	3.4	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)
71	B1116 north of B1078	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
73	B1078 south of B1116	0.7	2.4	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	-20.2	Low flow	Major Beneficial (Significant)	Low flow	-20.3	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	1.3	-2.3	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-2.3	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
76	B1069 (north of Aldringham Lane)	1.4	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	0.9	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	1.1	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.4	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	0.0	Low flow	Negligible (Not Significant)	Low flow	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
82	B1438 Melton Hill	0.4	Low flow	Negligible (Not Significant)	Low flow	0.6	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.8	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.4	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.5	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)
88	A12 south of Foxhall Road	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.4	-1.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
91	A1152 at Eyke	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.1	Low flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	4.3	Low flow	Moderate Adverse (Significant)	Low flow	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.2	Low flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow
95	B1069 Park Hill (south of Main Street)	1.1	1.1	Minor Adverse	Minor Adverse	1.6	1.7	Minor Adverse	Minor Adverse

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2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
				(Not Significant)	(Not Significant)			(Not Significant)	(Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	1.4	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	1.2	-0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	0.8	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
101	B1122 Aldeburgh Road (south of Kings Road)	0.8	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	1.7	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)
116	Lovers Lane, south of "Big Field"	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	2.0	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	2.0	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.2	Low flow	Major Beneficial (Significant)	Low flow	-20.3	Low Flow	Major Beneficial (Significant)	Low flow

2028 (Busiest)		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
C	B1122 btwn Mill Street and B1125	-35.3	Low flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-17.3	Low flow	Major Beneficial (Significant)	Low flow	-17.7	Low Flow	Major Beneficial (Significant)	Low flow
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	3.9	1.0	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.2	Moderate Adverse (Significant)	Minor Adverse (Not Significant)



Table 2.6.A.4: Predicted changes in level and magnitude of change in 2034

2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
4a	B1122 (S)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)
4b	Lovers Lane	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)
4c	B1122 (N)	0.9	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)
5	B1122 Abbey Road (existing level crossing)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
6	B1119 Samundham Road	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9a	A1094 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9b	Snape Road	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	-20.3	Low flow	Major Beneficial (Significant)	Low flow	-20.6	Low Flow	Major Beneficial (Significant)	Low flow

2034 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
11	B1125 through Westleton	0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	-0.3	1.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	1.1	Negligible (Not Significant)	Negligible (Not Significant)
12b	B1119 (E)	-0.1	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
13a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	-0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
13c	A12 (middle)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
13d	A1120	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
13e	A12 (S)	-0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
17b	B1125	-0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
17c	A12 (S)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
20	A1095 Southwold	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
21d	B1119 (east of A12)	-0.1	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
21e	A12 (south of B1119)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
22b	A1094	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-17.7	Low flow	Major Beneficial (Significant)	Low flow	-20.9	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-29.5	Low flow	Major Beneficial (Significant)	Low flow	-29.7	Low Flow	Major Beneficial (Significant)	Low flow
24	A12 Stratford St Andrew (Low Road)	-20.9	-4.5	Major Beneficial (Significant)	Minor Beneficial (Not Significant)	-23.6	Low Flow	Major Beneficial (Significant)	Low flow
25	A12 Little Glemham	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
26	A12 Marlesford	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
27	A12 south of Wickham Market	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.7	Negligible (Not Significant)	Negligible (Not Significant)



2034 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
28a	B1078 Wickham Market	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.3	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
32b	A1152	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
33	A12 south of Woodbridge	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	1.0	Low flow	Negligible (Not Significant)	Low flow	-0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	-0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34d	A1214 Main Road (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.7	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
35	A14 south of Ipswich (east of Copdock jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
39b	B1069 (north of A1094)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
41	B1125 through Middleton	1.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	1.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
42	B1125 (south of B1387)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
46	B1119 (east of Framlingham)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
53a	A144 (west of A12)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
53b	A12 (north of A144)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
58	A12 (north of SLR)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
62	B1079 (south of Otley)	0.0	Low flow	Negligible (Not Significant)	Low flow	-0.1	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)
66	B1122 west of B1125	-38.7	Low flow	Major Beneficial (Significant)	Low flow	-39.2	Low Flow	Major Beneficial (Significant)	Low flow
70	A12 on-slip (west of WM P&R)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
71	B1116 north of B1078	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
73	B1078 south of B1116	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)



2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
74	B1122 (Middleton Moor)	-20.3	Low flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)
76	B1069 (north of Aldringham Lane)	0.3	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
81	B1078 at Campsea Ashe	0.1	Low flow	Negligible (Not Significant)	Low flow	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
82	B1438 Melton Hill	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
88	A12 south of Foxhall Road	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
91	A1152 at Eyke	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.0	Low flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	0.4	Low flow	Negligible (Not Significant)	Low flow	0.4	Low Flow	Negligible (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.3	Low flow	Negligible (Not Significant)	Low flow	0.3	Low Flow	Negligible (Not Significant)	Low flow

2034 Typical

		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
95	B1069 Park Hill (south of Main Street)	0.6	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.1	Negligible (Not Significant)	Negligible (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	-0.6	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	-0.5	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	-0.5	-1.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.4	-1.1	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)

2034 Typical

Link Number		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
102	B1122 High Street, Leiston (south of Cross Street)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
116	Lovers Lane, south of "Big Field"	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	-0.7	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	-0.7	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.3	Low flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
C	B1122 btwn Mill Street and B1125	-38.7	Low flow	Major Beneficial (Significant)	Low flow	-39.2	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-20.3	Low flow	Major Beneficial (Significant)	Low flow	-20.6	Low Flow	Major Beneficial (Significant)	Low flow

2034 Typical		As submitted in ES Volume 2, Chapter 11, Appendix 11G				Refined strategic traffic model – predicted levels			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night	Day, $L_{A10, 18h}$	Night, $L_{night}$	Day	Night
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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## APPENDIX 2.6.B EXISTING ROADS - REVISIONS TO ROAD TRAFFIC NOISE FIGURES RESULTING FROM REDUCTION IN HGV NUMBERS



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## APPENDIX 2.6.B: INTRODUCTION

- 1.1.1 This appendix contains new road traffic noise level predictions for existing roads that take account of the reduction in HGV numbers as a result of the updated Freight Management Strategy.
- 1.1.2 Tables presented show the new predicted road traffic noise levels and effects updated to take account of the changes to the refined strategic traffic model, as reported in **Appendix 2.6.A**, for the following scenarios:
- **Table 2.6.B.1:** Predicted level differences and effects for typical day and night time periods in the early years (2023)
  - **Table 2.6.B.2:** Predicted level differences and effects for typical day and night time periods in the peak construction year (in 2028)
  - **Table 2.6.B.3:** Predicted level differences and effects for busiest day and night time periods in the peak construction year (in 2028)
  - **Table 2.6.B.4:** Predicted level differences and effects for typical day and night time periods in 2034
- 1.1.3 Where the change in predicted level changes the assessment outcome so that the predicted effect is worse than would be the case without the reduction in HGV numbers, the cell containing the assessment effect is coloured orange. Where the change in predicted level is better, the cell containing the assessment effect is coloured green and where there is no change, the cell is not shaded with any colour. A cell which is coloured blue indicates where a change has occurred either to or from 'low flow'.

Table 2.6.B.1: Predicted changes in level and magnitude of change in 2023

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	1.8	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	4.7	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.6	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
4a	B1122 (S)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
4b	Lovers Lane	3.8	1.4	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.8	1.4	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
4c	B1122 (N)	2.8	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.8	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
5	B1122 Abbey Road (existing level crossing)	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.8	Negligible (Not Significant)	Negligible (Not Significant)
6	B1119 Samundham Road	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9a	A1094 (W)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
9b	Snape Road	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	2.6	1.4	Minor Adverse	Minor Adverse	2.6	1.4	Minor Adverse	Minor Adverse

NOT PROTECTIVELY MARKED

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
				(Not Significant)	(Not Significant)			(Not Significant)	(Not Significant)
11	B1125 through Westleton	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
12b	B1119 (E)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.4	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.9	Negligible (Not Significant)	Negligible (Not Significant)
13a	A12 (N)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)

NOT PROTECTIVELY MARKED

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
13c	A12 (middle)	1.3	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.3	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
13d	A1120	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)
13e	A12 (S)	1.6	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.6	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
17b	B1125	1.3	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.3	1.3	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
17c	A12 (S)	0.6	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.2	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	-0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
20	A1095 Southwold	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
21d	B1119 (east of A12)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21e	A12 (south of B1119)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
22a	A12 (N)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
22b	A1094	0.7	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.7	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
23	A12 Farnham Bend	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
24	A12 Stratford St Andrew (Low Road)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
25	A12 Little Glemham	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
26	A12 Marlesford	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
27	A12 south of Wickham Market	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.4	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.8	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
31	B1069 Tunstall	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.8	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.5	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
33	A12 south of Woodbridge	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.3	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
34d	A1214 Main Road (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
39b	B1069 (north of A1094)	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.6	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)
41	B1125 through Middleton	1.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.2	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
42	B1125 (south of B1387)	1.2	2.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.2	2.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
43	A1120 (east of Dennington)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
46	B1119 (east of Framlingham)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.2	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
53b	A12 (north of A144)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.2	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
58	A12 (north of SLR)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
64	B1122 north of SZC access	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
66	B1122 west of B1125	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
70	A12 on-slip (west of WM P&R)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
71	B1116 north of B1078	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)
73	B1078 south of B1116	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
					(Not Significant)				(Not Significant)
75	Lovers Lane	4.7	1.3	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.7	1.3	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
76	B1069 (north of Aldringham Lane)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
81	B1078 at Campsea Ashe	0.2	Low Flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow
82	B1438 Melton Hill	0.5	Low Flow	Negligible (Not Significant)	Low flow	0.5	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.3	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
88	A12 south of Foxhall Road	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
91	A1152 at Eyke	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	0.1	Low Flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
95	B1069 Park Hill (south of Main Street)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	-1.2	-0.5	Minor Beneficial	Negligible (Not Significant)	-1.2	-0.5	Minor Beneficial	Negligible (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
				(Not Significant)				(Not Significant)	
97	Cross street (east of B1069 Park Hill)	1.1	-1.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.1	-1.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
98	Main Street, Leiston	-0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	0.2	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)

2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
116	Lovers Lane, south of "Big Field"	3.8	1.5	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.8	1.5	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.9	1.8	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
C	B1122 btwn Mill Street and B1125	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.4	1.9	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

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2023		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10</sub> , 18h	Night, L <sub>night</sub>	Day	Night
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

Table 2.6.B.2: Predicted changes in level and magnitude of change in 2028 typical

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	1.6	-1.8	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.6	-1.8	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
4a	B1122 (S)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
4b	Lovers Lane	0.7	-2.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.7	-2.2	Negligible (Not Significant)	Minor Beneficial (Not Significant)
4c	B1122 (N)	2.3	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.3	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
5	B1122 Abbey Road (existing level crossing)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
6	B1119 Samundham Road	0.6	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9a	A1094 (W)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9b	Snape Road	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)



2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
10	B1122 through Theberton	-18.0	Low Flow	Major Beneficial (Significant)	Low flow	-18.0	Low Flow	Major Beneficial (Significant)	Low flow
11	B1125 through Westleton	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	0.2	-1.4	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.2	-1.4	Negligible (Not Significant)	Minor Beneficial (Not Significant)
12b	B1119 (E)	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13a	A12 (N)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.6	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
13c	A12 (middle)	0.0	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
13d	A1120	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13e	A12 (S)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.7	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.7	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
17b	B1125	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
17c	A12 (S)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.3	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
20	A1095 Southwold	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.3	-0.7	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	-0.8	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	1.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.9	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21d	B1119 (east of A12)	-0.2	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	-0.2	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
21e	A12 (south of B1119)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.9	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	1.4	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.5	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
22b	A1094	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-20.7	Low Flow	Major Beneficial (Significant)	Low flow	-20.7	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-30.0	Low Flow	Major Beneficial (Significant)	Low flow	-30.0	Low Flow	Major Beneficial (Significant)	Low flow
24	A12 Stratford St Andrew (Low Road)	-23.1	Low Flow	Major Beneficial (Significant)	Low flow	-23.1	Low Flow	Major Beneficial (Significant)	Low flow
25	A12 Little Glemham	1.3	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
26	A12 Marlesford	1.1	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	0.9	1.0	Negligible (Not Significant)	Minor Adverse (Not Significant)
27	A12 south of Wickham Market	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.1	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
28b	B1078 Wickham Market (east of B1438)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.1	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
33	A12 south of Woodbridge	0.4	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)
34d	A1214 Main Road (W)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
38a	B1079 Woodbridge w/o A12	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
39b	B1069 (north of A1094)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
41	B1125 through Middleton	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)



2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
42	B1125 (south of B1387)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
50	B1079 (west of Clopton)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)
53b	A12 (north of A144)	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
58	A12 (north of SLR)	-0.1	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.4	-0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	-0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	3.9	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.6	1.0	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
66	B1122 west of B1125	-35.5	Low Flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
70	A12 on-slip (west of WM P&R)	3.5	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)	3.5	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)
71	B1116 north of B1078	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
73	B1078 south of B1116	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	-20.5	Low Flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	1.5	-2.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-2.2	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
76	B1069 (north of Aldringham Lane)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)	0.9	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Typical)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
80	A1152 at Rendlesham	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
82	B1438 Melton Hill	0.5	Low Flow	Negligible (Not Significant)	Low flow	0.5	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.3	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
88	A12 south of Foxhall Road	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
91	A1152 at Eyke	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.1	Low Flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.2	Low Flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
95	B1069 Park Hill (south of Main Street)	1.6	1.7	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.6	1.7	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	0.5	1.4	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.5	1.4	Negligible (Not Significant)	Minor Adverse (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)

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		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
116	Lovers Lane, south of "Big Field"	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.5	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.6	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.6	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.5	Low Flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
C	B1122 btwn Mill Street and B1125	-35.5	Low Flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-18.0	Low Flow	Major Beneficial (Significant)	Low flow	-18.0	Low Flow	Major Beneficial (Significant)	Low flow
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	3.9	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	3.6	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)



**Table 2.6.B.3: Predicted changes in level and magnitude of change in 2028 busiest**

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	1.5	-1.9	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-1.9	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
4a	B1122 (S)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.7	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
4b	Lovers Lane	0.6	-2.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-2.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
4c	B1122 (N)	2.3	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.3	1.4	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
5	B1122 Abbey Road (existing level crossing)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	2.6	1.9	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
6	B1119 Samundham Road	0.7	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.6	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9a	A1094 (W)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.0	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
9b	Snape Road	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
10	B1122 through Theberton	-17.7	Low Flow	Major Beneficial (Significant)	Low flow	-17.7	Low Flow	Major Beneficial (Significant)	Low flow
11	B1125 through Westleton	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.2	Negligible (Not Significant)	Negligible (Not Significant)
12a	B1121 (N)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.3	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
12b	B1119 (E)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13a	A12 (N)	0.8	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
13c	A12 (middle)	-0.1	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
13d	A1120	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.1	Negligible (Not Significant)	Minor Beneficial (Not Significant)
13e	A12 (S)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
14	A12 north of Darsham park and ride	0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.8	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.9	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.7	-0.6	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
17b	B1125	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
17c	A12 (S)	0.9	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.2	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.5	Negligible (Not Significant)	Negligible (Not Significant)
19b	A12 (N)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.4	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
20	A1095 Southwold	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	1.7	-0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.3	-0.7	Minor Adverse (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	1.5	0.2	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.2	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
21d	B1119 (east of A12)	-0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	-0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
21e	A12 (south of B1119)	1.5	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	1.8	0.7	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.5	0.6	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
22b	A1094	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-20.7	Low Flow	Major Beneficial (Significant)	Low flow	-20.7	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-30.0	Low Flow	Major Beneficial (Significant)	Low flow	-30.0	Low Flow	Major Beneficial (Significant)	Low flow
24	A12 Stratford St Andrew (Low Road)	-23.1	Low Flow	Major Beneficial (Significant)	Low flow	-23.1	Low Flow	Major Beneficial (Significant)	Low flow
25	A12 Little Glemham	1.7	1.2	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.3	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
26	A12 Marlesford	1.4	1.1	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.0	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
27	A12 south of Wickham Market	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
28b	B1078 Wickham Market (east of B1438)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.8	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.7	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.5	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
32a	A12 (N)	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
33	A12 south of Woodbridge	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	0.4	0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.5	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.6	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.3	Negligible (Not Significant)	Negligible (Not Significant)
34d	A1214 Main Road (W)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
35	A14 south of Ipswich (east of Copdock jcn)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
38a	B1079 Woodbridge w/o A12	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.5	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.4	Negligible (Not Significant)	Negligible (Not Significant)
39b	B1069 (north of A1094)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
39c	A1094 (east of B1069)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.1	-1.0	Negligible (Not Significant)	Minor Beneficial (Not Significant)
41	B1125 through Middleton	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.4	0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
42	B1125 (south of B1387)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.3	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.3	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
48	B1119 (east of Saxstead Green)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.4	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
50	B1079 (west of Clopton)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)	0.5	1.1	Negligible (Not Significant)	Minor Adverse (Not Significant)
53b	A12 (north of A144)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.3	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)
55	A140 (south of B1078)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
58	A12 (north of SLR)	-0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	1.8	-0.3	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.5	-0.4	Minor Adverse (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	4.7	1.2	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)
66	B1122 west of B1125	-35.5	Low Flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
70	A12 on-slip (west of WM P&R)	3.4	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)	3.4	4.3	Moderate Adverse (Significant)	Moderate Adverse (Significant)
71	B1116 north of B1078	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.5	-0.6	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
73	B1078 south of B1116	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.6	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	-20.3	Low Flow	Major Beneficial (Significant)	Low flow	-20.3	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	1.5	-2.3	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)	1.5	-2.3	Minor Adverse (Not Significant)	Minor Beneficial (Not Significant)
76	B1069 (north of Aldringham Lane)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)	1.0	0.3	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.5	-0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	1.4	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
79	B1121 at Benhall	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.4	-0.8	Negligible (Not Significant)	Negligible (Not Significant)

2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
80	A1152 at Rendlesham	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.4	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.1	Negligible (Not Significant)	Negligible (Not Significant)
82	B1438 Melton Hill	0.6	Low Flow	Negligible (Not Significant)	Low flow	0.6	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.8	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.4	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.7	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.9	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.8	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)
87	A12 south of Eagle Way/Anson Rd roundabout	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.4	Negligible (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
88	A12 south of Foxhall Road	0.4	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.3	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.4	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)	0.4	-1.3	Negligible (Not Significant)	Minor Beneficial (Not Significant)
91	A1152 at Eyke	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.1	Low Flow	Negligible (Not Significant)	Low flow	0.1	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow	2.0	Low Flow	Minor Adverse (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.2	Low Flow	Negligible (Not Significant)	Low flow	0.2	Low Flow	Negligible (Not Significant)	Low flow



2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
95	B1069 Park Hill (south of Main Street)	1.6	1.7	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.6	1.7	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.8	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.4	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.1	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.8	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.1	1.5	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)	1.4	1.6	Minor Adverse (Not Significant)	Minor Adverse (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.1	0.9	Minor Adverse (Not Significant)	Negligible (Not Significant)

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2028 (Busiest)		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
116	Lovers Lane, south of "Big Field"	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.6	0.4	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	2.1	0.1	Minor Adverse (Not Significant)	Negligible (Not Significant)	1.8	0.0	Minor Adverse (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.3	Low Flow	Major Beneficial (Significant)	Low flow	-20.3	Low Flow	Major Beneficial (Significant)	Low flow
C	B1122 btwn Mill Street and B1125	-35.5	Low Flow	Major Beneficial (Significant)	Low flow	-35.5	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-17.7	Low Flow	Major Beneficial (Significant)	Low flow	-17.7	Low Flow	Major Beneficial (Significant)	Low flow
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	4.7	1.2	Moderate Adverse (Significant)	Minor Adverse (Not Significant)	4.0	1.1	Moderate Adverse (Significant)	Minor Adverse (Not Significant)

Table 2.6.B.4: Predicted changes in level and magnitude of change in 2034

2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
1	Sizewell Gap	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
2	King George's Avenue	-0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
3	Lovers Lane ("Big Field")	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
4a	B1122 (S)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.7	0.2	Negligible (Not Significant)	Negligible (Not Significant)
4b	Lovers Lane	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)
4c	B1122 (N)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.8	0.3	Negligible (Not Significant)	Negligible (Not Significant)
5	B1122 Abbey Road (existing level crossing)	0.6	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.6	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
6	B1119 Samundham Road	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
7	B1069 Coldfair Green	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
8	B1122 Aldeburgh	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9a	A1094 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9b	Snape Road	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
9c	A1094 (E)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
10	B1122 through Theberton	-20.6	Low Flow	Major Beneficial (Significant)	Low flow	-20.6	Low Flow	Major Beneficial (Significant)	Low flow
11	B1125 through Westleton	0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
12a	B1121 (N)	-0.1	1.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	1.1	Negligible (Not Significant)	Negligible (Not Significant)
12b	B1119 (E)	-0.1	-0.5	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.5	Negligible (Not Significant)	Negligible (Not Significant)
12c	B1121 (S)	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
13a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
13b	B1122	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
13c	A12 (middle)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
13d	A1120	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
13e	A12 (S)	-0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.2	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
14	A12 north of Darsham park and ride	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
15	A144 Halesworth	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
16	A12 Wrentham	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
17a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
17b	B1125	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
17c	A12 (S)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
18	A145 Beccles	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
19a	A1117 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
		Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
19b	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19c	B1384 Stradbroke Rd	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19d	A12 (S)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
19e	A1145 (W)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
20	A1095 Southwold	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
21a	B1119 (west of A12)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
21b	A12 (north of B1119)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
21c	A12 (middle)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
21d	B1119 (east of A12)	-0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	-0.6	Negligible (Not Significant)	Negligible (Not Significant)
21e	A12 (south of B1119)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
22a	A12 (N)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
22b	A1094	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
22c	A12 (S) (Farnham)	-20.9	Low Flow	Major Beneficial (Significant)	Low flow	-20.9	Low Flow	Major Beneficial (Significant)	Low flow
23	A12 Farnham Bend	-29.7	Low Flow	Major Beneficial (Significant)	Low flow	-29.7	Low Flow	Major Beneficial (Significant)	Low flow
24	A12 Stratford St Andrew (Low Road)	-23.6	Low Flow	Major Beneficial (Significant)	Low flow	-23.6	Low Flow	Major Beneficial (Significant)	Low flow
25	A12 Little Glemham	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
26	A12 Marlesford	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
27	A12 south of Wickham Market	0.0	0.7	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.7	Negligible (Not Significant)	Negligible (Not Significant)
28a	B1078 Wickham Market	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
28b	B1078 Wickham Market (east of B1438)	0.0	-0.3	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.3	Negligible (Not Significant)	Negligible (Not Significant)
28c	B1438 High Street, Wickham Market	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
29	B1078 onslip to A12	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
30	B1116 Hatcheston	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
31	B1069 Tunstall	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.2	-0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
32a	A12 (N)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32b	A1152	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
32c	A12 (S)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
33	A12 south of Woodbridge	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34a	A12 (N)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34b	Main Road (E)	-0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
34c	A12 (S)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
34d	A1214 Main Road (W)	-0.1	0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.7	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
35	A14 south of Ipswich (east of Copdock jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
36	A14 south of Ipswich (west of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
37	A14 Felixstowe branch (east of Seven Hills jcn)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38a	B1079 Woodbridge w/o A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
38b	A12 Woodbridge n/o B1079	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
38c	B1079 Woodbridge e/o A12	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
39a	A1094 (west of B1069)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
39b	B1069 (north of A1094)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
39c	A1094 (east of B1069)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
41	B1125 through Middleton	1.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	1.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
42	B1125 (south of B1387)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
43	A1120 (east of Dennington)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
44	A1120 (west of Dennington)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
45	A1120 (east of Pettaugh)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
46	B1119 (east of Framlingham)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
47	B1119 (through Framlingham)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
48	B1119 (east of Saxstead Green)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
49	B1078 (east of Clopton)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
50	B1079 (west of Clopton)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
51	B1078 (through Gibraltar)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
52	B1078 (west of Coddendam)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
53a	A144 (west of A12)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
53b	A12 (north of A144)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
53c	A12 (south of A144)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
55	A140 (south of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
56	A140 (north of B1078)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
58	A12 (north of SLR)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
59	A12 (south of SLR)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.2	Negligible (Not Significant)	Negligible (Not Significant)
62	B1079 (south of Otley)	-0.1	Low Flow	Negligible (Not Significant)	Low flow	-0.1	Low Flow	Negligible (Not Significant)	Low flow
64	B1122 north of SZC access	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)
66	B1122 west of B1125	-39.2	Low Flow	Major Beneficial (Significant)	Low flow	-39.2	Low Flow	Major Beneficial (Significant)	Low flow
70	A12 on-slip (west of WM P&R)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
71	B1116 north of B1078	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
72	B1078 west of B1116	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
73	B1078 south of B1116	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
74	B1122 (Middleton Moor)	-20.5	Low Flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
75	Lovers Lane	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.4	Negligible (Not Significant)	Negligible (Not Significant)
76	B1069 (north of Aldringham Lane)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
77	Aldeburgh Rd (north of Aldringham Lane)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
78	A12 (north of B1121)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
79	B1121 at Benhall	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
80	A1152 at Rendlesham	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
81	B1078 at Campsea Ashe	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.0	-0.2	Negligible (Not Significant)	Negligible (Not Significant)
82	B1438 Melton Hill	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
83	A145 west of A12	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
84	A12 south of B1126	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
85	A12 south of A1095	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
86	A12 south of B1387	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
87	A12 south of Eagle Way/Anson Rd roundabout	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
88	A12 south of Foxhall Road	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)	-0.1	0.0	Negligible (Not Significant)	Negligible (Not Significant)
89	A1120 east of A140	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
90	A1120 Sibton (east of Mill Hill)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.1	Negligible (Not Significant)	Negligible (Not Significant)
91	A1152 at Eyke	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)
92	Valley Road (east of High Street)	0.0	Low Flow	Negligible (Not Significant)	Low flow	0.0	Low Flow	Negligible (Not Significant)	Low flow
93	Kings Road	0.4	Low Flow	Negligible (Not Significant)	Low flow	0.4	Low Flow	Negligible (Not Significant)	Low flow
94	Goldings Lane (east of B1069)	0.3	Low Flow	Negligible (Not Significant)	Low flow	0.3	Low Flow	Negligible (Not Significant)	Low flow

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
95	B1069 Park Hill (south of Main Street)	0.5	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.1	Negligible (Not Significant)	Negligible (Not Significant)
96	B1122 High Street, Leiston (south of Main Street)	-0.5	-0.7	Negligible (Not Significant)	Negligible (Not Significant)	-0.5	-0.7	Negligible (Not Significant)	Negligible (Not Significant)
97	Cross street (east of B1069 Park Hill)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)
98	Main Street, Leiston	-0.4	-1.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.4	-1.1	Negligible (Not Significant)	Negligible (Not Significant)
99	B1069 Haylings Road (south of Kings Road)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.2	0.0	Negligible (Not Significant)	Negligible (Not Significant)
100	B1069 Haylings Road (south of Cross Street)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.0	Negligible (Not Significant)	Negligible (Not Significant)
101	B1122 Aldeburgh Road (south of Kings Road)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)	0.1	0.1	Negligible (Not Significant)	Negligible (Not Significant)
102	B1122 High Street, Leiston (south of Cross Street)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)	0.0	0.0	Negligible (Not Significant)	Negligible (Not Significant)

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2034		Predicted levels resulting from refined strategic traffic model				Predicted levels resulting from HGV reductions			
		Level difference, dB		Magnitude		Level difference, dB		Magnitude	
Link Number	Location	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night	Day, L <sub>A10, 18h</sub>	Night, L <sub>night</sub>	Day	Night
116	Lovers Lane, south of "Big Field"	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)	0.3	0.9	Negligible (Not Significant)	Negligible (Not Significant)
A	B1122 btwn A12 and Yoxford Jcn AD site access	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
B1	B1122 btwn Yoxford Jcn AD site access and Middleton Moor Link	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)	-0.8	-0.1	Negligible (Not Significant)	Negligible (Not Significant)
B2	B1122 btwn Middleton Moor Link and Mill Street	-20.5	Low Flow	Major Beneficial (Significant)	Low flow	-20.5	Low Flow	Major Beneficial (Significant)	Low flow
C	B1122 btwn Mill Street and B1125	-39.2	Low Flow	Major Beneficial (Significant)	Low flow	-39.2	Low Flow	Major Beneficial (Significant)	Low flow
D1	B1122 btwn B1125 and Theberton jcn with Sizewell link road	-20.6	Low Flow	Major Beneficial (Significant)	Low flow	-20.6	Low Flow	Major Beneficial (Significant)	Low flow
D2	B1122 btwn Theberton jcn with Sizewell link road, and main site access	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)	0.5	0.2	Negligible (Not Significant)	Negligible (Not Significant)

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## APPENDIX 2.6.C PAKENHAM FEN MEADOW NOISE ASSESSMENT

# SHARPS REDMORE

ACOUSTIC CONSULTANTS ▪ Established 1990



## Appendix 2.6C

### Sizewell C Project

Sound level assessment for  
creation of fen meadow  
compensation area at  
Pakenham

November 2020

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## Introduction

- 1 Sharps Redmore has been appointed by SZC Co. to undertake a sound level assessment for the creation of the proposed fen meadow compensation areas related to the Sizewell C Project. These fen meadows are proposed to be created during the construction phase and would be retained permanently to compensate for fen meadow permanently lost from Sizewell Marshes SSSI as a result of the development.
- 2 The Benhall and Halesworth fen meadow compensation areas have been assessed and are presented in **Volume 2** of the Environmental Statement (ES), in **Appendix D of chapter 11**. The Benhall and Halesworth fen meadow compensation areas proposed are illustrated in **Chapter 1, Figures 1.4 and 1.5** of the same volume.
- 3 Sharps Redmore have been appointed to undertake a further sound level assessment for the proposed creation of fen meadow site at Pakenham, Suffolk. This fen meadow creation is proposed as further mitigation for fen meadow loss occurring due to development in addition to those proposed at Benhall and Halesworth. The assessment of the Pakenham site follows the same procedure as that used for the sites at Benhall and Halesworth.
- 4 The creation of the new fen meadow areas, as described in **Chapter 3, Volume 2** of the ES, is anticipated to require very little mobile or other plant and therefore there will be very few sources of noise during these works. Sharps Redmore has reviewed the proposed fen meadow compensation areas, nearby residential receptors and undertaken a sound level assessment as described in this appendix.

## Description of the fen meadow area proposed

- 5 The compensation area would provide new lowland fen meadow habitat, including modified landforms to raise water levels, where necessary, new minor watercourses and associated planting. Further assessment, which is ongoing, includes the use of groundwater and surface water monitoring as well as a range of other surveys, to determine the detailed proposals for each site, including the need for any engineering operations to modify existing landforms, soils and raise water levels where necessary. Any such works are likely to involve a small amount of equipment, such as a single excavator.
- 6 It is understood that work to create this new fen meadow area would commence at the outset of the project construction phase and include the following general processes:
  - Installation of water control structures;
  - Limited excavation to reduce ground levels and create minor water courses; and
  - Planting of soft landscaping.

- 7 Sharps Redmore has reviewed the details provided by SZC Co. and determined that in terms of sound sources, only excavator activity requires consideration with respect to any residential receptors in the vicinity of the fen areas.

### Assessment Methodology and Criteria

- 8 The noise assessment criteria throughout the project have been established in terms of low, minor, moderate and major magnitude of impacts. The full description of the derivation of assessment methodologies and criteria for the Sizewell C Project noise and vibration assessment is included in **Volume 1, Appendix 6G** of the ES. A medium impact from noise to a medium sensitivity receptor represents a moderate, and therefore significant impact in terms of this Environmental Impact Assessment.
- 9 The construction related noise criteria to residential receptors (medium sensitivity) as adopted for this assessment are based upon the ABC methodology within BS 5228-1. It is assumed that construction work would take place only between 07:00 and 19:00 hours on Monday to Friday or between 07:00 and 13:00 hours on Saturdays. In the circumstances, the magnitudes of impact for construction noise would occur when values in **Table 1** below are exceeded.

**Table 1: Values to assess the magnitude of noise impact for construction at dwellings for anticipated hours of work (all values are free field)**

Period	Magnitude of impact				Parameter
	Very low	Low	Medium	High	
Day	Below baseline values	Baseline noise levels	>62 <sup>(1)</sup>	>72 <sup>(1)</sup>	L <sub>Aeq, 12h</sub> , dB

(1) Note: Façade values of 65 and 75dB have been converted to the equivalent free field values here by subtracting 3dB

- 10 At a medium sensitivity receptor when a medium or high magnitude of impact occurs, this would produce a moderate effect or major effect and this would be significant if it occurs for a duration in excess of those stated below.
- 11 A significant effect is deemed to occur where the relevant criteria are exceeded for the following periods of time:
- 10 or more days or nights in any 15 consecutive days or nights; or
  - a total number of days or nights exceeding 40 in any 6 consecutive months.

## **Receptors**

- 12 Residential receptors and their distances from the edges of the proposed Pakenham fen meadow compensation area have been identified. These are illustrated on the map attached at the end of this appendix (**Figure 1**).
- 13 Potential impacts are assessed for the nearest residential receptors.

## **Sound Level Assessment**

- 14 For the purposes of the assessment, Sharps Redmore has assumed, on a precautionary basis, that there may be some excavator activity close to the fen meadow site boundary. It is likely however that the excavator would not work in any specific area for more than a day or two before moving to the next area, typically moving further away from a given receptor location. The assessment presented therefore represents a worst case and temporary noise exposure at receptor locations (subject to a detailed landscaping plan being developed).
- 15 For all the residential receptor locations, a low existing ambient sound level has been assumed, and therefore the lower (Category A) threshold of significance (more strict) has been applied to receptors.
- 16 It is assumed that only one tracked excavator would be required, and this has therefore been assessed. A sound power level ( $L_W$ ) at the upper end of the range within BS 5228-1 has been adopted for a tracked excavator,  $L_{WA} = 108\text{dB}$ . Adopting this value allows some flexibility, should for example a small dump truck or similar prove to be required to move any site material.
- 17 It is assumed that there would be no need for works to be undertaken outside the period 07:00 to 19:00 hours on Monday to Friday, and between 07:00 and 13:00 hours on a Saturday. It is not considered likely that the excavator operator would undertake a continuous 12 hour period of work, and therefore a 75% 'On-time' has been assumed within the working period to allow for rest breaks and other tasks the operator may undertake.
- 18 Temporarily sound levels could therefore be relatively high, and the excavator activity noticeable against the existing sound climate if works were to take place at the very edge of the fen meadow site. This is considered unlikely however, and the detailed landscape plan may well demonstrate that excavator work would actually take place at distances greater than those considered in this assessment.
- 19 No substantial earthworks are understood to be required at any one position within the proposed fen meadow site, and therefore in practice the excavator is likely to operate at its closest position to each receptor for no more than a day or two.



- 20 At each receptor location, the predicted sound level ( $L_{Aeq,12hour,free-field}$ ) has been calculated from the sound power level of the excavator using formula  $L_p = L_W - 20 \cdot \text{Logr} - 8$ . Adjustments have then been made for a downwind (+ve wind vector) for distances of 50 metres or more. Soft ground attenuation has also been applied using the equation within BS 5228-1 ( $5 \cdot \text{Logr} - 7$ ). Finally, the on-time correction has been made using the formula  $10 \cdot \text{Log}(\text{on-time}/12\text{hours})$ .
- 21 The derivation of the predicted sound level ( $L_{Aeq,12hour,free-field}$ ) to each receptor has been tabulated and is provided as **Table 3** at the end of this Technical Note. These predicted sound levels (worst case) are summarised in **Table 2**.

**Table 2: Summary of (worst case) predicted sound levels from Pakenham fen meadow compensation area and magnitude of effect**

Receptor	Distance from edge of site (m)	Predicted sound level $L_{Aeq,12hour,free-field}$	Magnitude of impact
Misty Meadows (Orca) and The Gables, Fen Road	Approx. 38m	66 dB	Medium
Willowdene, Fen Road	Approx. 45m	64 dB	Medium
Willow Cottage and Oakfield Cottage, Fen Road	Approx. 80m	59 dB	Low
Bramble Cottage and Vine Cottage, Fen Road	Approx. 93m	58 dB	Low

- 22 These predicted sound levels (worst case, closest position) from landscaping activities at the fen meadow compensation areas have then been compared with the assessment criteria as set out in **Table 1**.
- 23 High levels of noise from the proposed fen meadow works would not exceed 10 or more days of working in any 15 consecutive days, or a total number of days exceeding 40 in any of 6 consecutive months within close proximities of receptors and therefore there would be no significant adverse noise effects.

### Assessment Conclusions

- 24 Sharps Redmore has undertaken an assessment of sound levels from works to the additional proposed fen meadow compensation area at Pakenham in Suffolk.
- 25 The assessment has considered a worst case scenario, where an excavator may have to undertake some earth moving at the site boundaries and therefore at the closest positions to residential receptors.

- 26 Works involving the excavator would be undertaken within daytime periods only (07:00 to 19:00 hours) on Monday to Friday, and for the period (07:00 to 13:00 hours) on Saturdays only.
- 27 For a few days there is the potential for noise levels from works to be medium in magnitude, but the very short duration of those works is such that they would not result in a significant impact from noise.
- 28 For the Pakenham fen meadow area proposed, works beyond 70m of receptors would result in sound levels below 60dB  $L_{Aeq,12hours}$  and therefore a negligible or minor impact.
- 29 Mitigation measures, as set out in the **CoCP**, could be considered at the site to reduce levels as far as reasonably practicable bearing in mind the short term nature of the noise exposure.

**Attachments:**

Figure 1: Pakenham fen meadow compensation area and residential receptors

Table 3: Derivation of Predicted sound level ( $L_{Aeq,12hour,free-field}$ ) to each receptor

**UK PROTECTIVE MARKING:**  
NOT PROTECTIVELY MARKED

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Drawings (SRS) COORDINATE SYSTEM

SITE LOCAL GRID	D	NATIONAL GRID COLOUR	B
OTHER GRID		(To be defined in the contract project plan)	
CONTRACT PROJECT PLAN DOC REF No.			

**NOTES:**

NO	REV	DATE	BY	CHKD	DESCRIPTION
01	1	14/12/19	SB	SA	ISSUED TO SUBMIT INFORMATION REQUESTED FROM CONTRACTOR - EDP
02	1	14/12/19	SB	SA	ISSUED TO SUBMIT INFORMATION REQUESTED FROM CONTRACTOR - EDP
03	1	14/12/19	SB	SA	ISSUED FOR INFORMATION

**NNB GenCo (SZC) LTD.**

CONTRACTOR COMPANY TRADE NAME NA	1st partner	2nd partner
CONTRACT NUMBER NA	NNB	EDF

CONTRACTOR WEB CODE NA

GPA RELATED Yes ☐ No ☒

APPLICABILITY:  
1 Document related to part 1  
2 Document related to part 2  
3 Document related to part 3  
4 Document related to part 4  
5 Document related to part 5  
6 Document related to part 6  
7 Document related to part 7  
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SIZE A3

PAGE 1/1

DOCUMENT REFERENCE NO.

SZC	SZC100	A3	000	DRW	1000000
Project	Contract No. / Org. Ref.	Asset Name	Site Type	Client Ref.	

DOCUMENT SUB-TYPE NA

SUB-CONTRACTOR COMPANY TRADE NAME NA

SUB-CONTRACTOR DOCUMENT REF. NA

THE PROJECT HAS BEEN APPROVED BY THE LOCAL AUTHORITY AND IS SUBJECT TO THE REQUIREMENTS OF THE PLANNING ACT 1990 AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS 2017.

**INTELLECTUAL PROPERTY OWNERSHIP:** NNB SA CONTRACTOR NA

**UK PROTECTIVE MARKING:** NOT PROTECTIVELY MARKED

**Table 3: Derivation of Predicted sound level ( $L_{Aeq,12hour,free-field}$ ) to each receptor**

Site	Receptor	Distance from edge of site (m)	$L_{WA}$ of excavator dB	Distance Attenuation dB	Downwind adjustment dB	Ground Attenuation dB	On-time correction dB	Resultant sound level, $L_{Aeq,12hours, free-field}$ dB
Pakenham	Misty Meadows (Orca on Fig 1) and The Gables, Fen Road	38m	108 dB	-40 dB	0 dB	-1 dB	-1 dB	<b>66 dB</b>
	Willowdene, Fen Road	45m	108 dB	-41 dB	0 dB	-1 dB	-1 dB	<b>64 dB</b>
	Willow Cottage and Oakfield Cottage, Fen Road	80m	108 dB	-46 dB	1 dB	-3 dB	-1 dB	<b>59 dB</b>
	Bramble Cottage and Vine Cottage, Fen Road	93m	108 dB	-47 dB	1 dB	-3 dB	-1 dB	<b>58 dB</b>