

A Written submission comprising; a precis of the oral representation made by Ian Galloway [20025801] at ISH 8 [Noise & Vibration & Air Quality] on Wednesday 25th August, and additional comments and issues not raised during the Hearing, but provided in writing for review and response as applicable.

Issue Specific Hearing 8 (ISH 8)

Air Quality and Noise and Vibration

Wednesday 25th August

Rail Noise Mitigation Strategy [AS-258] Para 1.1.1

The Applicant states; *"This document sets out the draft Rail Noise Mitigation Strategy (RNMS)... It sets out the proposed measures to mitigate and minimise railway noise and vibration that might arise from running construction trains on the East Suffolk line, the Saxmundham to Leiston branch line, and the rail extension route, as part of the Sizewell C project."*

However, it does not include provision for measures to mitigate and minimise railway noise and vibration that might arise during the Saxmundham to Leiston branch line uplift works.

For the avoidance of doubt and to safeguard Kelsale-cum-Carlton residents against the worst excesses of noise and vibration, can the Applicant be absolutely clear as to what provisions are to be included in the both the Draft and Final Rail Noise Mitigation Strategies for the period of the initial uplift work on the Saxmundham to Leiston branch line, as well as any future occurrence of uplift and/or maintenance works (on the same).

The Applicant continues *"The final Rail Noise Mitigation Strategy will be concluded following further engagement with Network Rail and freight operating companies, as well as further measurements of groundborne and airborne noise during the 'early years' of the project after the Saxmundham to Leiston branch line has been upgraded and all physical mitigation installed."*

The implication (as currently worded), would seem to be that there will be no Rail Noise Mitigation Strategy in place until sometime during the 'early years', or even long after, depending on however long it takes the Applicant (and/or), *Network Rail and freight operating companies* to; make 'early years' measurements and only then deploy and install *"all physical mitigation"*.

This approach is clearly inadequate to a large number of residential properties in Kelsale and Carlton, who experienced broken sleep during a 'test train run', despite assurances to the Parish Council that noise and/or vibration would not propagate across open fields to individual rural residential properties and definitely not into the major housing areas of the Parish.

Rail Noise Mitigation Strategy [AS-258] Para 2.4.1

The Applicant states; *"...an under-ballast mat for a minimum distance of 10 metres either side of the property..."*

As written it is unclear whether *"...10 metres either side of the property..."* relates to the physical building or curtilage.

Can the Applicant be clear and specific in regards to their intentions?

Given the length of the proposed trains, is +10 metres really adequate?

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Rail Noise Mitigation Strategy [AS-258] Para 2.1.1

The Applicant states; *"...measures should be in place before the operation of the first construction train operates."*

I feel sure the sentence should read; ***"...measures will be in place before the initial uplift work on the Saxmundham to Leiston branch line commences."***

Rail Noise Mitigation Strategy [AS-258] Para 3.2.5

The Applicant states; *"In the 'early years', the speed limit on the Saxmundham to Leiston branch line for construction trains will be 10mph during both the daytime and night-time."*

For the avoidance of doubt this speed limit should be confirmed as applying to both inbound and outbound movements.

Rail Noise Mitigation Strategy [AS-258] Para 3.2.6

The Applicant states; *"Subject to further airborne and groundborne noise measurements once the Saxmundham to Leiston branch line is upgraded and all physical mitigation installed, the speed limit may be reviewed for the later years. "*

For the avoidance of doubt the Applicant should provide full details of the; thresholds, methodology and authorisation pathway for any increase in the speed limit applying to the Leiston Branch line, within the DCO.

Rail Noise Mitigation Strategy [AS-258] Para 3.2.8

The Applicant states; *"Other than where stated above, construction train speeds will be not be limited for the purposes of noise and vibration control."*

As written, this paragraph is not specific and could be perceived as applying elsewhere on the network. As a consequence and for clarity, it should be more detailed in respect to any issues not already governed by; the network operator, other statutory bodies and/or the freight operator(s).

Rail Noise Mitigation Strategy [AS-258] Para 3.4.3

The Applicant states; *"Any locomotives held on the Saxmundham to Leiston branch line during the night will not be permitted to idle; all such locomotives will be required to shut down until departure the following morning."*

For the avoidance of doubt the Applicant should provide clarity on the latest time a locomotive could arrive on the Saxmundham to Leiston branch line and the time by which it must completed its shutdown procedure, thereby removing further nuisance for the night. Equally the Applicant should provide clarity on the earliest a locomotive 'overnighting' on the Saxmundham to Leiston branch line could initiate its start-up processes, thereby initiating a nuisance.

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Rail Noise Mitigation Strategy [AS-258] Para 3.4.4

The Applicant states; *"A suitable mechanism will be agreed between SZC Co. and the Freight Operating Company to enforce these restrictions."*

For the avoidance of doubt the Applicant should fully describe the; management responsibility, and accountability for rail movements, the performance measurement set, the framework and structure of complaint handling for the public and the monitoring and reporting processes.

NOISE MANAGEMENT

Draft Noise Monitoring and Management Plan [Rep6-029]

I have been unable to locate the Associated Noise Monitoring and Management Plans dealing specifically with the proposed 'SLR' and the 'Saxmundham to Leiston Branch Line upgrade' works. Can the Applicant indicate if they exist and where they are to be found? If they do not exist when will they be available?