



# The Sizewell C Project

## 6.14 Environmental Statement Addendum, Volume 3 Environmental Statement Addendum Appendices Chapter 9 Rail

Appendix 9.3.E: Draft Rail Noise Mitigation Plan - Clean Version

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Planning Act 2008  
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Forms and Procedure) Regulations 2009



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## 1 INTRODUCTION

- 1.1.1 This document sets out the draft Rail Noise Mitigation Plan (RNMP), as described in **paragraphs 4.7.10 and 4.7.22 in Volume 9, Chapter 4 of the Environmental Statement (ES)** (Doc Ref. 6.10) [APP-545]. 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. The final Rail Noise Mitigation Plan 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.
- 1.1.2 The RNMP has been informed by:
- The noise and vibration assessment contained in **Volume 9, Chapter 4 of the ES**, and associated appendices and figures [[APP-545](#), [APP-546](#) and [APP-547](#)].
  - The reference material, guidance, survey results and analysis set out in **Volume 1, Appendix 6G of the ES** [[APP-171](#), electronic page 135].
  - The results of noise and vibration survey work undertaken in summer and autumn 2020, as set out in **Volume 3, Appendix 9.3.A of the ES Addendum** [[AS-257](#), electronic page 3].
  - The updated noise and vibration assessment presented in **Volume 1, Chapter 9 of the ES Addendum** [[AS-188](#), electronic page 8].
  - Engagement with stakeholders, including Network Rail.
- 1.1.3 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation. All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the draft DCO and Deed of Obligation set out the status of each Level 1 document.
- 1.1.4 This RNMP is a Level 1 document. A **Rail Noise Mitigation Plan** in general accordance with this RNMP must be submitted to and approved by East Suffolk Council, following consultation with Network Rail, before any freight trains along Work No. 4 are operated under Requirement 25 of the draft

DCO. The approved plan must be implemented for the duration of the operation of freight trains along Work No. 4. Any updates to this document must be approved by the East Suffolk Council in accordance with the procedure set out in Schedule 23 of the draft DCO.

- 1.1.5 Where further documents or details require approval, this document states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council will be carried out in accordance with the procedure in Schedule 23 of the draft DCO. The Deed of Obligation establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and through the same consultation and procedure as the original document or details.
- 1.1.6 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the **Schedule of Other Consents, Licences and Agreements** (Doc Ref 8.11(B)).
- 1.1.7 For the purposes of this document the term ‘SZC Co.’ refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the draft DCO), its appointed representatives and the appointed construction contractors.

## 2 PHYSICAL MITIGATION MEASURES

- 2.1.1 This section of the RNMP sets out those measures that are proposed to mitigate and reduce railway noise or vibration and result in a physical change to the rail infrastructure. These measures will be in place before the operation of the first construction train, except for sections 2.6 and 2.7, where the stated provisions will apply.

### 2.2 Change Arrangements at Saxmundham

- 2.2.1 A crossover north of Saxmundham station and an upgrade to the line signalling system will be delivered as part of the Development Consent Order (DCO), allowing the potential for construction trains to enter or leave the Saxmundham to Leiston branch line without stopping. This removes the need to pull away from a stationary position and will deliver lower locomotive noise levels in the area around the junction.



2.2.2 The crossover will be located 457 to 528 metres of the northernmost point of the Saxmundham station platforms. For reference, the existing junction onto the branch line is 529 metres north of the northernmost point of the Saxmundham station platforms and will move approximately 11 metres further north if the DCO is consented.

2.2.3 The precise position of the crossover may change as the detailed design progresses. The revised position will be between 140 metres and 20 metres to the south of the position stated above.

2.2.4 The crossover will include either:

- NR56DV switches, with 1 in 15 crossings and concrete bearers; or
- NR56CV switches, with 1 in 13 crossings and concrete bearers.

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

## 2.3 Saxmundham to Leiston Branch Line - Track

2.3.1 The Saxmundham to Leiston branch line will be upgraded with a refurbished trackbed, concrete or steel sleepers and new welded rails. New rails with a consistent cross-section, consistent gauge, and smooth running surface will reduce noise and vibration.

2.3.2 The track will be continuous as-rolled rail, but will avoid aluminothermic joints within 25 metres of any sensitive receptors, wherever possible.

2.3.3 The specification of the Saxmundham to Leiston branch line track is subject to ongoing design with Network Rail.

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

2.4.1 Where the Saxmundham to Leiston branch line passes within 15 metres of a residential property, the track bed will be further upgraded to include an under-ballast mat for a minimum distance of 10 metres either side of the property.

2.4.2 The specification of the under-ballast mat is included in **Appendix A** of this RNMP.

2.4.3 An equal and approved alternative to the under ballast mat may be proposed in the final Rail Noise Mitigation Plan submitted to East Suffolk Council for approval pursuant to Requirement 25.

## 2.5 Rail Extension Route - Track

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

## 2.6 Acoustic barriers

- 2.6.1 SZC Co. must consider the installation of acoustic noise barriers and consult with ESC through the process. The objective is of installing acoustic noise barriers in selected locations where this is agreed to be beneficial, practical and deliverable. The outcome of this process and any agreed acoustic noise barriers must be included in the final Rail Noise Mitigation Plan submitted to ESC for approval pursuant to Requirement 25. Any acoustic noise barriers identified in the final Rail Noise Mitigation Plan must be in place prior to the first operation of Sizewell C trains.
- 2.6.2 In order to achieve this, SZC Co. must take the following steps. However, the success and extent of the process set out below is contingent upon ESC engaging with the process and the findings where required. SZC Co. must:
- Develop high level indicative schemes and feasibility studies for acoustic fencing in each of the following locations, which includes those identified by ESC in its Examination document “Comments on Deadline 6 Submissions from the Applicant” [REP7-109, starting at electronic page 13]. That document identifies locations at:
    - Woodbridge Central
    - Deben Road, Melton
    - New Quay Court, Melton
    - Riverview, Melton
    - Campsea Ashe
    - Whitearch Park
    - Saxmundham South

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— Saxmundham North

- Locations along the Saxmundham to Leiston branch line and green rail route must also be considered;
- SZC Co. will meet with ESC in order to review the feasibility studies for these locations and agree which of them SZC Co. will work up in more detail;
- Where ESC and SZC Co. agree that there is a reasonable prospect that barriers in those locations would be materially beneficial for local residents in mitigating railway noise impact and potentially acceptable in planning terms, SZC Co. will develop outline proposals for those locations and undertake targeted community consultation with local residents and businesses who may be directly affected by the installation of the barriers in those locations;
- SZC Co. will engage with appropriate regulatory and statutory bodies where there is a prospect of an effect on other assets and/or where other consents or licences are required. This will include Historic England where barriers are considered on the green rail route in order to take account of the potential effects on the setting of the Second Leiston Abbey Site;
- SZC Co. will feedback to ESC and ESC and SZC Co. will agree which locations SZC Co. will develop to the next stage;
- SZC Co. will engage directly with the landowners whose agreement will be necessary to implement barriers in those locations and seek to secure rights for the erection of barriers on reasonable terms;
- where SZC Co. reports to ESC that those negotiations have been successful, SZC Co. will prepare and submit planning applications to ESC for the erection of the barriers and apply for any other necessary consents and licences;
- where planning and any other necessary consents and licences have been granted, SZC Co. will install the barriers and maintain them for a period to be agreed with ESC;
- subject to any alternative agreement between SZC Co. and ESC, the barriers will be removed once the Sizewell C trains are no longer running.



2.6.3 SZC Co. must include a programme for these actions in the final Rail Noise Mitigation Plan submitted to ESC for approval pursuant to Requirement 25 of the dDCO.

2.6.4 In the event of any dispute between SZC Co. and ESC over these provisions concerning barriers (section 2.6), either SZC Co. or ESC may refer the dispute to the Planning Group established by (Schedule 17 of the DoO) and escalation if necessary through the governance and dispute resolution revisions set out in the Sizewell C Deed of Obligation.

## 2.7 Track Renewal

2.7.1 SZC Co. must consider the replacement of replacing rail lines or joints or welds on the East Suffolk line (ESK) where there is a worthwhile, material benefit resulting in reduced noise and/or vibration affecting local residents. SZC Co. must engage with Network Rail and ESC in this process and include the conclusions of this process in the final Rail Noise Mitigation Plan submitted to ESC for approval pursuant to Requirement 25 of the dDCO.

2.7.2 In accordance with that objective, SZC Co. will:

- seek to contract with Network Rail to fund Network Rail to undertake a detailed survey of the full length of the ESK between Westerfield and the junction north of Saxmundham station with the Saxmundham to Leiston branch line;
- report the outcome of the detailed surveys to ESC, together with a report from SZC Co. advising where there will be a worthwhile and material acoustic benefit from track renewal;
- agree with ESC which sections of track it will be worthwhile and materially beneficial to replace;
- seek to contract with Network Rail to fund the renewal of the identified sections of track.

2.7.3 SZC Co. must include a programme for these actions within final Rail Noise Mitigation Plan submitted to ESC for approval pursuant to Requirement 25 of the dDCO. This will include the required timing for any track renewal works.

2.7.4 In the event of any dispute between SZC Co. and ESC over these provisions concerning track renewal (section 2.7), either SZC Co. or ESC may refer the dispute to the Planning Group established by (Schedule 17 of the DoO) and escalation if necessary through the governance and dispute resolution revisions set out in the Sizewell C Deed of Obligation.

## 2.8 Level Crossings

2.8.1 SZC Co. will seek to contract with Network Rail to fund Network Rail to undertake upgrades to the following level crossings on the East Suffolk line:

- Kingston Farm UWCT & FPG
- Uffold UWCT
- Blackstock UWCT
- Redhouse farm UWCT
- Ellingers UWCT
- Brick Kiln UWCT (Downgrade to Bridleway)

2.8.2 SZC Co. will work with Network Rail and ESC with the objective of exploring the means of controlling level crossing alarms to a level that is agreed by all parties to be acceptable.

2.8.3 Where such discussions result in agreed mechanism for controlling level crossing alarms, they must be included in the final Rail Noise Mitigation Plan submitted to ESC for approval pursuant to Requirement 25 of the dDCO.

## 3 OPERATIONAL MITIGATION MEASURES

3.1.1 This section of the RNMP sets out those measures that will be implemented through the operation of the construction trains. These measures will be used to manage all construction trains.

### 3.2 Speed Limits

3.2.1 The speed of night-time construction trains will be limited to 10mph at Woodbridge/Melton, Campsea Ashe and Saxmundham. These locations are covered by three speed limit zones, as shown in **Figures 4.2, 4.3 and 4.4** from **Volume 9, Appendix 4B** of the **ES** [[APP-547](#), electronic page 3]. The figures are replicated in **Appendix B** of this RNMP for ease of reference.

3.2.2 Night-time is defined as 23:00 hours to 07:00 hours.

3.2.3 The speed limit zones will not be conventionally signed along the route, but the speed limit zones start and end at clearly identifiable points along the route, such as footpath crossings, overbridges, or level crossings to

facilitate easy identification en-route. The exact mechanism to identify speed limit zones on an operational level will be determined through liaison with Network Rail and the Freight Operating Company.

3.2.4 A suitable mechanism for the communication and implementation of the speed limit zones will be put in place between SZC Co. and the Freight Operating Company.

3.2.5 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.

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

3.2.7 The speed limit on the rail extension route will match that applied to the Saxmundham to Leiston branch line. This will enable constant train speeds to be maintained, thereby avoiding accelerating locomotive noise close to the north-western corner of Leiston.

3.2.8 Other than where stated above, construction train speeds will not be limited for the purposes of noise and vibration control.

### 3.3 Locomotive Selection

3.3.1 SZC Co. will use Class 66 locomotives where there is equivalent choice and availability. The submitted noise assessments show that Class 66 and Class 68 locomotives fall within the assessment envelope, but Class 66 locomotives are preferred, where there is equivalent choice.

3.3.2 A suitable mechanism for delivering this preference, where there is equivalent choice, will be put in place between SZC Co. and the Freight Operating Company.

### 3.4 Night-time Leiston Restrictions

3.4.1 No construction trains will be permitted to operate between the two points shown in **Figure C.1** in **Appendix C** between 23:00 hours and 07:00 hours during the early years, before the rail extension route is in operation.

3.4.2 Any construction trains that would not be able to fully pass through the restricted Leiston zone shown in **Figure C.1** in **Appendix C** before 23:00 hours will be held at the locations shown in **Figure C.2** in **Appendix C**.

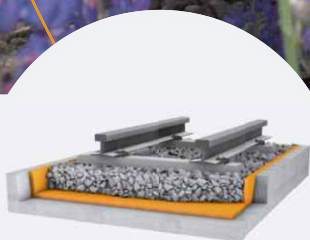


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- 3.4.3 Any locomotives held on the Saxmundham to Leiston branch line during the night will not be permitted to idle; all such locomotives will be required to shut down until departure the following morning.
- 3.4.4 A suitable mechanism will be agreed between SZC Co. and the Freight Operating Company to enforce these restrictions.
- 3.5 **Number of Trains**
- 3.5.1 No more than four trains per day (eight movements) will be run.

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## APPENDIX A: UNDER BALLAST MAT SPECIFICATION

# Under Ballast Mats





# 1 | Functional Principle





Under ballast mats made of the Getzner materials Sylomer® and Sylodyn® limit the static and dynamic forces exerted on the ballast bed by railway operations.

**The most important applications are:**

- Isolation of structure-borne noise on railway lines in densely populated regions: local transport railways and standard-gauge railways in the vicinity of buildings.
- Protection of structures and buildings sensitive to vibrations or with elevated vibration protection requirements such as concert halls, museums, hospitals, historic structures or vibration-sensitive laboratory, testing or measurement equipment.
- Reduction of the emission of secondary air-borne sound on bridge structures.
- Increased track geometry stability and reduction of ballast compression decrease the maintenance costs for heavily laden track sections.

**Getzner under ballast mats have a multi-layer structure:**

- **Load distribution layer**  
The top layer of the mats consists of a geotextile or fleece with high stretch and tear resistance. This layer deforms under the load of the ballast. The ballast rocks are embedded and their positions are stabilized by the increased contact surface. Forces introduced to the mat are distributed over the full area and transmitted to the underlying resilient layers.
- **Resilient layer**  
The resilient layer consists of micro-cellular polyurethane materials. The materials are volume-compressible, meaning that no profiles or cavities are required for shaping. Depending on the mat type, the resilient layer is comprised of one or two layers, each with a density specifically selected to yield the desired overall static and dynamic stiffness.





## 2 | Engineering Service

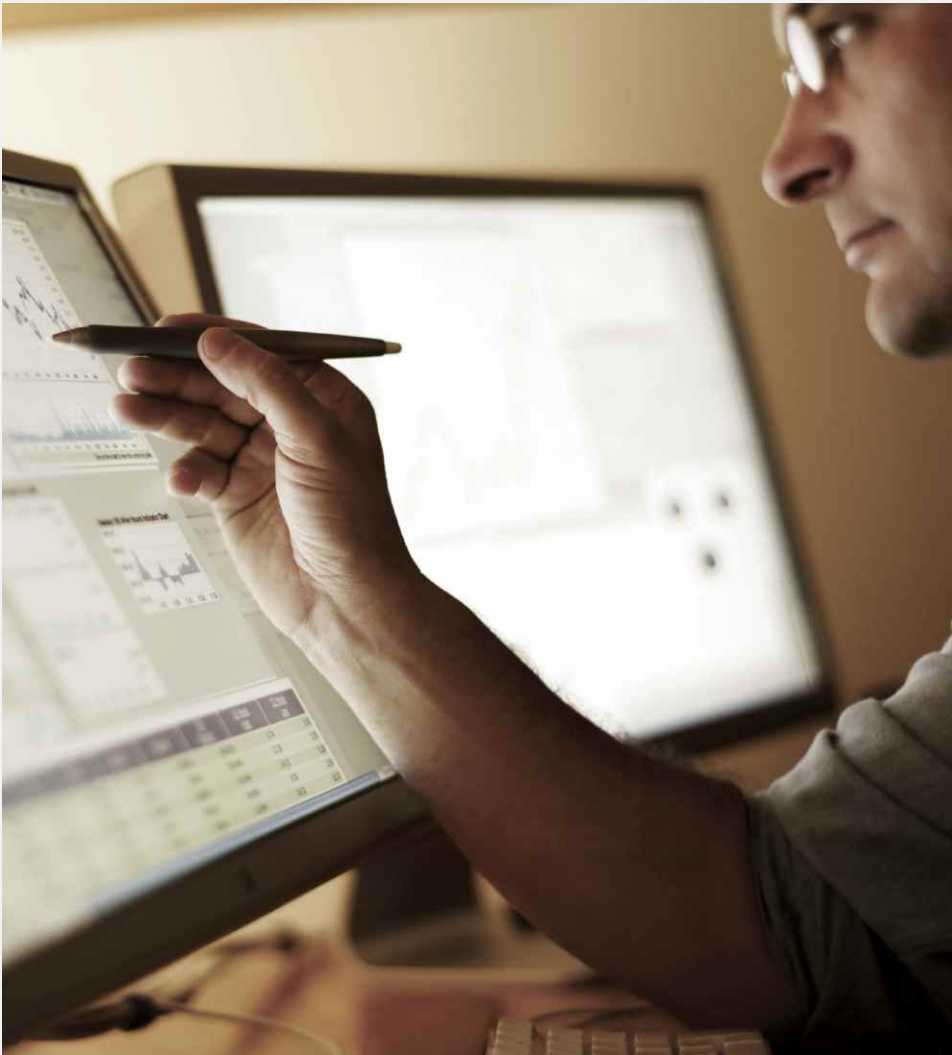
Getzner has developed a specialized computational model for the installation of under ballast mats that allows for reliable prediction of the achievable vibration reduction.

Multiple series of tests by various railway operators under a variety of test conditions have shown that Getzner's predictions correspond to the actual results. As part of Getzner's service to its customers, experts generate separate predictions for each application and mat type.

Additional examples of the comprehensive service offered by Getzner include the creation of CAD installation plans, specific calculation models for determining rail deflection, individual on-site construction support or installation instructions for the mats. The state-of-the-art testing laboratory helps make this possible.

In close cooperation with customers and various research and testing agencies, Getzner continuously modifies and tests its product selection. The engineers, product managers and physicists at Getzner are constantly focused on the rising expectations of the market and of customers.

Under ballast mats made of Sylomer® and Sylodyn® have proven their quality on operational track sections many times over the past few decades.







**Tests and measurements**  
are available from the following institutes (excerpt):

- **Chair and Testing Institute for Construction of Transport Routes at the Munich University of Technology**
- **TÜV Rhineland**, Cologne, Central Department of Vibration Technology and Vibration Protection
- **Deutsche Bahn**, Testing Institute
- **Arsenal Research**, Vienna
- **Müller BBM GmbH**, Planegg near Munich
- **ISMES Spa**, Bergamo, Italy
- **Institute for Road and Rail Transportation**, Berlin University of Technology
- **Prof. Peter Steinhauser**, Civil Engineer for Technical Physics, Vienna
- **Ruthishauser Engineering Office for Construction, Transportation and the Environment**, Zurich
- **EMPA**, Federal Materials Testing and Research Institute, Dübendorf
- **Fritsch, Chiari & Partner Ziviltechniker GmbH**, Vienna

Research and test reports are available upon request.

# 3 | Technical Product Information

## Bedding modulus and static stiffness

The correct stiffness of a mat depends on the application, the superstructure design (ballast bed height, sleeper area and spacing, rail type) and the operating conditions (axle load, maximum speed).

The measure of stiffness is the bedding modulus, given in  $\text{N/mm}^3$ . This value is largely responsible for determining the rail deflection during train passes. If the recommendations are observed, the rail deflection is generally less than 3 mm and less than 1.5 mm for high-speed traffic.

Getzner determines the actual deflection in the individual case by calculating the bending line of the rails.

## Effectiveness and insertion loss

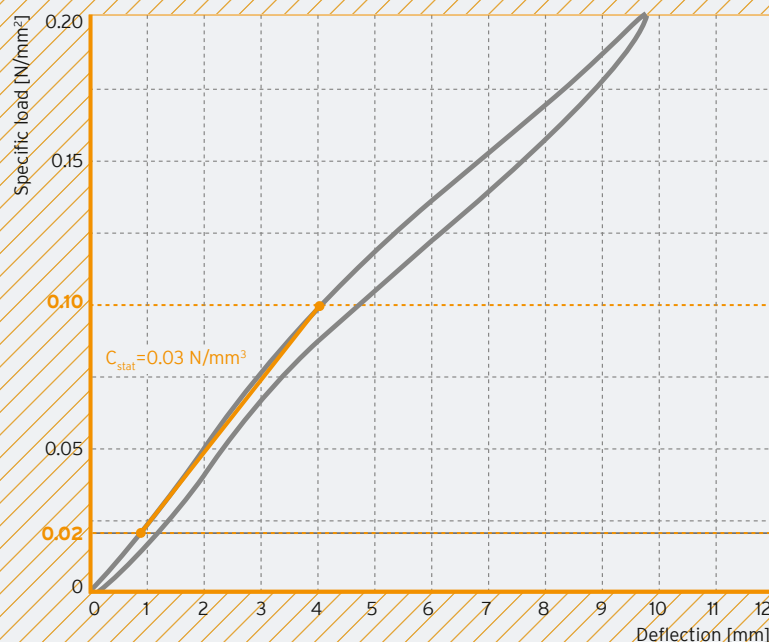
The effectiveness of a under ballast mat can be seen in the form of a reduced structure-borne sound level.

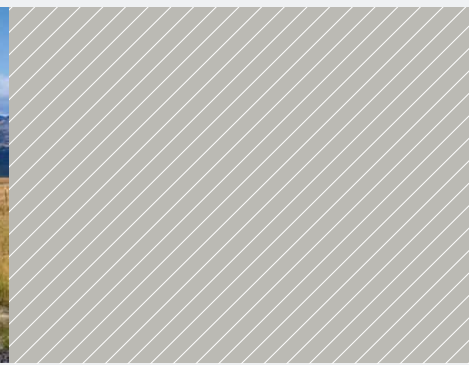
This measure is referred to as "insertion loss" and is indicated as the difference of 1/3-octave levels (cumulative level within a 1/3-octave frequency band) as a function of the 1/3-octave band center frequency. The effectiveness is not determined solely by the under ballast mat; rather, it results from the characteristics of the entire system - from the vehicle to the substructure.

The following parameters are particularly important:

- Unsprung mass of the bogie
- Dynamic stiffness, damping and mass of the ballast superstructure excluding the mat
- Dynamic stiffness and damping of the mat (depends on load, frequency and amplitude)
- Vibration resistance (impedance) of the substructure

Spring load deflection curve for Sylodyn® DN 335 under ballast mat





### Prediction model

**B**y considering the entire system and including the various structural factors, Getzner is able to apply a prediction model to calculate the effectiveness of a measure in advance.

The model assumes that the “dynamic stiffness” and the “loss factor” are sufficient for a nearly complete description of the dynamic properties of the under ballast mat in the relevant load and frequency range.

Getzner under ballast mats satisfy this condition because the dynamic stiffness is only minimally dependent on frequency, load and amplitude. The under ballast mats are particularly

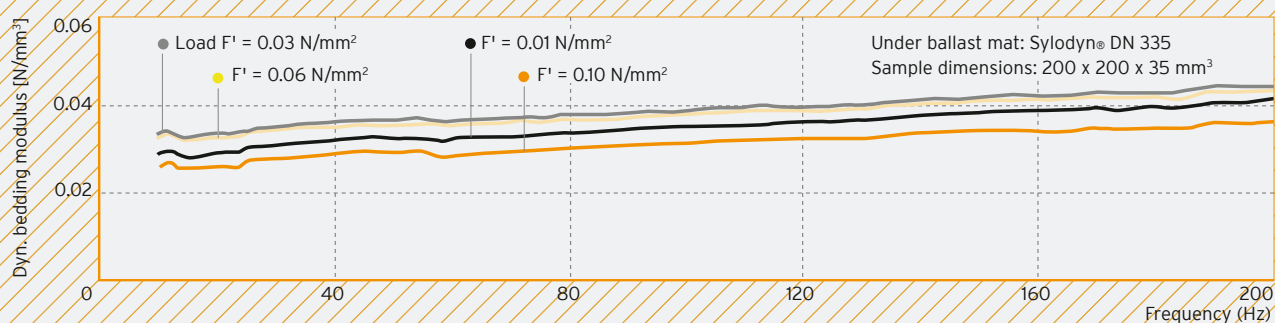
effective in the frequency range corresponding to the wheel/rail superstructure resonance for a superstructure without mats. Depending on the bedding stiffness, this is between approx. 50 Hz and 80 Hz.

In most applications, the effectiveness in the frequency range under about 80 Hz is particularly important since these low-frequency vibrations are very strongly stimulated. Buildings and building elements can easily be stimulated within this frequency range, as can be seen in the natural vibration of ceilings and walls.

Due to the advanced technology of Getzner under ballast mats, the values for their effectiveness based on experience and prediction models are

not applicable to other types of under ballast mats (examples: compact elastomer mats with profiling or interior cavities).

Load and frequency dependence of dynamic stiffness (from: Müller-BBM, Report No. 32242/12)



## 4 | Long-Term Behavior



### Long-term behavior under the harshest conditions

Getzner under ballast mats exhibit extremely high effectiveness even after years of exposure to operational loads. This has been proven by a study evaluating the long-term properties of Getzner under ballast mats.

**A**fter more than 16 years of operation and a daily load of roughly 150 000 tons, samples were removed from the superstructure and subjected to various tests. The test results showed that the under ballast mats still exhibited outstanding functionality. Despite more than 16 years of use, the under ballast mats from Getzner still had an impressive, constant stiffness behavior. In verification measurements on samples that had lain in silty subsoil for over 20 years, no contamination was found inside the mats.

Getzner under ballast mats retain their function even under extreme conditions. Environmental influences such as complete flooding, frost or heavy soiling of the ballast bed with sand or material worn away from the ballast rocks cannot affect the mats.

#### Quote from the test report by an external testing institute:

“... The Sylomer® B 851 under ballast mat superbly withstood the extremely high operating loads totalling over 760 million tons within a period of more than 16 years.”







# 5 | Installation Technology and Retrofitting



## Delivery form and installation

**Getzner manufactures under ballast mats in a uniform width of 1.50 m. The mat sheets are cut to the local track width before leaving the factory.**

**A**fter being cut to size, the mats are rolled up and packaged. After the installation position has been marked on the mat, it is delivered directly to the construction site. Starting from a mat thickness of 35 or 40 millimeters, it is sometimes useful to deliver the mats in two separately rolled layers to allow for easier handling.

The mat rolls are distributed and laid out at the destination site according to their labeling. Any fine adaptations necessary are performed by inserting fitting blocks or by cutting the mats to the correct size and shape, which may be necessary in the area of curves.

The continuous further development of installation techniques by Getzner has now made it possible to thermally glue the upper layer of the individual mats and the fitting blocks together.

The mat covering is fully functional immediately after laying - in other words, even without the mats being bonded to the subsoil.

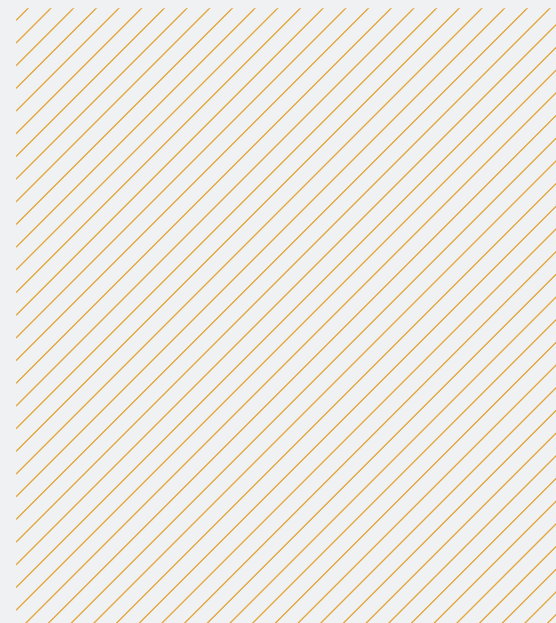
Rubber-tired construction vehicles can drive over the mat covering with no problems. If the mats are not covered with ballast immediately after laying, it is useful to secure the position of the mats through partial bonding with the subsoil (construction site traffic, incoming water). Getzner uses solvent-free adhesive, such as 2-component PUR adhesives, for this task. The bonding takes place so that any water that may have penetrated under the mats can flow or seep to the next drain inlet.

## Requirements for the subsoil

**Getzner under ballast mats lie on the subsoil with full surface contact. Because they are flexible and elastic in all directions, they largely adapt to the contour of the subsoil.**

**S**ince the mat optimally adapts to the subsoil beneath, sharp-edged recesses or bumps in the laying surface can damage the mats. Concrete decking must first be scraped or smoothed to an approximate evenness. No special measures are required for laying Getzner under ballast mats on subsoil of compressed gravel (sub-grade), on a cement-paved support layer or on a bitumen support layer.

When existing track sections are retrofitted with mats, the laying surface frequently consists of old





ballast. In this case, it has proven effective to provide a load distribution layer on both sides of the mat.

If the mats are subject to constant and extensive water exposure, drainage mats can be laid under the mats in a linear arrangement. To avoid sound bridges in the area of the water channels, the grills or grates are covered with perforated under ballast mats; however, these can also be elastically supported themselves.

The Getzner under ballast mats delivery program naturally also includes detailed, written installation instructions as well as the adhesive required for laying. If the laying surface is coated with plastic (e.g. epoxy resin for steel bridges), no special measures are required.

Sylomer® and Sylodyn® are free of softening agents and other oils. If the under ballast mats are to be bonded, the subsoil must first be dry and swept clean.

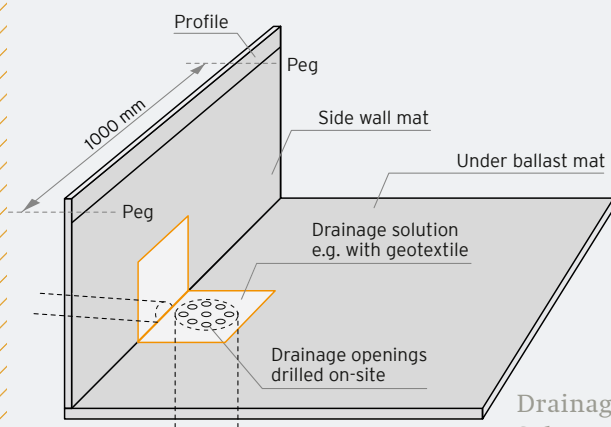
## Retrofitting existing track sections

**Getzner under ballast mats are particularly valued in many retrofitting projects due to their low weight and easy installation.**

**U**nder ballast mats made of Sylomer® and Sylodyn® have also proven themselves well in sensitive areas with the highest requirements for vibration protection as well as under extreme structural conditions.

The retrofitting procedure from Getzner has been tested frequently in practice and ensures rapid construction progress. Because it is not necessary to remove the entire track panel, only short track closure times are required for the installation. Since it is not possible to adapt the size of the mats in advance, they must be cut on-site to the exact lengths required. They can be cut with simple, widely available carpet cutters.

If the signs of wear on the superstructure are not too extreme after years of operational loads without under ballast mats, it is naturally possible to reinstall all components. Rails, sleepers, rail fastenings and ballast do not have to be replaced, as is the case for other vibration-related refurbishment measures. Getzner triumphs with economy and efficiency.



Drainage principle:  
Sylomer® and Sylodyn®  
under ballast mats

**Getzner Werkstoffe GmbH**

Herrenau 5  
6706 Bürs  
Austria  
T +43-5552-201-0  
F +43-5552-201-1899  
info.buers@getzner.com

**Getzner Werkstoffe GmbH**

Am Borsigturm 11  
13507 Berlin  
Germany  
T +49-30-405034-00  
F +49-30-405034-35  
info.berlin@getzner.com

**Getzner Werkstoffe GmbH**

Nördliche Münchner Str. 27a  
82031 Grünwald  
Germany  
T +49-89-693500-0  
F +49-89-693500-11  
info.munich@getzner.com

**Getzner Spring Solutions GmbH**

Gottlob-Grotz-Str. 1  
74321 Bietigheim-Bissingen  
Germany  
T +49-7142-91753-0  
F +49-7142-91753-50  
info.stuttgart@getzner.com

**Getzner France S.A.S.**

Bâtiment Quadrille  
19 Rue Jacqueline Auriol  
69008 Lyon  
France  
T +33-4 72 62 00 16  
info.lyon@getzner.com

**Getzner Werkstoffe GmbH**

Middle East Regional Office  
Abdul - Hameed Sharaf Str. 114  
Rimawi Center - Shmeisani  
P. O. Box 961 303  
Amman 11196, Jordan  
T +9626-560-7341  
F +9626-569-7352  
info.amman@getzner.com

**Getzner India Pvt. Ltd.**

1st Floor, Kaivalya  
24 Tejas Society, Kothrud  
Pune 411038, India  
T +91-20-25385195  
F +91-20-25385199  
info.pune@getzner.com

**Nihon Getzner K.K.**

6-8 Nihonbashi Odenma-cho  
Chuo-ku, Tokyo  
103-0011, Japan  
T +81-3-6842-7072  
F +81-3-6842-7062  
info.tokyo@getzner.com

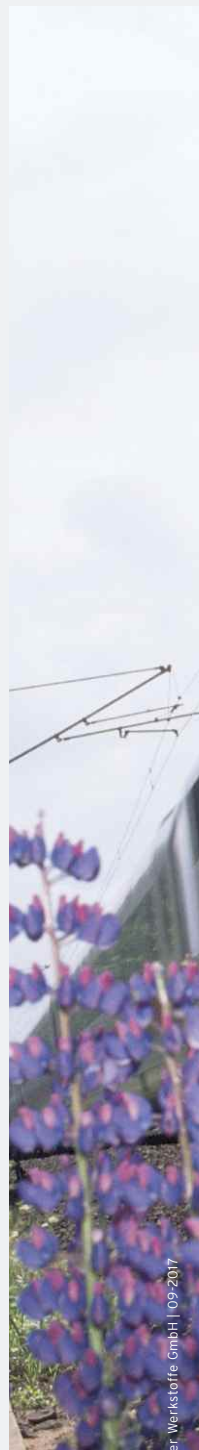
**Getzner Materials (Beijing) Co., Ltd.**

No. 905, Tower D, the Vantone Center  
No. Jia 6, Chaowai Street, Chaoyang District  
10020, Beijing, the P.R.C.  
T +86-10-5907-1618  
F +86-10-5907-1628  
info.beijing@getzner.com

**Getzner USA, Inc.**

8720 Red Oak Boulevard, Suite 528  
Charlotte, NC 28217, USA  
T +1-704-966-2132  
info.charlotte@getzner.com

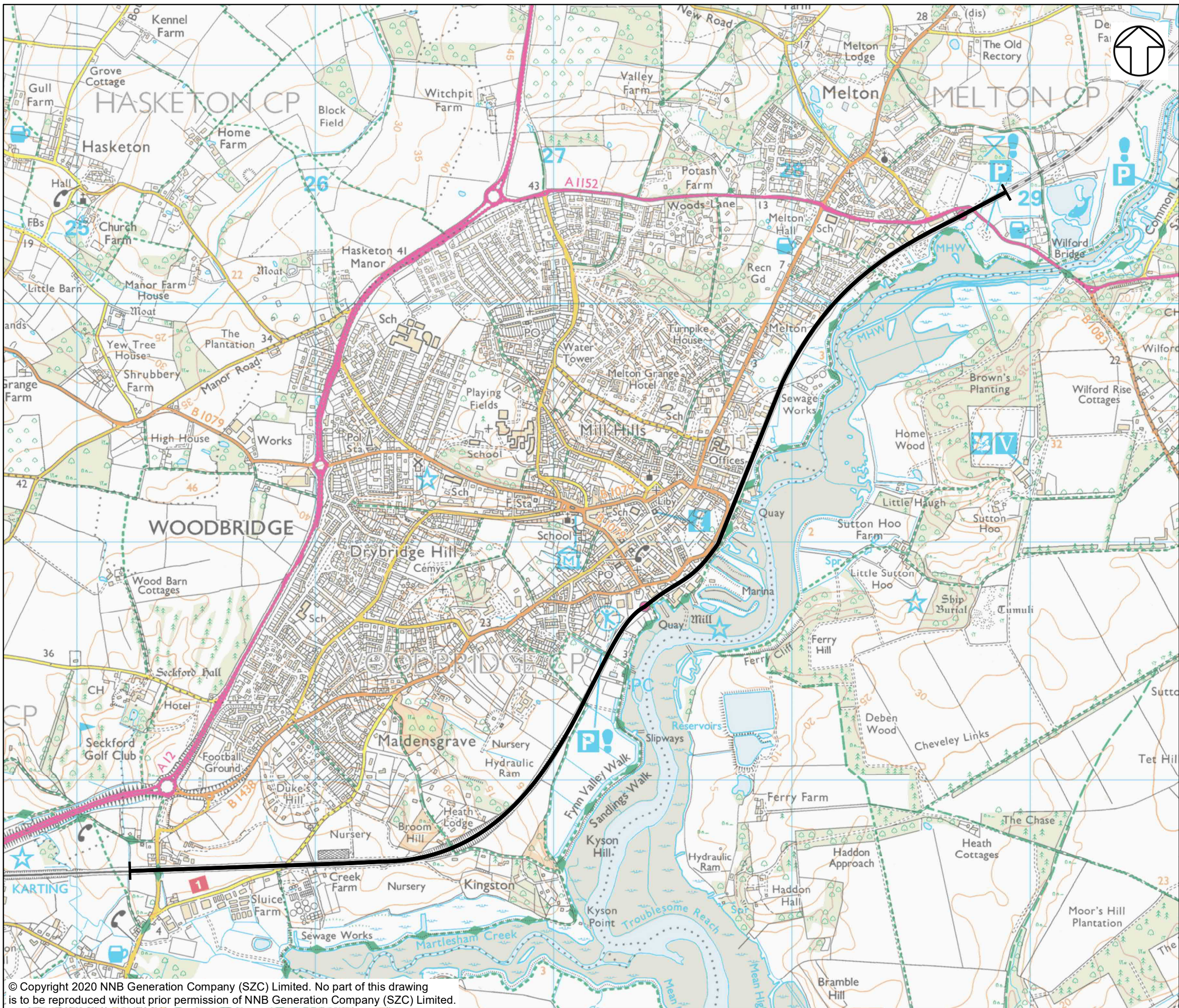
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## APPENDIX B: NIGHT-TIME SPEED LIMIT ZONES





# NOTES

## KEY

 SPEED RESTRICTION

## NOT PROTECTIVELY MARKED

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SIZEWELL C  
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VOLUME 9  
CHAPTER 4  
NOISE AND VIBRATION

**DRAWING TITLE:**  
MAP SHOWING LOCATION OF  
SPEED RESTRICTION IN  
WOODBIDGE AND MELTON

**DRAWING NO:**  
FIGURE 4.2

**DATE:**  
JAN 2020

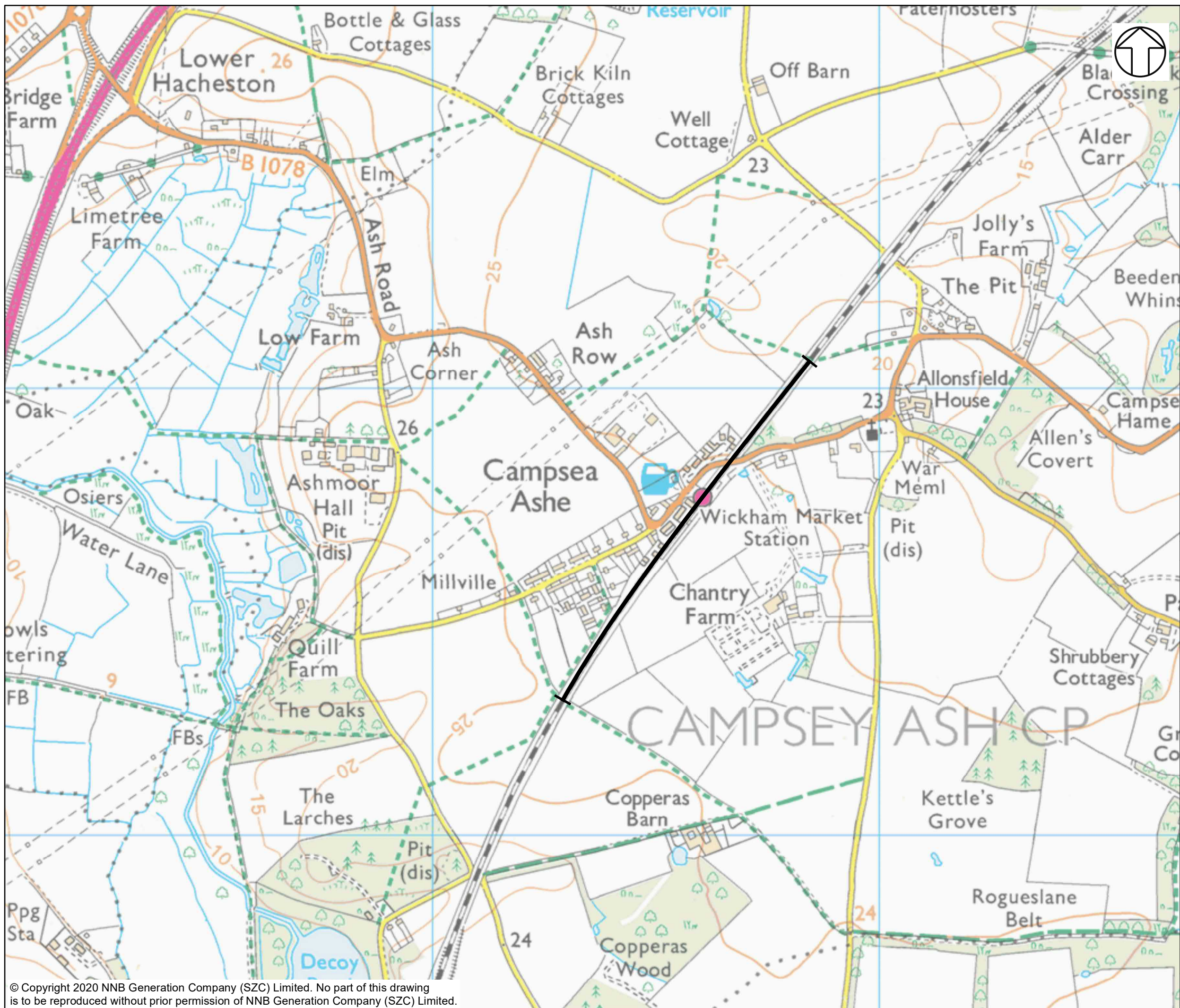
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NOTES

KEY

 SPEED RESTRICTION

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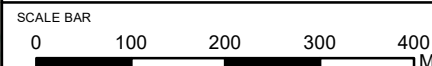


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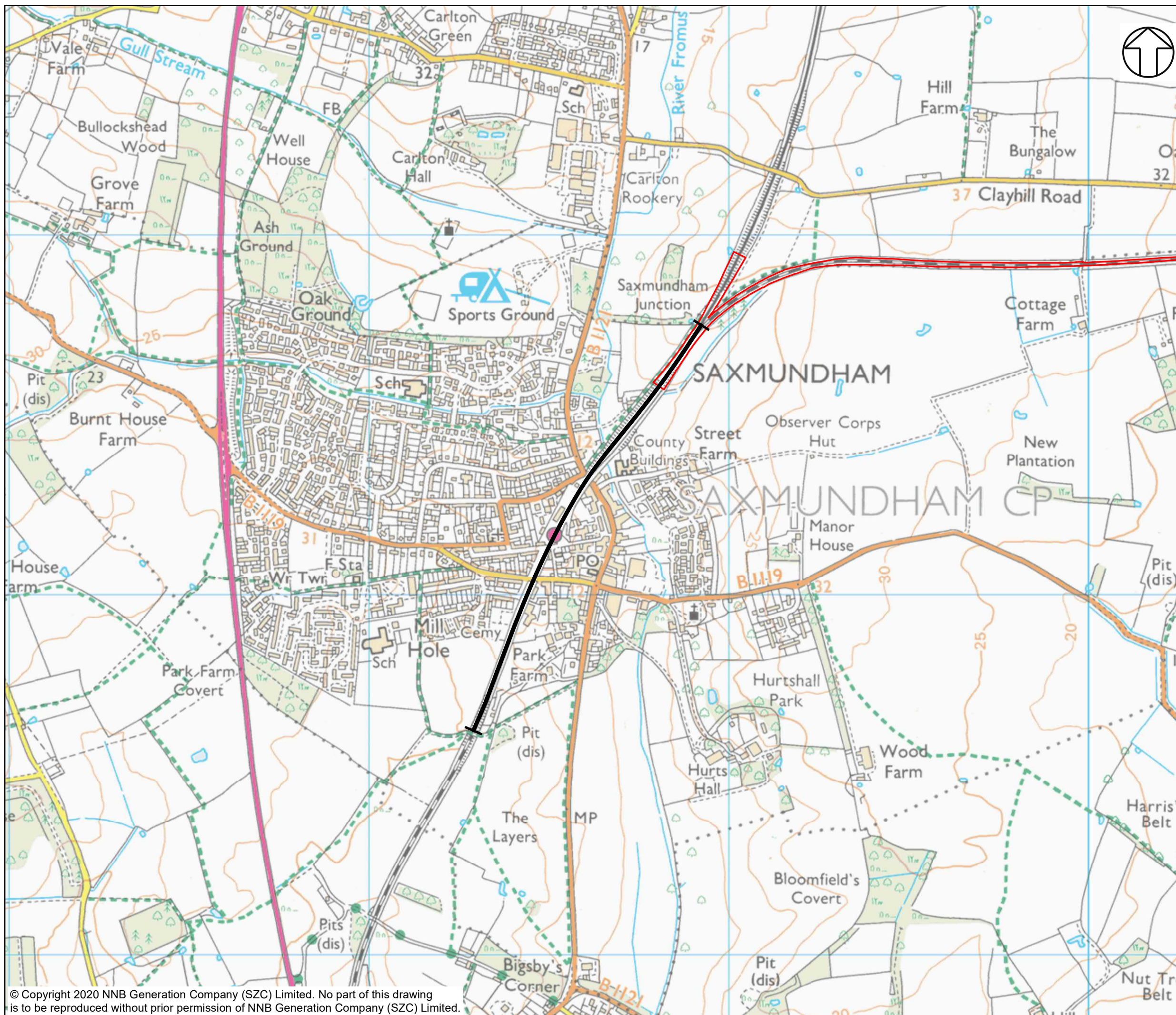
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## NOTES

### KEY

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

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SPEED RESTRICTION IN  
SAXMUNDHAM

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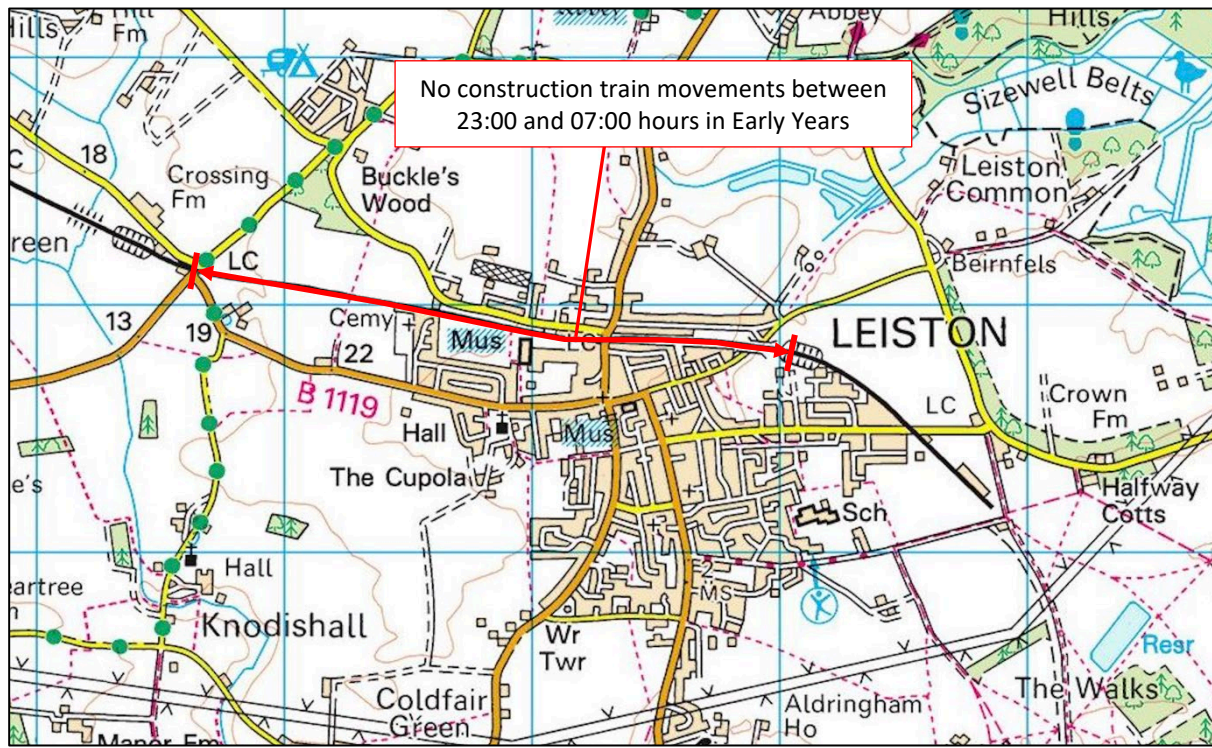
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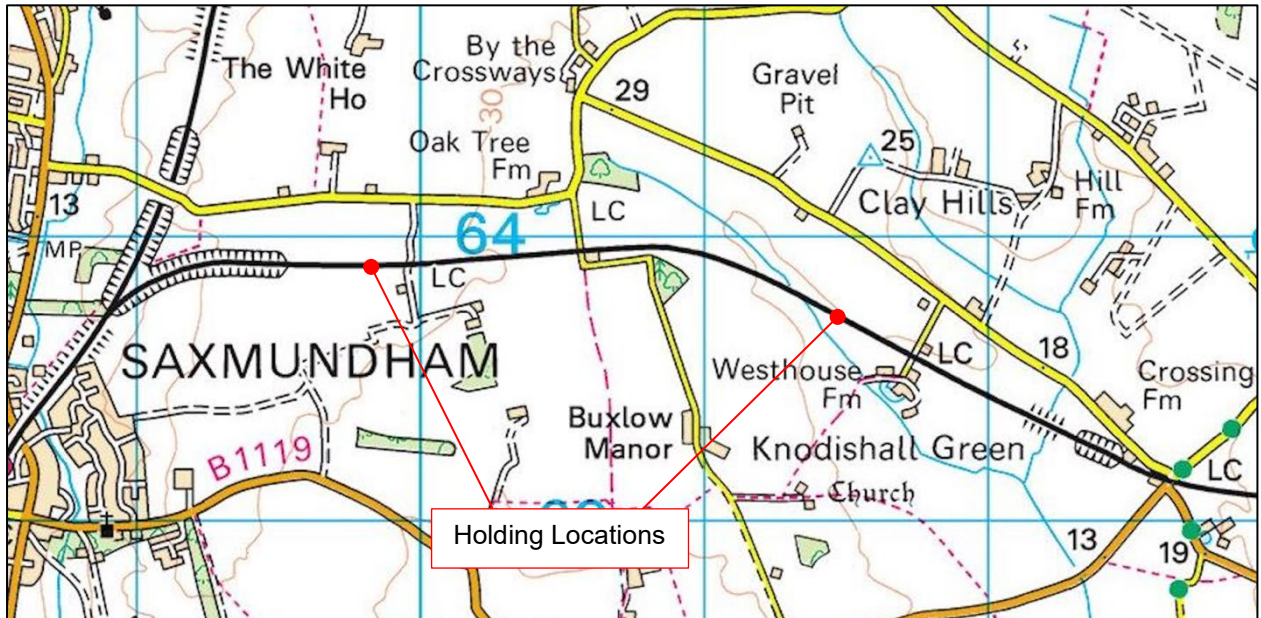
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## APPENDIX C: SAXMUNDHAM TO LEISTON BRANCH LINE LOCATIONS

**Figure C.1: Leiston Restricted Night-time Zone – Early Years**



**Figure C.2: Saxmundham to Leiston Branch Line Construction Train Holding Areas – Early Years**



Note: locations shown are intended to be the locomotive positions for eastbound trains and the rear of the train for westbound trains.