



The Sizewell C Project

5.6Ad Sizewell Link Road Flood Risk Assessment Addendum - Appendices B-D Part 3

Revision: 1.0
Applicable Regulation: Regulation 5(2)(e)
PINS Reference Number: EN010012

June 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

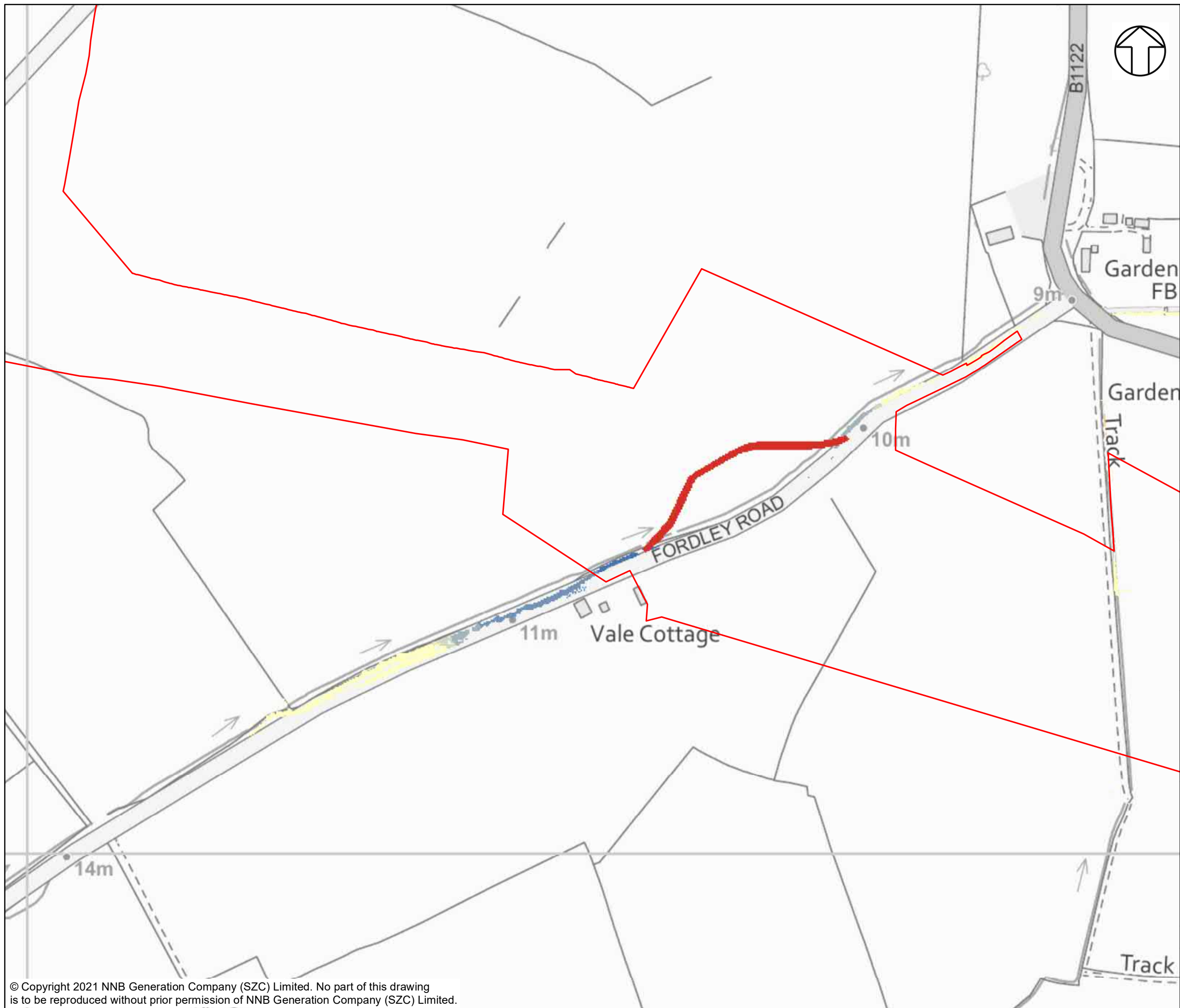


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Sizewell C Sizewell Link Road Flood Risk Assessment Addendum – Appendix C: Modelling Report Addendum

APPENDIX C: SIZEWELL LINK ROAD FLUVIAL MODEL RESULTS – DIFFERENCE IN FLOOD DEPTH

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NOTES

KEY

SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

- 1.0 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.5

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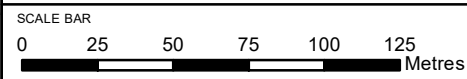


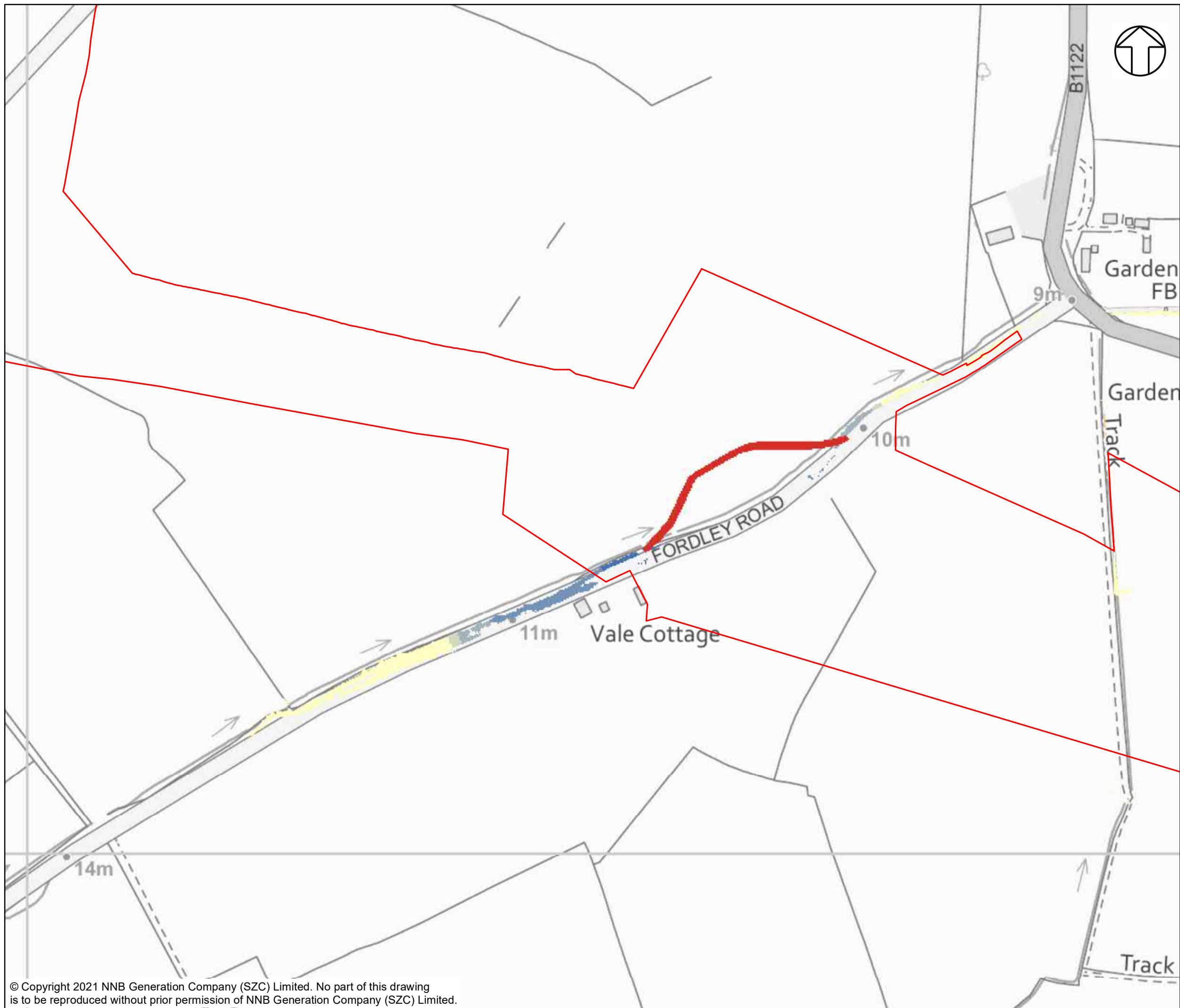
DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 5-YEAR

DRAWING NO:
 FIGURE C1.1

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

- 1.1 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.5

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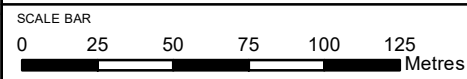


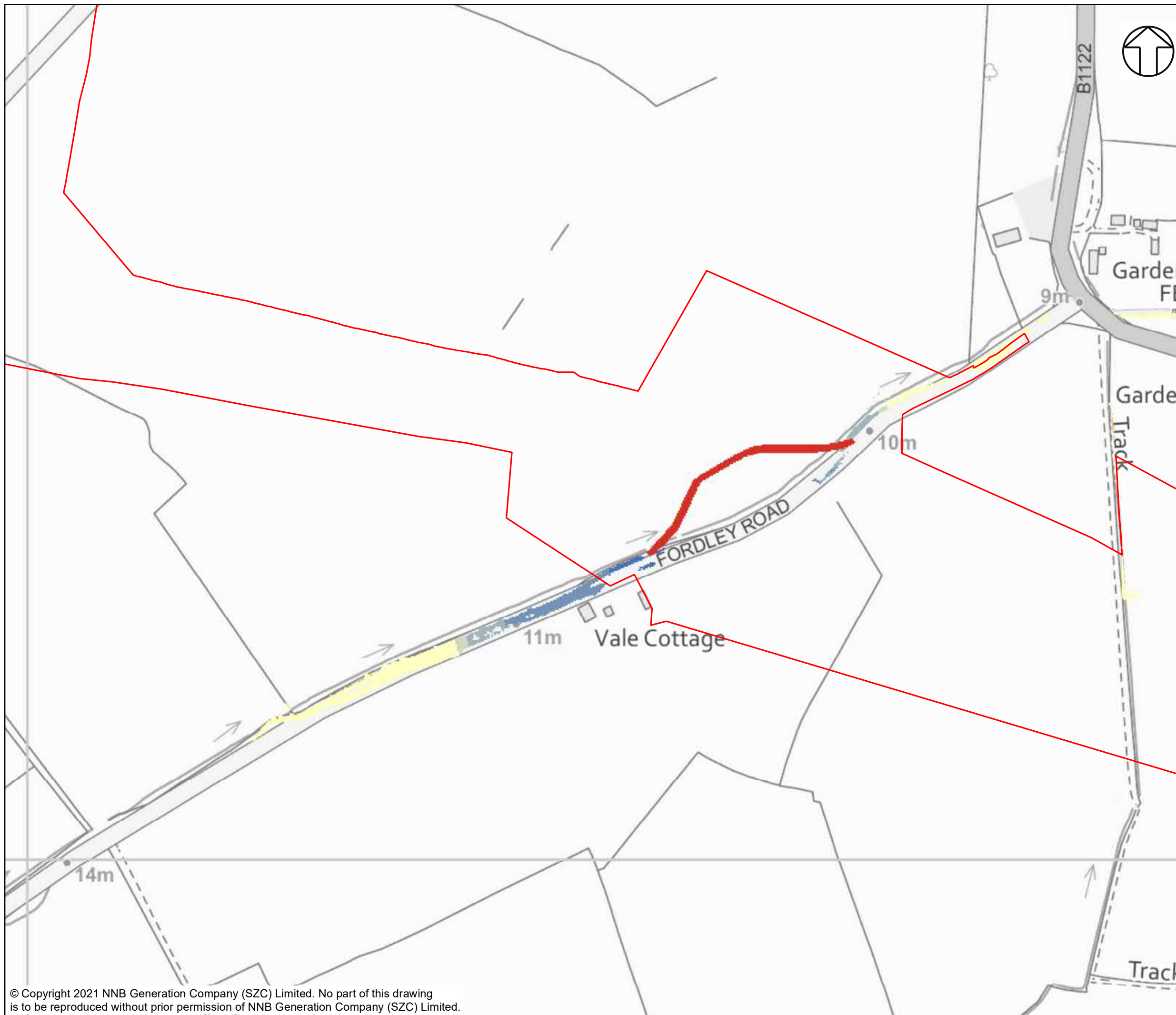
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 5-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.2

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 1.2 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.5

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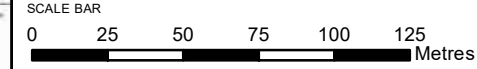


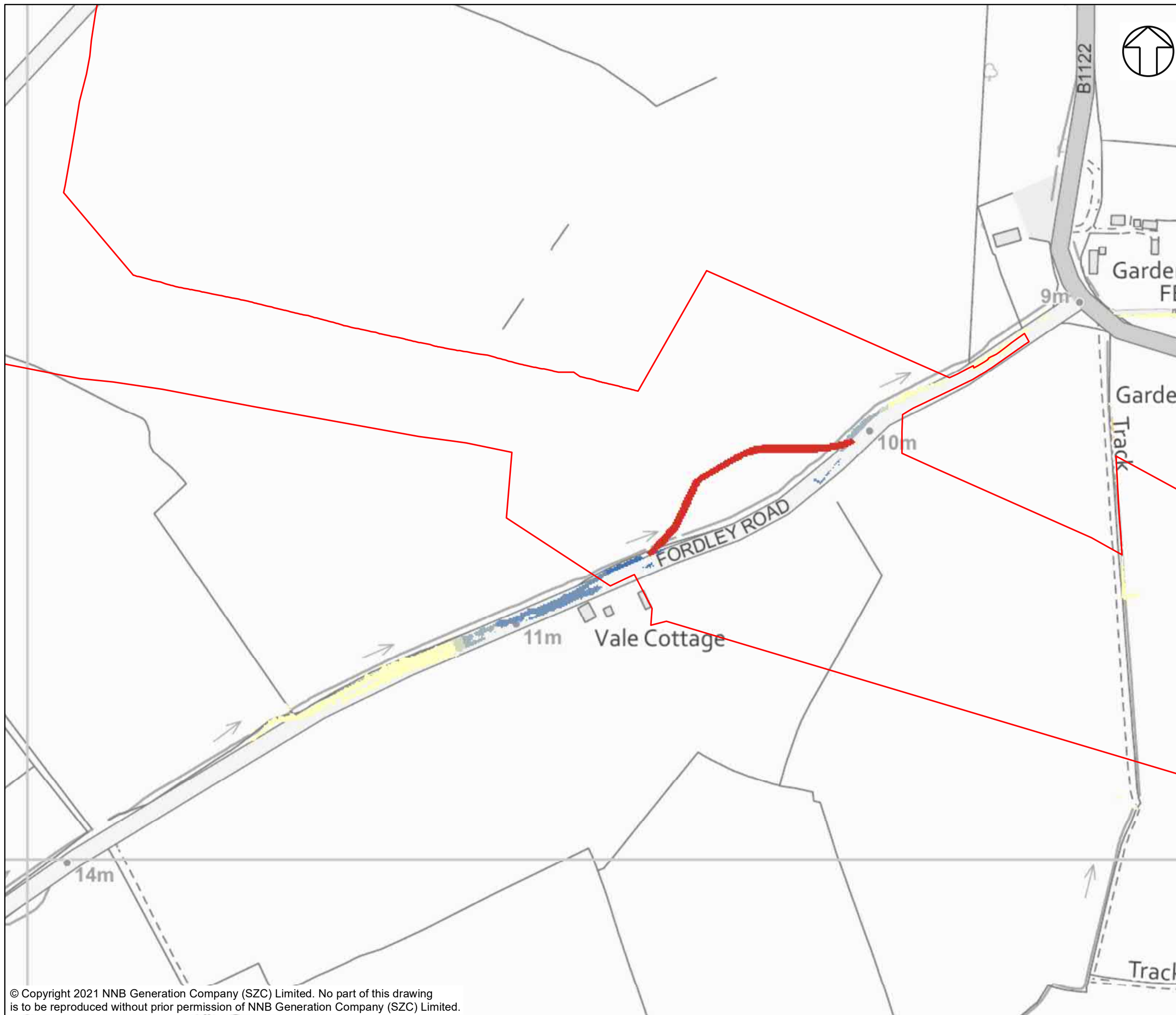
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
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 DIFFERENCE
 1 IN 5-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.3



DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

 SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

-  1.2 - 0.3
-  0.3 - 0.1
-  0.1 - 0.03
-  0.03 - 0.01
-  0
-  -0.01 - -0.03
-  -0.03 - -0.1
-  -0.1 - -0.3
-  -0.3 - -0.5

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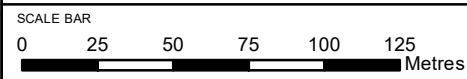


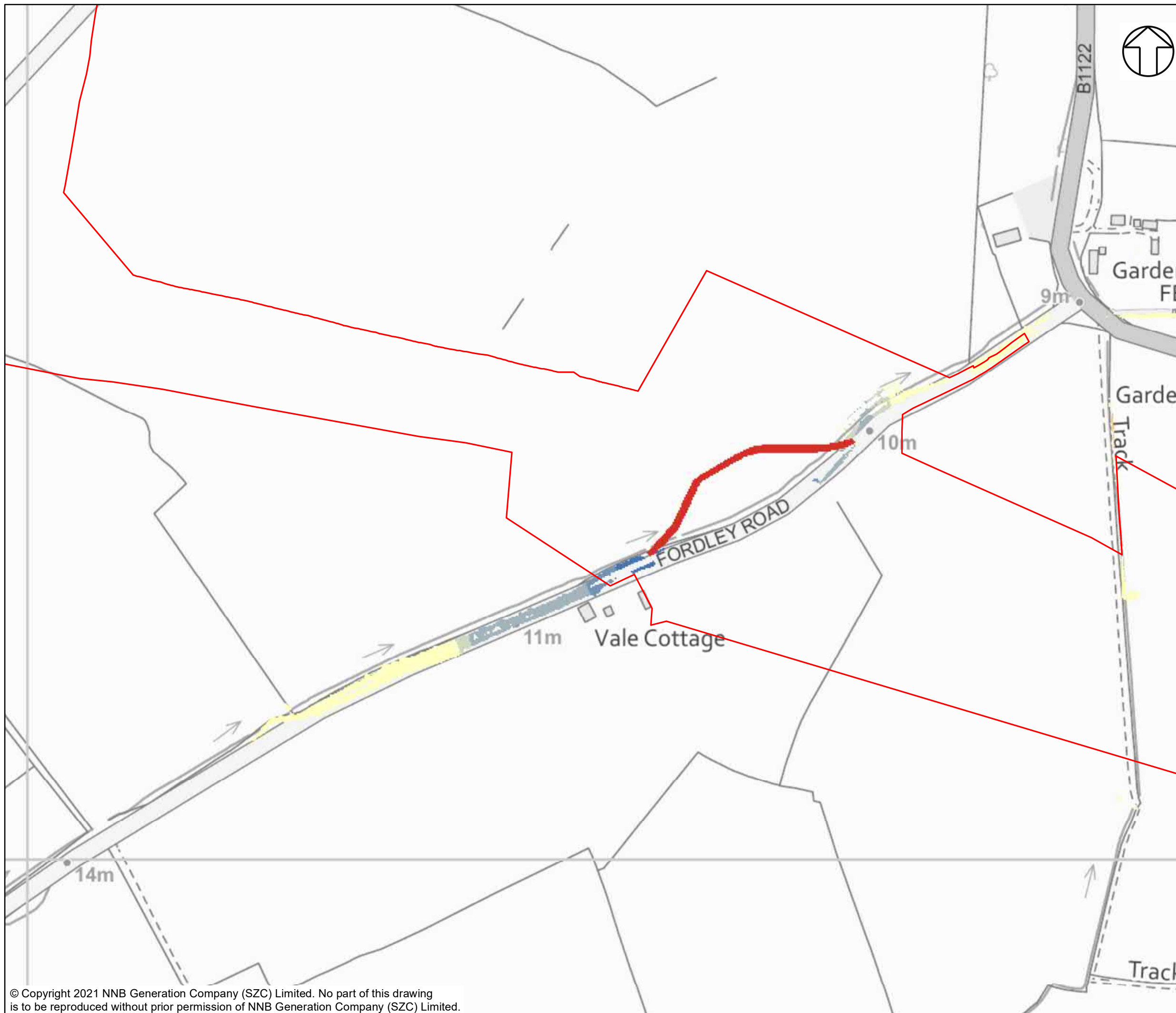
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 20-YEAR

DRAWING NO:
 FIGURE C1.4

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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 1.3 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.5

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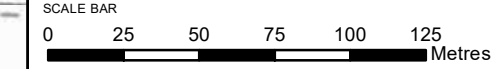


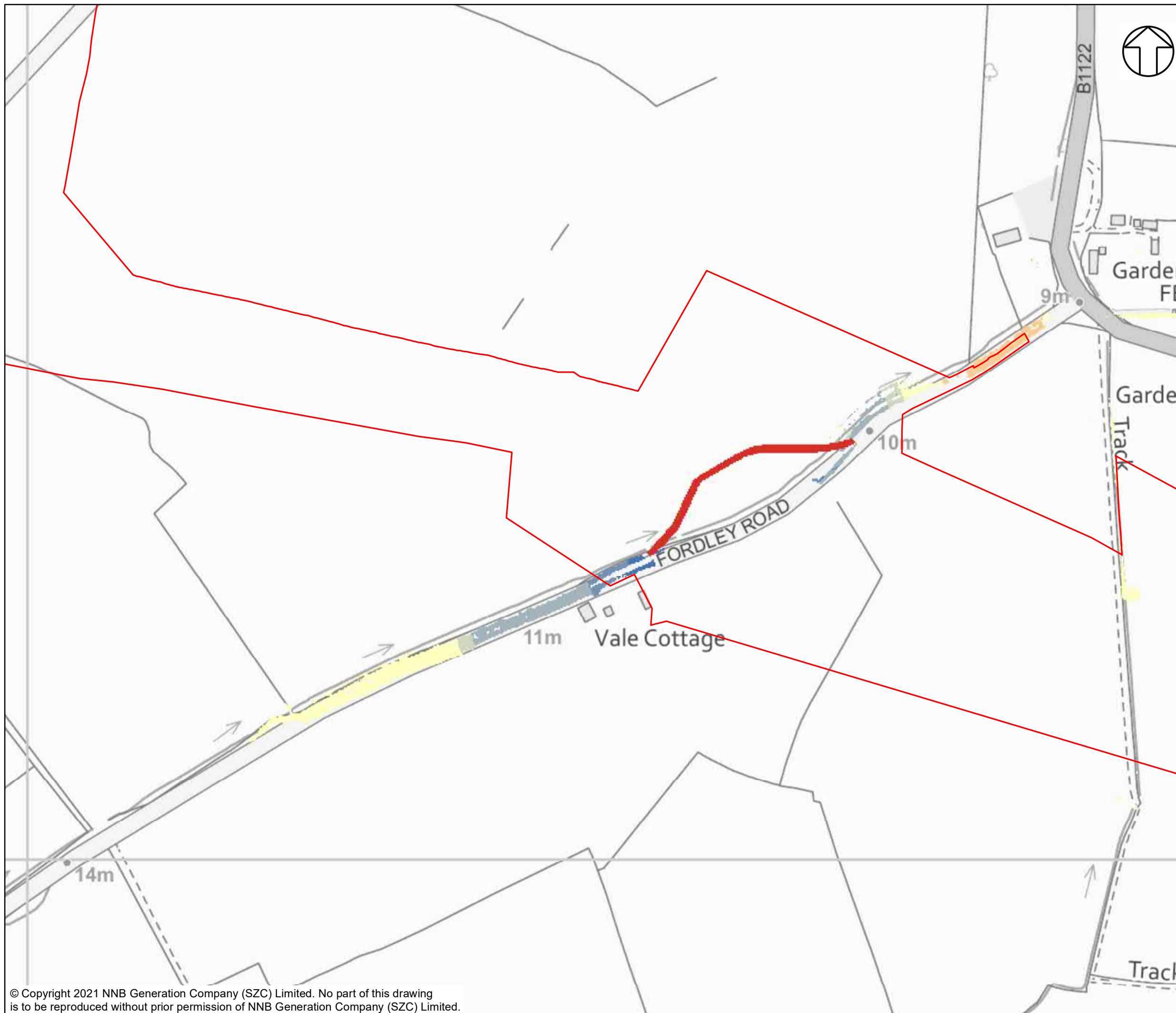
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 20-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.5

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 1.4 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.4

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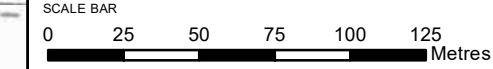


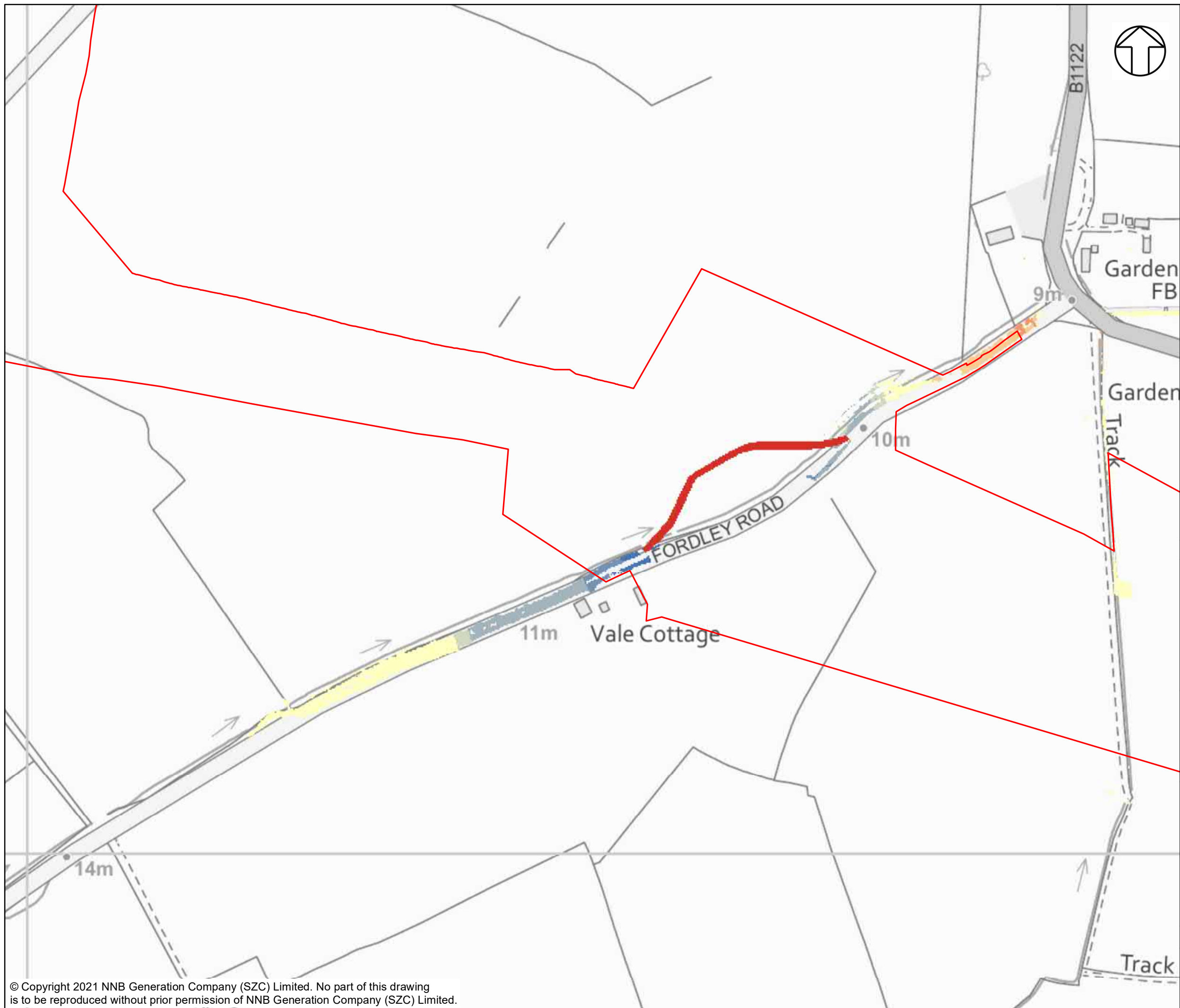
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 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 20-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.6

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

- 1.4 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -0.4

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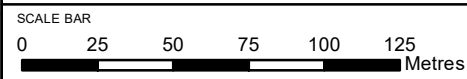


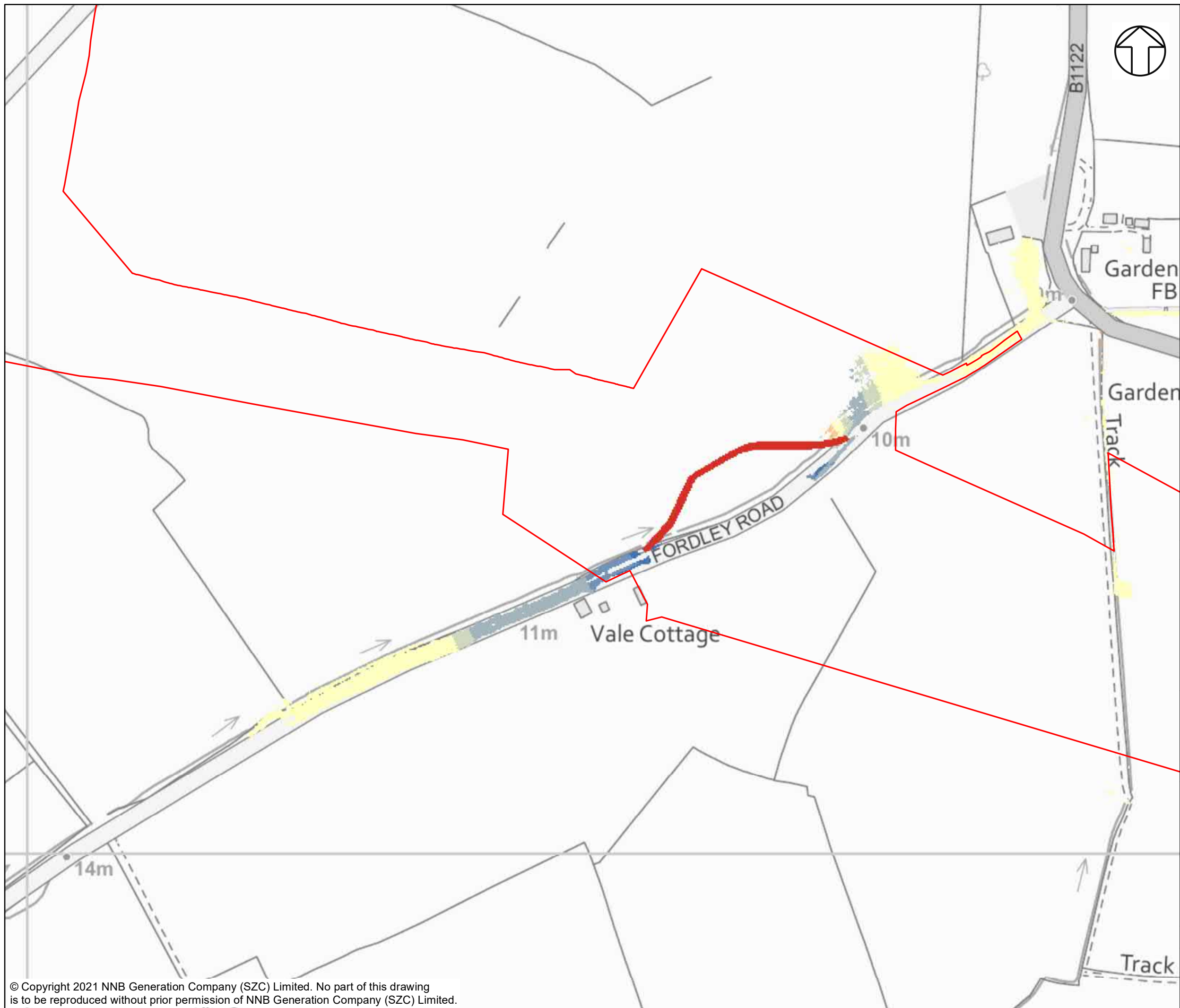
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 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 100-YEAR

DRAWING NO:
 FIGURE C1.7

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NOTES

KEY

SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

- 1.4 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -1.4

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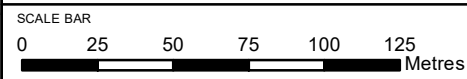


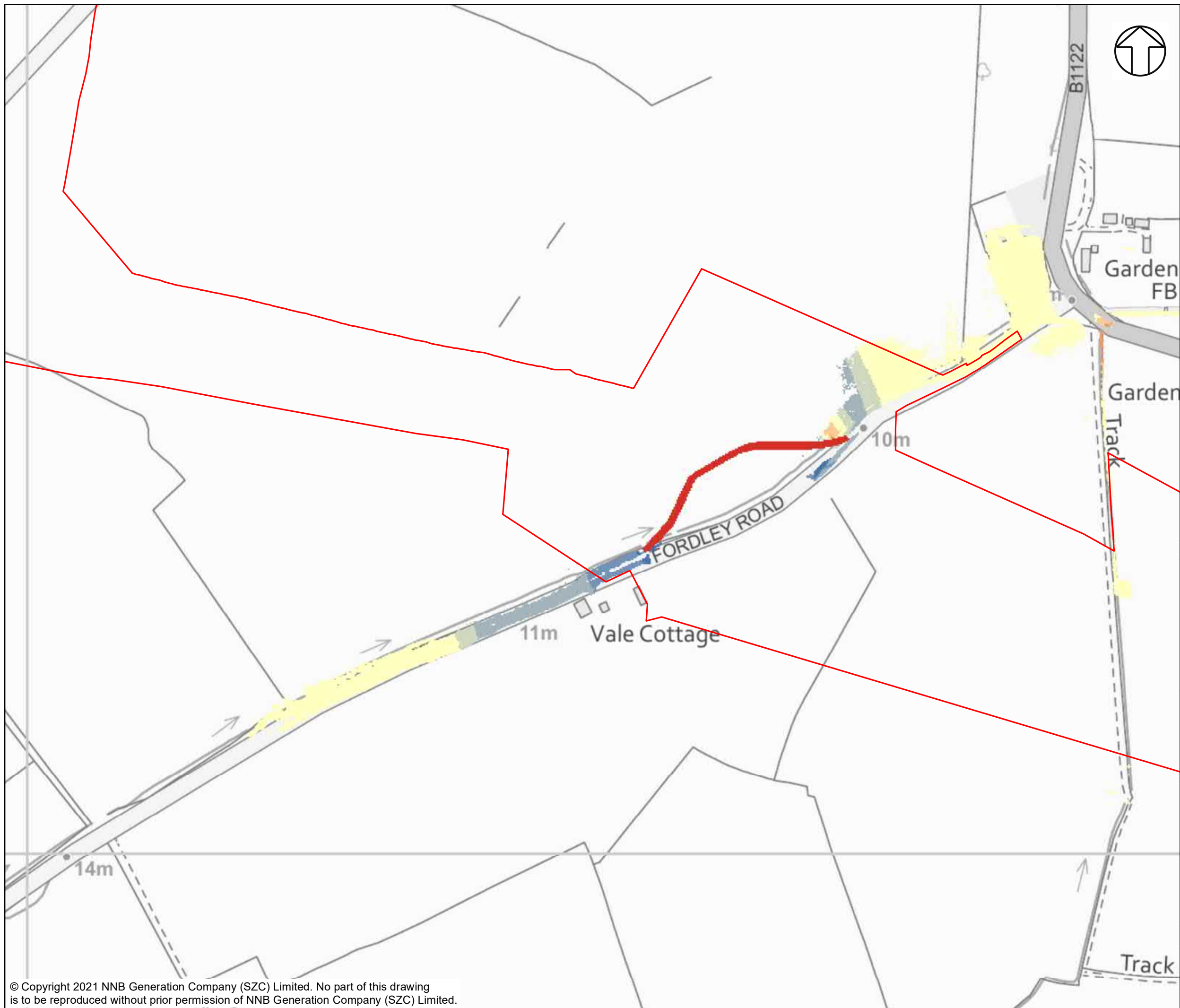
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 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 100-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.8



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NOTES

KEY

 SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

-  1.5 - 0.3
-  0.3 - 0.1
-  0.1 - 0.03
-  0.03 - 0.01
-  0
-  -0.01 - -0.03
-  -0.03 - -0.1
-  -0.1 - -0.3
-  -0.3 - -1.4

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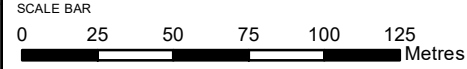


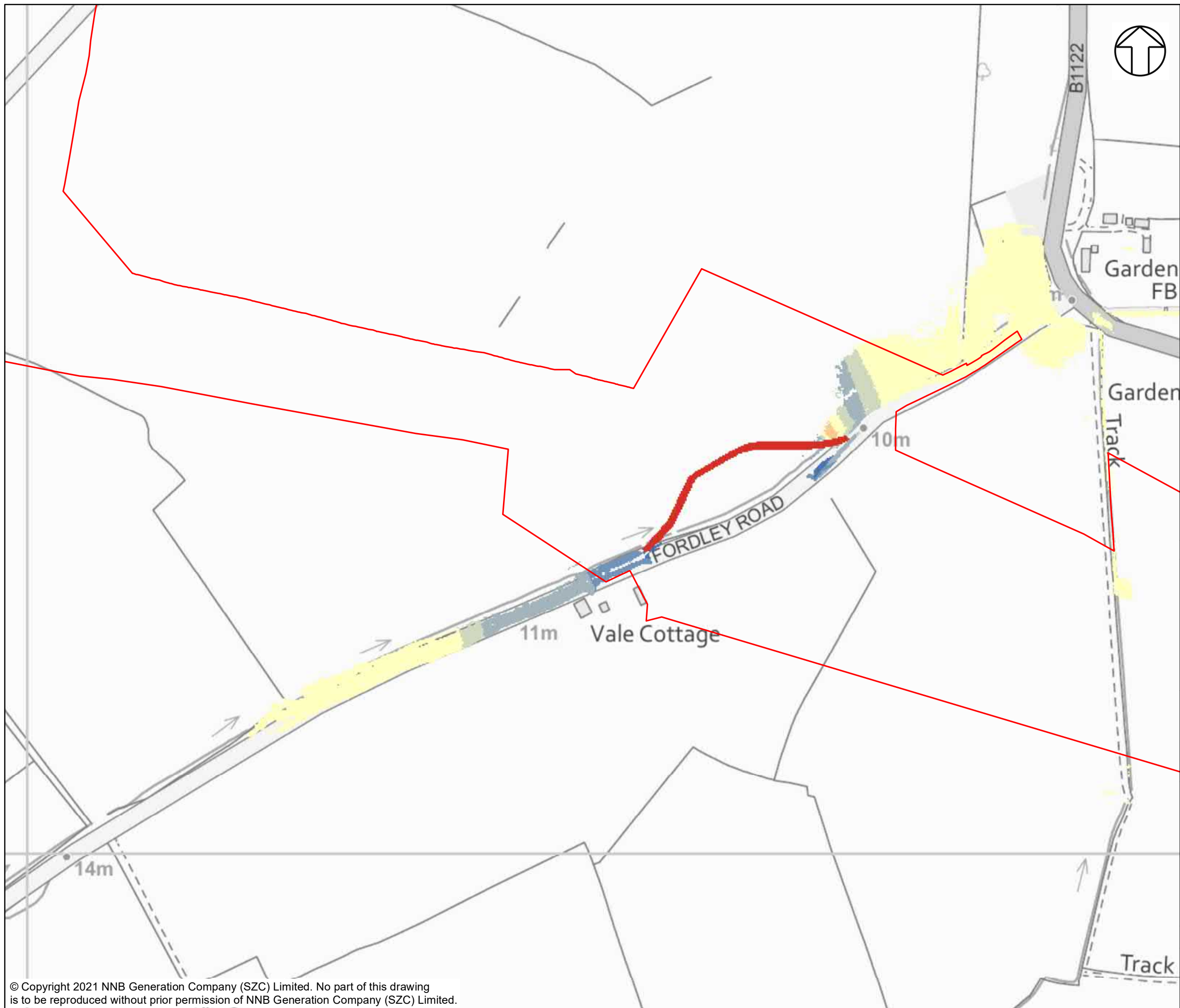
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 FLUVIAL MODELLING RESULTS

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 DIFFERENCE
 1 IN 100-YEAR + 65% CLIMATE CHANGE

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 FIGURE C1.9

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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 1.5 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -1.4

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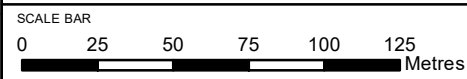


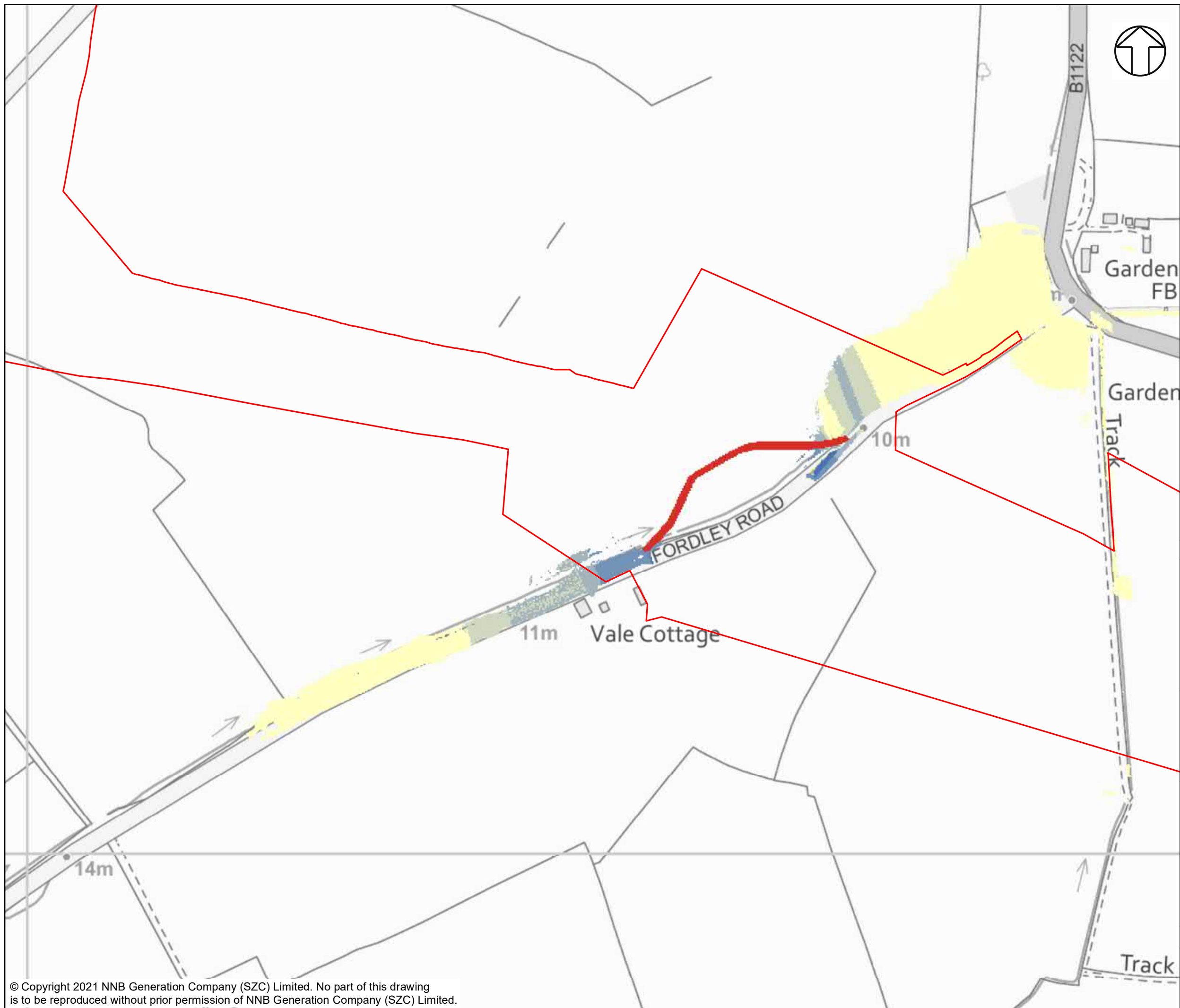
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 1000-YEAR

DRAWING NO:
 FIGURE C1.10

DATE:	DRAWN:	SCALE:	REVISION:
FEB 2021	F.C.	1:2,500 @A3	2.0





NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 1.7 - 0.3
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03
- 0.03 - -0.1
- 0.1 - -0.3
- 0.3 - -1.5

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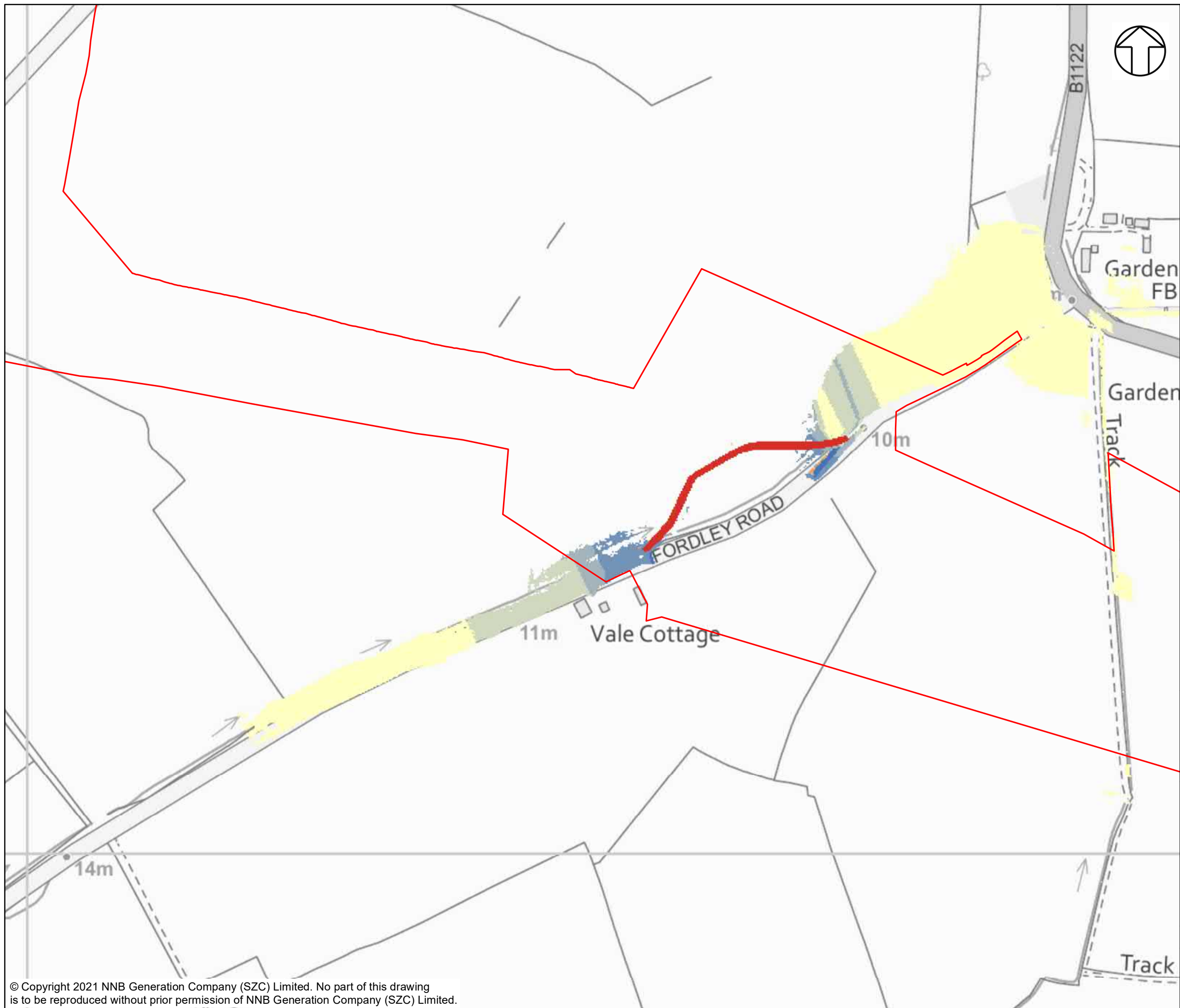
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 CROSSINGS 1 AND 2
 DIFFERENCE
 1 IN 1000-YEAR + 35% CLIMATE CHANGE

DRAWING NO: FIGURE C1.11			
DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
SCALE BAR			
0	25	50	75 100 125
Metres			












NOTES

KEY

 SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

FLOOD DEPTH DIFFERENCE (M)

-  1.8 - 0.3
-  0.3 - 0.1
-  0.1 - 0.03
-  0.03 - 0.01
-  0
-  -0.01 - -0.03
-  -0.03 - -0.1
-  -0.1 - -0.3
-  -0.3 - -1.6

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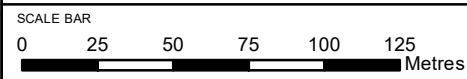


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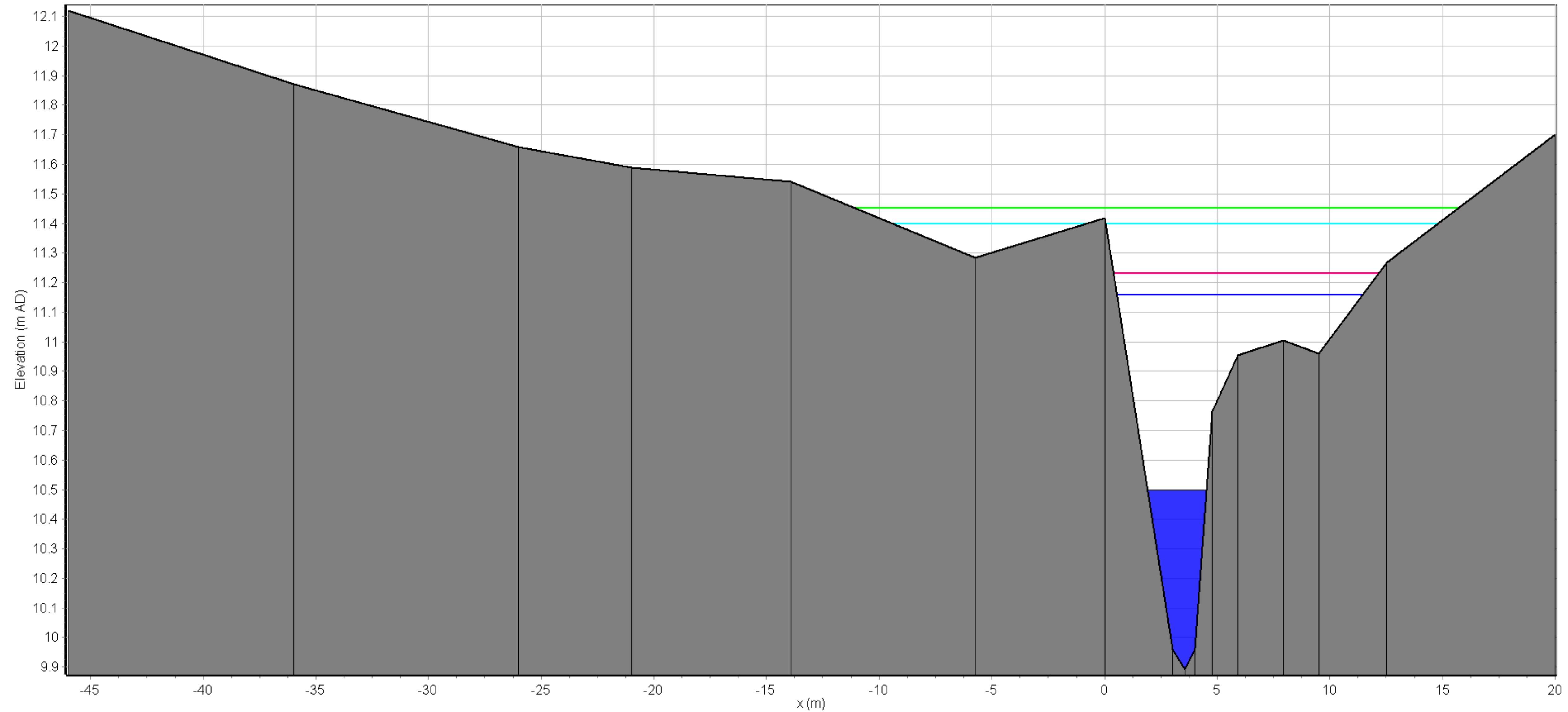
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DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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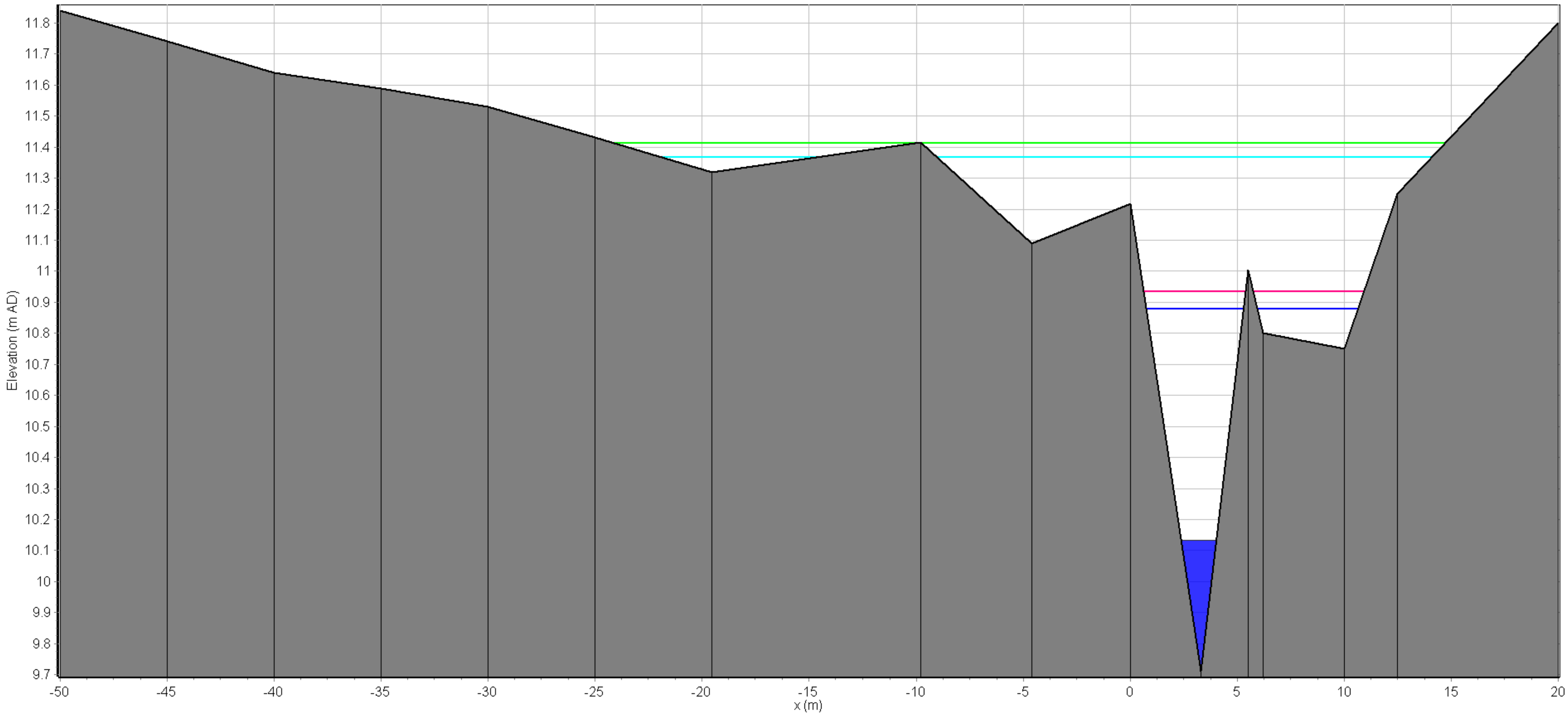


Crossing 1 - Cross-Section Data: SW1-2B



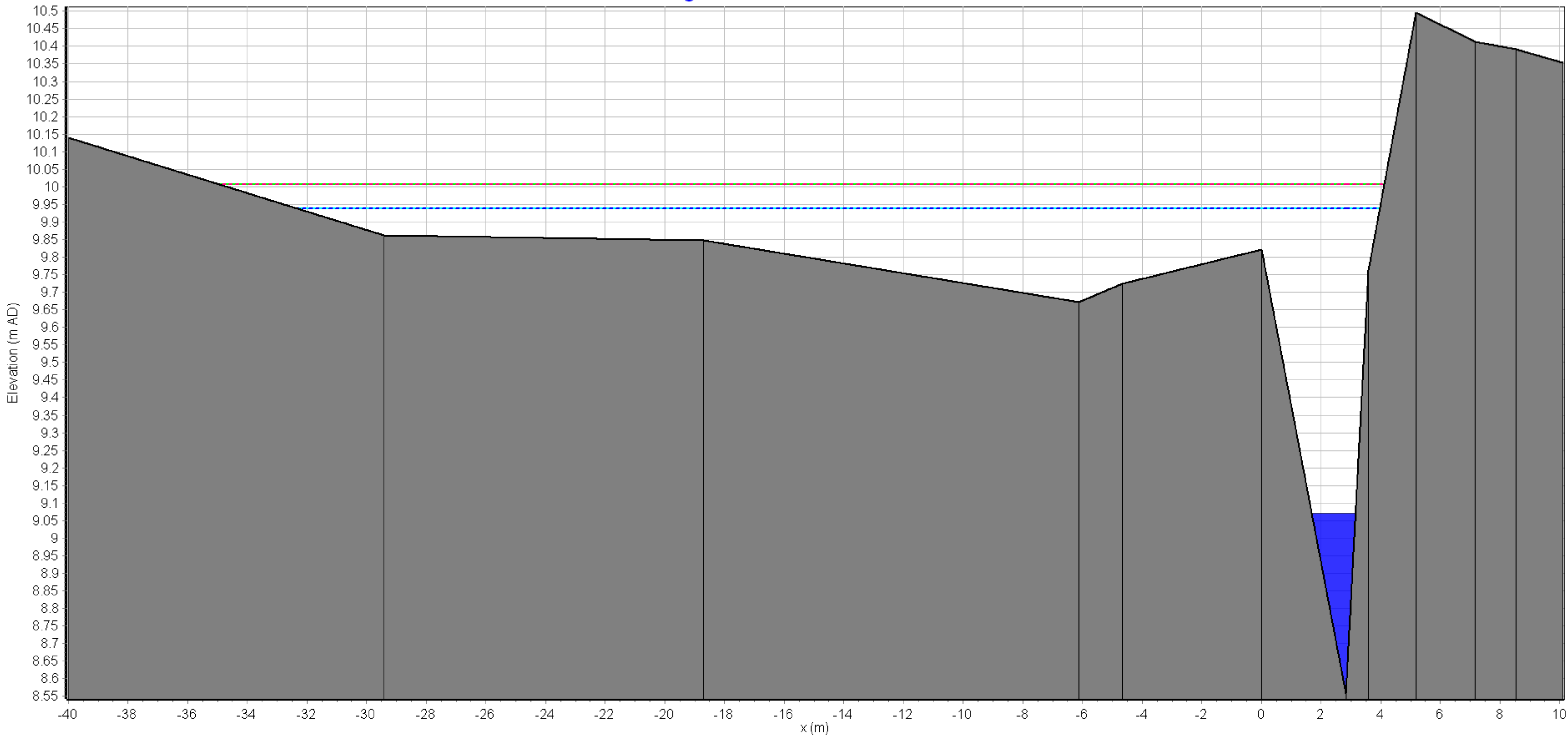
■ Stage (10.50 m AD): SW1-2B - SCHEME_SW1_100YR_35CC
■ Maximum Stage (11.23 m AD): SW1-2B - SCHEME_SW1_100YR_65CC
■ Maximum Stage (11.45 m AD): SW1-2B - BASELINE_SW1_100YR_65CC
■ Bed elevation: SW1-2B
■ Maximum Stage (11.16 m AD): SW1-2B - SCHEME_SW1_100YR_35CC
■ Maximum Stage (11.40 m AD): SW1-2B - BASELINE_SW1_100YR_35CC

Crossing 1 - Cross-Section Data: SW1-2C



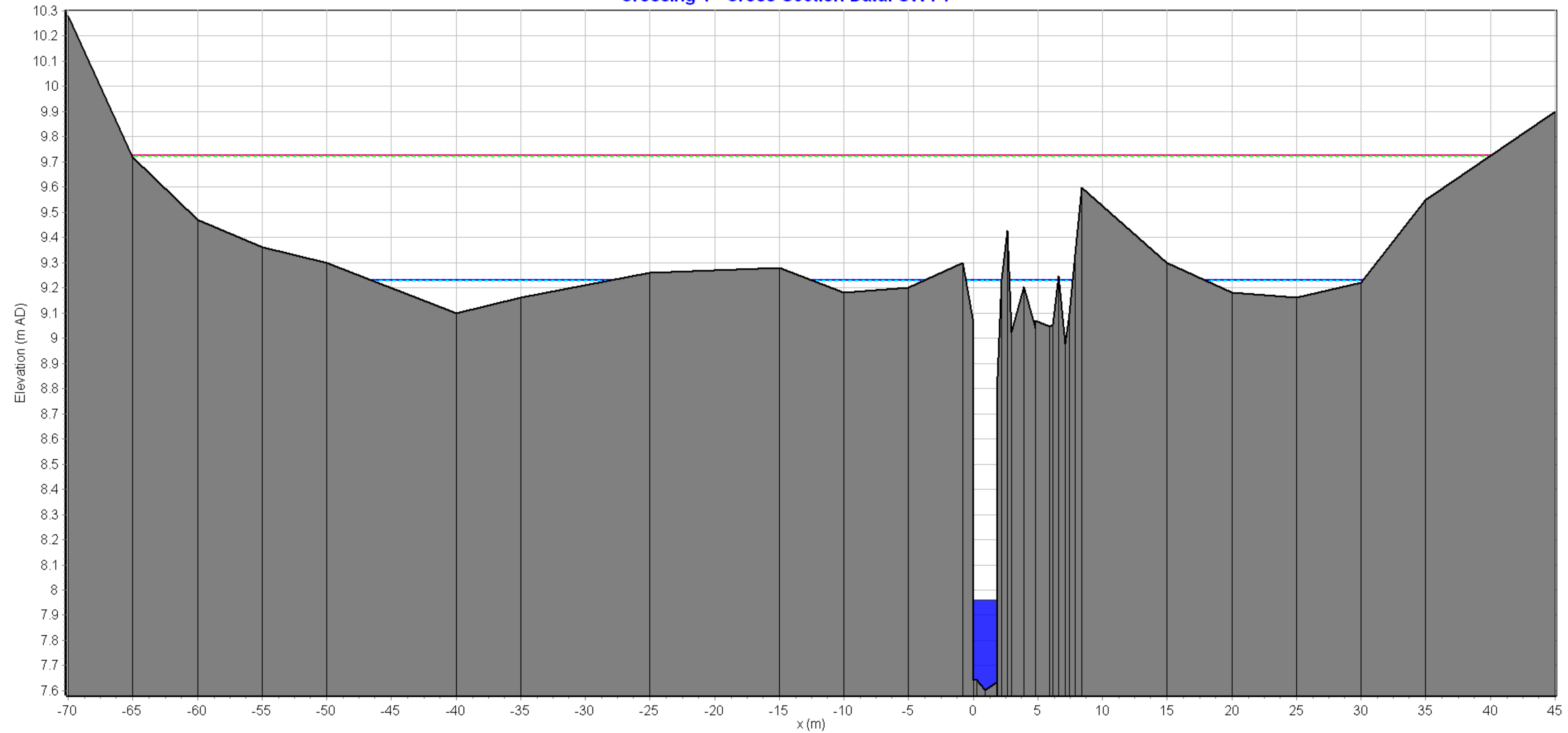
■ Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
■ Maximum Stage (11.41 m AD): SW1-2C - BASELINE_SW1_100YR_65CC
■ Maximum Stage (11.37 m AD): SW1-2C - BASELINE_SW1_100YR_35CC
■ Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
■ Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
■ Bed elevation: SW1-2C

Crossing 1 - Cross-Section Data: SW1-5



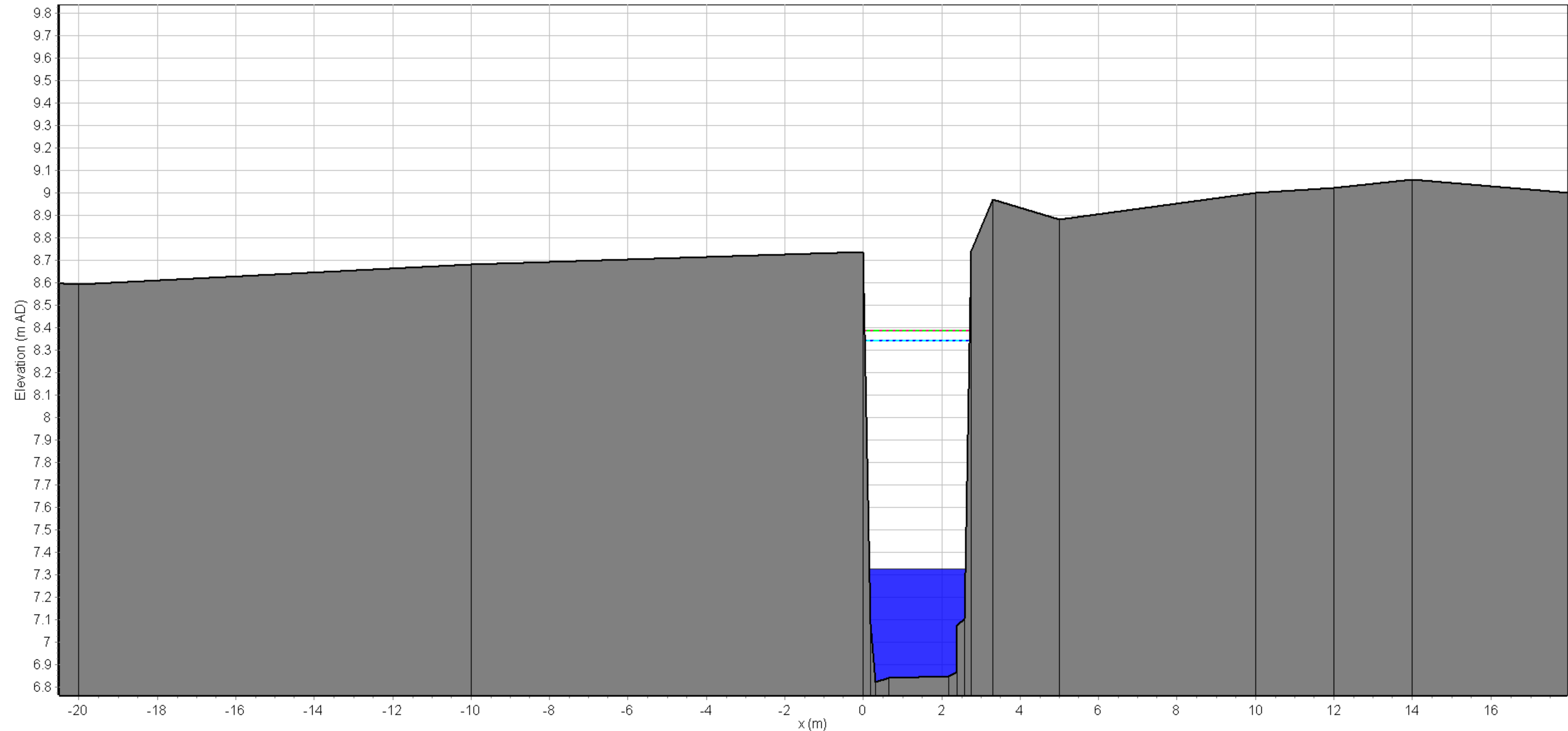
■ Stage (9.07 m AD): SW1-5 - SCHEME_SW1_100YR_35CC — Maximum Stage (10.01 m AD): SW1-5 - BASELINE_SW1_100YR_65CC — Maximum Stage (9.94 m AD): SW1-5 - BASELINE_SW1_100YR_35CC
- - - Maximum Stage (10.01 m AD): SW1-5 - SCHEME_SW1_100YR_65CC - - - Maximum Stage (9.94 m AD): SW1-5 - SCHEME_SW1_100YR_35CC ■ Bed elevation: SW1-5

Crossing 1 - Cross-Section Data: SW1-7



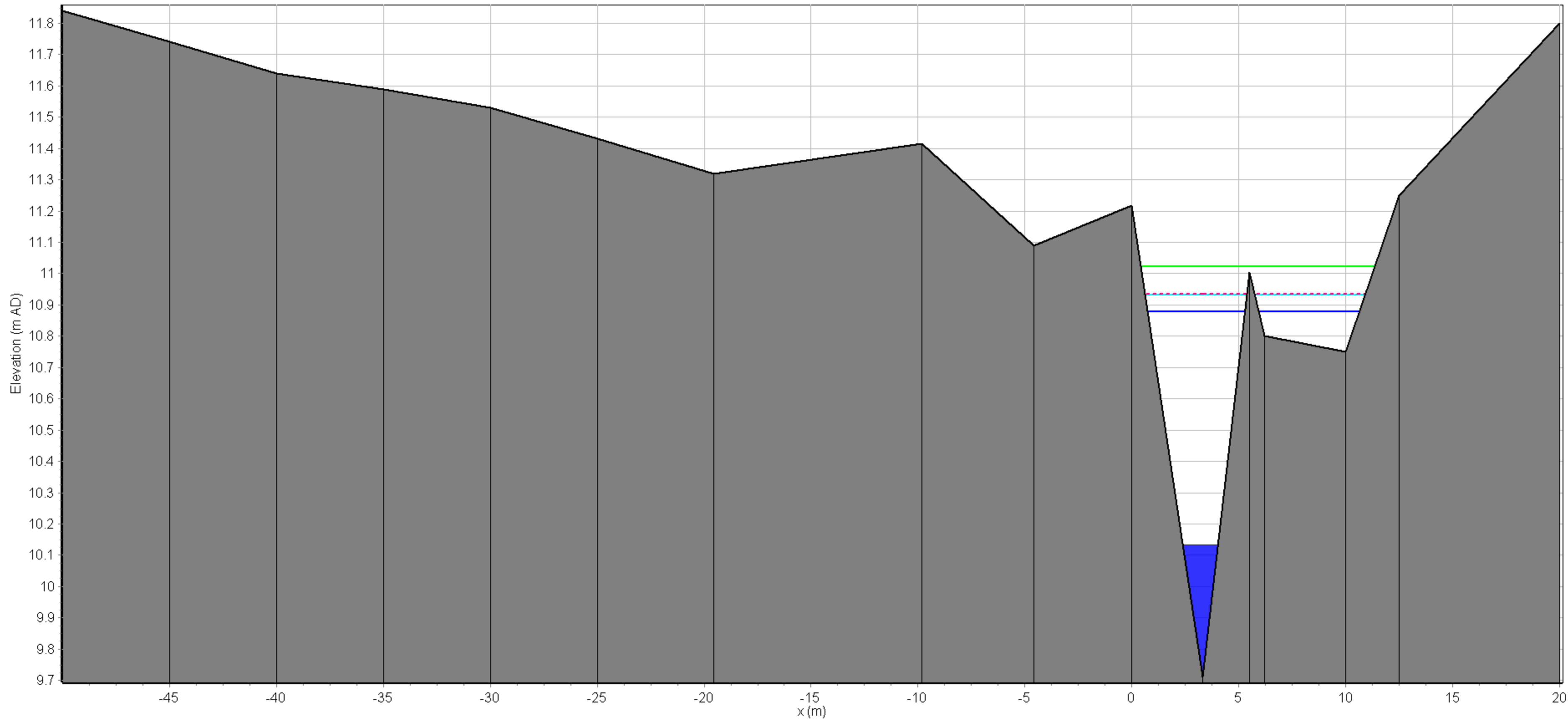
■ Stage (7.96 m AD): SW1-7 - SCHEME_SW1_100YR_35CC — Maximum Stage (9.23 m AD): SW1-7 - SCHEME_SW1_100YR_35CC — Maximum Stage (9.72 m AD): SW1-7 - SCHEME_SW1_100YR_65CC
- - - Maximum Stage (9.23 m AD): SW1-7 - BASELINE_SW1_100YR_35CC - - - Maximum Stage (9.72 m AD): SW1-7 - BASELINE_SW1_100YR_65CC ■ Bed elevation: SW1-7

Crossing 1 - Cross-Section Data: SW1-8i



■ Stage (7.33 m AD): SW1-8i - SCHEME_SW1_100YR_35CC — Maximum Stage (8.34 m AD): SW1-8i - SCHEME_SW1_100YR_35CC — Maximum Stage (8.38 m AD): SW1-8i - SCHEME_SW1_100YR_65CC
- - - Maximum Stage (8.34 m AD): SW1-8i - BASELINE_SW1_100YR_35CC - - - Maximum Stage (8.38 m AD): SW1-8i - BASELINE_SW1_100YR_65CC ■ Bed elevation: SW1-8i

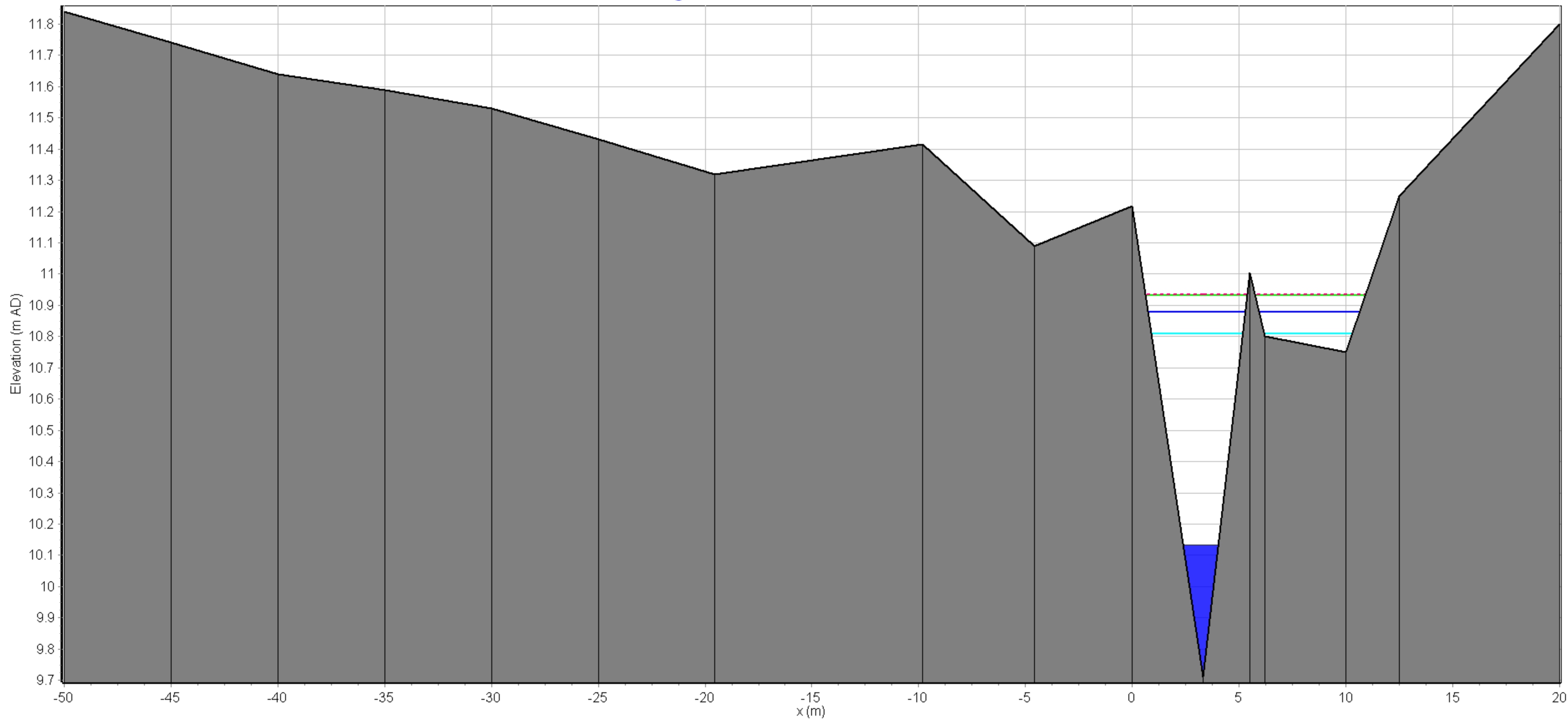
Crossing 1 - Cross-Section Data: SW1-2C



— Maximum Stage (11.02 m AD): SW1-2C - SCHEME_SW1_100YR_65CC_+20%FLOW
- - - Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
■ Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC

— Maximum Stage (10.93 m AD): SW1-2C - SCHEME_SW1_100YR_35CC_+20%FLOW
— Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
■ Bed elevation: SW1-2C

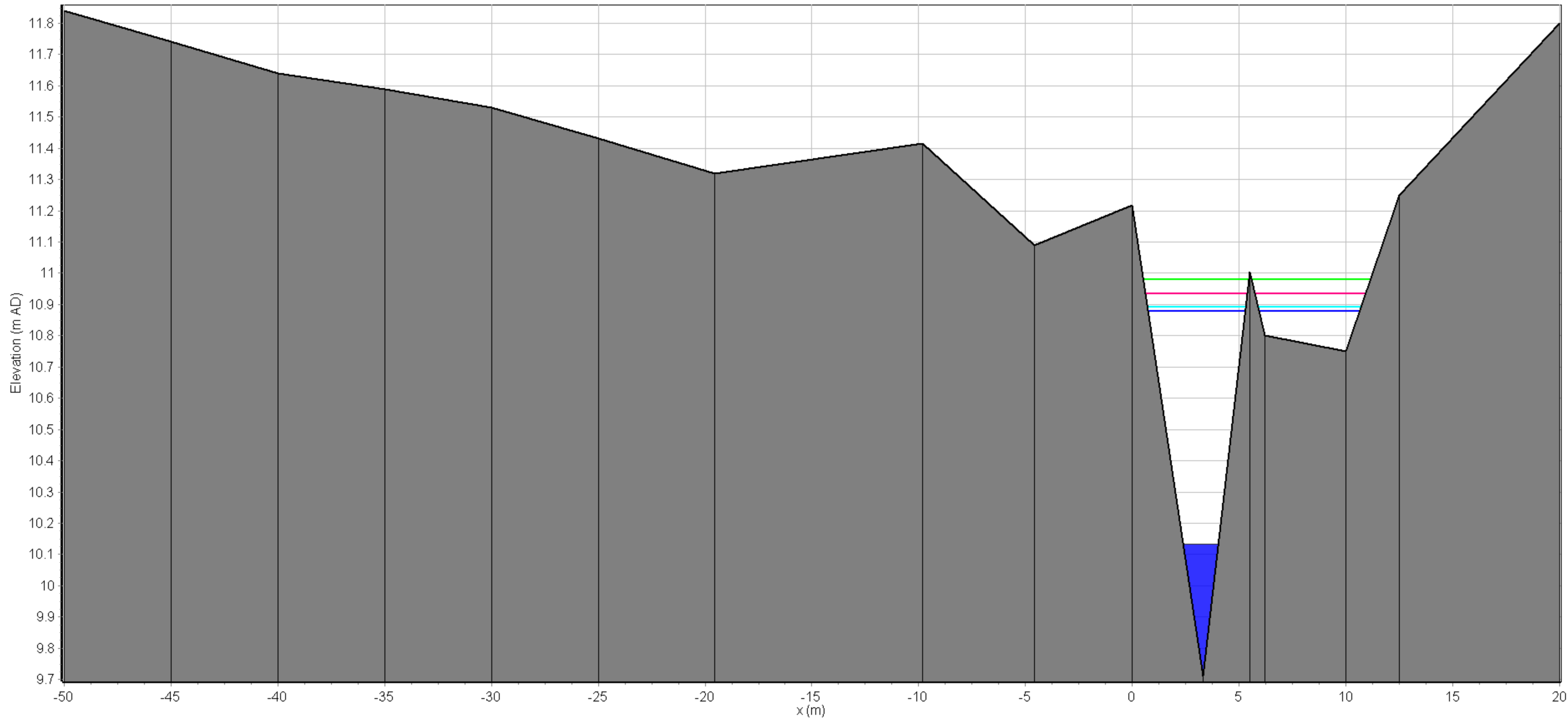
Crossing 1 - Cross-Section Data: SW1-2C



— Maximum Stage (10.93 m AD): SW1-2C - SCHEME_SW1_100YR_65CC_-20%ROUGHNESS
- - - Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
■ Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC

— Maximum Stage (10.81 m AD): SW1-2C - SCHEME_SW1_100YR_35CC_-20%ROUGHNESS
— Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
■ Bed elevation: SW1-2C

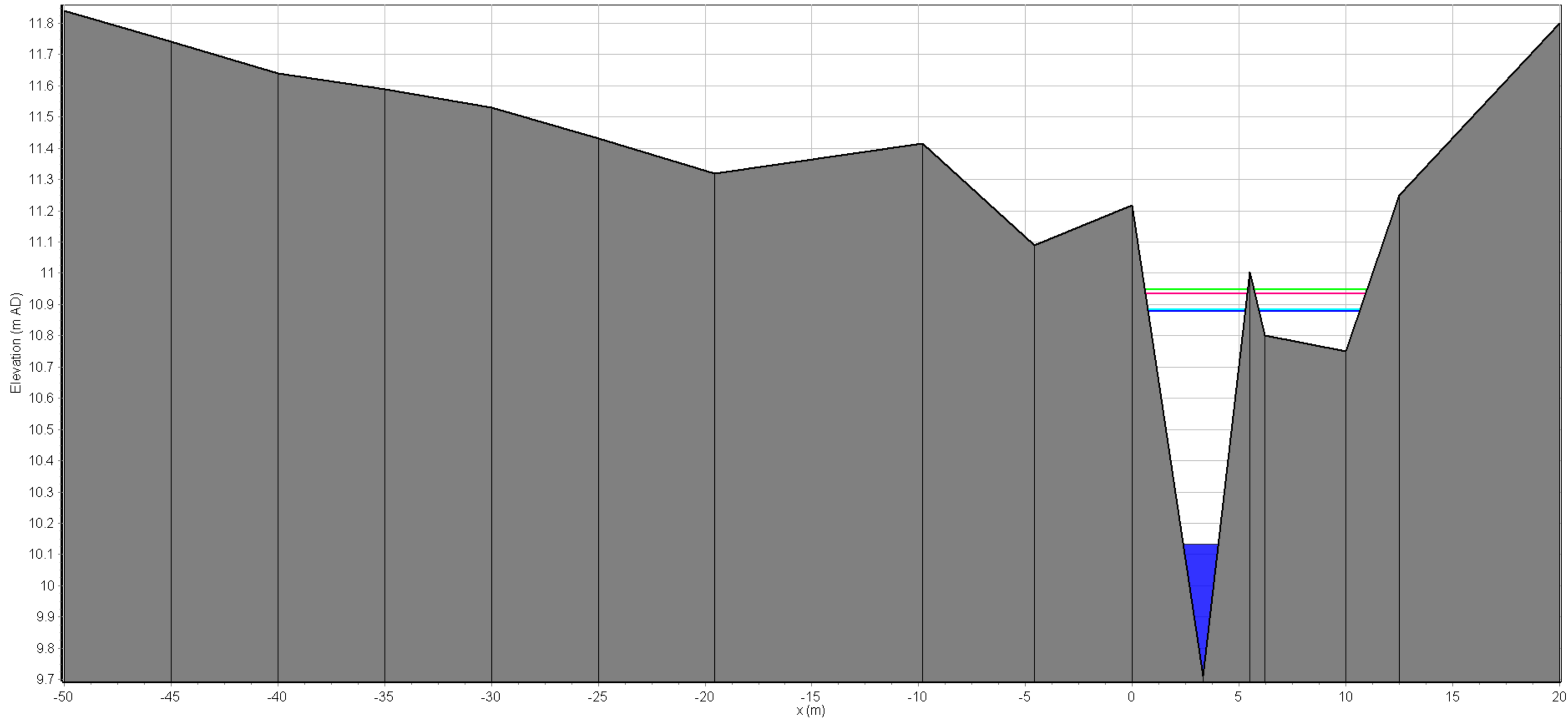
Crossing 1 - Cross-Section Data: SW1-2C



Maximum Stage (10.98 m AD): SW1-2C - SCHEME_SW1_100YR_65CC_+20%ROUGHNESS
Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC

Maximum Stage (10.89 m AD): SW1-2C - SCHEME_SW1_100YR_35CC_+20%ROUGHNESS
Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
Bed elevation: SW1-2C

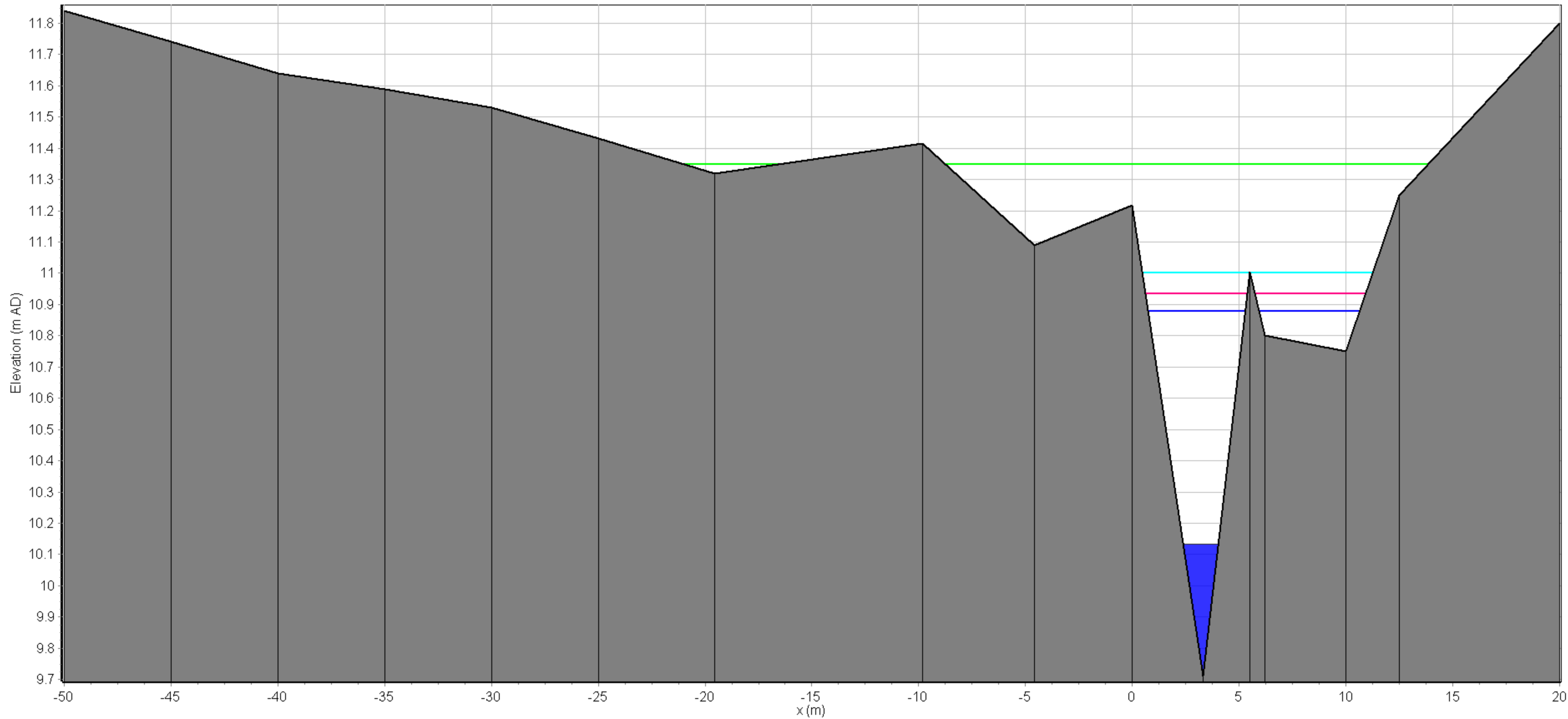
Crossing 1 - Cross-Section Data: SW1-2C



— Maximum Stage (10.95 m AD): SW1-2C - SCHEME_SW1_100YR_65CC_33%BLOCKAGE
— Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
— Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC

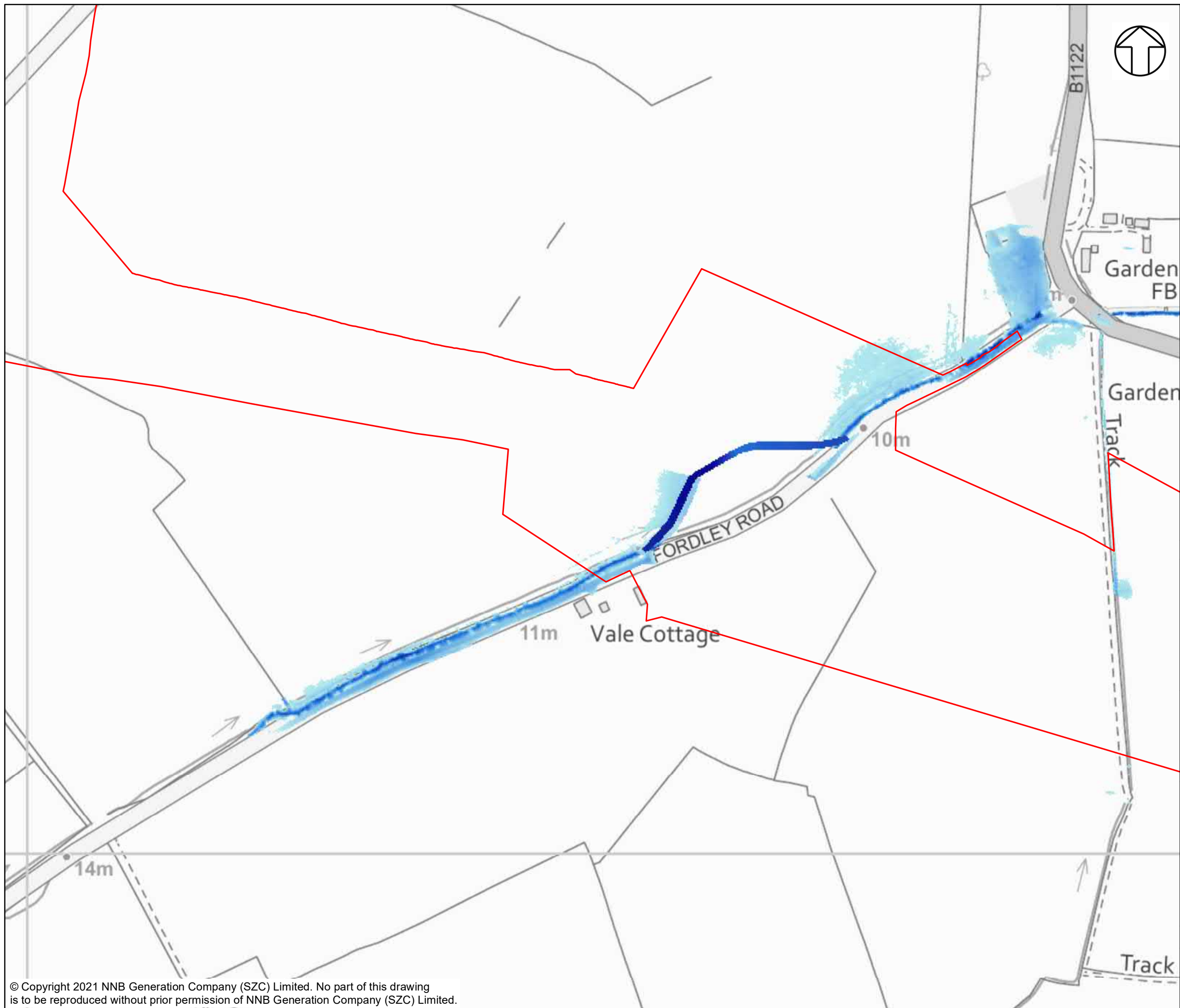
— Maximum Stage (10.89 m AD): SW1-2C - SCHEME_SW1_100YR_35CC_33%BLOCKAGE
— Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
— Bed elevation: SW1-2C

Crossing 1 - Cross-Section Data: SW1-2C





— Maximum Stage (11.35 m AD): SW1-2C - SCHEME_SW1_100YR_65CC_67%BLOCKAGE
— Maximum Stage (10.94 m AD): SW1-2C - SCHEME_SW1_100YR_65CC
■ Stage (10.13 m AD): SW1-2C - SCHEME_SW1_100YR_35CC

— Maximum Stage (11.00 m AD): SW1-2C - SCHEME_SW1_100YR_35CC_67%BLOCKAGE
— Maximum Stage (10.88 m AD): SW1-2C - SCHEME_SW1_100YR_35CC
■ Bed elevation: SW1-2C




NOTES

KEY

 SIZEWELL LINK ROAD DEVELOPMENT
 SITE BOUNDARY

DEPTH (M)

 High : 2.058
 Low : 0.001

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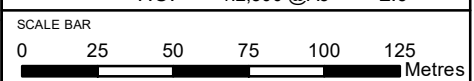


DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

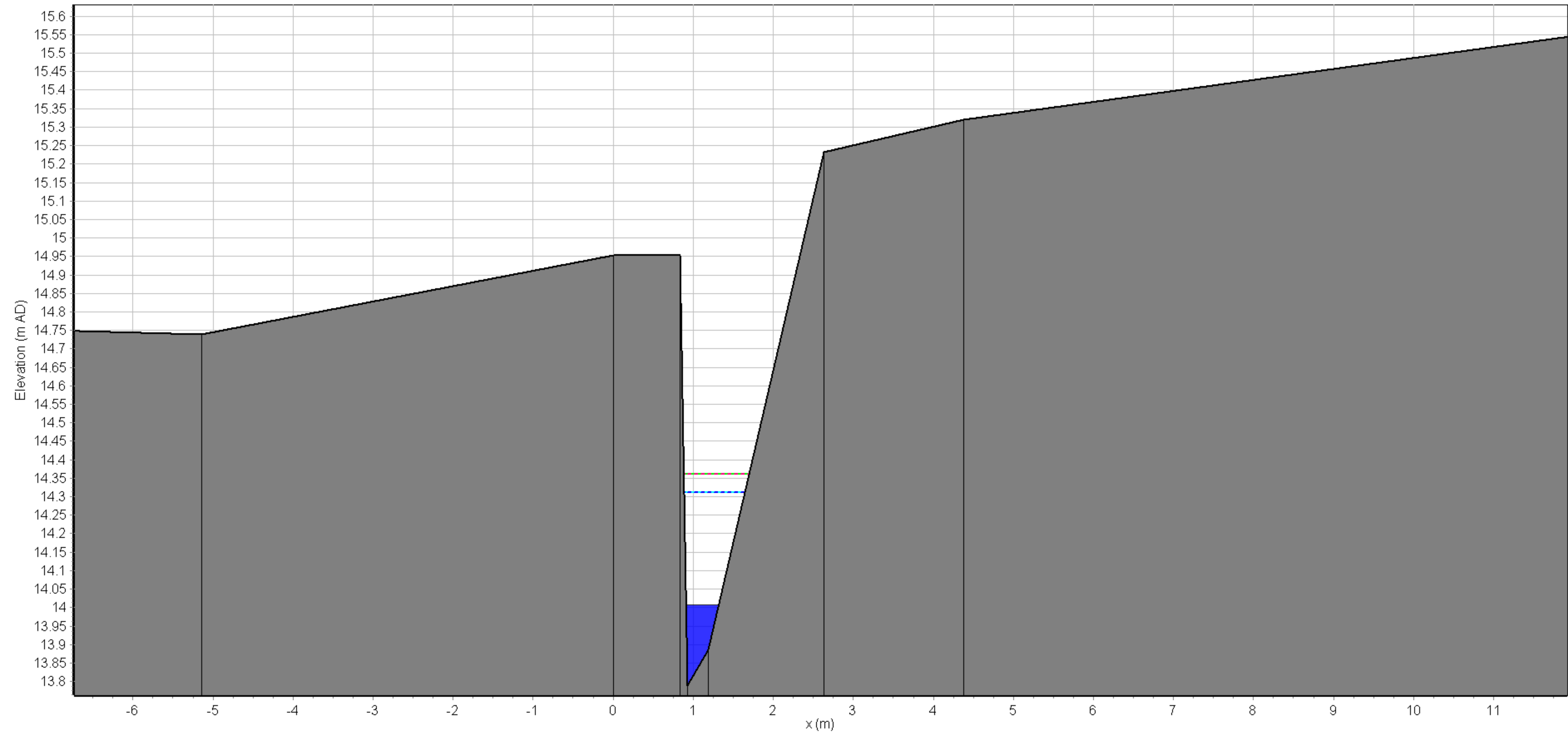
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 CROSSING 1
 67% BLOCKAGE SCENARIO
 1 IN 100-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C1.23

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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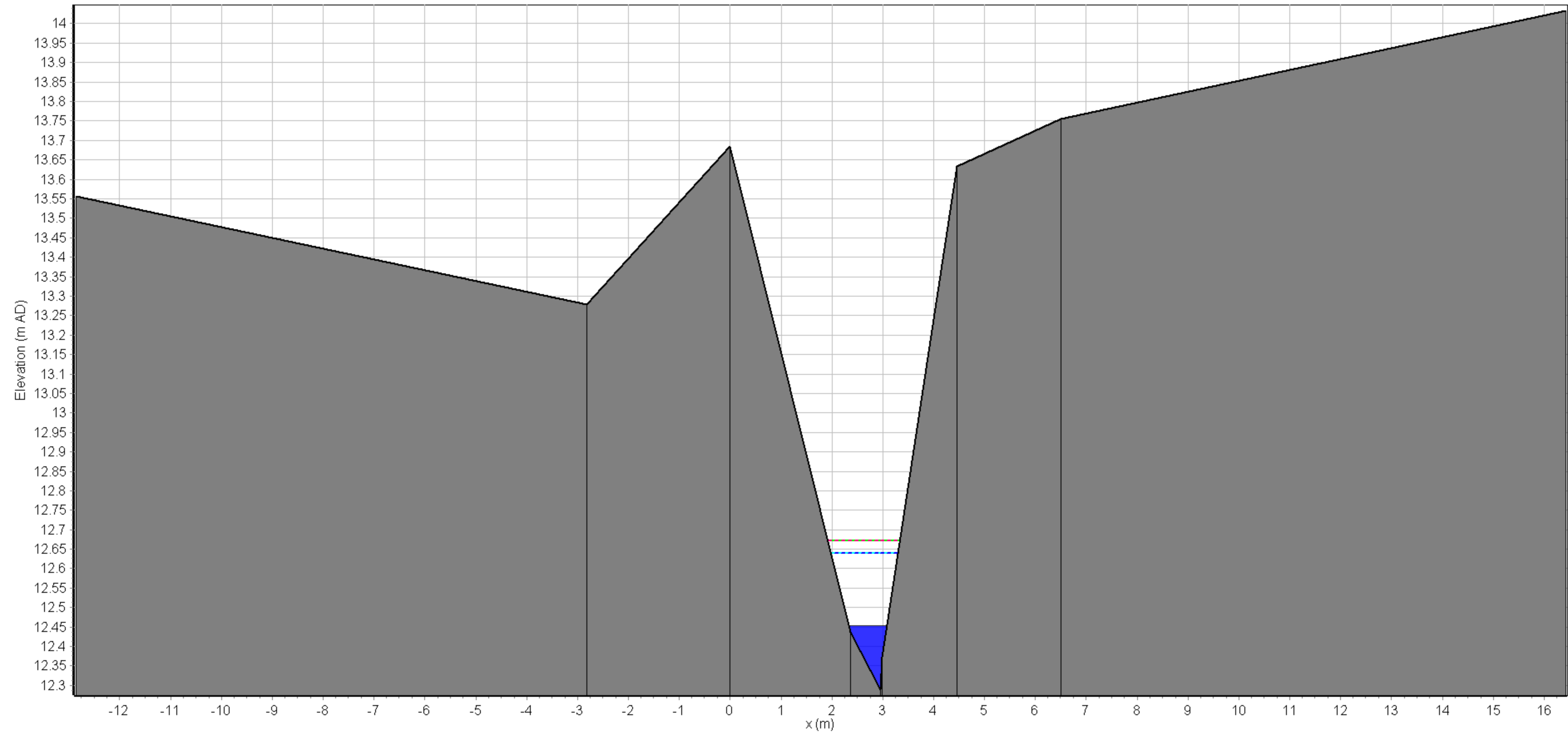


Crossing 2 - Cross-Section Data: SW2-2



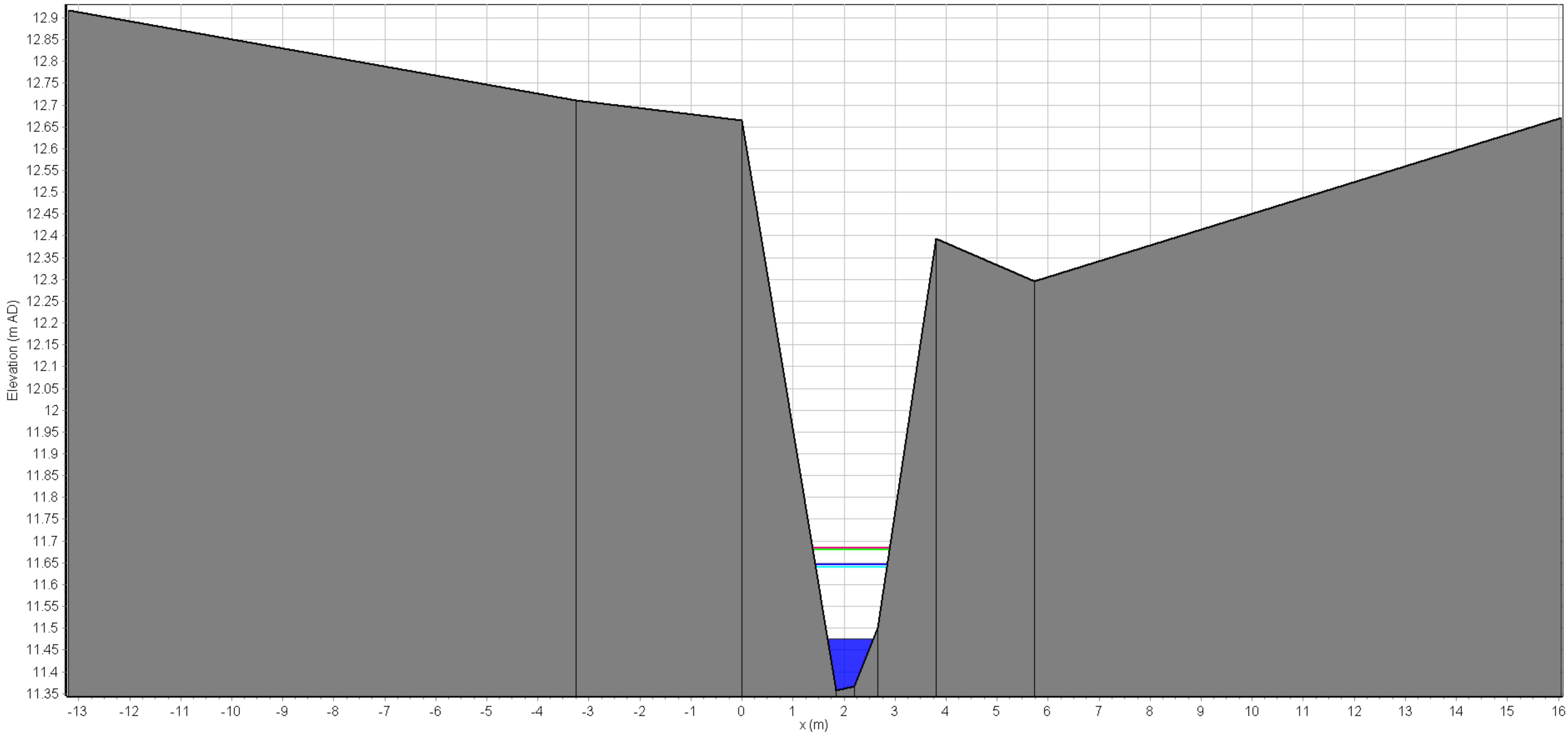
■ Stage (14.01 m AD): SW2-2 - SCHEME_SW1_100YR_35CC — Maximum Stage (14.36 m AD): SW2-2 - BASELINE_SW1_100YR_65CC — Maximum Stage (14.31 m AD): SW2-2 - BASELINE_SW1_100YR_35CC
- - - Maximum Stage (14.36 m AD): SW2-2 - SCHEME_SW1_100YR_65CC - - - Maximum Stage (14.31 m AD): SW2-2 - SCHEME_SW1_100YR_35CC ■ Bed elevation: SW2-2

Crossing 2 - Cross-Section Data: SW2-4



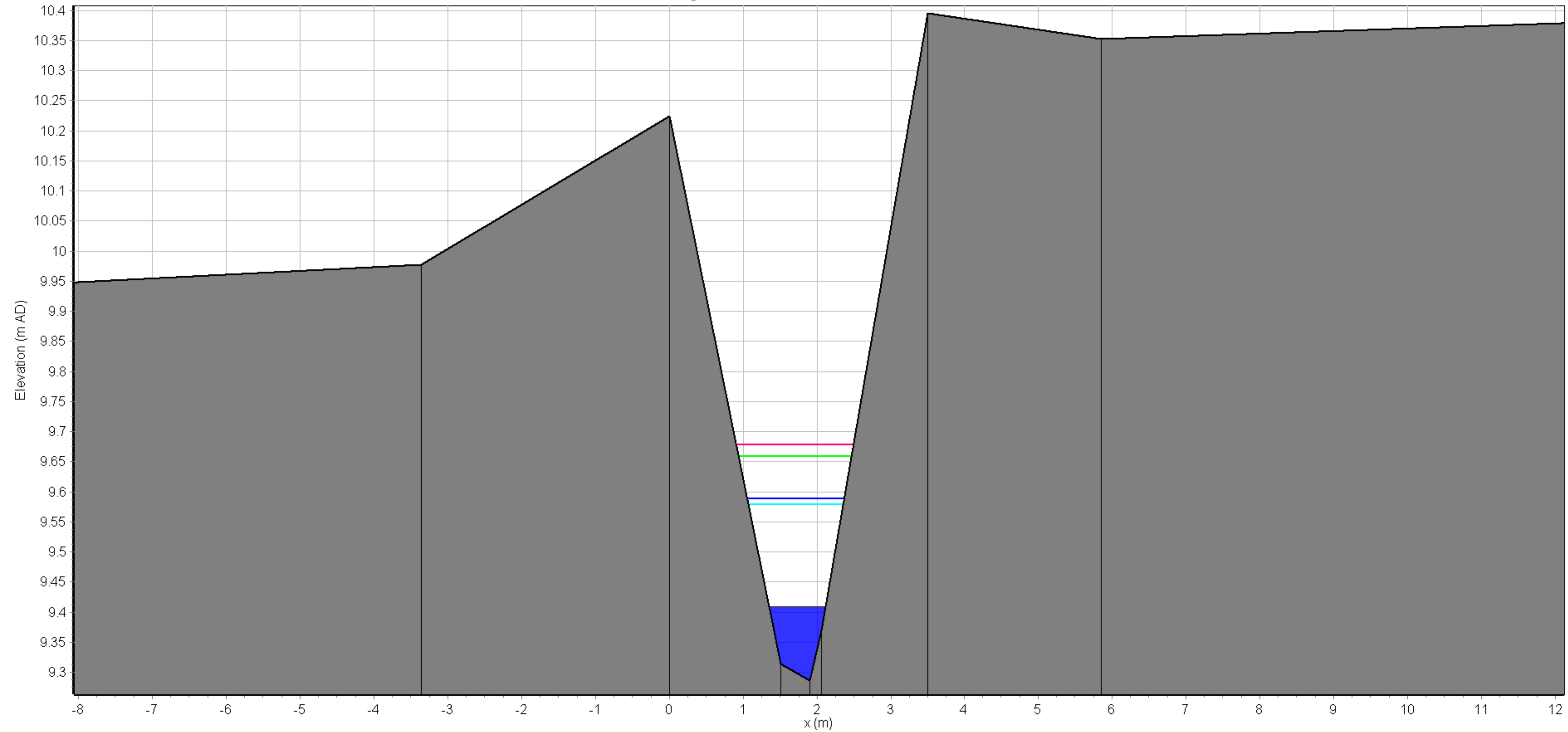
■ Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC — Maximum Stage (12.67 m AD): SW2-4 - BASELINE_SW1_100YR_65CC — Maximum Stage (12.64 m AD): SW2-4 - BASELINE_SW1_100YR_35CC
- - - Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC - - - Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC ■ Bed elevation: SW2-4

Crossing 2 - Cross-Section Data: SW2-5



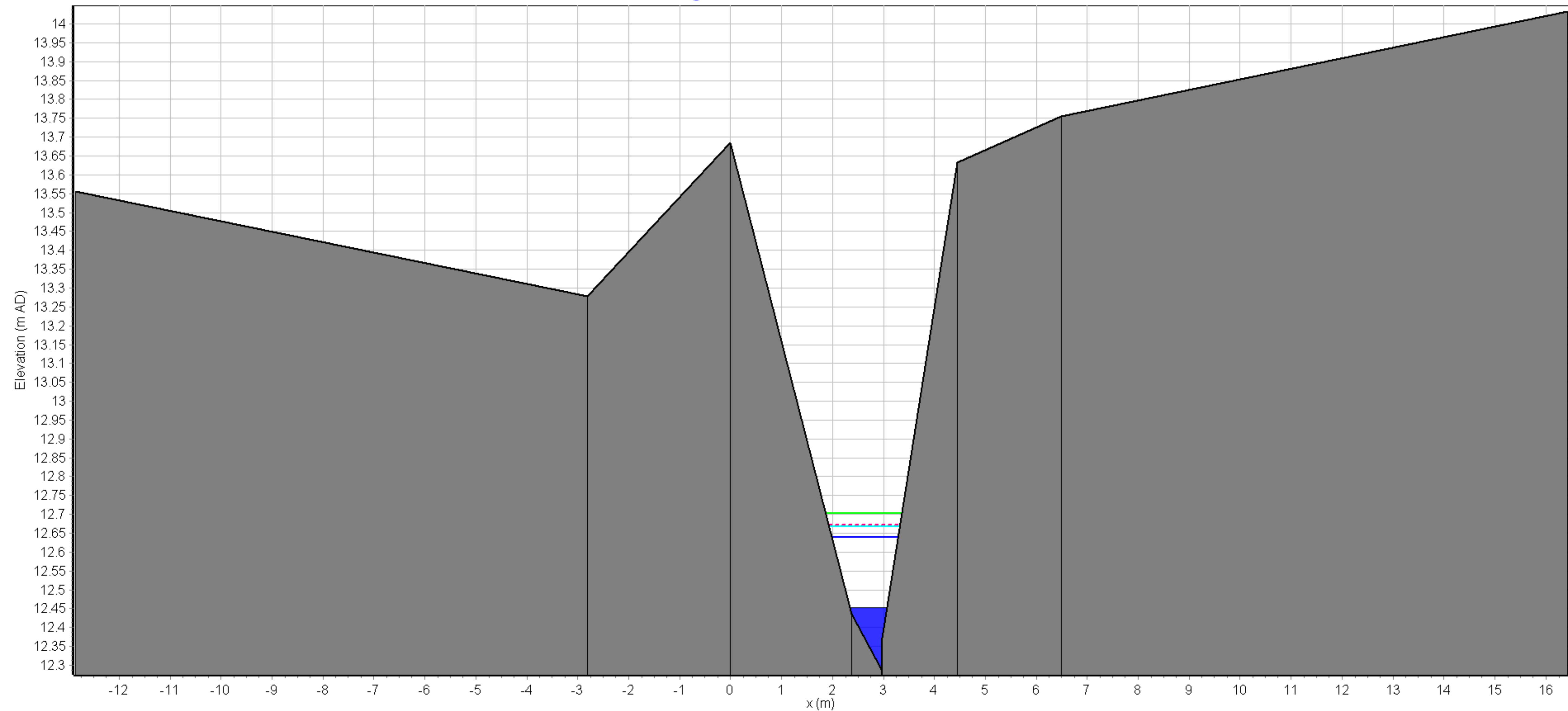
■ Stage (11.48 m AD): SW2-5 - SCHEME_SW1_100YR_35CC — Maximum Stage (11.65 m AD): SW2-5 - SCHEME_SW1_100YR_35CC — Maximum Stage (11.68 m AD): SW2-5 - SCHEME_SW1_100YR_65CC
— Maximum Stage (11.64 m AD): SW2-5 - BASELINE_SW1_100YR_35CC — Maximum Stage (11.68 m AD): SW2-5 - BASELINE_SW1_100YR_65CC ■ Bed elevation: SW2-5

Crossing 2 - Cross-Section Data: SW2-7



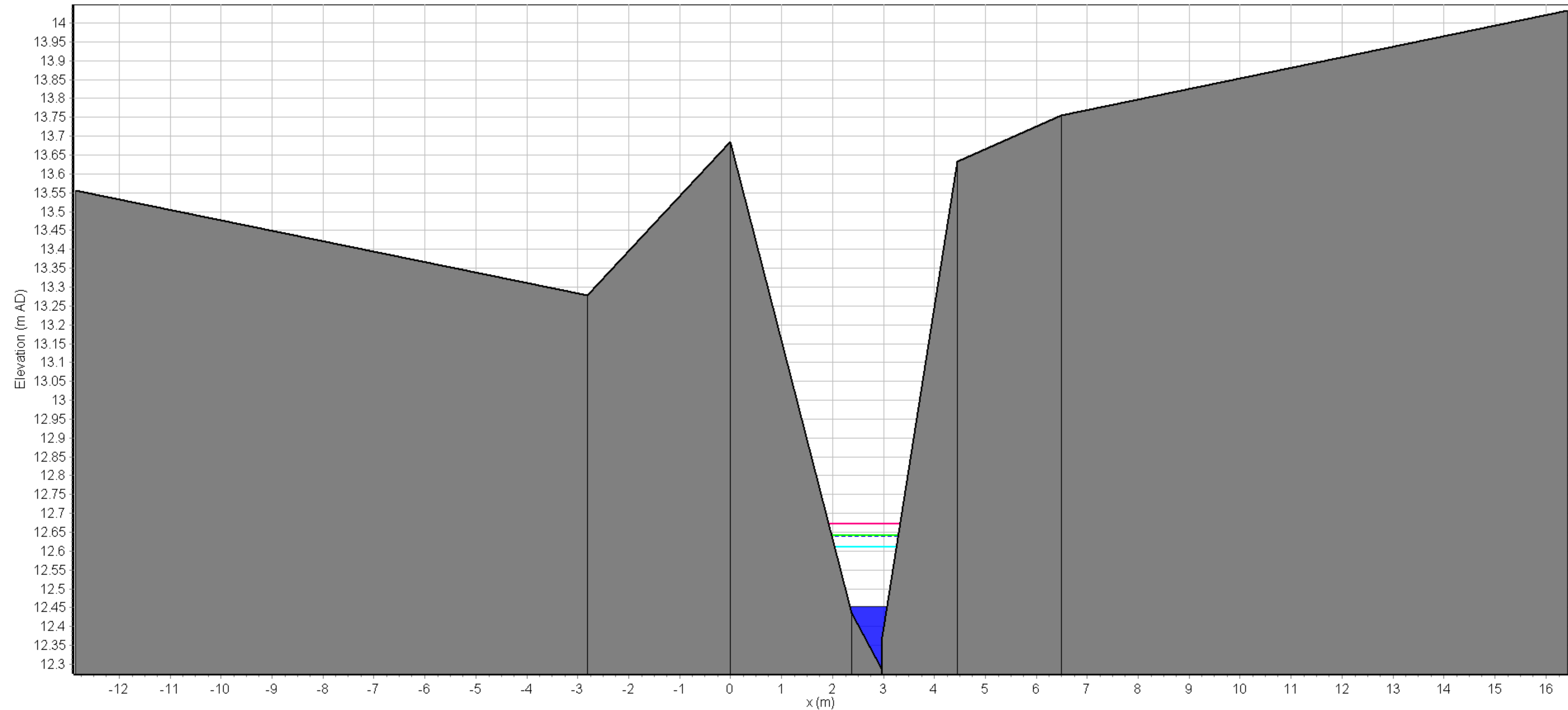
■ Stage (9.41 m AD): SW2-7 - SCHEME_SW1_100YR_35CC — Maximum Stage (9.59 m AD): SW2-7 - IScheme_SW1_100YR_35CC — Maximum Stage (9.68 m AD): SW2-7 - SCHEME_SW1_100YR_65CC
— Maximum Stage (9.58 m AD): SW2-7 - BASELINE_SW1_100YR_35CC — Maximum Stage (9.66 m AD): SW2-7 - BASELINE_SW1_100YR_65CC ■ Bed elevation: SW2-7

Crossing 2 - Cross-Section Data: SW2-4



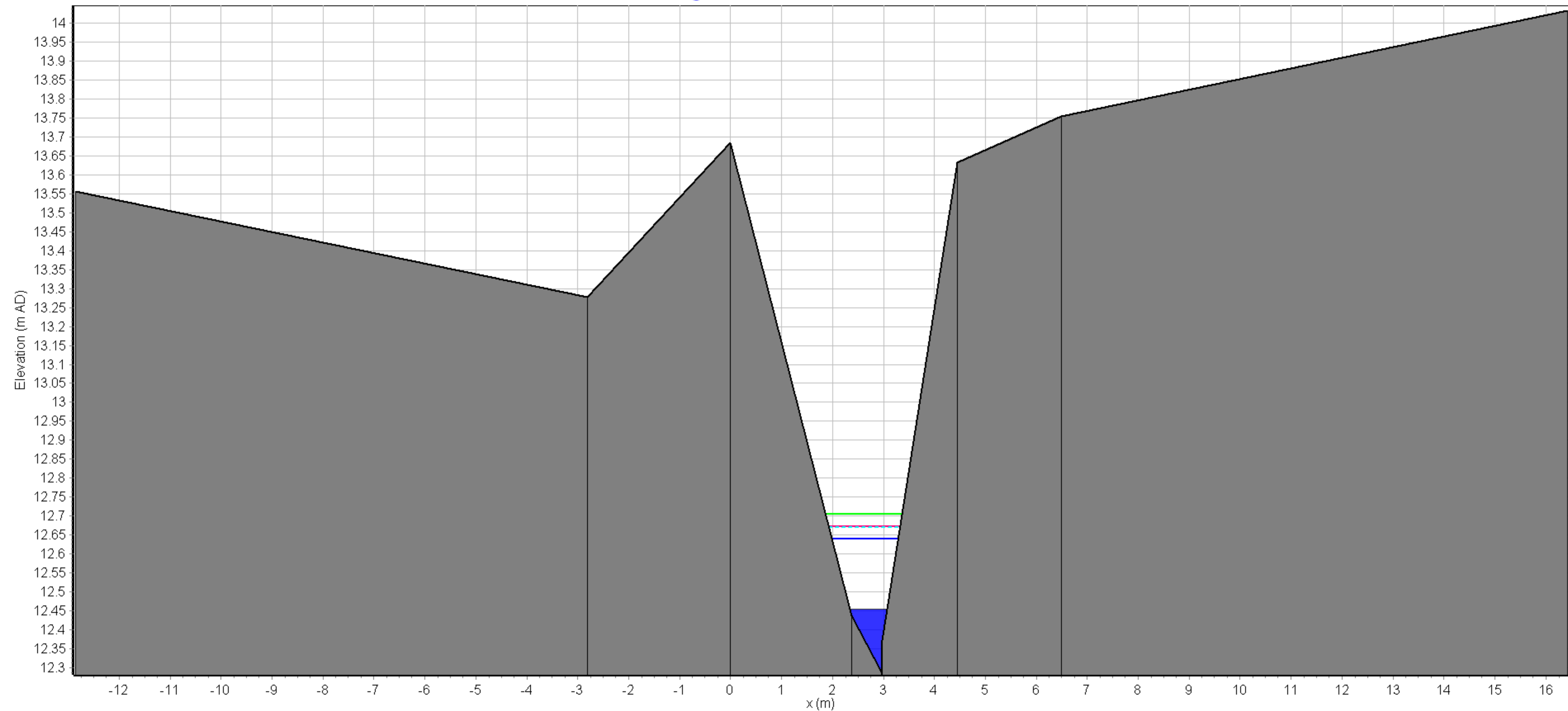
- Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC
- Maximum Stage (12.70 m AD): SW2-4 - SCHEME_SW1_100YR_65CC_+20%FLOW
- Bed elevation: SW2-4
- Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_35CC_+20%FLOW

Crossing 2 - Cross-Section Data: SW2-4



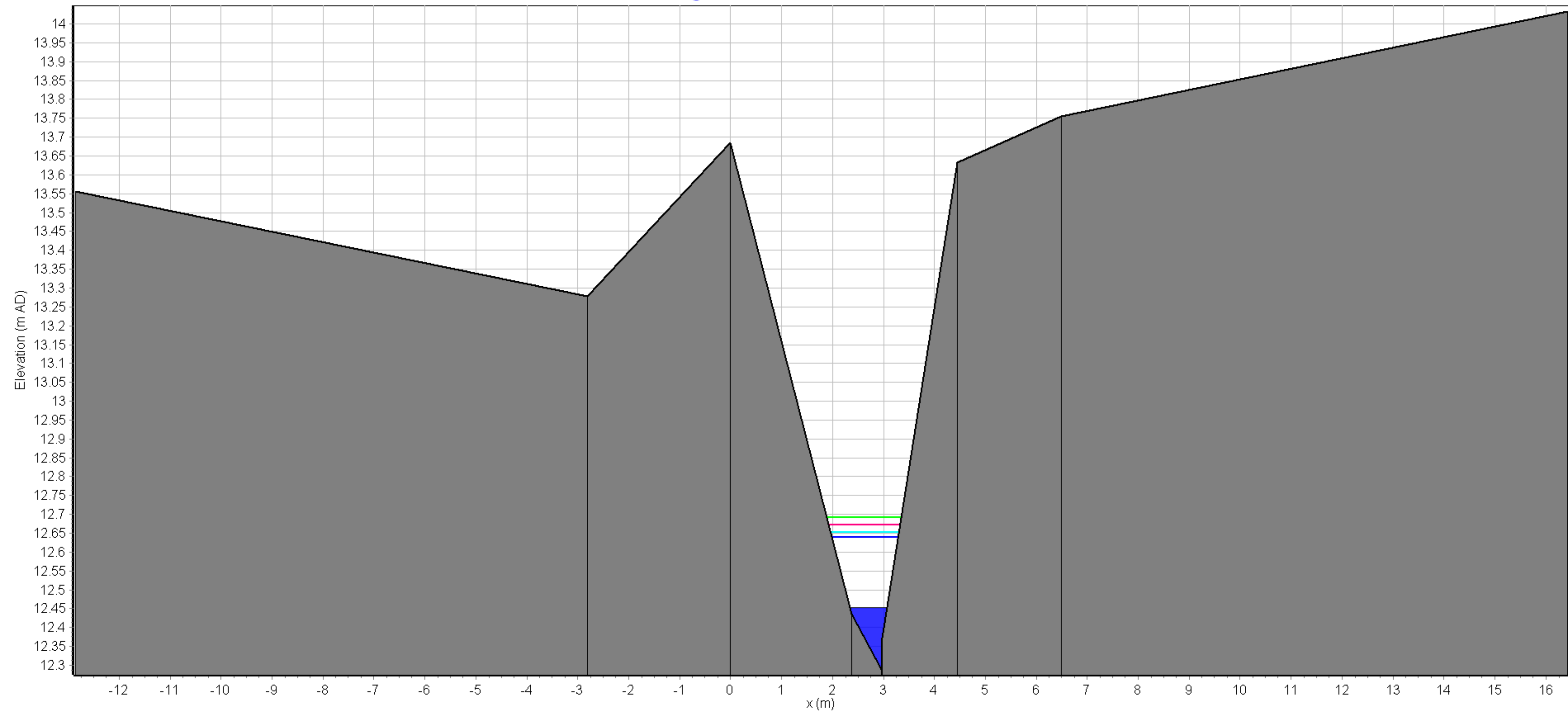
- Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC
- Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_65CC_-20%ROUGHNESS
- Bed elevation: SW2-4
- Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.61 m AD): SW2-4 - SCHEME_SW1_100YR_35CC_-20%ROUGHNESS

Crossing 2 - Cross-Section Data: SW2-4



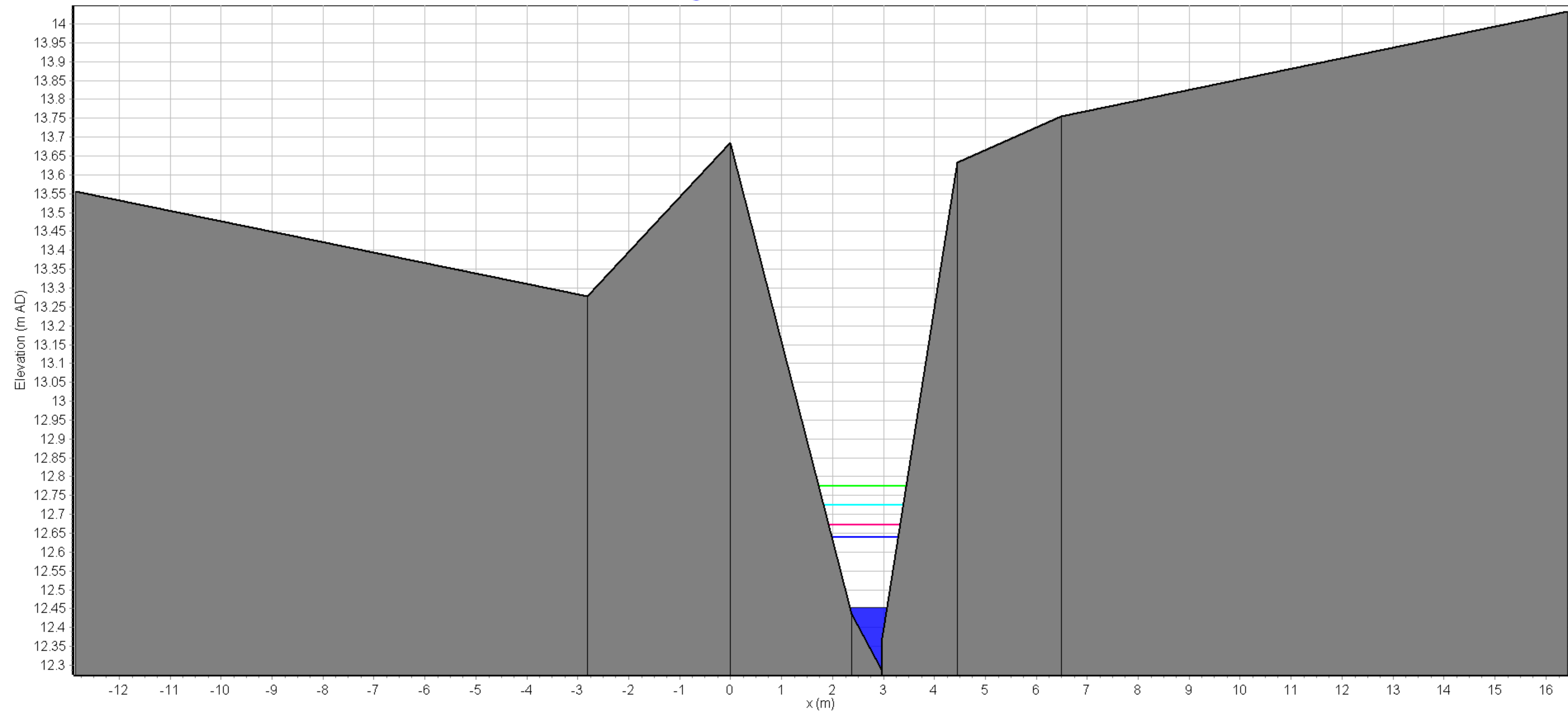
■ Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
■ Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
■ Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC
■ Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_35CC_+20%ROUGHNESS
■ Maximum Stage (12.71 m AD): SW2-4 - SCHEME_SW1_100YR_65CC_+20%ROUGHNESS
■ Bed elevation: SW2-4

Crossing 2 - Cross-Section Data: SW2-4

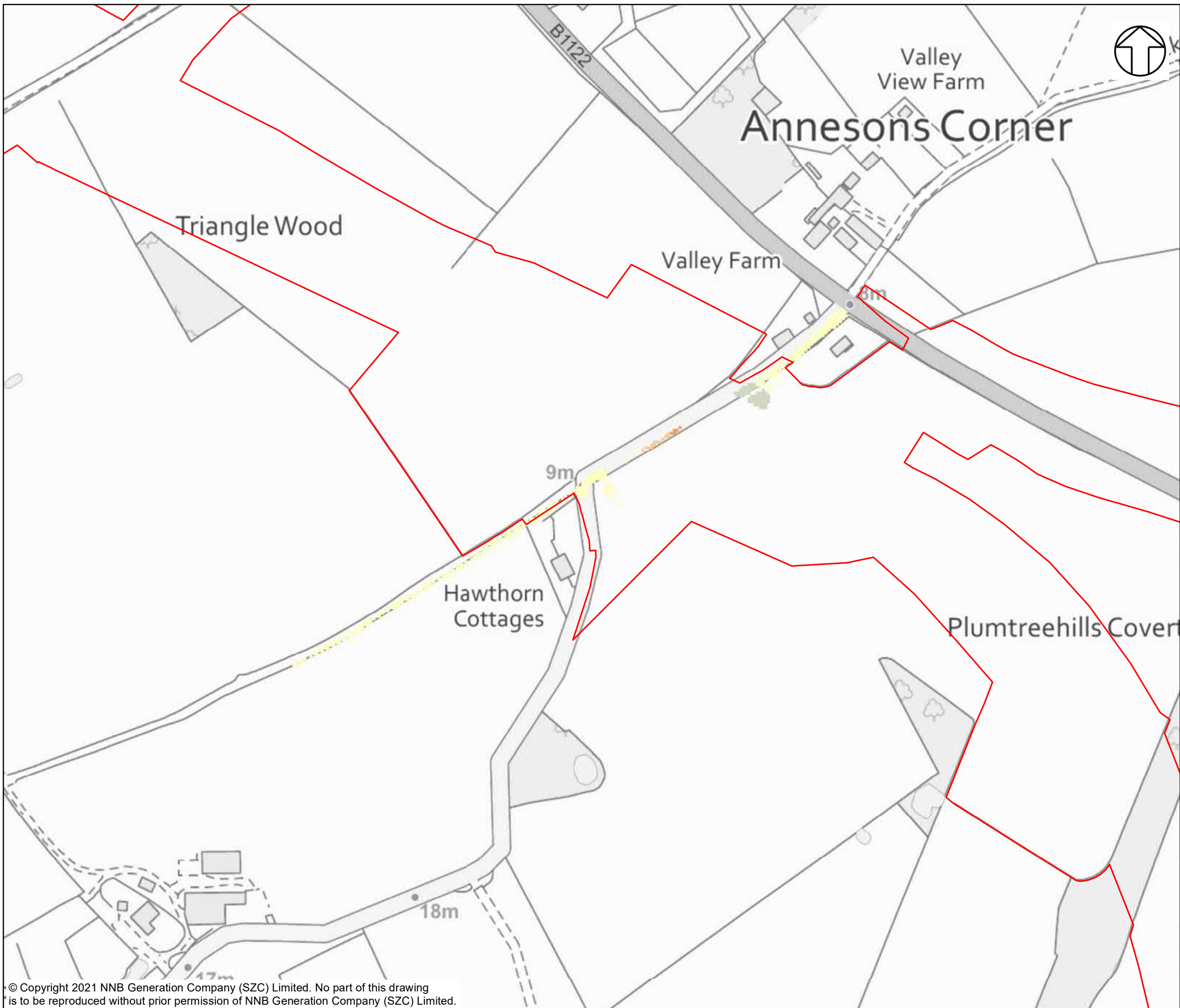


- Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC
- Maximum Stage (12.69 m AD): SW2-4 - SCHEME_SW1_100YR_65CC_33%BLOCKAGE
- Bed elevation: SW2-4
- Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
- Maximum Stage (12.65 m AD): SW2-4 - SCHEME_SW1_100YR_35CC_33%BLOCKAGE

Crossing 2 - Cross-Section Data: SW2-4



■ Stage (12.45 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
■ Maximum Stage (12.64 m AD): SW2-4 - SCHEME_SW1_100YR_35CC
■ Maximum Stage (12.67 m AD): SW2-4 - SCHEME_SW1_100YR_65CC
■ Maximum Stage (12.72 m AD): SW2-4 - SCHEME_SW1_100YR_35CC_67%BLOCKAGE
■ Maximum Stage (12.78 m AD): SW2-4 - SCHEME_SW1_100YR_65CC_67%BLOCKAGE
■ Bed elevation: SW2-4



NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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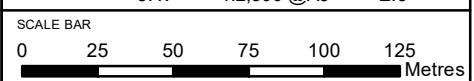


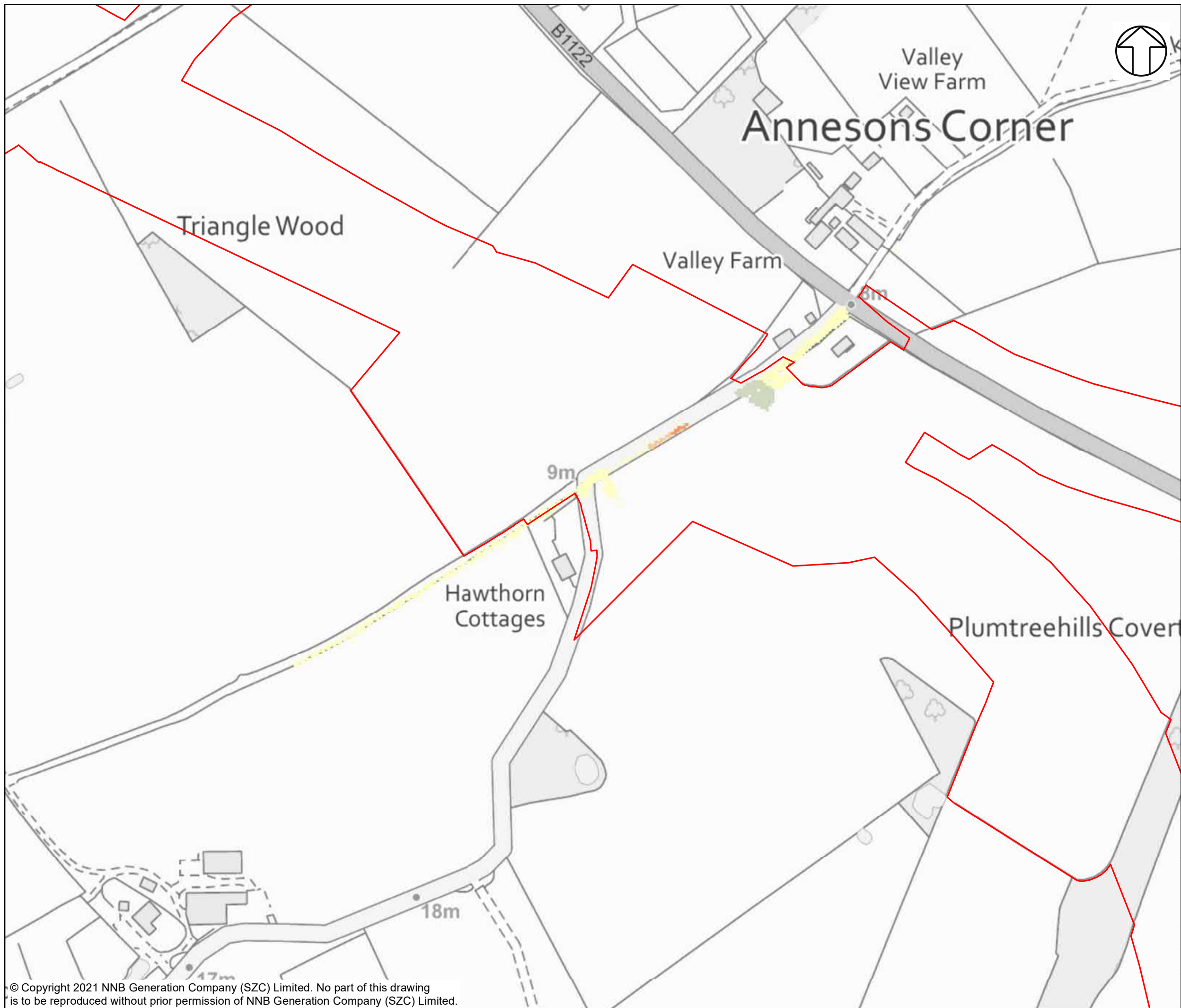
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 5-YEAR

DRAWING NO:
 FIGURE C3.1

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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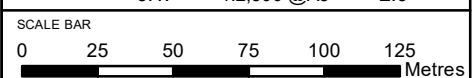


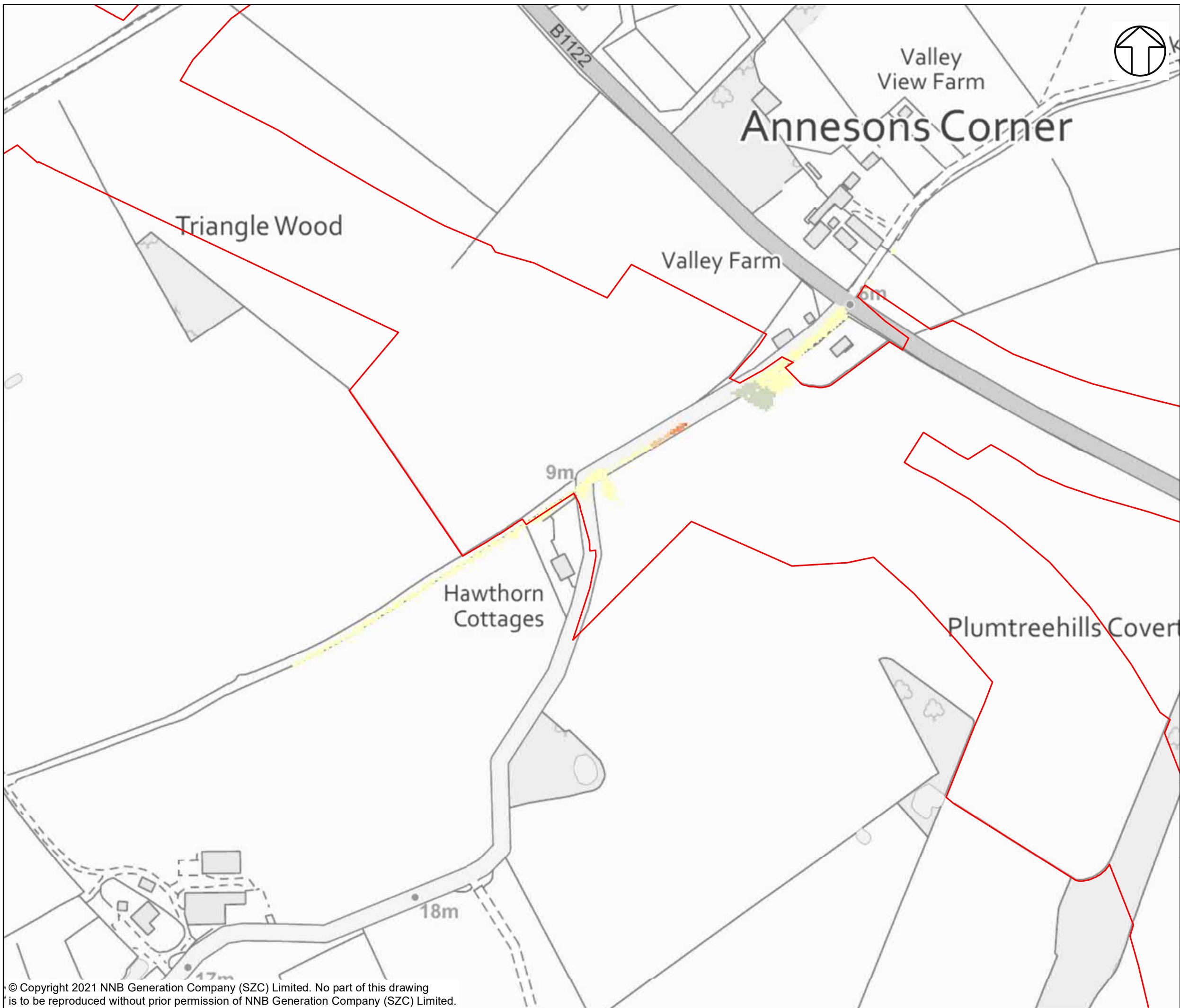
DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 5-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.2

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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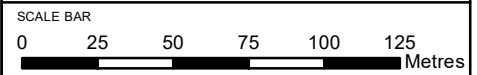


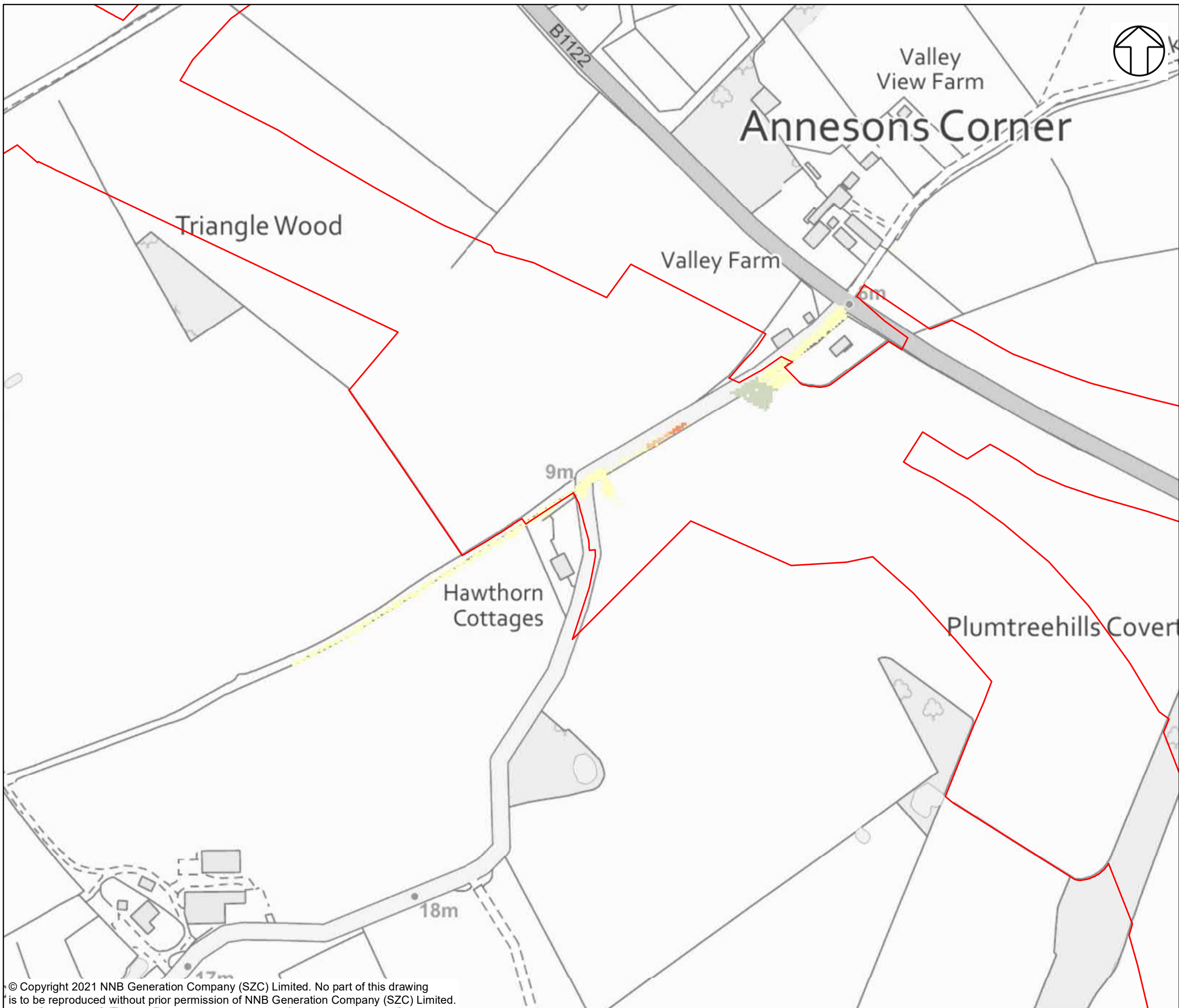
DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 5-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE A3.3

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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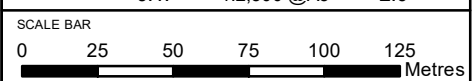


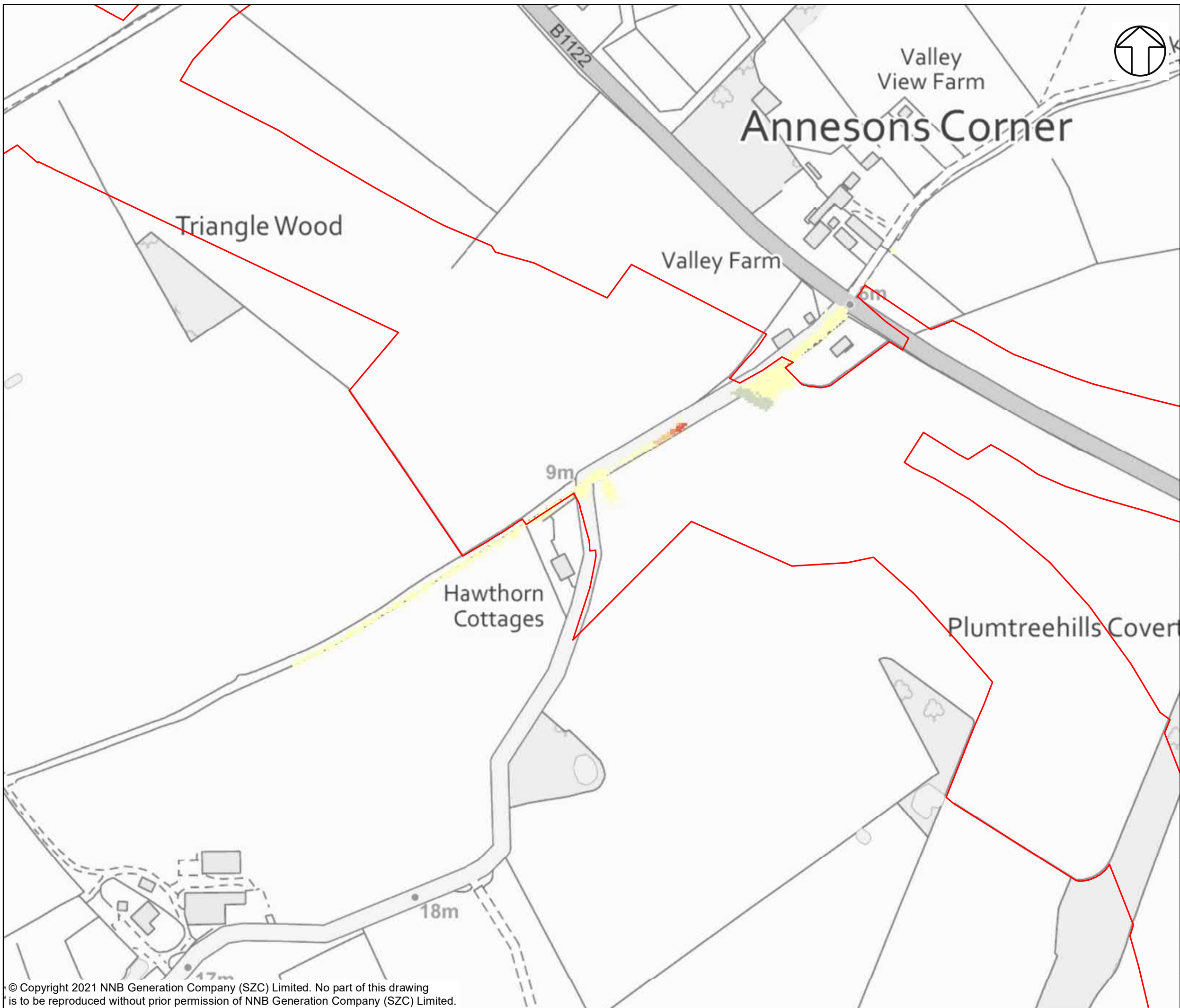
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 20-YEAR

DRAWING NO:
 FIGURE C3.4

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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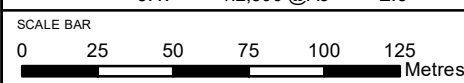


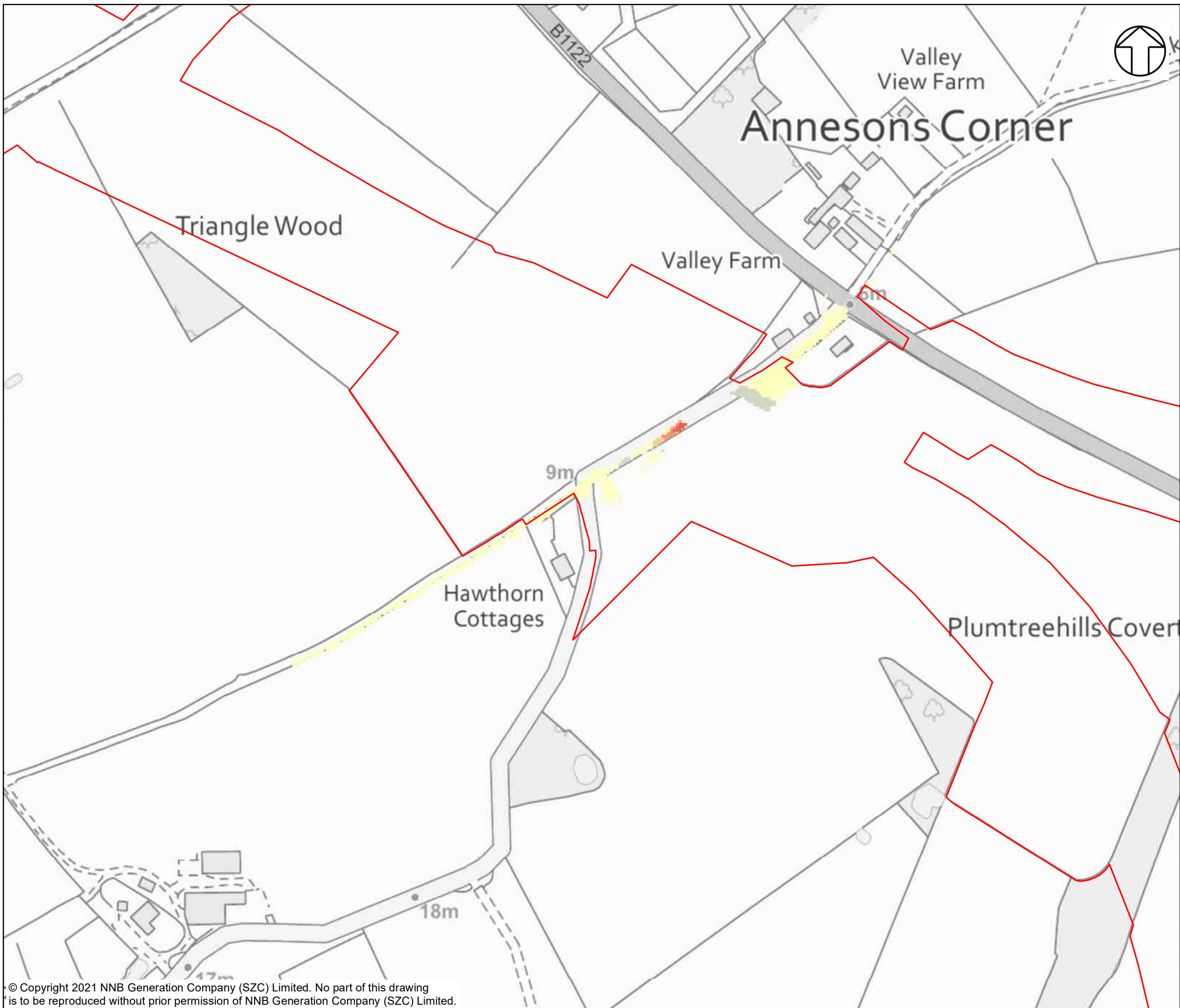
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 20-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.5

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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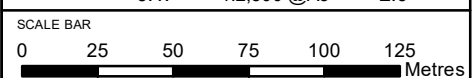


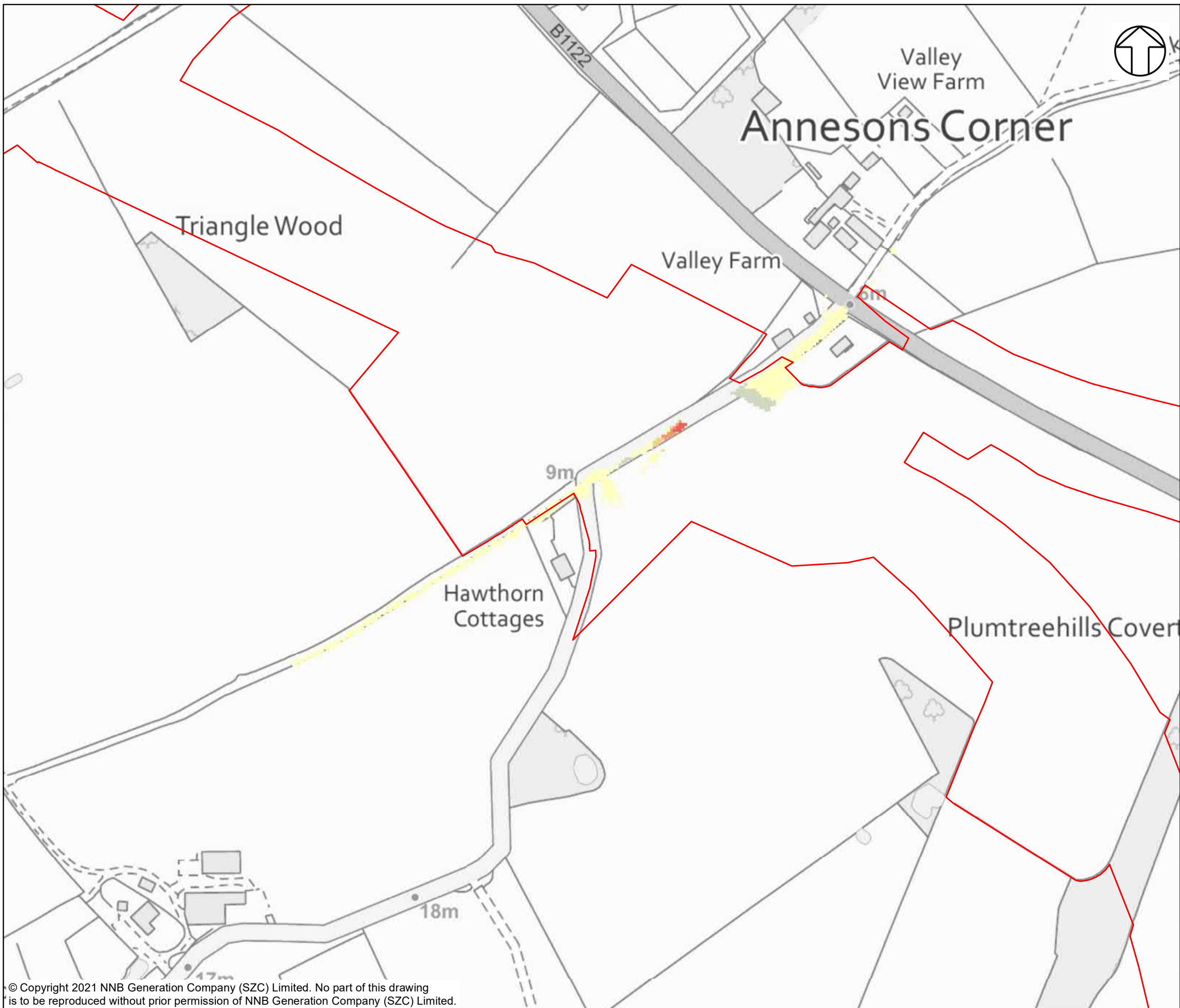
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 20-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.6

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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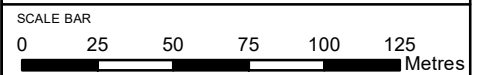


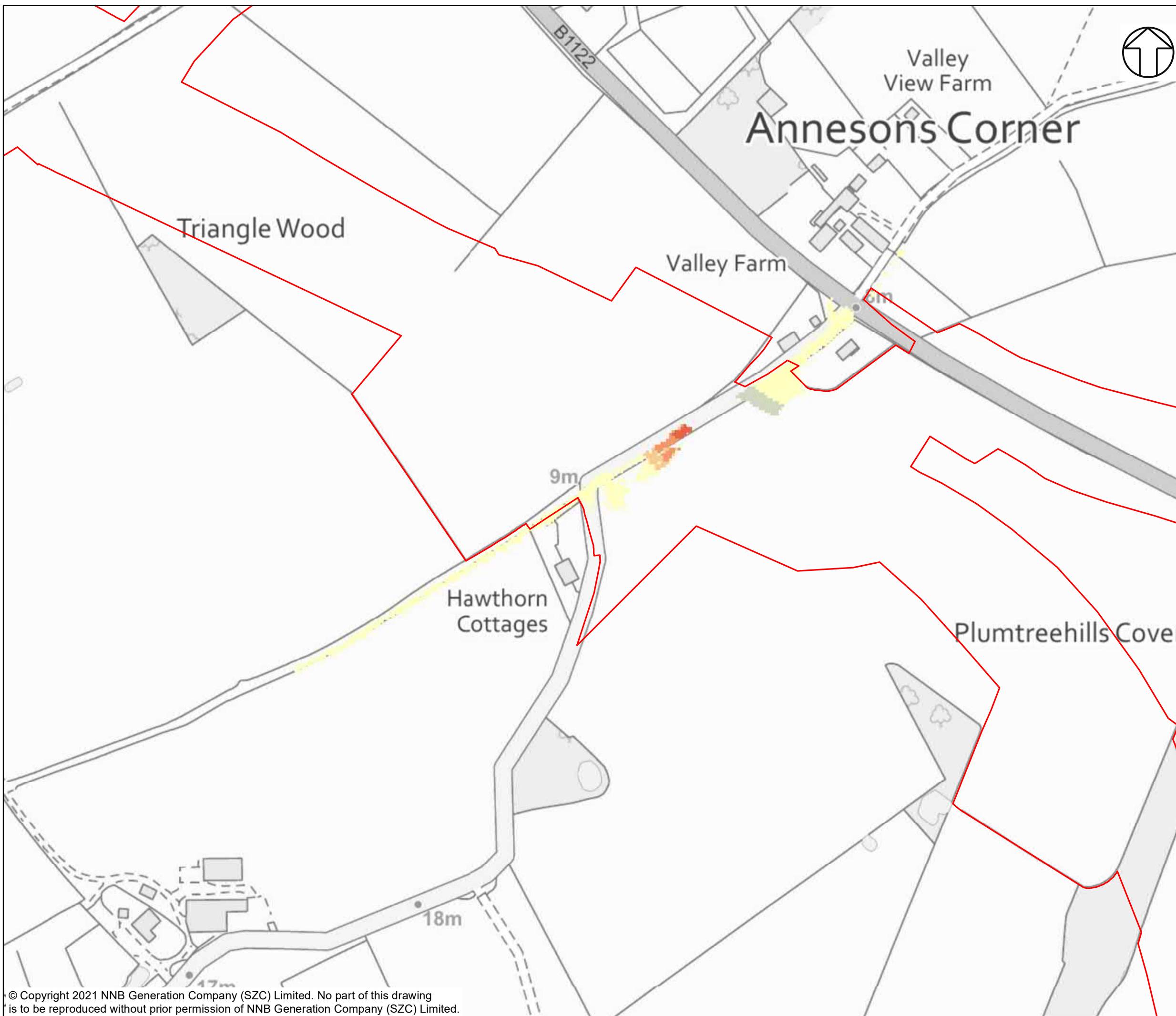
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 100-YEAR

DRAWING NO.:
 FIGURE C3.7

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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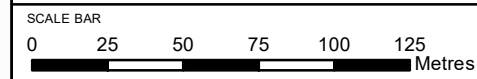


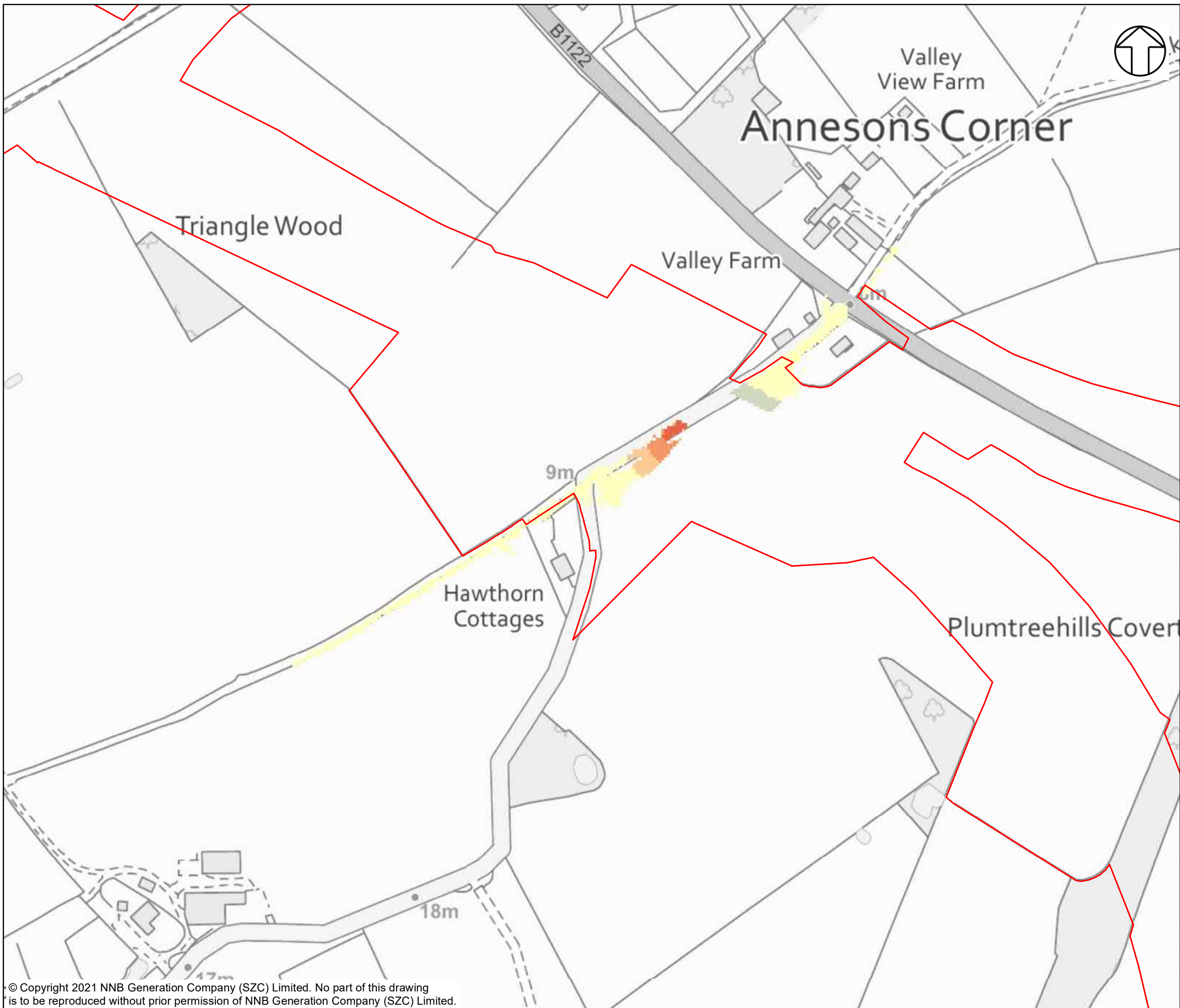
DOCUMENT:
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 100-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.8

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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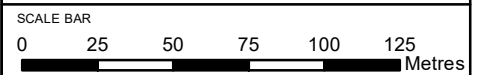


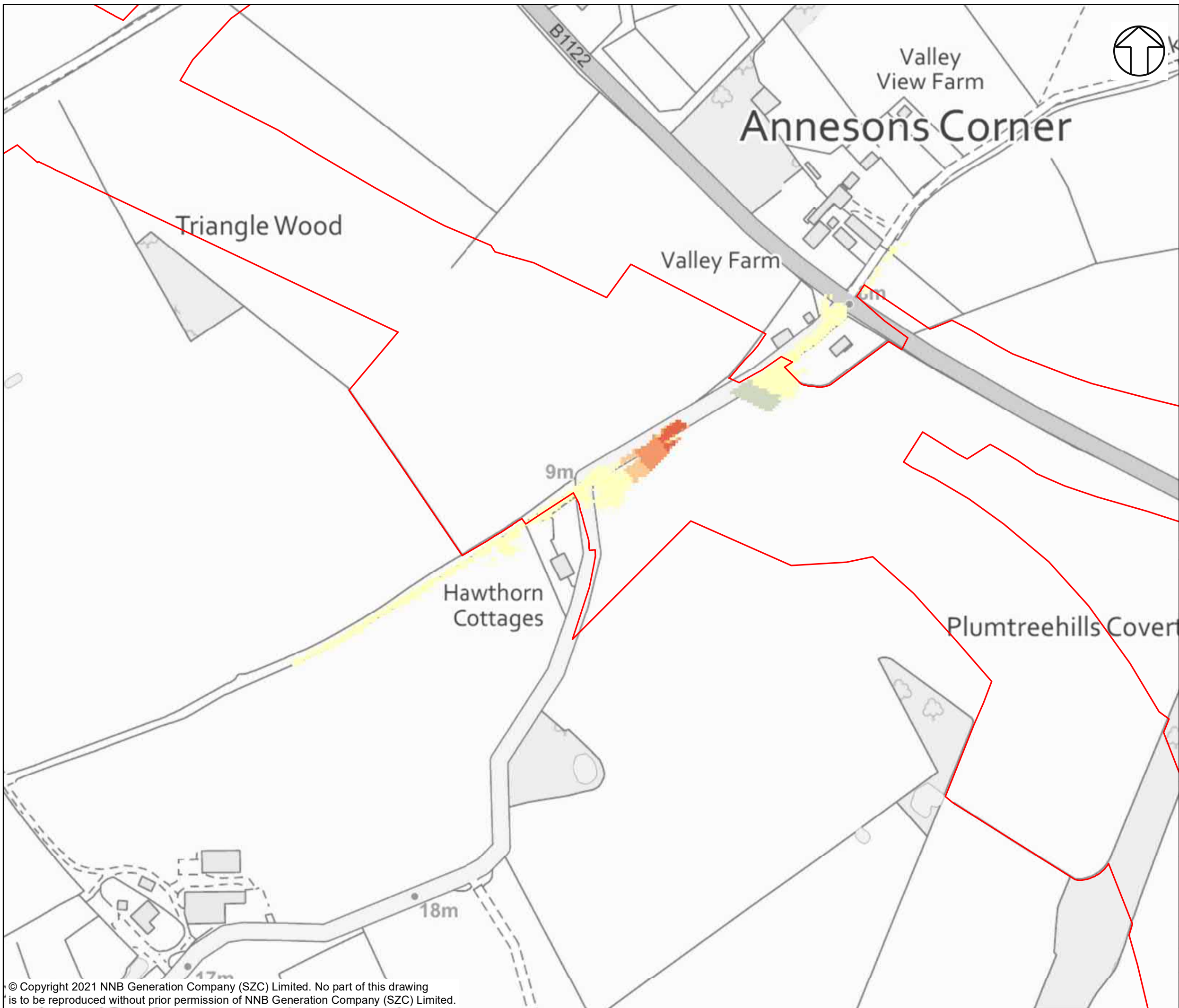
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 100-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.9

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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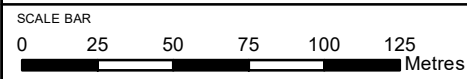


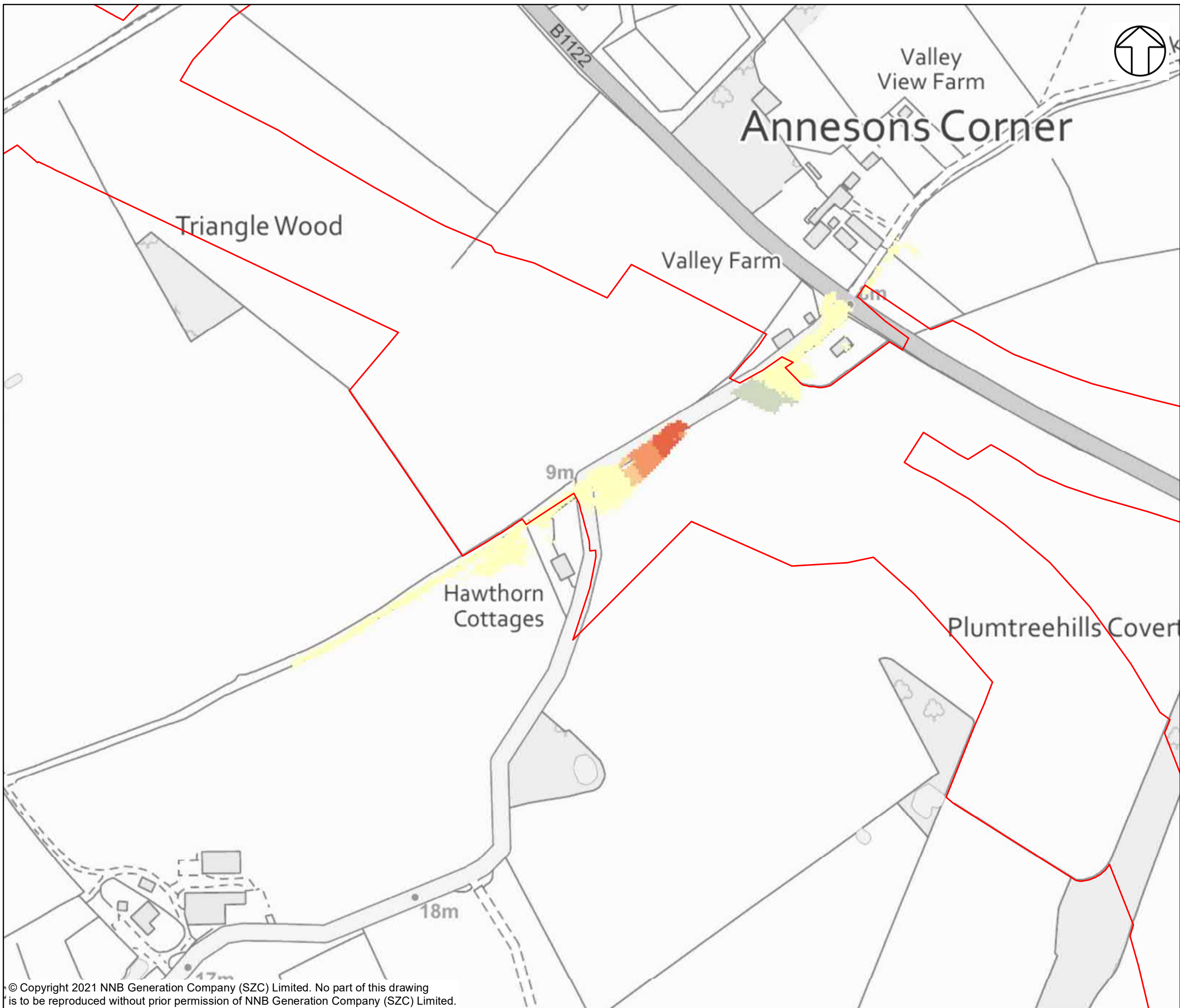
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 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 1000-YEAR

DRAWING NO:
 FIGURE C3.10

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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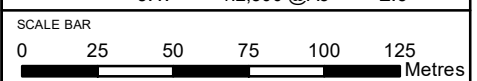


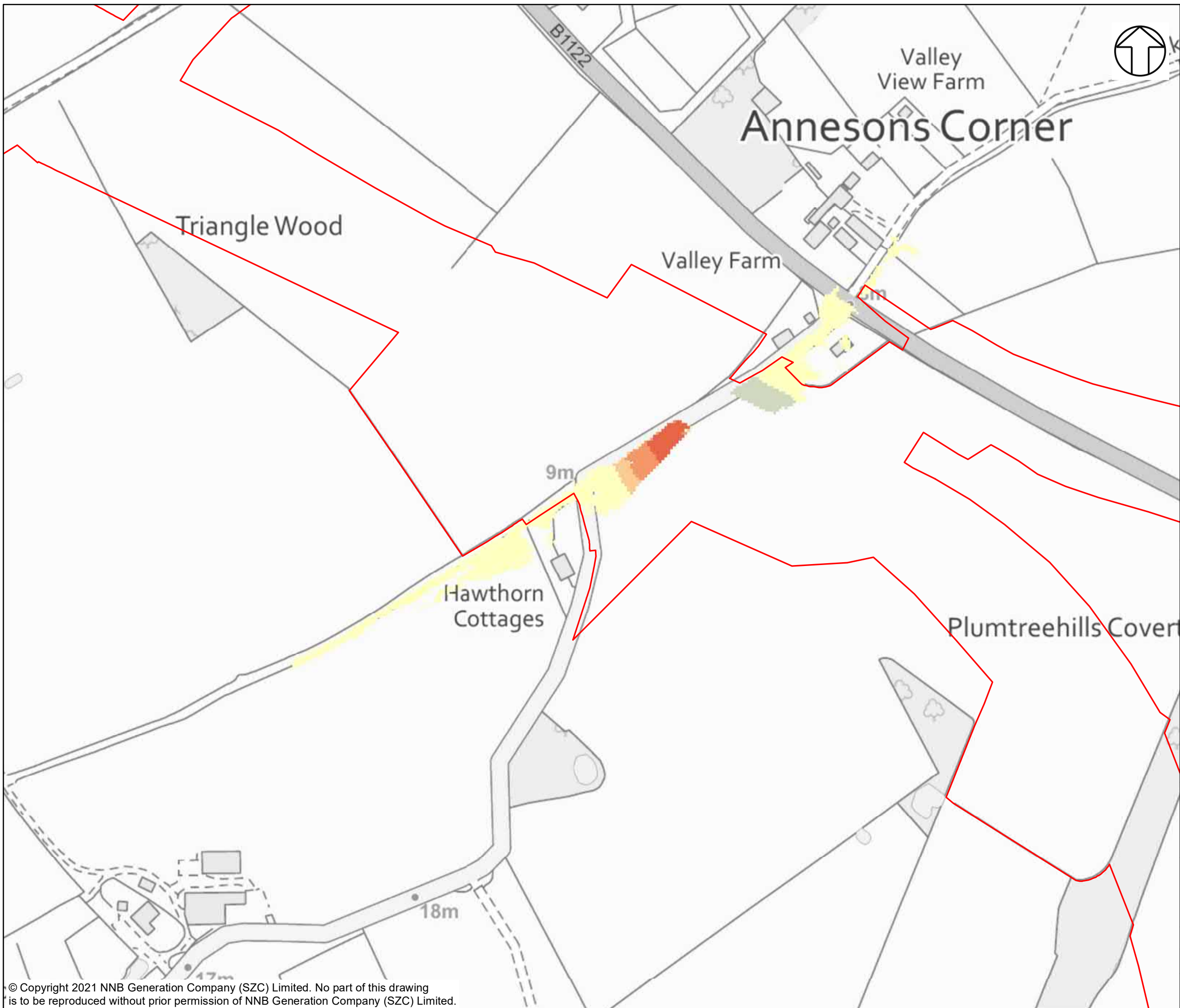
DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 1000-YEAR + 35% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.11

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- FLOOD DEPTH DIFFERENCE (M)**
- 0.3 - 0.1
- 0.1 - 0.03
- 0.03 - 0.01
- 0
- 0.01 - -0.03

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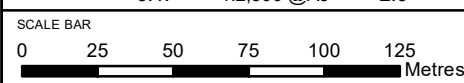


DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

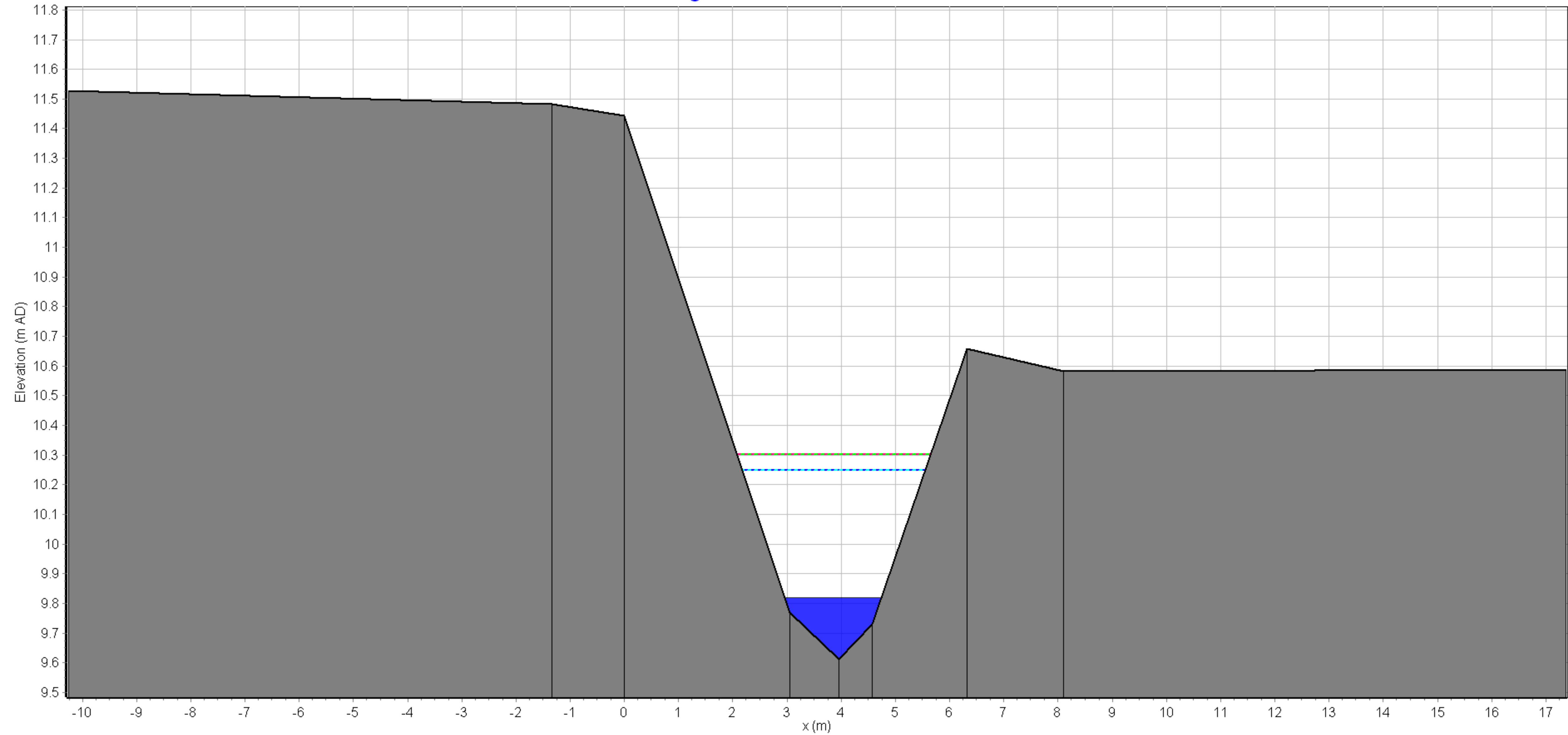
DRAWING TITLE:
 CROSSING 3
 DIFFERENCE
 1 IN 1000-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.12

DATE: FEB 2021	DRAWN: J.T.	SCALE: 1:2,500 @A3	REVISION: 2.0
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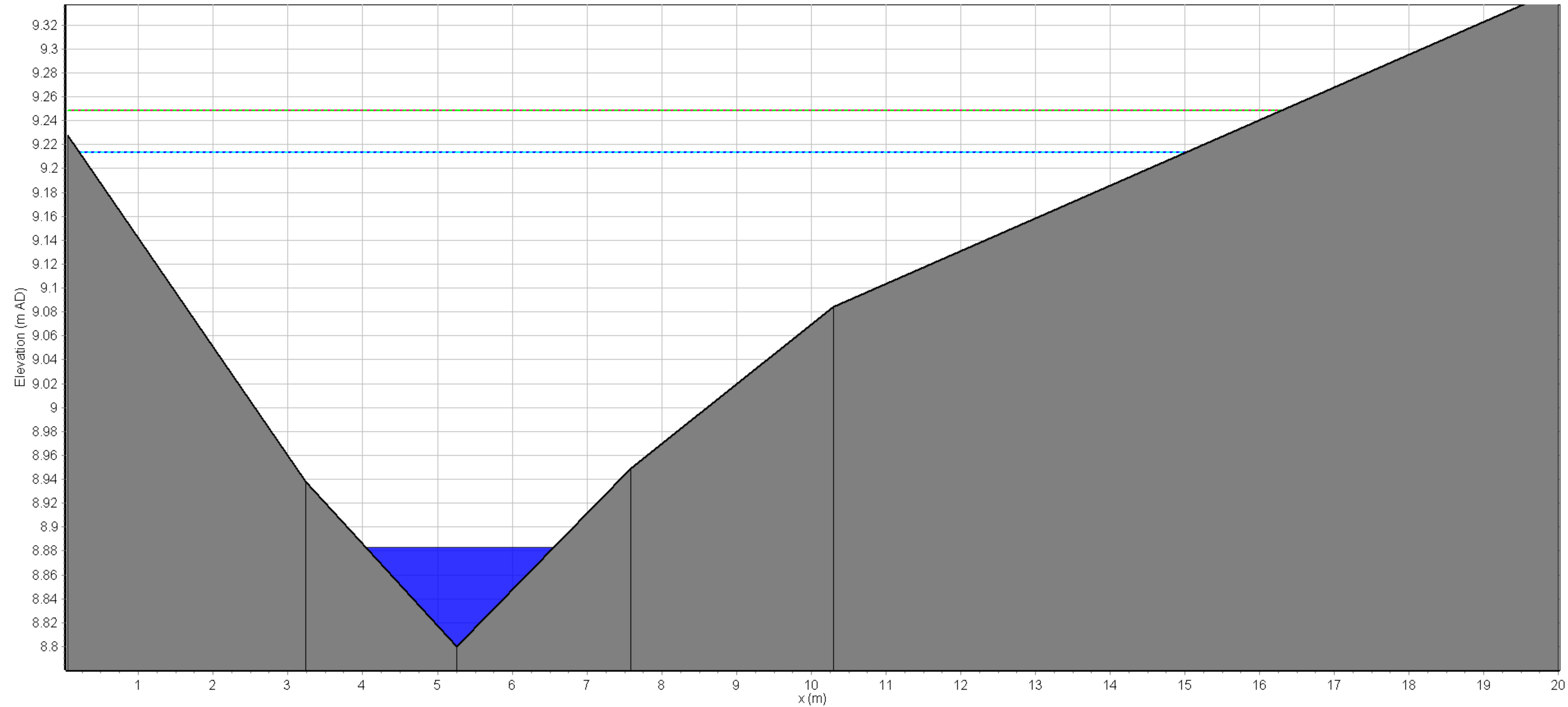
Crossing 3 - Cross-Section Data: SW3-2



Legend:

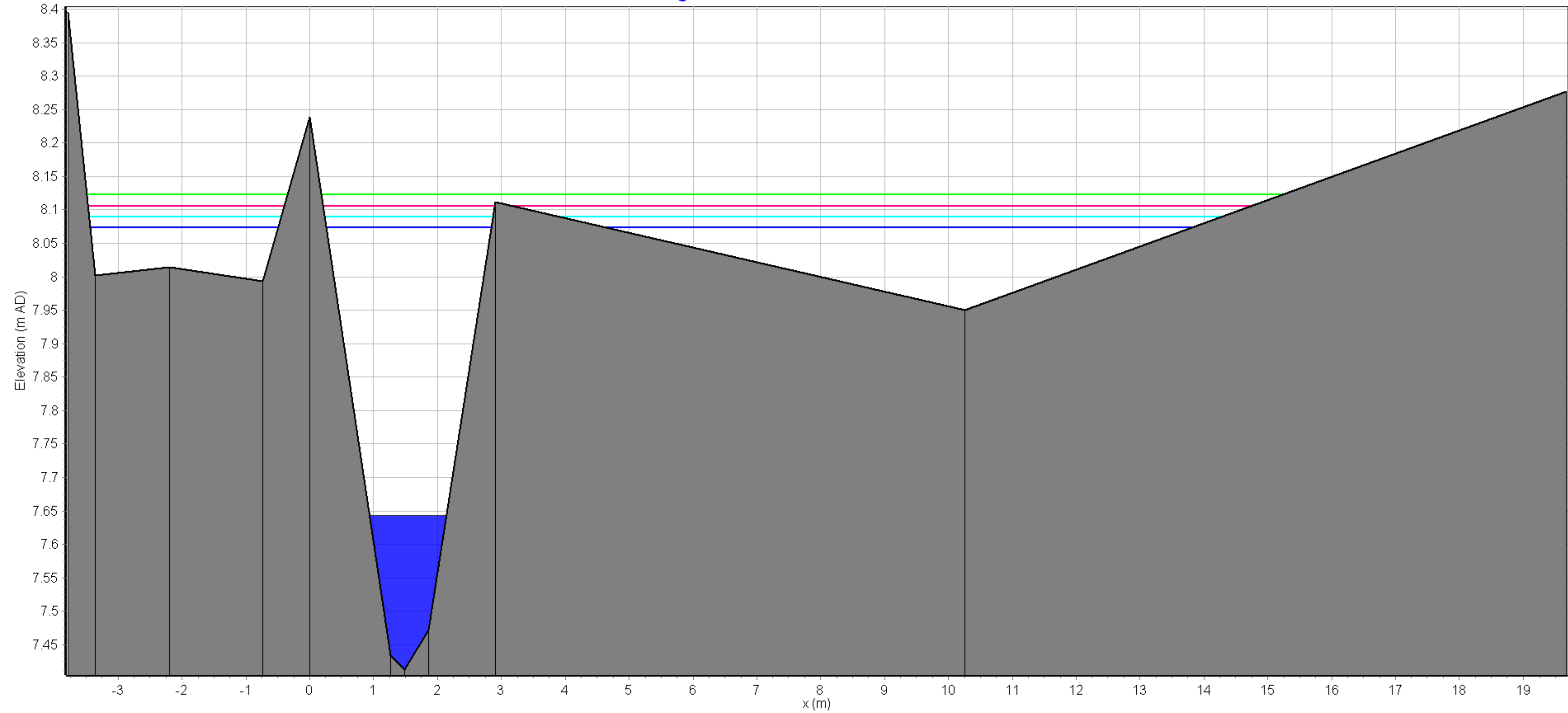
- Stage (9.82 m AD): SW3-2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (10.25 m AD): SW3-2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (10.30 m AD): SW3-2 - SCHEME_SW3_100YR_65CC
- Maximum Stage (10.25 m AD): SW3-2 - BASELINE_SW3_100YR_35CC
- Maximum Stage (10.30 m AD): SW3-2 - BASELINE_SW3_100YR_65CC
- Bed elevation: SW3-2

Crossing 3 - Cross-Section Data: SW3-3A3



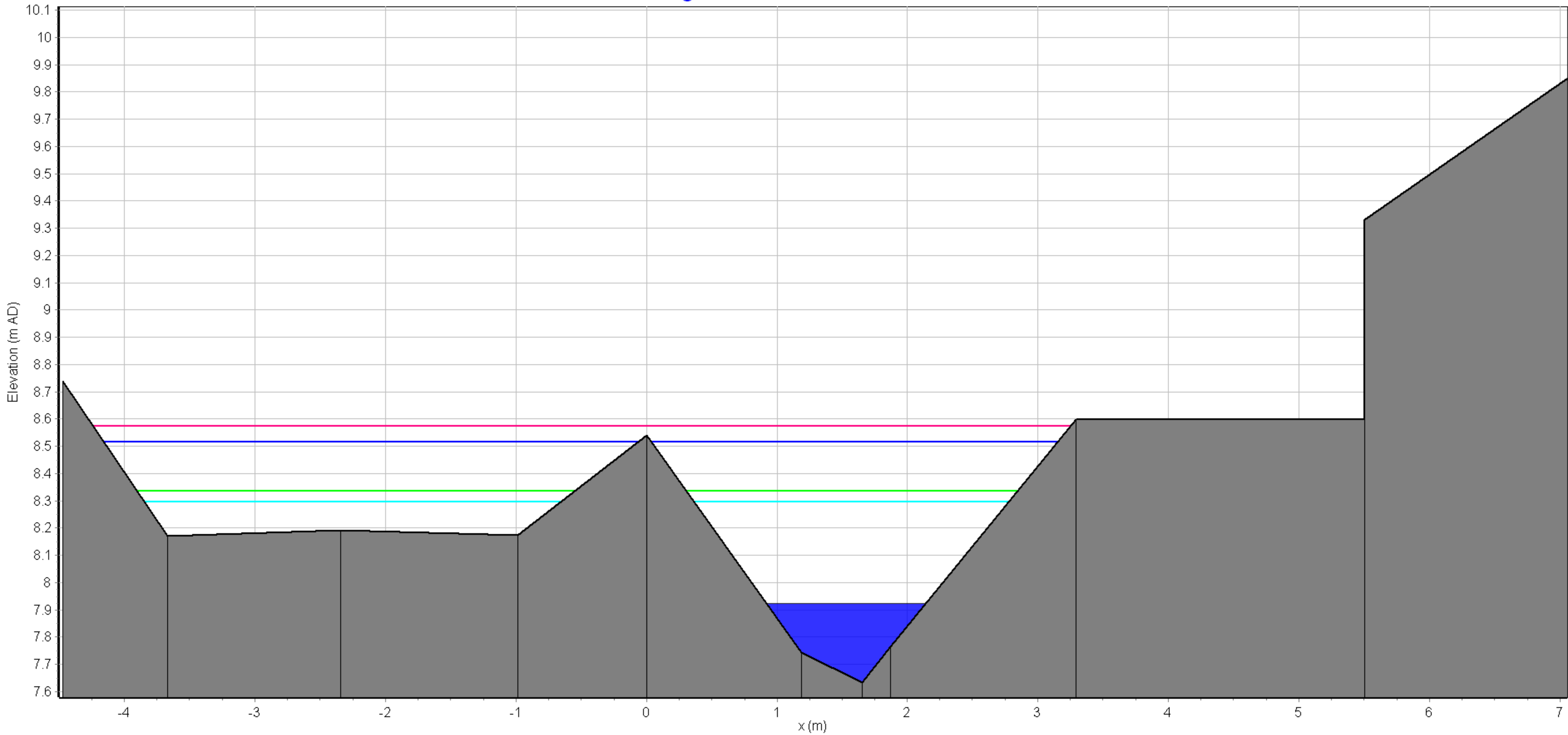
- Stage (8.88 m AD): SW3-3A3 - SCHEME_SW3_100YR_35CC
- Maximum Stage (9.25 m AD): SW3-3A3 - SCHEME_SW3_100YR_65CC
- Maximum Stage (9.25 m AD): SW3-3A3 - BASELINE_SW3_100YR_65CC
- Maximum Stage (9.21 m AD): SW3-3A3 - SCHEME_SW3_100YR_35CC
- Maximum Stage (9.21 m AD): SW3-3A3 - BASELINE_SW3_100YR_35CC
- Bed elevation: SW3-3A3

Crossing 3 - Cross-Section Data: SW3-4Ai1



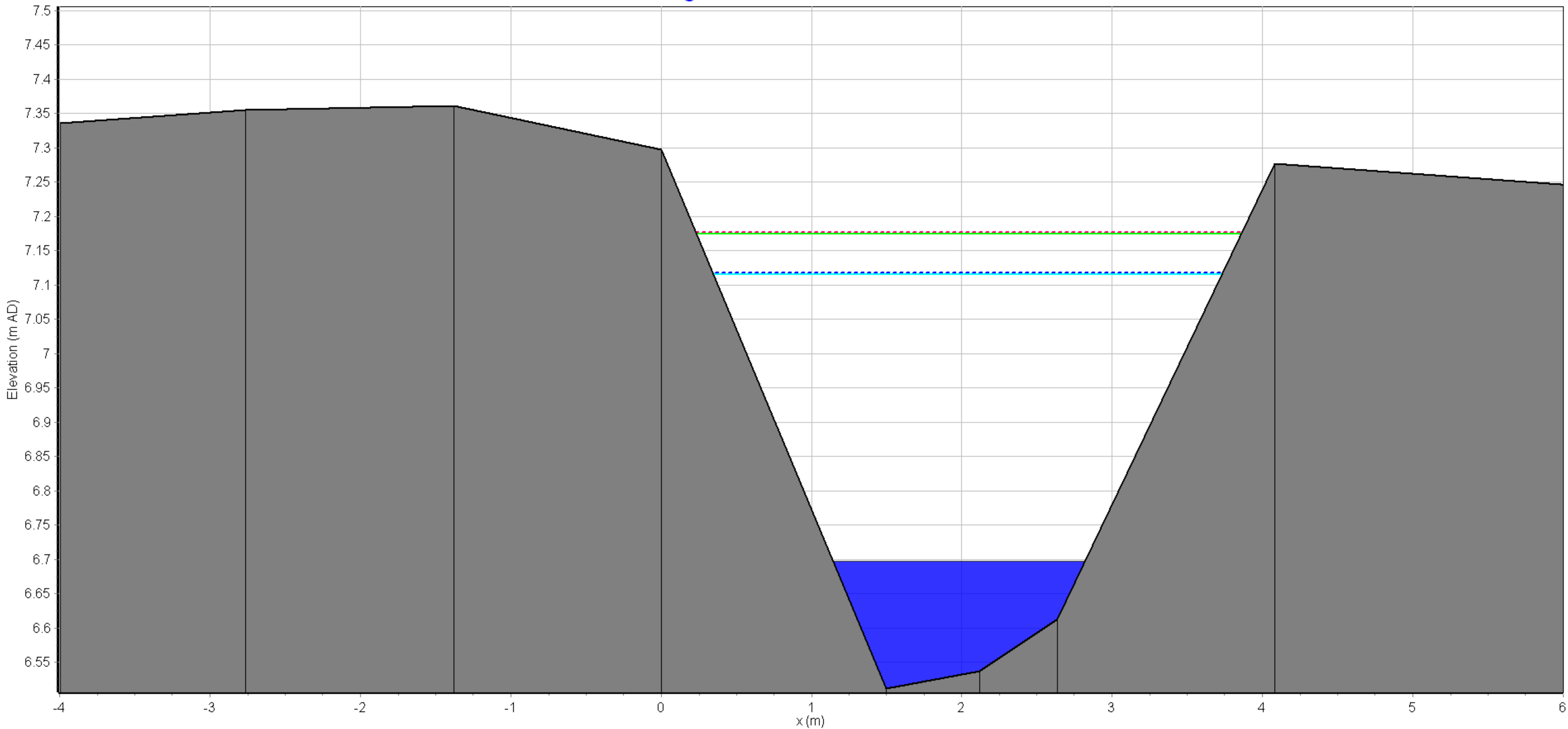
■ Stage (7.64 m AD): SW3-4Ai1 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.11 m AD): SW3-4Ai1 - SCHEME_SW3_100YR_65CC
■ Maximum Stage (8.12 m AD): SW3-4Ai1 - BASELINE_SW3_100YR_65CC
■ Bed elevation: SW3-4Ai1
■ Maximum Stage (8.07 m AD): SW3-4Ai1 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.09 m AD): SW3-4Ai1 - BASELINE_SW3_100YR_35CC

Crossing 3 - Cross-Section Data: SW3-4i2



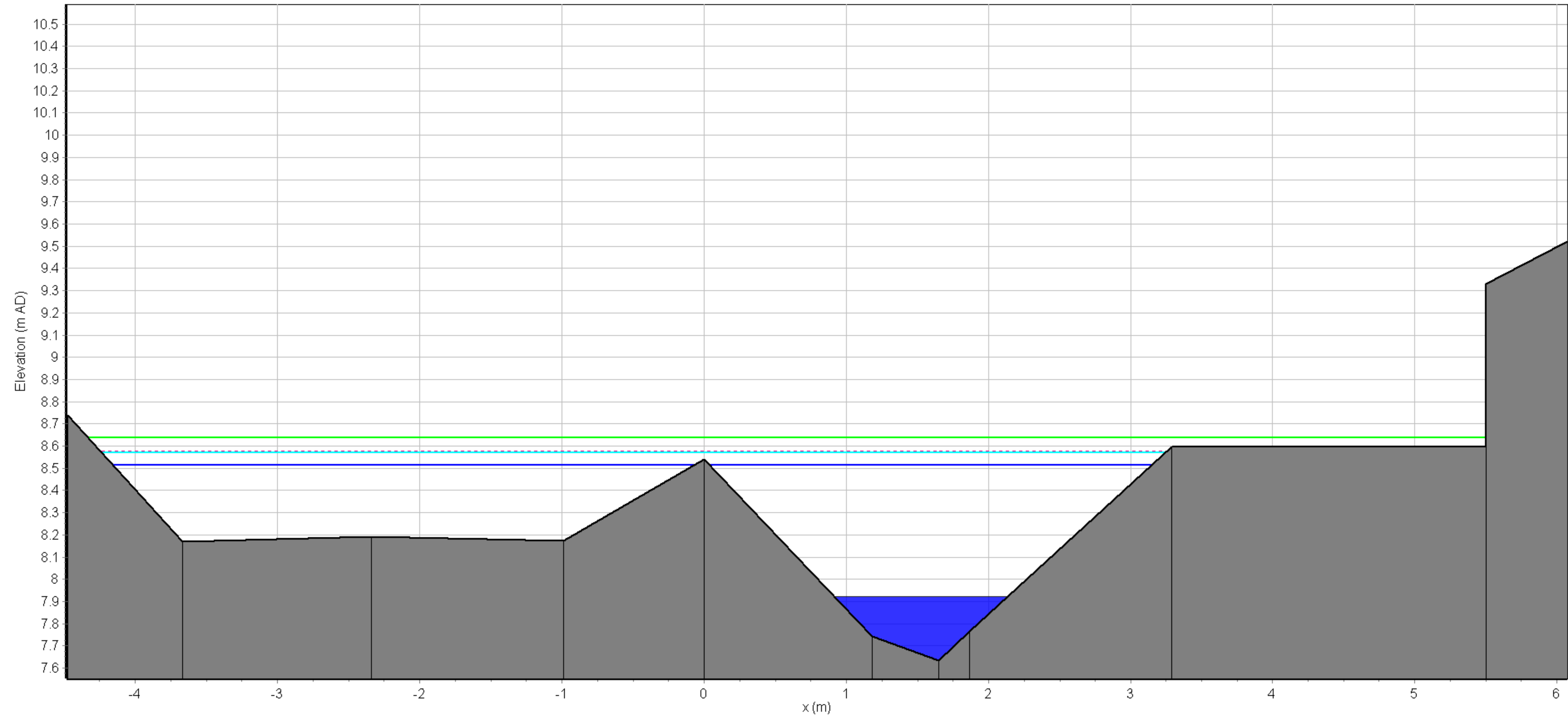
■ Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC — Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC — Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
— Maximum Stage (8.29 m AD): SW3-4i2 - BASELINE_SW3_100YR_35CC — Maximum Stage (8.34 m AD): SW3-4i2 - BASELINE_SW3_100YR_65CC ■ Bed elevation: SW3-4i2

Crossing 3 - Cross-Section Data: SW3-7



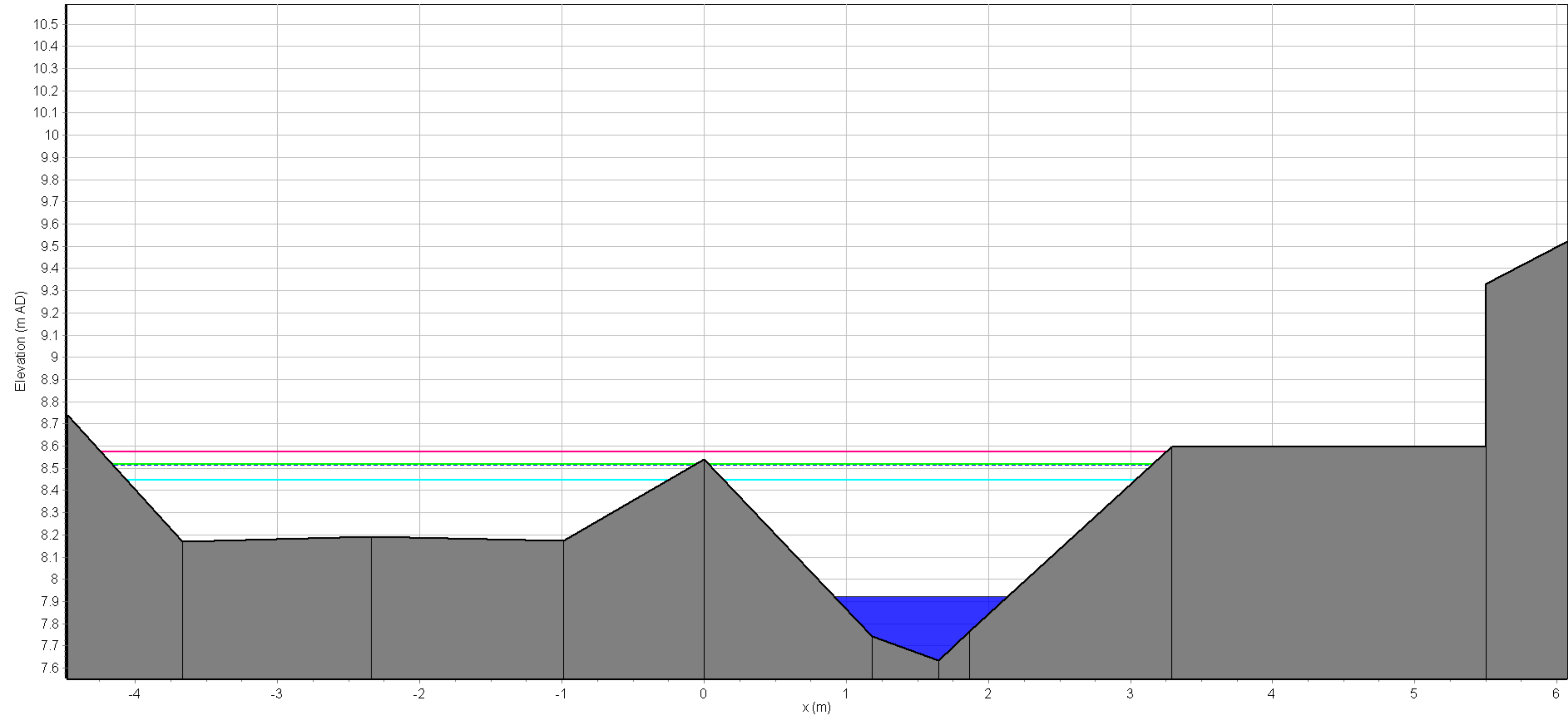
■ Stage (6.70 m AD): SW3-7 - SCHEME_SW3_100YR_35CC - - - Maximum Stage (7.12 m AD): SW3-7 - SCHEME_SW3_100YR_35CC - - - Maximum Stage (7.18 m AD): SW3-7 - SCHEME_SW3_100YR_65CC
- - - Maximum Stage (7.12 m AD): SW3-7 - BASELINE_SW3_100YR_35CC - - - Maximum Stage (7.17 m AD): SW3-7 - BASELINE_SW3_100YR_65CC ■ Bed elevation: SW3-7

Crossing 3 - Cross-Section Data: SW3-4i2



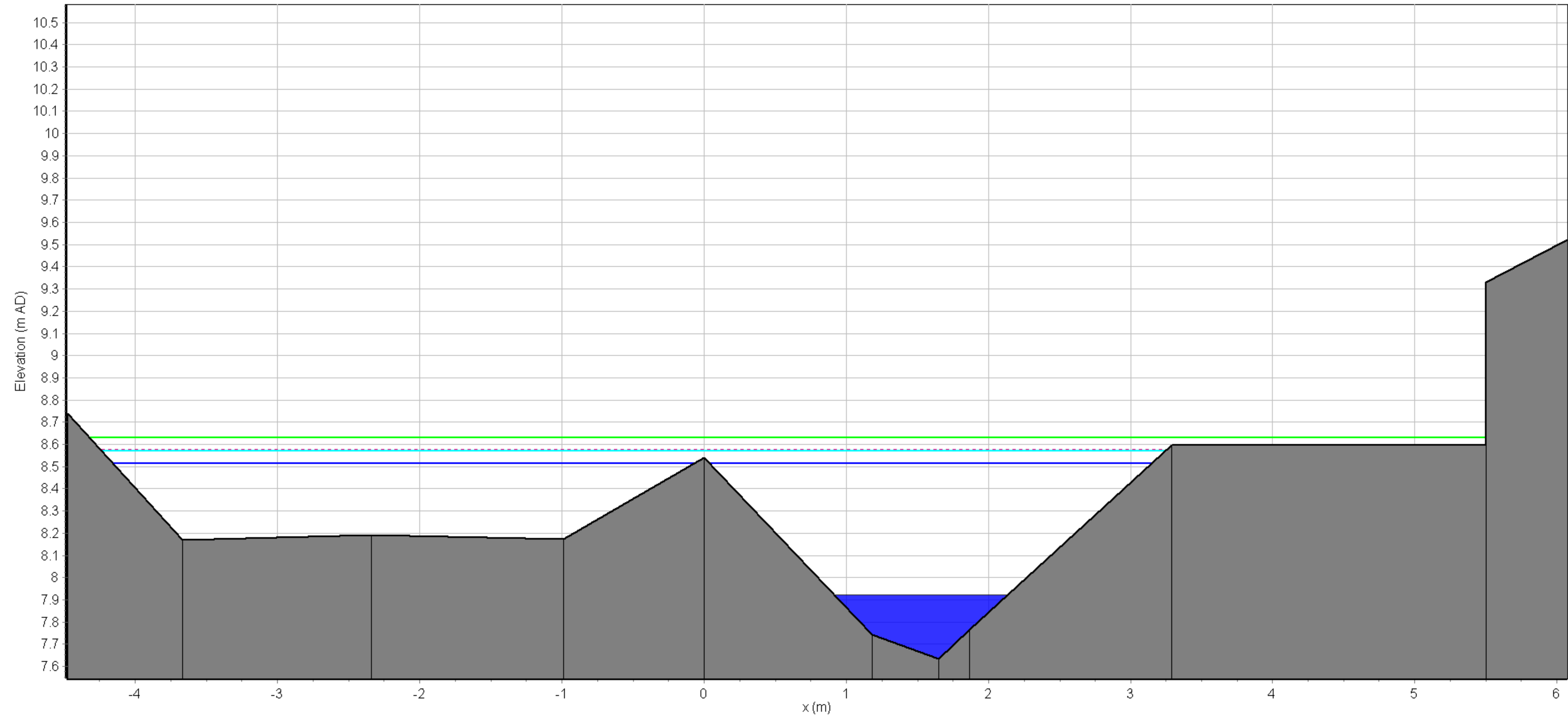
- Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
- Maximum Stage (8.64 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC_+20%FLOW
- Bed elevation: SW3-4i2
- Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.57 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC_+20%FLOW

Crossing 3 - Cross-Section Data: SW3-4i2



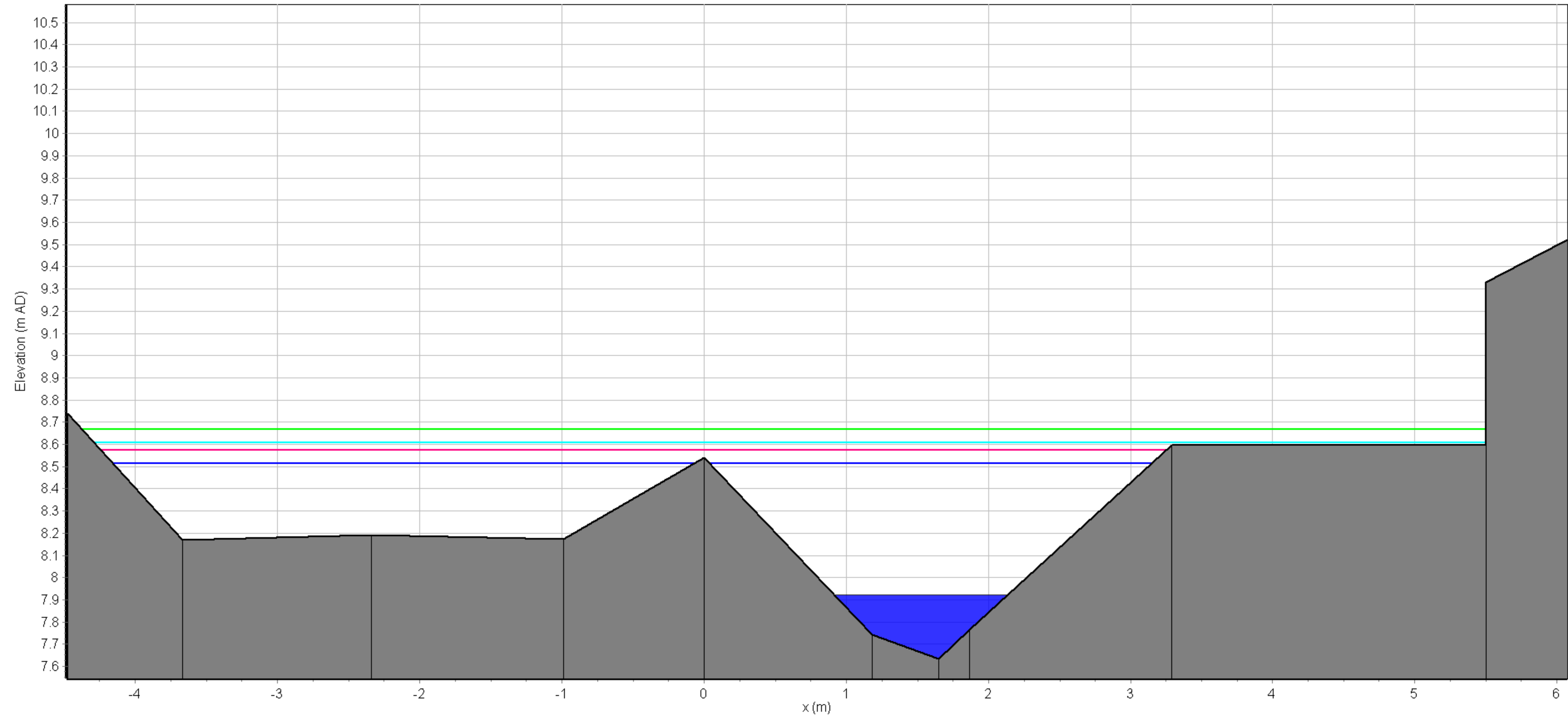
- Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
- Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC_-20%ROUGHNESS
- Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.45 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC_-20%ROUGHNESS
- Bed elevation: SW3-4i2

Crossing 3 - Cross-Section Data: SW3-4i2



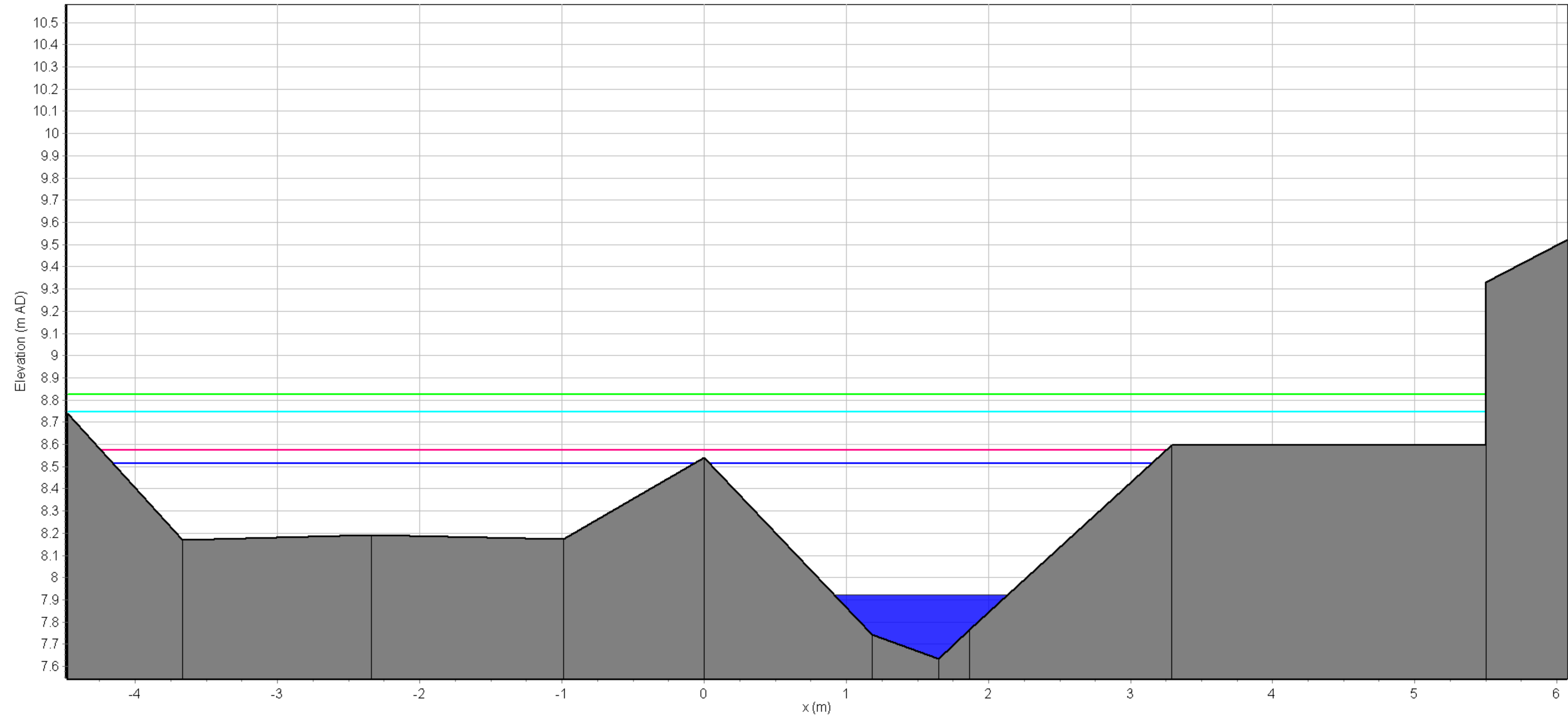
- Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
- Maximum Stage (8.63 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC_+20%ROUGHNESS
- Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
- Maximum Stage (8.57 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC_+20%ROUGHNESS
- Bed elevation: SW3-4i2

Crossing 3 - Cross-Section Data: SW3-4i2

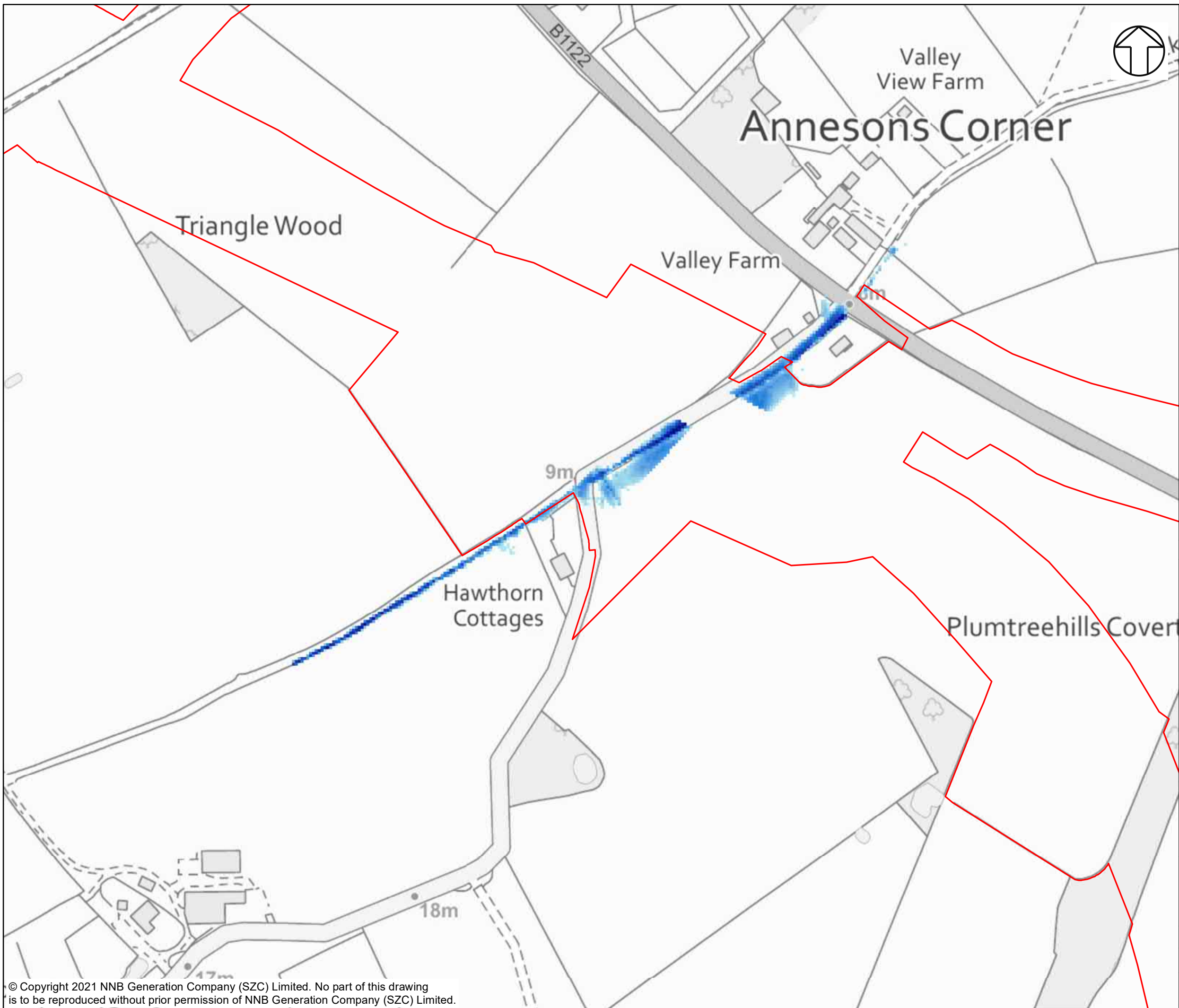


■ Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
■ Maximum Stage (8.61 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC_33%BLOCKAGE
■ Maximum Stage (8.67 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC_33%BLOCKAGE
■ Bed elevation: SW3-4i2

Crossing 3 - Cross-Section Data: SW3-4i2



■ Stage (7.92 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.52 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC
■ Maximum Stage (8.58 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC
■ Maximum Stage (8.75 m AD): SW3-4i2 - SCHEME_SW3_100YR_35CC_67%BLOCKAGE
■ Maximum Stage (8.83 m AD): SW3-4i2 - SCHEME_SW3_100YR_65CC_67%BLOCKAGE
■ Bed elevation: SW3-4i2



NOTES

KEY

- SIZEWELL LINK ROAD DEVELOPMENT
- SITE BOUNDARY
- DEPTH (M)**
- High : 0.744
- Low : 0.002

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DOCUMENT:
 SIZEWELL C
 SIZEWELL LINK ROAD
 FLOOD RISK ASSESSMENT ADDENDUM
 FLUVIAL MODELLING RESULTS

DRAWING TITLE:
 CROSSING 3
 67% BLOCKAGE SCENARIO
 1 IN 100-YEAR + 65% CLIMATE CHANGE

DRAWING NO:
 FIGURE C3.23

DATE: FEB 2021	DRAWN: F.C.	SCALE: 1:2,500 @A3	REVISION: 2.0
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