The Sizewell C Project

6.3 Volume 2 Main Development Site
Chapter 5 Description of the Permanent Development
Appendix 2A of the Environmental Statement: Drainage Strategy - Clean Version

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Storm and surface water approach

This Drainage Strategy has been developed in such a way that it will not adversely affect the hydraulic performance of the existing environment, nor will it materially affect overland flow paths and will protect areas of Sizewell Marshes Site of Special Scientific Interest (SSSI) and other sensitive receptors.

The main drainage principle for the Sizewell C construction site is to mimic the existing environmental runoff patterns where possible. The Drainage Strategy has been developed in line with industry standards, guidance and best practice regarding the safe and sustainable management of surface water run-off.

The overarching surface water drainage philosophy will follow conventional Sustainable Drainage (SuDS) steps / hierarchy presented below, moving from each stage to the next only when the current stage is deemed not practicable within the Sizewell C Project:

- store rainwater for later use (e.g. rainwater harvesting);
- use infiltration techniques (e.g. porous surfaces, swales, trenches);
- attenuate rainwater in basins or open water features for gradual release;
- attenuate rainwater by storing in tanks for gradual release through an outlet; and
- discharge rainwater direct into watercourse or sea.

It is proposed that rainwater harvesting and reuse will form part of a holistic approach to surface water management, particularly in areas that will have a high-water demand

such as the accommodation campus. The viability of rainwater harvesting will be assessed at detailed design stage as part of the design process. There is a variability of groundwater and strata across the Sizewell C construction sites including the main construction area (MCA), the temporary construction area (TCA), the Land East of Eastlands Industrial Estate (LEEIE) and the associated development (AD) sites, and as such each area has a flexibility to the approach taken and the approach has been adapted to suit each area.

Strategic design criteria

The surface water drainage network will be designed to retain excess storm water which results from a 1 in 100-year return period rainfall event within the site, for both construction and operation phases.

Surface water management

Main Construction Area / Main Platform

The MCA will require provision of surface water drainage as soon as construction commences. The requirements will change with development and there will be a need to ensure flexibility over time to allow for transition from current undeveloped site, through construction drainage, to the permanent drainage network.

The operational power station site will be provided with a permanent surface water drainage network. It will be designed to drain all impermeable areas which will include roofs, roads, footpaths and car parks, and will discharge through the cooling water tunnel.

Temporary Construction Area

The TCA is sub-divided into separate Water Management Zones (WMZs) where surface water would be managed in accordance with the uses within each of the WMZs, using SuDS techniques, infiltrating where possible. Detention basins within each WMZ would store excess runoff. Again, there will be a need to ensure flexibility over time to allow for transition from current undeveloped site, through construction drainage, and back to the former uses upon completion of construction.

Land East of Eastlands Industrial Estate

The overarching strategy for the surface water run-off associated with LEEIE is storage with infiltration where possible.

Storage would be used to balance runoff from the LEEIE with outfalls to watercourses at greenfield rates. Extreme storm runoff will be attenuated in an attenuation pond within the main development site to the east of the LEEIE before release to the environment through infiltration or discharged at greenfield runoff rate.

Associated Development sites

The strategy for the surface water run-off associated with the bypasses, access roads, park and ride sites and freight management facilities uses the same SuDS techniques.

The strategy will drain the surface water run-off through infiltration techniques and ensure no additional rainwater runoff area is added to the site wide drainage system.

Where impervious surfacing is necessary, the Drainage Strategy is to convey run-off from these areas into either permeable paving systems (for the car park and laydown areas), infiltration trenches or into discrete soakaways located alongside the operational car parks.

Foul water management

The overarching foul water Drainage Strategy provides conventional drainage through the steps / hierarchy presented below, moving from each stage to the next only when the current stage is deemed not practicable within the Sizewell C Project:

- Transfer flows to Treatment Works.
- Introduce local foul treatment package plant.
- Specialist low flow package plant.
- Tankering to works.

Main Construction Area and Temporary Construction Area

The MCA and TCA will be served by temporary Sewage Treatment Plants. The treated effluent will be pumped to the Combined Drainage Outfall (CDO) from where it will discharge to sea.

The permanent sewage treatment plant will receive and treat all domestic foul water generated within the operational site. The treated effluent will be discharged to sea through the cooling water tunnel.

Land East of Eastlands Industrial Estate

The preferred approach is for foul water to be conveyed to Anglian Water Services Leiston Water Recycling Centre should capacity be available. If no capacity is available, foul water could potentially be treated in or close to LEEIE with an outfall connected with Leiston Drain, as infiltration of treated foul water is not a viable solution at LEEIE due to poor infiltration. If this is not possible, the next option in the hierarchy, cess pits with tankering, will be considered.

Associated Development Sites

The park and ride sites and freight management facilities are remote from the main development site. The current proposal is to introduce local package plants and to drain the effluent to ground through SuDS infiltration devices. There is no link to a local treatment plant as this would be the first option. Very low flow rates can impact on the functionality of a package treatment plant, and a low flow package treatment plant will be used if necessary. Tankering to works is an alternative option should the flow be insufficient for the low-flow package treatment plant.

1 INTRODUCTION

1.1 Purpose of Drainage Strategy

1.1.1 Schedule 2, Requirement 5 of the **Draft Development Consent Order** (Doc. Ref. 3.1(G)) requires that no part of the development (with limited exceptions) may be commenced until details of the surface and foul water drainage system for that part (including management and maintenance arrangements, means of pollution control, sewage treatment works and a programme of construction and implementation) have been submitted to and approved by the local planning authority, following consultation with the Environment Agency, the relevant Statutory Nature Conservation Body, the East Suffolk Internal Drainage Board, the Lead Local Flood Authority and the drainage authority. The surface and foul water drainage proposals must be based on sustainable drainage principles and must be in accordance with this Drainage Strategy. Any approved surface and foul water drainage system must be constructed and maintained in accordance with the approved details.

1.1.2 This report has been prepared to set out the site wide Drainage Strategy of the Sizewell C nuclear power station.

1.1.3 The scope of this Drainage Strategy is to provide the principles for drainage and foul water management at the main construction area (MCA), temporary construction area (TCA), Land East of Eastlands Industrial Estate (LEEIE), and associated development (AD) sites, in respect of both the construction and operational phases.

1.1.4 This Drainage Strategy primarily focusses on surface water disposal, but also encompasses foul water management and treatment. It has been developed following conventional industry standards, guidance and best practice regarding the safe and sustainable management of surface water run-off and foul drainage. The strategy has also been developed with specific consideration of site issues which would affect the feasibility of specific solutions, such as the availability of land and the nature of the subsoil (allowing for infiltration), the availability of foul drainage facilities (allowing for wastewater disposal emanating from the accommodation campus and temporary buildings during construction) and the normal operation of the site following completion of the construction phase.

1.1.5 This strategy specifically assesses the drainage requirements of the Sizewell C Project sites.

1.1.6 Water Management Zones (WMZ) have been proposed based on:

- the construction site layouts for the MCA, TCA, LEEIE, and AD sites;
- information from ground investigations, including groundwater levels and infiltration rates;
- watercourse connectivity; and
- refinement of the design parameters such as the design return period.

1.1.7 This report identifies WMZs and covers the MCA, the TCA, the accommodation campus and the LEEIE. In addition, the report considers the Drainage Strategy of AD sites consisting of road and rail schemes, park and ride sites and a freight management facility, to ensure a consistent approach across all areas is maintained.

1.1.8 Within this strategy, there is a move from generic infiltration and detention techniques, to flexible Sustainable Drainage System (SuDS) structures and contaminant management.

1.1.9 All general arrangement layouts shown in this document are indicative and subject to further consideration.

1.2 Background

Proposed development

1.2.1 Sizewell C is a proposed power station located immediately to the north of the existing Sizewell B power station. The new nuclear power station would represent the Nationally Significant Infrastructure Project (NSIP) component of the proposed development.

1.2.2 The main development site is located 2km east of the town of Leiston. The main development site, as shown on **Figure 2A.1**, comprises predominantly undeveloped land with no significant development. The proposed development is within and adjacent to the Sizewell Marshes SSSI and is to the south of Minsmere to Walberswick Heaths and Marshes SSSI, Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site. Careful consideration is therefore given within the Drainage Strategy to mitigate any potential impact on all of the surrounding designated areas.

1.2.3 The main development site, as shown in **Figure 1.2** of **Volume 2** of the **Environmental Statement**, as updated by the ES addenda, comprises five components, which are described below:

- main platform / MCA: the area that would become the power station itself;
- Sizewell B relocated facilities and National Grid land: the area that certain Sizewell B facilities would be moved to in order to release Sizewell B land for the proposed development and the area required for the National Grid transmission network;
- offshore works area: the area where offshore cooling water infrastructure and other marine works would be located;
- TCA: the area located primarily to the north and west of the proposed Sizewell Marshes SSSI crossing, which would be used to support construction activity on the main platform; and
- Land East of Eastlands Industrial Estate (LEEIE): the area would be used to support construction on the main platform and TCA, with a new rail head being constructed.

1.2.4 Following completion of construction, the main development site will consist of permanent development as set out in **Chapter 2, Volume 2** of the **Environmental Statement**, as updated by the ES addenda.

1.2.5 There are additional off-site developments associated with the construction on the main development site. These include areas of habitat creation for fen meadow at Pakenham, Benhall and Halesworth, marsh harrier habitat improvement area at Westleton (if this is required in addition to the EDF Energy estate habitat improvement area) and the off-site sports facilities in Leiston. Further information on these works is provided within **Chapters 2** [APP-180] and **3** of **Volume 2** of the **Environmental Statement** [APP-184], as updated by the ES addenda. This strategy considers the requirements for drainage at the off-site sports facilities in Leiston. The fen meadow and marsh harrier habitat areas have not been specifically considered further within this strategy, as these works would not be subject to site specific change in land and water management practices. Nevertheless, any surface water drainage required would follow the general principles set out within this strategy. Requirements 14A (fen meadow) and 14C (marsh harrier) in the **Draft DCO** (Doc Ref. 3.1(G)) require approval of plans for these areas, which will include any relevant water management measures.

1.2.6 In addition, there are temporary and permanent AD sites consisting of road and rail schemes, park and ride sites and freight management. The ADs include the following:

- temporary park and ride facilities, including the northern park and ride at Darsham and southern park and ride at Wickham Market;
- temporary freight management facility at Seven Hills;
- permanent road infrastructure, including the two village bypass, Sizewell link road, a new roundabout at Yoxford and other highway improvements; and
- rail proposals, including the temporary rail extension route and permanent improvements to the existing Saxmundham to Leiston branch line.

1.2.7 **Chapter 2** of **Volumes 3** to **9** of the **Environmental Statement**, as updated by the ES addenda, provide further information on the ADs.

Sizewell B relocated facilities works

1.2.8 A hybrid planning application for the relocation, demolition and replacement of a number of existing Sizewell B facilities (known as the Sizewell B relocated facilities works) was submitted to East Suffolk Council (ESC) in April 2019 (application ref. DC/19/1637/FUL) and planning permission for these works was granted on 13 November 2019. The Drainage Strategy and Drainage Strategy Addendum submitted with that application is provided in **Annexes 2A.1** and **2A.2** of this document.

1.2.9 As the Sizewell B relocated facilities works are critical elements to facilitate the construction of Sizewell C, the proposals for these facilities are also included in the application for development consent and have been considered to form part of the Sizewell C Project in this document.

1.2.10 The Sizewell B relocated facilities works included within the DCO are the same as consented by ESC under the Town and Country Planning Act 1990. However, since the preparation of the Sizewell B relocated facilities ES, two changes to the design proposals have been made and are included within the DCO, as these formed planning conditions to the permission granted by ESC:

- A footpath between the proposed outage car park at Pillbox Field and Coronation Wood development area has been removed from the

design to prevent loss of land within the Sizewell Marshes SSSI, which would have been required for the construction of the footpath.

- An alternative junction arrangement for outage car park access and Sizewell Gap road has been developed to minimise effects on road safety.

1.2.11 Sizewell B lies to the south of Sizewell C. A number of existing Sizewell B power station ancillary buildings need to be relocated from the area of land that is nominated as a potentially suitable site for the development of the Sizewell C new nuclear power station – the Sizewell B relocated facilities. Full details of the Drainage Strategy can be found in **Annexes 2A.1** and **2A.2**.

1.2.12 The Sizewell B relocated facilities have a broad range of functions including industrial, workplace, education, cultural and infrastructure; some of which need upgrading to comply with current standards and requirements.

1.2.13 The Sizewell B relocated facilities Drainage Strategy is consistent with that of Sizewell C and has also been developed with specific consideration of site issues which would affect the feasibility of specific solutions, such as the congestion of the below ground space on site, availability of existing drainage features, and the nature of the subsoil.

1.3 Glossary

Term / Abbreviation	Definition
AD	Associated Development
AEP	Annual Exceedance Probability
AGP	Artificial Grass Pitch
AOD	Above Ordnance Datum
CDO	Combined Drainage Outfall
CESWI	Civil Engineering Specification for the Water Industry
CIRIA	Construction Industry Research and Information Association
CKD	Combined Kerb Drain
DMRB	Design Manual for Roads and Bridges

Term / Abbreviation	Definition
EDRMS	Electronic Document and Records Management System
EP	Environmental Permit
ESIDB	East Suffolk Internal Drainage Board
FEH	Flood Estimation Handbook
FRA	Flood Risk Assessment
FSR	Flood Studies Report
HAJ	Construction Sewage Treatment Plant
HPC	Hinkley Point C
HXE	Permanent Sewage Treatment Plant
LEEIE	Land East of Eastlands Industrial Estate
LLFA	Lead Local Flood Authority
MCA	Main Construction Area
MCERT	EA Monitoring Certification Scheme
MCHW	Manual of Contract Documents for Highway Works
MUGA	Multi Use Games Area
NPPF	National Planning Policy Framework
ONR	Office for Nuclear Regulation
OS	Ordnance Survey
SfA	Sewers for Adoption
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
SZA	Sizewell A power station
SZB	Sizewell B power station
SZC	Sizewell C power station
TCA	Temporary Construction Area
TMO	Temporary Marine Outfall
WIMES	Water Industry Mechanical and Electrical Specification

Term / Abbreviation	Definition
WMZs	Water Management Zones
0SEH	Permanent Local Oily Water Drain
0SEO-EP	Permanent Surface Water Drain
0SEO-EU/EV	Permanent Foul Water Drain

2 STRATEGY APPROACH

2.1 Summary of strategy

2.1.1 This Drainage Strategy has been developed in such a way that it will not adversely affect the hydraulic performance of the existing environment. The approach proposed will mitigate adverse impacts on overland flow paths.

2.1.2 The main drainage principle is to mimic the existing environmental runoff patterns where possible. This Drainage Strategy has been developed in line with industry standards, guidance and best practice regarding the safe and sustainable management of surface water run-off.

2.1.3 The overarching surface water drainage philosophy provides conventional SuDS through the steps / hierarchy presented below, moving from each stage to the next only when the current stage is deemed not practicable within the Sizewell C Project:

- store rainwater for later use (e.g. rainwater harvesting);
- use infiltration techniques (e.g. porous surfaces);
- attenuate rainwater in ponds or open water features for gradual release;
- attenuate rainwater by storing in tanks for gradual release through an outlet; and
- discharge rainwater direct into watercourse or sea.

2.1.4 It is proposed that rainwater harvesting forms part of a holistic approach to integrated water management, particularly in areas that will have a high-water demand such as the accommodation campus. The viability of rainwater harvesting will be assessed at the detailed design stage as part

of the design process in order to maximize the economic benefit without compromising the sustainability of ecosystems.

2.2 Aim of the Drainage Strategy

2.2.1 The principal aim of this Drainage Strategy is to set out the guiding principles for functional drainage systems which will satisfy the legislative and policy requirements of regulators and relevant organisations including the Highways Authority, the Lead Local Flood Authority, the Environment Agency and the Internal Drainage Board.

2.2.2 In addition, the approach will seek to satisfy the following criteria as detailed in Construction Industry Research and Information Association (CIRIA) 753 (Ref. 1.9) (the 'CIRIA SuDS Manual'), where reasonably practicable:

- control run-off at or close to where it hits the ground;
- reduce the rate of run-off leaving any part of the site and discharging to nearby watercourses (ditches, streams, rivers, sea etc.) to greenfield rates;
- use at, or near-surface drainage features wherever practicable, slowing the rate of run-off entering into below ground drainage attenuation;
- provide stages of water treatment;
- select and combine appropriate drainage features or SuDS components to suit site constraints;
- encourage habitats for wildlife in developed areas and opportunities for biodiversity enhancement; and
- contribute to the ecology and aesthetic value of developed areas.

2.2.3 This strategy demonstrates the variety of SuDS components and design options available allowing the detailed design to consider local land use, land take, and future management scenarios.

2.2.4 Active design decisions can be taken to balance the interests of different stakeholders and the risks associated with each design option through consultation and engagement.

2.3 Surface water flood risk design parameters

2.3.1 The surface water drainage networks for all proposed works will be designed to the following high level requirements, as set out in **Table 2.1.**

Table 2.1: Design parameters

Requirement	Description
Design Storm	Proposed designs to be based on Summer/Winter storm events from 15 minutes to 1440 minute duration. It is recognised that SuDS structures performance is to normally drain down to half depth within 24 hours. For extreme storms with low outflow rates it may be necessary to extend storm durations beyond 1440 minutes to ensure the critical performance figure is achieved.
Return Period	All return periods will have a climate change allowance applied, in accordance with the Environment Agency Guidance (Ref. 1.11), to allow for anticipated changes in the peak rainfall intensity.
Level of Protection	Any flooding under extreme storm conditions will be directed to locations that avoid damage to critical structures or buildings. To identify these routes a detailed analysis of the digital terrain model needs to be combined with flow path analysis.

a) Environment Agency requirements

2.3.2 As indicated in **Plate 2.1**, the Sizewell C main development site partially lies within Flood Zone 3, equating to land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.

Plate 2.1: Environment Agency flood map (rivers and sea)

2.3.3 Where the site is within Flood Zone 3, flood resilience measures are required, and the design of the development should keep water out as much as possible. The platform drainage on the MCA has taken this into consideration. The WMZs also provide compensatory areas into which exceedance events may flow in a controlled manner. Drainage features should be located outside of fluvial floodplains where possible.

b) Climate change allowance

2.3.4 In accordance with current Environment Agency guidance as shown in **Plate 2.2**, it is currently proposed that a 40% climate change allowance will be accommodated within the design of permanent works.

2.3.5 Infiltration basins within the TCA will be designed to cater for a 100 years flood event plus a 20% allowance for climate change. Flood relief basins will be designed to cater for a 100 years flood event plus a 40% allowance for climate change.

2.3.6 Car parking areas, access roads, the Sizewell link road and the two village bypass will be designed in accordance with the Design Manual for Roads and Bridges (DMRB), British Standards and best practice guidance at the time of the design, including allowance for climate change.

Plate 2.2: Peak rainfall intensity allowance in small and urban catchments (Environment Agency)[1]

Applies across all of England	Total potential change anticipated for the '2020s' (2015 to 2039)	Total potential change anticipated for the '2050s' (2040 to 2069)	Total potential change anticipated for the '2080s' (2070 to 2115)
Upper end	10%	20%	40%
Central	5%	10%	20%

c) The Environment Agency and Office for Nuclear Regulation Joint Advice Note

2.3.7 The Environment Agency and Office for Nuclear Regulation (ONR) have published a Joint Advice Note "Principles for Flood and Coastal Erosion Risk Management". The Advice Note sets out the requirements for the protection against flooding at nuclear power stations. Note that this applies only to the main development site, not the AD sites.

2.3.8 In addition to a "fit for purpose assessment of flood risk", the Environment Agency and ONR require a flood risk assessment to include information on the potential for flooding due to pluvial, surface water, groundwater, high tides, storm surges and tsunamis; and the probability of failure of flood risk management measures, for example, blocked drainage channels, or the breach / over-topping of flood defences, and the associated consequences. SZC Co. has submitted a series of FRAs for the main development site and associated development sites:

- **Main Development Site Flood Risk Assessment** (FRA) [AS-018]
- **Main Development Site FRA Addendum** [AS-157]
- **Sizewell Link Road FRA** [APP-136] and **Sizewell Link Road FRA Addendum Revision 2** [REP5-045]

1 https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C699555.8948%2C2

- **Two Village Bypass FRA** [APP-119] and **Two Village Bypass FRA Addendum** [AS-171]
- **Yoxford Roundabout and Highway Improvements FRA** [APP-139]
- **Northern Park and Ride FRA** [APP-115]
- **Southern Park and Ride FRA** [APP-117]
- **Freight Management Facility FRA** [APP-141]
- **Rail FRA** [APP-143]

2.3.9 The design criteria for more typical events are included in **Table 2.2** below.

Table 2.2: Surface water drainage parameters

Return Period (years)	Drainage Criteria	Description
1	No surcharging above outfall soffits	The highest probability event to be specifically considered to ensure that flows to the watercourse are tightly controlled for frequent events. This criterion aims to ensure the morphological conditions in the stream remain the same.
30	No surface flooding	A useful intermediary event for which to assess on-site system performance, because of its relevance for industry standard design. Surface water will be accommodated within SuDS structures. However, it will be ensured that the surface water level within the structure remains 0.3m below the top of the structure.
100	Controlled flooding to sacrificial external areas	Represents the boundary between high and medium risks of fluvial flooding defined in the NPPF. This limit recognises that it is not practicable to fully limit flows for most exceedance events. Overland flow will be managed through existing and proposed surface topography to ensure that flood flows

Return Period (years)	Drainage Criteria	Description
		are directed away from critical site infrastructure.
>100	Exceedance event	When the capacity of the surface water drainage network is exceeded, surface water runoff will cumulate on the surface and be removed by overland flow to lower areas.

d) National Planning Policy Framework and guidance

2.3.10 The NPPF sets out the Government's planning policies for England. The NPPF seeks to ensure that flood risk is considered at all stages of the planning and development process, to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk of flooding. Where there are no reasonably available sites in Flood Zone 1, the local planning authority can consider reasonably available sites in Flood Zone 2. Only when there are no reasonably available sites for development in Flood Zones 1 and 2 should the suitability of sites in Flood Zone 3 be considered.

2.3.11 In addition, the NPPF states that "*the development should be made safe for its lifetime without increasing flood risk elsewhere*". For a development to be considered acceptable with regards to flood risk, the Sequential Test requirements must be satisfied, along with demonstrating the development:

- within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- any residual risk can be safely managed; and
- safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

2.3.12 SZC Co. has submitted Flood Risk Emergency Plans for the main development site, two village bypass and Sizewell link road, as part of the respective flood risk assessments.

e) Storm water management

2.3.13 Proposed drainage systems utilising various SuDS techniques will be designed to accommodate the predicted flows for all rainfall return periods listed in **Table 2.2**.

2.3.14 Industry standard WinDes 'Microdrainage' or similar will be used to assist the design of SuDS and any below ground pipework. Following the Flood Studies Report (FSR) method, using Sizewell, Suffolk as the location, an M5-60 and 'r' ratio of 18.2 mm and 0.4 respectively will be used to predict the various storms in which the drainage infrastructure will be subject to, including varying storm intensities and return periods.

2.3.15 During the detailed design process the hydrology for both FSR and the Flood Estimation Handbook (FEH) methods are used. FSR predominantly for detailed design and FEH13 for checking for exceedance and identifying flood channel routes.

f) Attenuation

2.3.16 Where required, a simple model will be used to assess the preliminary attenuation storage and run-off volumes required. The proposal will be designed to cater for the 100-year critical event, with an additional allowance to allow for climate change. This is in accordance with current guidance from the Environment Agency.

2.3.17 The rate of discharge to any watercourse or drain will be limited to the equivalent greenfield run-off rate for the site, as appropriate to the existing undeveloped conditions, via the provision of storage and/or flow restrictors (e.g. hydro-brakes or similar). The flow control will constrain the rate of discharge, and attenuation storage will be employed when the rate of inflow from the storm runoff is greater than the subgrade infiltration rate or greenfield runoff rate.

g) SuDS and infiltration structures

2.3.18 SuDS will be designed in accordance with CIRIA SuDS Manual.

2.3.19 To ensure the system's readiness to deal with a rainfall event, the infiltration rate from the system should be sufficient, so that the storage becomes half-

empty within 24 hours. Where practicable, soakaways will be placed to ensure that the seasonally high groundwater table is at least 1m below the base of the soakaway. Infiltration systems will also be installed a minimum of 5m away from any foundations, including other underground structures.

2.3.20 Under extreme rainfall events such as 100 years it is recognised that with very low infiltration rates and low allowable discharge rates it will be difficult to achieve half drain down within 24 hours. Where this occurs a suitable alternative such as a high level overflow will be appropriate.

2.4 SuDS maintenance

2.4.1 The types of SuDS construction e.g. porous car-parks, infiltration structures etc., normally have a refurbishment requirement of between 20-30 years. The lifetime of the temporary AD sites is 9-12 years and well within this timeframe. For operations at the main development site, the likely use of these structures is fairly light with a lot of roof drainage with sediment traps and thus the refurbishment in this case is likely to be of longer increment than usual.

2.4.2 Sufficient inspection and maintenance will be undertaken during the life of the SuDS features to ensure the condition of the permeable pavements, tree pits, infiltration trenches and/or other drainage or SuDS features remain viable. An allowance for maintenance and minor refurbishment will be programmed within the detailed designed process.

2.4.3 A SuDS Maintenance Plan will be compiled and completed in accordance with the SuDS Manual C753.

2.4.4 The SuDS Maintenance Plan ensures that all those involved in the maintenance and operation of the SuDS understand the functionality and maintenance requirements to support long-term performance to the design criteria to which they are designed.

2.4.5 Maintenance ensures efficient operation and prevents failure. As SuDS structures are on or near the surface, most can be managed using landscape maintenance techniques.

2.4.6 SuDS structures such as permeable paving and modular geocellular storage will be maintained in accordance with the advice from the manufacturer. This will include routine and long-term actions that can be incorporated into a maintenance plan.

2.4.7 **Table 2.3** is taken from CIRIA and provides a breakdown of typical maintenance requirements. This includes an overview of the design concepts and a maintenance schedule for the scheme to ensure that it continues to function as intended. Further information on maintenance can be found in the CIRIA SuDS Manual.

Table 2.3: SuDS maintenance requirements

Maintenance type	Indicative frequency	Typical tasks
Routine/regular maintenance.	Monthly (for normal care of SuDS).	Litter picking. Grass cutting. Inspection of inlets, outlets and control structures.
Occasional maintenance.	Annually (dependent on the design).	Silt control and removal around components. Vegetation management around components. Suction sweeping of permeable paving. Silt removal from catch pits, soakaways and cellular storage.
Remedial maintenance.	As required (tasks to repair problems due to damage or vandalism).	Inlet/outlet repair. Erosion repairs. Reinstatement of edgings. Reinstatement following pollution. Removal of silt build up.

2.5 Contaminant management

a) Contaminant management in runoff

2.5.1 Managing the quality of surface water runoff so that receiving waters and/or groundwaters are protected is intrinsically linked to the hydraulic control of

runoff. SuDS treatment and pollution removal can work alongside conveyance, attenuation and infiltration, particularly within vegetated surface-based systems.

2.5.2 Any SuDS component will be designed according to the guidance set out in the technical component chapters of the CIRIA SuDS Manual and the Simple Index Approach to ensure that treatment processes are effective to meet the water quality management requirements for the surfaces drained.

b) Protecting surface water

2.5.3 The CIRIA SuDS Manual specifies that when discharging runoff from the site to surface waters, SuDS should be designed to intercept runoff (and the associated pollutants) for most rainfall events up to approximately 5 mm in depth.

2.5.4 When runoff does occur, treatment within SuDS components is essential for frequent rainfall events, for example up to a 1 in 1-year return period event, where contaminants are being mobilised and washed off impermeable surfaces, and the aggregated contribution to the total pollutant load to the receiving surface water body could be greater.

2.5.5 For rainfall events greater than the 1 in 1-year event, where larger volumes of surface water are generated it is likely that the dilution available in receiving surface waters will be increased, and environmental risks will be reduced, however the treatment train processes recommended in the CIRIA SuDS Manual will still be applied to runoff.

c) Protecting groundwater

2.5.6 Groundwater pollution risk management will be considered for all runoff events for both storing runoff in the upper soil layers of SuDS components from where small amounts of water may infiltrate, and infiltrating significant volumes of runoff into the ground.

2.5.7 Advice on groundwater protection for England and Wales is provided in the Groundwater Protection Position Statements Guidance (Ref. 1.7) covering: requirements, permissions, risk assessments and controls (previously covered in Groundwater Protection: Principles and Practice[1]).

2.5.8 The CIRIA SuDS Manual advises that the risk posed by surface water runoff to groundwater is often low because of the protection afforded by the layers

[1] https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3

of unsaturated soils that lie between the infiltration surface and the groundwater receptor.

2.5.9 The effectiveness of the protection will depend on the depth of the groundwater, the predominant flow type, and the soil characteristics.

2.5.10 A greater depth of unsaturated soil, intergranular flow, and soils with significant clay mineral and organic content have been demonstrated to offer increased potential for beneficial contaminant attenuation.

2.5.11 Where the risks to groundwater are considered to be unacceptable, upstream (lined) SuDS components can be used to reduce pollutant levels. If the risk is still considered unacceptable, infiltration should be prevented.

d) Treatment

2.5.12 There are a range of water quality treatment processes that can be utilised within the design of SuDS: sedimentation, infiltration and biofiltration, separation, adsorption, biodegradation, volatilisation, precipitation, hydrolysis, oxidation, reduction and substitution, plant uptake and photolysis.

2.5.13 The effectiveness of each treatment is linked to the control of runoff both in the velocity of flow and in the retention time. Controlling velocity affects sediment deposition, filtration and other similar processes occurring at low flow velocities during regular rainfall events up to the 1 in 1-year event.

2.5.14 Contaminant removal occurs through settling, adsorption and other similar processes occurring over in the time that the runoff is in contact with the SuDS such as a swale, a bioretention system, or held within a basin/pond. It is also dependent on the qualities of any materials through which the runoff is filtered.

2.5.15 For all sites, Sustainable Drainage Systems (SuDS) will be prioritised in the surface water drainage proposals where possible to aid pollution control. The surface water drainage design will be developed such that SuDS are proposed for treatment, maintenance, and sustainability benefits, in so far as can be practicable. The SuDS techniques proposed will provide flood reduction, pollution control and aim to mimic the existing drainage characteristics to prevent impact on designated habitats. The pollution and water quality risk will be assessed using the index approach as set out in Section 26.7.1 of the CIRIA SuDS Manual, to determine the effectiveness of the SuDS measures to treat different types of developments. In general, a sequence of natural treatment methods will be proposed to build

robustness within the drainage network by providing numerous options to initially treat runoff. On the AD sites some roads are subject to Design Manual for Roads and Bridges (DMRB) in which case the environmental impact of discharging highway runoff is to be assessed using the Highways England Water Risk Assessment Tool (HEWRAT) methodology (Ref. 1.10).

2.5.16 In places where there is potential for increased risk of pollution or threat to receiving watercourses/sewers, proprietary systems will be considered and if necessary be used as a fail-safe method of treatment to supplement primary treatment observed using SuDS techniques. This will be explored further in future design stages on a risk management basis.

2.5.17 The proposed SuDS to be constructed across the Sizewell C sites are indicated in this strategy (Sections 3 and 4). The detail for each WMZ and AD site will be developed at the detailed design stage.

2.6 Approach taken in determining the land take requirement for storage volume to manage storm water runoff

2.6.1 This Drainage Strategy has been guided by CIRIA SuDS Manual. That document is considered to be the most applicable guidance for ensuring the design represents the best solution to protect the local environment and designated habitats.

2.6.2 Wherever possible storm water runoff will be returned to ground using local source control elements as well as larger regional detention basins.

2.6.3 On the main development site, there is a very wide variation in infiltration capability across the site. The local source control elements and the detention basins have been sized using infiltration to ground as much as possible. The infiltration rates from site investigation reports from 2014 – 2020 have utilised the poorest infiltration rates to determine the worst case scenario for sizing SuDS structures. This conservative approach has been applied to ensure sufficient space has been allocated within the development site for the purpose of managing storm water runoff. As the knowledge of the site progresses in subsequent design updates, further local testing will be possible. This will ensure drain down times of the SuDS structures are within acceptable limits. If infiltration rates do not indicate sufficient runoff acceptance within an area then infiltration management will be supplemented with runoff to local watercourses at runoff rates (greenfield) previously agreed with stakeholders. Further advice and liaison will be provided to stakeholders as the design progresses.

Table 2.4 Summary of Volume Required by SuDS Structures in the main development site

WMZ	Max Critical Volume Required by SuDS Structures (m^3)			Critical Event (100 RP + CC)			Storage Volume Available in the MDS (m^3)
	FSR	FEH 1999	FEH 2013	FSR	FEH 1999	FEH 2013	
WMZ-1	11231	14660.9	15067.6	2880 min Winter	2880 min Winter	2160 min Winter	17328
WMZ-2	9327.8	12221.1	12771.8	2160 min Winter	2160 min Winter	2160 min Winter	17695
WMZ-3	11814.5	15513.7	16016.4	2880 min Winter	2880 min Winter	2160 min Winter	17341
WMZ-4	7969.3	10647.2	11263.3	960 min Winter	1440 min Winter	1440 min Winter	25689
WMZ-5	7641.5	10213.3	10803.2	1440 min Winter	1440 min Winter	1440 min Winter	17274
WMZ-6	14418.3	19117.2	20216.7	1440 min Winter	1440 min Winter	1440 min Winter	22376
LEEIE East	15381.1	20579.7	21641.3	1440 min Winter	1440 min Winter	1440 min Winter	23221
LEEIE West	2698.8	3623.2	3812.3	1440 min Winter	1440 min Winter	1440 min Winter	4000

2.6.4 This data is a worst case assessment based on infiltration tests carried out in 2014 - 2020. Further assessment into infiltration rates will be undertaken as detail design progresses and these values may vary. Further details for **Table 2.4** can be found in Appendix B 'ACA Drainage Strategy Technical Note (DCO Task 4)' and Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

2.6.5 The AD sites follow a similar approach to the MDS above and details for the volume analyses can be found in in Appendix F 'Sizewell Link Road Preliminary Drainage Design Note', Appendix G 'Two Village Bypass Preliminary Drainage Design Note' and Appendix H 'Yoxford Roundabout Updated Drainage Strategy' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120] and Appendix A 'Northern Park And Ride Drainage Design Note' to Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 – Appendices (Doc Ref. 9.63) [REP6-024].

2.7 Foul water management

2.7.1 The foul Drainage Strategy provides conventional drainage through the steps / hierarchy presented below, moving from each stage to the next only when the current stage is deemed not practicable within the Sizewell C Project:

- Transfer flows to Treatment Works.
- Introduce package plant.
- Specialist low flow package plant.
- Tankering to works (Cess Pits).

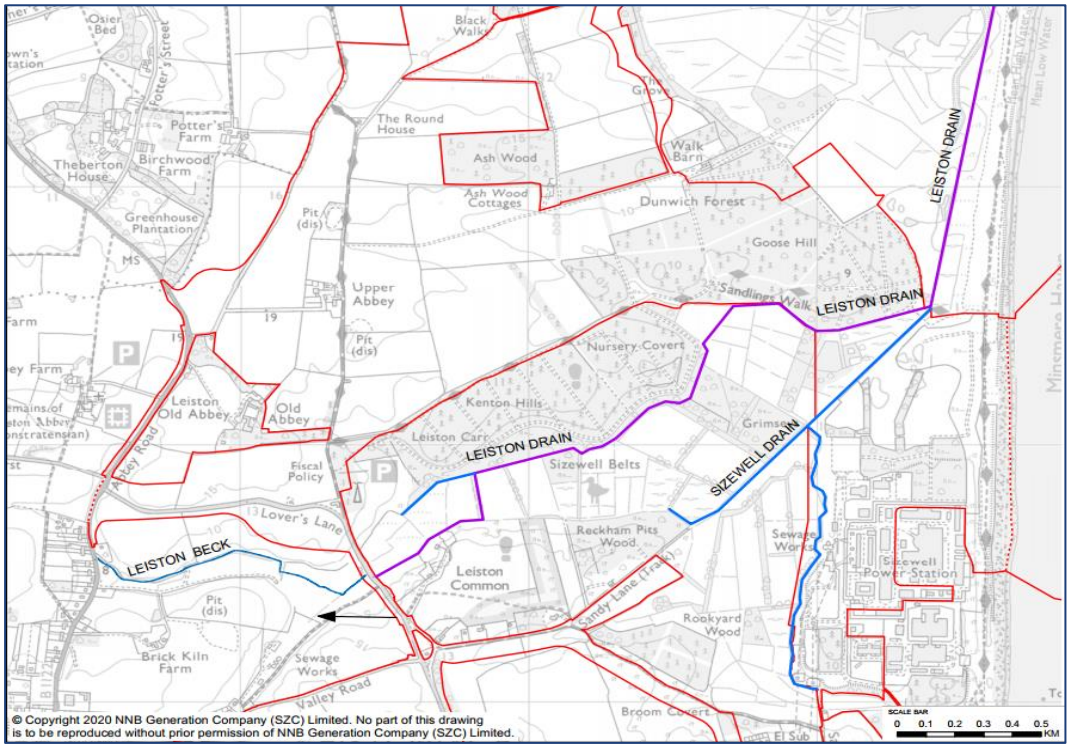
3 MAIN DEVELOPMENT SITE

3.1 Overview of current local drainage

3.1.1 With the exception of the part of the MCA which is currently occupied by ancillary Sizewell B buildings, the land within the construction site boundary is currently undeveloped and as a result has natural, greenfield drainage. Some rainfall will percolate into the ground contributing to groundwater recharge and some will discharge to natural watercourses, via surface water overland flow.

3.1.2 The surface land drainage features shown on the ordnance survey (OS) 1:25,000 scale mapping in **Plate 3.1** shows that within the site boundary is a small length of Leiston Drain which passes through the gap between the MCA and TCA, and Sizewell Drain which passes through the footprint of the MCA. The Leiston Drain (Main River) and Ordinary Watercourses are indicated in **Plate 3.1**.

Plate 3.1: Existing drainage features



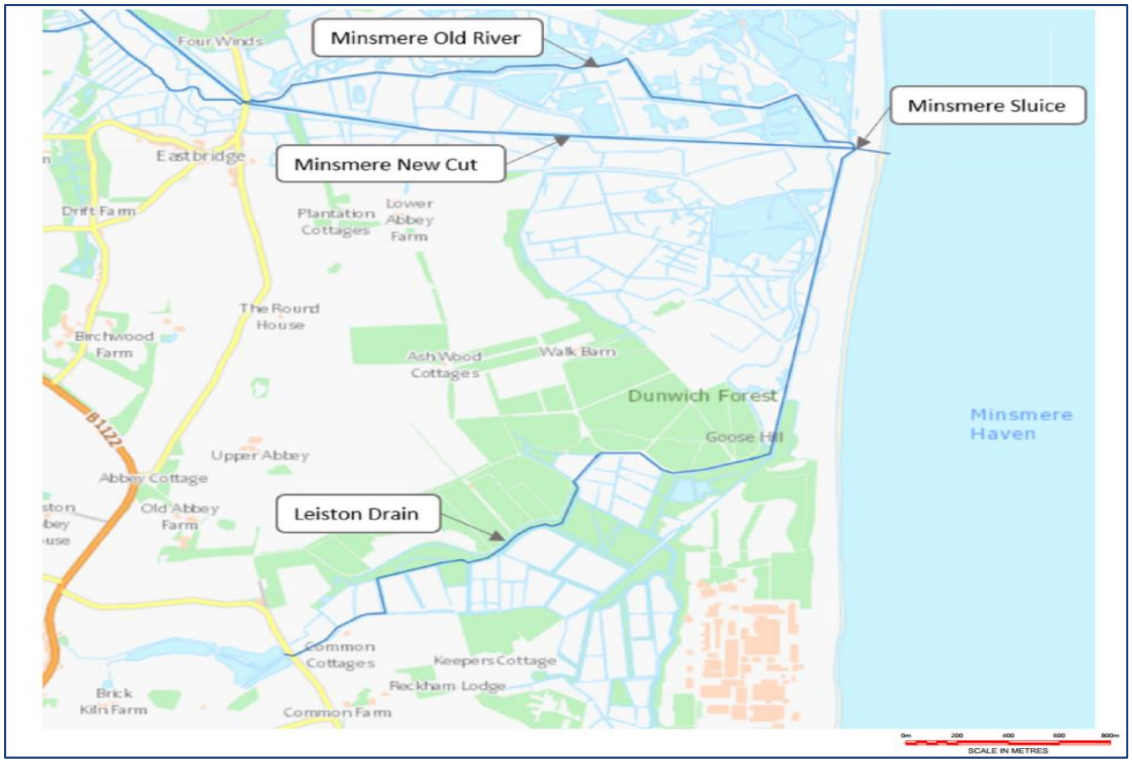
3.1.3 Indicative directions of the surface water overland flow paths, based on general topography and ground levels, are shown in **Figure 2A.2**.

3.1.4 The low-lying areas, forming Sizewell Marshes SSSI and part of the MCA footprint, are part of the floodplain for Leiston Drain and Sizewell Drain. Flood maps produced by the Environment Agency show the extent of land adjacent to watercourses that is flooded due to river flooding during a 1 in 100-year return period rainfall event or 1 in 200 (undefended) coastal flooding events. This extent is known as Flood Zone 3.

3.1.5 The Minsmere River is to the north of and outside of the site boundary. This discharges to sea via the Minsmere Sluice which controls outflow from watercourses to sea whilst preventing large scale backflow from the sea.

3.1.6 **Plate 3.2** indicates the statutory Main Rivers, showing the locations of the Minsmere Old River, the Minsmere New Cut and the Leiston Drain.

Plate 3.2: Statutory Main River map taken from Environment Agency mapping – ARC GIS Service[1]



a) Minsmere River and Minsmere Sluice

3.1.7 Minsmere River discharges to sea via the Minsmere Sluice. The sluice is divided into two chambers, each with its own gravity outlet culvert. The northern chamber receives flows from the Minsmere New Cut, while the southern chamber receives flows from Leiston Drain and Scott's Hall Drain (Ordinary Watercourse). When river levels exceed sea levels, water flows from river to sea. When sea levels exceed river levels, flow will cease, and water is stored upstream of the sluice. Some ingress of seawater into the freshwater system has been factored into the operation.

3.1.8 No part of the TCA is drained to Minsmere River and under normal operation of Minsmere Sluice, there should be no flow from the main

1 https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C699555.8948%2C295506.412%2C27700

development site / TCA catchments via Leiston Drain into Minsmere River. As a result, Minsmere River is not considered further as part of this strategy. This aspect is assessed further in Appendix M (Minsmere Sluice Operation and Impacts Review) to Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024].

3.1.9 Any overland flow towards Minsmere River would be intercepted by ditches which connect to Leiston Drain in proximity to Minsmere Sluice. The **Main Development Site Flood Risk Assessment** (FRA) [AS-018] and **Main Development Site FRA Addendum** [AS-157] indicate that the impact of the development is low. It is also noted that due to changes of topography to create the construction platforms and the use of infiltration for removal of surface water runoff, it is not intended that there will be any future direct surface water discharge from the site during construction, north to ditches or to Minsmere River.

b) Leiston Drain

3.1.10 Minsmere Sluice is the convergence point of Leiston Drain, Minsmere New Cut and Minsmere River. The source of Leiston Drain is located at the side of the B1122 (Abbey Road) adjacent to the site of Leiston Abbey. This local watercourse runs alongside the west side of the road before passing into a culvert at the entrance to Leiston.

3.1.11 Leiston Drain issues from the culvert downstream of Abbey Road and runs through the Aldhurst Farm area to the north of Leiston before passing under Lover's Lane in a culvert to discharge into the Sizewell Marshes SSSI. The Leiston Sewage Treatment Works discharges treated final effluent into Leiston Drain via a ditch, upstream of Lover's Lane. During dry weather, the treated final effluent flows form a significant proportion of base flow. The urban areas of Leiston also discharge surface water into Leiston Drain via the public surface water sewer network.

3.1.12 Downstream of Lover's Lane, Leiston Drain splits into two separate channels. The northern channel is the main channel, classified as Main River by the Environment Agency. The southern channel is classified as a ditch.

3.1.13 The area between the two channels is a flat low-lying wetland area forming Sizewell Marshes SSSI and maintained by Suffolk Wildlife Trust on behalf of SZC Co. The OS 1:25,000 scale mapping in **Plate 3.1** shows a complex series of ditches within this area. However, these ditches not only drain the area but are used to control groundwater levels required to maintain the

ecology of the SSSI. At the eastern end of Sizewell Marshes SSSI the two channels re-join before passing through a narrow gap between the proposed MCA platform to the south and Goose Hill (proposed TCA platform) to the north. Leiston Drain then turns north running through a wide low flood plain, parallel to the sea defence bund outfalling to Minsmere Sluice. Under normal operation there is no direct interconnection between Minsmere River and Leiston Drain at the sluice. Leiston Drain discharges to sea via a separate outfall independently from Minsmere River. However, the Leiston Drain outfall is shared by the Scotts Hall Drain which connects from the north. This drains to the RSPB Minsmere Nature Reserve (SSSI, Special Area of Conservation, Special Protection Area and Ramsar).

3.1.14 It is intended that by implementing this Drainage Strategy, through removal of surface water runoff by a combination of limiting flow to greenfield runoff rates and infiltration to ground, and subsequent permanent detailed Drainage Strategy, that no adverse changes due to development will be observed at Minsmere Sluice/Scotts Hall Drain. The drainage system will include flexible design measures whereby water movement can be influenced if required.

3.1.15 Much of the TCA and the entire MCA are located within the Leiston Drain catchment. A surface water drainage system will drain the TCA and surface water will either infiltrate into the ground or discharge to Leiston Drain at greenfield runoff rates after any contaminant removal treatment has taken place. A surface water drainage network will drain the MCA but will discharge to sea via the Combined Drainage Outfall (CDO).

c) Sizewell Drain

3.1.16 Sizewell Drain is a tributary of the Leiston Drain connecting to it at the narrow gap between the proposed MCA site platform to the south and Goose Hill (proposed TCA) to the north. In **Figure 2A.3**, the MCA site is to the east of Sizewell Drain and south of Leiston Drain. This currently discharges runoff to Sizewell Drain but will not do so when construction takes place. It is classified as an East Suffolk Internal Drainage Board (ESIDB) ditch reference DRN163G0202.

3.1.17 OS 1:25,000 scale mapping in **Figure 2A.3** shows it as issuing immediately to the north of the Sizewell Gap road and then running in a defined watercourse along the western boundary with Sizewell A and Sizewell B. However, as part of a scoping investigation for the development of the FRA hydraulic model, it was found that the Sizewell Drain's source is much further north and runs through a wetland such that the channel is not fully

defined. At its northern extent there is a complex series of ditches which link in with those connecting to the Leiston Drain.

3.1.18 There is a separate construction site known as Land to the East of Eastlands Industrial Estate (LEEIE) at Leiston. This falls within the Leiston Drain and Sizewell Drain catchments.

3.2 Impact of development on local drainage

a) Flood Zones

3.2.1 The extent of area subject to flood risk is shown on the Environment Agency flood map, an extract of which is shown on **Plate 3.3** below[1].

Plate 3.3: Environment Agency flood map extract

1

"https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C6

3.2.2 The flood risk extent, categorised as Flood Zone 3, has been determined by Environment Agency hydraulic modelling. The area shown shaded light blue is at risk of flooding due to either a 0.5% Annual Exceedance Probability (AEP) (commonly referred to as a 1 in 200-year return period) coastal flooding event or a 1.0 % AEP (commonly referred to as a 1 in 100-year return period) fluvial (river) flooding event. For the purpose of development flood risk, it is irrelevant as to whether flooding is due to coastal or fluvial events, so the map does not distinguish source.

b) Main development site and flood risk

3.2.3 From a comparison of the extent of the construction site (shown in **Figure 2A.1**) and the currently assumed Flood Zone 3 (shown in **Plate 2.1** in this strategy), it is apparent that there is a potential intrusion on the Flood Zone which would imply risk of flooding and potentially a constraint to surface and storm water management.

3.2.4 The National Planning Policy Framework (NPPF) provides that inappropriate development in areas at the greatest risk of flooding should be avoided. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. The **Main Development Site Flood Risk Assessment** (FRA) (Doc. Ref 5.2A) [AS-018] and **MDS FRA Addendum** (Doc. Ref 5.2A_Ad) [AS-157] provide further details on flood risk.

c) LEIEE and flood risk

3.2.5 The risk of flooding to areas adjacent to the site will be mitigated by provision of surface water management measures which will attenuate runoff from the site. The **Main Development Site Flood Risk Assessment** (FRA) (Doc. Ref 5.2A) [AS-018] and **MDS FRA Addendum** (Doc. Ref 5.2A_Ad) [AS-157] provide further details on flood risk.

d) SSSI crossing

3.2.6 The main access to Sizewell C will be via a permanent road from a roundabout junction with Abbey Road (B1122). This road would run west to east through the TCA and cross Leiston Drain and its adjacent floodplain on the SSSI crossing to access the MCA. Given the importance of early access to the main platform area, the SSSI crossing will be installed early in the construction programme.

e) Sizewell Drain diversion

3.2.7 Sizewell Drain will be diverted north. At its northern extent, it would discharge to the Leiston Drain upstream of the SSSI crossing. In addition, revised water level management may be required for the drainage units and watercourses adjacent to the construction site. This would require the inclusion of water level control structures along the realigned Sizewell Drain and the revised operation of other existing structures. Refer to **Chapter 19, Volume 2** of the **Environmental Statement** [APP-297] for further details.

3.3 Strategic water management

a) Strategic design criteria

3.3.1 The drainage criteria are as follows:

i. Volume criteria

- Drainage facilities to provide no surface flooding from a 1 in 30-year return period rainfall event, in accordance with accepted guidelines, combining a range of techniques e.g. infiltration systems, permeable paving and surface drainage structures to remove water from paved or semi-paved surfaces (e.g. storage areas) with no ponding for a 1 in 30-year rainfall event.
- Store or safely convey the run-off from exceedance storm events greater than 1 in 30-year return period, without putting public or property at risk.
- Reduce if possible, or at least not increase, the pre-development risk of flooding.
- Determine the impact and store on site the volume of water generated from a 1 in 100-year rainfall event to prevent escape into adjacent areas.

ii. Water quality criteria

- Remove / treat any contaminants within surface water runoff before discharge.

iii. Amenity and ecology criteria

- Provide amenity and ecological enhancement, if practicable.

iv. Sustainability criteria

- Protect the environment, minimise the use of finite natural resources and energy and provide value to those involved in its design, construction and operation.

3.3.2 A key design requirement of SuDS and drainage design for external paved areas is 'interception' – the capture and retention of the first 5mm of every rainfall event.

3.3.3 Rainfall run-off from external paved surfaces, such as car parks, laydown areas, material storage areas and roads, can contain a range of pollutants. The highest concentration of these pollutants tends to be found in run-off from the earliest part of a rain storm.

3.3.4 Intercepting the first 5mm of every rain storm has positive benefits for water quality and quantity, as such, interception will be implemented into the drainage approach wherever practicable.

3.3.5 Where necessary, appropriate oil/fuel controls, such as formal oil separators or through utilising effective SuDS principles, such as permeable paving, swales, etc., will be implemented into the surface water drainage networks. However, it is anticipated that these types of pollutant loads will be managed through physical interventions such as petrol, oil, diesel interceptors.

3.3.6 Groundwater levels, infiltration rates and ground conditions at the various proposed sites will be determined in order to propose a suitable drainage design. This drainage philosophy will make assumptions for these conditions and list them where applicable. Where practicable, the drainage system will emulate the current greenfield run-off characteristics.

3.3.7 For facilities that would be served by a direct drainage connection into the existing network, there will be no increase in flow rates or volumes compared to the existing conditions at the site. This will require formal confirmation with respect to the viability (condition and performance) of the existing drainage network. Assurance will be required that there is sufficient capacity to accommodate the anticipated surface water such that there is no increased risk of surface flooding. Affected existing pipework may need to be locally upgraded / upsized to accommodate any increased run-off volume, although no such network reinforcement is currently envisaged to satisfy this Drainage Strategy.

3.3.8 Flow controls will be incorporated where the surface water is proposed to be discharged into the existing site drainage network, to limit the discharge rate to the equivalent greenfield run-off rate up to a 1 in 1-year event.

b) Construction drainage

3.3.9 The TCA has been divided into 10 WMZ catchments for the purpose of storm water management and disposal, and nine of these zones have been aggregated into three groups:

- Group 1 - WMZ-1, 2, 3 and 6 that discharge to both surface and groundwater.
- Group 2 – WMZ-4, 5 and 10 that are intended to predominantly discharge to groundwater subject to satisfactory infiltration rates.
- Group 3 – WMZ-7, 8 and 9 that discharge to surface and tidal waters (MCA).

3.3.10 WMZ-9 is the MCA Deep Excavation.

3.3.11 All areas in Groups 1 and 2 would be returned to their former use upon completion of the construction phase.

3.3.12 On completion of construction, WMZ-7, 8 and 9 form part of the permanent site and these will be served by traditional piped systems.

3.3.13 The layout of these WMZs is shown in **Figure 2A.4 Rev 2**.

3.3.14 Each of these WMZs has been assessed and the recommended methods of surface water management for each WMZ consider the type of use in each sub-area of the construction site as well as considering its impact on the surrounding environment.

3.3.15 As well as managing runoff volume the strategy also considers pollutant loadings and these will be dependent on what the area is being used for.

3.3.16 In addition to managing the 30-year event the strategy considers the site resilience to extreme rainfall such as 100-year event and where the runoff will end up ensuring that the surrounding Sizewell Marshes SSSI and Minsmere Nature Reserve are not adversely affected.

3.3.17 Similarly, LEEIE has been assessed and the recommended methods of surface water management for the LEIEE considers the type of use in each of the areas.

3.3.18 Each of the WMZs and the additional locations are considered individually in this strategy, where the drainage principles and mitigation required in the design stage both during construction and for the permanent development are detailed.

3.3.19 There is a variety of SuDS techniques proposed across the main development site. This is based on infiltration testing that shows the permeability has different features as you move further inland. The strategy allows for different types of approach to cater for these variations

3.3.20 The site entrance hub will follow the same guidelines as laid out in this Drainage Strategy.

3.3.21 The Water Resource Storage Area is primarily an area for site water storage for a number of different uses, e.g. dust suppression, washdown areas, etc. This does not have direct links to the Drainage Strategy methods as it is predominantly water resource storage. Further details for the Water Resource Storage Area can be found in **Chapter 3 Volume 2** of the **Environmental Statement** [APP-184], as updated by the ES addenda.

c) Infiltration testing

3.3.22 Infiltration testing on the main development site has been carried out as part of previous investigations in 2014 - 2020, through both trial pits and boreholes. The approximate locations and indicative infiltration rates of these locations are shown in **Figure 2A.5**.

3.3.23 Further details on Infiltration testing can be found in Appendix B 'ACA Drainage Strategy Technical Note (DCO Task 4)' and Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4 Water Management Zone assessment

3.4.1 The MCA and TCA have been divided into 10 WMZs (catchments for the purpose of storm water management and disposal). The WMZs have been further grouped according to their required drainage requirements and are shown in **Figure 2A.4 Rev 2**.

3.4.2 This section outlines the specific drainage approaches to be applied to each of the proposed WMZ groups.

3.4.3 Further detail for all Water Management zones can be found in Appendix B 'ACA Drainage Strategy Technical Note (DCO Task 4)' and Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

Plate 3.4: Site plot plan with construction areas

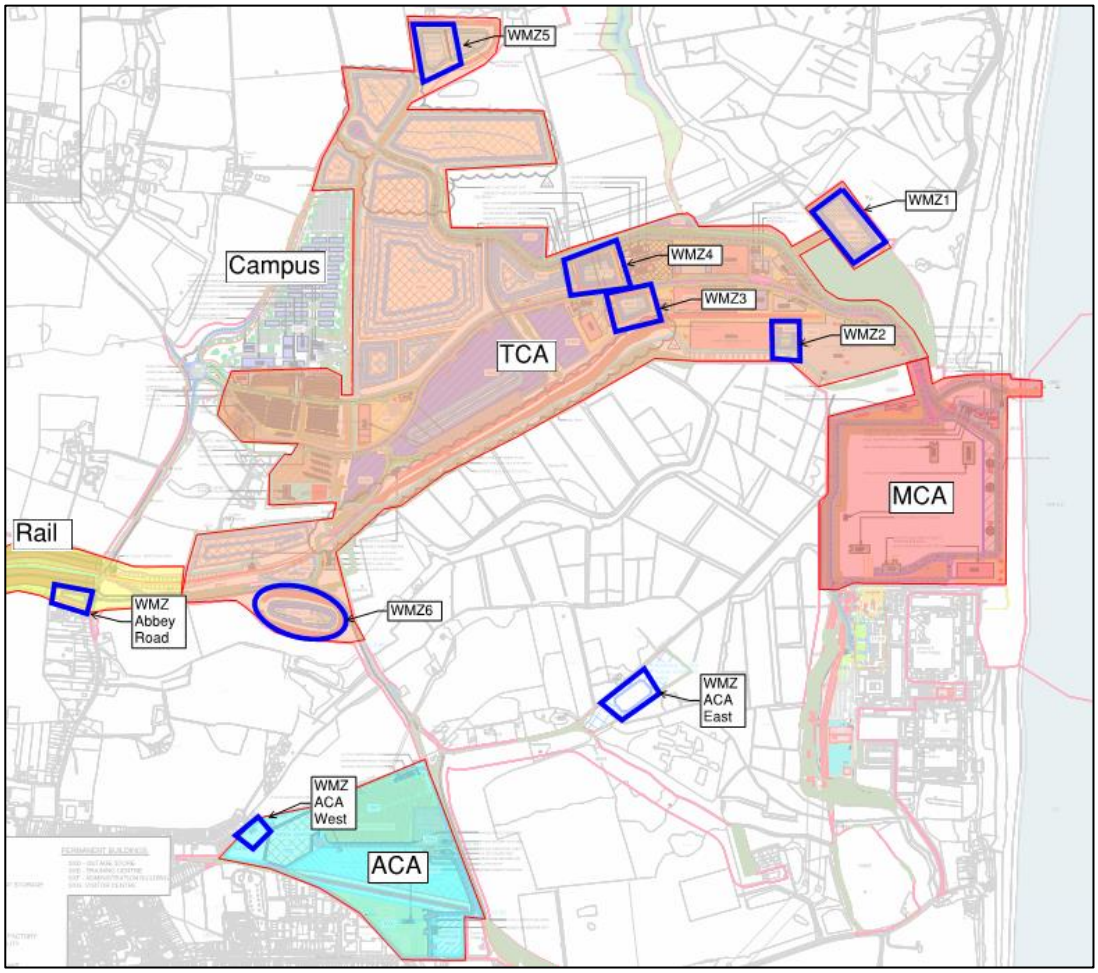
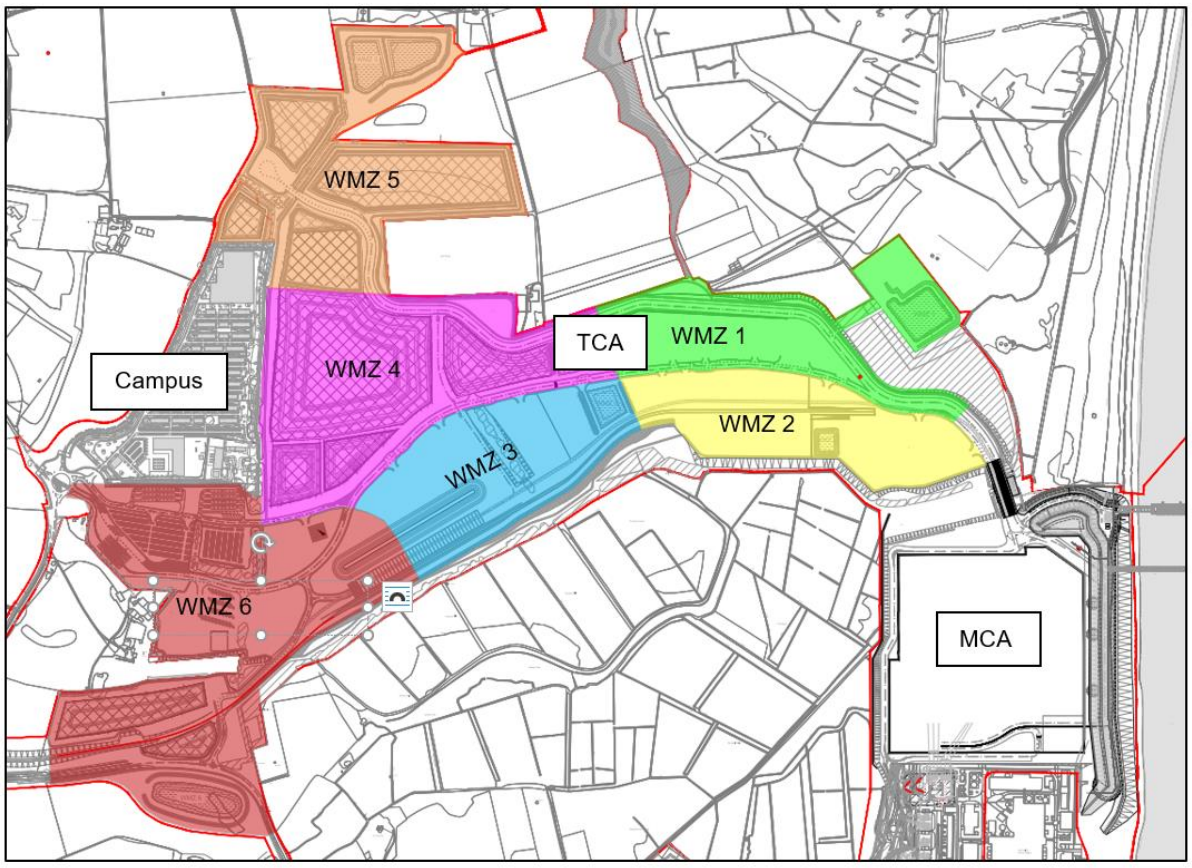


Plate 3.5: Site plan showing Water Management Zone catchment areas



a) Water Management Zones 1, 2 ,3 and 6 (Group 1)

3.4.4 These WMZs, which discharge by both controlled greenfield rate and infiltration, are shown in **Figure 2A.4 Rev 2.**

3.4.5 Prior to completion of the CDO, a Temporary Marine Outfall (TMO) is proposed to allow surface water from the main construction area to discharge to the sea. The TMO would also provide redundancy for WMZs 1 and 2.

3.4.6 Surface water from the TCA would be collected, attenuated and discharged to ground or local watercourses under normal conditions. However, whilst the CDO is under construction, if the site is subject to an extreme storm or the receiving watercourses locally are inundated with surface water due to external factors, the TMO could be used to discharge surface water to sea. This offers additional protection to the Sizewell Marshes SSSI and Minsmere South Levels from excess volumes. Further details of the TMO

can be found at paragraph 3.4.57 below and within Appendix E 'Temporary Marine Outfall Operation Summary (DCO Task D3)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.7 The use of the outfall would not have a significant impact on the input for surface water into the Sizewell Marshes SSSI as it would be used only when there was excess water in the SSSI.

i. Water Management Zone 1

3.4.8 WMZ-1, shown in **Plate 3.6**, indicatively serves the proposed temporary haul road during construction as well as part of the site access road.

Plate 3.6: Water Management Zone 1

3.4.9 The proposed strategy is to drain the surface water run-off through infiltration techniques where possible, which will subsequently convey the surface water into a detention basin which will allow infiltration.

3.4.10 It is proposed that surface water runoff in WMZ-1 be primarily managed close to source.

3.4.11 WMZ-1 includes contractor compounds enclosed by the haul road to the north and main access road to the south and contains the concrete batching plant and several common user facilities.

3.4.12 The drainage in this catchment includes road edge swales to the north of haul road collecting the road runoff and overland runoff from the land inside the site boundary. Another network is proposed north of the main access road surrounding the contractors' compound to drain the runoff from the road, access passages and buildings. Both networks discharge into the

WMZ-1 basin to the north east, where there is a high level overflow connection to the CDO which will allow for very extreme events beyond the 1 in 100 year return period.

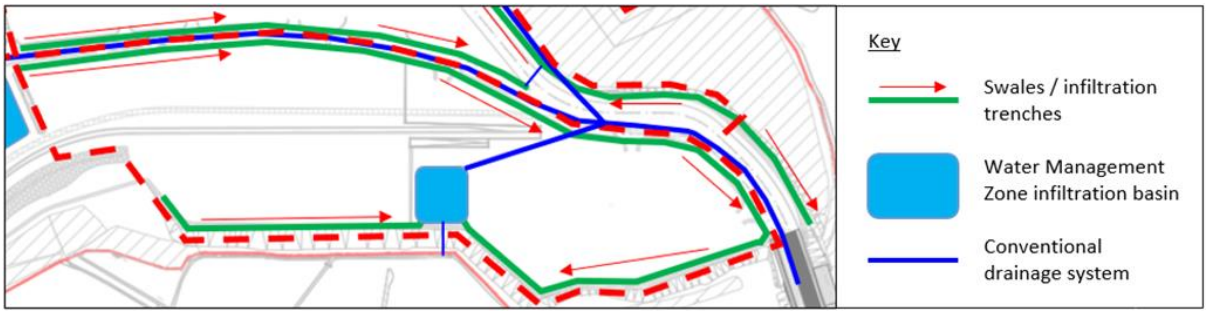
3.4.13 The invert of the WMZ-1 basin is in close proximity to the groundwater table, therefore the basin is proposed to be lined with an impermeable membrane and a permanent outfall is proposed from the WMZ-1 basin to the nearby land drain.

3.4.14 The detention basin that forms part of the design would be retained for exceedance storms and balancing excess volume that exceeds infiltration capacity. A change in its size/shape may be required at detailed design stage. For further detail please see Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.15 During construction, storm water runoff may have a high concentration of silts from fine particles contained within the soil or present on the surface of substrata. Over time this can blind the surface of the basin/pond or the faces or base of other structures such as porous surfaces or trenches. This can make them inoperable depending on the degree of silt contained in the runoff, therefore strategically positioned filters, semi-permeable barriers and settling forebays will be provided in the bigger structures. These can be cleaned out periodically thereby protecting the SuDS structures and runoff to watercourses. As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

ii. Water Management Zone 2

Plate 3.7: Water Management Zone 2



3.4.16 WMZ-2 includes contractor compounds with the main access road to the north and contains the railhead in the centre of the catchment. The drainage

in this catchment includes road edge swale to the south of the main access road collecting the road runoff and runoff from the compound area north of the railhead.

3.4.17 A separate network made up of filter drains is proposed at the compound perimeter to cater for the runoff immediately south of the rail head. Both networks discharge into the WMZ-2 basin, where there is a high level overflow connection to the CDO which will allow for very extreme events beyond the 1 in 100 year return period. An outlow to the Leiston Drain south of the WMZ-2 basin is proposed.

3.4.18 The ground investigation reports indicate that infiltration rates vary across the site and infiltration is possible. The underground storage systems will infiltrate to the ground at a rate depending on the characteristics of the underlining soil. Further ground investigations will indicate the expected infiltration rates and therefore the volumes of storage required.

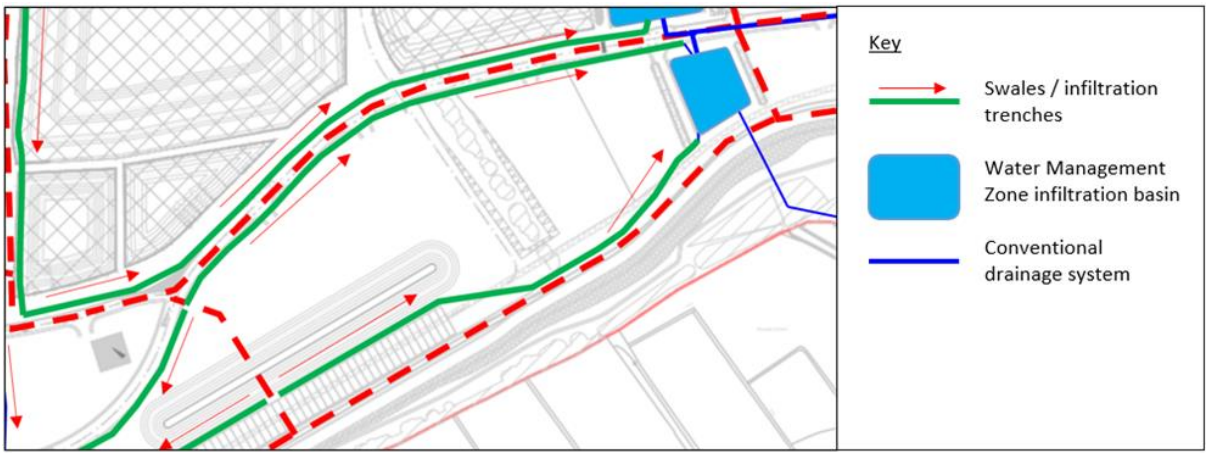
3.4.19 The detention basin that forms part of the design would be retained for exceedance storms and balancing excess volume that exceeds infiltration capacity. Further details for this area can be found in Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.20 During construction, storm water runoff may have a high concentration of silts from fine particles contained within the soil or present on the surface of exposed substrata. Over time this can blind the surface of the basin/pond or the faces or base of other structures such as porous surfaces or trenches. This can make them inoperable depending on the degree of silt contained in the runoff.

3.4.21 Any treatment will be carried out as close to the potential pollution area as possible. SuDS features such as filter strips or planted/bio-swales may be used where appropriate, however where pollutant load is high, strategically positioned filters, semi-permeable barriers and settling forebays can be provided in the bigger structures which can be cleaned out periodically thereby protecting the SuDS structures or where discharge to watercourses are proposed. As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

iii. Water Management Zone 3

Plate 3.8: Water Management Zone 3



3.4.22 WMZ-3 is enclosed by roads on three sides and the rail to the south. The runoff is divided to drain into the road drainage swales proposed along the roads forming the periphery drainage.

3.4.23 A separate network has been designed to cater for the runoff from the unloading area platform and the railway drainage. The peripheral drainage discharges to the WMZ-3 basin to the east of the catchment.

3.4.24 The existing row of trees in this catchment is to be retained and will become a natural low point within this catchment since the ground level in the TCA is being raised. An outfall network crossing the railway will discharge from this low point to the existing drain outside the site boundary.

3.4.25 The detention basin that forms part of the design would be retained for exceedance storms and balancing excess volume that exceeds infiltration capacity. Further details for this area can be found in Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.26 During construction, storm water runoff may have a high concentration of silts from fine particles contained within the soil or present on the surface of exposed substrata. Over time this can blind the surface of the basin/pond or the faces or base of other structures such as porous surfaces or

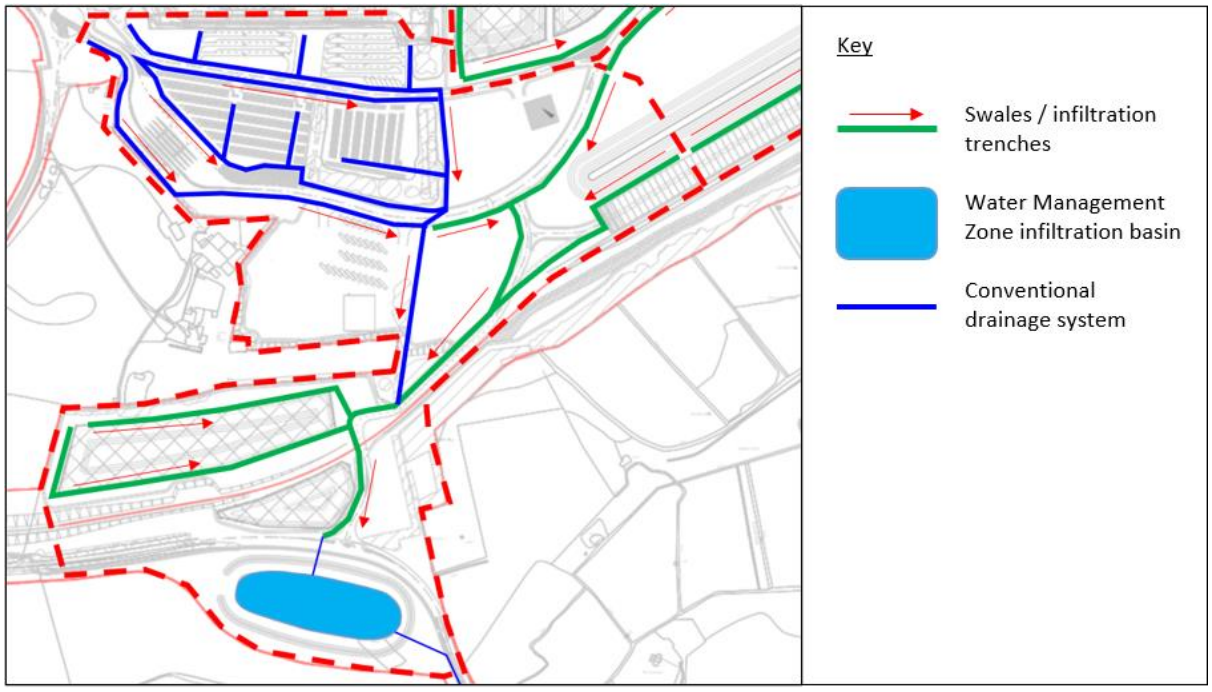
trenches. This can make them inoperable depending on the degree of silt contained in the runoff.

3.4.27 Again, any treatment will be carried out as close to the potential pollution area as possible, however where pollutant load is high, strategically positioned filters, semi-permeable barriers and settling forebays will be provided in the bigger structures which can be cleaned out periodically thereby protecting the SuDS structures or runoff to watercourses are proposed. As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

3.4.28 Where the pollutant loads are managed within SuDS structures and the pollutant load is held within the fine particles in the runoff, removal of these fine particles may be carried out via Siltbuster or other similar treatment as required.

iv. Water Management Zone 6

Plate 3.9: Water Management Zone 6



3.4.29 WMZ-6 comprises the Green Rail Route, plaza area, secondary access roads and two storage areas.

3.4.30 The proposed strategy is to drain the surface water run-off through infiltration techniques conveying surface water into a detention basin which will allow infiltration, as well as draining to local watercourses.

3.4.31 The rail drainage consists of filter drains adjacent to the track, cut off drains at the top of the cutting and toe ditches at the bottom of the embankment. The plaza drainage consists of filter drains all along the road verges. Perimeter swales are proposed at the storage areas and the road drainage swales along the secondary access road. At the level crossing and at the existing tree pit location, alternative filter drains, and carrier drains are provided as appropriate. All the drainage networks discharge to the WMZ-6 basin located to the south of the catchment.

3.4.32 An overflow is proposed from the WMZ-6 basin to the Leiston Drain near Lover's Lane.

3.4.33 Impermeable surfaces within WMZ-6 are proposed to drain to the infiltration structures.

3.4.34 The detention basin that forms part of the design would be retained for exceedance storms and balancing excess volume that exceeds infiltration capacity. Further details for this area can be found in Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

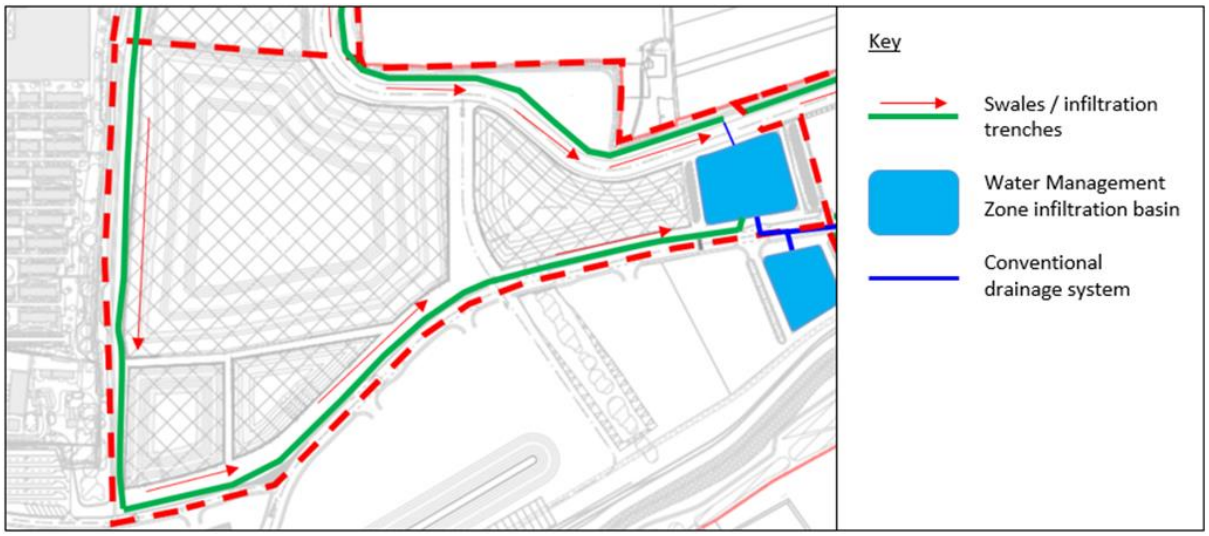
3.4.35 As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

b) Water Management Zones 4 and 5 (Group 2)

3.4.36 These WMZs are intended to predominantly discharge by infiltration only. There is a very wide variation in infiltration capability across the site. The local source control elements and the detention basins have been sized using infiltration to ground as much as possible. If further detailed testing reveals that infiltration rates do not indicate sufficient runoff acceptance within these WMZs then infiltration management will be supplemented with runoff to local watercourses at runoff rates (greenfield) previously agreed with stakeholders in accordance with the SuDS hierarchy.

v. Water Management Zone 4

Plate 3.10: Water Management Zone 4



3.4.37 This WMZ largely comprises the material storage area and stockpiles, and is enclosed by the haul road, secondary access and main access road. A part of the catchment to the north shares a common boundary with WMZ-5, which is also identified to be the localised high point. Perimeter road swales have been proposed along the roads to drain the runoff from the catchment. Two such networks, one from the north and the other from the south, discharge to the WMZ-4 basin located to the east of the catchment.

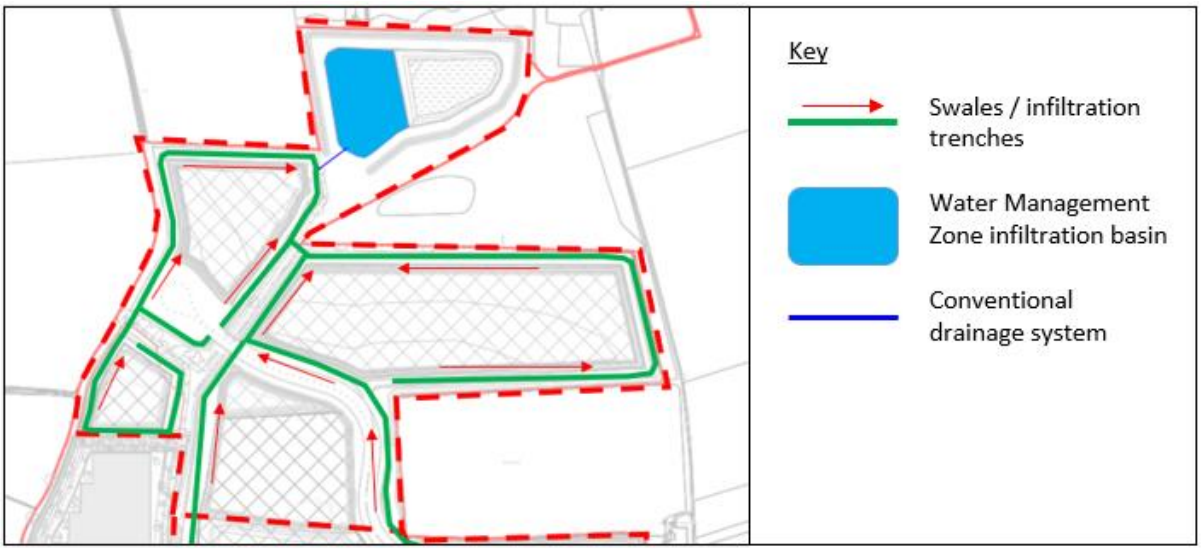
3.4.38 Surveys to date have indicated that infiltration is possible in this area and therefore conventional infiltration type drainage will be applied as much as possible.

3.4.39 The detention basin that forms part of the design would be retained for exceedance storms and balancing excess volume that exceeds infiltration capacity. Further details for this area can be found in Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.40 As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

vi. Water Management Zone 5

Plate 3.11: Water Management Zone 5



3.4.41 This catchment largely comprises the borrow pits and stockpiles, which includes part of the haul road, and is enclosed by the site boundary access roads. Two drainage networks along the site boundary have been designed as perimeter swales, and there is a swale demarcating the storage areas, which is also identified to be the localised low point. All three networks discharge to the WMZ-5 basin located to the north of the catchment.

3.4.42 The proposed strategy is to drain the surface water run-off through infiltration techniques. Surveys to date have indicated that infiltration is possible in this area and therefore conventional infiltration type drainage will be applied as much as possible.

3.4.43 If further detailed testing reveals that infiltration rates do not indicate sufficient runoff acceptance, then WMZ-5 basin will overflow into the Water Resource Storage Area (WRSA). The WRSA has an outfall which drains to a private drain on the eastern flank of the flood mitigation area. Further information on the details of of WMZ-5 basin can be found in Appendix D 'Main Development Site Water Management Zone Summary (DCO Task D2)' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120]. The outfalls are shown on **Figure 2A.4 Rev 2**.

Where the runoff for material storage areas are located the surface water will be managed by providing trench infiltration or swales to capture runoff locally and maximise the source control philosophy. As part of the detailed

design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

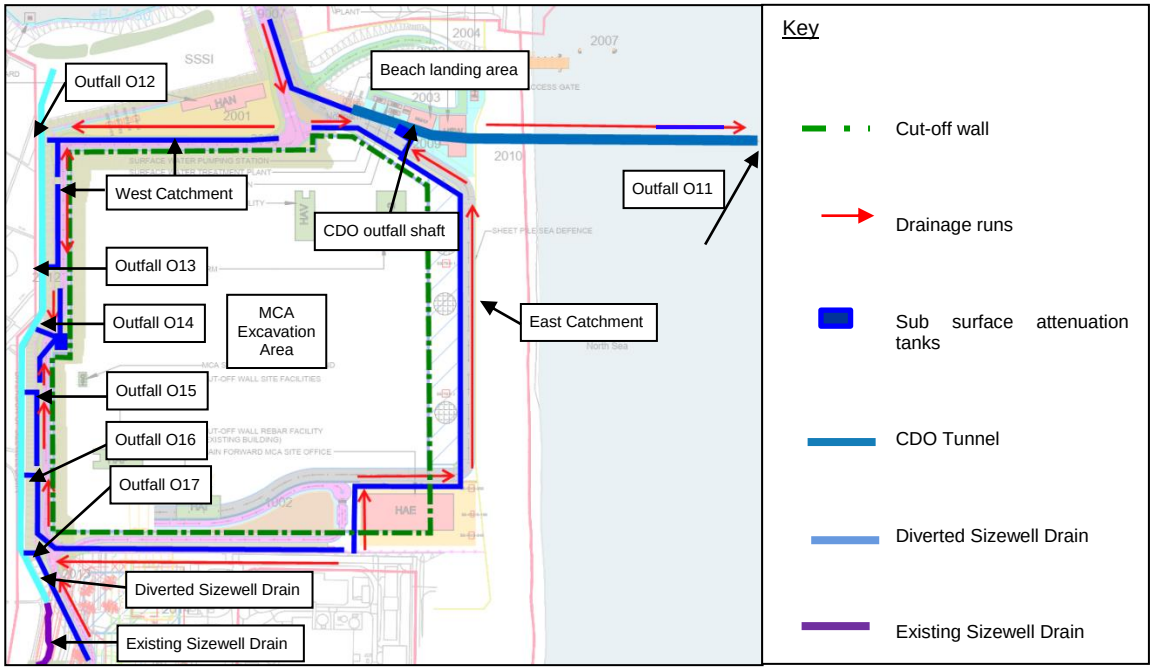
c) Water Management Zones 7, 8 and 9 (Group 3)

3.4.44 WMZs 7,8 and 9 constitute the Main Construction Area (MCA).

3.4.45 The MCA lies east of the Sizewell Marshes SSSI. The Sizewell Drain runs diagonally across the north-west corner of the MCA and needs to be realigned to pass along the western edge of the proposed MCA and reconnect to the Leiston Drain. The existing ground largely comprises an area of flat grassland, with the southwest corner occupied by existing Sizewell B infrastructure. To the north lies Dunwich forest, to the west is the Sizewell Belts Nature Reserve and to the east is the Suffolk Coast Path and North Sea.

3.4.46 The MCA is where the main nuclear islands and associated operational infrastructure will be sited.

Plate 3.12: Water Management Zones 7,8 and 9



3.4.47 WMZ-8 on the west side of the MCA is proposed to have six permanent construction outfalls along the diverted Sizewell Drain to accommodate areas external to the cut-off wall. This catchment, approximately 5 ha,

considers the main access roads to the north, south and west of the MCA and a link road to Sizewell B. Currently, filter drains are proposed along the verge and attenuation is required to allow the flow to be restricted to greenfield runoff rates.

3.4.48 The discharge from WMZs 7 and 9 would be directly to the sea via the Combined Drainage Outfall (CDO) during the construction phase, and discharge from the plant when it becomes operational will be via the cooling water tunnel.

3.4.49 The collection of surface water across WMZs 7, 8 and 9 would be designed to suit the sequence of construction events. Surface water would be collected and held in temporary attenuation ponds within WMZs 7, 8 and 9, before being treated using proprietary devices if required.

3.4.50 Prior to completion of the CDO, a Temporary Marine Outfall (TMO) is proposed to allow surface water from the main construction area to discharge to the sea.

3.4.51 The proposed large capacity of the CDO means that storage will not be required for exceedance events up to the 1 in 100-year event, where all treated surface water can be discharged to sea. Exceedance events greater than the 1 in 100-year event could be managed by discharging surface water via the CDO or to the foreshore via the TMO before completion of the CDO. All surface water from up to the 1 in 100-year event shall be treated prior to discharge, and surface water from events greater than 1 in 100-year event shall be treated where practicable.

3.4.52 WMZ-9 is the MCA Deep Excavation. As WMZ-9 is at low level, storm water draining to the lower levels will need to be pumped up to platform level and the outfall arrangements set in place for WMZ-8 where the surface water will discharge to the sea via the CDO. Parts of the area of WMZ-8 drain naturally to the marshes and this will be managed to help the existing water balance of the natural environment. Consideration will be given to harvesting surface water for re-use on site.

i. Combined Drainage Outfall (CDO)

3.4.53 The CDO is required in order to dispose various sources of water to sea during construction operations. The sources include:

- Treated final effluent originating from the construction phase sewage treatment plant.

- Treated surface water runoff from the deep excavation within the MCA.
- Groundwater, treated if required, from dewatering within the MCA cut-off wall.
- Treated plant cold commissioning waters.
- Treated concrete wash water.
- Treated water originating from tunnel construction.

3.4.54 On completion of cold comissioning the CDO would be discontinued. The discharge of surface water from the Platform when it becomes operational will be via the cooling water tunnel. The cooling water tunnel would also be used for the disposal of:

- Treated final effluent originating from the permanent sewage treatment plant.
- Exceedance runoff from the main platform area (WMZ-9).

3.4.55 Although it is not intended to discharge surface water runoff from the TCA into the CDO, this would be possible if problems arose during the construction phase to reduce flood risk and allow operations to continue.

3.4.56 An access shaft would be constructed on the tunnel within the MCA. This would provide a connection point for disposal of treated surface water runoff from the MCA, groundwater, treated if required, from dewatering within the MCA cut off wall, treated plant cold waters and treated decommissioning waters, as well as treated sewage effluent. This shaft will be located within the permanent site security fence.

ii. Temporary Marine Outfall (TMO)

3.4.57 The TMO is proposed in order to allow excess surface water runoff from the main construction area to be discharged to the sea during construction operations prior to the completion of the CDO.

3.4.58 As previously described in section 3.4 a), the TMO also offers redundancy in the surface water management for WMZs 1 and 2.

3.4.59 The TMO is proposed to be installed early in the construction programme. It is anticipated that the TMO would remain in place for a period of 15 months.

3.4.60 Surface water would be temporarily pumped from the main construction site over the temporary sea defences and into a chamber before discharging through a gravity pipe towards the shoreline, above the mean high water mark.

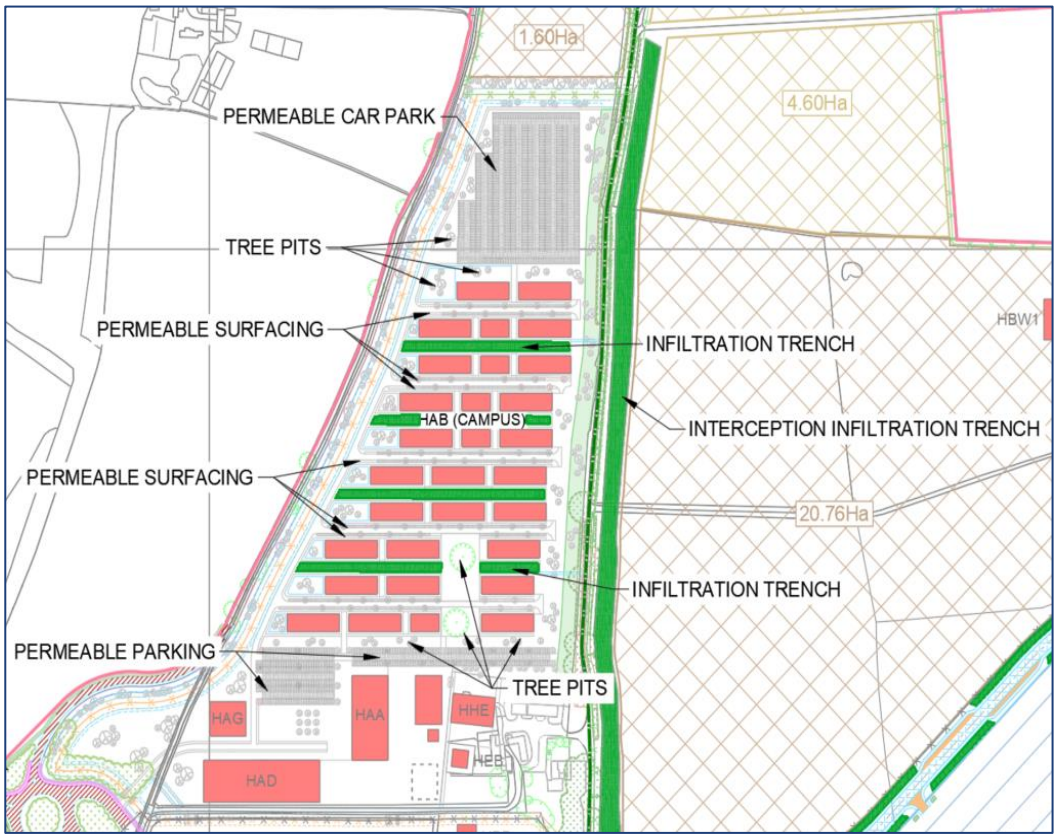
3.4.61 The temporary outfall would be located south of both the permanent and new, temporary beach landing facilities. The TMO would allow excess surface water runoff to be discharged to sea via the TMO.

3.4.62 The temporary outfall will be controlled through conditions set by the Environment Agency through discharge permit applications.

3.4.63 On completion of the CDO, the TMO will no longer be required, and will be removed.

d) Water Management Zone 10

Plate 3.13: Proposed techniques in Water Management Zone 10



3.4.64 WMZ-10 will indicatively provide attenuation and infiltration for the proposed accommodation campus site during construction.

3.4.65 The campus is an area designated for accommodation and facilities for the development at Sizewell C with an operational life of approximately 9 to 12 years. The site would be returned to its former use upon completion of construction.

3.4.66 The campus is located in the western end of the TCA. No watercourses are local in the vicinity of the campus to facilitate a direct connection for surface water discharge. It is therefore recommended to store rainfall runoff below ground and allow gradual infiltration.

3.4.67 The necessary storage would need to be located beneath the car park areas within the campus site.

3.4.68 The underground storage systems will infiltrate to the ground and each car park area will infiltrate at different rate depending on the characteristics of the underlining soil. The ground investigation reports indicate that infiltration rates vary across the site.

3.4.69 Given the depth to groundwater is considerable, there is opportunity to utilise other methods of surface water management including rainwater harvesting and treating surface water at source through detention and infiltration.

3.4.70 The accommodation blocks will be designed in a manner that allows for the collection and re-use of roof water where possible. Rainwater harvesting systems may be integrated into the design to avoid retro-fit. The harvested rainwater can be used for toilets, washing machines and other non-potable use, giving significant reductions in water usage.

3.4.71 Rainwater harvesting will likely involve the use of below ground tanks to ensure no space is taken up and the appearance of the building is not altered. As the collected rainwater will have no light affecting it, the water will stay cool and make bacterial growth improbable, thus keeping the quality of the water high. Below ground tanking also means that the tanks are frost protected.

3.4.72 Where there are large car parking areas proposed, it is proposed that these areas use permeable surfacing. The surfacing would be robustly constructed, emulating the current drainage characteristics, whilst providing suitable treatment of any incidental oil spills.

3.4.73 Grasscrete, Tarmac Ultra Porous, Marshall's Priora or similar may be used to ensure runoff from the car parks is controlled at source.

3.4.74 In addition, the access ways between the buildings and other non-heavily tracked areas within the campus may also employ permeable surfacing to allow infiltration at source. Where reasonably practicable, the run-off conveyed from the roof of the buildings within the campus will also be incorporated within the permeable surfacing sub-base.

3.4.75 Trees will be planted throughout the campus, and it is proposed that where there is a large amount of impermeable roof area tree pits may be utilised to provide storage and infiltration into the ground as close to source as possible.

3.4.76 Shallow infiltration trenches along the perimeter of the campus and in the green space between the blocks may also provide additional storage and infiltration opportunities for exceedance events.

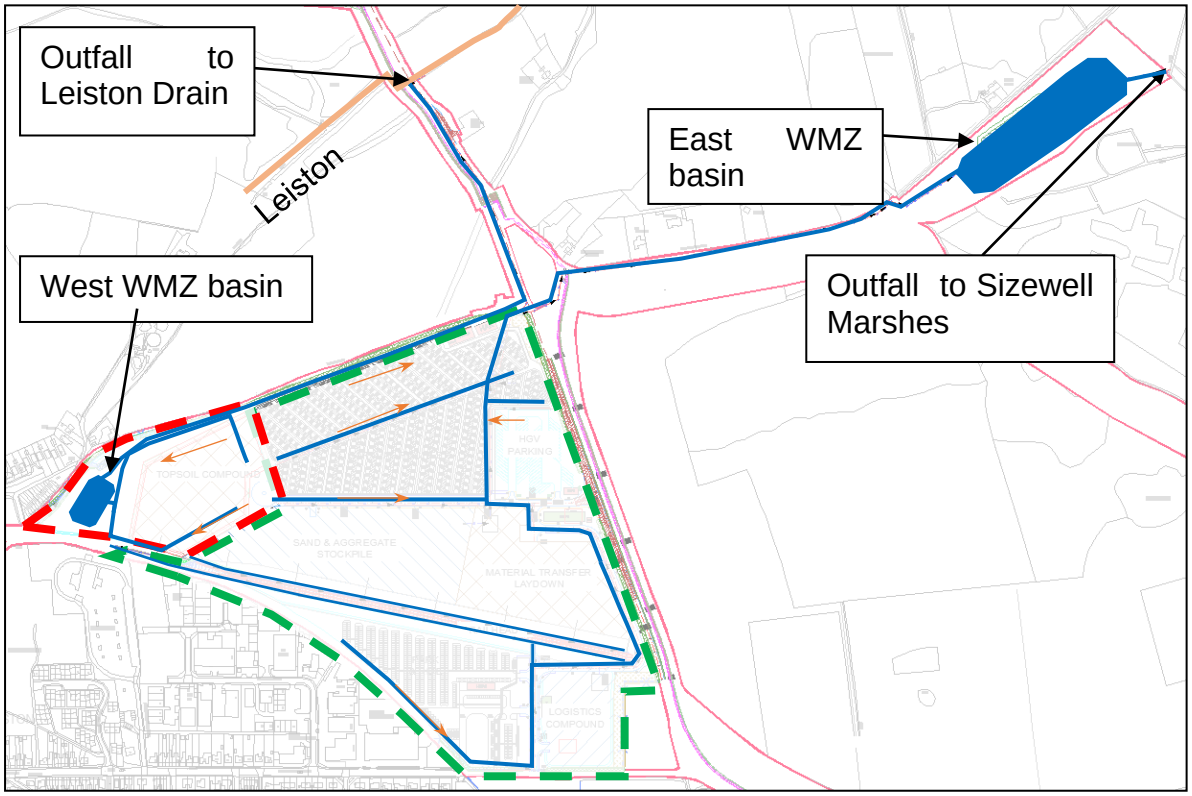
e) Land East of Eastlands Industrial Estate

3.4.77 LEEIE would serve a variety of uses including topsoil and aggregate storage, a park and ride facility and a caravan park as set out in **Chapter 3 Volume 2** of the **Environmental Statement**, as updated by the ES addenda. The overarching strategy for the surface water run-off associated with the LEEIE is storage with infiltration where possible.

3.4.78 Infiltration is unlikely to be an effective technique for this area. The philosophy proposed for the LEEIE is to convey run-off from impermeable areas into storage areas located within the LEEIE area, with outfalls to Leiston Drain and Sizewell Drain at greenfield rates. Utilising swales at boundaries and along the roadside of the re-aligned lane may not provide enough storage for surface water generated in this area.

3.4.79 Two water management zone attenuation features are proposed to store runoff prior to discharge. Runoff from the topsoil compound area and the area west of this compound (dashed red line in **Error! Reference source not found.**) will be captured in swales and attenuated in the West WMZ Basin, before discharging to the Leiston Drain near Lover's Lane. Surface water runoff from all other areas (dashed green line in **Error! Reference source not found.**) within the LEEIE will be conveyed to the East WMZ Basin, before discharging to the Sizewell Marshes. The outflows will be limited to greenfield runoff rates.

Plate 3.14: Drainage layout at the Land East of Eastlands Industrial Estate



3.4.80 The Drainage Strategy within the LEEIE has been modified following agreement with the Environment Agency and Suffolk County Council to allow more runoff to be attenuated in the East WMZ basin and discharge to the Sizewell Marshes.

3.4.81 In order to accommodate the larger volumes of runoff from longer return period storms, the land to the east of the LEIEE will be used. This area will store surface water in extreme events. The route to this area will indicatively be across Lover's Lane and through the services area which has natural falls. The excess volume temporarily stored in the attenuation area will be managed through a combination of natural infiltration and low flow greenfield runoff to the Sizewell Drain as discussed and agreed with stakeholders. For further detail on this area refer to Appendix B 'ACA Drainage Strategy Technical Note (DCO Task 4)' to SZC Co. Comments

on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

3.4.82 Surface water within the earth material storage area will be managed by providing trenches or swales to capture runoff locally and maximise the source control philosophy. With infiltration being unlikely to be an effective technique for heavy or prolonged events, attenuation storage in the West WMZ basin will be used with a pumped discharge to take flow to the upper area of the site. Allowable outfall rates at greenfield runoff will be used as agreed with stakeholders.

3.4.83 The caravan pitches will be based on permeable surfacing where possible, to take advantage of any infiltration into the ground and reduce runoff.

3.4.84 The large car parking area for the park and ride facility permeable surfacing will again be utilised to allow for any infiltration into the ground. The surfacing would be robustly constructed, emulating the current drainage characteristics, whilst providing additional treatment of any incidental oil spills.

3.4.85 Grasscrete, Tarmac Ultra Porous, Marshall's Priora or similar may be used to ensure runoff from the car parking area is controlled at source.

3.4.86 Any pollutant runoff from laydown or storage areas will be managed using SuDS techniques or proprietary products. As part of the detailed design a treatment train analysis to CIRIA SuDS Manual requirements will be carried out to ensure pollutant loads are to recommended limits.

3.4.87 The site would be returned to its former use upon completion of the construction phase.

3.5 Foul water management

a) Main development site

3.5.1 Over a 9-12-year construction period, an accommodation campus will provide accommodation for up to 2,400 personnel. Welfare facilities including canteens, toilets and showers will be in use throughout the construction phase. These facilities will require a foul network and sewage treatment. The workforce numbers do not exceed 10,000 therefore the site will not be required to comply with the Urban Waste Water Directive (Ref. 1.8).

3.5.2 There will be a considerable requirement for foul water treatment and disposal throughout construction. This requirement will fluctuate considerably through the course of the contract and it is therefore imperative that a flexible approach is applied.

3.5.3 The construction phase sewage treatment plants will be located close to sources of effluent and will receive and treat all domestic foul water generated during construction.

3.5.4 Lessons learned from Hinkley Point C have been taken into account where excavating and re-siting of buried rising mains posed issues during the construction phase. The siting of any pumped network at Sizewell C, particularly in the vicinity of the TCA, would be carefully considered. Where the rising main is temporary, consideration can be made for alternative routes that maximise the flexibility for construction phasing.

3.5.5 Disposal to sea following treatment has been selected, as the receiving waters are less sensitive and dilution of the treated effluent is much greater than for a watercourse.

3.5.6 The construction phase sewage treatment plants will receive and treat all domestic foul water generated during construction. It will be possible to pump sewage to the treatment plant from the Campus Area, however during construction of the temporary treatment plant, interim arrangements will be required.

3.5.7 A plan of an indicative drainage network to be provided for the collection and removal of domestic foul water flows from the TCA and MCA during construction is shown in **Figure 2A.6**.

3.5.8 Treated foul sewage effluent has to meet permitted quality limits prior to any dilution. The treated effluent will be pumped to the CDO during the construction phase, from where it is disposed to sea.

3.5.9 Typical approaches during construction would usually range from packaged treatment plants to holding septic tanks or cess pits with tanker provisions, however the network approach illustrated above allows for the efficient treatment of wastewater during the construction phase, and removes a significant requirement for a number of package plants that would otherwise have been required across the TCA.

3.5.10 The permanent sewage treatment plant would receive and treat all domestic foul water generated within the power station site and Off-Site Delivery Checkpoint Building which will remain after the construction stage.

3.5.11 The construction phase Sewage Treatment Plants would be required until such time as the permanent Sewage Treatment Plant is complete.

3.5.12 In the operational phase, treated effluent from the permanent sewage treatment plant would be discharged to the cooling water tunnel outfall.

b) Land East of Eastlands Industrial Estate

3.5.13 There will be requirements for foul water disposal and treatment at the LEEIE for the temporary caravan pitches and park and ride facility. Being removed from the MCA and the TCA, a different strategy is more appropriate.

3.5.14 A package treatment plant is preferred to serve the mobile welfare units which are currently proposed to serve the caravan pitches. The feasibility of this requires further investigation.

3.5.15 The preferred approach is for foul water to be conveyed to the Anglian Water Services Leiston Water Recycling Centre should capacity be available. If no capacity is available, foul water could potentially be treated in or close to the LEEIE with an outfall connected with Leiston Drain (since infiltration of treated foul water is not a viable solution due to poor infiltration). If this is not possible, the next option in the hierarchy is cess pits with tankering to the TCA where foul water may be treated and disposed of via the CDO.

4 ASSOCIATED DEVELOPMENT SITES

4.1 Water Management Zone assessment

4.1.1 The following sections set out the Drainage Strategy for each of the AD sites. Further reference can be made to the **Associated Development Design Principles** (Doc Ref. 8.3(A)).

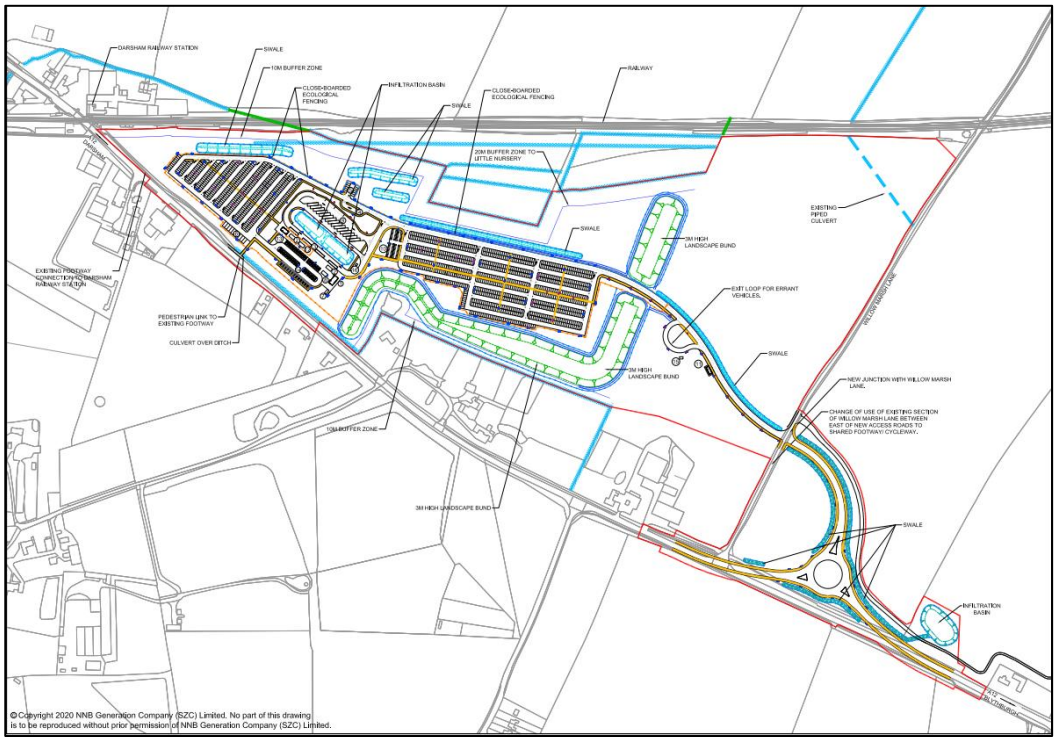
a) Northern Park and Ride

4.1.2 The northern park and ride forms one of the AD which are required to mitigate traffic impacts arising from the main development site.

4.1.3 The site is located alongside the A12 at Darsham and is currently open fields and farmed agricultural land, with Darsham service station 30m to the south-east and Darsham railway station located adjacent to the southern site boundary.

4.1.4 The general layout of the northern park and ride site is shown below in **Plate 4.1**. Further details can be found in **Appendix A 'Northern Park and Ride Drainage Design Note'** to **Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 – Appendices** [REP6-024].

Plate 4.1: Northern Park and Ride



4.1.5 The northern park and ride will provide a transport hub from which construction workforce are driven to site by shuttle thus reducing the construction traffic needing to access the main development site.

4.1.6 Full details of its facilities are contained in **Volume 3 Northern Park and Ride Chapter 2 Description of the Northern Park and Ride** of the **ES** [APP-350], as updated by the ES addenda, and are described in summary below.

4.1.7 The site will consist of workforce parking, welfare, security and amenity buildings. The workforce parking includes car parking spaces, accessible spaces, minibus/van spaces, pick up and motorcycle spaces.

4.1.8 The northern park and ride site, the site entrance and the access from the A12 will generate surface water runoff which will require removal, treatment as necessary, and disposal.

4.1.9 The northern park and ride facility and its associated access and A12 road changes will remain in place and use during construction of the Sizewell C power station. Once construction is complete the site will be closed and decommissioned. It will then return to current agricultural use.

4.1.10 It is also intended that the proposed access roundabout will be removed and the A12 will be returned to its current alignment.

4.1.11 As part of ground investigations and infiltration testing trial pits were excavated within the northern park and ride site.

4.1.12 A single BRE365 infiltration test was carried out at each location. Since there was no discernible drop in water in the trial pit over 24 hours, second and third tests were not undertaken.

4.1.13 The results demonstrate that infiltration is not viable and therefore surface water runoff from the development site must be disposed of via local watercourse. Further details can be found in **Appendix A** 'Northern Park and Ride Drainage Design Note' to **Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 – Appendices** [REP6-024].

4.1.14 Full details on surface water, groundwater, geology, and hydrogeology are provided in **Volume 3, Chapter 12** of the **ES** [APP-376], as updated by the ES addenda.

4.1.15 The proposed design for these facilities is to drain the surface water run-off through carrier drains and discharge into attenuation basins and swales.

4.1.16 Runoff from the internal roads and the bus/HGV standing areas with impermeable surface will be drained via surface outlets, gullies, linear channels and drains etc. These will discharge into underground carrier drains which will convey the runoff to the same attenuation basins and swales.

4.1.17 Bypass interceptors will be installed downstream of the bus/HGV standing areas in order to remove hydrocarbon and silt contaminants which will improve the water quality of discharge to the attenuation basins and swales.

4.1.18 The car parking areas will have a permeable surface allowing runoff to permeate into and be temporarily stored in the sub-base. This will assist with attenuating peak flow rate, provide some storage and initial treatment of the runoff. The sub-base will allow flow to drain into the carrier drains.

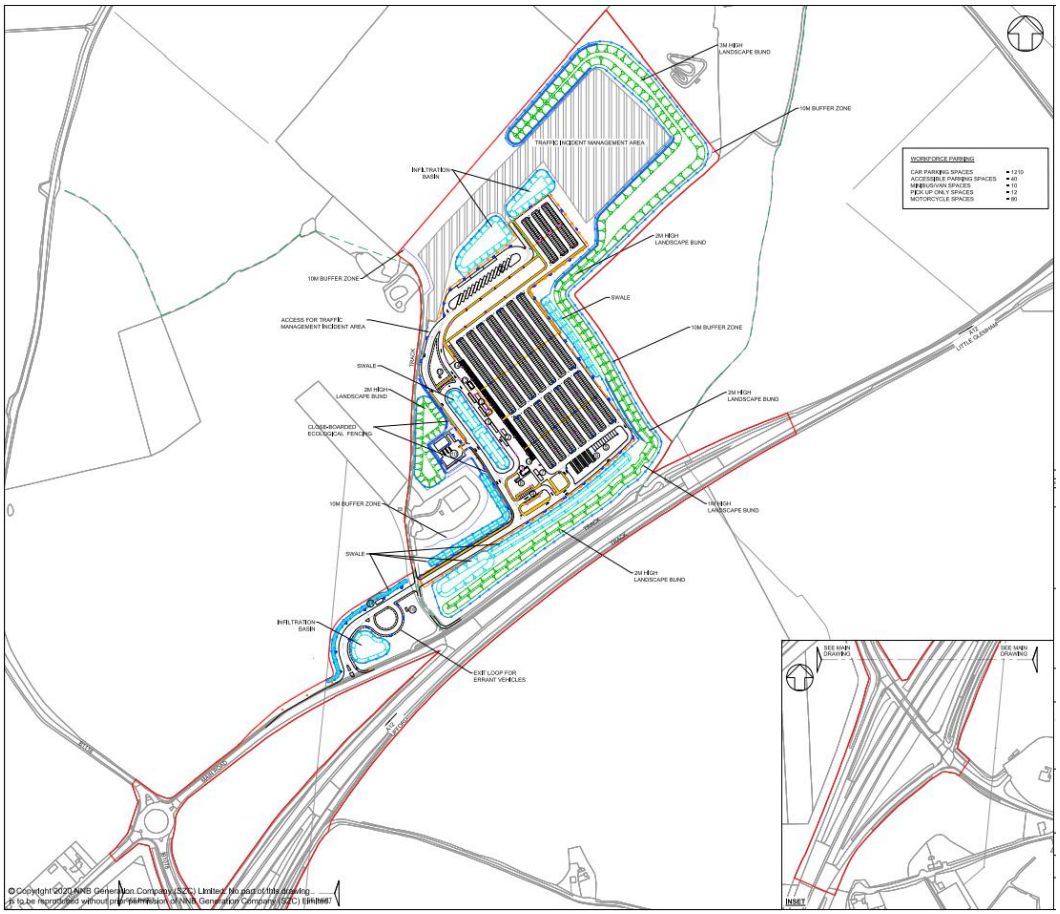
4.1.19 The underground carrier drains will discharge all surface water into a series of cascading attenuation basins and swales which will provide suitable final treatment in accordance with CIRIA C753 The SuDS Manual. They will also provide attenuation storage for all runoff required in order that discharge to watercourse from the site is limited to the equivalent greenfield runoff.

b) Southern Park and Ride

4.1.20 The southern park and ride site is located alongside the A12 at Wickham Market. Its function is to provide a transport hub from which construction workforce are driven to site by shuttle thus reducing the construction traffic needing to access the main development site.

4.1.21 The general layout of the southern park and ride site is shown below in **Plate 4.2**. Further details can be found in the Southern Park and Ride Drainage Design Note submitted at Deadline 7 as an Appendix to Comments on Submissions at Earlier Deadlines.

Plate 4.2: Southern Park and Ride



4.1.22 Full details of its facilities are contained in **Volume 4 Southern Park and Ride Chapter 2 Description of the Southern Park and Ride** of the **ES** [APP-380], as updated by the ES addenda, and are described in summary below.

4.1.23 The site will consist of workforce parking, welfare, security and amenity buildings. The workforce parking includes car parking spaces, accessible spaces, minibus/van spaces, pick up and motorcycle spaces. It also has a Traffic Incident Management Area. This area is a holding park in which vehicles can be diverted in the event of an incident on the highway network or at the construction site.

4.1.24 The southern park and ride site and the site access entrance will generate surface water runoff from which will require to be removal, treatment as necessary and disposal.

4.1.25 The site is currently open arable fields, with an overgrown and wooded area located along the western site boundary, in the area identified on available mapping as a disused sand pit. The site is bounded to the south by the A12.

4.1.26 As part of ground investigations and infiltration testing three trial pits were excavated within the southern park and ride site.

4.1.27 The results demonstrate that infiltration is only viable at one location at a higher elevation in the north of the site.

4.1.28 These results demonstrate that disposal of surface water runoff by infiltration is achievable but only at the north. The results of further infiltration testing will be taken into account throughout the design stage. Further details are provided in the Southern Park and Ride Drainage Design Note submitted at Deadline 7 as an Appendix to Comments on Submissions at Earlier Deadlines.

4.1.29 Full details on surface water, groundwater, geology, and hydrogeology are provided in **Volume 4 Chapter 12** of the **ES** [APP-407], as updated by the ES addenda.

4.1.30 The strategy for the surface water run-off associated with the southern park and ride is storage and infiltration SuDS techniques where possible.

4.1.31 All surface water runoff is to be contained within the site and removed by infiltration to ground. Due to the proven lack of infiltration in the middle of the site, it is intended that that runoff will be removed and collected in the lowest elevation in the south west and then pumped to the north where infiltration is viable. If further infiltration testing demonstrates that infiltration is viable in the south west corner of the site, then this would be modified to remove the pumping requirement.

4.1.32 Runoff from roofs will be drained via downpipes and gullies, as appropriate to underground carrier drains and discharge into attenuation basins and swales.

4.1.33 Runoff from the internal roads, the bus/HGV standing areas and the Traffic Incident Management Area, which must have an impermeable surface will be drained via surface outlets, gullies, linear channels and drains etc. These will discharge into underground carrier drains which will convey the runoff to the same attenuation basins and swales or in the north to infiltration basins.

4.1.34 Bypass interceptors will be installed downstream of the bus/HGV standing areas in order to remove hydrocarbon and silt contaminants which will improve the water quality of discharge to the attenuation basins, swales and infiltration basins.

4.1.35 The car parking areas will have a permeable surface allowing runoff to permeate into and be temporarily stored in the sub-base. This will assist with attenuating peak flow rate, provide some storage and initial treatment of the runoff. The sub-base will allow flow to drain into the carrier drains.

4.1.36 In the centre and south parts of the site, the underground carrier drains will discharge all surface water into a series of swales and attenuation basins which will provide suitable treatment in accordance with CIRIA C753 The SuDS Manual.

4.1.37 If further infiltration testing demonstrates that infiltration is not viable in the south west corner of the site, the swale/attenuation basin network will discharge into a pumping station which will pump runoff to the infiltration basins to the north.

4.1.38 In the north part of the site, the underground carrier drains will discharge all surface water into one of two infiltration basins by gravity. The infiltration basins will provide suitable treatment in accordance with CIRIA C753 The SuDS Manual.

4.1.39 The attenuation storage for the central and south areas is provided using underground storage in order to maximise the use of the area and reduce land take.

c) Freight management facility

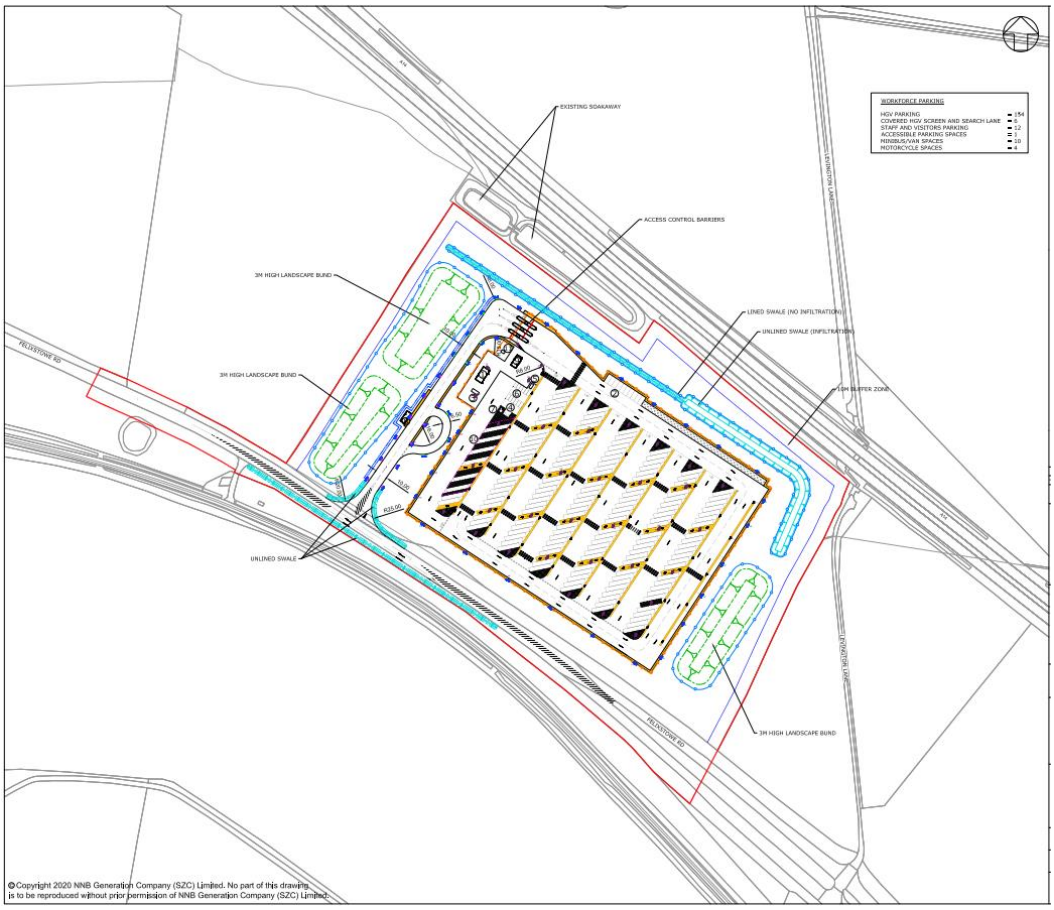
4.1.40 The proposed freight management facility is to be located alongside the A14 at Seven Hills near Ipswich. The facility will serve as a holding area for HGVs, regulating the timing and flow of vehicles to the Sizewell C main development site.

4.1.41 The site will consist of parking for approximately 150 HGVs, workforce parking, welfare, security and amenity buildings. The workforce parking includes car parking spaces, accessible spaces, cycle spaces and motorcycle spaces.

4.1.42 The general layout of the freight management facility site is shown below in **Plate 4.3**. Further details can be found in the Freight Management Facility

Drainage Design Note submitted at Deadline 7 as an Appendix to Comments on Submissions at Earlier Deadlines.

Plate 4.3: Freight Management Facility



4.1.43 The freight management facility and site entrance will generate surface water runoff will require removal, treatment as necessary and disposal.

4.1.44 The site entrance and access from Felixstowe Road will generate highway runoff which will require to be removed, treated as necessary and disposed.

4.1.45 The freight management facility and its associated access and local road changes will remain in place and use duringconstruction of the Sizewell C power station. Once construction is complete the site will be closed and decommissioned. It will then return to current agricultural use.

4.1.46 It is also intended that the proposed access will be removed and Felixstowe Road will be returned to its current alignment.

4.1.47 The majority of the site comprises agricultural fields with the remainder being a section of Felixstowe Road. The site is located to the south-east of the A12 and A14 junction south-east of Ipswich and is bounded by the A14 to the north, Felixstowe Road to the south and arable land to the east and west.

4.1.48 As part of ground investigations and infiltration testing three trial pits were excavated within the site.

4.1.49 Three BRE365 infiltration tests were carried out at each location and the results demonstrate that disposal of surface water runoff by infiltration is achievable. Further detail is provided in the Freight Management Facility Drainage Design Note submitted at Deadline 7 as an Appendix to Comments on Submissions at Earlier Deadlines.

4.1.50 Full details on surface water, groundwater, geology, hydrogeology and findings from the site visit are provided in **Volume 8 Chapter 12** of the **ES** [APP-536], as updated by the ES addenda.

4.1.51 The strategy for the surface water run-off associated with the freight management facility is storage and infiltration SuDS techniques where possible.

4.1.52 All surface water runoff is to be contained within the site and removed by infiltration to ground. This philosophy will ensure no additional impervious areas are added to the existing drainage network.

4.1.53 Surface water runoff will be drained via downpipes and gullies, as appropriate to underground carrier drains. All of the internal roads and the HGV parking areas will have an impermeable surface and will be drained via surface outlets, gullies, linear channels and drains etc. These will discharge into underground carrier drains.

4.1.54 Bypass interceptors will be installed on the carrier drains downstream of the bus/HGV standing areas in order to remove hydrocarbon and silt contaminants which will improve the water quality of the runoff before discharge to ground.

4.1.55 The underground carrier drains will discharge all surface water runoff into two underground attenuation storage tanks from where it will infiltrate to ground.

4.1.56 The use of underground attenuation storage tanks rather than infiltration basins is proposed to maximise the space within the site. The tanks are

proposed to be located beneath the landscaped bunds located on the east and west sides of the site with additional storage volume being provided by swales.

4.1.57 The swales will be located along the full length of the northern side of the site and the lowest part of the eastern side of the site. Since ground levels fall from south to north the swales will also intercept runoff from surface water overland flow which does not drain into the underground drainage network.

4.1.58 The swales will also remove surface water runoff by infiltration to ground with the exception of the western portion of the swale adjacent to the A14 infiltration basin facility, where this length of swale will be lined.

4.1.59 The site would be returned to its former use upon completion of the construction phase.

4.1.60 For further details on the proposed drainage arrangements for the Freight Management Facility please see the Freight Management Facility Drainage Design Note submitted at Deadline 7 as an Appendix to Comments on Submissions at Earlier Deadlines.

d) Sizewell Link Road

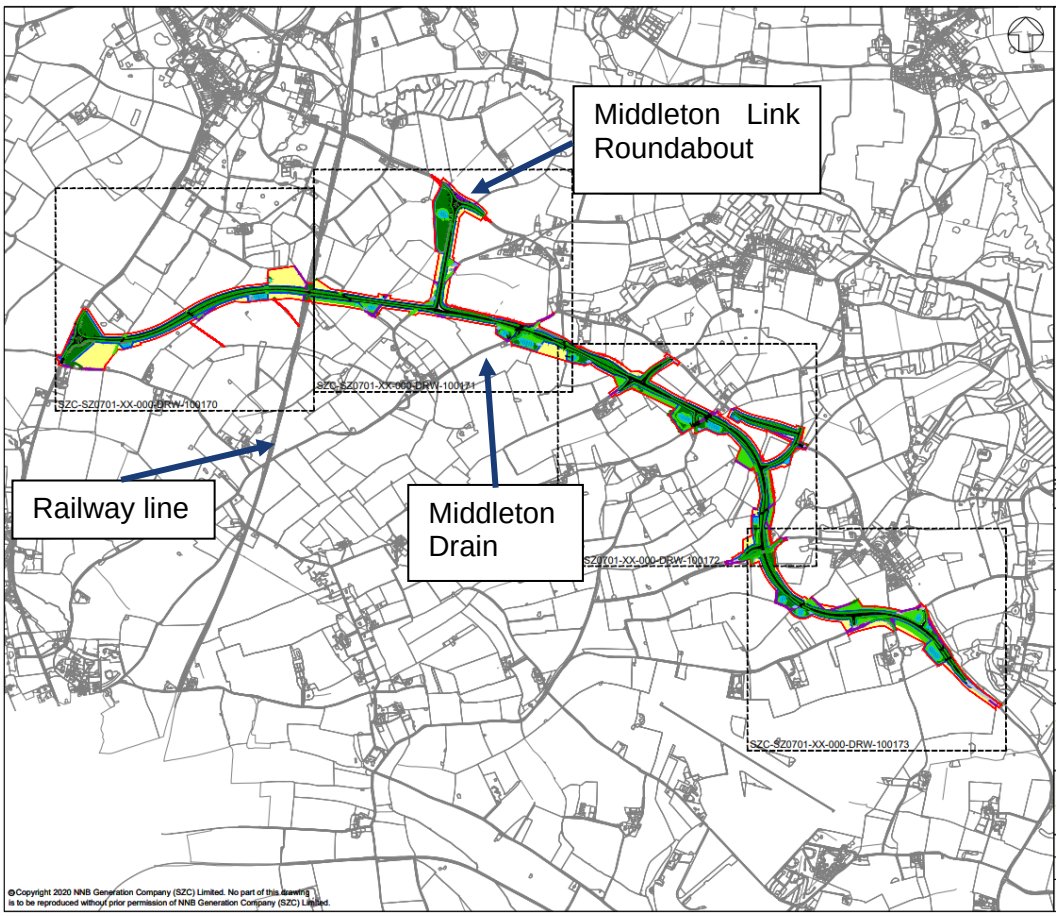
4.1.61 The Sizewell link road is a proposed permanent single carriageway road that would run 6.8km from the A12 just south of Yoxford in an easterly direction, joining the B1122 south of the town of Theberton.

4.1.62 The site predominantly comprises agricultural land. The site includes several local roads, existing watercourses and woods, and is also in close proximity to farms and residential properties. The East Suffolk line crosses the site in the west. The areas surrounding the site are predominantly agricultural land with isolated farms and residential properties nearby.

4.1.63 The road would create a new route around the south of the villages of Yoxford, Middleton Moor and Theberton, helping to reduce the amount of traffic on the B1122 during the peak construction phase of the Sizewell C Project.

4.1.64 The general layout of the Sizewell link road is shown below in **Plate 4.4**.

Plate 4.4: Sizewell Link Road



4.1.65 Full details on surface water, groundwater, geology, hydrogeology and findings from the site visit are provided in **Volume 6, Chapter 12** of the **ES** [APP-476], as updated by the ES addenda.

4.1.66 The Sizewell link road will be designed to Suffolk County Council's (SCC) adoptable standards, confirmed to be:

- Design Manual for Roads and Bridges (DMRB)/ Manual of Contract Documents for Highway Works (MCHW)
- CIRIA C753 The SUDS Manual
- Sustainable Drainage Systems (SuDS) a Local Design Guide Appendix A to the Suffolk Flood Risk Management Strategy, Suffolk County Council, May 2018

4.1.67 The Sizewell link road will generate highway surface water runoff which will require removal, treatment as necessary and disposal at a controlled rate of discharge.

4.1.68 The strategy for the surface water run-off associated with the Sizewell link road is storage and attenuation using SuDS techniques where possible, with discharge to local watercourses.

i. Highway Drainage Design East of the Railway

4.1.69 Geotechnical investigations have demonstrated that it is not possible to remove highway runoff by infiltration to ground. For the Sizewell link road and its side roads located to the east of the East Suffolk railway line there are watercourses to which discharge by gravity can be made.

4.1.70 For the Middleton Link roundabout there is no watercourse shown on available OS based plans, however, a 750 mm culvert was found at this location crossing below the B1122. This culvert discharges into a deep ditch to the north which discharges into a tributary of the Minsmere River.

4.1.71 The proposed drainage arrangement at the Middleton Link roundabout is to discharge to an attenuation basin. The basin will also receive highway runoff from swales located on either side of the road, to the north of the link road crest point. The Sizewell link road will then discharge to the existing culvert and ditch at an acceptable attenuated flow rate.

ii. Highway Drainage Design West of the Railway

4.1.72 It has been confirmed through testing that infiltration is not possible west of the railway and surveys have confirmed that gravity drainage to nearby watercourses is not possible.

4.1.73 It is proposed that surface water from the Sizewell link road west of the railway will be attenuated in basins.

4.1.74 Surface water will then be pumped to the east of the railway and into the Middleton Drain. If an alternative outfall be located that would eliminate the need for a second pumping station and rising main across the railway discharging into the Middleton Drain west catchment.

4.1.75 These features would form part of the permanent drainage of the link road, and a management and maintenance plan shall be required to ensure that the drainage performs as intended for the life of the link road. For further details on the proposed drainage arrangements for the Sizewell link road

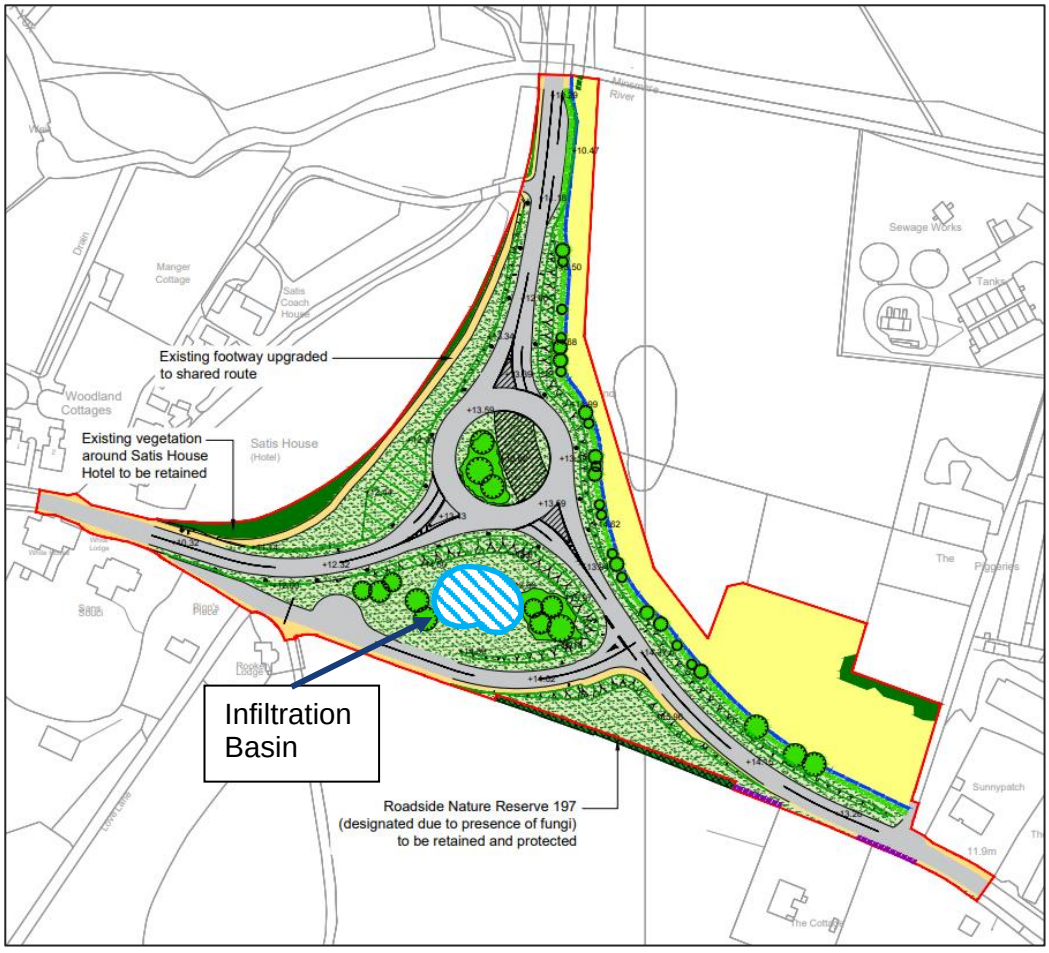
please see Appendix F 'Sizewell Link Road Preliminary Drainage Design Note' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

e) Yoxford roundabout

4.1.76 The proposed Yoxford roundabout consists of a new three arm roundabout, which includes the realignment of the existing A12 and B1122 Middleton Road, and the removal of the existing A12 / B1122 junction.

4.1.77 The general layout of Yoxford roundabout is shown below in **Plate 4.5**.

Plate 4.5: Yoxford Roundabout



4.1.78 The Yoxford roundabout will modify the existing public highway and once constructed will continue to form part of the highway network maintained by Suffolk County Council (SCC). It will be designed to meet SCC adoptable standards, confirmed to be:

- Design Manual for Roads and Bridges (DMRB)/ Manual of Contract Documents for Highway Works (MCHW)
- CIRIA C753 The SUDS Manual
- Sustainable Drainage Systems (SuDS) a Local Design Guide Appendix A to the Suffolk Flood Risk Management Strategy, Suffolk County Council, May 2018

4.1.79 The Yoxford roundabout highway modifications will continue to generate surface water highway runoff which will require removal, treatment as necessary and disposal.

4.1.80 The results of Geotechnical Investigation with infiltration rate testing at the site of the infiltration basin demonstrate that it is possible to remove highway runoff by infiltration to ground.

4.1.81 Full details on surface water, groundwater, geology, hydrogeology and findings from the site visit are provided in **Volume 7 Chapter 12** of the **ES** [APP-507], as updated by the ES addenda.

4.1.82 The strategy for the surface water run-off associated with the Yoxford roundabout is storage and infiltration SuDS techniques.

4.1.83 It is proposed to convey run-off from impermeable highway surfaces into gullies and filter drains and convey surface water to infiltration features located adjacent to the highway and the proposed roundabout.

4.1.84 These features would form part of the permanent drainage of the roundabout, and a management and maintenance plan would be required to ensure that the drainage performs as intended for the life of the roundabout.

4.1.85 For further details on the proposed drainage arrangements for the Yoxford roundabout please see Appendix H 'Yoxford Roundabout Updated Drainage Strategy' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

f) Two village bypass

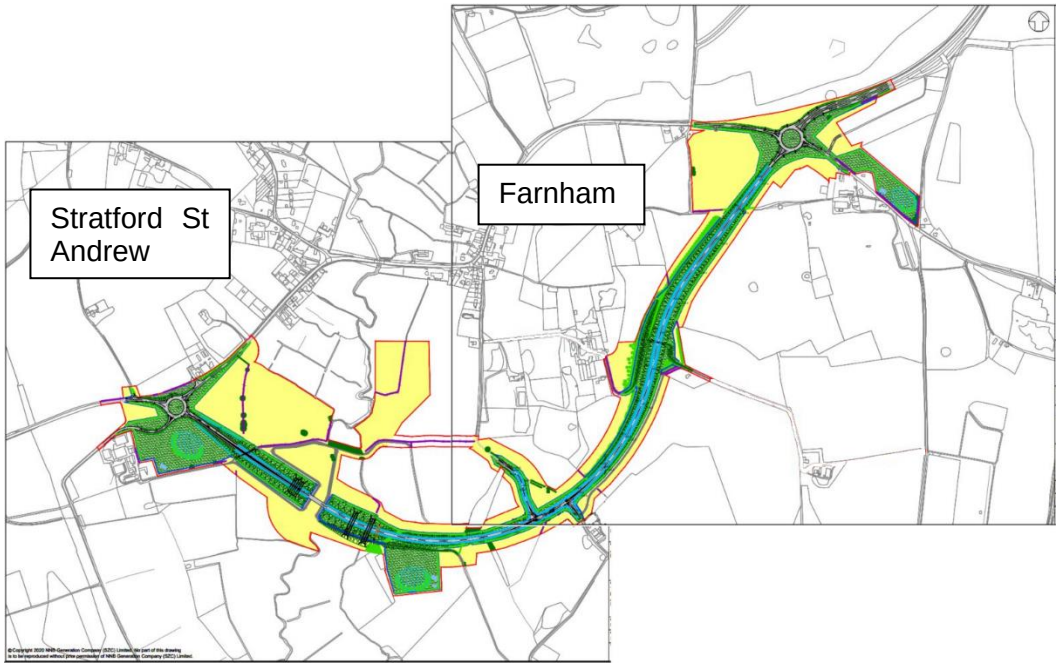
4.1.86 The two village bypass consists of a new 2.4 km long single carriageway road bypassing the villages of Stratford St Andrew and Farnham. The new bypass will connect to the existing A12 via at grade roundabouts at both the western and eastern ends of the scheme. The roundabout at the western

end ties in with the existing A12 Main Road and the roundabout at the eastern end ties in with Friday Street.

4.1.87 The site comprises agricultural land with associated access tracks and local roads. The western and eastern site boundaries are formed by the existing A12. The site's northern and southern boundaries are formed by agricultural land.

4.1.88 The general layout of the two village bypass is shown below in **Plate 4.6**.

Plate 4.6: Two Village Bypass



4.1.89 The two village bypass will be designed to Suffolk County Council's (SCC) adoptable standards, confirmed to be:

- Design Manual for Roads and Bridges (DMRB)/ Manual of Contract Documents for Highway Works (MCHW)
- CIRIA C753 The SUDS Manual
- Sustainable Drainage Systems (SuDS) a Local Design Guide Appendix A to the Suffolk Flood Risk Management Strategy, Suffolk County Council, May 2018

4.1.90 The two village bypass will generate highway surface water runoff which will require removal, treatment as necessary and disposal.

4.1.91 The results of geotechnical investigation infiltration testing undertaken at the proposed location of the three infiltration basins and at locations along the line of the two village bypass demonstrate that it is possible to remove highway runoff by infiltration to ground. Further details can be found in Appendix G 'Two Village Bypass Preliminary Drainage Design Note' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

4.1.92 Full details on surface water, groundwater, geology, hydrogeology and findings from the site visit are provided in **Volume 5 Chapter 12** of the **ES** [APP-441], as updated by the ES addenda.

4.1.93 The strategy for the surface water run-off associated with the two village bypass is storage and infiltration SUDS techniques.

4.1.94 The proposed strategy is to convey run-off from impermeable highway surfaces into swales, filter drains and infiltration features located adjacent to the proposed bypass. A SuDS management train with the combination of swales, filter drains and infiltration basins is proposed.

4.1.95 These features would form part of the permanent drainage of the bypass, and a management and maintenance plan would be required to ensure that the drainage performs as intended for the life of the bypass.

4.1.96 For further details on the proposed drainage arrangements for the two village bypass please see Appendix G 'Two Village Bypass Preliminary Drainage Design Note' to SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Appendices (Doc Ref. 9.54) [REP5-120].

g) Green Rail Route and Rail Extension proposals

4.1.97 The construction of the Sizewell C Project would require the delivery of substantial amounts of construction materials by rail. SZC Co. has developed an integrated transport strategy for the use of rail in the delivery of freight during construction, reducing heavy goods vehicle (HGV) movements on local roads.

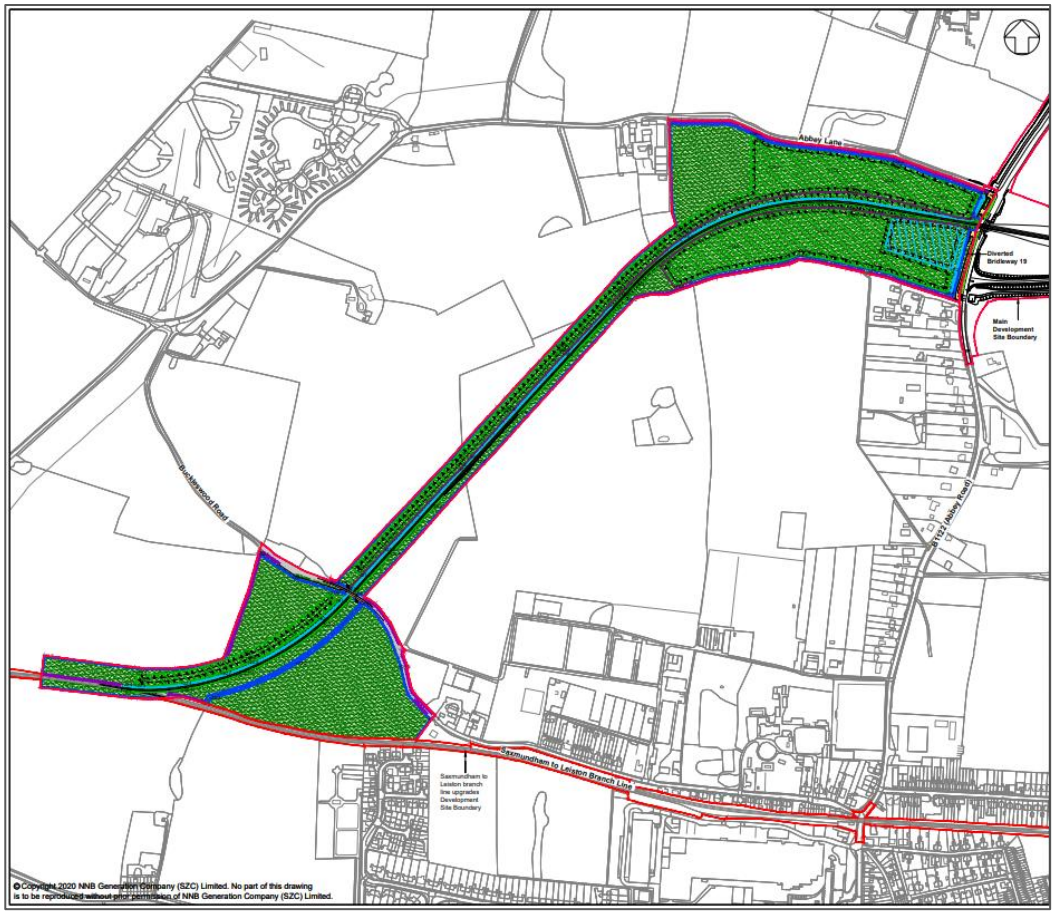
4.1.98 The rail proposals comprise a temporary rail extension west to east rail route that would connect the existing Saxmundham to Leiston branch line to the Sizewell C main development site, known as the rail extension route, and upgrades to the existing Saxmundham to Leiston branch line.

4.1.99 The site comprises agricultural fields, with the existing Saxmundham to Leiston branch line present within the south-western edge of the site.

Buckleswood Road is also present in the south of the site, crossing the proposed rail extension route from north-west to south-east.

4.1.100 The general layout of the green rail route and rail extension is shown below in **Plate 4.7**.

Plate 4.7: Green Rail Route and Rail Extension



4.1.101 Full details on surface water, groundwater, geology, hydrogeology and findings from the site visit are provided in **Volume 9 Chapter 12** of the **ES** [APP-570], as updated by the ES addenda.

4.1.102 The strategy for the surface water run-off associated with the rail improvements is infiltration.

4.1.103 The Saxmundham to Leiston branch line will not change the existing impermeable area.

4.1.104 The proposed rail extension route may produce additional runoff which will be managed by the inclusion of swales alongside the track with the potential for a larger infiltration structures at low points or adjacent to the cuttings, if required.

4.1.105 Where the rail extension route is in cutting, the drainage infrastructure would be designed to collect runoff from the both sides of the track and the cutting. Swales are proposed to the north of the route (between the landscape bund and the track). Runoff which does not infiltrate will pass though the sub-ballast to the swales.

4.1.106 Where the rail extension route is at grade or on embankment, the drainage infrastructure would be designed to collect runoff from the track and any overland flow which is interrupted by the embankment or track. Swales would be provided on the north side of the track (between the landscape bund and the track),

4.1.107 There is also the potential for a larger infiltration basin at the eastern end of the site, between the landscape bund and the southern boundary to provide for additional temporary storage.

4.1.108 Rail track drainage systems would comply with the Network Rail - NR/L3/CIV/005/1 Railway Drainage Systems Manual. This Network Rail standard includes mandatory requirements for track drainage design.

4.1.109 Where collector drains and carrier drains are used to convey surface water away from the rail, the surface water would be treated in swales and infiltration trenches adjacent to the track.

4.1.110 For further details on the proposed drainage arrangements for the Green Rail Route and Rail Extension, a standalone drainage note is currently being developed for submission at Deadline 8.

4.2 Foul water management

a) Northern park and ride

4.2.1 The northern park and ride site is remote from the MCA and TCA. Due to the remoteness, connection to the TCA's foul system is not an option. The site will have low use and foul disposal demands associated with the Driver's Amenity building. Whilst there is an Anglian Water Services public foul water asset in the vicinity, there appears to be insufficient head differential to drain by gravity, and a pumped solution is not considered feasible.

4.2.2 The preferred approach is to introduce a package plant and to drain the effluent to ground through SuDS infiltration devices. Low flow rates are likely to impact on the functionality of a package treatment plant, and a low flow package treatment plant would be specified. Tankering to works from a cess pit is an alternative option should ground conditions be unfavourable or the flow be insufficient for the low-flow package treatment plant.

4.2.3 Infiltration testing is being carried out to confirm the acceptability of the solution. The specific arrangements require further investigation, and details are to be refined at the design stage.

b) Southern park and ride

4.2.4 The southern park and ride site is remote form the MCA and TCA. Due to the remoteness, connection to the TCA's foul system is not an option. The site will have low use and foul disposal demands associated with the amenity and welfare building.

4.2.5 The preferred approach is to introduce a package plant and to drain the effluent to ground through SuDS infiltration devices. Low flow rates are likely to impact on the functionality of a package treatment plant, and a low flow package treatment plant would be specified. Tankering to works from a cess pit is an alternative option should ground conditions be unfavourable or the flow be insufficient for the low-flow package treatment plant.

4.2.6 Infiltration testing is being carried out to confirm the acceptability of the solution. The specific arrangements require further investigation, and details are to be refined at design stage.

c) Freight management facility

4.2.7 The freight management facility site is also remote form the MCA and TCA. The site will have low use and foul disposal demands associated with the amenity and welfare building.

4.2.8 Due to the remoteness, connection to the TCA's foul system is not an option.

4.2.9 The current proposal is to introduce a package plant and to drain the effluent to ground through SuDS infiltration devices. Low flow rates are likely to impact on the functionality of a package treatment plant, and a low flow package treatment plant would be specified. Tankering to works is an alternative option should the flow be insufficient for the low-flow package treatment plant.

4.2.10 A packaged treatment plant is preferred. Again, the current proposal is to introduce a package plant and to drain the effluent to ground through infiltration devices. Due to the remoteness of the site from the rest of the TCA, connection to the TCA foul system is not a preferred option.

4.2.11 Testing is being carried out to confirm the acceptability of the solution. The specific arrangements require further investigation, and details are to be refined at design stage.

5 OTHER SITES

5.1 Water management assessment

a) Leiston off-site sports facilities

5.1.1 Off-site sports facilities for use by the general public and the construction workforce are to be located in Leiston and retained for use after construction. A full-sized artificial grass pitch (AGP) and multi-use games areas (MUGA) are proposed on land between Leiston Leisure Centre and Alde Valley Academy.

5.1.2 The base for an AGP and MUGA is typically a porous engineered construction consisting of two courses of open-textured bituminous macadam laid above a graded stone sub-base, which would allow the AGP and MUGA to be free-draining. Where infiltration is poor, a sub-surface drainage system may be required. The design of subsurface drainage would follow Sport England's Artificial Surfaces for Outdoor Sport Design Guidance Note[1] and employ SuDS techniques to attenuate and limit flow from the site to greenfield runoff rates.

5.1.3 Details are to be refined at the design stage.

[1] https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/artificial-surfaces-for-outdoor-sports-2013.pdf?t.3rEH_hWpkMZ.am24nSILAAFDgQ4Lpz

REFERENCES

1.1 Minsmere to Walberswick Heaths and Marshes

https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1003416

https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000721&S

https://designatedsites.naturalengland.org.uk/SiteGeneralDetail.aspx?SiteCode=UK0012809

https://designatedsites.naturalengland.org.uk/SiteGeneralDetail.aspx?SiteCode=UK9009101

https://rsis.ramsar.org/ris/75

1.2 Statutory Main River map taken from Environment Agency Mapping – ARC GIS Service

https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C699555.8948%2C295506.412%2C27700

1.3 Environment Agency Flood Map

https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C6

1.4 Peak Rainfall Intensity Allowance in small and urban catchments (Environment Agency)

https://www.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386&extent=588430.6725%2C236967.2324%2C699555.8948%2C2

1.5 Groundwater protection principles

https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3

1.6 National Planning Policy Framework

https://www.gov.uk/guidance/flood-risk-and-coastal-change

1.7 Environment Agency's approach to Groundwater Protection (2018)

1.8 Council Directive 91/271/EEC

1.9 The SUDs Manual (C753), CIRIA, 2015, ISBN 978-0-86017-760-9

1.10 Highways Agency et al. (2009). Volume 11, Section 3, Part 10: Road Drainage and the Water Environment, HD45/09. http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol11/section3/hd4509.pdf

1.11 Flood and coastal risk projects, schemes and strategies: climate change allowances.

Flood and coastal risk projects, schemes and strategies: climate change allowances - GOV.UK (www.gov.uk)

1.12 Nuclear sites: environmental regulation

Nuclear sites: environmental regulation - GOV.UK (www.gov.uk)

VOLUME 2, CHAPTER 2, APPENDIX 2A DRAINAGE STRATEGY, FIGURES 2A.1 – 2A.6

NOTES

KEY

SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY

DEMARCATION LINE

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
LOCATION PLAN AND SITE BOUNDARY

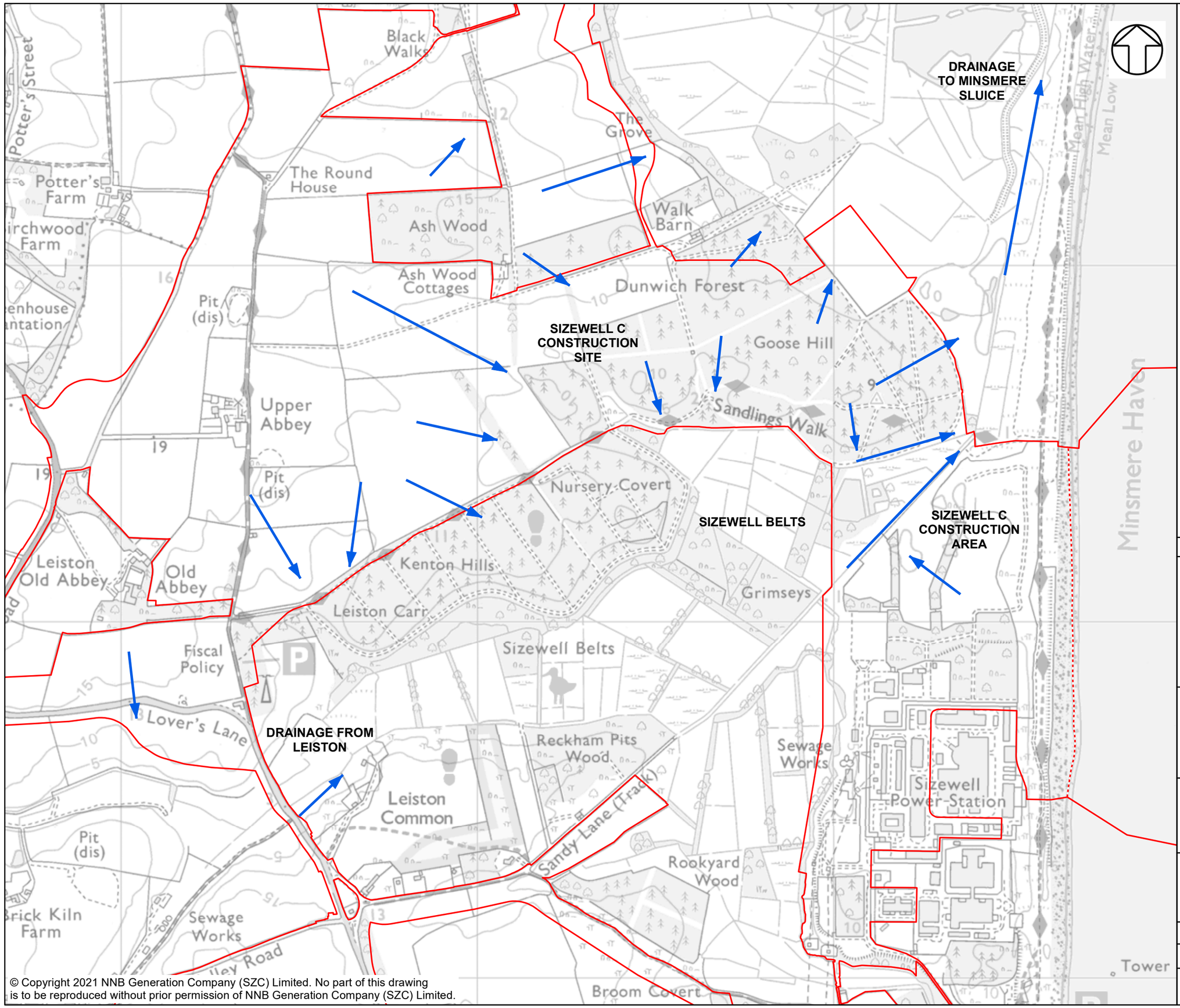
DRAWING NO:
FIGURE 2A.1

DATE: AUG 2021

DRAWN: NK

SCALE : 1:15,000 @A3

SCALE BAR
0 100 200 300 400 500 M



NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- INDICATIVE WATER PATHWAYS

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
TOPOGRAPHY AND SURFACE WATER OVER LAND FLOW PATHS

DRAWING NO:
FIGURE 2A.2

DATE:	DRAWN:	SCALE :
AUG 2021	NK	1:10,000 @A3

SCALE BAR
0 100 200 300 400 500 M

SCOTTS HALL DRAIN

MINSMERE SLUICE

IDB DRAIN NO. 7

LEISTON DRAIN

DIVERTED SIZEWELL DRAIN

ABANDONED SIZEWELL DRAIN

SIZEWELL DRAIN

CULVERTED LEISTON DRAIN

LEISTON SEWAGE TREATMENT WORKS DISCHARGE POINT

NOTES

KEY

WATERCOURSE

WATERCOURSE - PRIMARY DRAINAGE ROUTE

SIZEWELL C MAIN DEVELOPMENT SITE

DEMARCATION LINE

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
LOCAL WATERCOURSES

DRAWING NO:
FIGURE 2A.3

DATE: AUG 2021

DRAWN: NK

SCALE : 1:15,000 @A3

SCALE BAR
0 100 200 300 400 500 M

NORTH

INSET A

TABLE 1. PERMANENT CONSTRUCTION OUTFALL LOCATIONS (INDICATIVE)				
OUTFALL ID	OUTFALL DESCRIPTION	NATIONAL GRID REFERENCE	MONITORING MANHOLE NATIONAL GRID REFERENCE	OUTFALL INVERT LEVEL (mAOD)
O1	EXISTING DITCH	TM 47238 64963	TM 47228 64962	0.500
O2	LEISTON DRAIN	TM 46873 64545	TM 46872 64550	0.500
O3	LEISTON DRAIN	TM 46354 64123	TM 46351 64127	3.300
O5	EXISTING DITCH	TM 46443 65809	TM 46423 65825	0.764
O6	LEISTON DRAIN	TM 45473 63483	TM 45458 63473 (OUTFLOW FROM WMZ6 BASIN) TM 45605 63157 (OUTFLOW FROM ACA WEST WMZ BASIN)	1.422
O7	SIZEWELL MARSHES	TM 46523 63487	TM 46533 63491	0.450
O8	ABBEY ROAD DITCH	TM 44477 63720	TM 44470 63709	6.527
O9	EXISTING DITCH	TM 43961 63705	TM 43957 63701	12.500
O10	BUCKLESWOOD ROAD DITCH	TM 43525 63229	TM 43521 63227	20.400
O11	NORTH SEA	TM 47980 64340	TM 47426 64386 (SEE NOTE 7)	-3.250
O12	REALIGNED SIZEWELL DRAIN	TM 47005 64352	TM 47011 64346	0.263
O13	REALIGNED SIZEWELL DRAIN	TM 47004 64182	TM 47011 64175	0.251
O14	REALIGNED SIZEWELL DRAIN	TM 47000 64094	TM 47000 64078	0.292
O15	REALIGNED SIZEWELL DRAIN	TM 46979 63984	TM 46990 63973	0.308
O16	REALIGNED SIZEWELL DRAIN	TM 46979 63873	TM 46990 63863	0.325
O17	REALIGNED SIZEWELL DRAIN	TM 46978 63790	TM 46992 63776	0.344

LEGEND:

- PROJECT BOUNDARY
- SWALE AND FILTER DRAIN
- CARRIER DRAIN
- FILTER DRAIN
- RISING MAIN
- PROPOSED DITCH/SWALE
- REALIGNED SIZEWELL DRAIN
- CATCHPIT / MANHOLE
- PERMANENT CONSTRUCTION OUTFALL LOCATIONS (INDICATIVE)
- MONITORING MANHOLE
- CDO SHAFT
- WATER MANAGEMENT ZONE DETENTION BASIN

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
WATER MANAGEMENT ZONE LOCATIONS

DRAWING NO:
FIGURE 2A.4
Rev2

DATE: FEB 2021

DRAWN: NK

SCALE : 1:10,000 @A3

1.24 x 10^{-6} m/s
2.88 x 10^{-5} m/s
3.28 x 10^{-5} m/s
4.35 x 10^{-6} m/s
2.01 x 10^{-3} m/s
8.03 x 10^{-6} m/s
7.76 x 10^{-6} m/s
2.81 x 10^{-5} m/s
3.70 x 10^{-6} m/s
8.20 x 10^{-5} m/s
7.77 x 10^{-6} m/s
7.55 x 10^{-6} m/s
1.62 x 10^{-6} m/s
2.78 x 10^{-6} m/s
7.04 x 10^{-5} m/s
2.09 x 10^{-5} m/
4.44 x 10^{-6} m/s
2.55 x 10^{-4} m/s
9.94 x 10^{-9} m/s
6.06 x 10^{-4} m/s
7.25 x 10^{-8} m/s
3.37 x 10^{-5} m/s
1.06 x 10^{-4} m/s
3.25 x 10^{-5} m/s
1.79 x 10^{-3} m/s
2.01 x 10^{-7} m/s
1.00 x 10^{-8} m/s
5.68 x 10^{-6} m/s
8.68 x 10^{-6} m/s

NOTES

KEY

INFILTRATION TESTS (STRUCTURAL SOILS - 2017)

INFILTRATION TESTS (STRUCTURAL SOILS - 2014)

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
LOCATIONS OF INFILTRATION TESTS

DRAWING NO:
FIGURE 2A.5

DATE: Aug 2021
DRAWN: NK
SCALE :

ASSUMED FOUL WATER NETWORK NOT REQUIRED IN THE STOCKPILING AREA

DRAINAGE OF TREATED FINAL EFFLUENT TO SEA OUTFALL

ON-SITE CAMPUS FOUL WATER PUMPED TO SITE MAIN FOUL WATER DRAIN

FOUL WATER DRAINAGE BY GRAVITY AS FAR AS POSSIBLE. PUMPING STATIONS NEED TO BE DETERMINED AT DESIGN STAGE

SEA OUTFALL

SIZEWELL BELTS

FOUL WATER DRAINAGE NETWORK WITHIN MAIN CONSTRUCTION AREA PUMPED TO DRAIN NORTH OF WATERCOURSE

SIZEWELL C CONSTRUCTION AREA

NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- TEMPORARY TREATMENT PLANTS
- TREATED FINAL EFFLUENT
- PROPOSED FOUL NETWORK

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
DRAINAGE STRATEGY

DRAWING TITLE:
INDICATIVE FOUL DRAINAGE LAYOUT

DRAWING NO:
FIGURE 2A.6

DATE:	DRAWN:	SCALE :
AUG 2021	NK	1:10,000 @A3

SCALE BAR
0 100 200 300 400 500 Meters

VOLUME 2, CHAPTER 2, APPENDIX 2A DRAINAGE STRATEGY, ANNEX 2A.1: SIZEWELL B RELOCATED FACILITIES DRAINAGE STRATEGY

VOLUME II:
TECHNICAL APPENDICES

3.2 Drainage Strategy

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CONTENTS

TABLES

FIGURES

1. INTRODUCTION

1.1.1 A number of existing Sizewell B Power Station facilities need to be relocated from the area of land that is nominated as a potentially suitable site for the development of the Sizewell C new nuclear power station – the Sizewell B Relocated Facilities (referred to as the 'Proposed Development'). The facilities have a broad range of functions including industrial, workplace, education, cultural and infrastructure; some of which need upgrading to comply with current standards and requirements.

1.1.2 The Planning Application consists of outline and full elements:

- In outline, comprising a Visitor Centre (maximum 2,000sq.m GEA) and a maximum of 9,500sq.m (GEA) of floorspace to provide administration, storage, welfare and canteen facilities with all matters reserved apart from access.
- In full, for the demolition of the existing Outage Store, Laydown Area, Operations Training Centre, Technical Training Facility, Visitor Centre, and Rosery Cottage garage; removal of technical training and pool car park (63 spaces), Coronation Wood car park (21 spaces), Visitor Centre car park (16 spaces) and northern outage car park (576 spaces); meantime use of the Technical Training Centre as an interim Visitor Centre followed by its demolition; and erection of new (all floorspace in GEA) Outage Store (2,778sq.m), Laydown Area (11,990sq.m) including New Western Access Road, Yardman's Office (23sq.m), Training Centre (4,032sq.m), Rosery Cottage garage (30sq.m), Replacement Car Park (2,363sq.m) providing 112 spaces, and Outage Car Park (15,525sq.m) providing (576 spaces) including new access road (and alternative access to bridleway), footpath and amended junction at Sizewell Gap; and associated landscaping earthworks/recontouring, tree felling and boundary treatment.

1.1.3 As noted above, the Proposed Development includes the relocation of the Outage Store, which is associated with the shutdown period when the Sizewell B Power Station is refuelled. A planned outage occurs approximately every 18 months where the reactor components are taken apart and the fuel is replaced. During this period the station components that cannot be accessed during normal operating conditions are inspected or replaced and tested. The plant is then reassembled and tested to ensure it meets the relevant safety and functional requirements.

1.1.4 The following sections outline the Surface Water (SW) Drainage Strategy, as part of the Sizewell B Relocated Facilities Project.

1.1.5 Note: all reference to drainage in this document relates to surface or storm water drainage. Foul Water drainage has been addressed separately to this report.

1.1.6 The drainage strategy contained herein applies to the following facilities:

- Proposed Car Park
- Pillbox Field Outage Car Park (including pedestrian access)
- Laydown
- Western Access Road

- Proposed Outage Store
- Proposed Training Centre
- Outline Development Zone facilities
- Pumping Station Removal
- Proposed Visitor Centre

1.1.7 Where stated within this document, reference to ‘Station’ refers to the main Sizewell B Power Station site and includes the main area within the Sizewell B perimeter, i.e. excludes areas outside of the perimeter, such as the car parks, external site access roads, training centre, visitor centre and Coronation Wood etc.

2. OVERARCHING SURFACE WATER DRAINAGE STRATEGY

2.1.1 This section outlines the site wide drainage strategy, applicable to all Relocated Facilities inside and outside of the Sizewell B Power Station. Details regarding facility specific drainage strategies can be found in Sections 6 and 7. Details of the concept designs arising from the application of this strategy have been presented separate to this document.

2.2 Summary of Strategy and Approach

2.2.1 The surface water drainage strategy has been developed in such a way that it will not adversely affect the hydraulic performance of the existing site surface water drainage networks, nor will it materially affect overland flow paths within the Sizewell B Station Perimeter. The drainage aspects of the Sizewell B Power Station Nuclear Safety Case (the justification to the regulator that the site can be designed, constructed and operated safely) do not place claims on the piped networks, but instead rely on overland flow to deal with exceptional events. The adoption of this strategy will not adversely affect the station's Nuclear Safety Case, and the strategy therefore does not specifically make further reference to specific 'nuclear' requirements.

2.2.2 Due to the location of the relocated facilities, as illustrated in **Figure 3-2** and **Figure 3-3**, and where deemed necessary, surface water drainage associated with the proposed facilities will connect to the southern branch of the surface water drainage network (shown in blue in **Figure 3-1**), and therefore will not adversely alter or increase surface water run-off draining into the northern branch of the surface water drainage network (Red in **Figure 3-1**).

2.2.3 The drainage strategy for the Relocated Facilities is summarised as:

- Assets outside the Station – drainage by infiltration, independent of existing site (i.e. inside the Station) piped networks.
- Assets inside the Station – drainage direct to existing site piped networks, with exceedance flows addressed through overland flow.

2.2.4 The drainage strategy has been developed following conventional industry standards, guidance and best practice regarding the safe and sustainable management of surface water run-off. The strategy has also been developed with specific consideration of site issues which would affect the feasibility of specific solutions, such as the congestion of the below ground space on site within the station, availability of existing drainage features, and the nature of the subsoil.

2.2.5 The overarching surface water drainage philosophy for the site wide facilities follows the conventional Sustainable Drainage (SuDS) steps / hierarchy presented below, moving from each stage to the next only when the current stage is deemed not practicable within the project:

- 1: Store rainwater for later use (e.g. rainwater harvesting);
- 2: Use infiltration techniques (e.g. porous surfaces);

- 3: Attenuate rainwater in ponds or open water features for gradual release;
- 4: Attenuate rainwater by storing in tanks for gradual release through an outlet;
- 5: Discharge rainwater direct into watercourse;
- 6: Discharge rainwater to a surface water sewer / drain;
- 7: Discharge rainwater to a combined sewer.

2.2.6 Rainwater harvesting is considered not to form a part of the drainage strategy, as these features do not provide any attenuation storage. For design purposes they are considered as being full from a previous rainfall event when the next occurs. The possible implementation of rainwater harvesting for each proposed facility will be addressed in the subsequent design stages.

2.2.7 Green roofs have not been considered as forming part of the drainage strategy for the site due to the limited benefits that they offer when assessing attenuation and controlling run-off rates for storms greater than the 1 in 1 year rainfall event. Their possible implementation and use for the proposed facilities will be addressed in the subsequent design stages.

2.2.8 The drainage design will be coordinated accounting for site constraints, including the location of the existing and proposed underground utilities, alongside accommodating constructability and maintainability limitations.

2.3 Aims of Drainage Strategy

2.3.1 The principal aim of the drainage strategy is to provide functional drainage systems which will satisfy the surcharge and flooding criteria expressed in Section 4 of this report.

2.3.2 In addition to the key requirement of providing functional drainage, the design will aim to satisfy the following criteria where reasonably practicable:

- Control run-off at or close to where it hits the ground;
- Reduce the rate of run-off leaving the site and discharging to nearby watercourses (rivers, sea etc.);
- Use at, or near-surface drainage features wherever practicable, slowing the rate of run-off entering into below ground drainage networks.
- Provide stages of water treatment;
- Pick and combine appropriate drainage features or SuDS components to suit site constraints;
- Provide habitats for wildlife in developed areas and opportunities for biodiversity enhancement;
- Contribute to the enhanced amenity and aesthetic value of developed areas.

2.3.3 The variety of SuDS components and design options available will allow the design to consider local land use, land take, future management scenarios, and the needs of the user.

2.3.4 Active decisions will be made that balance the wishes of different stakeholders and the risks associated with each design option.

2.4 Strategic Design Criteria

2.4.1 The drainage design will consider the following criteria:

a) Hydraulic Criteria

- Store or safely convey the run-off from exceedance storm events, without putting public or property at risk;
- Reduce if possible, or at least not increase, the pre-development risk of flooding associated with the receiving watercourse; the design will qualitatively address external flooding (Pluvial and Fluvial) to ensure that there are no detrimental effects to the existing arrangement.
- Prevent downstream stream bank and channel erosion.
- Drainage facilities to provide no surface flooding from piped networks due to a 1 in 30 year return period rainfall event, in accordance with **Table 4-1**.
- Combine permeable paving and surface drainage structures to remove water from paved surfaces with no ponding for a 1 in 30 year rainfall event.
- Construction drainage will not be covered as part of this drainage strategy.

b) Water Quality Criteria

- Reduce urban run-off pollutants and improve SW quality before discharge, either by infiltration to ground or overland flow to watercourse.

c) Amenity and Ecology Criteria

- Provide amenity and ecological benefits, wherever practicable.

d) Sustainability Criteria

- Aim to protect the environment, minimise the use of finite natural resources and energy and provide reasonable value to those involved in its design, construction and operation.

2.4.2 A key design requirement of SuDS and drainage design for external paved areas is ‘Interception’ – the capture and retention of the first 5 mm of every rainfall event.

2.4.3 Rainfall run-off from external paved surfaces, such as car parks and roads, can contain a range of pollutants. The highest concentration of these pollutants tends to be found in run-off from the earliest part of a rain storm.

2.4.4 Intercepting 5mm of every rain storm has positive implications for water quality and quantity, as such, interception will be implemented into the design wherever practicable (at this stage this is considered feasible for the Coronation Wood and Pillbox Field areas, but not for the Outage Store or Outline Development Zone). Providing interception storage will also contribute to the BREEAM score for each facility.

2.4.5 Appropriate oil/fuel controls, such as formal oil separators or through utilising effective SuDS principles, such as permeable paving, swales etc., will be implemented into the surface water drainage networks where this is a risk of oil contaminating the surface water drainage and in accordance with guidance set out in Pollution Prevention Guidance Note 3 and The SuDS Manual (CIRIA C753).

2.4.6 Ground water levels, infiltration rates and ground conditions at the various proposed sites will be determined in order to propose a suitable drainage design. This strategy has made assumptions for these conditions and listed them where applicable. Where practicable, the drainage design philosophy will strive to either emulate the equivalent existing greenfield characteristics, or for brownfield areas, will look to emulate greenfield characteristics i.e. to improve the existing situation and provide betterment in drainage and flood characteristics, so that the existing drainage network is not subject to additional loading.

2.4.7 For facilities developed within the Sizewell B Power Station Security Perimeter (Outline Development Zone and Outage Store), the proposed facilities are not expected to increase the surface water run-off volumes and rates above the values that have previously discharged into the site drainage network (this is due to the pre- and post- development surface both being impermeable). Therefore it is anticipated the existing drainage network will not require global alteration to increase capacity and there will be no increased risk of surface flooding.

2.4.8 For facilities served by a direct drainage connection into the existing network, there would be no net increase in flow rates or volumes compared to the previous existing conditions at the site. This will require formal confirmation with respect to the viability (condition and performance) of the existing drainage network. Assurance will be required that there is sufficient capacity to accommodate the anticipated surface water such that there is no increased risk of surface flooding and that the safety case is not adversely affected. Where this is not possible, the affected existing pipework may need to be locally upgraded / upsized to accommodate any increased run-off volume, although no such network reinforcement is currently envisaged to satisfy this drainage strategy.

2.4.9 Flow controls may be incorporated where the surface water is proposed to be discharged into the existing site drainage network, to limit the discharge rate to the equivalent brownfield / greenfield run-off rate.

3. EXISTING SURFACE WATER DRAINAGE

3.1.1 The existing surface water drainage network is illustrated in **Figure 3-1**, and comprises northern and southern branches. Both branches drain to the main site surface water outfall to sea at the north east of the Sizewell B site as annotated. The northern branch comprises a pumping station to discharge surface water arising from facilities outside the Sizewell B Station Perimeter at a lower level (including the existing outage car park and southern portion of the western operational car park) to the surface water network within the Sizewell B site. The southern branch is entirely a gravity sewer network.

3.1 Southern (Gravity) Branch

3.1.1 Through working knowledge of the existing site conditions and the recent construction of the Dry Fuel Store, an impermeable surface previously draining to the site networks was replaced with a new building draining to soakaways. The amount of impermeable area draining into the existing site surface water drainage network was therefore reduced by approximately 0.820 ha through the incorporation of soakaway systems, with 0.715 ha being removed from the existing southern drainage branch. This area is considered as available to the Relocated Facilities project as a part of the add / omit balance to achieve no net increase in impermeable area connected to the site network.

3.1.2 In addition to the assumption of balancing impermeable drainage areas, the following also require addressing before the drainage assumption can be fully qualified at Detailed Design Stage:

- Identify any additional areas that may already be contributing to the southern branch of the existing drainage network;
- Survey the current condition of the existing drainage network;
- Determine any spare capacity of the existing network, whether it is capable of supporting any additional loading;
- Assess any potential localised ‘overloading’ of the existing surface water drainage network and therefore increased risk of flooding.

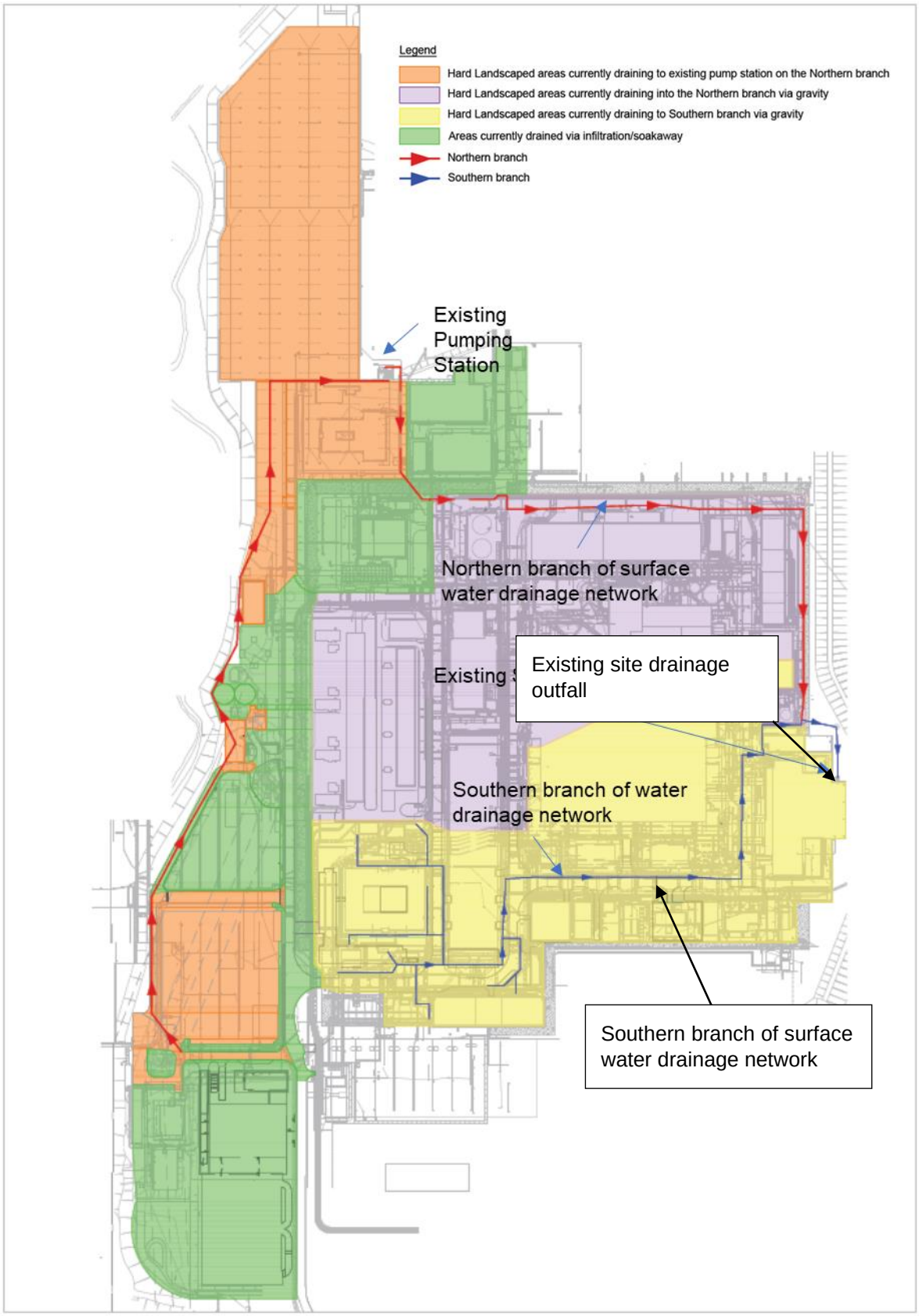


Figure 3-1: Existing Surface Water Drainage Network

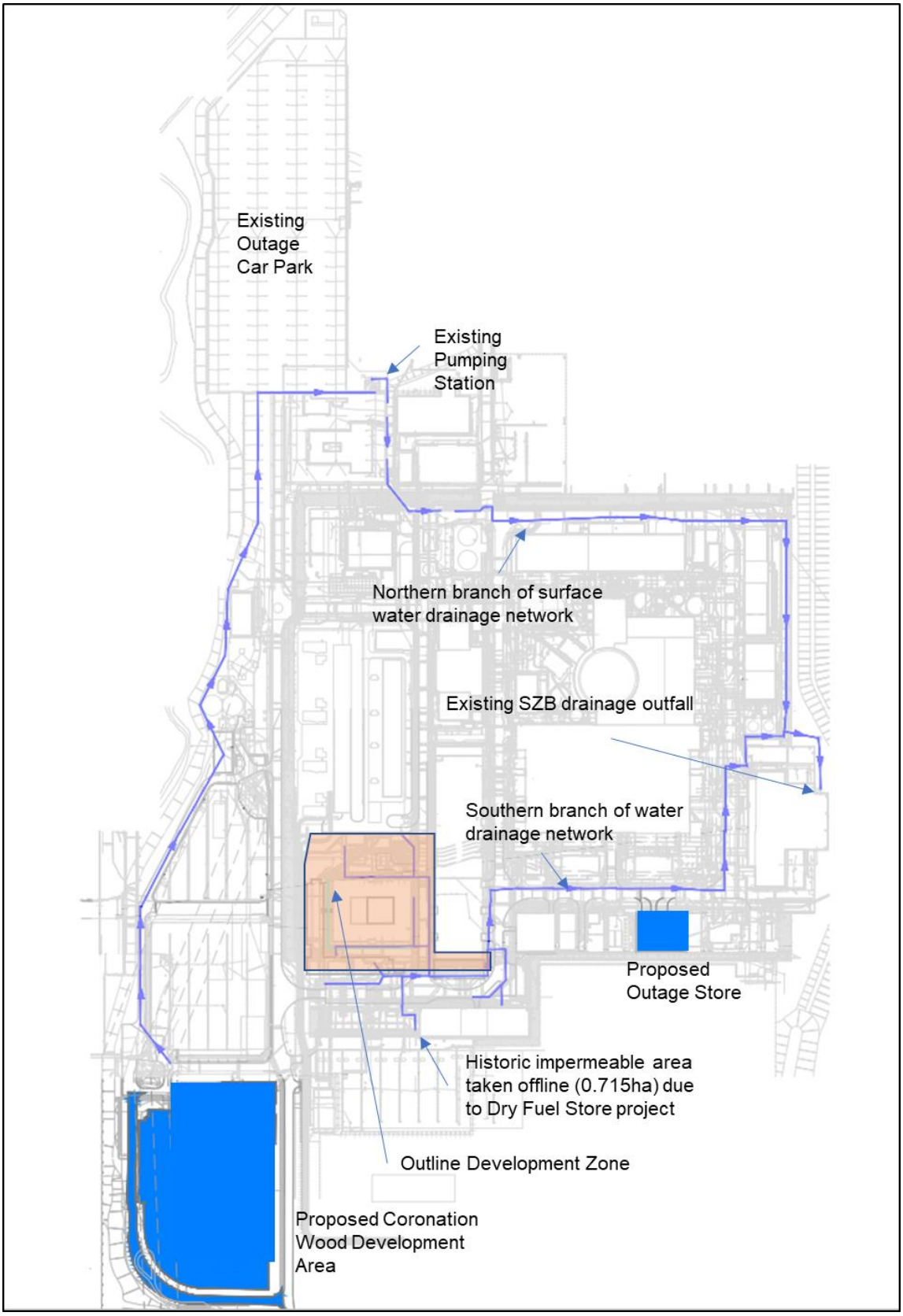


Figure 3-2: Proposed Facilities (excl. Pillbox Field Outage Car Park)

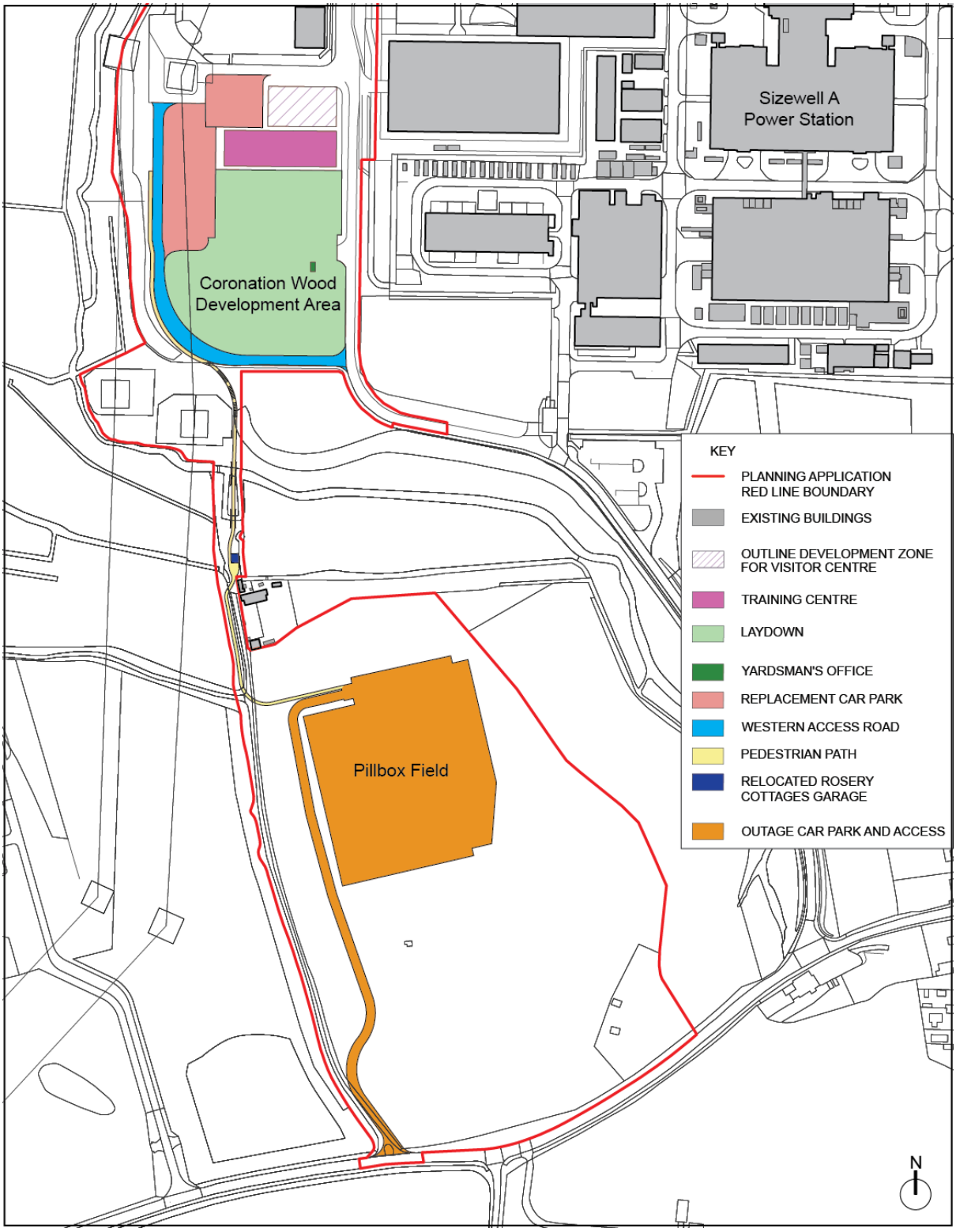


Figure 3-3: Proposed Location of the Pillbox Field Outage Car Park Facility

3.2 Northern (Pumped) Branch and Existing Pumping Station

3.2.1 The Northern branch, illustrated in red in **Figure 3-1** drains areas within the Sizewell B Power Station Perimeter and hardstanding areas outside of the Perimeter, to the west.

3.2.2 Areas shown in amber in **Figure 3-1** are drained via gravity to the existing pumping station and oil separators located to the north of the site. The run-off is pumped up onto the Sizewell B Power Station platform and then conveyed via gravity to the existing surface water outfall to sea.

3.2.3 The area shown in purple in **Figure 3-1** drains via gravity to the northern branch and in turn to the outfall.

3.2.4 Areas shown in green are drained by infiltration, either through designed soakaways or as soft landscaped areas, and do not drain to the existing site drainage network.

3.2.5 Proposals for managing the removal of the pumping station are outlined in Section 8.

4. DESIGN PARAMETERS

4.1.1 Unless noted otherwise the surface water drainage networks for all proposed and relocated facilities will be designed to the following requirements (based on Summer/Winter storm events from 15 minutes to 1440 minute duration).

4.1.2 All return periods will have a climate change allowance applied, in accordance with the Environment Agency Guidance issued February 2016, to allow for anticipated changes in the peak rainfall intensity.

4.1.3 As indicated in **Figure 4-1**, the Sizewell B Power Station site and Pillbox Field Outage Car Park lie outside Flood Zones 2 and 3, and therefore can be considered to exist within Flood Zone 1, equating to land having a less than 1 in 1,000 annual probability of river or sea flooding.

4.1.4 The footpath from the Outage Car Park will cross flood zone 3, however, it will be constructed at ground level. Occasional flooding of the path is considered acceptable due to the infrequency of flood events coexisting with outages and consequent use of the path. Crossings of permanent watercourses will use timber bridges as to not obstruct flood water. A small section of the access road to the Outage Car Park will be situated in flood zone 2, this means the road will be usable without risk of flooding for up to a 1 in 100 year rainfall event. This is deemed suitable due to the combination of low frequency flooding events and use expected for the Outage Car Park.

4.1.5 Any surface flooding under extreme storm conditions will be directed to locations that avoid damage to critical areas, services, structures or buildings. To identify any flood routes a detailed analysis of the digital terrain model needs to be combined with flow path analysis. This is not a requirement at drainage strategy or concept design stage, but it is something we recommend is carried out at the earliest opportunity as the design progresses to identify the location of any sacrificial flood areas.

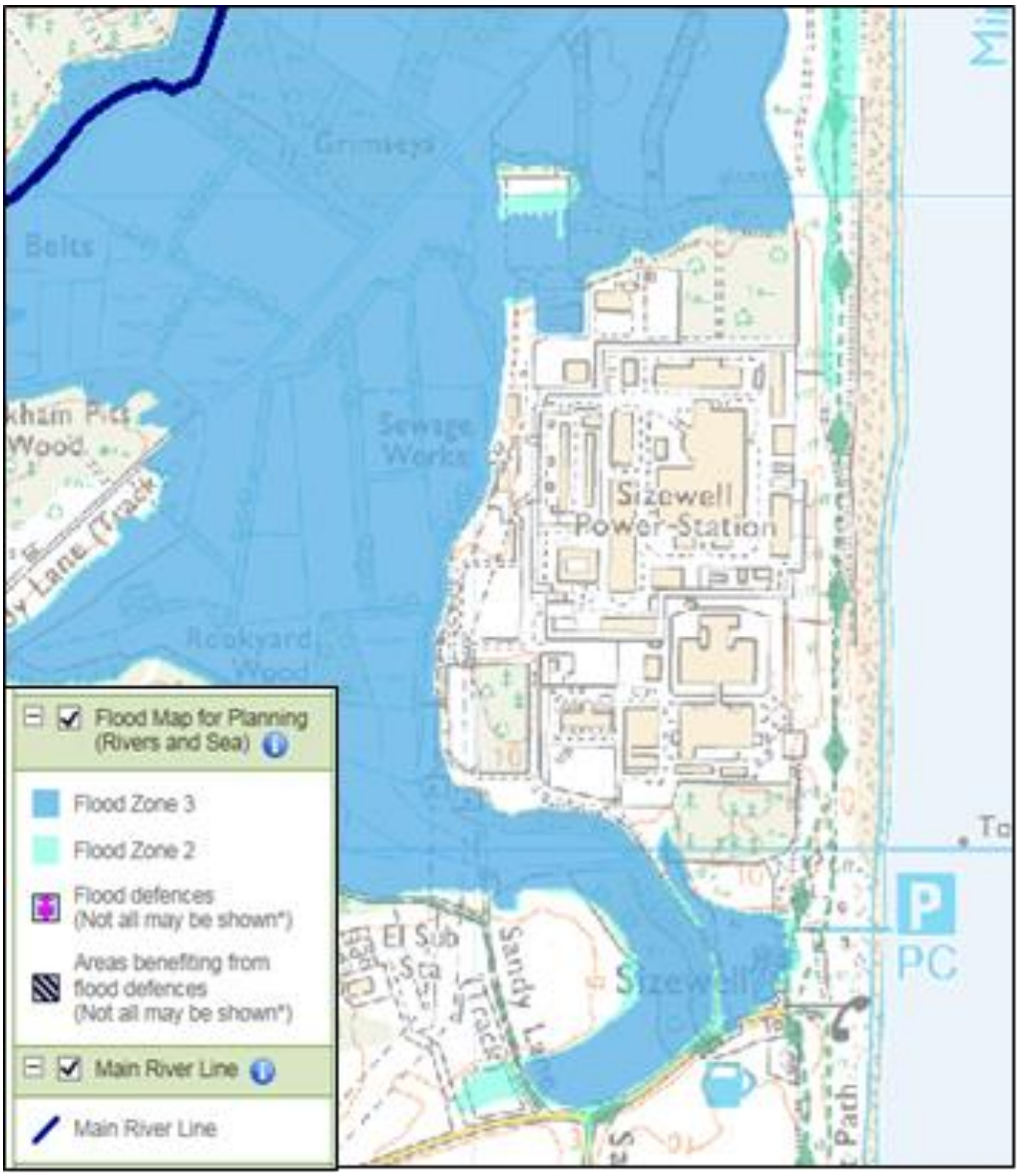


Figure 4-1: Flood Map (Rivers and Sea) [Environment Agency]

4.1.6 In accordance with Environment Agency guidance it is recommended a 10% climate change allowance is accommodated for within the design. This is based on a low flood risk vulnerability classification and total potential change anticipated for the '2050s'.

4.1.7 The climate change recommendations within this Drainage Strategy have not yet changed from those issued by Government at the time the original Drainage Strategy was produced. Climate change guidance is currently under review (UKCP 2018). Careful consideration should be made for any changes to climate change recommendations that could occur prior to the detailed design stage.

Applies across all of England	Total potential change anticipated for the '2020s' (2015 to 2039)	Total potential change anticipated for the '2050s' (2040 to 2069)	Total potential change anticipated for the '2080s' (2070 to 2115)
Upper end	10%	20%	40%
Central	5%	10%	20%

Figure 4-2: Peak Rainfall Intensity Allowance in small and urban catchments (use 1961 to 1990 baseline) [Environment Agency]

Table 4-1: Surface Water Design Parameters

Return Period (Years)	Drainage Criteria	Description
1	No surcharging above pipe soffits.	The highest probability event to be specifically considered to ensure that flows to the watercourse are tightly controlled for frequent events. This criterion aims to ensure the morphological conditions in the stream remain the same.
30	No surface flooding.	A useful intermediary event for which to assess on-site system performance, because of its relevance for adoptable pipework design (e.g. Sewers for Adoption requirements). Upon any pipes becoming surcharged, surface water will be accommodated within chambers. However it will be ensured that the surface water level within the chambers remains 0.3m below the top of the chamber.
100	Controlled flooding to sacrificial external areas.	Represents the boundary between high and medium risks of fluvial flooding defined in the NPPF. This limit recognises that it is not practicable to fully limit flows for most exceedance events. Overland flow will be managed through existing and proposed surface topography to ensure that flood flows are directed away from critical site infrastructure.
200	Exceedance event (if required).	A useful event to assess/predict where surface water would flow in an exceedance event.

4.1.8 Proposed drainage networks will be designed to accommodate the predicted flows for all rainfall return periods listed above. Further, to ensure self-cleansing of pipes during smaller storms, the minimum pipe velocities will be 1 m/s at full pipe flow.

4.1.9 WinDes 'Microdrainage' 2015 will be used to assist the design of the below ground pipework. Following the Flood Studies Report (FSR) method, using Sizewell, Suffolk as the location, an M5-60 and 'r' ratio of 18.2 mm and 0.4 respectively will be used to predict the various storms in which the drainage infrastructure will be subject to, including varying storm intensities and return periods.

4.1.10 It is also recommended that the Flood Estimation Handbook 13 (FEH13) method is utilised when determining the design hydrology. Since the inception of this Drainage Strategy in 2016 FEH13 hydrology has been introduced more widely into drainage design. The impact of FEH13 in this part of the country is known to create larger storms at longer return periods. The longer return periods (and particularly for checking exceedance events) utilising the FEH13 methods produce higher values in this part of the country. It is therefore recommended that during the detailed design stage the hydrology for both methods are used. FSR predominantly for detailed design and FEH13 for checking for exceedance and identifying flood channel routes.

4.1.11 The long-term use and end-state scenarios of this site indicate a design life of 50-60 years. The types of construction recommended e.g. porous car-parks, infiltration structures etc. normally have a refurbishment requirement of between 20-30 years. As the likely use of these structures is “fairly light” with a lot of roof drainage with sediment traps the refurbishment in this case is likely to be of longer increment than usual. It would therefore seem appropriate that a maintenance and refurbishment requirement is built into the design life profile.

a) Attenuation

4.1.12 As outlined in Section 2, attenuation tanks will not be adopted for facilities within the Sizewell B Station Perimeter, as the run-off will be conveyed directly to the site drainage network and thence to the marine outfall.

4.1.13 Where required, and for facilities outside of the Sizewell B Power Station, a simple model will be used to assess the preliminary attenuation storage and run-off volumes required. The proposal will be designed to cater for the 100 year critical event, with an additional allowance of 25% to allow for this approximation. This is in accordance with CIRIA C753 the SuDS Manual.

4.1.14 The rate of discharge of the urban run-off will be limited, where practicable, to the equivalent Greenfield or Brownfield run-off rate for the site, as appropriate to the current/existing site conditions, via the provision of attenuation storage and/or flow restrictors (such as below ground tanks and hydro-brakes). For Brownfield sites the existing surface water run-off rate will be determined and reduced as far as reasonably practicable to the Greenfield run-off rate. The flow control will constrain the rate of discharge, the attenuation storage will be employed when the rate of inflow from the upstream drainage system is greater than the subgrade infiltration rate or allowable rate of discharge to the downstream drainage network. The attenuation storage will empty once the event has passed.

b) Soakaways

4.1.15 Soakaways will only be adopted for facilities outside of the Sizewell B Station Perimeter and will be designed in accordance with CIRIA SuDS Manual (C753).

4.1.16 A factor of safety will be applied to the observed/assumed infiltration coefficient to reflect the possible reduction to the rate of infiltration over time and to account for any loss of efficiency over the design life of the soakaway, particularly if effective pre-treatment is not included within the design and / or system maintenance is poor.

4.1.17 In accordance with CIRIA C753 the following factors will be used to account for possible loss of infiltration capacity through the design life of the system. The following figures are not based on actual observations of performance loss.

Table 4-2: Factor of Safety for Infiltration Systems

Size of Area to be Drained	No damage or inconvenience	Minor inconvenience (e.g. surface on car parking)	Damage to buildings or structures, or major inconvenience (e.g. flooding of roads)
< 100m2	1.5	2	10
100 – 1000 m2	1.5	3	10
> 1000 m2	1.5	5	10

4.1.18 As outlined in Section 2, soakaways will only be considered for facilities outside of the Sizewell B Station Perimeter. Where a soakaway structure is proposed, a factor of safety dependent upon the consequence of failure, as indicated in **Table 4-2**, will be assessed.

4.1.19 The FoS is applied to the infiltration rate / permeability of the ground, to mimic any potential loss of performance over time. For example, a FoS of 1.5 applied to the assumed and conservative infiltration rate of 1 x 10-5 m/s, results in the following infiltration rate being used in calculations: (1 x 10-5) / 1.5 = 6.7 x 10-6 m/s.

4.1.20 To ensure the system's readiness to deal with a rainfall event, the infiltration rate from the system should be sufficient, so that the storage becomes half-empty within 24 hours. Where practicable, soakaways will be placed to ensure that the seasonally high groundwater table is at least 1m below the base of the soakaway. Infiltration systems will also be installed a minimum of 5m away from any foundations, including basements.

4.1.21 When designing permeable paving systems a global FoS of 10 will be applied to the assumed infiltration rate in accordance with CIRIA C753 The SuDS manual and industry best practice.

4.1.22 The boreholes carried out during a soil investigation in 2016 did not encounter ground water at shallow depths. Therefore, despite the fact that groundwater has a tendency to vary when in close proximity to the sea, the expected groundwater level is sufficiently deep that it would appear not to present any impediment to infiltration techniques.

4.2 Overarching Assumptions

- A conservative infiltration rate of 1 x 10^{-5} m/s has been assumed in determining soakaway volumes. This has been based on values from working knowledge of the Sizewell B Power Station. The infiltration rate requires qualification prior to progression of the design through facility specific on-site infiltration testing.
- The groundwater level has been assumed to be at +1.0m AOD based on existing site knowledge. It is recommended that checks are also made against the

proposed Sizewell C Power Station geotechnical data and the groundwater model. The widespread use of soakaways and infiltration techniques can only be effective if there is clearance from groundwater level below which it is assumed that strata is saturated.

- Through recent site knowledge from construction of the Dry Store, it has been assumed that the contamination levels on site are such that surface water is allowed to infiltrate into the surrounding ground.
- It has been assumed that surface water run-off from relocated facilities within the Sizewell B Station Perimeter can be discharged into the existing site wide drainage network, provided that the total additional run-off is less than the amount previously removed from the southern branch as a result of the Dry Store Project (approximately 0.715ha). Connections will also be made at appropriate locations, i.e. downstream of any previous run-off removal. Further information associated with the assumption has been listed in Section 3.1.

5. CONSIDERATION OF SIZEWELL B RELOCATED FACILITIES END STATES

5.1.1 The Planning Application seeks consent to a scheme which comprises the relocation of existing facilities and functions. Where an existing facility is to be relocated, then the scheme includes for the demolition or removal of the existing facility which is rendered redundant by the scheme. The space occupied by the redundant asset will be landscaped to reflect the surroundings as part of the scheme.

5.1.2 The phasing of the development, and timescales for removal of assets which are rendered redundant by the development, has not been fully determined. Where a facility is to be removed under this scheme, then it will be returned to the end-state within 5 years of the transfer of function to the new asset which replaces it.

5.1.3 In the event that Sizewell C Power Station is not developed, or that individual new Sizewell B Relocated Facilities are not developed, then existing facilities whose re-provision or relocation has not commenced will remain as existing. The following paragraphs provide further clarity on the proposals for individual assets or asset groups in the event that a decision is taken not to progress the development of Sizewell C prior to the completion of work on the asset or asset group:

- Outage Car Parking

  Work on the Pillbox Field site would be ceased. Areas disturbed by aborted work would be reinstated to soft landscape.

- Visitor Centre

  The Sizewell B Visitor Centre would remain in its temporary location within the Technical Training Building. The area allocated for a new Visitor Centre within Coronation Wood would be utilised for parking and allocated as a ‘future development site’ for a new Sizewell B Visitor Centre when funding is available. A new design would be required for this and submitted to the planning authority.

- Northern Compound

  If a decision not to progress Sizewell C were taken prior to tree removal at Coronation Wood, the development of this area to form car parking and laydown under this Planning Application would be aborted. If such a decision were taken after tree removal had begun, EDF Energy (NGL) would continue to develop the site for Laydown use and restore the existing Northern Compound to landscape.

6. FACILITIES WITHIN THE SIZEWELL B STATION PERIMETER

6.1.1 Due to the congested nature of below ground utilities within the Sizewell B Station Perimeter and in accordance with a requirement from Sizewell Station, refer to Section 1, the implementation of large SuDS features, in particular soakaway systems, has been deemed impracticable. Where this decision has been made, due justification in accordance with the surface water drainage hierarchy outlined in Section 2 has been given.

6.1 Proposed Outage Store (SOS)

6.1.1 The proposed drainage strategy for this facility is to collect run-off at roof level and convey the water directly into the existing site wide drainage network, as shown in **Figure 6-1**. The routes for below-ground drainage pipes shown below are indicative only and are subject to change during detailed design.

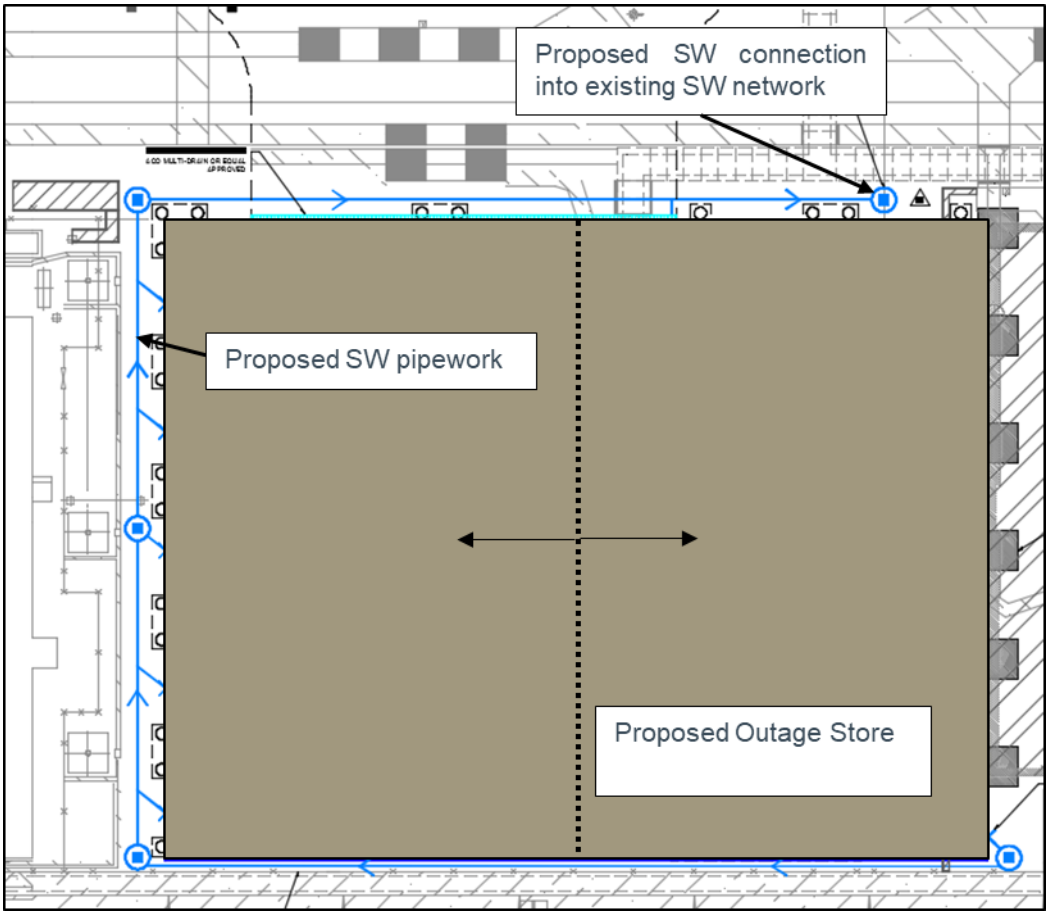


Figure 6-1: Proposed Outage Store Drainage Schematic

a) Surface Water Drainage Hierarchy

Table 6-1: Proposed Outage Store Surface Water Drainage Hierarchy

Drainage Principle	Feasibility	Reason
1. Rainwater Harvesting	X	Due the low occupancy of this building, in addition to the congested nature of utilities at and around the proposed building, rainwater harvesting has been deemed impracticable.
2. Infiltration	X	Due to the volume of below ground utilities infiltration is deemed impracticable. The development will not increase the amount of impermeable surfacing and therefore infiltration is not necessary.
3. Attenuation (ponds, swales)	X	Due to the lack of space at and around this facility green attenuation features will not be considered.
4. Attenuation (tanks)	X	As point 2. Due to the volume of below ground utilities and no alteration to the permeable-impermeable land balance, attenuation is deemed impracticable.
5. Discharge – watercourse	X	Discounted - no nearby watercourses.
6. Discharge – SW drain	✓	Surface water currently drains into the site wide surface water network via below ground pipework. The proposed facility does not alter the pre and post development drainage characteristics and so conveyance of SW run-off is proposed via below ground pipework connecting into the existing site wide drainage network (Refer to **Figure 6-1**).
7. Discharge – Combined drain	X	Discounted - there are no known combined drains in the vicinity.

b) Surface Water Drainage Design

6.1.2 The Proposed Outage Store involves the development of a new facility in the location of an existing building. The proposed facility will be located on impermeable land. The development will not result in an increase in impermeable surfacing, and therefore will not alter the balance between permeable and impermeable land.

6.1.3 The surface water will be drained from the roof via downpipes. Several downpipes are proposed along the western edge of the facility due to availability of below ground space for pipework. Runoff associated with the eastern portion of the roof will be collected via traditional guttering and conveyed to the north east of the facility via above ground pipework, due to the close proximity of the neighbouring existing building and a lack of available below ground space for pipework.

6.1.4 Channel drains may need to be incorporated in order to drain the surface water away from the facilities foundations. Trapped outfalls and catchpits will be proposed to reduce any floating debris or silt.

6.1.5 Due to the congested nature of below ground utilities at the proposed location of the Proposed Outage Store and in accordance with a requirement from the Sizewell B Power Station, refer to Section 1, it is deemed impracticable to incorporate Sustainable Drainage Systems (SuDS) features such as swales and ponds.

6.1.6 The drainage design will require the surface water to be transported via below ground pipework to the existing sewer network, through a connection with a nearby surface water manhole/chamber.

c) Assumptions

- The development of the Proposed Outage Store facility does not alter the balance between permeable and impermeable land, and therefore does not impose additional surface water loading on the existing site drainage system. Therefore, the existing surface water network in the vicinity of the Proposed Outage Store is adequately sized for the development. This could be validated via assessment of the existing drainage network.

d) Constraints

- Underground utilities within the vicinity of the Proposed Outage Store are congested, therefore consideration will be made when locating below ground surface water drainage infrastructure.

6.2 Outline Development Zone

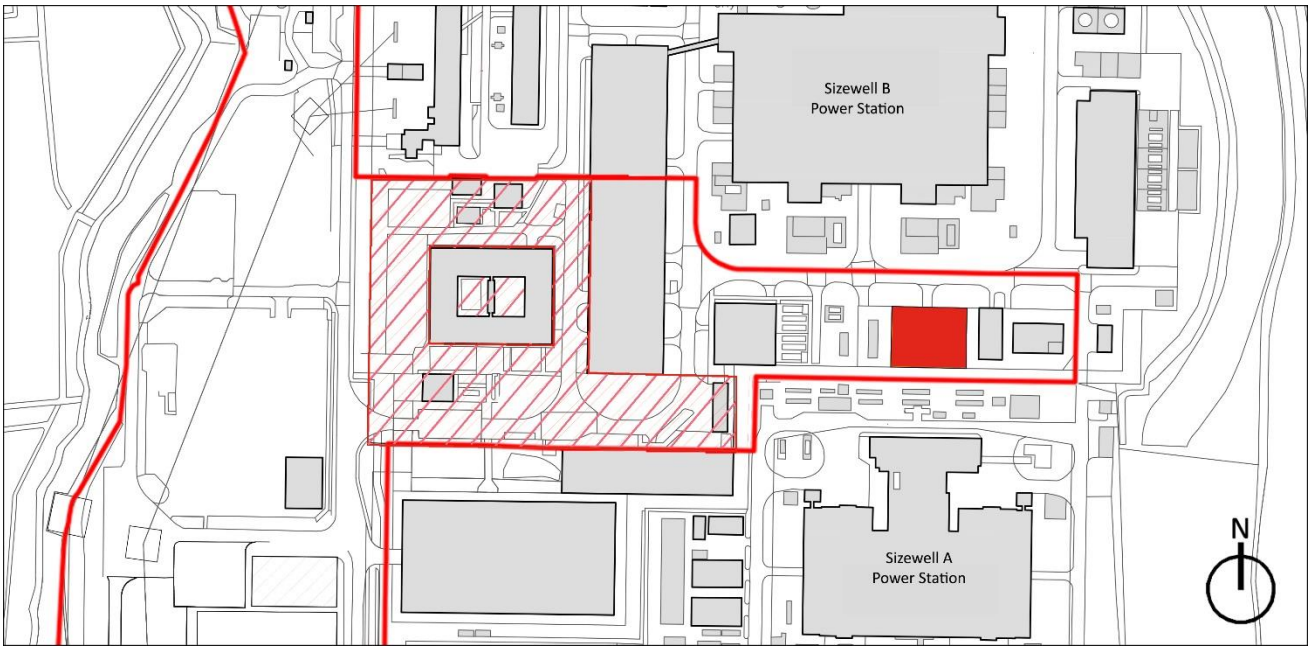
6.2.1 Offices, Canteen and Welfare Facilities within the station form part of the Outline Development Zone. This zone is illustrated in **Figure 6-2**.

6.2.2 Facilities within the Outline Development Zone are being submitted for Outline Planning approval, and include a minimum level of detail on:

- what the buildings will be used for
- minimum and maximum building sizes
- where entrances to the site will be.

6.2.3 Facilities within the Outline Development Zone will follow the overarching drainage principles and strategy defined in Section 2.

6.2.4 These principles being “drainage direct to existing site piped networks, with exceedance flows addressed through overland flow.”



Key

- Existing Buildings
- 'Outline Development Zone'
- Outage Store
- Planning Application Red Line Boundary

Figure 6-2: Development Areas within the Sizewell B Power Station Security Perimeter

7. FACILITIES OUTSIDE THE SIZEWELL B STATION SECURITY PERIMETER

7.1.1 This Section outlines the specific drainage strategies to be applied to proposed facilities outside of the main Sizewell B Power Station site perimeter.

7.1.2 In general there is greater scope to implement sustainable drainage (SuDS) features, such as swales and soakaways. Discharge of direct run-off to the Sizewell Drain watercourses, other than in exceedance rainfall events, will be avoided. A reasoned justification has been given where the drainage strategy differs from this stance.

7.1 Area Immediately West of Sizewell B Power Station

7.1.1 The existing western operational car park will be supplemented by additional car park spaces located at the site of the current SZA reservoirs, as illustrated in **Figure 3-3**.

7.1.2 A relocated Outage Car Park will be provided at Pillbox Field, as also illustrated in **Figure 3-3**.

7.1.3 The sites for the proposed car parking facilities both currently comprise permeable surfaces and so any development at these sites has the potential to alter the existing drainage characteristics.

7.1.4 The following sections outline the drainage strategy to be adopted for these two sites to ensure the change in drainage characteristics is managed effectively.

a) Proposed Replacement Car Park and Laydown

7.1.5 An at-grade car parking facility and laydown area are proposed to be located at a site which currently contains the redundant Sizewell A reservoir tanks (2no.), soft landscaping and Coronation Wood.

7.1.6 The proposed drainage strategy for these facilities is to drain the surface water run-off through infiltration techniques, such as heavy duty permeable block paving and/or catchpit soakaways. This philosophy will ensure no additional impervious areas are added to the existing side wide drainage network.

7.1.7 Prior to construction of the proposed facility, the Sizewell A reservoir tanks, soft landscaping and woodland will be suitably demolished/removed and earthworks will be performed to attain an adequate foundation layer.

7.1.8 Where a below ground soakaway is required, the most appropriate location would be within the vicinity of the existing Sizewell A reservoir tanks, due to the extent of earthworks that will be undertaken. In addition, this area would likely only be subject to typical car park loading instead of heavy, localised laydown loads. This is not proposed at this stage

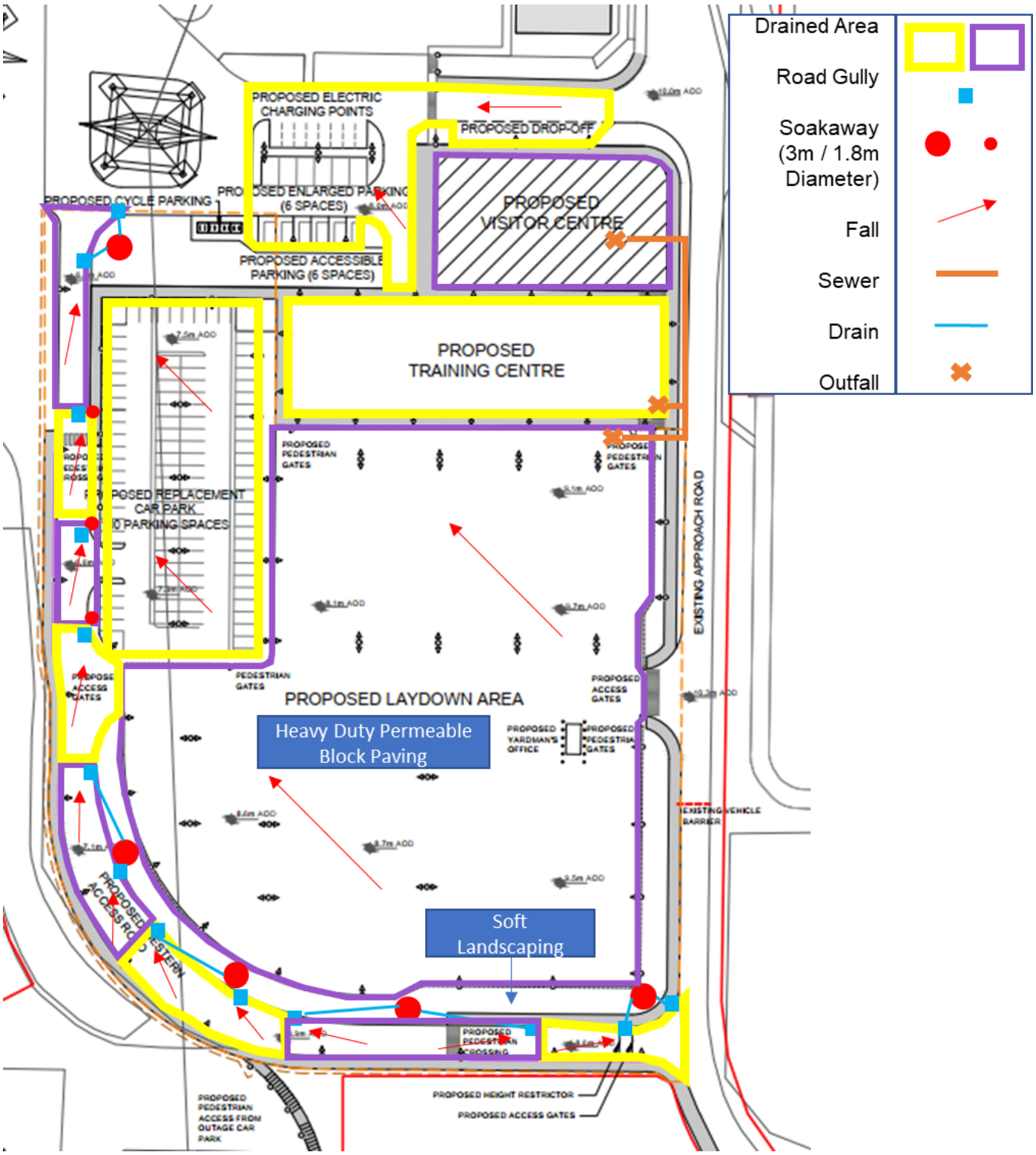


Figure 7-1: Car Park and Laydown Area Proposed Drainage Strategy Schematic

i. Surface Water Drainage Hierarchy

Table 7-1: Proposed Car Park and Laydown Surface Water Drainage Hierarchy

Drainage Principle	Feasibility	Reason
1. Rainwater Harvesting	X	No permanent occupancy therefore deemed to be not viable.
2. Infiltration	✓	Permeable paving is proposed to enable surface water to infiltrate directly into the ground. The run-off from the car park and laydown area could be conveyed via channel drainage and below ground pipework to soakaway chambers located adjacent to the proposed car park. Oil / hydrocarbon / silt interception systems (I.e. permeable paving or formal oil separator) will be in place due to the close proximity of a SSSI.
3. Attenuation (ponds, swales)	✓ (see detail)	Swales, or similar features, could be incorporated along the western boundary of the car park and laydown area within the soft landscaping (as shown in **Figure 7-1**), to provide support drainage for overflows. These can be used to collect, convey, infiltrate or attenuate run-off. These however will not be adopted as conventional infiltration is expected to provide an adequate solution.
4. Attenuation (tanks)	✓ (see detail)	Whilst a below ground attenuation tank with a volume of approximately 1600m^3 would be required to attenuate run-off and discharge into the site drainage network at 1 l/s. These however will not be adopted as conventional infiltration is expected to provide an adequate solution.
5. Discharge – watercourse	X	A SSSI runs close to the western site boundary, therefore direct discharge into any watercourses is deemed un-desirable, due to strict restrictions on the water quality of the run-off discharging into it. If soakaways are deemed unviable following detailed calculations, the surface water may be indirectly discharged into the surrounding watercourses following appropriate measures to account for the volume of surface water and the presence of hydrocarbons. This is not a desired solution.
6. Discharge – SW drain	X (see detail)	If soakaways are not viable, then attenuation and discharge into the existing SW drainage network will be progressed. An existing SW chamber is located to the north of proposed facility.
7. Discharge – Combined drain	X	Discounted - there are no known combined drains in the vicinity.

ii. Surface Water Drainage Design

7.1.9 The at-grade Proposed Car Park and laydown area are proposed to be situated at the current location of the Sizewell A reservoir tanks and Coronation Wood, in close proximity to a SSSI along the western boundary.

7.1.10 The proposed location of the car park and laydown area currently consists of permeable soft landscaped surfacing, together with derelict underground concrete structures and pipework at the proposed site of the north-west portion of the car park.

7.1.11 The underground infrastructure, soft landscaping and woodland will be demolished/cleared/removed and suitable measures will be employed to provide a suitable foundation layer on which the surface car park and laydown area will be situated.

7.1.12 Infiltration techniques will be employed, such that the development will not alter the amount of impermeable area contributing to the site surface water drainage network.

7.1.13 The laydown area will provide storage of predominantly dry goods, such as scaffolding components.

7.1.14 A permeable paving solution, using heavy duty concrete blocks will be employed for the car park and laydown surface, enabling the surface water to directly infiltrate into the underlying ground emulating the current drainage characteristics, whilst providing suitable treatment of any incidental oil spills.

7.1.15 There will be a small Yardsman's office located within the laydown area. Run-off from the roof of the yard office will be incorporated within the permeable pavement sub-base.

7.1.16 Where reasonably practicable the run-off conveyed from the roof of the Proposed Training Centre and Proposed Visitor Centre will also be incorporated within the permeable pavement sub-base.

7.1.17 A typical arrangement for discharging run-off into the permeable paving sub-base is illustrated in **Figure 7-2**. This image should be read as indicative of the typical features of such a system, and is not to scale nor tailored to reflect building-specific features such as internal downpipes.

7.1.18 It is recommended that additional trial pit and infiltration testing is carried out at the sites where infiltration structures are proposed. This is something that should be carried out before the detailed design of drainage commences.

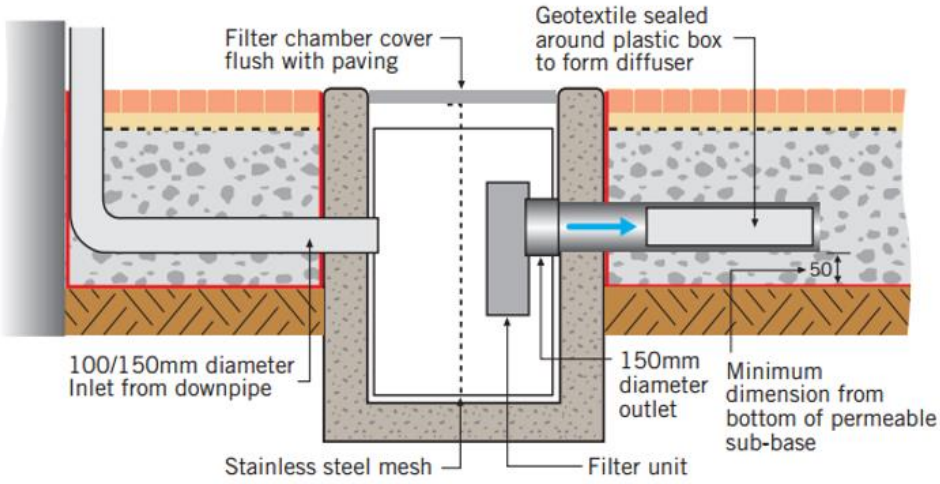


Figure 7-2:Discharge into Permeable Paving Sub Base

7.1.19 The discharge chambers will be located a minimum distance of 5m away from the Proposed Training Centre foundations. The 5m exclusion zone surrounding the Proposed Training Centre facility is illustrated in **Figure 7-3**.

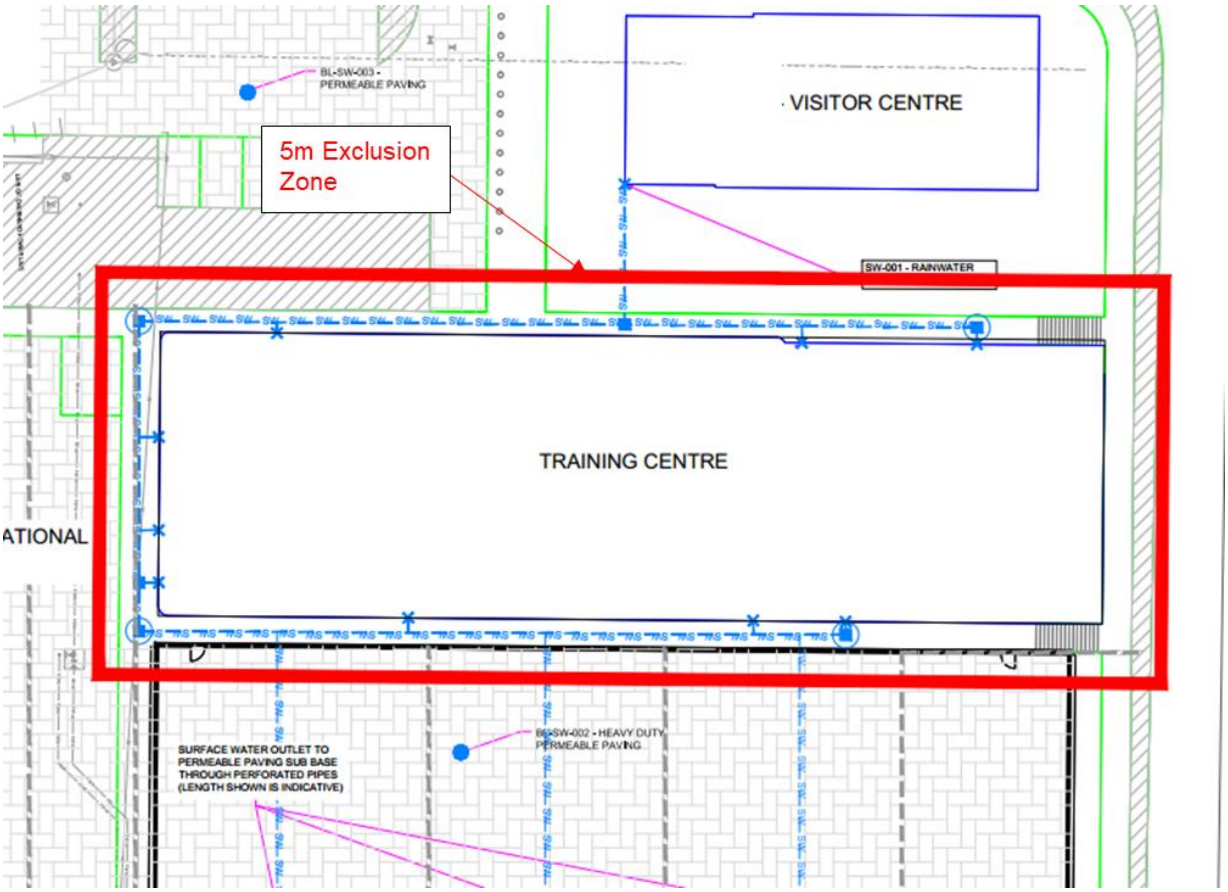


Figure 7-3:Infiltration Systems 5m Exclusion Zone

7.1.20 The interception storage required to capture the first 5mm of every storm is approximately 65m3. This can be adequately intercepted and captured within the permeable paving and soakaways.

iii. Assumptions

- It is assumed that sufficient inspection and maintenance will be undertaken during the life of the car park and laydown facilities to ensure the condition of the permeable pavements and/or other drainage or SuDS features remain at an adequate level. An allowance for maintenance and minor refurbishment should be programmed within the detailed design stage.

iv. Constraints

- A SSSI runs adjacent to the western perimeter of the main site and therefore direct and uncontrollable discharge of surface water into the nearby watercourses prior to adequate water quality controls has been deemed un-desirable.
- If surface water is proposed to infiltrate adjacent to existing watercourses, it will be ensured that the discharging surface water quality will be at least to the same levels as the existing receiving infiltrating water by incorporating suitable water quality control measures, such as swales, permeable paving, filter drains etc.
- The SZA reservoirs currently consist of redundant underground concrete structures. It is perceived that this infrastructure will be removed or reduced to the extent whereby infiltration techniques can be employed whilst ensuring a pollutant pathway into the SSSI is not created.

b) Western Access Road

7.1.21 The proposed drainage strategy for the Western Access Road is to drain the surface water run-off through infiltration techniques. This will be achieved by directing the road surface run-off into suitably located gullies, which will subsequently convey the surface water into soakaway chambers as illustrated in **Figure 7-1**. This will ensure no additional impervious areas are added to the existing side wide drainage network.

i. Surface Water Drainage Hierarchy

Table 7-2: Western Access Road Surface Water Drainage Hierarchy

Drainage Principle	Feasibility	Reason
1. Rainwater Harvesting	X	No permanent occupancy therefore deemed to be not viable.
2. Infiltration	✓	Surface water will infiltrate into the ground via below ground soakaways. The run-off from the access road surface will be conveyed via road gullies and below ground pipework to soakaway chambers located alongside the proposed access road. Oil / hydrocarbon / silt interception systems (I.e. SuDS treatment or formal oil separator) will be in place due to the close proximity of a SSSI.
3. Attenuation (ponds, swales)	✓ (see detail)	Swales etc. could be incorporated along the eastern boundary of the access road within the soft landscaping (as shown in **Figure 7-1**) to provide support drainage for overflows. These can be used to collect, convey, infiltrate or

Drainage Principle	Feasibility	Reason
		attenuate run-off. These however will not be adopted as conventional infiltration is expected to provide an adequate solution.
4. Attenuation (tanks)	✓ (see detail)	A below ground attenuation tank with a volume of approximately 170m^3 would be required to attenuate run-off and discharge into the site drainage network at 1 l/s. These however will not be adopted as conventional infiltration is expected to provide an adequate solution.
5. Discharge – watercourse	X	A SSSI runs close to the western site boundary, therefore direct discharge into any watercourses is deemed un-desirable, due to strict restrictions on the water quality of the run-off discharging into it. If soakaways are deemed unviable following detailed calculations, the surface water may be indirectly discharged into the surrounding watercourses following appropriate measures to account for the volume of surface water and the presence of hydrocarbons. This is not a desired solution.
6. Discharge – SW drain	X (see detail)	If soakaways are not viable, then attenuation and discharge into the existing SW drainage network will be progressed. An existing SW chamber is located to the north of proposed western access road
7. Discharge – Combined drain	X	Discounted - there are no known combined drains in the vicinity.

ii. Surface Water Drainage Design

7.1.22 The proposed location of the Western Access Road currently consists of permeable soft landscaped surfacing, in close proximity to a SSSI along the western boundary.

7.1.23 Infiltration techniques will be employed, such that the new development will not alter the amount of impermeable area contributing to the site surface water drainage network or nearby watercourses. It is recommended that additional trial pit and infiltration testing is carried out at the sites where infiltration structures will be sited. This is something that should be carried out before detailed design of drainage commences.

7.1.24 It is anticipated that the proposed access road will be subject to substantial traffic loading (weight and frequency). Therefore, an impermeable paving solution, such as asphaltic surfacing, will be employed for the western access road surface.

7.1.25 The surface water associated with the impermeable road surface will be directed to strategically located road gullies, through the adoption of appropriate surface gradients. The surface water run-off will then be conveyed via below ground pipework into soakaway chambers located along the proposed road, therefore enabling the surface water to infiltrate into the underlying ground, emulating the current drainage characteristics.

7.1.26 The interception storage required to capture the first 5mm of every storm is approximately 10m^3. This can be adequately intercepted and captured within the soakaway chambers.

iii. Assumptions

- It is assumed that sufficient inspection and maintenance will be undertaken during the life of the western access road to ensure the condition of the soakaways and/or other drainage or SuDS features remain at an adequate level. An allowance for maintenance and minor refurbishment should be programmed within the detailed design stage.

iv. Constraints

- A SSSI runs adjacent to the western perimeter of the main site and therefore direct and uncontrollable discharge of surface water into the nearby watercourses prior to adequate water quality controls must be avoided.
- If surface water is proposed to infiltrate adjacent to existing watercourses, it will be ensured that the discharging surface water quality will be at least to the same levels as the existing receiving infiltrating water by incorporating suitable water quality control measures, such as soakaways, swales, filter drains etc.

c) Proposed Training Centre

7.1.27 The proposed drainage strategy for Proposed Training Centre is to convey run-off from roofed and surrounding impermeable areas into either soakaway chambers or into the permeable paving proposed for the car park and laydown area, as illustrated in **Figure 7-1**.

7.1.28 The overarching strategy for the surface water run-off associated with the Training Centre is infiltration.

7.1.29 The exact size, location and coordination with below ground utilities will be undertaken at the next stage of the design.

i. Surface Water Drainage Hierarchy

Table 7-3: New Training Centre Surface Water Drainage Hierarchy

Drainage Principle	Feasibility	Reason
1. Rainwater Harvesting	X	The Facility's roof structure, size and occupancy suit the use and implementation of rainwater harvesting. However, due to a lack of space at and around this plot rainwater harvesting is not proposed at this stage of design.
2. Infiltration	✓	Run-off will be disposed of by infiltration, either through the use of permeable paving or by using discrete soakaway chambers. Adequate oil/hydrocarbon/silt treatment will occur prior to infiltration due the close proximity of a SSSI.
3. Attenuation (ponds, swales)	X	Where practicable green attenuation features, such as swales and ditches, are proposed to collect, convey and

Drainage Principle	Feasibility	Reason
		infiltrate run-off. Due to the lack of space at and around this facility green attenuation features will not be considered.
4. Attenuation (tanks)	X	A below ground attenuation tank volume of 140 m^3 would be required to attenuate run-off and discharge at 1 l/s. Not proposed at this stage.
5. Discharge – watercourse	X	A SSSI runs along the western site boundary, therefore direct discharge into any watercourses is deemed un-desirable, due to strict restrictions on the water quality of the run-off discharging into it. If soakaways are deemed unviable following detailed calculations, the surface water may be indirectly discharged into the surrounding watercourses following appropriate measures to account for the volume of surface water and the presence of hydrocarbons.
6. Discharge – SW drain	X	Connection into the existing SW drainage network will be a last resort.
7. Discharge – Combined drain	X	Not proposed at this stage.

ii. Surface Water Drainage Design

7.1.30 The proposed site of the Proposed Training Centre currently consists of a soft landscaping and trees and therefore, following their removal and the construction of the Proposed Training Centre, will alter the balance between permeable and impermeable land.

7.1.31 The proposed drainage system will emulate the current Greenfield run-off characteristics, such that the existing drainage network is not subjected to additional loading.

7.1.32 The surface water will be drained from the Proposed Training Centre roof via rainwater downpipes. Channel drains and/or filter drains will be used to drain any surface water away from the facilities foundations.

7.1.33 The surface water run-off will then be conveyed via new below ground pipework into the Proposed Car Park and Laydown Area permeable paving or into soakaway chambers.

7.1.34 Permeable paving is proposed around the vicinity of the Proposed Training Centre to emulate pre-development drainage characteristics. This permeable paving will also provide the required interception storage.

7.1.35 It is recommended that additional trial pit and infiltration testing is carried out at the sites where infiltration structures will be sited. This is something that should be carried out before detailed design of drainage commences.

iii. Assumptions

- Sufficient inspection and maintenance will be undertaken during the life of the Proposed Training Centre to ensure the condition of the permeable pavements and/or other drainage or SuDS features remain at an adequate level. An allowance for maintenance and minor refurbishment should be programmed within the detailed design stage.

iv. Constraints

- An SSSI runs adjacent to the western perimeter of the main site and therefore direct and uncontrollable discharge of surface water into the nearby watercourses prior to adequate water quality controls has been deemed un-desirable.
- If surface water is proposed to infiltrate adjacent to existing watercourses, it will be ensured that the discharging surface water quality will be at least to the same levels as the existing receiving infiltrating water by incorporating water quality controls, such as filtration through permeable paving.

d) Proposed Visitor Centre (Outline Planning)

7.1.36 The Proposed Visitor Centre, part of the Outline Planning Application, will follow the same drainage strategy as the Proposed Training Centre. The overarching strategy for the surface water run-off associated with the Proposed Visitor Centre is infiltration.

7.1.37 The proposed drainage strategy is to convey run-off from roofed and surrounding impermeable areas into either the permeable paving proposed for the car park and laydown area or into a discrete soakaway chambers located alongside the Proposed Car Park as illustrated in **Figure 7-1**.

7.2 Temporary Visitor Centre

7.2.1 A temporary visitor centre is proposed to the north of the site. This facility comprises a refurbishment of the existing visitor centre.

7.2.2 As a result, the drainage characteristics at this location will not be altered. The drainage strategy for the Temporary Visitor Centre is to follow the current drainage principles.

7.3 Pillbox Field

7.3.1 Currently Pillbox Field drains by infiltration and by overland flow to the Sizewell Drains (ditches), located to the north and east of the field, as illustrated in **Figure 7-4**.

7.3.2 As a result, any proposed development at Pillbox Field may alter the drainage characteristics of the field. The proposed design will maintain the infiltration drainage characteristics of the field but may change the overland flow paths for extreme rainfall events as a result of a relatively wide and flat car park surface altering the field profile.

Figure 7-4:Pillbox Field Existing Drainage Plan

b) Outage Car Park (OUC)

7.3.3 The drainage strategy for the proposed Outage Car Park at Pill Box Field is to drain the surface water using infiltration techniques, such as porous surfacing as illustrated in **Figure 7-5**.

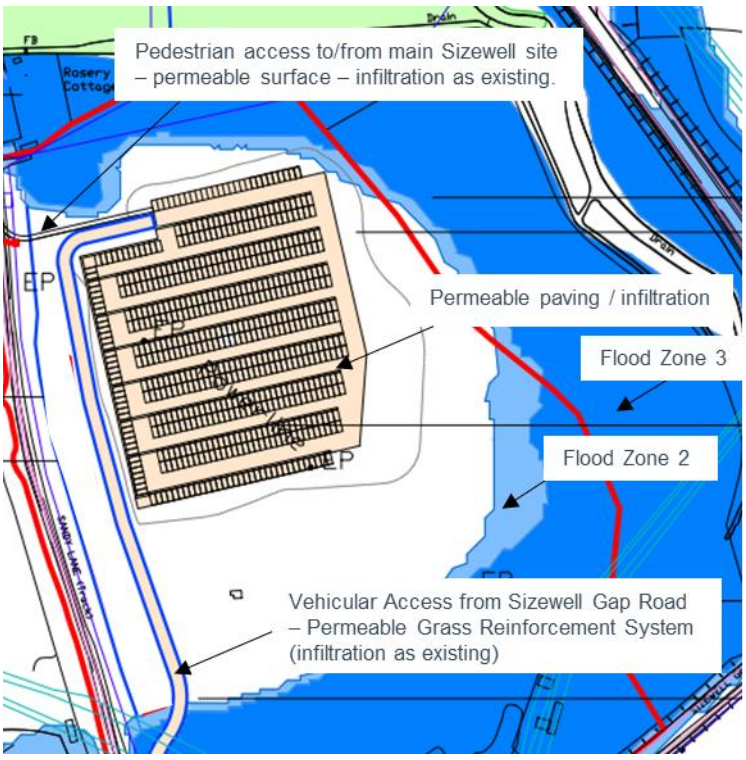


Figure 7-5:Pillbox Field Outage Car Park Surface Water Drainage Strategy Schematic

i. Surface Water Drainage Hierarchy

Table 7-4: Pillbox Field Car Park Surface Water Drainage Hierarchy

Design Principle	Feasibility	Reason
1. Rainwater Harvesting	X	No permanent occupancy therefore deemed to be not viable.
2. Infiltration	✓	Permeable paving is proposed to enable surface water to infiltrate directly into the ground, or via a below ground soakaway. The run-off from the car park surface could be conveyed via channel drainage and below ground pipework to a soakaway located below the proposed car park. The predicted soakaway storage volume is approximately 1215m^3, based on the assumed infiltration rate (Section 4.2). Oil / hydrocarbon / silt interception systems (I.e. permeable paving or formal oil separator) will be required.
3. Attenuation (ponds, swales)	X (see detail)	Swales etc. could be incorporated along the boundary of the car park to provide support drainage for overflows. These can be used to collect, convey, infiltrate or attenuate run-off.
4. Attenuation (tanks)	X (see detail)	A below ground attenuation tank with a volume of approximately 1750m^3 would be required to attenuate run-off and discharge into the nearest drainage network at 1 l/s. Due to the complexities of connecting an outflow into an existing SW network (there are no nearby SW networks) this option will not be proposed at this stage.
5. Discharge – watercourse	X	A SSSI runs close to the northern and eastern site boundary, therefore discharge into any watercourses is deemed un-desirable, due to strict restrictions on the water quality of the run-off discharging into it. If soakaways are deemed unviable following detailed calculations, the surface water may be indirectly discharged into the surrounding watercourses following appropriate measures to account for the volume of surface water and the presence of hydrocarbons. This is not a desired solution.
6. Discharge – SW drain	X	Due to the complexities of connecting an outflow into an existing SW network (there are no nearby SW networks) this option will not be proposed at this stage.
7. Discharge – Combined drain	X	Discounted - there are no known combined drains in the vicinity.

ii. Surface Water Drainage Design

7.3.4 The Outage Car Park proposed to be located within Pillbox Field involves the development of an at-grade car park with an associated access road.

7.3.5 Due to the remoteness of the location, the surface water drainage is proposed to be managed on-site without connecting to existing drainage networks or watercourses.

7.3.6 Greenfield run-off characteristics will be replicated.

7.3.7 Permeable surfacing, is proposed, enabling the surface water to directly infiltrate into the underlying ground, whilst providing suitable treatment of any incidental oil spills when in use as an Outage Car Park.

7.3.8 The pedestrian access path and the majority of the vehicular access road serving Outage Car Park, is proposed to comprise a permeable surface, employing infiltration techniques to drain the surface water drainage and mimicking pre-development drainage characteristics.

7.3.9 The existing junction at Sandy Lane / Sizewell Gap will be re-surfaced using traditional asphaltic surfacing. The proposed topography will direct surface water runoff away from the main highway and into local infiltration ditches, thus maintaining pre-development drainage characteristics.

7.3.10 The interception storage required to capture the first 5mm of every storm is approximately 70 m^3. This can be adequately intercepted and captured within the permeable paving.

7.3.11 It is recommended that additional trial pit and infiltration testing is carried out at the sites where infiltration structures will be sited. This is something that should be carried out before detailed design of drainage commences.

iii. Assumptions

- It is assumed that sufficient inspection and maintenance will be undertaken during the life of the car park facility to ensure the condition of the permeable pavements and/or other drainage or SuDS features remain at an adequate level. An allowance for maintenance and minor refurbishment should be programmed within the detailed design stage.

iv. Constraints

- There is a SSSI to the north and west of the proposed Outage Car Park, and the proposed pedestrian footpath's alignment takes it into the SSSI near Rosery Cottages. Direct and uncontrollable discharge of surface water from the Outage Car Park into the SSSI and nearby watercourses prior to adequate water quality controls must be avoided.
- If surface water is proposed to infiltrate adjacent to existing watercourses, it will be ensured that the discharging surface water quality will be at least to the same levels as the existing receiving infiltrating water by incorporating suitable water quality control measures, such as swales, permeable paving, filter drains etc.

8. DECOMMISSIONING OF PUMPING STATION

8.1.1 As part of the wider masterplan for the Sizewell site, a number of existing facilities, located to the north of the red boundary line shown in **Figure 8-1** will eventually be replaced by Sizewell C Power Station facilities. This will include the decommissioning of the existing pumping station which forms part of the northern branch of the existing surface water drainage network, resulting in a discontinuity in the surface water drainage network.

8.1.2 Areas shown in green on **Figure 8-1** would be unaffected by the removal of the pumping station, as they currently drain by infiltration and do not contribute to the pump station flow. During an exceedance event, the run-off from these areas will flow away from the main site areas and towards the drainage ditches to the west of the main site boundary. No change is therefore proposed in respect of the green areas.

8.1.3 The areas shown in amber **Figure 8-1** currently drain by gravity to the pumping station, which then pumps flow towards the outfall. Flows from these areas must be addressed prior to decommissioning the pumping station.

8.1.4 As part of the Sizewell C Power Station development, Areas 4, 5, 6 and 7, as shown in **Figure 8-1**, are expected to be developed from their current state, or returned to soft landscaping. These areas are therefore excluded from long-term consideration in the pumping station decommissioning. Until these areas are transformed to soft, permeable, surfaces, or altered within the Sizewell C development, they will continue to drain via the pumping station. Pumping facilities, using either the existing pumping station or a temporary replacement, will be required to cover the period until these areas are transformed.

8.1.5 The remaining areas 1, 2 and 3 will require alternative long-term drainage solutions.

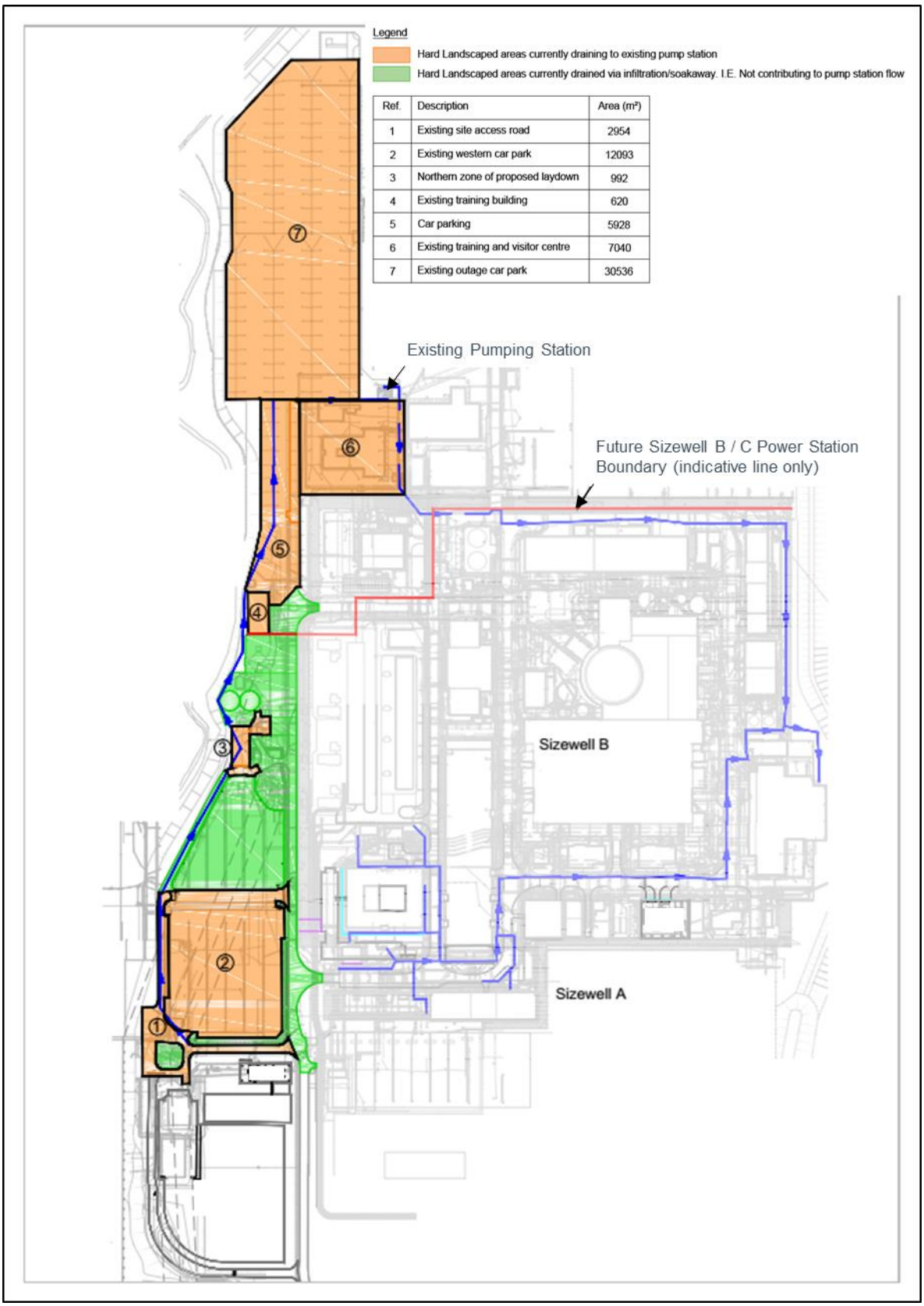


Figure 8-1:Existing Pumping Station (Affected Areas)

a) Pumping Station Removal

8.1.6 This section considers options for the removal of the existing pumping station to the north of the Sizewell B Power Station site, considering the surface water drainage associated with areas 1, 2 and 3 highlighted in **Figure 8-1**. At this stage, no single option will be recommended. Further assessment should be made in the subsequent project phases and subject to detailed design.

i. Retaining pumped solutions

8.1.7 One option could be relocating or constructing a new pumping station within the existing site boundary and maintaining the existing method/philosophy of draining this part of site. This would maintain the process of pumping of surface water, imposing continuing energy and maintenance costs. It would however also result in the continued pumping of off-site water across the Station site, introducing off-site hazards onto the Station area.

8.1.8 This is also reiterated by the complexities surrounding the relocation of the pumping station or construction of a new one, as it would need to be coordinated with the existing infrastructure and not impede current or future site operations, alongside not interrupting any future development plans.

ii. Gravity drainage to outfall

8.1.9 Topography does not permit gravity drainage to the existing outfall. If feasible hydraulically, such a solution would also retain the issues associated with water being brought from outside the Station across the Station platform.

8.1.10 The creation of a new piped outfall to an alternative location is not considered feasible. The most hydraulically suitable discharge point would be into the adjacent SSSI, which is not considered ideal. It is however an option that should be included for further development.

iii. Infiltration

8.1.11 The drainage of areas 1, 2 and 3 may be achieved using through infiltration, either through discrete soakaways or using a permeable pavement solution.

8.1.12 A large underground cellular soakaway installed beneath the surface of the existing western car park has been considered as a feasible solution, although not ideal. Such an installation would require the demolition of current underground infrastructure such as concrete foundations present beneath the existing car park, as well as potential conflicts with underground utilities and with the Dry Store located in the south-eastern portion of the car park and its associated heavy load route.

8.1.13 Another option is for the asphaltic surfacing of the existing western car park (Area 2) be re-constructed as a permeable surface, such as permeable concrete block paving or porous asphalt. This would provide direct infiltration for rainwater falling on Area 2.

8.1.14 Area 1 would be drained into the sub-base of the new permeable pavement of Area 2. This would be achieved by diverting the existing carrier drain which conveys the surface water associated with Area 1 to deliver flows to the sub-base of permeable

paving in Area 2, and connecting to a network of perforated pipes within the sub-base of Area 2 that would distribute the run-off into the permeable paving sub-base. This would not require modification of the surfacing or drainage collection within Area 1.

8.1.15 Surface water run-off from Area 3 might also be discharged into the sub-base of Area 2 in the same manner. However, due to the falls and distance along which the carrier drain need to be re-laid, it would enter Area 2 at a low level and require significant volumes of additional sub-base beneath Area 2 to provide effective drainage. It is therefore recommended that Area 3 is resurfaced with permeable paving, and drained by direct infiltration within its own footprint. This solution is illustrated in **Figure 8-2**.

8.1.16 It is recommended that additional trial pit and infiltration testing is carried out at the sites where infiltration structures will be sited. This is something that should be carried out before detailed design of drainage commences.

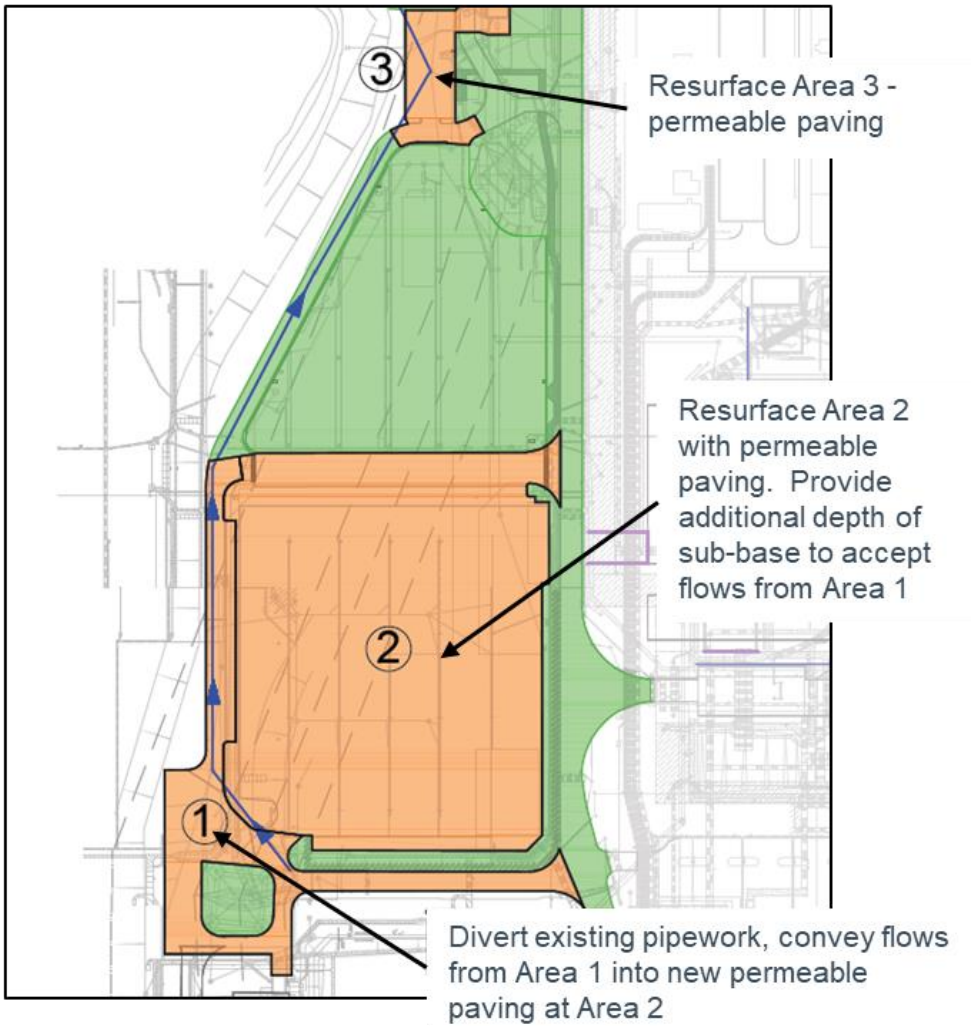


Figure 8-2:Infiltration Options for Areas 1, 2, 3

8.1.17 Preliminary sizing of required permeable surfacing required to infiltrate Areas 1 and 2 indicates a proposed pavement construction as follows (assuming a level surface):

Table 8-1: Proposed Pavement Construction for Areas 1, 2, 3

Layers	Permeable Block Paving	Porous Asphalt
Surfacing	80mm concrete pavers	180mm or (80mm with HBCGA below) Porous Asphalt
	50mm laying course	(125mm Hydraulically Bound Coarse Graded Aggregate)
Pollutant control	Upper geotextile	
Sub-base	200mm hydraulically bound course graded aggregate + 250mm coarse graded aggregate	
Pollutant control	Lower geotextile	

8.1.18 Note, if the surface gradient were 1:60, the sub-base layer would increase to approximately 700mm to ensure adequate storage is provided. It is recommended that concrete baffles are installed, as demonstrated in **Figure 8-3**, in order to provide sufficient storage without greatly increasing the sub-base depth, as this may be constrained by the water table.

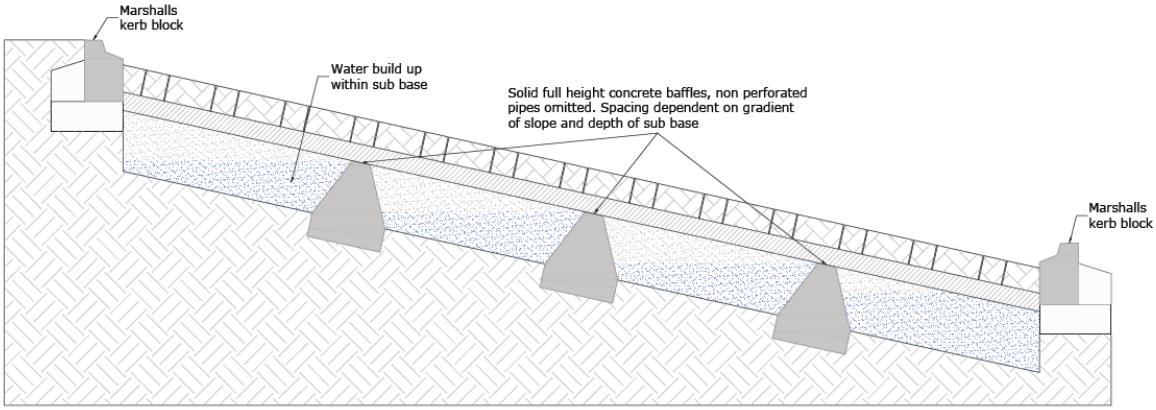


Figure 8-3: Permeable Paving Concrete Baffles [Marshalls- Permeable Paving Design Guide]

8.1.19 A permeable paving solution may accept run-off from adjacent impermeable areas, subject to a limitation that the impermeable area drained does not exceed twice the permeable area. Therefore it is recommended that the car park is resurfaced so that the car park spaces comprise permeable paving, whilst the aisles between the spaces may be formed using permeable or impermeable surfacing, such as asphalt without adversely affecting the drainage solution.

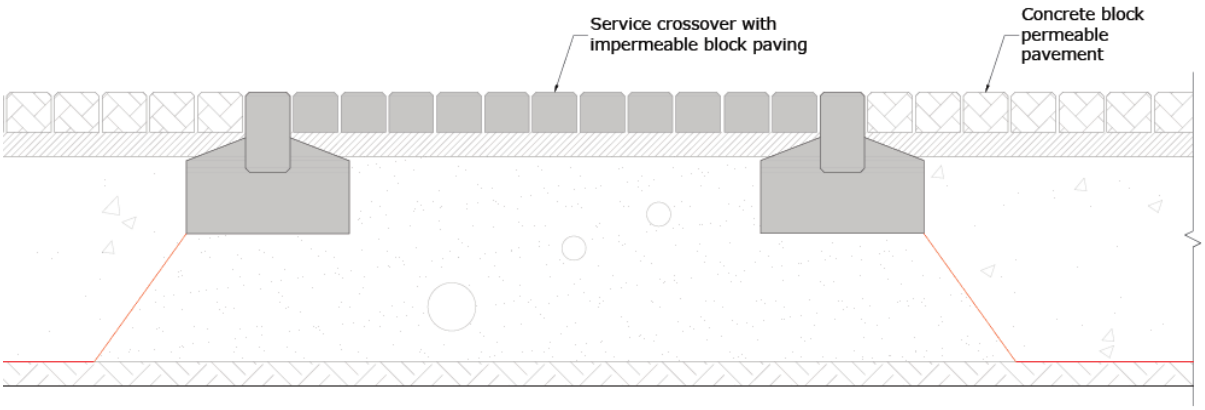


Figure 8-4: Impermeable and Permeable Paving

8.1.20 A permeable sub-base replacement system comprising lattice plastic, cellular units could be incorporated beneath the permeable pavement structure to provide additional storage as indicated in **Figure 8-5**, as they possess a greater water storage capacity than conventional granular systems (30-40% of the depth).

8.1.21 In accordance with the SuDS manual, the permeable pavement structure provides sufficient hydrocarbon treatment through the adoption of the following processes within the pervious pavement:

- Biodegradation of organic pollutants within the pavement construction
- Adsorption of pollutants to the surfaces of the sub-base material. Dependent upon factors such as aggregate structure, texture and moisture content.
- Retention and settlement of solids.

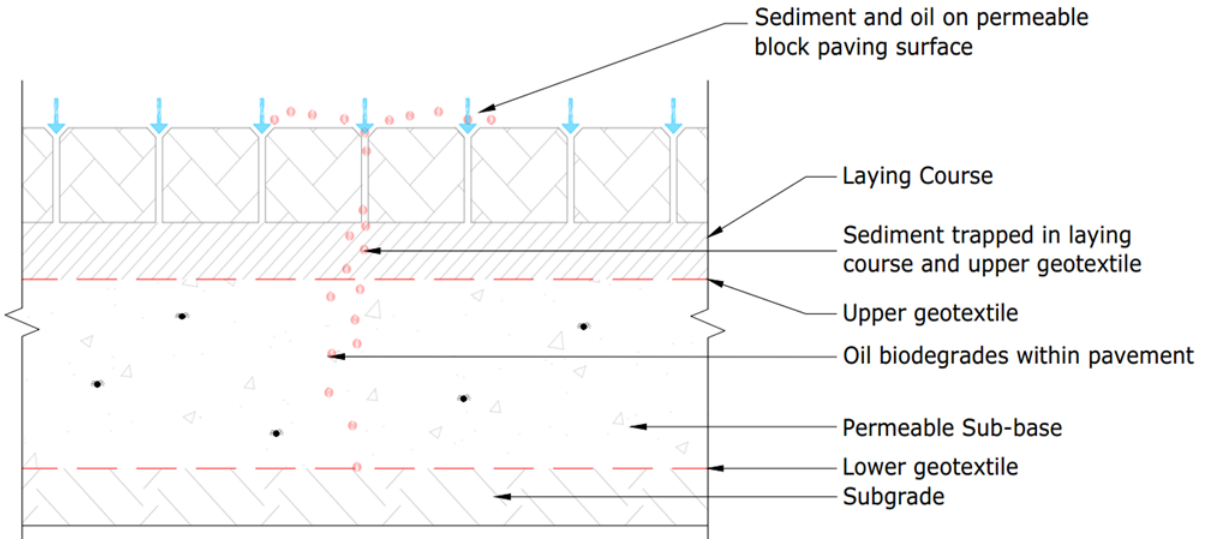
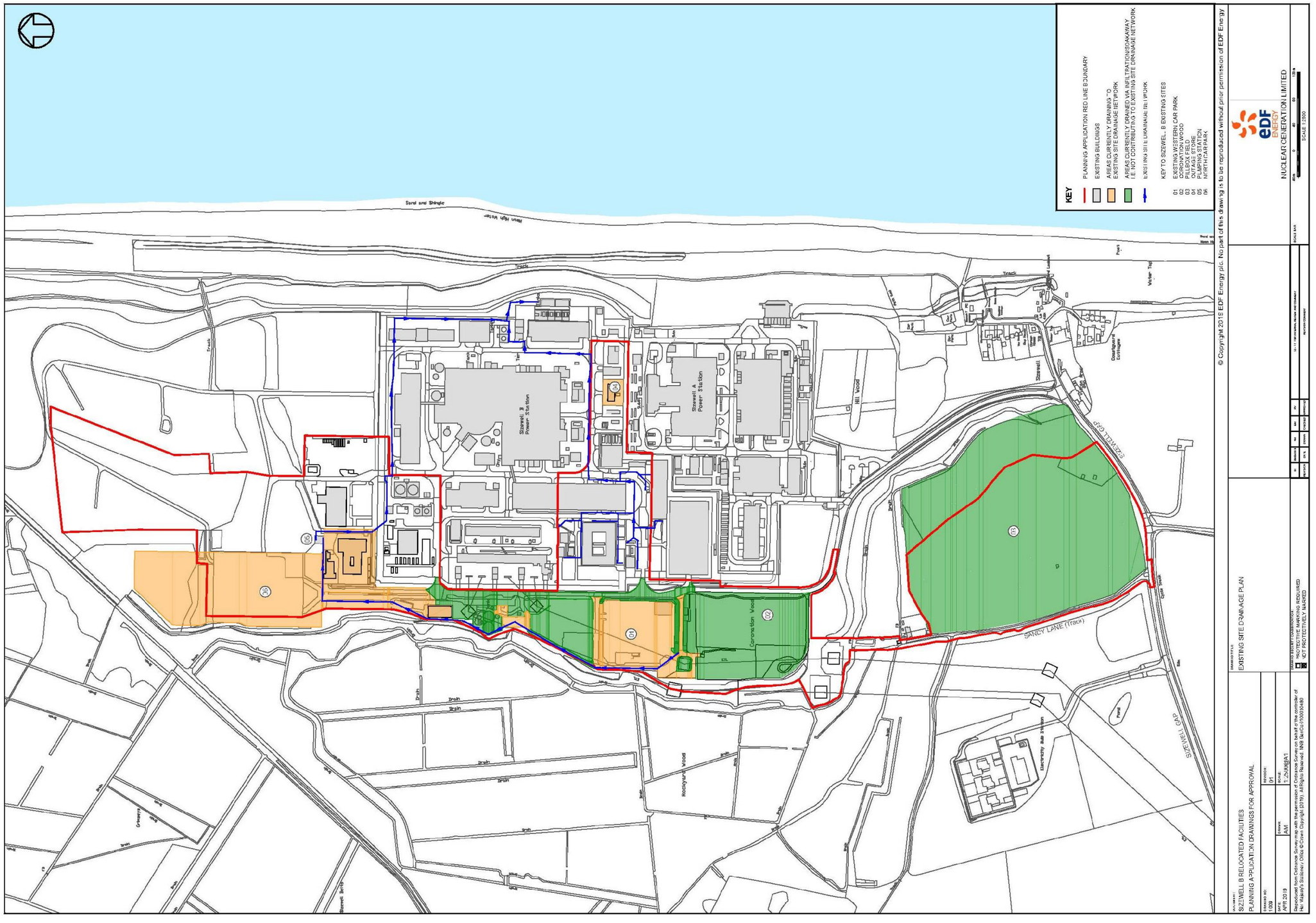


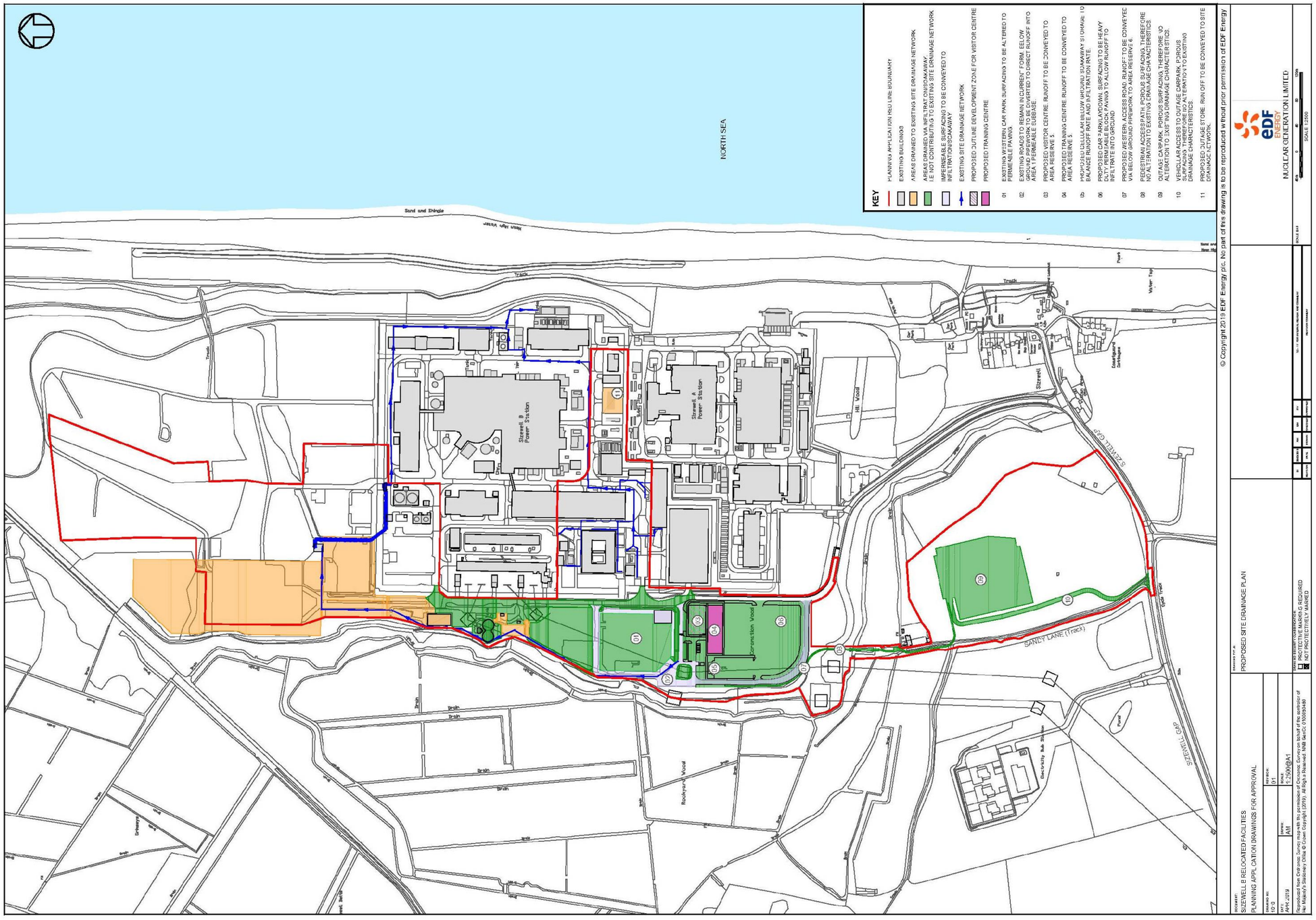
Figure 8-5: Permeable Sub-base Replacement System located beneath permeable paving structure [Interpave – Permeable Pavements]

APPENDIX 1A SURFACE WATER DRAINAGE PLANS

Existing Site Drainage Plan



Proposed Site Drainage Plan



VOLUME 2, CHAPTER 2, APPENDIX 2A DRAINAGE STRATEGY, ANNEX 2A.2: SIZEWELL B RELOCATED FACILITIES DRAINAGE STRATEGY ADDENDUM

Sizewell B Relocated Facilities

Drainage Strategy Addendum

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CONTENTS

TABLES

1. INTRODUCTION

1.1.1 Further to the submission of the Surface Water Drainage Strategy (Environmental Assessment, Appendix 3.2) of the SZB Relocated Facilities planning application, this document is an addendum to this strategy. This document responds to comments forwarded to us from East Suffolk Council, by Suffolk County Council, Flood and Water Officer on the 16th May 2019 and 4th July 2019.

2. COMMENT RESPONSES

Table 2-1: Responses to Comments ESC SW Drainage Strategy Objection Comments

	ESC Comment	Response
1.	Infiltration testing and boreholes at the location of infiltration components to determine the depth of any made ground, ground water levels and infiltration rates. I note the groundwater depths stated in 13.4.14, however given the variance between 1.0m and 1.46m clarification should be sought	• Nearby SI and general knowledge of the site has been used to inform approach for made ground, ground water levels and infiltration as part of the concept design (to which the SW Drainage Water strategy is based) • On the basis of nearby SI, an infiltration rate of approximately $1x10^{-5}$ m/s has been conservatively assumed in the drainage water design. NGL will conduct infiltration testing specific to the sites and proposed ground levels in Coronation Wood and Pillbox Field to correspond to the proposed layouts. These tests will aim to confirm adequacy of the infiltration rates used in the design, and will inform the drainage modifications in future design stages. • The GWL variance on site is due to the coastal siting – the SW Drainage Strategy has used a conservative value
2.	Establish peak seasonal groundwater levels. I note that 1m clearance is proposed, which is compliant with CIRIA SuDS Manual, however I expect the EA would require you to comply with their criteria of 1.2m at this location	The concept design was based on an industry standard (the SuDS manual). There was no requirement to use EA levels in the design, and this would not have been expected based on standard engineering practice. Also refer to response to comment 22.
3.	Location of infiltration components – infiltration in fill is not permitted, this may cause issues at the location of the car park and laydown areas where the SZA reservoir tanks will be removed, dependant on their depth	Any backfill would be good quality, granular fill suitable for infiltration (comparable to soakaway chamber surrounds)
4.	Depth of infiltration components	This has been considered and documented in the design, and details on the calculations have been provided direct to SCC.
5.	Volume of infiltration components	This has been considered and documented in the design, and details on the calculations have been provided direct to SCC.

	ESC Comment	Response
6.	Source Control calculations	This has been considered and documented in the design, and details on the calculations have been provided direct to SCC.
7.	Network calculations and assessment of outputs for the critical event	This has been considered and documented in the design, and details on the calculations have been provided direct to SCC.
8.	Clarification on Climate Change figure used. Surface Water Drainage Strategy makes reference to 10%, this should be 40% based on the 50 – 60 year design life of the site	* Please refer to response at the end of this table
9.	Clarification on pollution mitigation for surface water from the western access road	The risk of spillages along the Western Access Road have been deemed to be low (based on the DMRB risk process and the SuDS manual hazard indices) therefore the design provides for gulley pots into soakaways, which matches the approach to nearby on-site roads. For the interception storage approach, as per paragraph 7.1.26 of the SW Drainage Strategy, interception storage required to capture the first 5mm of every storm is approximately $10m^3$ is adequately provided for by the soakaway chambers. As Table 7.2 indicates, pollution control is required for oil/hydrocarbons, which would be provided for via proprietary systems (note that this level of detail is not shown within the strategy document).
10.	Explain how interception is provided by the drainage of the western access road	Interception is provided by the soakaway chambers. For the interception storage approach, as per paragraph 7.1.26, interception storage required to capture the first 5mm of every storm is approximately $10m^3$ is adequately provided for by the soakaway chambers.
11.	Explanation of why 1:100 is not listed under hydraulic criteria	This is not listed under the hydraulic criteria as pipes have not been specifically sized for 1:100, however as per Table 4-1, 1:100 has been considered for SW design parameters (controlled flooding to sacrificial areas)
12.	Assessment of flooded volumes during 1:100 + CC storm, if applicable	This has been considered and documented in the design, however is not practicable to summarise in this response format. See further information in response to comment 23.
13.	An assessment of exceedance routes based on proposed levels	A preliminary assessment has been made on exceedance routes, and exceedance flows are retained within the site boundaries flowing into internal storage areas. It is proposed that a detailed assessment will be undertaken in subsequent design phases.
14.	Assessment of half drain times	This has been considered and documented in the

	ESC Comment	Response
		design, however is not practicable to summarise in this response format. Details will be provided with the calculation pack to follow.
15.	Reference is made to enhancement in biodiversity and the provision of habitats. The potential use of swales is also included. None of these have been provided. The drainage strategy should either be altered to include biodiversity improvements or this should be removed as a design principle	This principle was applied at the start of the design process, however was not implementable (justification has been given as to why green SuDS could not be used). As such we consider it appropriate for inclusion.
16.	Clarification of how soakaway chambers are expected to provide interception?	Interception provided by the soakaway chambers. For the interception storage approach, as per paragraph 7.1.26, interception storage required to capture the first 5mm of every storm is approximately 10m^3 is adequately provided for by the soakaway chambers.
17.	Details of a maintenance strategy for the lifetime of the development, including asset owners	The site operator, NGL, will own and maintain the SW drainage features of the proposed scheme in accordance with their site-wide maintenance processes and plans. The maintenance strategy will be aligned to the principles of the SuDS manual.
18.	The indicative construction and demolition programme suggest that drainage will be constructed after impermeable surfaces have been built. This would result in a short term increase in flood risk and is not best practice. This should be clarified	The Contractor will work with NGL to ensure that suitable risk mitigation measures are planned and implemented with regards to temporary drainage and any potential accidental pollutant spills during construction.
19.	Given the construction plant/equipment proposed there is a risk that infiltration surfaces will be compacted during construction. There should be an assessment of this risk and an identification of suitable remediation prior to construction in the event of compaction	The Contractor is responsible for completing construction works in line with design specifications, and as such, will be responsible for demonstrating sufficient infiltration characteristics and addressing any non-compliant areas.
20.	Reference is made in the Drainage Strategy to decommissioning of the pumping station. As far as I'm aware, this isn't part of this application and I presume is for information only. Could this please be clarified?	Decommissioning of the pumping station is out of scope of the Relocated Facilities Planning Application, however has been included for information.
21.	Evidence must be provided to justify the design infiltration rate used.	On the basis of nearby SI (documents submitted direct to SCC), an infiltration rate of approximately 1x10^{-5} m/s has been conservatively assumed in the surface water drainage design. Site-specific

	ESC Comment	Response
		soakaway tests have also been specified which will be undertaken in advance of the detailed design phase of the works and will inform the design going forward.
22.	In regards to groundwater clearance, my advice to the LPA will be to seek clarification on this matter from the Environment Agency. If they specify 1.2m clearance must be maintained between the base of infiltration and seasonal peak groundwater levels (GWL), as per their published guidance, then this is the standard that I would expect to be applied. I appreciate GWL information may have been obtained from previous testing. However, all existing data available to EDF must be utilised, this includes using the groundwater model being developed as part of SZC proposals to determine peak groundwater levels and clearance from these.	The Environment Agency has not provided comment on this aspect, however, should this be stipulated at a later date, it is considered feasible to amend the geometry of the drainage features to accommodate an increased clearance level. The next phase of the design will make use of up-to-date groundwater information, where relevant, from available sources e.g. the SZC groundwater model.
23.	The access road drainage is identified to have flooding in the 1:100+CC event. This has been assessed as minor as per CIWEM WaPUG User Note No 29. This is a simplistic view and the guidance document clearly states that overland flow routes must be assessed. It must be demonstrated that any flooding will remain on site for the critical event and there will be no increase in flood risk offsite.	The scheme developed in support the planning application has used sound design principles and engineering best practice for the proposed Western Access Road which means that surface water flooding would be directed away from the scheme boundary on the western side of Coronation Wood (i.e. away from the SSSI) flowing instead towards the infiltration storage of the car park and laydown areas. A qualitative assessment of the 3d surface model has been made at this stage. A quantitative assessment of this design aspect is planned to be undertaken in the next design phase.

2.1.1 * Comment 8 Response: Figure 4-2 in the Sizewell B Relocated Facilities Surface Water Drainage Strategy correctly references the table from https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances for the peak rainfall intensity allowance due to climate change with a design life of the 2050s, insert below. This table has two categories of risk 'Upper end' or 'Central'. Typically, the local authority stipulates the use of 'Upper end' or 'Central' in their local plans.

Table 2 peak rainfall intensity allowance in small and urban catchments (use 1961 to 1990 baseline)

Applies across all of England	Total potential change anticipated for the '2020s' (2015 to 2039)	Total potential change anticipated for the '2050s' (2040 to 2069)	Total potential change anticipated for the '2080s' (2070 to 2115)
Upper end	10%	20%	40%
Central	5%	10%	20%

2.1.2 In the Suffolk Local Flood Risk Management Strategy – Suffolk Surface Water Drainage (SuDS) Guidance, Standards and Information, it states to *'Design at 20% and then sensitivity check at 40% to see wider flood risk'* for climate change factors. In Concept Design, this was interpreted as design for the 'Central' allowance value and sensitivity check for the 'Upper end' allowance, since the allowance values should be in the same design life column. The time period relating to the guidance note's 20%/40% allowance relates to the 2080s column (i.e. a time period from 2070 to 2115). However, the assets related to the Relocated Facilities Planning Application will be required for Sizewell B operational activities through the current site licence operating timeframe to 2035, with a potential 20 year extension to 2055. On this basis, the climate change allowance timeframe chosen for the concept design was the 2050s (2040 to 2069) column i.e. to the end of future station operation, with the approach from the Suffolk guidance document applied i.e. 'Central' 10% value used in the design, with a sensitivity check on 'Upper End' 20%. Therefore, the use of the 10% allowance in the design is considered to be correct.

2.1.3 As can be seen in the informal release of the drainage calculations direct to Suffolk County Council, the 20% sensitivity check on the permeable paving is more than adequately accommodated in the paving design, as the design makeup is dictated by structural requirements. A sensitivity check on the soakaway elements of the scheme was not undertaken, however the infiltration rate used in the design is considered conservative and will be confirmed prior to the commencement of detailed design. In the event that improvement in the measured infiltration rate is not observed, and a re-design results in resized soakaway chambers, there are no significant spatial constraints on the proposed site to prohibit the accommodation of this.