

SUFFOLK WATER RECYCLING, TRANSFER AND STORAGE PROJECT

Preferred Options Announcement

Update following Winter 2025 Consultation

Published July 2026

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Note to Reader: Development Consent Order, Consultation Terminology Update

During the preparation of this document, the Government published updated guidance on consultation and engagement for Nationally Significant Infrastructure Projects (NSIPs) / Projects of National Significance.

The updated guidance changes how consultation stages are described, including the terminology previously used for ‘Statutory’ and ‘Non-Statutory’ consultation. In response, and to reflect the current guidance, the Project has adopted the terms Early Consultation and Main Consultation to describe its two primary phases of public consultation and engagement.

In the context of this document and for full transparency, the following terms will be used throughout:

Early Consultation replaces what was previously called ‘Non-Statutory Consultation’, while Main Consultation will replace what was previously called ‘Statutory Consultation’.

Although the Government has changed the formal consultation framework for NSIPs, the Project remains committed to carrying out two structured stages of public consultation: Early Consultation and Main Consultation.

Early Consultation, delivered in Winter 2025, provided communities and stakeholders with an opportunity to provide feedback on initial design proposals, while a further consultation stage will take place ahead of DCO application submission. This consultation will allow feedback on the Project’s refined design proposals.

Engagement will continue throughout the Project’s design and development. The Project team will work closely with local communities, stakeholders and technical and regulatory bodies to ensure feedback is considered and, where possible, reflected in the proposals.



Water vole

Executive Summary

This document provides an update on the Suffolk Water Recycling, Transfer and Storage Project and explains the preferred options being progressed following Early Consultation (Winter 2025) and further assessment work.

The Project is being developed to improve long-term water supply resilience across Essex and Suffolk. It includes a proposed Advanced Water Recycling Plant, new Service Reservoirs and a network of pipelines to transfer recycled and drinking water across the region.

What this document explains

This document sets out:

- What has happened since Early Consultation
- How feedback has been analysed and considered
- How potential land parcels and Pipeline Corridors have been assessed
- Which options are being progressed
- Why those options have been selected
- What happens next.

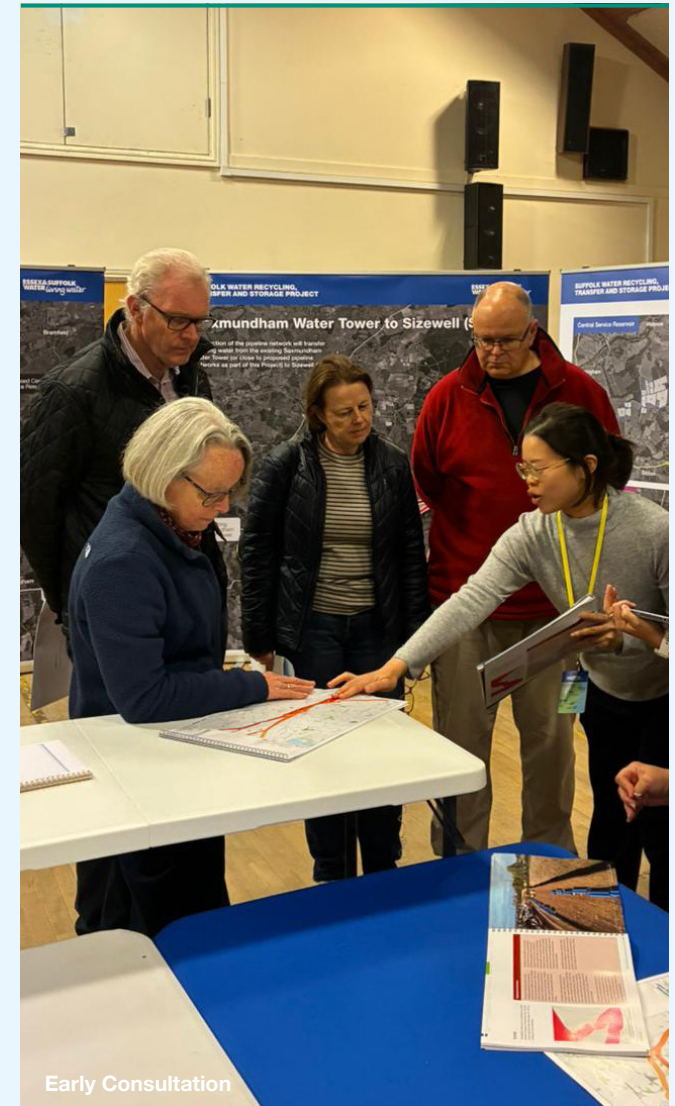
What happened at Early Consultation

Early Consultation took place between 29 October 2025 and 17 December 2025.

During consultation, we presented potential land parcels and Pipeline Corridors for feedback, including:

-  4 potential Advanced Water Recycling Plant land parcels
-  11 potential Central Service Reservoir land parcels
-  17 potential Western Service Reservoir land parcels
-  33 Pipeline Corridor options and sub-options, split across 5 key pipeline routes.

We received feedback from local communities, landowners, businesses, local authorities, statutory consultees and other stakeholders.



What has happened since consultation

Since consultation closed, the Project team has reviewed and analysed the feedback received. This feedback has been considered alongside further engineering, environmental, planning and land assessments.

This has included further work on site layouts, access arrangements, Pipeline Corridor routing, river, road and railway crossings, environmental constraints, planning interfaces and land requirements. It has also included targeted engagement with local authorities, landowners, statutory bodies and other project promoters where there are specific interfaces to resolve.

This work has helped the Project team understand:

- which options received higher or lower levels of support;
- the reasons people supported or opposed different options;
- the key issues requiring further assessment;
- how options perform against technical and environmental criteria; and

- which options provide the strongest overall balance.

This work has already helped refine parts of the Project. For example, Pipeline Corridors have been amended or widened in response to local planning information, landowner feedback and interfaces with other proposed developments, including Chediston Solar Farm and EcoPower Suffolk Solar.

How decisions have been made

Preferred options have not been selected based on Early Consultation feedback alone.

Early Consultation feedback has been an important part of the decision-making process, but it has been considered alongside wider engagement and engineering, environmental, planning and land assessments.

This means that the option receiving the highest level of public support was not automatically progressed, and the option receiving the lowest level of support was not automatically discounted.

Where consultation preferences and Project outcomes differ, this document explains why.

Preferred options being progressed

Following the Stage 3 (Choosing Preferred Locations) assessment process, the following options are being progressed for further development:

Project Element	Option(s) being progressed
Advanced Water Recycling Plant	AWRP3.2 or AWRP3.3
Advanced Water Recycling Plant to River Waveney Pipeline Corridor	A-W3 (with modifications)
Central Service Reservoir	CSR3 or CSR4
Western Service Reservoir	WSR9
Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor	B-C5 (with modifications)
Central Service Reservoir to Western Service Reservoir Pipeline Corridor	C-W7 with C-W7D (with modifications)
Central Service Reservoir to Saxmundham Pipeline Corridor	C-S10 with C-S10A (with modifications)
Saxmundham to Sizewell C Pipeline Corridor	S-S11 with S-S11B (with modifications)

What happens next

The preferred options identified in this document are not the final design.

The preferred options shown in this document are not the same as the EIA Scoping Boundary. The EIA Scoping Boundary is wider in some places than others to provide maximum flexibility for design development. This allows flexibility while further surveys, design work and engagement are completed. It does not mean that all land within the boundary will be required, or that all areas within it are being progressed as preferred options.

The next stage of work will involve further surveys, assessments, engineering design and engagement with landowners, communities and stakeholders. This work will help refine the preferred sites and Pipeline Corridors before the next stage of Consultation.

Engagement with local communities, landowners, occupiers, parish councils, local authorities, statutory bodies and other stakeholders will continue throughout the development of the Project. This will help us understand local issues in more detail, test emerging design decisions and identify opportunities to avoid, reduce or manage impacts before proposals are presented at Main Consultation.

This ongoing engagement will be particularly important where the design is still developing, including the proposed Long Sea Outfall, local network connections, downstream pipework and reinforcement mains, as well as detailed pipeline alignments within the preferred corridors.

Alongside this engagement, there will be another formal consultation period (Main Consultation) ahead of Development Consent Order (DCO) application submission, when more detailed proposals and environmental information will be available.



Our Consultation by Numbers



977

**EVENT
ATTENDEES**



23.2K

**WEBSITE
VIEWS**



300+

**MAILING LIST
SIGN UPS**



400+

**FEEDBACK
RESPONSES**



10

**PUBLIC
CONSULTATION
EVENTS**



70K+

**CONSULTATION
LEAFLETS
POSTED**



131

**PARISH
COUNCILS
ENGAGED**



2K+

**LANDOWNERS
ENGAGED**



9

**CONSULTATION
HUBS**

Numbers correct as of 23 July 2026

Project Objectives

These seven objectives shape the decisions we make at all levels of the Project.



Objective 1 – To meet the urgent need to increase the supply of potable water to Hartismere Water Resource Zone.



Objective 2 – To meet the need to enhance the resilience of water supply and reduce the impacts of drought measures.



Objective 3 – To meet the urgent need to reduce reliance on unsustainable water abstraction and increase protections for environmentally sensitive habitats.



Objective 4 – To meet the need for the Project to be technically feasible.



Objective 5 – To meet the need for the Project to be carried out in compliance with health and safety legislation.



Objective 6 – To meet the urgent need to deliver low carbon energy production at Sizewell C.



Objective 7 – To meet the need for the Project to be deliverable within critical time frames.

Introduction & Purpose

This document explains how the Suffolk Water Recycling, Transfer and Storage (SWRTS) Project has progressed since our Early Consultation and introduces the Project's preferred options.

During the consultation, we sought views from local communities, landowners, businesses, organisations and other stakeholders on a range of potential Pipeline Corridors and locations for new above-ground infrastructure. We received valuable feedback on the issues that matter most to people, which we have carefully considered alongside a wide range of environmental, engineering, planning, land and technical assessments.

The preferred options presented in this document have not been chosen on the basis of a single factor. Instead, they reflect the outcome of a balanced assessment that has considered consultation feedback alongside environmental constraints, engineering requirements, land considerations, planning policy, construction impacts and operational needs. Where consultation preferences and the preferred options differ, this document explains how those decisions have been reached.

Throughout this document, we explain how feedback has helped to inform the ongoing

development of the Project, the further work undertaken since Early Consultation, and the selection of the preferred options at this stage.

Our proposals will continue to be refined as further environmental and engineering surveys, technical studies and stakeholder engagement are completed ahead of our Main Consultation and the submission of a Development Consent Order (DCO) application.

What this document includes

This document:

- ✓ Explains how the Project has developed since the Early Consultation
- ✓ Summarises what we heard during the Early Consultation and how feedback has helped shape the Project
- ✓ Describes the assessments undertaken to compare the different options
- ✓ Explains why the preferred Pipeline Corridors and preferred locations for above-ground infrastructure have been identified, and why alternative options are not being progressed
- ✓ Outlines the next steps as the Project continues to develop.

What this document does not include

This document does not:

- ✗ Present the final design of the Project
- ✗ Confirm the final location of pipelines within the preferred corridors or the micro-siting of above ground infrastructure within land parcels
- ✗ Confirm the final DCO boundary or the final extent of land required for construction, operation or mitigation
- ✗ Provide detailed mitigation measures, which will continue to be developed through ongoing environmental assessment
- ✗ Confirm detailed construction compounds, construction access routes, landscaping, biodiversity net gain or mitigation proposals, which will continue to be developed as the design is refined
- ✗ Represent the final stage of decision-making before the DCO application is submitted.

There will be further opportunities for communities and stakeholders to help shape the Project as it continues to develop. Our website will provide regular updates and we will continue direct engagement with affected communities, landowners and stakeholders between formal consultation periods.

Methodology: Feedback, Assessments & Options Refinement

How We Assessed Consultation Feedback

This section explains how we reviewed feedback from the Early Consultation and how we used it to understand public views on the options presented.

What we asked

The Early Consultation took place during Winter 2025 and sought views on the proposed locations for project infrastructure, potential impacts and programme, helping identify issues early and inform development.

The consultation was designed to:

- Explain the Project and early proposals
- Gather feedback from local communities, landowners and stakeholders
- Provide stakeholders with an understanding of the advantages and disadvantages of proposed Pipeline Corridors and above ground infrastructure locations
- Help inform the next stage of design development.

People could provide feedback through questionnaires, written responses and discussion at public events.



Public Events: People spoke directly with the Project team



Written Responses: People shared detailed views in their own words (*Used in Feedback Forms*)

Open Questions:

- Capture detailed views and concerns
- For example, *What types of benefits or lasting legacy would you like to see delivered as part of this Project?*
- Used to identify themes and explain why people feel a certain way.



Questionnaires: People gave structured answers to specific questions (*Used in Feedback Forms*)

Closed Questions:

- Capture levels of support for each option
- For example, *“Overall, what do you think about the SWRTS Project as a response to the water supply shortfall in the East of England?”*
- This can then be used to rank which options were most preferred.

Understanding consultation responses

The consultation included both open and closed questions.

Open questions, written responses and discussions at public events helped us understand why people supported or opposed particular options and what was important to them. Closed questions helped us understand overall levels of support for different options.

To compare responses to closed questions consistently across different elements of the Project, we used a measure called net preference.

What is net preference?

Net preference shows the overall balance between support and opposition for an option. It is calculated by subtracting the number of opposing responses (i.e. the total of strongly do not support and do not support) from the number of supporting responses (i.e. the total of strongly support and support). **Neutral responses are not included** because they do not show a clear view either for or against an option. Removing them allows the results to focus on the balance between support and opposition, making the overall sentiment easier to understand. For each proposed above-ground

infrastructure location or Pipeline Corridor, options are ranked from highest to lowest score. This shows which options received the strongest overall level of support from respondents.

Strongly support: 30	Total supporting responses: 60
Support: 30	
Neutral: 20	Not included
Do not support: 10	Total opposing responses: 20
Strongly do not support: 10	
+ Supporting response	60
- Opposing response	- 20
= Net preference	= 40

For example: A positive score, as in this example, indicates that more people supported an option than opposed it. A negative score (such as -10) would indicate that more people opposed the option than supported it, and close to 0 would indicate the views are more balanced and neutral.

We have presented the results as percentages. This involves converting the number of responses in each category into a proportion of the total number of responses. Using percentages helps to put the results into context. For example, knowing that 60 people support an option is useful, but understanding that this represents 60% of respondents provides a clearer picture of the overall level of support.

Percentages also make it easier to compare results across different questions or parts of the Project. This is because they remove the effect of different response totals, allowing areas with higher or lower participation to be compared on a consistent basis.

In addition to net preference rankings, we reviewed all written responses and discussions from consultation events to understand the reasons behind people's views. These responses were analysed and grouped into common themes, helping us identify the issues that matter most to local communities and stakeholders.

How consultation feedback has been used

Consultation feedback has been considered alongside technical assessments as part of the Project's option appraisal process. These assessments include environmental, engineering, planning and land considerations. Together, these formed a balanced assessment of each option.



Consultation Feedback: Public views and levels of support for proposed options



Environmental: For example, effects on habitats, landscape and water



Engineering and Construction: How each option could be built, operated and maintained, including route length, crossings, access, energy use and carbon



Planning and land considerations: Policy, land use and constraints

Consultation feedback does not determine decisions on its own. Instead, it forms one part of a wider assessment process that also considers engineering, environmental, planning and land factors. This approach helps ensure that decisions reflect both local views and the technical information required to deliver the Project.

The following chapters apply our methodology (as shown in the green boxes opposite) to each part of the Project. For each land parcel or Pipeline Corridor, we will outline:

1. The ranked net preference from the consultation
2. The option selected by the Project team and why
3. Where the consultation ranking and the option selected by the Project team differ, why this is the case.

This approach allows a clear and transparent comparison between public feedback and the emerging design of the Project.

Stage 1: Exploring Options



We begin by identifying the study area and drawing up potential pipeline options that connect our existing infrastructure to the proposed new infrastructure and look at possible locations for any above-ground infrastructure (Service Reservoirs and Advanced Water Recycling Plant).

Stage 2: Assessing the Options



Each pipeline option and potential land parcel for the above-ground infrastructure (Service Reservoirs and Advanced Water Recycling Plant) is reviewed from multiple perspectives including environmental, engineering, planning, and land considerations to understand its suitability and potential impacts.

Stage 3: Choosing Preferred Locations



Stakeholder feedback and surveys to select the best-performing Pipeline Corridors and land parcels for the Advanced Water Recycling Plant and Service Reservoirs.

Stage 4: Finalising the Design



We refine the design to make the best use of land, minimise impacts and prepare for Main Consultation and the Development Consent Order application.

How Preferred Options Were Identified

Above Ground Infrastructure

For the Advanced Water Recycling Plant and Service Reservoirs, the Stage 3 (Choosing Preferred Locations) assessment considered the land parcels presented during Early Consultation in more detail. This included further work on site layout, access, utilities, topography, construction requirements, environmental constraints, planning policy, land use and feedback received during consultation and engagement.

The assessment also considered whether potential impacts could be avoided, reduced or managed through further design development and standard mitigation. Where appropriate, options were refined as new information became available through consultation feedback, stakeholder engagement, landowner discussions and technical assessment.

The preferred land parcels identified in this document are those that provide the strongest overall balance across these considerations.

Pipeline Corridors

During Early Consultation, we presented several possible Pipeline Corridors and sub-corridor options. At that stage, these options were considered technically feasible and presented to seek feedback, while retaining the flexibility to identify the strongest overall route as the design developed.

The options included main Pipeline Corridors and alternative sub-corridor sections. Although these were shown separately to illustrate the available choices, many of them could be combined in different ways to create complete end-to-end routes. At Stage 3 (Choosing Preferred Locations), we assessed these complete routes so that decisions were based on the performance of the whole Pipeline Corridor rather than individual sections in isolation.

The Stage 3 (Choosing Preferred Locations) pipeline assessment followed a staged process. We first considered hydraulic performance, carbon and route length. We then looked in more detail at critical crossings, such as major roads, rivers, railways and constrained locations where construction would be more complex or potentially disruptive.

This helped identify the strongest-performing corridor from an engineering and construction perspective. That corridor was then assessed against environmental, planning and land considerations, alongside consultation feedback and ongoing engagement with landowners, local authorities, statutory bodies and other stakeholders. Because the pipeline assessment followed a staged process, not every corridor was taken through the same level of detailed environmental, planning and land appraisal where earlier assessment showed it performed less strongly.

Where potential impacts or conflicts were identified, we considered whether these could be avoided or reduced through corridor modifications or further design refinement. This includes examples such as Chediston Solar Farm and EcoPower Suffolk Solar.

The preferred Pipeline Corridors presented in this document are those that provide the strongest overall balance when these factors are considered together. No single factor determined the outcome.

What has happened since Early Consultation?

Since Early Consultation closed, we have reviewed the feedback received and carried out further engineering, environmental, planning and land assessments.

This work has helped us move from a broad set of possible options to the preferred sites and Pipeline Corridors being progressed in this document. It has also helped identify where the Project can be refined to avoid or reduce potential impacts.

Feedback has not been considered in isolation. It has been assessed alongside technical information, local authority engagement, landowner discussions, environmental review and engineering work. This means that the options with the highest level of support have not automatically been selected, and options with lower support have not automatically been discounted. The following chapters explain the reasons for each decision.

Since consultation	What we have done
Consultation feedback received	Reviewed and analysed all responses received from communities, landowners and stakeholders.
Engineering assessment	Undertaken further technical assessment of sites and Pipeline Corridors.
Environmental assessment	Completed additional environmental review and assessment work.
Stakeholder engagement	Continued engagement with local authorities, statutory consultees, landowners, parish councils, neighbouring projects and key stakeholders.
Landowner engagement	Ongoing discussions with affected landowners and occupiers.
Design development	Refined sites, Pipeline Corridors and engineering solutions where appropriate, including changes informed by Chediston Solar Farm, EcoPower Suffolk Solar, landowner feedback and local authority engagement.
Option assessment	Completed Stage 3 (Choosing Preferred Locations) assessment to identify preferred options.
EIA Scoping Boundary	Developed an EIA Scoping Boundary to support the next stage of environmental assessment. This is based on the preferred sites and Pipeline Corridors, but is wider in some places to allow for elements still being developed, including the Long Sea Outfall, distribution mains, local network connections, downstream pipework and reinforcement mains.

Environmental Impact Assessment (EIA) Scoping Boundary

Since consultation, we have developed an EIA Scoping Boundary, alongside our preferred options, to support the next stage of environmental assessment.

This is based on the preferred above-ground infrastructure options and Pipeline Corridors but is wider in some places to allow for elements of the Project still being developed, including the Long Sea Outfall, distribution mains, local network connections, downstream pipework and reinforcement mains. It may also include areas where further design flexibility is required while surveys, technical assessment and engagement continue.

Inclusion within the EIA Scoping Boundary does not mean that all land within that EIA Scoping Boundary will be required permanently or temporarily. The Project will be refined as the design develops, and further engagement will take place with affected landowners, occupiers, communities and stakeholders.

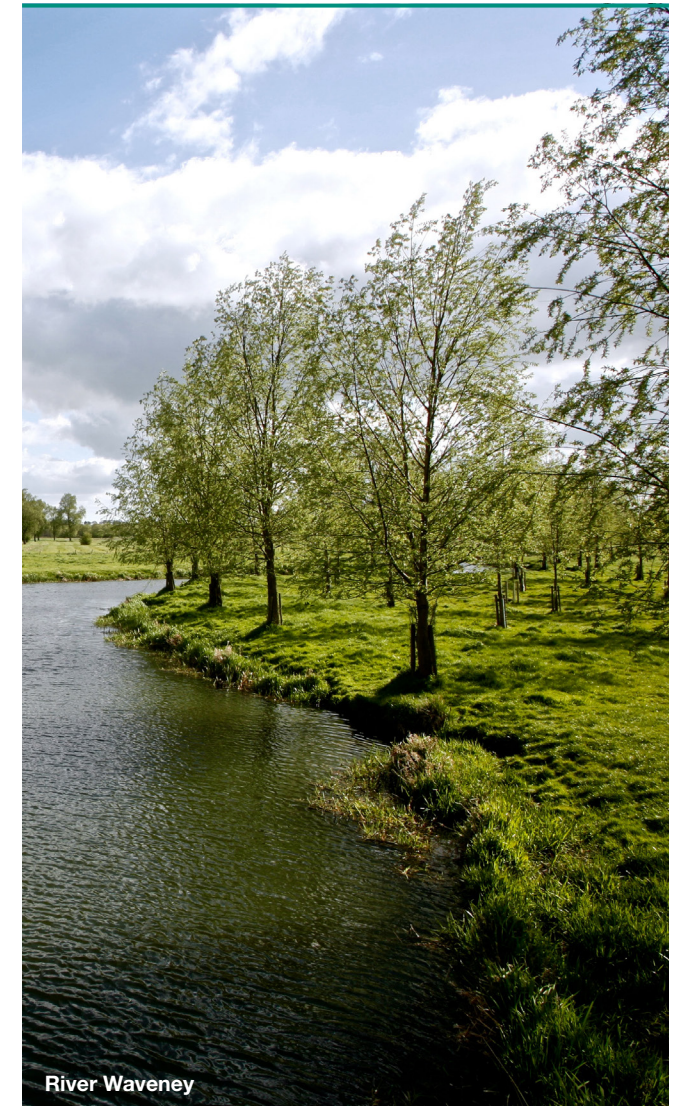
This work has helped inform the preferred options presented within this document and will continue as the Project progresses towards the next stage of the Development Consent Order process (See timeline on the next page).

What this means for the rest of this document

The following chapters explain the preferred options for each part of the Project. For each land parcel or Pipeline Corridor, we explain:

- What was presented at Early Consultation
- What feedback was received
- What further assessment has shown
- Which option is being progressed
- Why other options are not being progressed.

Further engagement will continue before the Main Consultation, particularly where the design is still developing or where local issues need more detailed discussion.

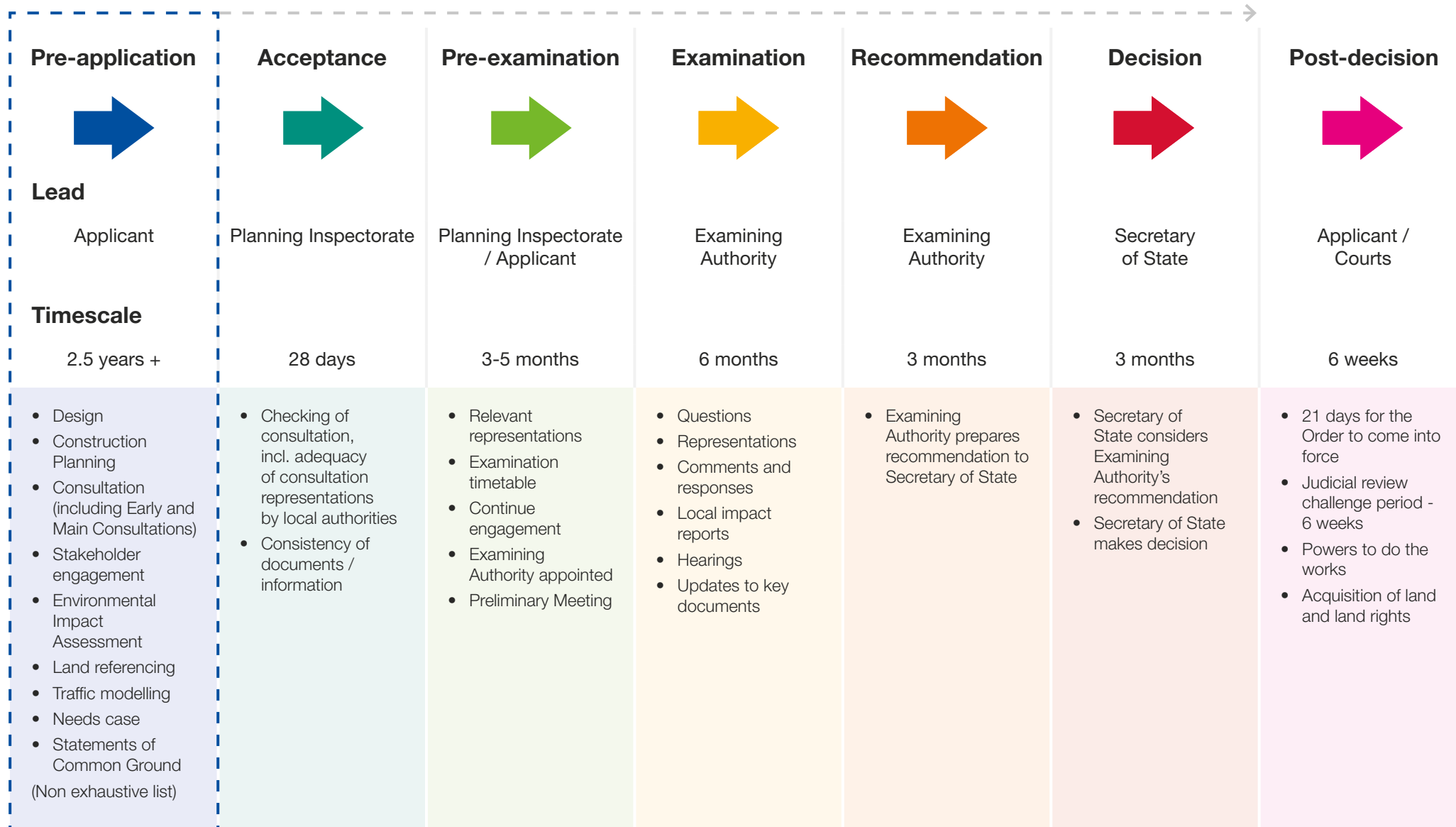


River Waveney

INDICATIVE PROCESS FOR PREPARING AND DETERMINING A DEVELOPMENT CONSENT APPLICATION

We are here

Indicative timeframe from Development Consent Order application to decision = 18 months

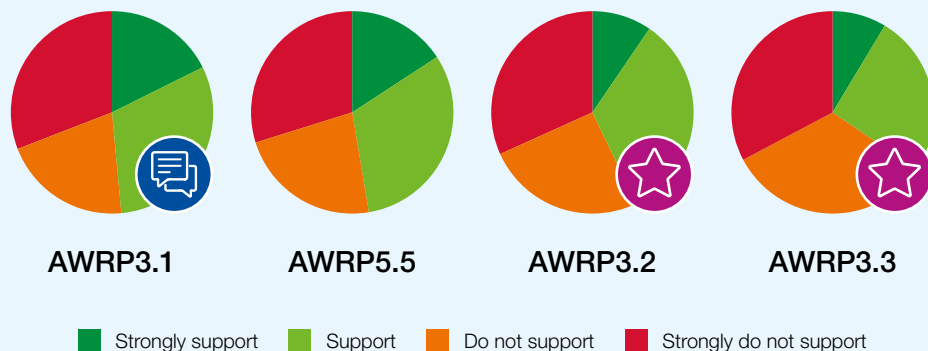


Advanced Water Recycling Plant

The Advanced Water Recycling Plant (AWRP) is a key part of the Project and would provide a new source of water to help improve the resilience of water supplies across Essex and Suffolk. It would be designed to receive up to 16 million litres per day of treated wastewater from Anglian Water's existing Water Recycling Centre at Lowestoft in order to produce up to 11 million litres per day of purified recycled water.

This chapter explains which land parcels are being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

Early Consultation Feedback



**Consultation
Selection:** AWRP3.1



Project Selection:
AWRP3.2 or AWRP3.3



Figure 1 — Early Consultation Advanced Water Recycling Plant options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Advanced Water Recycling Plant: Overview

The Advanced Water Recycling Plant (AWRP) would be designed to receive up to 16 million litres per day of treated wastewater from Anglian Water's existing Lowestoft Water Recycling Centre. The AWRP would use a range of advanced treatment processes to further purify the treated wastewater and produce high-quality recycled water. As part of this process, specialist filters remove salts and other remaining impurities from the water.

Once these impurities have been safely removed, the recycled water would be transferred, by a proposed new pipeline, and released to the River Waveney, approximately 1 mile upstream of Essex & Suffolk Water's Barsham Water Treatment Works, where it will mix with the river water in a carefully controlled flow.

Advanced Water Recycling Plant: Design Requirements

The design requirements for the AWRP include:

- Proximity to the existing Lowestoft Water Recycling Centre for access to the source water for the purification process
- Access to the sea to dispose of the concentrated residual water from this process
- An area of approximately 9 hectares to construct the AWRP, to produce 11 million litres of recycled water per day.

Advanced Water Recycling Plant: Stage 1 and 2 Site Selection

To identify potential locations for the Advanced Water Recycling Plant, we first established a study area based on the facility's key design requirements, including proximity to the existing Lowestoft Water Recycling Centre and access to the coast.

During Stage 1 (Exploring Options), we identified 20 potential land parcels. These were assessed during Stage 2 (Assessing the Options) using a multi-criteria assessment considering engineering, environmental, planning and land factors.

This assessment identified 4 land parcels that were suitable for further consideration:

- AWRP3.1
- AWRP3.2
- AWRP3.3
- AWRP5.5

These 4 options progressed to Stage 3 (Choosing Preferred Locations) and were presented during the Early Consultation in Winter 2025, where we invited feedback from local communities, stakeholders and landowners.

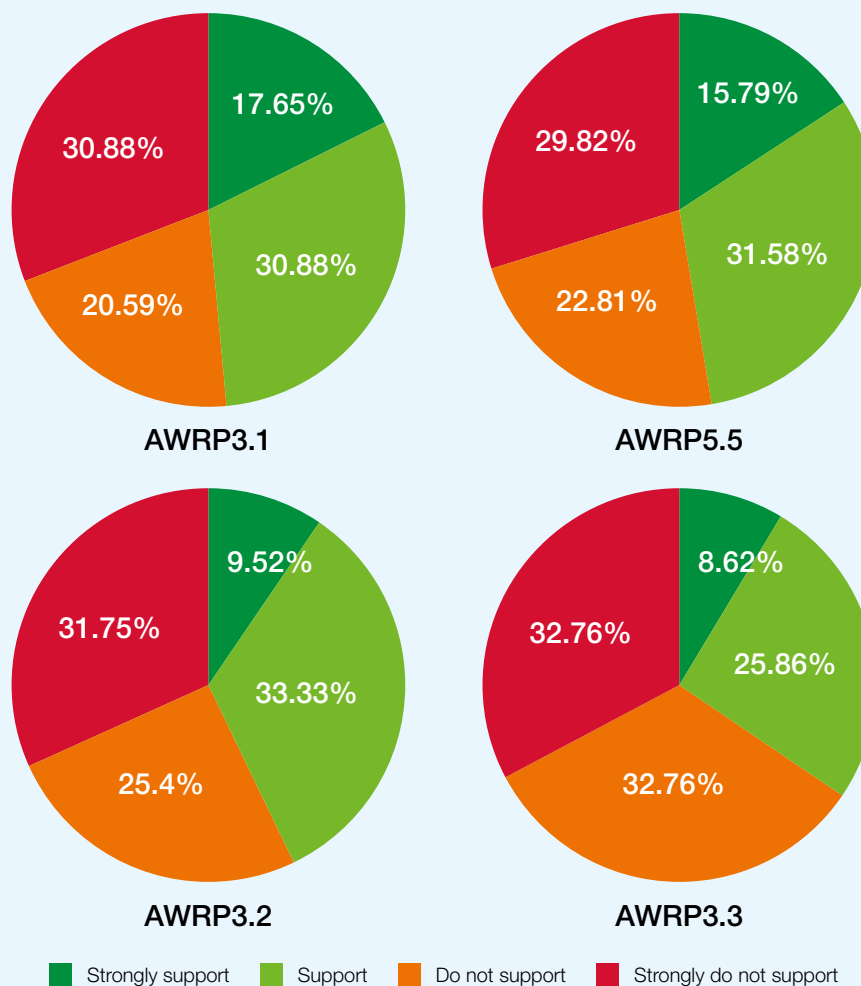
Advanced Water Recycling Plant: Feedback Data

The Early Consultation identified a range of views on the 4 Advanced Water Recycling Plant (AWRP) options. Overall, respondents generally favoured options that made use of existing infrastructure and sought to minimise impacts on agricultural land, local businesses, nearby communities and the environment.

AWRP3.1 received the highest level of support, followed by AWRP5.5, while AWRP3.2 and AWRP3.3 received lower levels of support, though views varied across all options.

The most common themes raised by respondents included potential impacts on high-quality agricultural land, landscape and visual effects, impacts on local businesses, woodland and habitat considerations, traffic and access arrangements, and the proximity of development to nearby communities. Whilst consultation feedback formed an important part of the assessment process, it was considered alongside engineering, environmental, planning and land assessments when identifying the preferred options.

Net Preference for AWRP presented at Early Consultation



Advanced Water Recycling Plant: Preferred Options

Having considered your feedback and technical information (engineering, environmental, planning and land), and reviewed how well each land parcel complies with the Project's Objectives and relevant national and local policies, we have progressed two land parcels, AWRP3.2 and AWRP3.3. We have not progressed AWRP3.1 and AWRP5.5 based on a balance of all considerations.

Options being progressed

Option	Why we are progressing these options
AWRP 3.2	AWRP3.2 has been taken forward because it is large enough to accommodate the proposed Advanced Water Recycling Plant and is located close to both the existing Lowestoft Water Recycling Centre and the coast, which are important requirements for the Project. Technical assessments indicate that the site could accommodate the proposed development and that access can be achieved, subject to further design work.
AWRP 3.3	AWRP3.3 has been taken forward because it performs particularly well against the Project's technical requirements. It is of a suitable size and shape for the proposed facility, is close to the existing Lowestoft Water Recycling Centre and the coast, and benefits from a potentially straightforward access arrangement via the existing A47 roundabout. Existing infrastructure within the site is also expected to have limited influence on the layout of the proposed facility.

Before a preferred site is selected, we will carry out further assessments to understand potential impacts on farming activities, local wildlife habitats, archaeology, nearby properties and businesses, and areas of surface water flooding.

We will continue to engage with landowners, tenant farmers and local stakeholders as the design develops and identify opportunities to avoid or reduce potential impacts where possible.

Options not being progressed

Option	Why we are not progressing these options
AWRP 3.1	During the Early Consultation, AWRP3.1 emerged as the most supported option among respondents. We carefully considered this feedback alongside environmental, engineering, planning and land assessments. While the level of support for AWRP3.1 was an important consideration, further technical work identified challenges in providing safe access to the site and locating the proposed access route within a flood-risk area. National planning policy requires development to be directed away from areas at greater risk of flooding where suitable alternatives are available. We explored alternative access arrangements, but following discussions with National Highways these were not considered suitable. As other potential sites are available that meet the Project's requirements while presenting lower flood risk and fewer access constraints, AWRP3.1 has not been progressed.
AWRP 5.5	AWRP5.5 is located within land allocated for employment development as part of the Beacon Business Park Extension. Discussions with Great Yarmouth Borough Council confirmed that an Advanced Water Recycling Plant would not align with the intended use of this allocation. As a result, the Council indicated it would not support development at this location. Whilst the site performed relatively well through consultation and technical assessment, the conflict with the planned future use of the site created a significant planning constraint when compared with the alternative options.

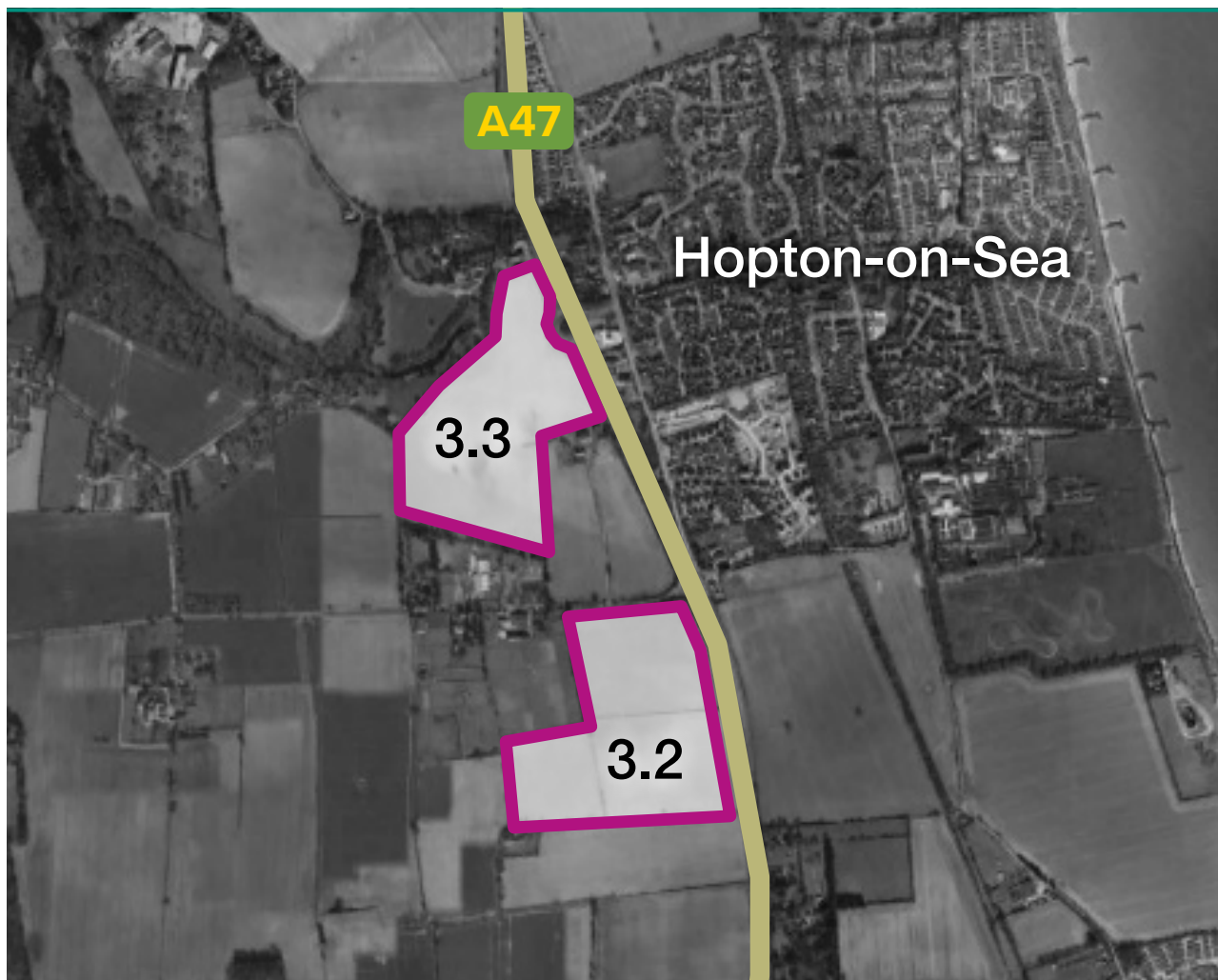


Figure 2 — Advanced Water Recycling Plant preferred options. *This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).*

Next Steps

Both AWRP3.2 and AWRP3.3 remain under consideration. No final decision has yet been made on the location of the Advanced Water Recycling Plant.

These two options have been identified as the most suitable at this stage of the Project because they best meet the Project Objectives for delivering this element of the Project. However, further work is needed before a preferred site can be selected.

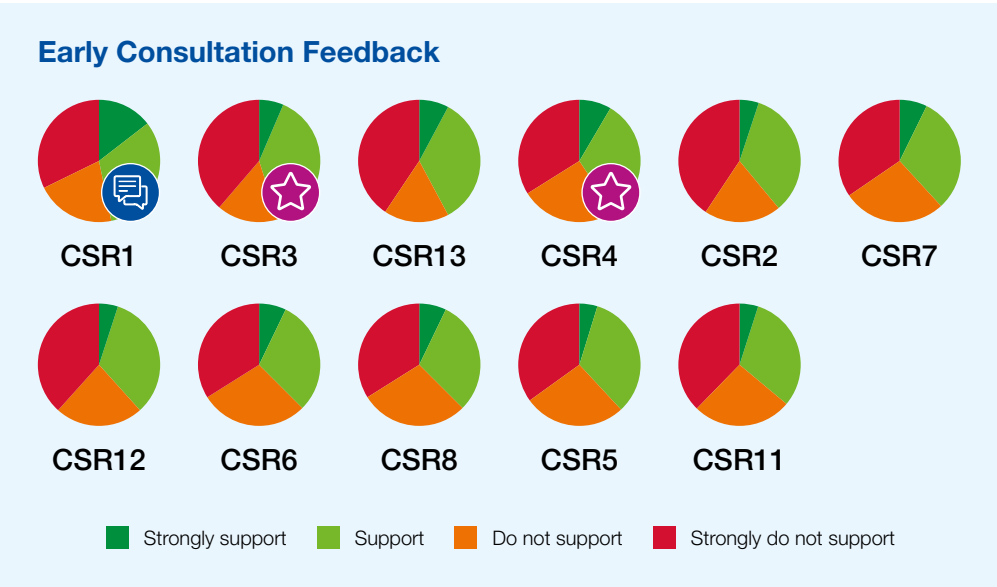
Over the coming months, we will continue to develop and assess both options. This will include additional environmental surveys, technical assessments and design work, as well as ongoing engagement with landowners, occupiers, local communities and other stakeholders.

This work will help us better understand the potential impacts and benefits of each site and identify opportunities to avoid, reduce or manage them wherever possible. The findings will inform the selection of a preferred option, which will be presented at our Main Consultation, where there will be a further opportunity for people to provide feedback.

Central Service Reservoir

We are proposing a Central Service Reservoir (CSR), which will be a partially buried underground storage tank for drinking water.

This chapter explains the option that is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.



 **Consultation Selection:** CSR1

 **Project Selection:** CSR3 or CSR4



Figure 3 — Early Consultation Central Service Reservoir options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Central Service Reservoir: Overview

The Central Service Reservoir (CSR) would provide storage of drinking water before it is distributed through the existing water supply network. By storing water when demand is lower and supplying it back into the network when demand increases, the Service Reservoir would help maintain a reliable and consistent water supply for customers across the Blyth Water Resource Zone. It would also improve the resilience and operational flexibility of the wider water network.

The Central Service Reservoir would be located close to Sibton Green, near to the existing Lodgewood Water Tower, where it would act as a strategic storage and transfer point within the network, helping to ensure water can be supplied efficiently to the areas it serves.

Central Service Reservoir: Design Requirements

The design requirements for the Central Service Reservoir include:

- The Service Reservoir should be located on higher ground, where possible, so that gravity can be used for the transfer of water
- Potential environmental and social impacts should be minimised (e.g. Heveningham Hall Registered Park and Garden)
- Interaction with existing infrastructure (e.g. railways and roads) should be avoided to reduce construction complexity and minimise disruption
- An area of 3.5 hectares is required for the Central Service Reservoir, with a permanent land take of 1.5 hectares and 2 hectares needed for construction.

Central Service Reservoir: Stage 1 and 2 Site Selection

We set a study area for the Central Service Reservoir at Stage 1 (Exploring Options) based on connection points within the existing water network. A 1km study boundary was identified around the existing infrastructure, within which 14 potential land parcels were identified for assessment. At Stage 2 (Assessing Options) these land parcels were assessed using a multi-criteria assessment, including factors across a range of disciplines such as engineering, planning, environmental and land.

The 11 most suitable options were presented at our Early Consultation and progressed to Stage 3 (Choosing Preferred Locations) of the design process for further assessment.

At the Early Consultation, we provided you with assessment information for each proposed Central Service Reservoir location and asked you to review it and share your feedback. Your responses are presented below.

Central Service Reservoir: Early Consultation Feedback

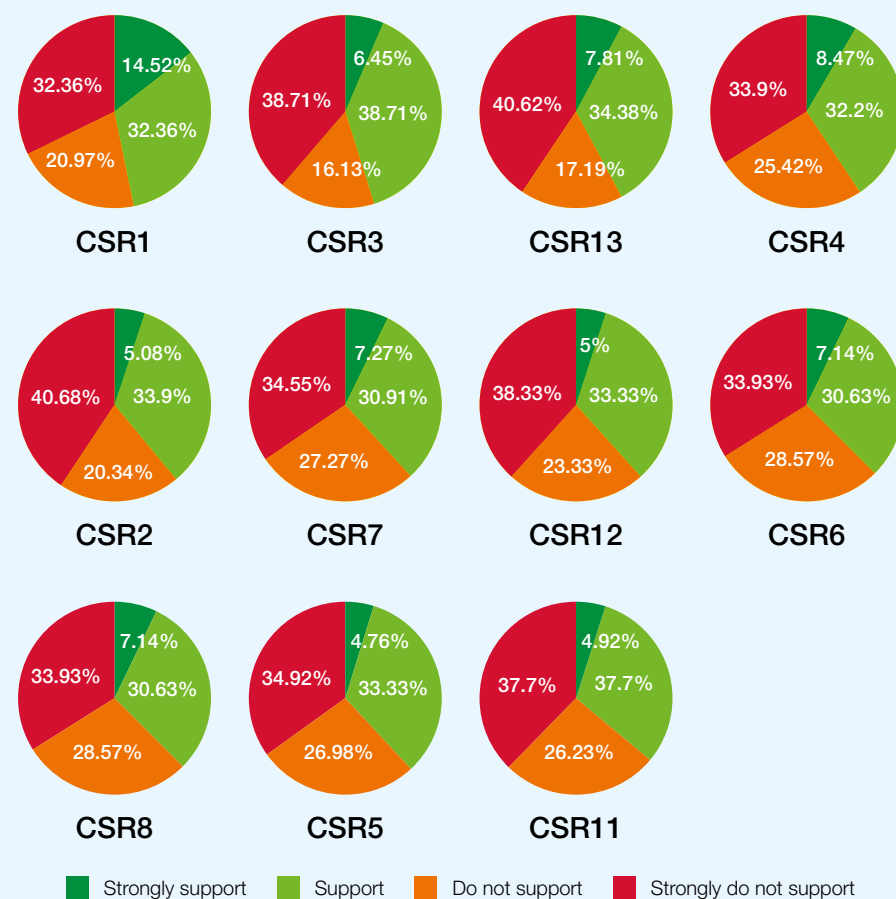
Overall, feedback on the proposed Central Service Reservoir (CSR) locations indicated that people recognised the need for the infrastructure but held differing views on its location.

Respondents raised a range of issues, including potential effects on nearby communities and residents, farming businesses, biodiversity, heritage assets and designated historic landscapes, the surrounding landscape, and local roads. Feedback was also provided on the size of the sites and the opportunity to use existing infrastructure, including access associated with the existing Lodgewood Water Tower.

All locations presented during the Early Consultation received both positive and negative feedback. Some respondents considered CSR1 suitable, while others raised concerns about CSR11 due to its potential impact on local roads and traffic. Feedback on CSR3 and CSR4 highlighted both advantages and concerns, including opportunities to use existing infrastructure and access arrangements, as well as potential impacts on local communities and nearby developments.

Following further assessment, CSR3 and CSR4 have been identified as the most suitable locations to take forward for further consideration. Although CSR1 received the highest level of support during consultation, subsequent engineering, environmental, planning and land assessments identified CSR3 and CSR4 as providing a stronger overall fit with the Project requirements. While consultation feedback has played an important role in this process, decisions have also been informed by detailed technical studies and ongoing engagement with landowners and other stakeholders.

Net Preference for CSR presented at Early Consultation



Central Service Reservoir: Preferred Options

At this stage, no single Central Service Reservoir (CSR) site has been selected. CSR3 and CSR4 are being progressed for further assessment because both perform well, but for different reasons. Further work continues to understand the opportunities and constraints associated with these remaining options. A preferred option will be identified by carefully balancing feedback with technical assessments, environmental, planning and land considerations, while ensuring the Central Service Reservoir can be delivered effectively and meet the Project's Objectives and long-term requirements.

Options being progressed

Option	Why are we progressing these options
CSR3	CSR3 has been identified as a strong option because it provides a good overall balance between engineering, environmental and planning. In addition to the technical assessment work, CSR3 received strong support during the Early Consultation, with many respondents identifying it as a preferred option. The option is well located in relation to the existing water network and can make use of access via the existing Lodgewood Water Tower. The Stage 3 (Choosing Preferred Locations) assessment found that CSR3 performs well in relation to the historic environment. Whilst there are a number of listed buildings and heritage features in the wider area, the site is not expected to be directly visible from these locations, meaning any effects on heritage assets are anticipated to be limited. Existing trees and vegetation are also expected to help reduce potential effects on nearby properties, with any construction impacts being temporary in nature.

Option	Why are we progressing these options
CSR4	CSR4 has been identified as a strong option because it performs well across engineering, environmental, planning and operational requirements. The land parcel also benefits from suitable access via the existing Lodgewood Water Tower and offers a practical and deliverable solution. From an engineering perspective, the land parcel can be designed to make use of flatter ground where possible, helping to reduce the amount of excavation required. No significant diversions of existing utilities are currently anticipated, and both construction and long-term operational access can be provided via the existing entrance at the Lodgewood Water Tower. The option is also well suited to the long term operation of the Service Reservoir. A viable overflow arrangement has been identified, although further design work is required, and any associated challenges will be addressed as the design develops. CSR4 is currently in agricultural use. While there are environmental features and heritage assets in the surrounding area, any potential effects are expected to be limited and manageable through detailed design and standard mitigation measures.

Options not being progressed

Option	Why we are not progressing these options
CSR1, CSR5, CSR7, CRS8, and CSR13	These sites are not being progressed as they performed less favourably from an engineering and construction perspective. Constraints include the need to divert existing powerlines and, in the case of CSR7, limited working space due to mature trees. Some of these sites also raise concerns about nearby heritage assets and potential impacts on local communities.
CSR2, CSR11 and CSR12	These sites are not being progressed because they performed less favourably overall, including in relation to potential effects on important heritage assets such as Heveningham Hall Registered Park and Garden and associated listed features. This was also identified as a key concern during Early Consultation.
CSR6	CSR6 is not being progressed due to its proximity to residential properties, which could increase disturbance, particularly during construction.

While these sites could accommodate the Project, they present greater technical and environmental challenges than other options or would have a greater effect on local residents and environments. As a result, they have not been progressed.

Next Steps

CSR3 and CSR4 remain under consideration, and further work is required before a preferred site can be selected. Over the coming months, both sites will undergo additional environmental and technical assessments, alongside ongoing design development and stakeholder engagement.

The findings will help identify the site that best meets the Project’s Service Reservoir design requirements. A single preferred option will be presented before the Main Consultation, with a further opportunity to provide feedback. We will continue to engage with the community and stakeholders as we progress.



Figure 4 — Central Service Reservoir preferred options. *This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).*

Western Service Reservoir

We are proposing a Western Service Reservoir (WSR), which will be a partially buried underground storage tank for drinking water.

This chapter explains the option that is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

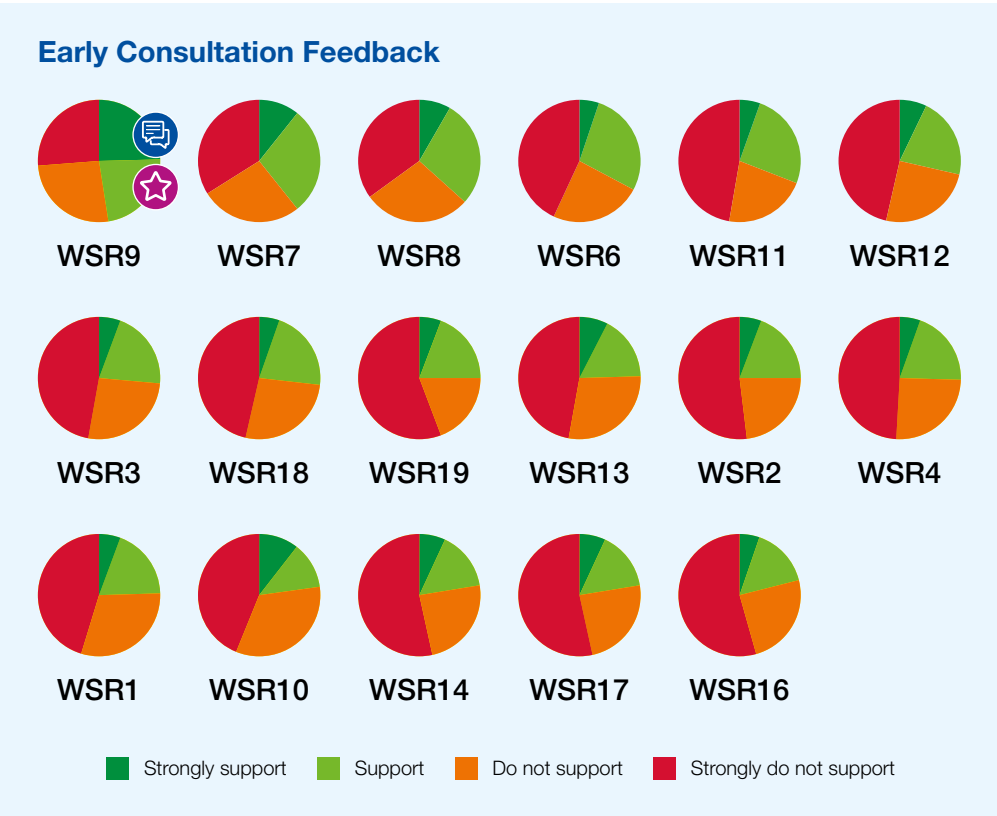


Figure 5 — Early Consultation Western Service Reservoir options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).



Consultation Selection: WSR9



Project Selection: WSR9

Western Service Reservoir: Overview

The Western Service Reservoir (WSR) would provide storage of drinking water before it is distributed through the existing water supply network. By storing water when demand is lower and supplying it back into the network when demand increases, the Western Service Reservoir would help maintain a reliable and consistent water supply for customers across the Hartismere Water Resource Zone. It would also improve the resilience and operational flexibility of the wider water network.

The Western Service Reservoir will act as an end storage point of the water supply network before the water goes into the distribution network of the Hartismere Water Resource Zone.

It will be located near Eye, where local authority plans forecast an increase in economic growth, and will support future development including Eye Airfield Industrial Park.

Western Service Reservoir: Design Requirements

The design requirements for the Western Service Reservoir include:

- Should be located on higher ground, where possible, so that gravity can be used for transfer of drinking water
- Potential environmental and social impacts should be minimised
- Interaction with existing infrastructure (e.g. railways and roads) should be avoided to reduce construction complexity and minimise disruption
- An area of 3.5 hectares is required for the WSR, with a permanent land take of 1.5 hectare and 2 hectares needed for construction
- Each Service Reservoir will include an overflow feature that acts as a safety measure in the unlikely event that water continues to enter the Service Reservoir past the intended maximum water level. This overflow would direct any excess water safely away from the Service Reservoir.

Western Service Reservoir: Stage 1 and 2 Site Selection

We set study areas for the Western Service Reservoir at Stage 1 (Exploring Options), determined by connection points on the existing water network. A 1km study area was drawn from the centre point of this existing infrastructure, within which 19 potential land parcels were drawn for the Western Service Reservoir.

At Stage 2 (Assessing Options) these options were assessed using a multi-criteria assessment, including factors across a range of disciplines such as engineering, environmental, planning and land.

The 17 most suitable sites were presented at our Early Consultation and progressed to Stage 3 (Choosing Preferred Locations) of the design process for further assessment.

At the Early Consultation, we provided you with assessment information for each proposed Western Service Reservoir site location and asked you to review it and share your feedback.

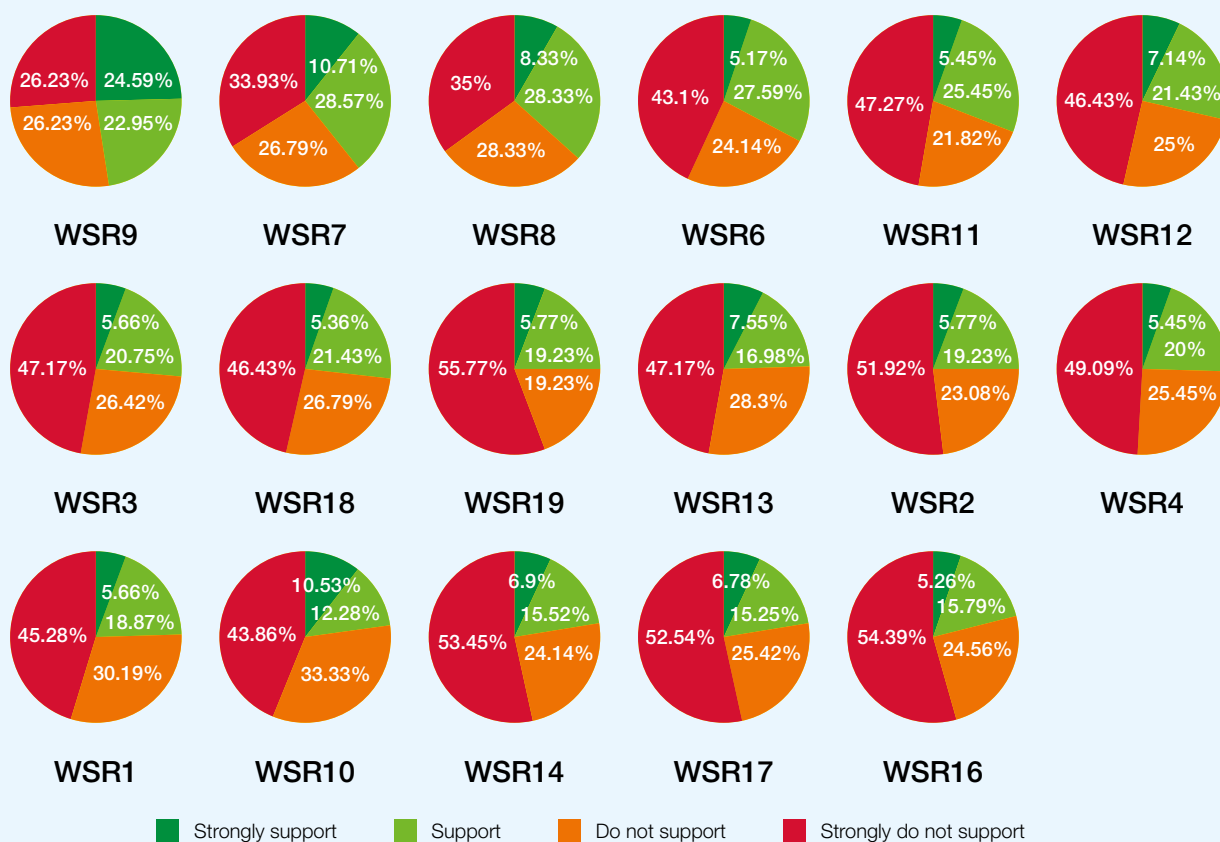
Western Service Reservoir: Feedback Data

Responses to the proposed Western Service Reservoir (WSR) locations indicated broad support for the infrastructure itself, but mixed opinions regarding its preferred location as all 17 options presented at Early Consultation received both positive and negative feedback, as shown in the Figure above.

WSR9 was the most strongly supported site. Its location adjacent to the A140, existing industrial development and areas identified for future growth were seen by many respondents as a positive and helped to reduce potential impacts on nearby communities and the wider landscape. Other options that were more preferable according to feedback were those situated close to the A140 and B1077, and away from the village of Thrandeston. Respondents expressed concerns about all options that related to heritage assets located nearby, biodiversity and endangered species, and the effect that other developments in the area may have on residents.

WSR9 was identified as the preferred site because it performed strongly when engineering, environmental, planning and land considerations were assessed together, and it received the highest level of support during consultation.

Net Preference for WSR presented at Early Consultation



Western Service Reservoir: Preferred Option

Option being progressed

Option	Why we are progressing this option
WSR9	WSR9 has been identified as the preferred option because it provides the strongest overall balance between engineering, environmental and planning. It has suitable access arrangements from the local road network, with good proximity to the A140, B1077 and Eye Road, and can be constructed whilst limiting impacts compared with the alternative sites. We also do not expect any utility diversions to be required. WSR9 sits to the north of Eye Airfield Industrial Park, and development here would likely cause less change to the landscape compared to a more historic or rural setting. There are eight nearby businesses who may be impacted by construction, although we are continuing to explore mitigation methods to address this. WSR9 falls within the Eye Airfield Strategic Employment Land allocation in the Babergh and Mid Suffolk Local Plan. We have discussed this overlap with the Local Planning Authority. They indicated support for WSR9 because it is critical infrastructure, has fewer impacts than the other options, and its construction would help lift the non-domestic water supply moratorium, support economic growth, and would only take a small amount of land without preventing wider development. The option is in Brome, with homes to the north and a mobile home park to the south. Several Public Rights of Way are also nearby. Any construction impacts on businesses, residents, and users of these routes would be managed through standard mitigation and further design work at Stage 4 (Finalising the Design).

WSR9 is currently used for agriculture and is in an area of high and moderately high-quality farmland. There are nearby priority habitats, including deciduous woodland and semi-improved grassland, but impacts to these habitats are unlikely with standard mitigation. The option is also near Broome Field County Wildlife Site, though separated by the A140.

WSR9 is close to several Grade II listed buildings which may be visible from these buildings and within their settings. Any construction impacts would be managed through standard mitigation and further design refinement at Stage 4 (Finalising the Design).

This option has been assessed for potential effects on groundwater and nearby watercourses. Further assessment will be undertaken during Stage 4 (Finalising the Design), with appropriate mitigation developed where required.

Further surveys, environmental assessments and design work will be carried out to identify what mitigation work may be required. This work will help us better understand potential impacts on local communities, farming businesses, wildlife, habitats, recreation and the landscape.

We will continue to engage with landowners, occupiers, local communities and other stakeholders as the Project develops and identify opportunities to avoid, reduce or manage potential impacts wherever possible.

Options not being progressed

We made the decision to not progress the remaining land parcels based on a balance of all considerations, with the following key deciding factors:

Option	Why we are not progressing these options
WSR2, WSR10, WSR11, WSR13, WSR14, WSR16 and WSR19	WSR2, WSR10, WSR11, WSR13, WSR14, WSR16 and WSR19 performed less favourably from an engineering and construction perspective, as we would need to divert existing powerlines to create enough space in the land parcels for the development and in some options there is limited space available in the land parcels for the construction working area.
WSR3, WSR4, WSR6, WSR11, WSR14, WSR16, WSR17, WSR18 and WSR19	Construction vehicles accessing WSR3, WSR4, WSR6, WSR11, WSR14, WSR16, WSR17, WSR18 and WSR19 would require the construction of a temporary access point and some would need to cross multiple fields to do this and could result in hedgerow removal or crossing of Public Rights of Way. Construction access was raised as an important issue in Early Consultation feedback, with a strong preference for land parcels which could be directly accessed from the A140.
WSR1, WSR2, WSR3, WSR7 and WSR8	Development on WSR1, WSR2, WSR3, WSR7 and WSR8 could indirectly impact the Thrandeston Conservation Area and associated listed buildings (including the Grade I listed Church of St Margaret, and Grade II listed buildings), and the importance of protecting the local historical environment was reiterated in consultation feedback.
WSR3, WSR6, WSR10, WSR12 and WSR16	Any development on WSR3, WSR6, WSR10, WSR12 and WSR16 could overlap with land associated with EcoPower Suffolk Solar DCO. The projects would require careful coordination because both cannot occupy the same land. Ongoing engagement is taking place with the EcoPower project team to understand how both schemes may interact. There are also potential interactions between EcoPower Suffolk Solar DCO and our C-W Pipeline Corridor, which are explained in Chapter 9.

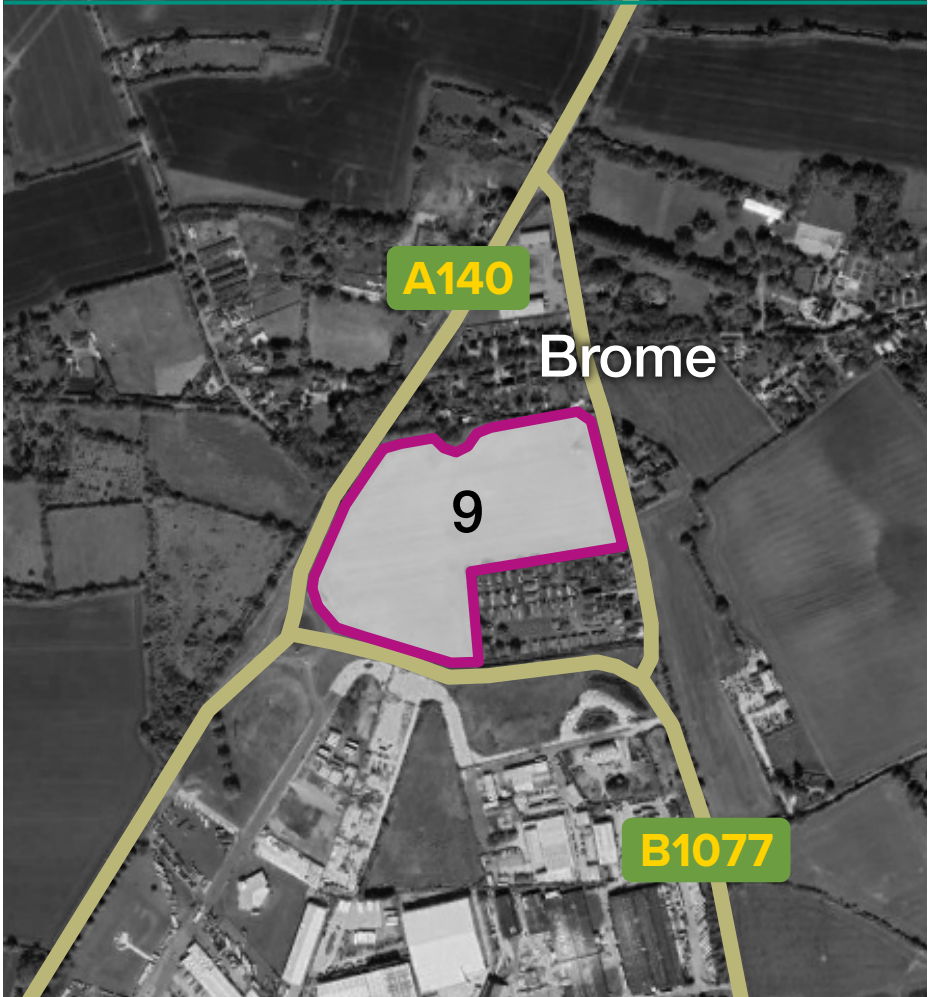


Figure 6 — Western Service Reservoir preferred option. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Advanced Water Recycling Plant to River Waveney (A-W) Pipeline Corridor

The Advanced Water Recycling Plant to River Waveney (A-W) Pipeline Corridor would transfer purified recycled water from the proposed Advanced Water Recycling Plant to the River Waveney, where it would be released upstream of Barsham Water Treatment Works. The Pipeline Corridor assessed at this stage represents the broad area within which the pipeline could be located. Further design development and assessment work will be undertaken before a preferred pipeline route is identified within the corridor.

This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.



Figure 7 — Early Consultation A-W Pipeline Corridor options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Early Consultation Feedback



Consultation Selection:
A-W3



Project Selection:
A-W3

Advanced Water Recycling Plant to River Waveney Pipeline Corridor: Overview

The pipeline would be a key part of the Project, enabling purified recycled water to be transferred from the proposed Advanced Water Recycling Plant and released into the River Waveney upstream of Essex & Suffolk Water's existing abstraction point at Barsham Water Treatment Works.

The corridor assessed at this stage represents the broad area within which the pipeline could be located. Further design development and assessment work will be undertaken before a preferred pipeline alignment is identified within the corridor.

Advanced Water Recycling Plant to River Waveney Pipeline Corridor: Design Requirements

The design requirements for the A-W Pipeline Corridor include:

- Providing a connection between the proposed Advanced Water Recycling Plant and the River Waveney discharge location

- Creating a route that can safely and reliably transfer up to 11 million litres of recycled water per day
- Maintaining appropriate distances from existing homes, businesses and sensitive environmental features where possible
- Minimising the number of crossings of major roads, railways, watercourses and other infrastructure
- Providing a route that can be constructed, operated and maintained safely
- Identifying a corridor that balances engineering, environmental, planning and land considerations.

As part of the assessment process, several potential Pipeline Corridors were identified and reviewed against these requirements before options were taken forward for consultation and further assessment.

Advanced Water Recycling Plant to River Waveney Pipeline Corridor: Stage 1 and 2 Corridor Selection

During Stage 1 (Exploring Options) and Stage 2 (Assessing Options), several potential Pipeline Corridors between the proposed Advanced Water Recycling Plant and the River Waveney were identified and assessed.

The assessment considered engineering, environmental, planning and land factors, together with the ability of each corridor to meet the Project Objectives (please refer to page 8 for more details on Project Objectives). This included consideration of corridor length, major infrastructure crossings, environmental constraints, land use and overall construction feasibility.

We combined the corridors and sub-corridor options presented at Early Consultation into corridors which cover the full route from the AWRP to the proposed River Waveney discharge point. The process we followed to achieve this is described in more detail in the methodology section of this document on page 10. This allowed us to compare the length, the hydraulic performance and carbon use of each of the options, including the sub-corridor options.

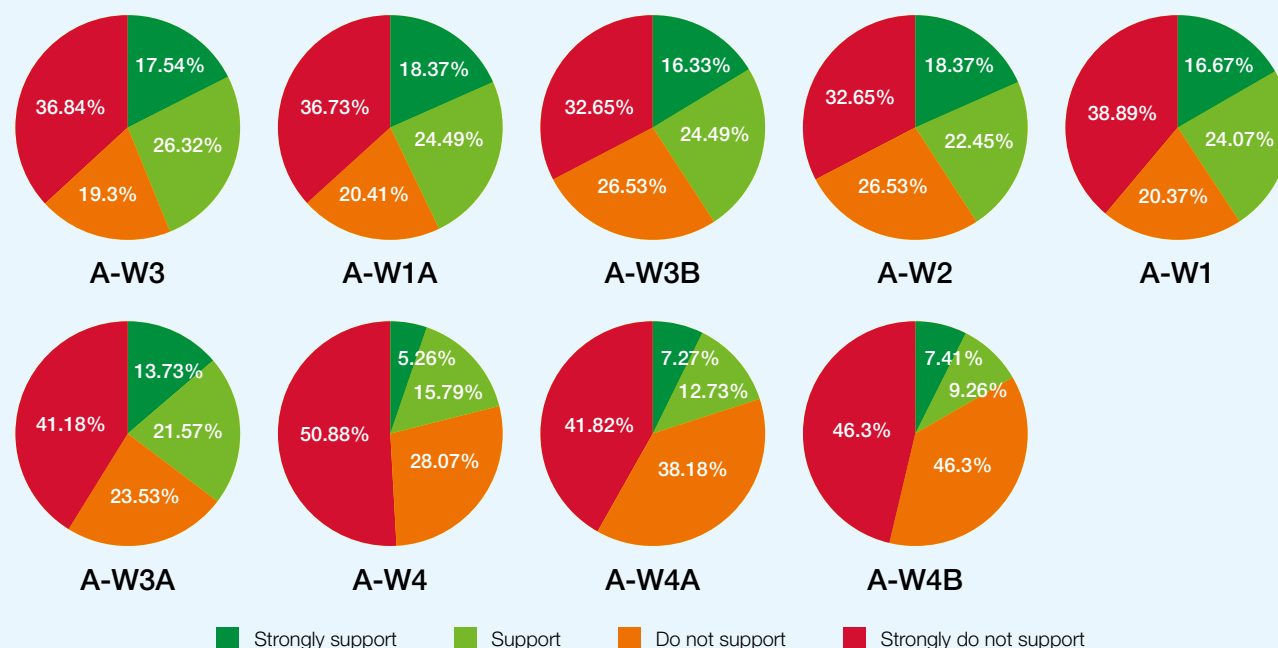
Following this assessment, a shortlist of Pipeline Corridors was identified and presented during the Early Consultation. These corridors formed the basis for the Stage 3 (Choosing Preferred Locations) assessment described within this chapter.

Advanced Water Recycling Plant to River Waveney Pipeline Corridor: Early Consultation Feedback

During the Early Consultation, we presented 4 potential A-W Pipeline Corridors for consideration. Within these corridors, 5 alternative sub-route options were also identified, representing different possible alignments. In total, this meant 9 Pipeline Corridor options were shared with stakeholders for feedback.

Feedback was received on each corridor and sub-route option. This has been carefully considered alongside the Stage 3 (Choosing Preferred Locations) assessments which included engineering, environmental, planning and land use assessments to help identify the preferred Pipeline Corridor.

Net Preference for A-W presented at Early Consultation



Overall, views on the proposed A-W Pipeline Corridor options were mixed. While all of the options received both support and opposition, some were viewed more positively than others.

A-W3 and its associated sub-route options received the most positive feedback overall. In particular, A-W3 was the most supported option presented during the Early Consultation. A-W3B and A-W2 were also generally viewed more favourably than the other A-W Pipeline Corridor options.

In contrast, A-W4 and its associated sub-route options received the least support and attracted the highest levels of concern from respondents.

People highlighted a range of issues that were important to them, including potential impacts on the Broads National Park, wildlife and habitats, farming businesses, landscape character, recreational activities, and the effects of construction on local communities.

Consultation feedback was considered alongside engineering, environmental, planning and land assessments to understand how each corridor performed and whether opportunities existed to avoid, reduce or manage potential impacts.



Advanced Water Recycling Plant to River Waveney Pipeline Corridor: Preferred Option

Option being progressed

Option	Why we are progressing this option
A-W3	A-W3 has been identified as the preferred Pipeline Corridor because it provides the strongest overall balance when engineering, environmental, planning, land and consultation considerations are considered together. It follows a relatively direct route between the proposed Advanced Water Recycling Plant and the River Waveney, reducing the length of pipeline required while avoiding many of the more difficult engineering and planning constraints identified on other options. As design work has progressed, A-W3 has also been refined in response to new information. Two localised changes have been made: one to avoid the approved planning application for a new property as raised in consultation feedback, and one to improve the A143 crossing arrangement. These changes do not alter the overall selection of A-W3, but help improve the route and reduce potential impacts as the design develops. The corridor includes a number of important considerations that are well understood and can be managed through further design development, targeted engagement and appropriate mitigation. At the eastern end of the Pipeline Corridor, engagement with Suffolk County Council has indicated that the pipeline can be integrated within the emerging North of Lowestoft Garden Village masterplan while avoiding proposed residential development.

	The corridor passes close to a number of heritage assets, sensitive habitats and areas of peaty soils. Further archaeological investigations, environmental surveys and detailed design will continue to refine the route and avoid or reduce potential impacts wherever practicable. Key crossings, including the River Waveney, the Wherry Lines railway, major roads, Public Rights of Way and National Cycle Network routes, are expected to be capable of being delivered using established construction techniques, including trenchless methods where appropriate, helping to minimise disruption during construction.
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Further surveys, environmental assessments and design work will be carried out to identify a preferred pipeline alignment within the corridor. This work will help us better understand potential impacts on local communities, farming businesses, wildlife, habitats, recreation and the landscape. We will continue to engage with landowners, occupiers, local communities and other stakeholders as the Project develops and identify opportunities to avoid, reduce or manage potential impacts wherever possible.

At Stage 4 (Finalising the Design), we will refine A-W3 to connect into the preferred option for the Advance Water Recycling Plant.

****Please note that, as a result of how corridors have been combined, A-W3 has been renamed and will be referred to as Pipeline Corridor 3 in all future SWRTS Project material. A map showing the preferred and renamed corridors can be found on page 63.***

Options not being progressed

Option	Why we are not progressing these options
A-W1, A-W2 and A-W4	Following the Stage 3 (Choosing Preferred Locations) assessment, the remaining Pipeline Corridor options are not being progressed because they did not provide the same overall balance as A-W3. Some options were longer and less direct, increasing construction requirements and operational complexity. Others would have required more challenging crossings of major roads, railways and rivers, or passed through areas with greater environmental, planning or land constraints. In particular, options that routed the pipeline through the urban area of Lowestoft would have required substantially more construction within existing roads, resulting in greater disruption to residents, businesses and the local transport network during construction. Whilst each option had individual advantages, none provided a stronger overall solution when engineering, environmental, planning, land and consultation considerations were assessed together. For these reasons, A-W3 has been identified as the preferred route to take forward.

As a result, A-W1, A-W2 and A-W4 are not being progressed. The feedback received on these corridors has helped us understand local priorities and concerns and will continue to inform the development of the preferred Pipeline Corridor as the Project progresses.

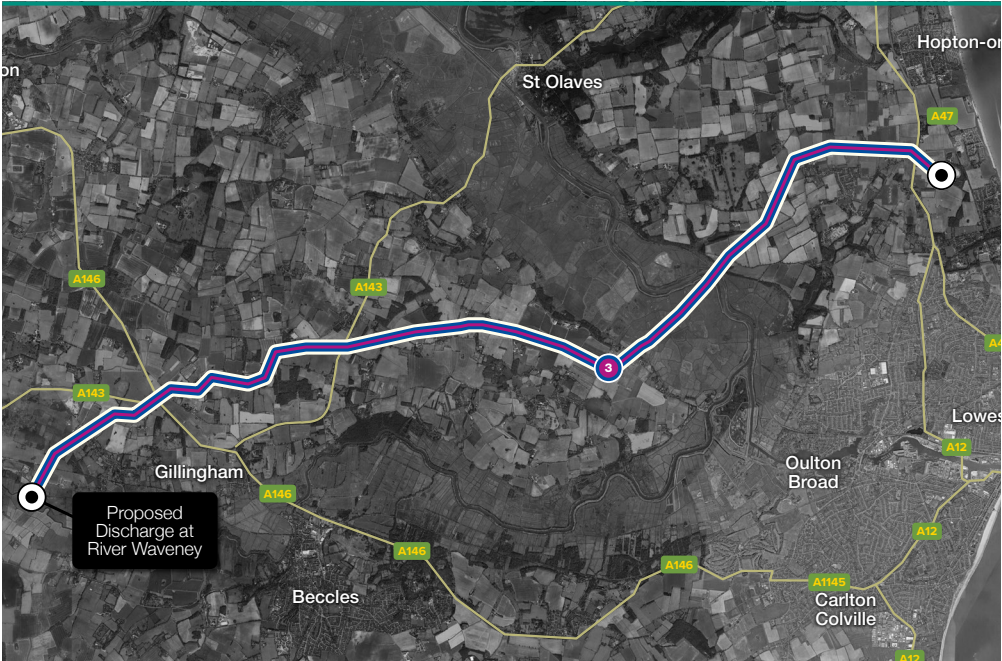


Figure 8 — A-W Pipeline Corridor preferred option. *This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).*

Barsham Water Treatment Works to Central Service Reservoir (B-C) Pipeline Corridor

The Barsham Water Treatment Works to Central Service Reservoir (B-C) Pipeline Corridor would transfer drinking water from the existing Barsham Water Treatment Works to the proposed Central Service Reservoir and the existing Lodgewood Water Tower.

This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

Early Consultation Feedback

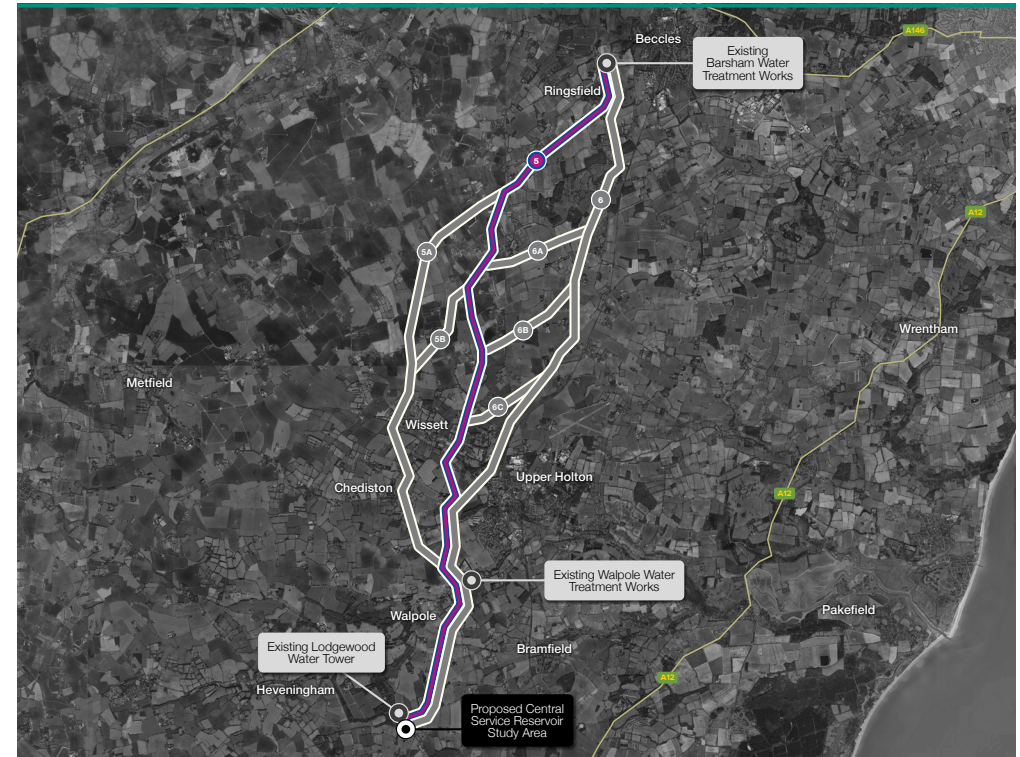
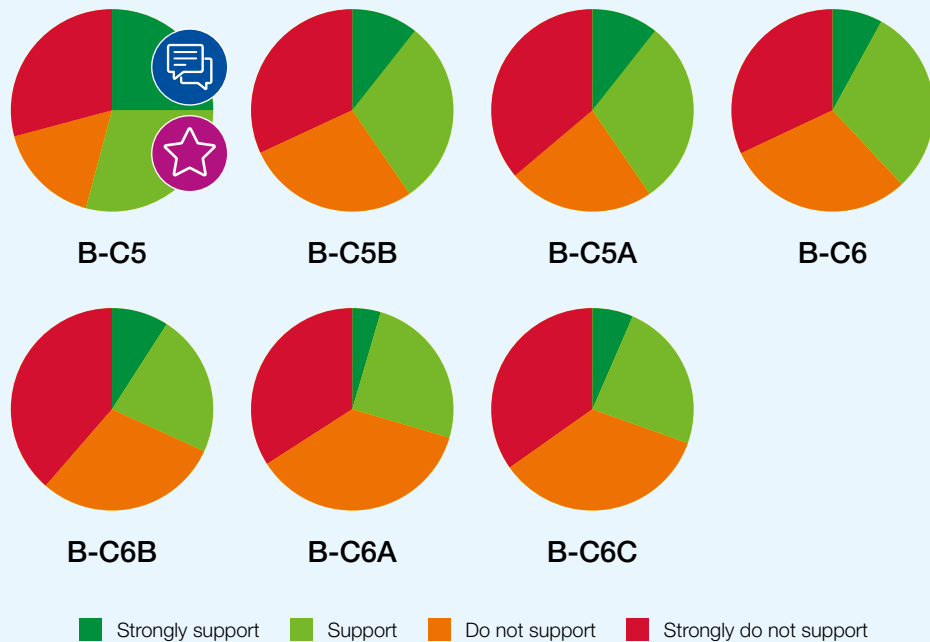


Figure 9 — Early Consultation B-C Pipeline Corridor options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).



**Consultation
Selection: B-C5**



**Project Selection:
B-C5**

Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor: Overview

The pipeline is an important part of the Project, transferring drinking water from the existing Barsham Water Treatment Works to the proposed Central Service Reservoir. The existing Lodgewood Water Tower and proposed Central Service Reservoir will store water to meet demand and help regulate pressure in the network prior to distribution.

The corridor assessed at this stage represents the broad area within which the pipeline could be located. Further design development and assessment work will be undertaken before a preferred pipeline alignment is identified within the corridor.

Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor: Design Requirements

The design requirements for B-C Pipeline Corridor include:

- Providing a connection between the existing Barsham Water Treatment Works and the proposed Central Service Reservoir

- Creating a route that can safely and reliably transfer 15 million litres of drinking water per day
- Maintaining appropriate distances from existing homes, businesses and sensitive environmental features where possible
- Minimising the number of crossings of major roads, railways, watercourses and other infrastructure
- Providing a route that can be constructed, operated and maintained safely
- Identifying a corridor that balances engineering, environmental, planning and land considerations.

As part of the assessment process, several potential Pipeline Corridors were identified and reviewed against these requirements before options were taken forward for consultation and further assessment.

Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor: Stage 1 and 2 Corridor Selection

During Stage 1 (Exploring Options) and Stage 2 (Assessing the Options), several potential Pipeline Corridors between the existing Barsham Water

Treatment Works and the proposed Central Service Reservoir were identified and assessed.

The assessment considered engineering, environmental, planning and land factors, together with the ability of each corridor to meet the Project Objectives (please refer to page 8 for more details on Project Objectives). Other considerations included corridor length, major infrastructure crossings, environmental constraints, land use and construction feasibility.

We combined the corridors and sub-corridor options presented at Early Consultation into corridors which cover the full route from Barsham Water Treatment Works to the proposed Central Service Reservoir. The process we followed to achieve this is described in more detail in the methodology section of this document on page 10. This allowed us to compare the length, the hydraulic performance and carbon use of each of the options, including the sub-corridor options.

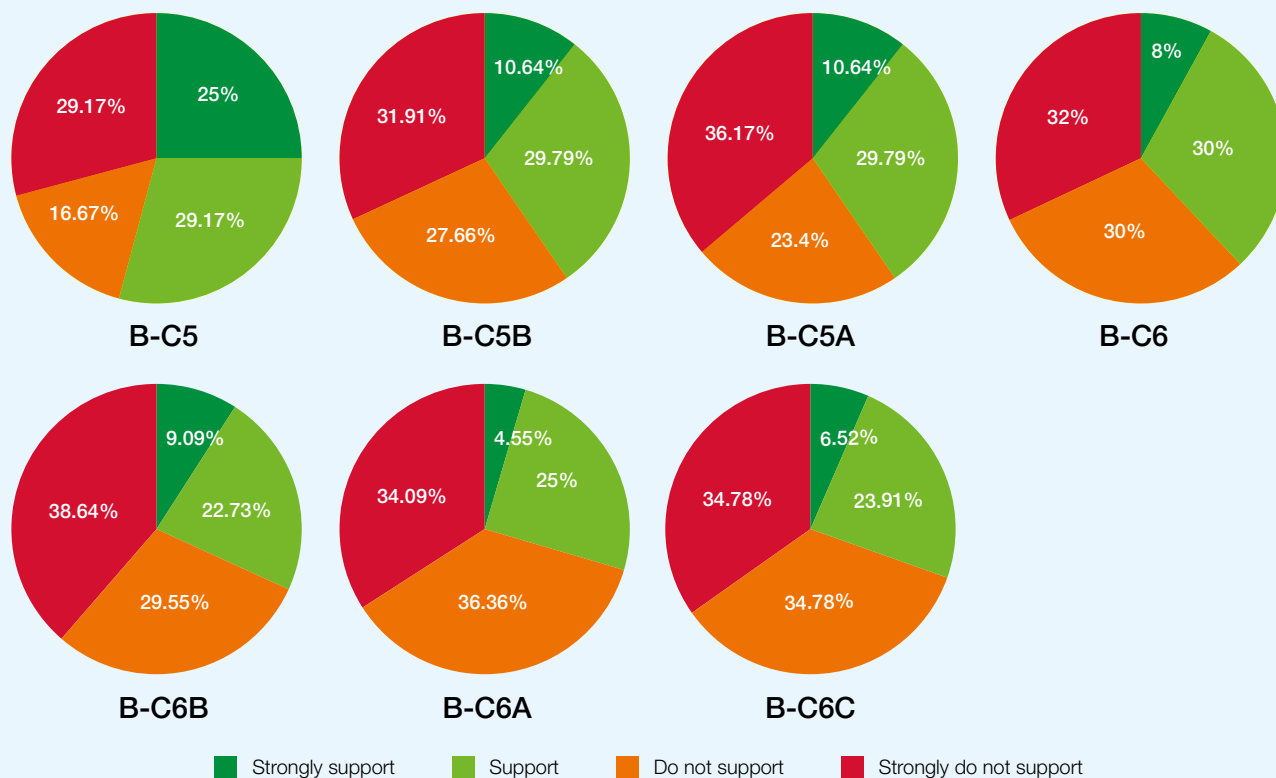
Following this assessment, a shortlist of Pipeline Corridors was identified and presented during the Early Consultation. These corridors formed the basis for the Stage 3 (Choosing Preferred Locations) assessment described within this chapter.

Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor: Early Consultation Feedback

During the Early Consultation, we presented 2 potential B-C Pipeline Corridors for consideration. Additionally, 5 other sub-route corridor options were also identified, representing different possible Pipeline Corridor combinations. In total, this meant 7 corridor options were shared with stakeholders for feedback.

Feedback was received on each corridor and sub-corridor option. This has been carefully considered as part of the Stage 3 (Choosing Preferred Locations) assessment process, which considered engineering and construction factors, environmental constraints, planning matters, land considerations and consultation feedback to identify the preferred Pipeline Corridor.

Net Preference for B-C presented at Early Consultation



Overall, stakeholder feedback on the proposed B-C Pipeline Corridor options was mixed, with all options receiving both positive and negative responses. However, one option received more support than all other proposed corridors.

Corridor B-C5 received the most positive feedback overall at the Early Consultation stage. B-C5B and B-C5A also received favourable feedback compared with all B-C6 corridor options.

In contrast, corridor B-C6, which runs to the proposed Central Service Reservoir, and its associated sub-route options received the least support and attracted the highest levels of concern from respondents.

People highlighted a range of issues that were important to them, including potential impacts on wildlife and habitats, farming businesses, landscape character, landowner properties, recreational activities, and the effects of construction on local communities.

Consultation feedback was considered alongside engineering, environmental, planning and land assessments to understand how each corridor performed and whether opportunities existed to avoid, reduce or manage potential impacts.



Barsham Water Treatment Works to Central Service Reservoir Pipeline Corridor: Preferred Option

We are progressing option B-C5, with a modification to the route presented at Early Consultation to respond to the proposed Chediston Solar Farm.

Option being progressed

Option	Why we are progressing this option
B-C5	B-C5 has been identified as the preferred Pipeline Corridor because it provides the strongest overall balance when engineering, environmental, land, planning and consultation considerations are assessed together. While every Pipeline Corridor has constraints, our assessments show that potential impacts are expected to be capable of being avoided, reduced or managed through careful design, construction methods, and standard mitigation measures. The Pipeline Corridor is predominantly rural and largely avoids towns and villages, helping to reduce potential impacts on homes, businesses and local communities while providing a practical and efficient route. It also performs well from a construction perspective, making it simpler to build than the other corridors while maintaining strong overall engineering and environmental performance. The route crosses several rivers, including the River Hundred, Beck River, River New Reach and River Blyth, as well as key roads including the A144, B1117 and B1123. Where appropriate, trenchless construction techniques may be used beneath major roads and rivers where appropriate to help minimise disruption to local communities, road users and environmentally sensitive areas.

	The corridor has been informed by landscape, wildlife and heritage considerations. Sensitive features, including Chediston Wood, important trees and hedgerows, listed buildings and Heveningham Hall Registered Park and Gardens, have informed the Pipeline Corridor selection and will continue to shape the design. Further environmental and archaeological surveys will also help refine the route and identify opportunities to avoid or reduce impacts wherever possible. Engagement has also helped shape the preferred Pipeline Corridor. Following discussions with the proposed Chediston Solar Farm developer, the Pipeline Corridor has been widened to the east of the proposed solar farm red line boundary, providing greater flexibility to identify a route that seeks to avoid potential conflicts. As the Project design develops, we will continue to engage with local communities, landowners and stakeholders to refine the pipeline alignment and identify further opportunities to avoid, reduce or manage impacts wherever possible.
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At Stage 4 (Finalising the Design), we will refine B-C5 to connect into the preferred option for the Central Service Reservoir.

****Please note that, as a result of how corridors have been combined, B-C5 has been renamed and will be referred to as Pipeline Corridor 5 in all future SWRTS Project material. A map showing the preferred and renamed corridors can be found on page 63.***

Options not being progressed

Option	Why we are not progressing these options
B-C5A, B-C5B, B-C6, B-C6A, B-C6B and B-C6C	The remaining B-C Pipeline Corridors are not being progressed because, following the staged Stage 3 (Choosing Preferred Locations) assessment, they did not provide the same overall balance as B-C5. The first part of the assessment compared route length, hydraulic performance, carbon and critical crossings. This identified B-C5 as the strongest performing option from an engineering and construction perspective. B-C5 was then assessed against environmental, planning and land considerations. At this stage, the assessment has not identified issues that would prevent B-C5 being progressed, subject to further design development, engagement and mitigation. Sub-corridor options B-C5A, B-C5B, B-C6A and B-C6B were not progressed further because they were longer and performed less favourably in relation to hydraulic efficiency and carbon when combined with the main corridor options. These routes would require more pipeline, increasing construction activity and operational requirements. B-C6 performed well in relation to route length and carbon but involved more challenging construction constraints at key crossings. In particular, the crossing at Halesworth Lakes presented greater construction, access and maintenance risks. These risks outweighed the benefits of its stronger hydraulic performance. B-C6B and B-C6C performed similarly to B-C5 in hydraulic and carbon terms when combined with B-C5. However, the assessment identified less favourable crossing arrangements and construction access considerations, including at the River Hundred. B-C5 was considered to provide the more practical and deliverable overall route. For these reasons, B-C5 has been selected as the preferred corridor, and the other B-C corridors are not being progressed.

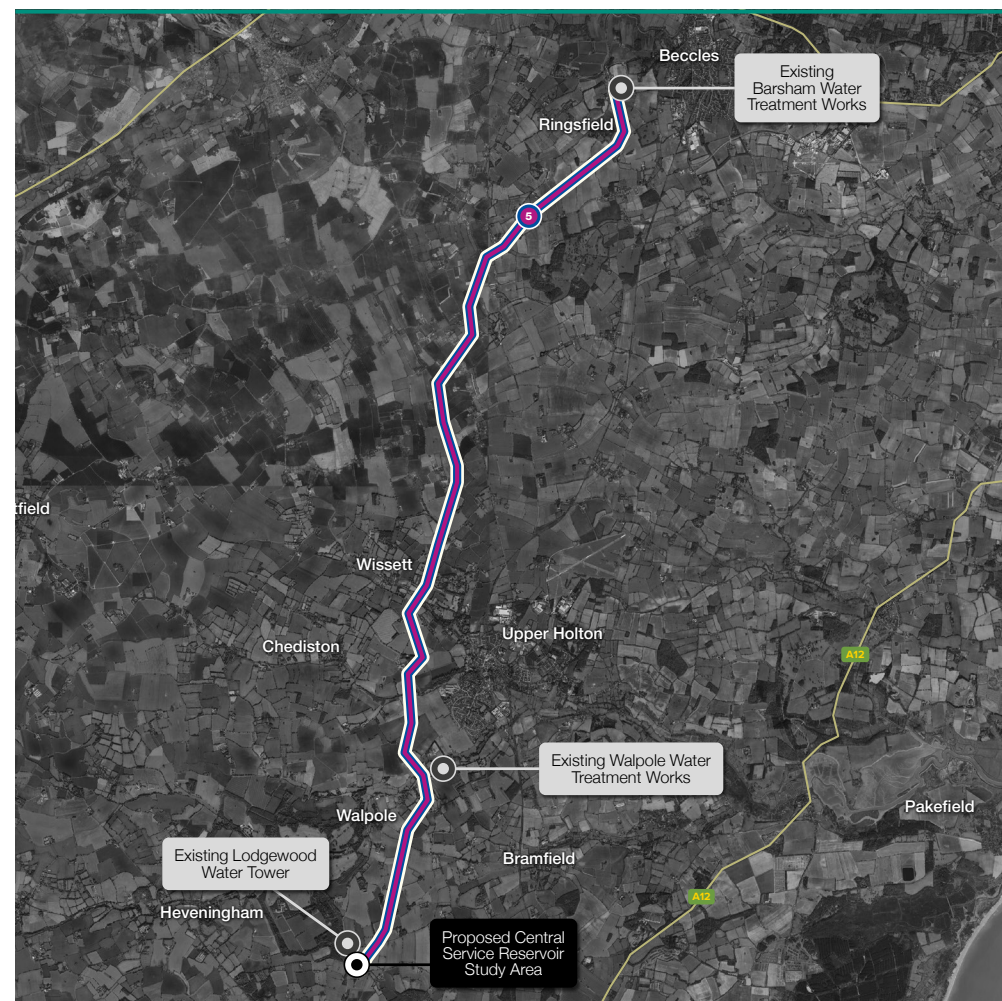
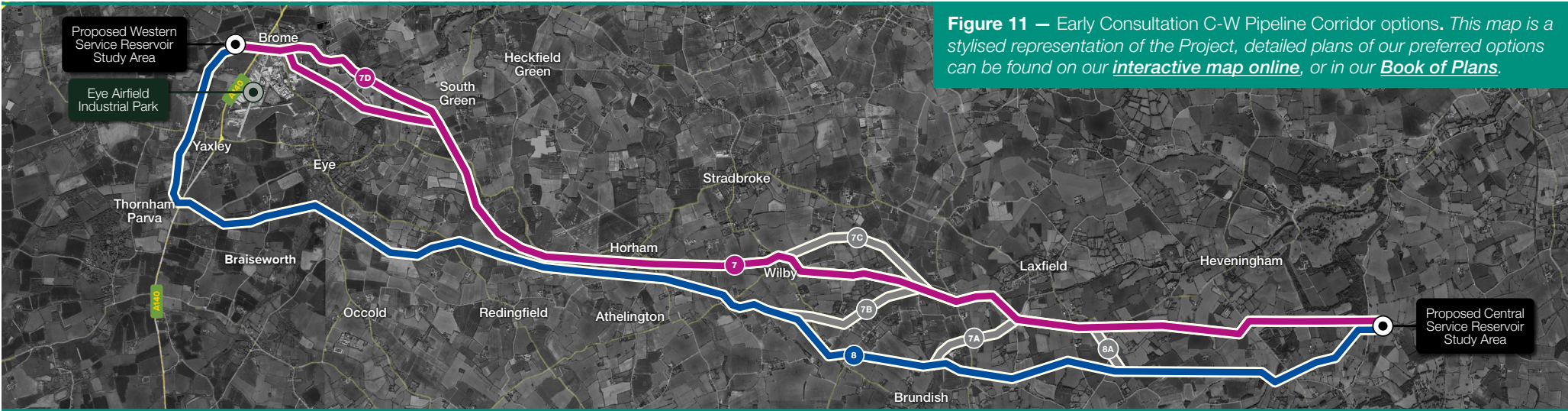
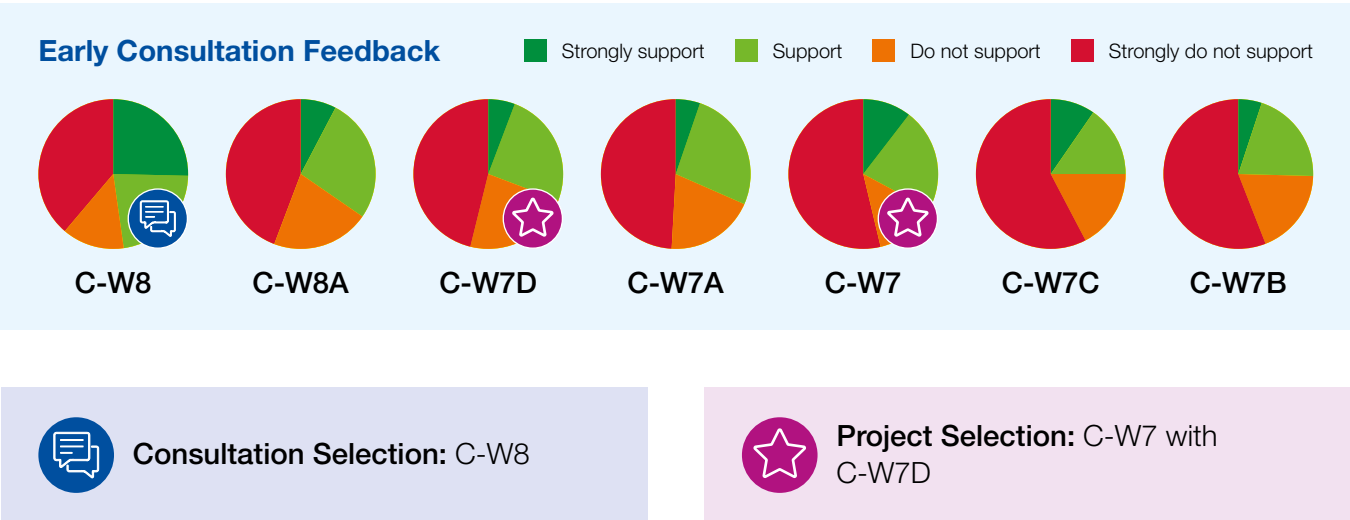


Figure 10 — B-C Pipeline Corridor preferred option. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Central Service Reservoir to Western Service Reservoir (C-W) Pipeline Corridor

The Central Service Reservoir to Western Service Reservoir (C-W) Pipeline Corridor would be capable of transferring 8 million litres of water a day, allowing for improved distribution in the region and lifting the moratorium on non-household supply in the Hartismere Water Resource Zone.

This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.



Central Service Reservoir to Western Service Reservoir Pipeline: Overview

The pipeline would be a key part of the Project, enabling drinking water to be transferred from the proposed Central Service Reservoir to the proposed Western Service Reservoir.

The corridor assessed at this stage represents the broad area within which the pipeline could be located. Further design development and assessment work will be undertaken before a preferred pipeline alignment is identified within the corridor.

Central Service Reservoir to Western Service Reservoir Pipeline: Design Requirements

The design requirements for C-W pipeline include:

- Providing a connection between the 2 proposed Service Reservoirs and allows for distribution pipelines from the Western Service Reservoir in the Eye area
- Creating a route that can safely and reliably transfer 8 million litres of drinking water per day

- Maintaining appropriate distances from existing homes, businesses and sensitive environmental features where possible
- Minimising the number of crossings of major roads, railways, watercourses and other infrastructure
- Providing a route that can be constructed, operated and maintained safely
- Identifying a corridor that balances engineering, environmental, planning and land considerations.

Central Service Reservoir to Western Service Reservoir Pipeline: Stage 1 and 2 Corridor Selection

During Stage 1 (Exploring Options) and Stage 2 (Assessing the Options), several potential Pipeline Corridors between the proposed Central Service Reservoir and proposed Western Service Reservoir were identified and assessed.

The assessment considered engineering, environmental, planning and land factors, together with the ability of each corridor to meet the Project Objectives (please refer to page 8 for more details on Project Objectives). This included consideration

of corridor length, major infrastructure crossings, environmental constraints, land use and overall construction feasibility.

We combined the corridors and sub-corridor options presented at Early Consultation into corridors which cover the full route from proposed Central Service Reservoir to proposed Western Service Reservoir. The process we followed to achieve this is described in more detail in the methodology section of this document on page 10. This allowed us to compare the length, the hydraulic performance and carbon use of each of the options, including the sub-corridor options.

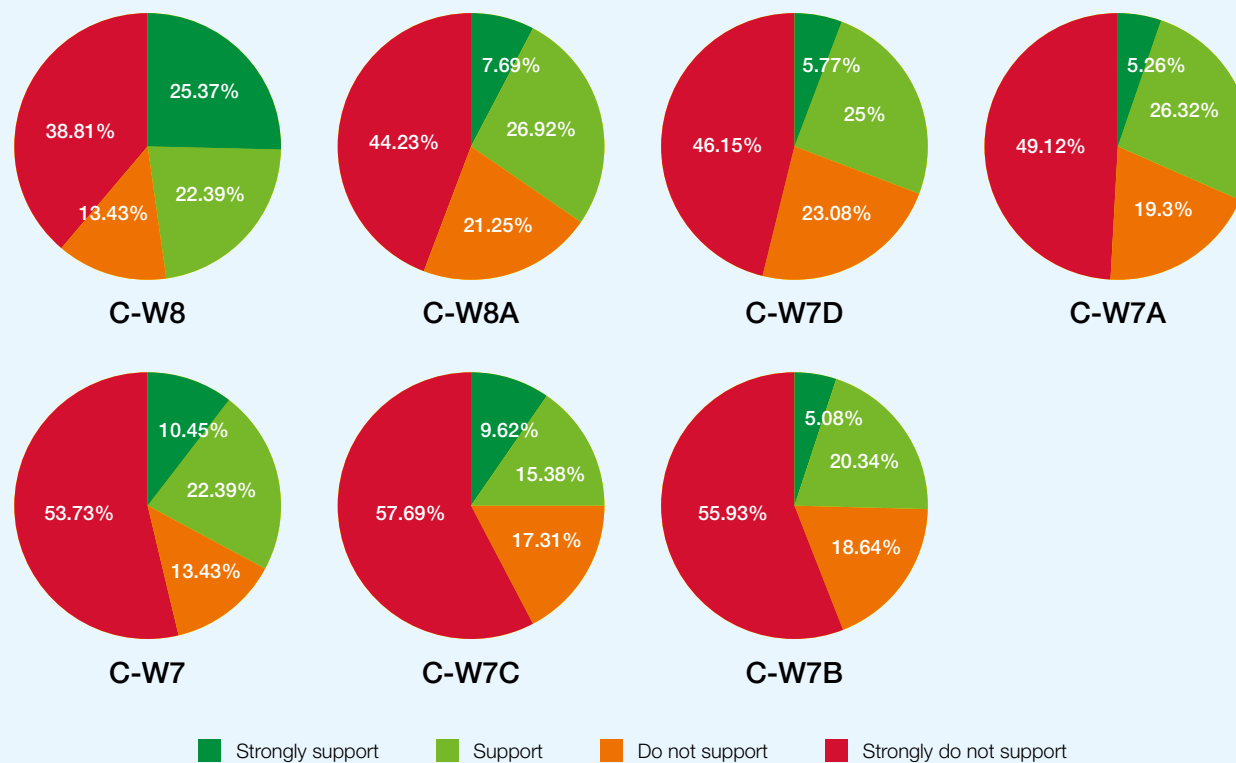
Following this assessment, a shortlist of Pipeline Corridors was identified and presented during the Early Consultation. These corridors formed the basis for the Stage 3 (Choosing Preferred Locations) assessment described within this chapter.

Central Service Reservoir to Western Service Reservoir Pipeline: Feedback Data

During the Early Consultation, we presented 2 potential C-W Pipeline Corridors for consideration. Within these corridors, 5 other sub-route options were also identified, representing different possible alignments. In total, this meant 7 route options were shared with stakeholders for feedback.

Feedback was received on each corridor and sub-route option. This has been carefully considered alongside the Stage 3 (Choosing Preferred Locations) assessments which included engineering, environmental, planning and land use assessments to help identify the preferred Pipeline Corridor.

Net Preference for C-W presented at Early Consultation



All options consulted on received a mix of positive and negative feedback, with feedback on all options referencing hedgerows, local biodiversity, heritage assets and landscape character as important considerations.

C-W8 and sub-corridor C-W8A are the best-supported options. The reasons given in the comments received were that the more southerly C-W8 route was seen as more direct than other options and would have a lesser impact on agricultural land in the area.

C-W7D was well-supported as a sub corridor, and this is the Project's preferred option to join corridor C-W7 with the proposed Western Service Reservoir north of Eye Airfield Industrial Park. Concerns were raised in feedback that C-W7 would add to the disruption caused by other development to the north of Eye, and as a result, it was less well-supported in our feedback.



Example of 12 megalitre landscaped service reservoir built by Essex & Suffolk Water

Central Service Reservoir to Western Service Reservoir Pipeline: Preferred Options

Options being progressed

Option	Why we are progressing these options
C-W7 with C-W7D	C-W7, including sub-corridor C-W7D, is the best-performing engineering option when hydraulic performance, carbon and construction feasibility are considered together. C-W7 without the C-W7D sub-corridor performs marginally better hydraulically; however, the difference is small and C-W7D provides a more favourable River Dove crossing and the strongest overall balance of engineering and construction considerations. The Pipeline Corridor is predominantly rural and largely avoids towns and villages, helping to limit impacts on local communities. A small number of homes, farm buildings and businesses may experience temporary disruption during construction, but these effects are expected to be reduced through standard mitigation and ongoing design refinement. Environmental considerations have helped to inform the route, and sensitive habitats will be avoided where possible, with trenchless construction techniques and mitigation applied as needed. Some local landscape and vegetation changes may occur, but trees and hedgerows will be retained wherever practicable. Heritage assets have also been considered. The Pipeline Corridor passes close to heritage assets including Grade II listed buildings. Direct impacts are not expected, though there may be temporary effects on setting during construction. At Stage 4 (Finalising the Design), the alignment will be refined to minimise or avoid potential impacts. Further assessment will consider any potential effects on nearby scheduled monuments and buried archaeology.

The Pipeline Corridor crosses the River Dove and the River Yox, both of which are expected to need trenchless construction to reduce disturbance. It also passes through areas at risk of flooding, which can be managed through careful design, monitoring and adherence to Environment Agency guidance.

Key roads including the A140 and B1116, B1117 and B1118 are crossed, along with minor roads, public rights of way and National Cycle Network routes. Trenchless construction is proposed for the A140, with open-cut crossings at B-roads and traffic management to maintain access.

The Pipeline Corridor also considers planned developments. Around 1.6 km overlaps with the proposed EcoPower Suffolk Solar project, and ongoing engagement will help manage this interface. Overall, C-W7 offers a well-balanced option across engineering, environmental, planning and land considerations. Ongoing surveys, engagement and design development will continue to refine the Pipeline Corridor and identify further opportunities to avoid or minimise impacts.

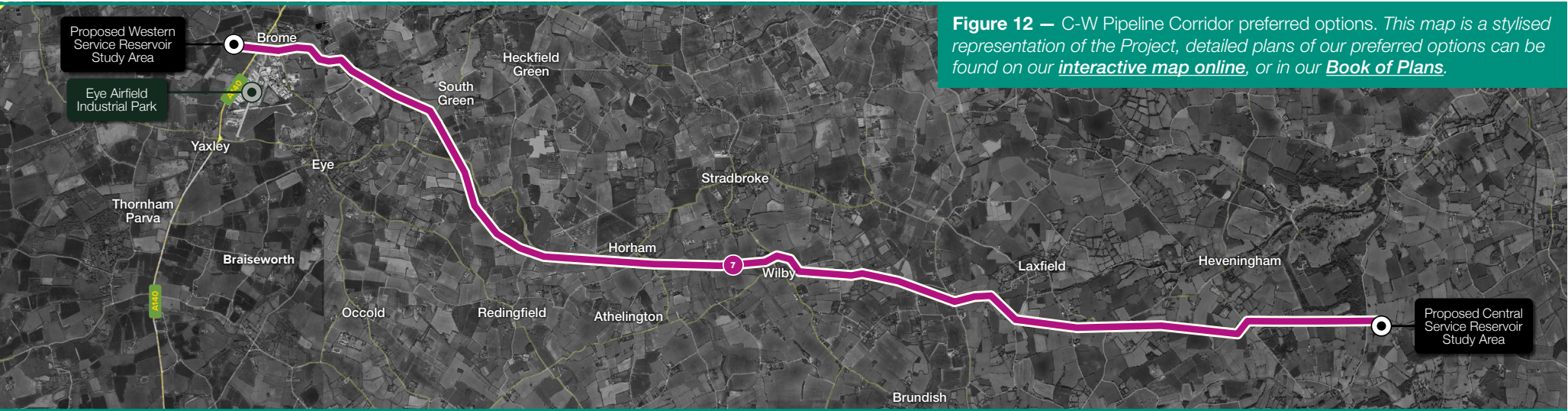
At this stage, no issues have been identified that would prevent C-W7 with C-W7D being progressed, subject to further assessment, design refinement and standard mitigation. C-W7 with sub-corridor C-W7D (with amendments around the EcoPower Suffolk Solar DCO) is therefore being progressed and subject to further assessment and design refinement. At Stage 4 (Finalising the Design), we will refine Pipeline Corridor 7 to connect into the preferred site options for the Central Service Reservoir and Western Service Reservoir.

****Please note that, as a result of how corridors have been combined, C-W7 and C-W7D have been combined and renamed, and will be referred to as Pipeline Corridor 7 in all future SWRTS Project material. A map showing the preferred and renamed corridors can be found on page 63.***

Options not being progressed

Option	Why we are not progressing these options
C-W8, C-W8A, C-W7A, C-W7C, and C-W7B	The remaining C-W Pipeline Corridors are not being progressed as they performed less strongly on balance than C-W7 (with C-W7D at the River Dove crossing). C-W8 and C-W8A received stronger support during Early Consultation, and this feedback has been carefully considered. However, consultation feedback was assessed alongside engineering, environmental, planning and land considerations. The Stage 3 (Choosing Preferred Locations) assessment identified C-W7 with C-W7D as providing the stronger overall balance. C-W8 was not progressed further because it is the longest and performed least favourably in relation to hydraulic efficiency and carbon compared to the alternative options. It would require more pipeline, increasing construction activity and operational requirements.

C-W8, C-W8A, C-W7A, C-W7C, and C-W7B	The remaining corridors and sub-corridors performed relatively well in terms of hydraulic efficiency and carbon, however they posed additional construction challenges with less favourable crossing arrangements. For example, C-W8A would require a crossing of the River Yox which is avoided on C-W7. The River Dove crossing on C-W7D is preferred to the option on C-W7 due to river width, so Sub Corridor C-W7D has been progressed at the River Dove Crossing.
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Central Service Reservoir to Saxmundham Water Tower (C-S) Pipeline Corridor

The Central Service Reservoir to Saxmundham Water Tower (C-S) Pipeline Corridor would transfer drinking water between our proposed Central Service Reservoir near Sibton Green, and Saxmundham Water Tower. This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

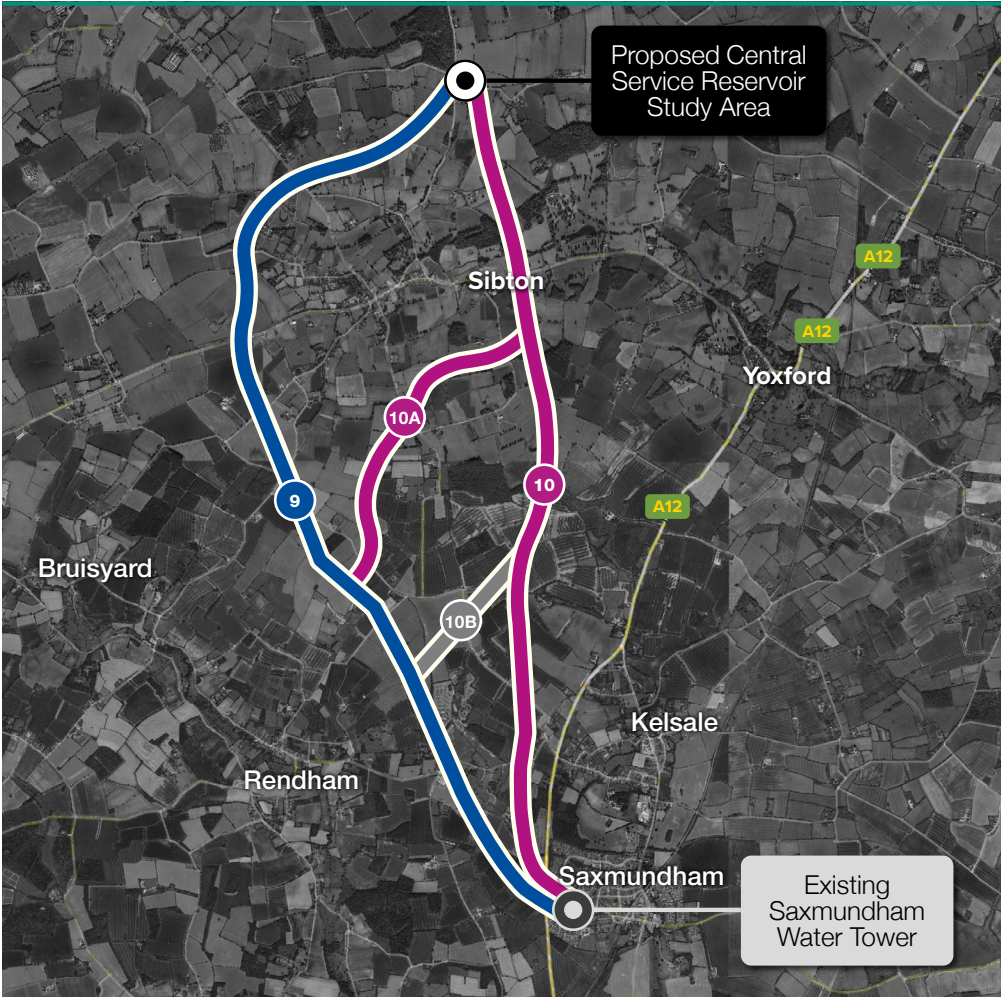
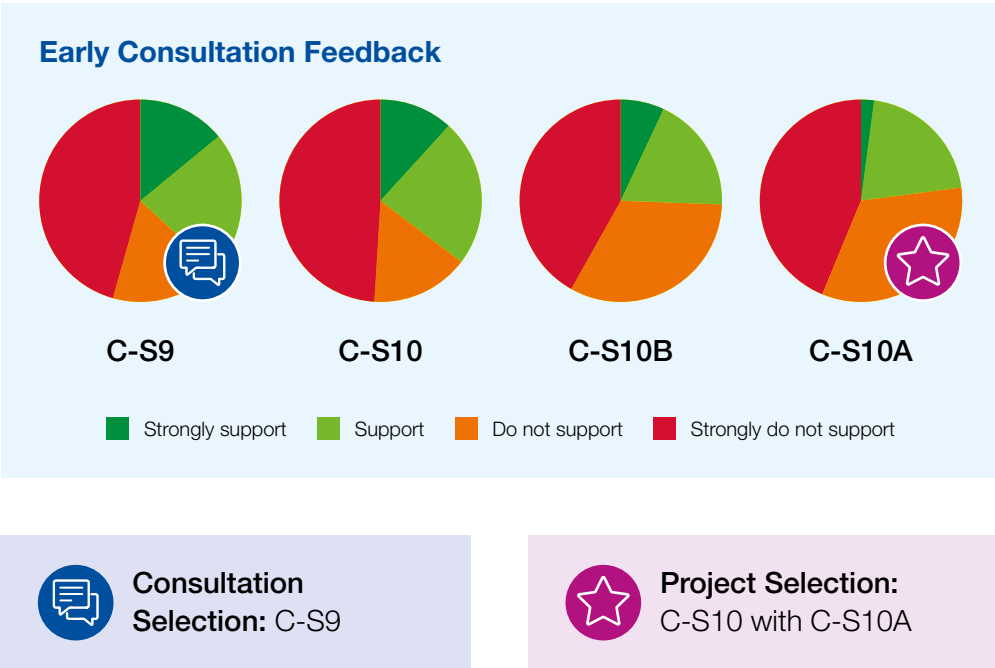


Figure 13 — Early Consultation C-S Pipeline Corridor options. *This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).*

Central Service Reservoir to Saxmundham Water Tower Pipeline: Overview

The Pipeline Corridor would be a key part of the Project, enabling drinking water to be transferred from the proposed Central Service Reservoir to Saxmundham Water Tower.

The Pipeline Corridor assessed at this stage represents the broad area within which the pipeline could be located. Further design development and assessment work will be undertaken before a preferred pipeline route is identified within the corridor.

Central Service Reservoir to Saxmundham Water Tower Pipeline: Design Requirements

The design requirements for the C-S Pipeline Corridor include:

- Providing a connection between the proposed Central Service Reservoir and the existing Saxmundham Water Tower
- Creating a route that can safely and reliably transfer 7 million litres of drinking water per day
- Maintaining appropriate distances from existing homes, businesses and sensitive environmental features where possible
- Minimising the number of crossings of major roads, railways, watercourses and other infrastructure
- Providing a route that can be constructed, operated and maintained safely
- Identifying a corridor that balances engineering, environmental, planning and land considerations.

Central Service Reservoir to Saxmundham Water Tower Pipeline: Stage 1 and 2 Corridor Selection

During Stage 1 (Exploring Options) and Stage 2 (Assessing the Options), several potential Pipeline Corridors were explored and assessed between the proposed Central Service Reservoir and Saxmundham Water Tower. The assessment considered engineering, environmental, planning and land factors, together with the ability of each Pipeline Corridor to meet the Project's operational requirements. This included consideration of Pipeline Corridor length, major infrastructure crossings, environmental constraints, land use and overall deliverability.

Following this assessment, a shortlist of Pipeline Corridors were identified and presented during the Early Consultation. These Pipeline Corridors formed the basis for the Stage 3 (Choosing Preferred Locations) assessment described within this chapter.

Central Service Reservoir to Saxmundham Water Tower Pipeline: Feedback Data

During the Early Consultation, we presented 2 potential C-S Pipeline Corridors for consideration. Within these corridors, 2 alternative sub-route options were also identified, representing different possible combinations. In total, this meant 4 route options were shared with stakeholders for feedback.

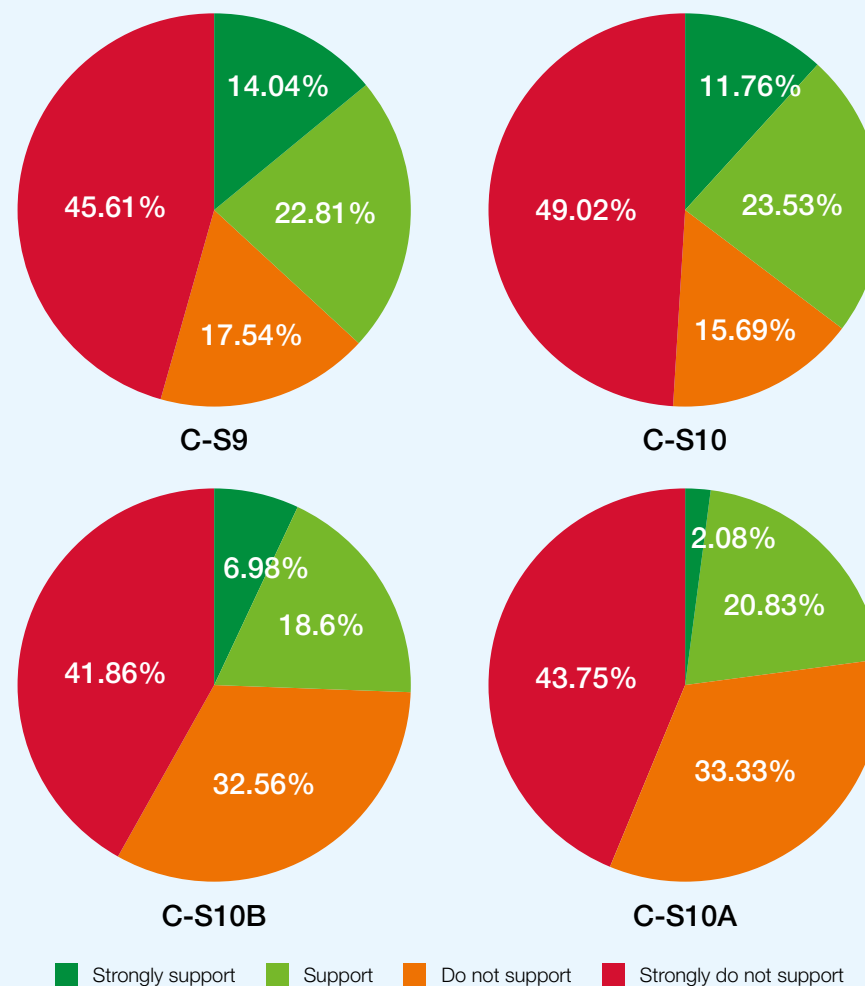
Feedback was received on each Pipeline Corridor and sub-route option. This has been carefully considered alongside the Stage 3 (Choosing Preferred Locations) assessments which included engineering, environmental, planning and land assessments to help identify the preferred Pipeline Corridor.

Feedback on the C-S pipeline options was mixed, with all options receiving both support and opposition. Overall, C-S9 and C-S10 received higher levels of support than the sub-corridor options, while C-S10A and C-S10B received higher levels of opposition.

The feedback highlighted concerns about potential impacts on the River Yox, hedgerows, local businesses, landscape character, homes and local access routes. Some respondents also recognised that C-S9 would be a less direct route, which could result in a longer pipeline and greater construction activity.

Consultation feedback was carefully considered as part of the Stage 3 (Choosing Preferred Locations) assessment. However, feedback was not the only factor in the decision. The preferred Pipeline Corridor was identified by considering consultation feedback alongside engineering, environmental, planning and land assessments.

Net Preference for C-S presented at Early Consultation



Central Service Reservoir to Saxmundham Water Tower Pipeline: Preferred Options

Options being progressed

Option	Why we are progressing these options
C-S10 with C-S10A	C-S10, including sub-corridor C-S10A, performs best overall when hydraulic, carbon and construction feasibility assessments are considered together. While the hydraulics do not perform as well as other options, the Pipeline Corridor scores strongly on construction feasibility due to fewer engineering constraints and lower environmental uncertainty, making it a well-balanced and deliverable option. The Pipeline Corridor is largely rural and avoids towns and villages, although the southern section runs along the edge of Saxmundham near residential areas. Some homes, businesses and Public Rights of Way / National Cycle Network routes lie within or close to the Pipeline Corridor and may experience temporary construction impacts. These are expected to be minimised through standard mitigation, including at properties near the proposed River Yox crossing. A key engineering constraint is a ‘pinch point’ near Saxmundham Water Tower, where the working corridor narrows due to land use, utilities and nearby receptors. To minimise impact to the Saxmundham War Memorial Playing Field, the route follows Lincoln Avenue and Seaman Avenue. While this introduces higher utility density and requires traffic management and careful phasing, these challenges are considered manageable. Temporary impacts such as noise and traffic disruption would be controlled through standard mitigation. Potential effects on ancient trees, hedgerows, woodland and Abbey Wood County Wildlife Site north of the River Yox are expected to be avoided or reduced through careful design and mitigation. Some localised landscape and vegetation changes may occur, but trees and hedgerows will be retained wherever practicable.

The Pipeline Corridor passes close to 15 designated heritage assets, including listed buildings, Scheduled Monuments e.g. Sibton Abbey, and the Heveningham Hall Registered Park and Garden, although these would not be directly affected.

C-S10 with C-S10A crosses the River Yox, where trenchless and open-cut construction methods are being considered. Potential impacts, including those related to peaty soils, soils with archaeological potential, and nearby residential properties, can be mitigated.

The Pipeline Corridor intersects the A1120 and A12, as well as several minor roads and Public Rights of Way. Trenchless techniques are proposed at key crossings to minimise disruption, with traffic management used elsewhere to maintain access and safety.

The southern end of C-S10A overlaps the South Saxmundham Garden Neighbourhood allocation and a related planning application. Discussions with the developer suggest that it will be possible to route the pipeline through the affected area, subject to agreement on detailed alignment. The corridor also passes west of the Sibton Park allocation. While there may be temporary construction effects, the underground pipeline is not expected to result in long-term impacts on the setting of these heritage assets.

Overall, C-S10 provides a strong balance across engineering, environmental and planning considerations. Ongoing design, surveys and stakeholder engagement will continue to refine the alignment and further reduce potential impacts.

At this stage, no issues have been identified that would prevent C-S10 with C-S10A being progressed, subject to further assessment, design refinement and standard mitigation. We are therefore progressing C-S10 with C-S10A to the next stage of our assessments and design refinement.

In our consultation materials and assessments, the Pipeline Corridors for C-S connected to the mid-point of the Central Service Reservoir study area. As we progress, we will refine C-S10 with C-S10A to connect into our preferred option for the Central Service Reservoir.

Options not being progressed

Option	Why we are not progressing these options
C-S9, C-S10B and C-S10C	The remaining C-S Pipeline Corridors are not being progressed because they do not provide the same overall balance as our preferred option. C-S9 was not progressed because it performed least favourably in hydraulic and carbon terms. It is longer, would require more pipeline and would result in a higher operational demand. Sub-Corridors C-S10B and C-S10C, in combination with the main corridor options, performed better in hydraulic and carbon terms than sub-option C-S10A did. However, they introduced greater construction and delivery risks at key crossing locations. These included more difficult interactions with gas infrastructure, mature woodland, constrained working areas, sensitive community locations and higher construction uncertainty. Sub-Corridor C-S10A does not require crossing the River Fromus and avoids multiple crossings with gas infrastructure which would be required for C-S10B and C-S10C. C-S10 with C-S10A was therefore selected because the limited hydraulic and carbon disadvantages are outweighed by reduced construction, safety and delivery risks.

Overall, C-S10 with C-S10A achieved the best balance across all of the factors considered and has been identified as the preferred corridor with the other options no longer being progressed.

****Please note that, as a result of how corridors have been combined, C-S10 and C-S10A have been combined and renamed, and will be referred to as Pipeline Corridor 10 in all future SWRTS Project material. A map showing the preferred and renamed corridors can be found on page 63.***

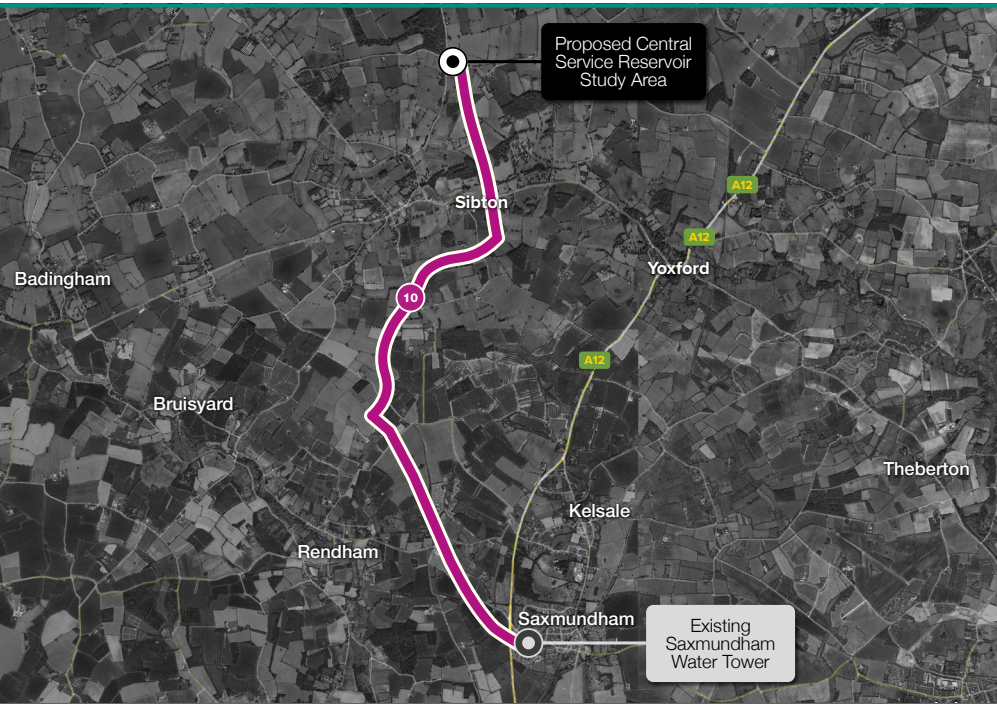


Figure 14 — C-S Pipeline Corridor preferred options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).

Saxmundham to Sizewell C (S-S) Pipeline Corridor

The Saxmundham to Sizewell C Pipeline Corridor would transfer drinking water from the wider Project network near Saxmundham to Sizewell C.

This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

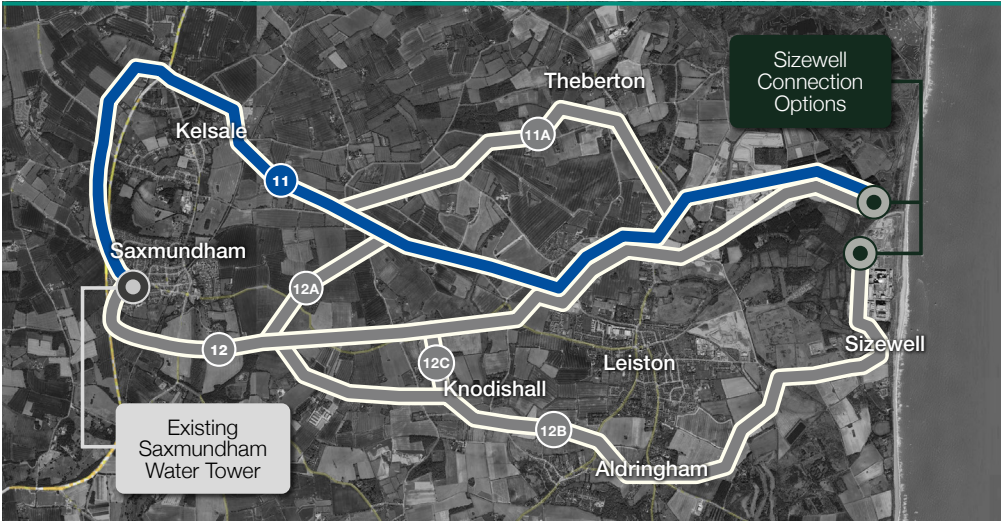
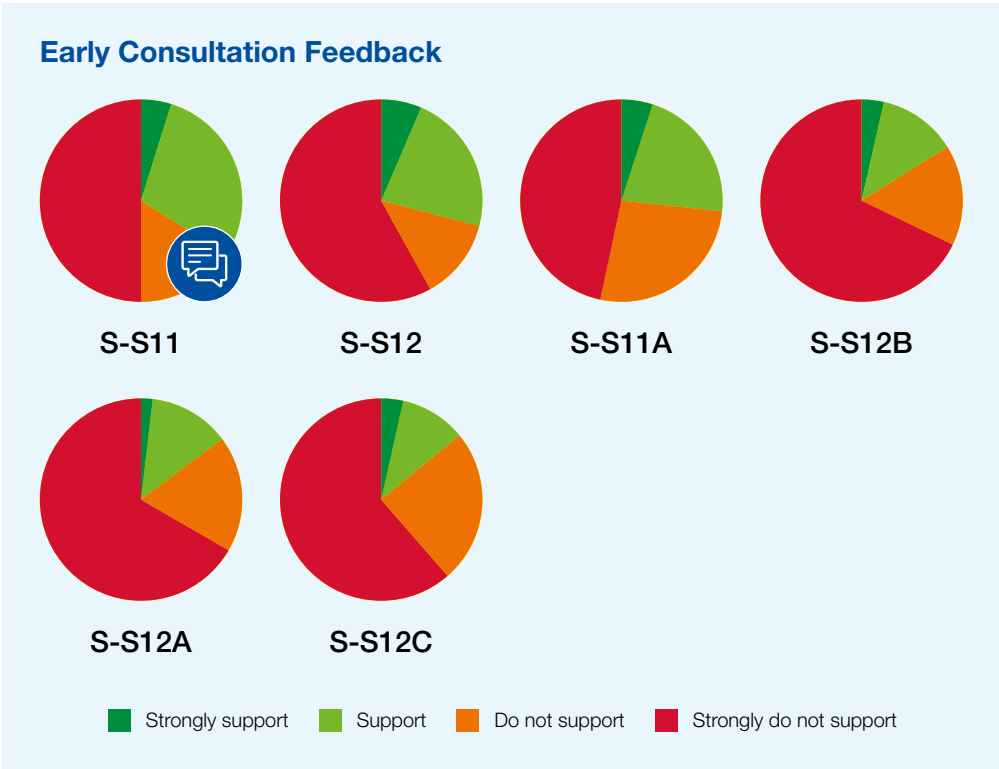


Figure 15 — Early Consultation S-S Pipeline Corridor options. This map is a stylised representation of the Project, detailed plans of our preferred options can be found on our [interactive map online](#), or in our [Book of Plans](#).



Consultation Selection: S-S11



Project Selection: S-S11B



Pipeline Corridor 11 combines elements previously shown during Early Consultation as S-S11 and S-S11A. It was referred to as S-S11B during assessment, but will be referred to as Pipeline Corridor 11 in future Project materials.

Saxmundham to Sizewell C Pipeline: Overview

The Saxmundham to Sizewell C Pipeline Corridor would transfer drinking water from the wider Project network near Saxmundham to Sizewell C.

This chapter explains which Pipeline Corridor is being progressed, what we heard during consultation and how feedback has been considered alongside further assessment work.

Saxmundham to Sizewell C Pipeline: Design Requirements

The design requirements for the S-S Pipeline Corridor include:

- Creating a route that can safely and reliably transfer water to Sizewell C
- Maintaining appropriate distances from existing homes, businesses and sensitive environmental features where possible
- Minimising the number of crossings of major roads, railways, watercourses and other infrastructure
- Reducing carbon emissions and construction requirements where possible through efficient pipeline design

- Providing a route that can be constructed, operated and maintained safely
- Identifying a corridor that balances engineering, environmental, planning and land considerations.

Saxmundham to Sizewell C Pipeline: Stage 1 and 2 Corridor Selection

During Stage 1 (Exploring Options) and Stage 2 (Assessing the Options), several potential Pipeline Corridors between Saxmundham Water Tower and Sizewell C were identified and assessed.

The assessment considered engineering, environmental, planning and land factors, together with the ability of each corridor to meet the Project's operational requirements. This included consideration of corridor length, major infrastructure crossings, environmental constraints, land use and overall deliverability.

Following this assessment, a shortlist of 6 Pipeline Corridors were identified and presented during the Early Consultation. Whilst there have been some structural changes to these proposals to ensure assessment was uniform and equitable, these corridors formed the basis for the Stage 3 (Choosing Preferred Locations) assessment described within this chapter.

Saxmundham Water Tower to Sizewell C Pipeline: Feedback Data

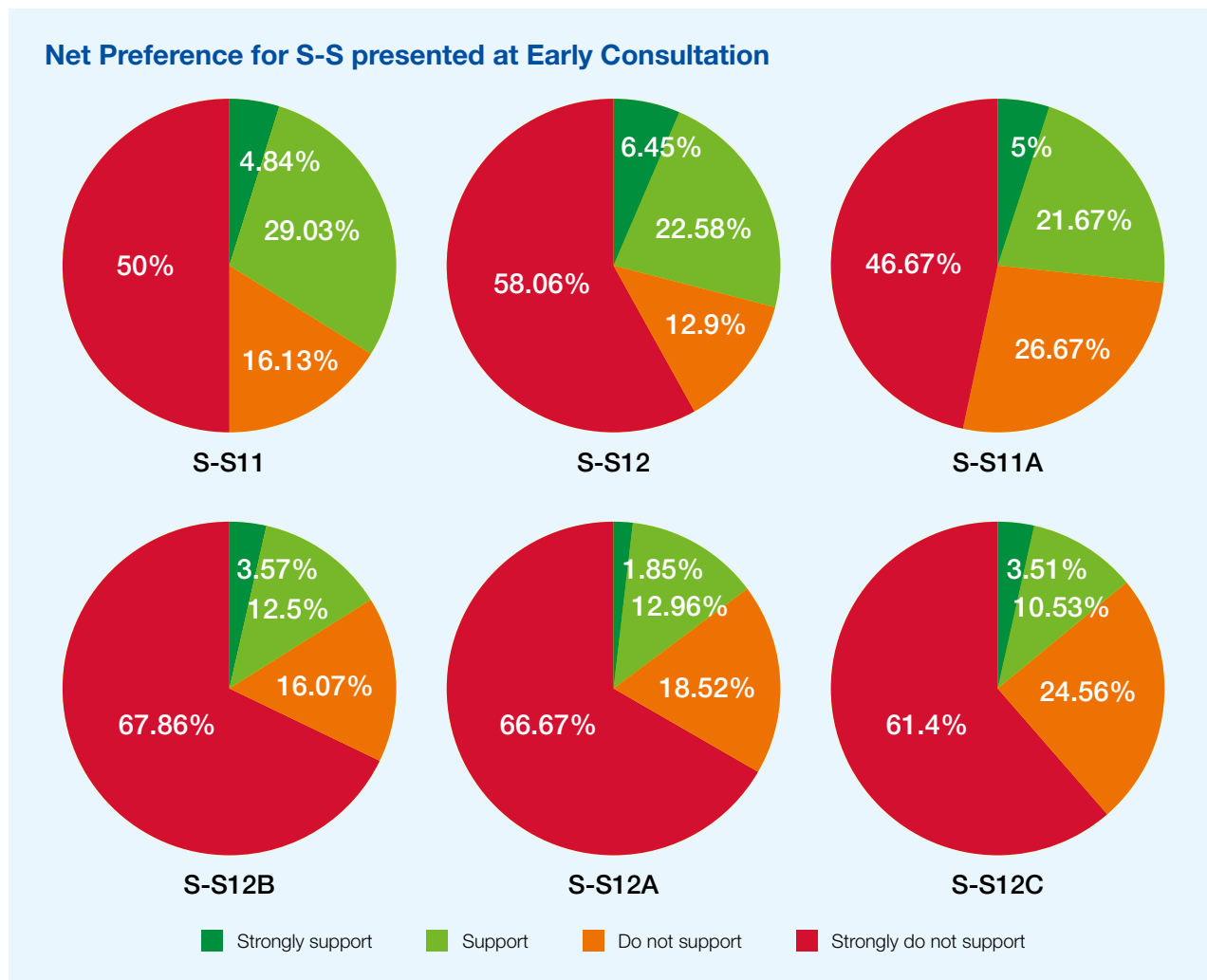
During the Early Consultation, we presented 6 potential S-S Pipeline Corridors for consideration. Feedback was received on each corridor and sub-route option. This has been carefully considered alongside Stage 3 (Choosing Preferred Locations) engineering, environmental, planning and land assessments to help identify the preferred Pipeline Corridor.

We combined the corridors and sub-corridor options presented at Early Consultation into corridors which cover the full route from the existing Saxmundham Water Tower to Sizewell C. During Stage 3 (Choosing Preferred Locations), the options presented at Early Consultation were reviewed as complete end-to-end routes. This identified that elements of S-S11 and S-S11A could be combined to provide a stronger overall route, which avoided the need for a second pipeline connection from the existing Saxmundham Water Tower. This combined route was assessed as S-S11B and will be referred to as Pipeline Corridor 11 in future Project materials.

The process we followed to achieve this is described in more detail in the methodology section of this document on page 10. This allowed us to compare the length, the hydraulic performance and carbon use of each of the options, including the sub-corridor options.

All S-S options received both support and opposition, although S-S11 received the highest level of positive feedback overall. S-S11A also received a relatively higher level of support compared with several other options. Respondents who supported these routes referred to their directness and their potential to reduce environmental impacts. Concerns raised about other options included proximity to other major infrastructure projects, including LionLink and Sizewell C, as well as potential impacts on habitats, heritage, landscape and local character.

This feedback has been considered alongside engineering, environmental, planning and land assessments. The preferred route combines elements of S-S11 and S-S11A because, when assessed as a complete route, it provides the strongest overall balance.



Saxmundham Water Tower to Sizewell C Pipeline: Preferred Option

We are progressing option S-S11B, a modification to S-S11 that was presented at Early Consultation. The new route will connect with Pipeline Corridor 10A north of Saxmundham, avoiding the need for a separate connection from Saxmundham Water Tower.

Option being progressed

Option	Why we are progressing this option
S-S11B	S-S11B (a more optimal sub-corridor made up of a combination of corridors S-S11 and S-S11A) is being progressed because it provides the strongest overall balance when engineering, environmental, planning, land and consultation considerations are assessed together. In a revision from the options presented at consultation, this corridor starts from the Central Service Reservoir to Saxmundham pipeline to the north of Saxmundham, rather than requiring a separate connection from Saxmundham Water Tower. This avoids the need to install two parallel pipelines in this area, reducing construction activity, carbon and cost. The preferred corridor combines elements of routes shown during Early Consultation and has been assessed as a complete route. Corridor S-S11B also avoids the need for a second railway crossing, which was a key factor in the assessment. Railway crossings introduce significant construction, safety, access and programme risks, so avoiding an additional crossing provides an important benefit. The corridor would pass around the northern side of the former RAF Leiston area and continue towards the northern side of the Sizewell C site. Further engagement and design work will be needed with other developers in the area, including Sizewell C and LionLink, to confirm the final connection point, but Corridor 11 provides the strongest route to progress at this stage.

	The corridor includes known constraints, including crossings of the A12, River Fromus, Saxmundham railway, Hundred River and Moat Road, as well as interactions with the Suffolk and Essex Coast National Landscape, heritage assets, Public Rights of Way, LionLink and Sizewell C proposals. These matters are understood and are considered capable of being managed through detailed design, trenchless construction where appropriate, traffic management, environmental mitigation and ongoing engagement with other project promoters. We will continue engagement with Sizewell C, LionLink and other infrastructure promoters as the design develops, particularly where there may be interfaces around land, access, construction timing or environmental mitigation.
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****Please note that, as a result of how corridors have been combined, S-S11B has been renamed and will be referred to as Pipeline Corridor 11 in all future SWRTS Project material. A map showing the preferred and renamed corridors can be found on page 63.***

Options not being progressed

Option	Why we are not progressing these options
S-S12, S-S12A, S-S12B and S-S12C	The remaining S-S Pipeline Corridors are not being progressed because they do not provide the same overall balance as S-S11B. Some alternatives performed better in hydraulic and carbon terms, but they would require a less favourable route out of Saxmundham and would introduce greater construction complexity. In particular, southern route options would require additional railway crossings or more difficult interactions with existing and proposed infrastructure.

Other options would require more pipeline, more construction activity or greater interaction with sensitive locations, including residential areas, woodland, floodplain areas and existing infrastructure. Some options also depend more heavily on the final Sizewell C connection point, which remains subject to ongoing discussion.

S-S11B is therefore being progressed because it avoids the most significant railway crossing constraint, reduces the need for duplicate pipeline infrastructure near Saxmundham and provides the most practical route to continue developing with Sizewell C.



Next Steps

What happens next

The preferred options set out in this document are not the final design. They identify the land parcels and Pipeline Corridors that are being progressed into the next stage of design development.

We will now move into Stage 4 (Finalising the Design), where further surveys, assessments, design work and engagement will be used to refine the Project before our Main Consultation in 2028.

We will not wait until the Main Consultation to speak with people who may be affected. Engagement with local communities, landowners, occupiers, parish councils, local authorities, statutory bodies and other stakeholders will continue throughout the design of the Project. This will help us understand local issues in more detail, test emerging design decisions and identify opportunities to avoid, reduce or manage impacts before the proposals are presented at Main Consultation.

This reflects our “no surprises” approach: engaging early, explaining what is changing, listening to feedback, and keeping a clear record of how issues are considered as the Project design develops.

Refining the preferred land parcels and Pipeline Corridors

During Stage 4 (Finalising the Design) we will continue to refine the preferred land parcels and Pipeline Corridors. This will include further work on:

- The layout of the Advanced Water Recycling Plant and Service Reservoirs
- Access arrangements for construction and operation
- The final route alignments within the preferred Pipeline Corridors
- Road, river, railway and Public Right of Way crossings
- Construction methods, including where trenchless techniques may reduce impacts
- Environmental, heritage, landscape, traffic, noise, water environment and archaeology matters
- Farming operations, drainage, land access and reinstatement
- Interactions with homes, businesses, community facilities and local routes
- Interfaces with other proposed developments

- Design of any proposed mitigation and Biodiversity Net Gain requirements.

The Pipeline Corridors being progressed are currently broad corridors, typically around 200m wide. During Stage 4 (Finalising the Design), these will be refined into narrower working widths, informed by surveys, engineering work, environmental assessment and engagement with landowners and stakeholders. The intention is to refine these corridors down to around 20 to 40m for Main Consultation / DCO application submission.

EIA Scoping Boundary

Moving forwards, we will submit an EIA Scoping Report. This will help define the environmental topics, study areas and assessment approach that will be used as the Project design develops.

The EIA Scoping Boundary is not the final design boundary. It identifies the area within which potential environmental effects may need to be considered at this stage. In most places, it is based on the preferred land parcels and Pipeline Corridors identified in this document. However, in some areas it is wider because further work is needed before the design can be refined.

This includes:

- The Western Service Reservoir, where a wider area was included when the EIA Scoping Boundary was prepared because several land parcels were still under consideration at that time. This does not mean that the other Western Service Reservoir land parcels are being progressed as preferred options
- The proposed Long Sea Outfall, which is at an earlier stage of development
- Distribution mains, local network connections and strategic reinforcement mains, which are also at an earlier stage of development
- Any areas of remaining pipeline optionality where further design work, surveys or engagement result in potential changes to the preferred options.

These areas do not mean that all options remain equally under consideration. The preferred options in this document show the land parcels and corridors currently being progressed. The EIA Scoping Boundary provides sufficient flexibility to assess potential environmental effects while the design is refined.

Inclusion within the EIA Scoping Boundary does not mean that all land within that boundary would be required permanently or temporarily.

We will continue to engage with affected communities, landowners, occupiers, parish councils, local authorities, statutory bodies and other stakeholders as these areas are developed further.

Long Sea Outfall and distribution mains

Some elements of the Project are at an earlier stage of development than the main preferred land parcels and the key Pipeline Corridors. These include the proposed Long Sea Outfall and the distribution mains / local network connections needed to connect the Project into the existing water network.

The Long Sea Outfall would provide a way to safely discharge concentrated residual water from the Advanced Water Recycling Plant to the sea. Further work will be undertaken to assess the location, design, construction approach, environmental effects and consenting requirements for this element.

The distribution mains and local network connections are smaller sections of pipework required to connect the main Project infrastructure into the existing local water network. These may also include reinforcement mains where required.

We will consult on these elements at the next formal consultation. However, we will not wait until then to begin engagement. As the design develops, we will carry out targeted engagement with local communities, landowners, occupiers, parish councils and other stakeholders in the areas potentially affected by the Long Sea Outfall, distribution mains, local network connections, and reinforcement mains.

This will include early engagement in areas such as Hopton-on-Sea, the local network connection points and any reinforcement mains required to connect into the existing distribution network, including the Eye, Finningham and Mellis areas. The location of these works will be confirmed as the design develops.

Ongoing engagement before Main Consultation

Engagement will continue throughout Stage 4 (Finalising the Design) and will be targeted to the issues and locations being considered.

This will include direct engagement with landowners and occupiers where land may be required for surveys, construction or operation. It will also include ongoing discussions with farmers and agricultural landowners about access, land management, drainage, seasonal constraints and reinstatement. The engagement strategy recognises that these issues need early, direct and ongoing dialogue rather than relying on consultation alone.

We will also continue engagement with parish councils, local communities and local interest groups. This will help us understand local knowledge, access concerns, construction issues, community impacts and opportunities to reduce disruption as the design develops. The engagement strategy proposes structured engagement, including working groups and briefings, to support ongoing dialogue.

Where the Project interacts with other proposed developments, we will continue to engage with the relevant promoters and delivery teams. This will include projects such as Sizewell C, LionLink, EcoPower Suffolk Solar, Chediston Solar Farm, North of Lowestoft Garden Village and South Saxmundham Garden Neighbourhood, and other local infrastructure proposals where there may be shared land, access, construction or environmental interfaces.

Main Consultation

We expect to hold our Main Consultation before DCO application submission in 2028. This will provide a final opportunity to comment on the refined Project design, including the preferred sites, more detailed designs for the Advanced Water Recycling Plant and Service Reservoirs, pipeline alignments, the Long Sea Outfall, distribution mains, local network connections and environmental information.

Development Consent Order application

Following Main Consultation, we will review the feedback received, continue to refine the design and prepare the documents required for the Development Consent Order application.

The application will be informed by the full programme of consultation and engagement undertaken throughout the development of the Project, including feedback received to date, ongoing engagement and Main Consultation. It will also draw on the surveys, assessments and investigations that will continue as the design develops.

The DCO application will set out the final proposals, their likely environmental effects, the measures proposed to avoid, reduce or manage impacts, and how consultation and engagement have influenced the development of the Project.

Preferred Pipeline Corridors Overview

Pipeline Corridor 3: Advanced Water Recycling Plant to River Waveney (A-W)

Pipeline Corridor 11: Saxmundham to Sizewell C (S-S)

Pipeline Corridor 5: Barsham Water Treatment Works to Central Service Reservoir (B-C)

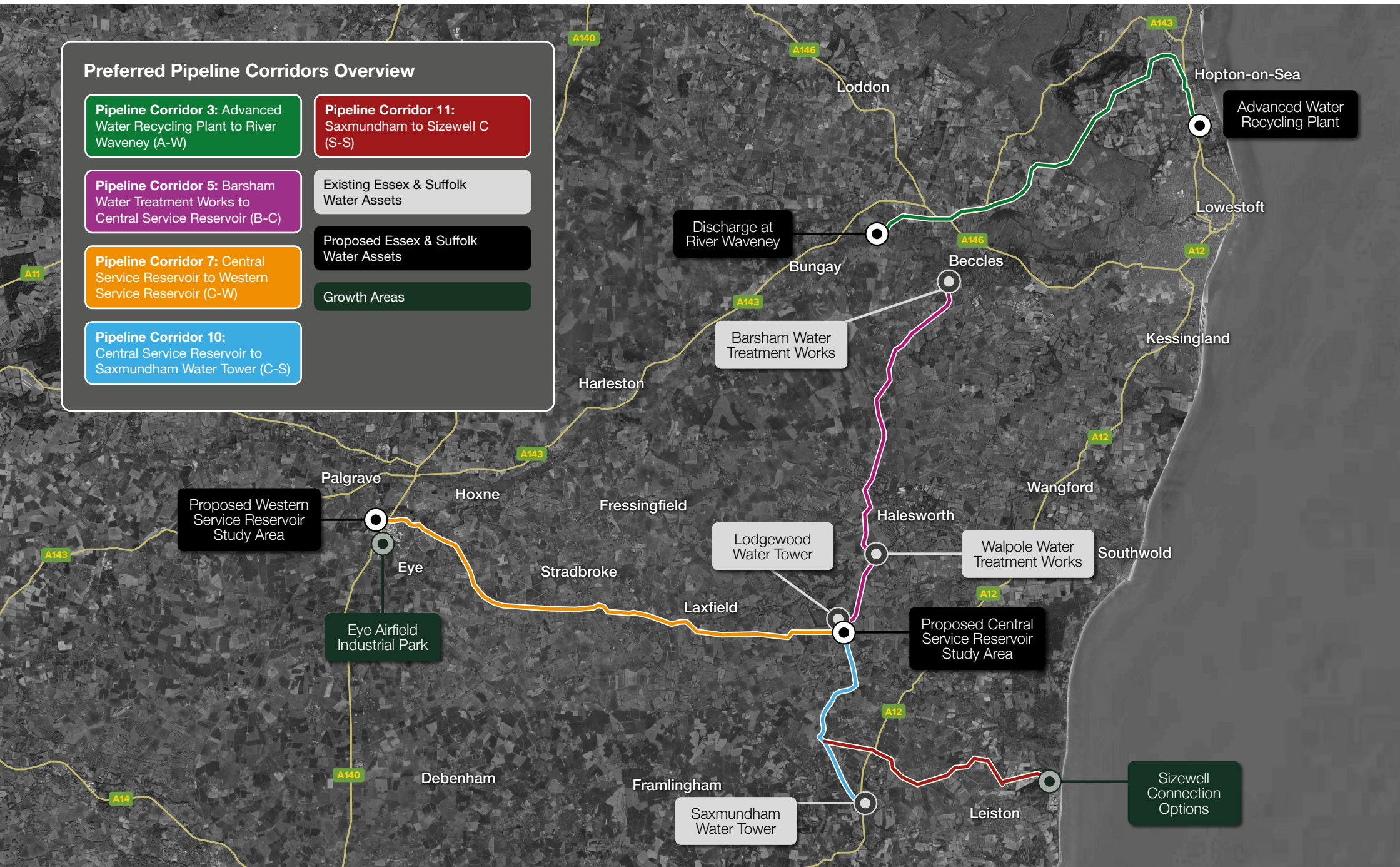
Existing Essex & Suffolk Water Assets

Pipeline Corridor 7: Central Service Reservoir to Western Service Reservoir (C-W)

Proposed Essex & Suffolk Water Assets

Pipeline Corridor 10: Central Service Reservoir to Saxmundham Water Tower (C-S)

Growth Areas



Keeping in touch with the SWRTS Project

Essex & Suffolk Water would like to thank everyone who has taken the time to engage with the Suffolk Water Recycling, Transfer and Storage (SWRTS) Project and shared their views. Whether you attended one of our consultation events, spoke with the Project team, responded to our consultation or contacted us directly, your feedback has played an important role in shaping the Project's design.

The comments, local knowledge and insights from communities, landowners, businesses, statutory bodies and other stakeholders have been carefully considered alongside the environmental, engineering and technical assessments undertaken by our specialist teams. This has helped us refine our proposals and identify the Preferred Options presented in this document.

How to stay in touch

We look forward to continuing the conversation as the Project progresses. To stay informed, please visit www.suffolkwaternetwork.co.uk or scan the QR code below, to find the latest news, project updates and key documents, including future consultation materials and technical reports as they are published.



You can also register on the website to receive email updates, ensuring you are notified of engagement opportunities, consultation events, new information and future opportunities to provide feedback.

If you have any questions about the Project or would like to request a printed copy of this document, please email the Project team at swsp@nwl.co.uk or call us directly on 0800 1412108.

You can also view this document and the Book of Plans at any of the engagement hubs from Monday 3 August to Friday 11 September 2026.

Library	Address
Beccles Library	Blyburgate, Beccles, NR34 9TB
Bungay Library	Wharton Street, Bungay, NR35 1EL
Oulton Broad Library	92 Bridge Road, Oulton Broad, NR32 3LR
Halesworth Library	Bridge Street, Halesworth, IP19 8AD
Saxmundham Library	County Offices, Street Farm Road, IP17 1AL
Leiston Library	Old Post Office Square, Main Street, IP16 4ER
Framlingham Library	The Old Court House, Bridge Street, Framlingham, IP13 9AJ
Eye Library	6 Cross Street, Eye, IP23 7AB
Lowestoft Library	Clapham Road South, Lowestoft, NR32 1DR