

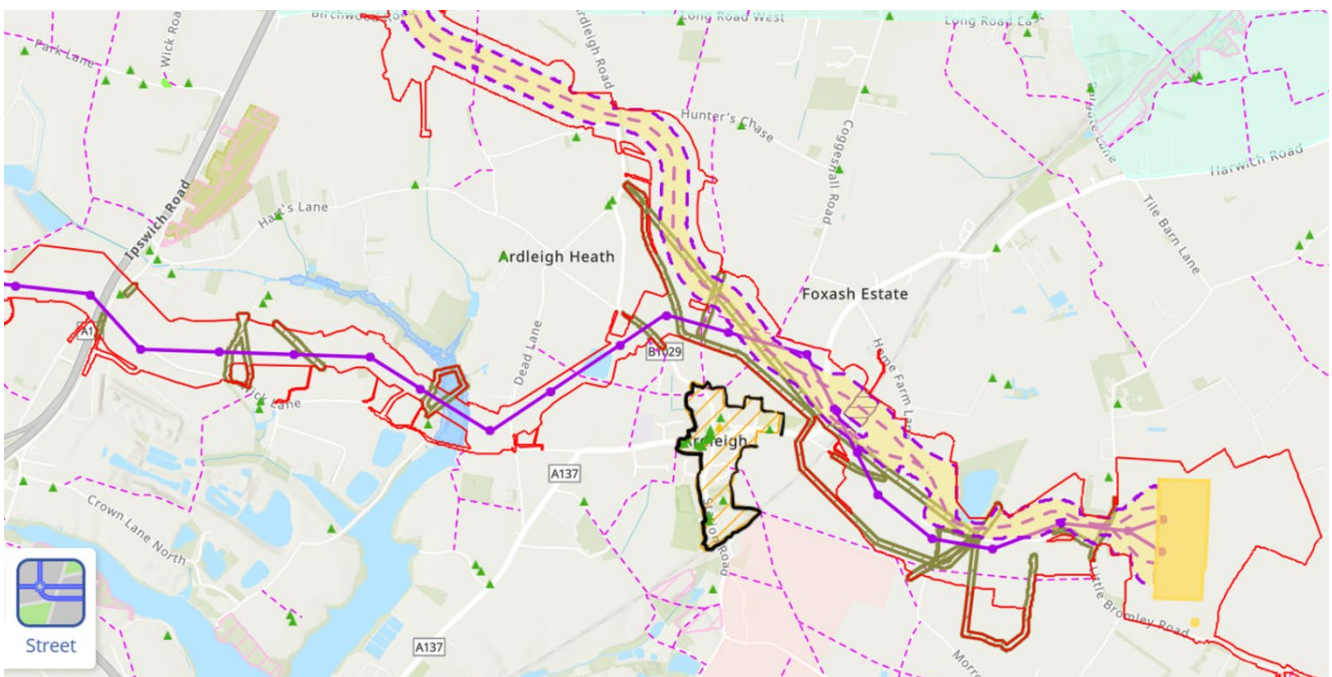
Below are 2 different examples of possible submissions Planning Inspectorate. Shorter, less detailed submissions are entirely acceptable.

Appendix 1 An example of a detailed response with illustrations; **Although information can be extracted? this is not to be copied and pasted in its entirety;**

I support the views and concerns of Ardleigh Parish Council, Tendring District Council and the Essex, Suffolk, Norfolk Pylons action group. Consultation has been legally deficient since 2022. No alternatives have been presented, and we have not been listened to by National Grid

I am (name)

We have lived in the heart of Ardleigh since 1990 and have learned a lot about the history of the parish and the environment. I have many concerns about the damage that will be caused by the National Grid proposal.



NG map showing the extent of the construction. The conservation area of Ardleigh is marked in black.

Environmental and Landscape impact:

The pylons will be seen from most areas of the village, including the conservation area in the heart of the village.

- The Garden of Rest in the cemetery, in particular, will have the tranquil views blighted by at least 3 Pylons (TB008, TB009, TB010) skirting the adjoining field.
- The vineyards at Skylark café (see photo) will be partially destroyed by the construction of pylons and haul roads as it is situated on Dead Lane, adjacent to Wick Lane. The café is a peaceful, family establishment that is well used by the community. TB1015 will be in the field adjacent to the vineyard where family events and wedding celebrations are held.
- From our own property what was once just open fields and open skies will be blighted by a line of pylons including TB007-009.





Before



After

Loss of Green infrastructure

- 5km of undergrounding and 6km of Pylon infrastructure will destroy many ancient trees and hedgerows. Many of the trees and hedgerows have TPO's and date back to an ancient heritage. As a result, they house many species of wildlife and birds. It is hard to understand how the losses can be mitigated.
- Many species of birds are known to visit and/or roost at the reservoir. (see photo) Over 100 different species of birds have been recorded around the reservoir many of which are water- fowl which will be at serious risk from the Pylon cables.
- Our property which is less than 300km from the construction sites is visited by many species of birds including Herons, Buzzards, Kites and Sparrow Hawks as well as a huge variety of songbirds. Migrating geese and swans regularly fly over our property directly towards or from the line of pylons.



Local amenity and heritage:

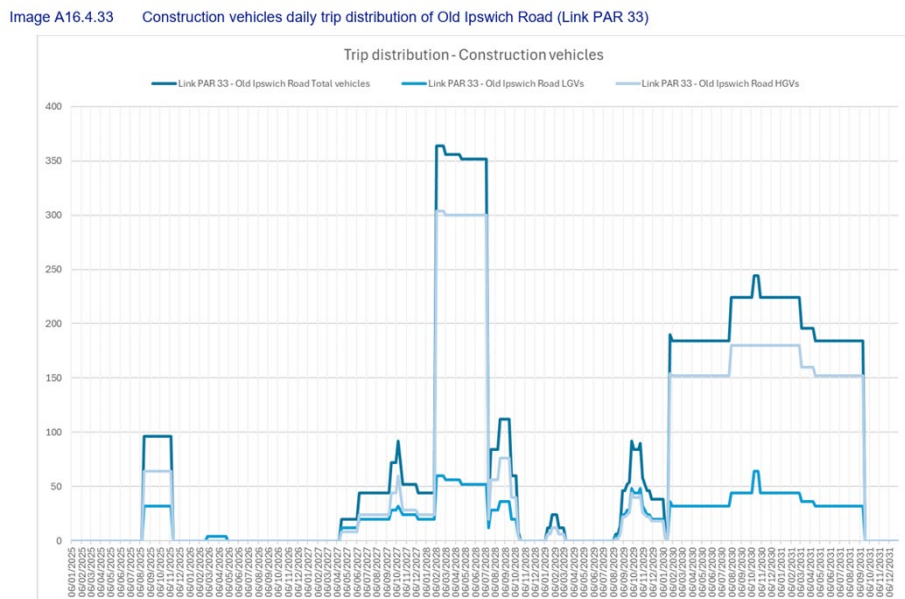
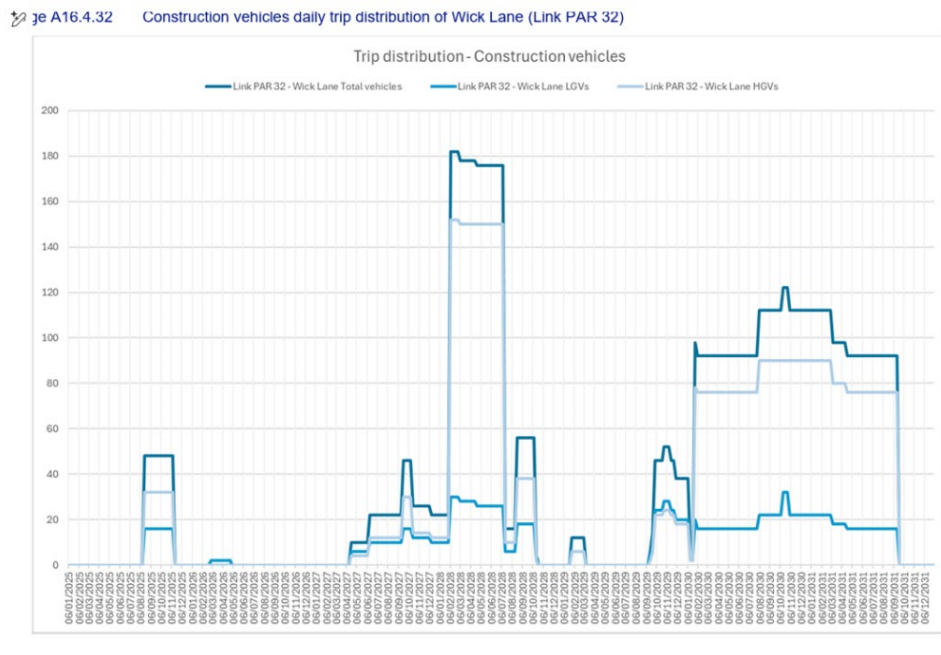
- Residential amenity will be hugely impacted by the increased noise and visual intrusion during the construction. Walks including around the fishing lake off Colchester Road and round the PROW's surrounding the village will be disrupted or permanently closed for many years.
- The route of the haul roads and construction sites passes close to most of the listed and/or ancient buildings (see 71 green triangles on map above), which will be badly damaged or impacted. There is also a renowned Scheduled Monument, one of the largest Bronze Age burial grounds in England where setting and unexcavated archaeology will be compromised or destroyed by the project.
- In addition there are two Roman roads in Ardleigh which have yet to be fully explored and they both run through the site of the EANC

Traffic and construction

- Ardleigh is used as a diversion when/if the A12 is shut down. It causes great congestion as the roads through the village are not built for motorway levels of traffic. There is real concern over the effects of construction vehicles on the local roads and pinch points, some of which can be very dangerous, i.e. the junction at Wick Lane and Dead Lane, and Dead Lane onto Colchester Road.

Construction Traffic volumes

- NG have estimated that over **180** Construction vehicles will use Wick Lane daily at the peak of the construction for about 6 months. The numbers then fluctuate with a consistent peak of up to **120** vehicles daily for about 19 months. This is at least 5 year period to completion, as shown in this NG graph (image A16.4.32 below)
- Access to Wick Lane from the A12 or A120 is via the Old Ipswich Road. NG's graph for the Old Ipswich Road for 2 way vehicles, with a daily peak of around 320 for the 6 month period. The variable over about 19 months is about 180 to 240 daily. (Graph image 16.4.33 below) Graphs of traffic volumes Wick Lane (above) & Old Ipswich Rd (below)

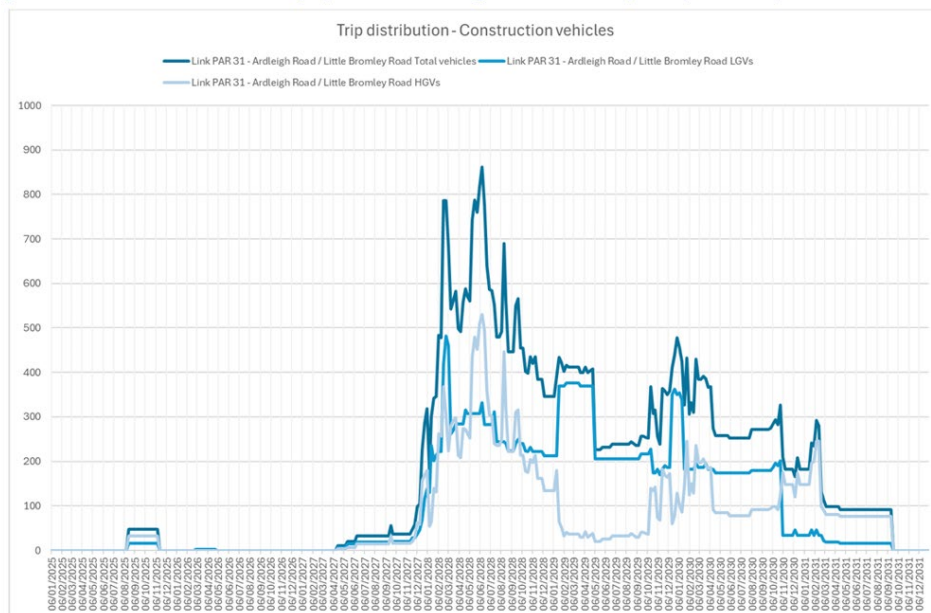


- Little Bromley Road is of massive concern due to its current size and surrounding dwellings and ancient hedgerows as seen in the photo below.



- The decimation of this sector of Ardeigh will be unretrievable. Building a huge substation on BMV farmland instead of seeking a more suitable brownfield site is damaging in so many ways.
- Little Bromley Road and Ardeigh Road will no longer be village roads used by the residents to homes but turned into motorway level access points. Many metres of hedgerow will have to be grubbed up, along with the resident wildlife. Farmers, fruit growers and small holdings will be adversely affected.
- The graph below shows daily peak construction traffic at in excess of 850. Again, with fluctuations, for around a 5 year period.
- All this in 2 villages that have a total of 6 entries in the Domesday Book.

Image A16.4.31 Construction vehicles daily trip distribution of Ardeigh Road/Little Bromley Road (Link PAR 31)



National Grid | August 2025 | Norwich to Tilbury

Construction Management

- A Construction Management plan is crucial. It must include a thorough air quality impact assessment, a noise impact assessment and vibration analysis. This is necessary to protect residents' amenities during construction.

- The analysis of this by NG is deeply flawed as it would require everything to work perfectly which evidence of previous construction shows never happens. Thus causing untold disruption and damage to the wellbeing of the community.

Alternatives and policy

- Ardleigh Parish has a Neighbourhood Plan which has a clear mandate to ensure the character and essence of the rural community is protected. The construction of the EACN, 50 m high pylons round the village will destroy this. The Neighbourhood plan is adopted by TDC and has the same status as the Local Plan. This project would ride roughshod over both plans defying in law the wishes of the local community.

Net Zero and Socio-economic benefits:

- Whilst the project serves national goals, local cumulative harms outweigh the national benefits and the socio-economic benefits for Ardleigh Parish and community are not, and have not, been fully realised or assessed.
- Alternative solutions like HVDC undergrounding, Sub-sea links to Tilbury. An alternative brownfield site between Norwich and Tilbury has not been discussed with National Grid. There has been a lack of comprehensive costings for options other than OHL and the EACN.
- Failure to assess alternatives is a key objection.
- This should **not** be the site of a huge Substation when there are better alternatives



Appendix 2 – Example of a response

I am a resident of the Parish of Ardleigh and live on xxxxxxxxxxxx). Our property is within 450 meters of the proposed undergrounding of cables and 300m from where the hedge will be removed on xxxxxxxxxxxx for construction of the underground cabling. Within our sight will be 6 x 50m high pylons (No's TB004 - TB009), plus their connecting cables. Our house will be within 1.5 miles walking distance of three substations: from xxxxxxxxxxxx, xxxxxxxxxxxx and Little Bromley Road.

I support the Essex Suffolk Norfolk Pylons action group. Consultation has been legally deficient since 2022. No alternatives have been presented and we have not been listened to by National Grid.

Main issues:

Impact on the local area - visible and within a short walking distance of my house there will be 6 x 50m high pylons (No's TB004 - TB009), cables, undergrounding and substations causing irreparable damage to the environment and our day-to-day enjoyment of the same. Our whole existence and the reason we live here will be changed forever.

Devaluing of our property. We have lived in our cottage for 20 years. We will be in very close proximity to undergrounding, pylons and cables. We will become 'hostages' to this project for many years during the construction phase (from 2027 - 2031). We are heading into our 70s and at some stage will need to move to more suitable retirement premises. We fear that our property will be unsaleable/significantly devalued, due to the disruption caused by the construction phase and nearness of the pylons and cables. We are stuck with no prospect of moving nor any financial compensation.

Disruption and loss and effect on health. For years to come, whilst the construction phase is in operation our day to day lives will be directly affected by construction traffic and noise. It looks likely that our access to the village, from our normal route - xxxxxxxxxxxx onto xxxxxxxx and then Little Bromley Road will be cut off. I regularly walked down to the village, along xxxxxxxxxxxx, and will be unable to do so whilst the underground cabling is put in place. Instead I will have to take a much longer route from xxxxxxxxxxxx onto the A137, to get to the village. This is a busy main road that will also be affected by the construction phase and will mean having to use a vehicle, instead of getting exercise by walking from our front door. During the construction phase my regular footpath (FP 28158) will be closed. Again, limiting my on-foot access to the countryside. For the years of the construction phase we will have to drive to footpaths further afield. Once pylons are in place and cables connected we will have to pass underneath the cabling between pylons. Unsure how safe this will be to our health.

Surge in traffic movement along xxxxxxxxxx and Little Bromley Road from April 2027 until September 2031 will render our regular access to xxxxxxxxxx difficult. We live on xxxxxxxx and have to access xxxxxxxxxx to get out onto main roads.

See National Grid Image A16.4.31 Construction vehicles daily trip distribution of Ardleigh Road/Little Bromley Road (Link PAR31). From April 2027 to September 2031 it will rise to a maximum of 850 vehicle movements in one month. xxxxxxxxxxxxxx and Little Bromley Road are both single track country roads.

Change of character turning it from a rural landscape into an industrial landscape. We are a small rural community who will be forever blighted by the National Grid substation, two further connecting substations: North Falls and Five Estuaries, and Tarcon Interconnector. Because of the proposed situation of the substation, Ardleigh will be surrounded by 21 x 50m high pylons and connecting cables.. It will be life changing for ourselves and that of our community and our wildlife.

The result will be loss of best most valuable land. Loss of ancient hedges and trees. These cannot be replaced and the effect it will have on flora and fauna will be devastating. We are in the flight path of many different migratory birds who will be affected by the pylons and cables. We have a richness of bird and mammal life, including many protected species. Within the proximity of the underground cabling and pylons (No's TB004 - TB009) is a reservoir and wooded areas that attract woodland and heathland birds as well as swans, geese, cormorants, ducks, kingfishers, grebes, owls, buzzards and red kites. Bats are also present in the area.

Loss of ancient habitat and my enjoyment of walking in the area will be seriously depleted during the construction phase and for many years to come.

Inadequate consultation Consultation by National Grid has been totally inadequate. The nearest places for us to review the project have been outside of Ardleigh: one of the most affected areas in the whole of the Norwich to Tilbury project. Very often consultation events have been staffed by people who knew little of our area or the consequences. It always felt like a 'tick boxing' exercise. Norwich 2 Tilbury, North Falls, Five Estuaries should have been consulted upon as one, as the cumulative effect on Ardleigh is incalculable.

Cumulative Effects The Parish of Ardleigh, considered a small rural settlement, is already a large provider of sand and gravel extraction, has a new Garden Community with an additional 2.5k houses being built in the Parish (more than doubling its size), a huge new distribution centre and industrialisation of an area alongside the A12. Our community is now expected to bear the cost of National Grid's project, two further substations and an Interconnector, as well as all of these other infrastructure changes.

There is a long-standing recommendation, presented by local authorities and the Essex Suffolk Norfolk Pylon Campaign, to take the power under the sea to where it will eventually be used. Alternatives to the substation positioning should have been presented to us for consideration. I would urge the Examiners to recommend that National Grid consider alternative, more suitable sites for their substation, to eliminate the damage this is going to cause to Ardleigh, Tendring District and ourselves personally. This would save all of the incalculable disruption to our lives, livelihoods and environment.

The costs of the project do not take into account the overall effect on the value of our homes, livelihoods and environment.

All of the effects of this project have been submitted by myself and my husband, as well as Ardleigh Parish Council, at the Statutory and Targeted Consultation phases. I hope the Examiners will take a close look at these to understand our deep concerns.