

**IN THE MATTER OF AN APPLICATION BY NATIONAL GRID  
ELECTRICITY TRANSMISSION FOR AN ORDER GRANTING  
DEVELOPMENT CONSENT FOR THE NORWICH TO TILBURY PROJECT**

**PINS REF: EN020027**

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**Deadline 1 (26<sup>th</sup> February 2026)**

**Comments on Behalf of**

**Ardleigh Parish Council**

**and Little Bromley Parish Council**

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**Introduction**

1. These comments are provided on behalf of Ardleigh Parish Council (“APC”) and Little Bromley Parish Council (“LBPC”) (together “the Parish Councils”) and provided (in accordance with the examination timetable) at Deadline 1 (26<sup>th</sup> February 2026). They have been prepared having had the benefit of sight of Pylons East Anglia Ltd’s Deadline 1 submission.
2. The Parish Councils remain fully engaged in the examination process and maintain their request for a discrete ISH addressing the concentrated impacts on the Ardleigh and Little Bromley Area (“ALBA”) of the proposed development.

**Objectives, Alternatives and Costs**

3. At ISH1, Mr Banner, on behalf of East Anglia Pylons Ltd, raised the question, “Alternatives to what?” (ISH1 Part 2, 00:12:22-00:13:01). Clearly, this is a material

issue for the examination to consider and as such, the Parish Councils support the request for ISHs to be held in respect of alternatives<sup>1</sup>

4. Further, the Applicant needs to be very clear about the objective it seeks to achieve through this proposed development. The Parish Councils have not been able to distil from the material filed by the Applicant to date as to precisely what objective the Applicant is aiming to achieve.
5. Without this information being presented clearly, the public, parties to this examination, and the Examining Authority (“the ExA”) are unable to fully understand and respond to the Applicant’s proposed development.
6. In respect of costs, the Parish Councils are, and remain, concerned as to how and when the Applicant has investigated and set its costs forecasts for the development as currently before the ExA, as well as the comparative costs of alternatives.
7. Whilst it is appreciated that the Applicant may come back in response to Deadline 1 to address some of these issues, it seems unlikely to do so in the level of detail required. As such, the Parish Councils agree that a costs ISH should be convened to explore this area.
8. In considering the above, and to assist the ExA, the Parish Councils would suggest framing written questions to the Applicant along the following lines:
  - a. What is the defined objective for the Norwich to Tilbury Project?
  - b. When was this objective decided upon and fixed?
  - c. What alternatives were considered to meet that objective?
  - d. When and how were they considered, and the clear reasons for not pursuing those alternatives?

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<sup>1</sup>The Parish Councils support the approach to using these hearings to address the issues on alternatives flagged by Pylons East Anglia Ltd in its Deadline 1 submission.

- e. Can the Applicant provide detailed breakdowns of the costs of the alternatives considered by it? Particularly, where can it be seen what the difference in costs is between a development involving HVAC and one involving HVDC?
  - f. What costs contingencies have been considered and reserved for if the project is granted Development Consent?
9. A specific point of concern arises for the Parish Councils in respect of costs and whether or not the cost of the EACN was factored into the current development at the time at which the alternatives were dismissed by the Applicant. This is discussed further below.

### **The EACN**

10. At ISH1 the Applicant described the EACN location as balancing the 400kV transmission system and the landing points for customer connections coming ashore (ISH1 Part 2, 00:03:18–00:05:05).
11. It remains unclear whether the EACN's location was treated as a variable within the alternatives considered or as a fixed asset. If it were treated as a fixed point in the proposed development, it would have effectively shaped the route and the concentration of infrastructure and played a key role in determining the route and proposed development in and around the ALBA.
12. In addition to the suggested questioning above, the Parish Councils invite the ExA to explore the following (by way of written questions) with the Applicant in respect of the EACN:
- a. Was the EACN location treated as a fixed constraint in assessing alternatives?
  - b. What alternative locations were considered with respect to the EACN?

- c. Further, what alternatives were considered in respect of the permanent access route from the centre of Little Bromley to the EACN?
- d. What criteria led to rejection?
- e. Were offshore scenarios modelled that would alter the requirement/design/location of the EACN?
- f. Was the infrastructure concentration within the ALBA. assessed as a siting factor?

### **Hearing Venues**

- 13. The Parish Councils await with interest as to which venues are suggested for any future hearings in this examination. The position, from their perspective, remains as per the relevant representations filed and comments made at the preliminary meeting.

### **Further Material Appended by the Parish Councils**

- 14. To assist the ExA, the Parish Councils append the following to these comments:
  - a). The Parish Councils' written statements as read out during OFH2
  - b). The Parish Councils' suggested inspection route with regard to considering the ALBA. The Parish Councils would also like to invite the ExA to consider whether or not it would like to avail itself of the opportunity to view the ALBA from the tower of the Grade II\* Church of St Mary in Ardleigh. Such a visit can be arranged via the Parish Councils and assist the ExA in considering the ALBA within the context of the existing settlement and surrounding landscape.
  - c). The Parish Councils have commissioned some drone footage, flying over the ALBA, which provides an unparalleled (quick) view focusing on Ardleigh and the EACN site and surroundings. Whilst not providing a view

of the whole of the ALBA, the ExA is invited to view this footage to assist supplement site visits, The footage can be found via this link: [Drone Footage](#)

## **Conclusion**

15. As set out above:

- a. The Parish Councils continue to submit that an ALBA-specific ISH is required in order to fully examine the unique impacts the proposed development will have on the ALBA
- b. ISHs should also be held to review the Applicant's assessment of alternatives (including an understanding of the Project's objectives) and costs.
- c. The ExA is invited to consider the Parish Councils' proposed lines of questioning for the next round of written questions as well as:
  - i. The Parish Councils' suggested route for a site visit to the ALBA
  - ii. The invite to ascend the tower of the Church of St Mary
  - iii. The drone footage provided through these comments.

16. The Parish Councils await with interest the Applicant's Deadline 1 response, to which they will respond to fully by Deadline 2.

**Simon Bell**  
**Cornerstone Barristers**  
**26 February 2026**

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**Statement on Behalf of  
Ardleigh Parish Council  
OFH2**

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**Introduction**

1. Ardleigh Parish Council (“APC”) recognises and supports the national need for electricity generation and transmission across the country. However, the scheme proposed by the Applicant through this DCO is not something that APC can support due to the impact it will have on Ardleigh and the surrounding area (referred to as the ALBA).
2. Within this project, the ALBA is uniquely and disproportionately affected by the cumulative clustering of the East Anglian Connection Note, windfarm substations, converter infrastructure and battery storage, which creates an energy hub of exceptional scale in a constrained rural location<sup>1</sup>

**Alternatives**

3. As will be discussed at a high-level tomorrow, and it is hoped (subject to the decision you make on this), in more detail at a later hearing, the identification of

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<sup>1</sup> Additional Submission 27 January 2026

Ardleigh as a location for elements of the proposal is clearly inappropriate and the Applicant has failed to properly, cogently and clearly evidence how it has considered and rejected alternatives to its current proposal. Viable and lower impact alternatives have either not been assessed or dismissed out of hand and without reasons<sup>2</sup>.

4. In identifying the route and locations it has, the, the Applicant's own published analysis has demonstrated that coordinated offshore transmission could reduce infrastructure by up to 50% and deliver savings of approximately £6 billion by 2050<sup>3</sup>.
5. Additionally, earlier analysis identified potential savings of between £2.4 and £5.6 billion compared to a purely radial solution<sup>4</sup>
6. Despite this, no integrated offshore option has been comparatively assessed for the Norwich–Tilbury Project<sup>5</sup>.
7. The siting of the East Anglia Connection Node in Ardleigh, which (amongst the other factors discussed in the written submissions) is a particular example that shows that the proposal fails to identify the best and least harmful approach to delivering the need the Applicant is seeking to meet<sup>6</sup>.
8. In respect of Alternatives, APC support East Anglia Pylons Ltd's request (made during the Preliminary Meeting) that the issue of Alternatives be examined in greater depth than tomorrow's high-level hearing will allow. The structured approach (submissions followed by a hearing) suggested by Mr Banner KC would provide a proportionate and effective means of testing those issues. APC

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<sup>2</sup> See also APC's RR at §9 PDF Page 23

<sup>3</sup> Cited in RR at § 2.1, PDF page 15: National Grid ESO, Pathway to 2030 Holistic Network Design (July 2022) and supporting Offshore Coordination Phase 1 Report (2020)

<sup>4</sup> 2011 and 2022 reports identified in §2.1 of APC's RR

<sup>5</sup> §2.1 APR RR PDF page 15

<sup>6</sup> RR Summary of Objection and Sections 2.1–2.5; APC response to the targeted consultation (March 2025) (EN020027-000914),

considers that around a day will be required for a hearing to examine the way in which the Applicant had considered alternatives to its preferred approach.

### **Consultation**

9. APC are also concerned that the Applicant has failed to provide and allow for any real meaningful public engagement and consultation – directly breaching the well-established principles for consultation as set out in *R v LB Brent ex parte Gunning* 84 LGR 168<sup>7</sup>

### **Assessment of Impacts**

10. Part 5 of EN-1 requires “generic impacts”, including human health, safety and emergency response capacity to be assessed and weighed in the planning balance<sup>8</sup>
11. Even where national need is accepted, EN-1 makes clear that the presumption in favour of consent can be disengaged where residual impacts present unacceptable risks to human health or public safety<sup>9</sup>
12. Clearly, in respect of the ALBA adverse impacts outweigh the benefits, notwithstanding National need.

### **Conclusion**

13. There far more in APC’s submissions that cannot be summarised in a five-minute slot in an Open Floor Hearing. As such APC repeats its request that the matters it has raised be examined in a focused ALBA Issue Specific Hearing to ensure proper scrutiny.
14. Finally, this is not a position that APC is advancing on behalf of a handful of Parish Cllrs. It is supported by the local, small, community and this is evidenced

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<sup>7</sup> APC RR §3 PDF page 17 and the Lord Banner Opinions, submitted by East Anglia Pylons Ltd

<sup>8</sup> Additional Submission 27 January 2026

<sup>9</sup> Ibid

through the over £28,000 raised from over 70 households and businesses looking to support APC, and Little Bromley Parish Councils through its costs of participating, with expert representation at this Examination. APC and the community it serves has raised cogent and relevant concerns and these deserve to be examined in the way APC submits that they should

**Simon Bell**

**Counsel**

**Cornerstone Barristers**

**12<sup>th</sup> February 2026**

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**Statement on Behalf of  
Little Bromley Parish Council  
OFH2**

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**Introduction**

1. What follows is a statement made on behalf of Little Bromley Parish Council (LBPC). LBPC does not seek to repeat (much) of Ardleigh Parish Council's statement, but it has considered it and supports the points made in it. It is important to note that whilst APC and LBPC have engaged the same Counsel to act for them, they remain distinct Parish Councils with joint, but separate, concerns about this proposal.
2. As with APC, LBPC recognises and supports the national need for electricity generation and transmission infrastructure across the country. However, the scheme proposed through this DCO cannot be supported because of the disproportionate cumulative impact it imposes upon this small rural parish and the wider ALBA area.<sup>1</sup>

**Impacts on Little Bromley**

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<sup>1</sup> LBPC RR

3. Whilst within this project, Little Bromley does not host a single isolated element, it sits within a concentrated cluster of substations, converter infrastructure, battery energy storage and overhead transmission infrastructure. The effect is the industrialisation of open countryside within a compact geography that will destroy the historic, small, rural village of Little Bromley.<sup>1</sup>
4. Unlike larger settlements, Little Bromley's infrastructure and road network are limited. Construction traffic associated with this proposal would utilise narrow rural lanes not designed for sustained heavy goods vehicle movements. Further, the Applicant's proposal introduces a permanent access road from the center of Little Bromley to service the East Anglia Connection Node, with significant and permanent character changes being made to Bentley Road. The Parish Council's Relevant Representation identifies the significant safety, severance and amenity impacts arising from the construction traffic, and the permanent works to the local road network.
5. Cumulatively, the Examining Authority should also note that traffic servicing all of the substations and converter station will be routed through Little Bromley.
6. However, LBPC's concern is not confined to construction and traffic. The permanent footprint fragments agricultural land, affects drainage patterns and impacts Best and Most Versatile ("BMV") farmland. The cumulative footprint of pylons and associated infrastructure will result in considerable loss of prime agricultural land in Little Bromley<sup>2</sup>

### **Alternatives**

7. In LBPC's submission, the impacts it has identified arise because the project has not assessed lower-impact strategic alternatives. As identified by APC, and LBPC the Applicant's own published material demonstrates that coordinated offshore

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<sup>2</sup> LBPC RR at PDF page 4

transmission could reduce infrastructure by up to 50% and deliver savings of approximately £6 billion by 2050.

8. Despite this evidence, no integrated offshore option has been comparatively assessed for the Norwich–Tilbury Project. The clustering experienced in Little Bromley is therefore a consequence of strategic choices by the Applicant, which require examination and scrutiny over the next six-months.

### **Assessment of Impacts**

9. Part 5 of EN-1 requires considerations of impacts on human health, safety and emergency response capacity to be assessed and weighed in the planning balance.<sup>3</sup> In a rural parish with constrained access routes and limited emergency infrastructure, the proximity of high-voltage equipment and battery storage engages those considerations directly.<sup>3</sup>

10. Even where national need is accepted, EN-1 makes clear that the presumption in favour of consent is not absolute and may be disengaged where residual impacts present unacceptable risks to human health or public safety.<sup>3</sup>

### **Conclusion**

11. There is considerably more within LBPC's written submissions than can be addressed within a five-minute Open Floor Hearing. Accordingly, LBPC reiterates its joint request for a focused ALBA Issue Specific Hearing so that cumulative impacts, safety considerations and alternatives can be examined coherently rather than in fragmented topic sessions.

12. Further, LBPC supports East Anglia Pylons Ltd request that the issue of Alternatives, be examined in more depth than tomorrow's high-level hearing will allow. The approach suggested by Mr. Banner KC, should be accepted by the Examining Authority.

13. LBPC is a very small parish council. It does not benefit from the same level of precept as some of the other Parish Council's involved in this examination. However, it has the support of its community and has engaged with this process through a contribution to APC's fund.

14. LBPC respectfully asks that its concerns be examined fully and proportionately, in light of the scale of permanent change proposed within this parish.

**Simon Bell**

**Counsel**

**Cornerstone Barristers**

**12<sup>th</sup> February 2026**

# Representation from Ardleigh and Little Bromley Area Parish Councils (ALBA)

Request for Accompanied Site Inspection – Environmental and Heritage  
Impacts

## Introduction

This section presents the formal representation from Ardleigh and Little Bromley Parish Councils (ALBA) regarding the request for an Accompanied Site Inspection (ASI) during the week commencing 27<sup>th</sup> April, 2026. The purpose of this submission is to outline key environmental and heritage concerns associated with the proposed development, and to provide detailed rationale for accompanied visits to specific sites of interest.

The view from the top of the Church Tower shows the surrounding landscape and can assist with an appreciation of the core of Ardleigh Village and setting. A visit can be pre-arranged by the Parish Council to ensure safe access can be facilitated.

## Review of Unaccompanied Site Visit

The Parish Councils have reviewed the note and accompanying maps detailing the route of the Unaccompanied Site Visit (USI) to Little Bromley and Ardleigh, which took place on the morning of 3<sup>rd</sup> December 2025. The visit commenced at Little Bromley and concluded at Witham, traversing a range of settlements and their surrounding areas, including Little Bromley, Hungerdown Lane and part of Little Bromley Road, Foxash Estate, Ardleigh, Ardleigh Heath, Dead Lane, Wick Lane, Langham, Boxted Cross, Great Horkesley, Crabtree Lane, West Bergholt, Fordham, and Fordham Heath.

The note indicates that the USI was undertaken primarily by car and partly on foot, from publicly accessible land. However, the maps provided do not specify locations where stops were made. We feel that without some explanation the issues relating to the sites on the route taken limit the ability to fully assess the sites in question. We also note that the route taken did not include the stretch of Little Bromley Road from the salt dome to the substation sites which provide views of the potential damage to the setting of the scheduled monument and the trees and hedgerows along Little Bromley Road.

## Maps Provided

Two maps are attached in support of the ASI request:

- Map 1, sourced from the NG interactive map, illustrates the suggested sites in relation to the proposed construction.
- Map 2, from Parish Online, provides clearer detail of the suggested sites' locations on an OS map.

## Suggestions for Accompanied Site Visits

Our recommendations for accompanied site visits are based on the following criteria:

- Sufficient information to identify the location
- The issues to be observed at the location
- Information on whether the site can be accessed via public land
- The reason why the location has been suggested

## Environmental and Visualisation Concerns

The Parish Councils consider NGET's visualisations inadequate, particularly as requests for further visualisations reflecting recent changes were declined. Reference is made to the recent Additional Submission from Ardleigh Parish to PINS, which can be accessed at

<https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-001068->

[Route%20alignment%20and%20substation%20siting%20in%20Ardleigh\\_1.pdf](https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-001068-Route%20alignment%20and%20substation%20siting%20in%20Ardleigh_1.pdf).

## Significant Bodies of Water

The locations referenced include four significant bodies of water:

- New reservoir – Crown Quarry (proposed country park)
- Ardleigh Reservoir
- Reservoir/Fishing Lake behind Colchester Road (Local Green Space)
- Peake Fruit's fishing lake/reservoir

These water bodies, together with the surrounding fields and woodland, contribute significantly to the natural beauty and biodiversity of the area, serving as important habitats for birds and other wildlife.

## Impact of Proposals

The current proposals would result in overhead lines crossing two of these bodies of water and being in close proximity to the other two, with anticipated severe impacts on both visual amenity and biodiversity.

## Requested/Suggested Sites for Accompanied Site Inspection

Detailed below are the requested sites for ASI, including grid references, descriptions, access information, and specific concerns:

### **Site 1. Former RAF Boxted – Park Lane, Langham**

Grid reference: TM 01865.09 31273.26

Former RAF Boxted was previously considered by National Grid for the EACN. Its proximity to the A12, existing energy and transport corridors, and the N2T transmission route highlights inadequacies in the site assessment. It

was dismissed without technical evidence. The grid reference is at the Boxted War Memorial, from which the site can be viewed.

### **Site 2 New reservoir – Crown Quarry, Old Ipswich Road Ardleigh**

Grid reference: TM 02498 29754

Viewed by parking at SRC's main office.

Sand and gravel extraction is nearing completion. As part of the original planning permission, residents lobbied for a condition that it be landscaped as a Country Park with public access which is something the existing reservoir does not have.

- Residents are eagerly awaiting the opportunity to be able to access the park. As with the existing reservoir it will become a haven for wildlife and particularly birdlife. Records show that Ardleigh Reservoir has well over 100 different species that either live in the reservoir site or visit.
- The issue is that three pylons TB19 -TB20 will dominate the site adversely affecting the amenity and the power lines will be a serious risk for the birdlife attracted to the water.

### **Site3 Reservoir Causeway – Wick Lane, Ardleigh**

Grid reference: TM 04151 29406

The proposed haul road for pylon construction will necessitate removal of ancient hedgerows and trees.

Can be viewed from the causeway on Wick Lane or by walking from Skylark Café through the vineyard (with landowner permission).

- The pylon route crosses Ardleigh Reservoir. The Reservoir is a vital drinking water resource for Colchester and the home to a huge variety of wildlife, particularly resident and migrating birds, many of which nest in this location: most notably swans. It is common knowledge that swans are particularly vulnerable to overhead power lines, as are the hundreds of geese that also visit this location.
- The Pylons TB15 and TB16 will be sited on each bank with the cable array crossing the reservoir less than 150metres north of the causeway.
- National Grid estimate that 180 construction vehicles a day will cross the causeway. Wick Lane is used as a short cut onto the A12 and is an extremely dangerous narrow lane.
- There are also concerns for the risk of contamination during the construction phase as there are multiple watercourses that feed into the reservoir that are in the path of the proposed pylons.

### **Site 4 Reservoir/Fishing Lake behind Colchester Road, Ardleigh**

Grid reference: TM 04892 29738

- Accessible from Wick Lane, Dead Lane, or on foot via PROW FP 22 158. The lake is surrounded by mature trees and bushes and is known to be visited by wildlife including a variety of waterfowl, bats and deer. It is used daily by anglers, dog and other recreational walkers.

- Pylons TB13 and TB14 will straddle the lake with the cable array crossing immediately above it. The footpaths will be closed during the construction phase but will be seriously and permanently compromised as a village amenity and as a designated Green Space in the Ardleigh Neighbourhood Plan. This will likely be a permanent loss to walkers and anglers.
- The route of these pylons is in the field immediately behind the village primary school St Mary's. Parents have already expressed concerns about whether they want have children attending a school with pylons in such proximity.

#### **Site 5 Ardleigh Village Conservation Area**

Grid reference: TM 05398 29466 (Car Park)

Viewed from Ardleigh Village Cross Road Car Park. (Also can be viewed from St Mary's Church Tower)

- The Conservation Area will be bordered by nine 50-metre-high pylons, most are prominent angle pylons, impacting listed buildings, including Grade II St Mary's Church Our understanding is that Conservation Areas are considered as Heritage Assets by the NPPF and as such, consideration should be given to any development that would adversely affect the setting of the asset.
- The Local Plan and Neighbourhood Plan also attach significance to the rural setting of Ardleigh in relation to Design Statements, with concerns for visual and health impacts.

#### **Site 6 Glebe Corner (Highways Depot), Cemetery and Allotment Land at A137/Little Bromley Road Junction**

Grid reference: TM 5785.41 29528

Viewed from layby adjacent to the cemetery.

Protected Green Spaces overlooked by pylons TB8–10 (up to 60m high to get the cables over the railway line).

- The proximity of these pylons to the Cemetery and protected green spaces will defile this tranquil setting, where local residents' loved ones are laid to rest.
- TB8-10 crossing over railway line and the route of the undergrounding will cause a pinch point with massive traffic disruption on the main highway between Colchester and Manningtree (A137).
- This will be coupled with disruption to Home Farm Lane and Little Bromley Road impacting on a significant local food producer: Peake Fruit.

#### **Site 7 Peake Fruit's Fishing Lake/Reservoir on Little Bromley Road**

Grid reference: TM06501 29096

Showing:

- destruction of trees and hedges
- destruction of setting of scheduled monument which is protected by law
- risks to Peak Farm reservoir.

The reservoir can be viewed from Little Bromley Road and via gate overlooking the reservoir.

The site of the Scheduled Monument and the heavily crop marked fields adjacent to it can be viewed through the hedge opposite the gate.

NGET issued updated documents including **Document: 6.11.F3 Environmental Statement Figure 11.3 - Non-Designated Heritage Assets Assessed in the ES Chapter**

[https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-001104-6.11.F3%20Environmental%20Statement%20Figure%2011.3%20-%20Non-Designated%20Heritage%20Assets%20Assessed%20in%20the%20ES%20Chapter\\_Revision%20B.pdf](https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-001104-6.11.F3%20Environmental%20Statement%20Figure%2011.3%20-%20Non-Designated%20Heritage%20Assets%20Assessed%20in%20the%20ES%20Chapter_Revision%20B.pdf)

- The revised document shows many more heritage assets than the previous (Rev A) version. On page 15/26 details now show which Ardleigh Parish Council has included in documents submitted in previous consultations with NGET.
- Pylons TB5-8 and underground cabling will seriously impact the farm reservoir: a vital source of water to the existence of the multi-million-pound soft fruit producing business.
- Serious pinch point indicated with insufficient space to accommodate both cables and pylons without either affecting the designated Scheduled monument or the established fruit production business.
- Irreplaceable ancient hedgerows and trees on Home Farm Lane and Little Bromley Road will be taken out to allow for construction traffic access. The site is also home to a wide variety wildlife and used by a fishing club.

### **Site 8 Substation Sites – Little Bromley Road**

Grid reference: TM 07690 28662

- Sites are located on Best Most Versatile (BMV) land, visible in a flat landscape. Viewed from Little Bromley Road by the existing substation. The cumulative effects of EACN,
  1. Five Estuaries substation
  2. North Falls substation
  3. TARCHON interconnector
  4. Existing Little Bromley substation
  5. Approved battery storage facility
- Should be viewed as a whole development rather than component parts as it has been up to now.
- The land is Grade 1 Best Most Versatile and is a flat landscape. The whole site will be able to be viewed from a considerable distance, including the Dedham Vale National Landscape.
- As has been identified in other locations this concentration of vulnerable assets with Nationally Significant Infrastructure is not only a safety risk but a national security risk.

### **Site 9 Little Bromley War Memorial**

Grid reference: TM 09878 28142

Little Bromley War Memorial is a Grade II listed building:

- Concerns that it will be impacted by vibrations and/or accidental damage due to construction traffic.
- Estimated by National Grid as up to 850 construction vehicles at its peak per day.
- Nearby site of new Permanent Access Road to the EACN off Shop Road within the village of Little Bromley

The setting of the War Memorial within Little Bromley including its outlook on a “heritage hedge” is particularly notable with such hedge shown in the plans as destined for removal (*Document 2.16 Trees and Hedgerows to be Removed and or Managed Plans – Section C*).

### **Site 10 Bentley Road (A120 entrance to Little Bromley War Memorial)**

Grid reference: TM 11268 26559 to TM 09878 28142

View from drive through:

- Concerns include detrimental impact on Pellens Cottage at the entrance of Bentley Road
- Widening and straightening of Bentley Road resulting in a permanent change to the character of the area and route into Little Bromley village with resulting safety concerns for pedestrians, cyclists, horse riders and other non-motorised road users.
- Road widening, removal of hedgerows and trees, and heavy construction traffic affecting dwellings and road users.

### **Site 11 St Mary’s Church, Little Bromley**

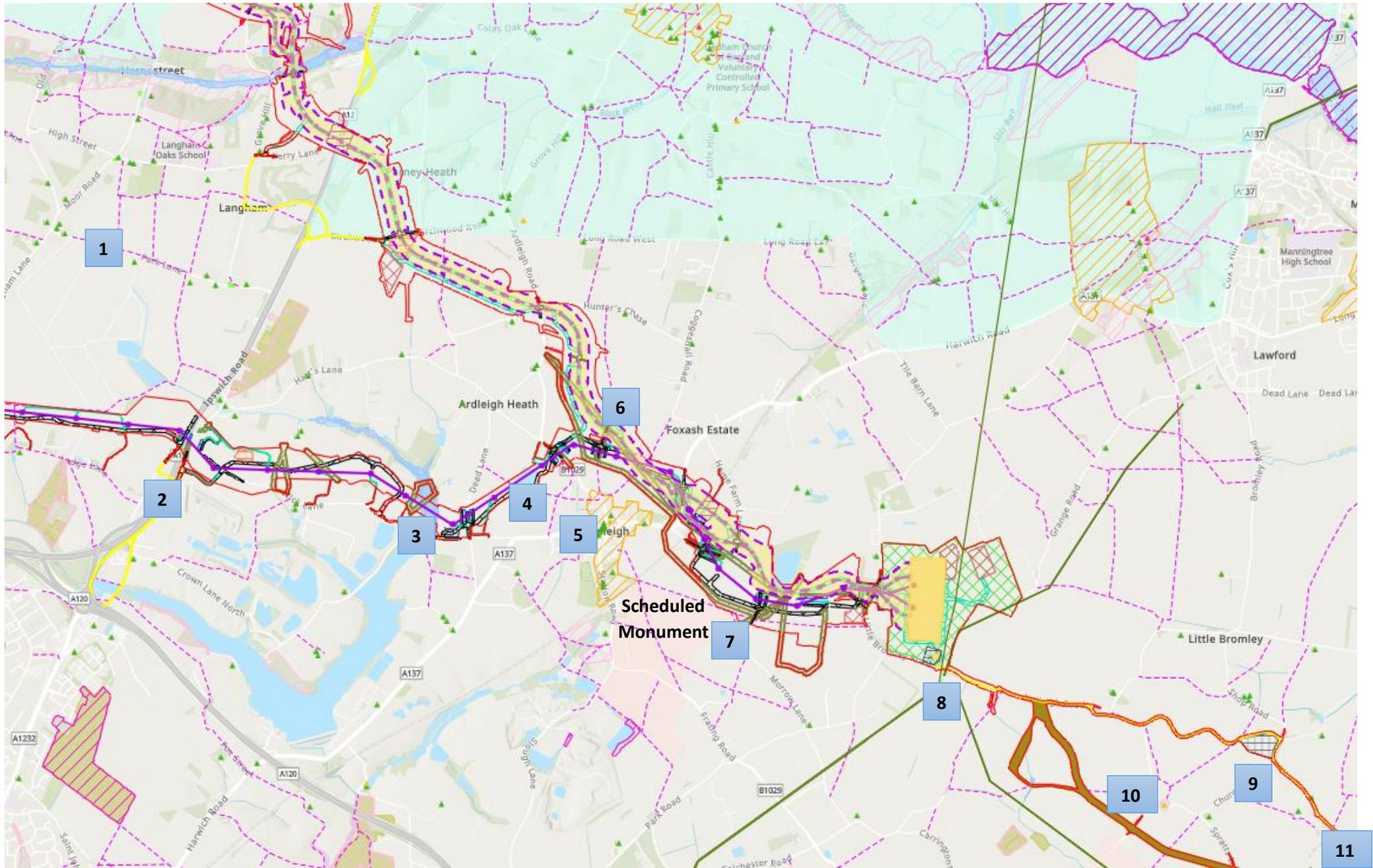
Grid reference: TM 09181 27822

A listed building potentially surrounded by construction, with concerns for accessibility and preservation.

## **Conclusion**

In summary, the Parish Councils request an Accompanied Site Inspection to ensure thorough assessment of environmental, heritage and other impacts. The sites listed are of significant ecological, recreational, and heritage value, and the anticipated effects of the proposed development warrant careful consideration. This structured approach will facilitate informed decision-making by the Examining Authority.





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Scheduled Monument