

AENC-NG-CNS-REP-0200

# Norwich to Tilbury

## Volume 5: Reports and Statements

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# Introduction

## Purpose of This Report

This report has been prepared by the Norwich to Tilbury project development team as a route guidance document. The document provides an overview of locations along the Project route providing a basis for the Examining Authority to undertake site visits and seek to gain an understanding of the Project.

The list of locations provided is not exhaustive and is structured as series of way points along the route, working sequentially from Norwich down to Tilbury, around which visits to other features and locations can be added. It is at the Examining Authority's discretion to determine which places, landmarks, and relevant points of interest along the Project's route to ultimately visit.

The report is divided into sections that mirror the other plans submitted with the application to allow for ease of reference. A description of some suggested points of interest, along with map information, some general directions and co-ordinates or addresses (where applicable) are provided. The co-ordinates can be used with Google Maps to provide specific directions to each location, and it is suggested this approach is taken. Experience suggests that three days would need to be allocated, to drive the length of the route and to view all the points listed with additional time to gain more detailed insights.

Some suggested parking locations have been provided within the document, however in most instances it is expected the visitors to pull over at safe locations and park where possible in proximity to the points of interest.

## Maps

The maps provided in this document are intended to be used as a guide to the various points of interest only and should not be considered as formal plans. Other documents provided within the Application should be used for understanding the detail and scale of the Project.

All maps included within this document are orientated north, with north located at the top of the page. The red line represents the Limits of Deviation, the blue line shows the alignment and pylon number. Where the existing 132kV is located in proximity to the development, this is shown by a light green line. Other colours such as yellow and green are used for various types of compounds.

# 1. Section A – South Norfolk Council

## 1.1 Norwich Main Substation

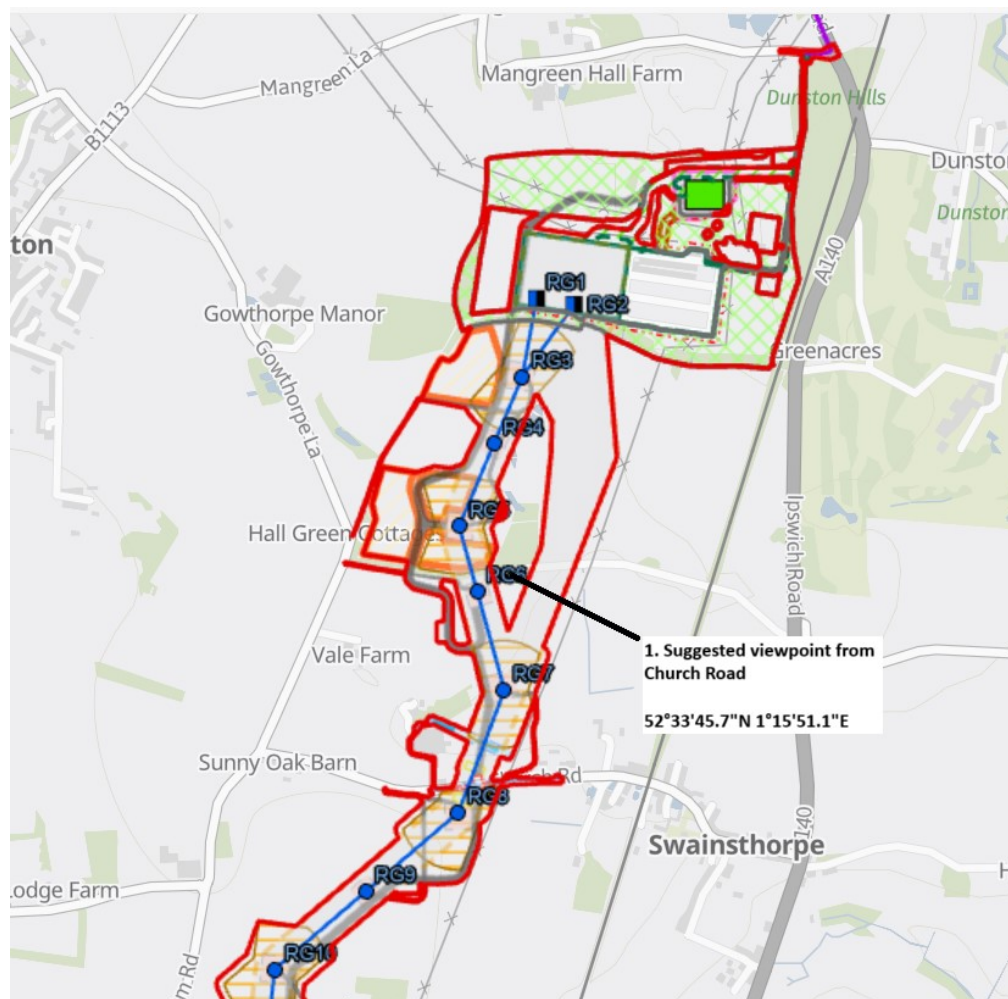
### Key Locations and Points of Interest

- 1.1.1 Suggested location on Church Road with views towards the existing overhead line north and south and the existing Norwich Main Substation. Norwich to Tilbury is connecting into the western extent of the substation, with the alignment running parallel to the existing 4YM overhead line. Alignment is close to other developments and various areas of woodland.

### Route Guidance

- 1.1.2 Route in from the A140 via Swainsthorpe. Suggested viewpoint from Church Road at co-ordinates (1. 52°33'45.7"N, 1°15'51.1"E). Alternative views from the north looking south from Mangreen Lane.

Figure 1.1 Norwich Main Substation



## 1.2 The Forncetts

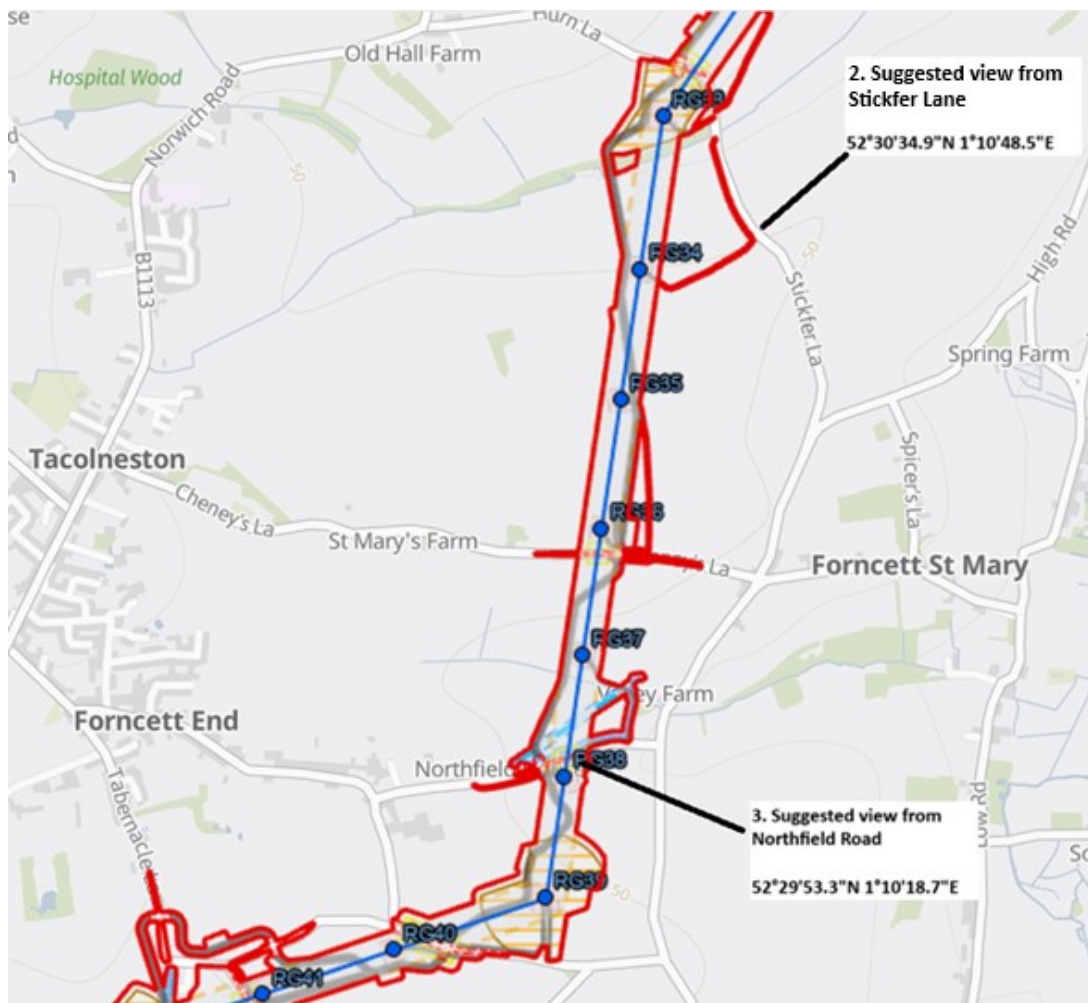
### Key Locations and Points of Interest

- 1.2.1 The route alignment has been altered for South Norfolk Model Flying Club . A suggested viewpoint is from the flying club at Stickfer Lane at co-ordinates (2. 52°30'34.9"N, 1°10'48.5"E).
- 1.2.2 A suggested additional viewpoint of the alignment is from Northfield Road where the alignment crosses the road; this offers views north and south. The suggested viewpoint is located at co-ordinates (3. 52°29'53.3"N 1°10'18.7"E).

### Route Guidance

- 1.2.3 The B1113 parallels the Project in this location; as you travel south through Tacolneston and Forncett End, there are multiple opportunities to view the alignment from minor roads at Hurn Lane, Cheney's Lane and Northfield Road.

Figure 1.2 The Forncetts



## 1.3 Tas Valley

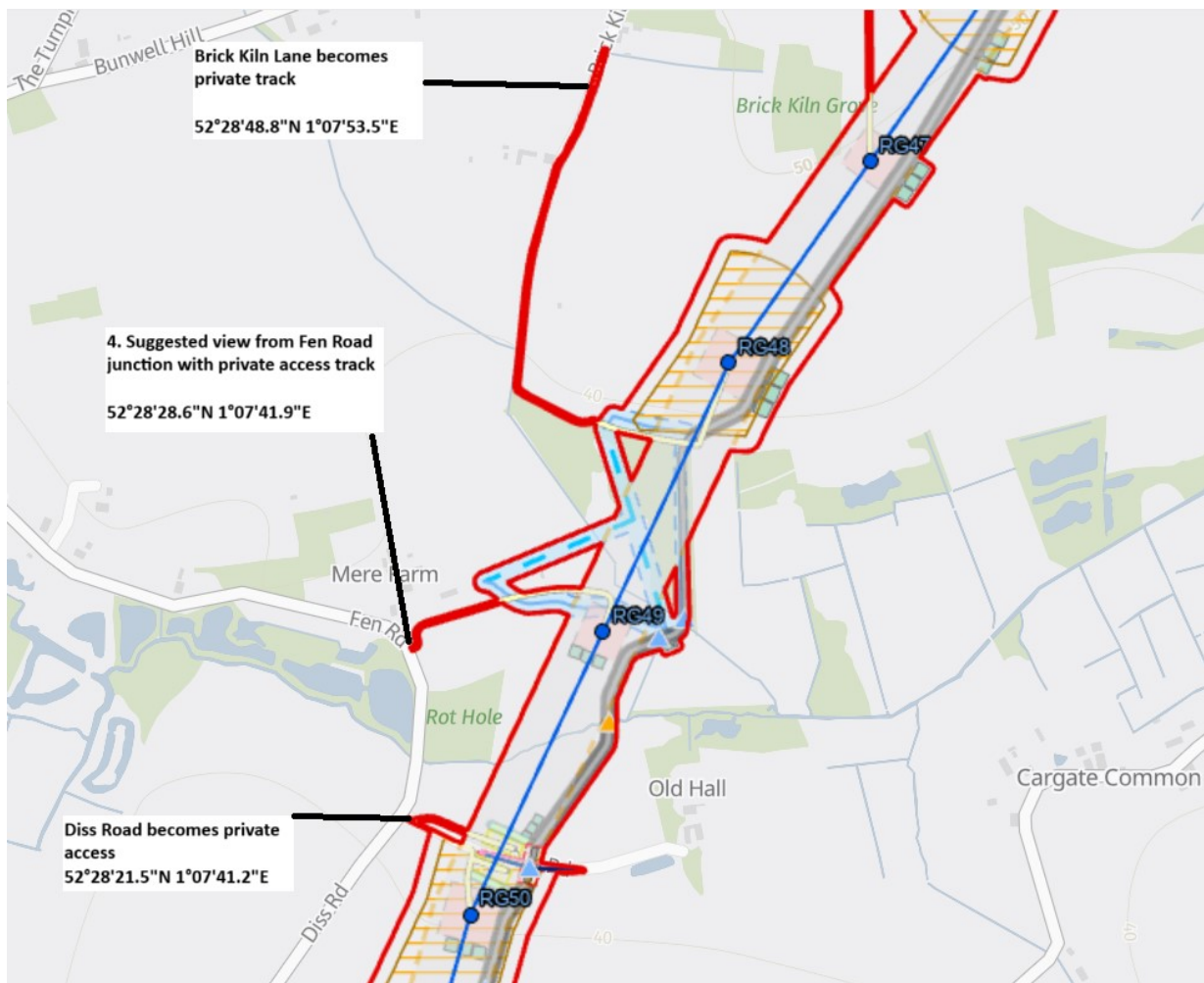
### Key Locations and Points of Interest

- 1.3.1 The alignment crosses the traditional valley landscape with the routeing balancing between different land uses and ecological interests. Residential properties and listed buildings are located to either side.
- 1.3.2 A suggested viewpoint is from Fen Road at the junction with a private access track, located at co-ordinates (4. 52°28'28.6"N, 1°07'41.9"E).
- 1.3.3 Additional opportunities for views may be available from Brick Kiln Lane (52°28'48.8"N, 1°07'53.5"E) and Diss Road (52°28'21.5"N, 1°07'41.2"E) although in these locations the public highway ends to make way for private access roads that may not be readily accessible.

### Route Guidance

- 1.3.4 Turn off the B1113 at Hargate on to Fen Road / Diss Road and follow to suggested locations.

Figure 1.3 Tas Valley





## 1.4 Tibenham to Diss

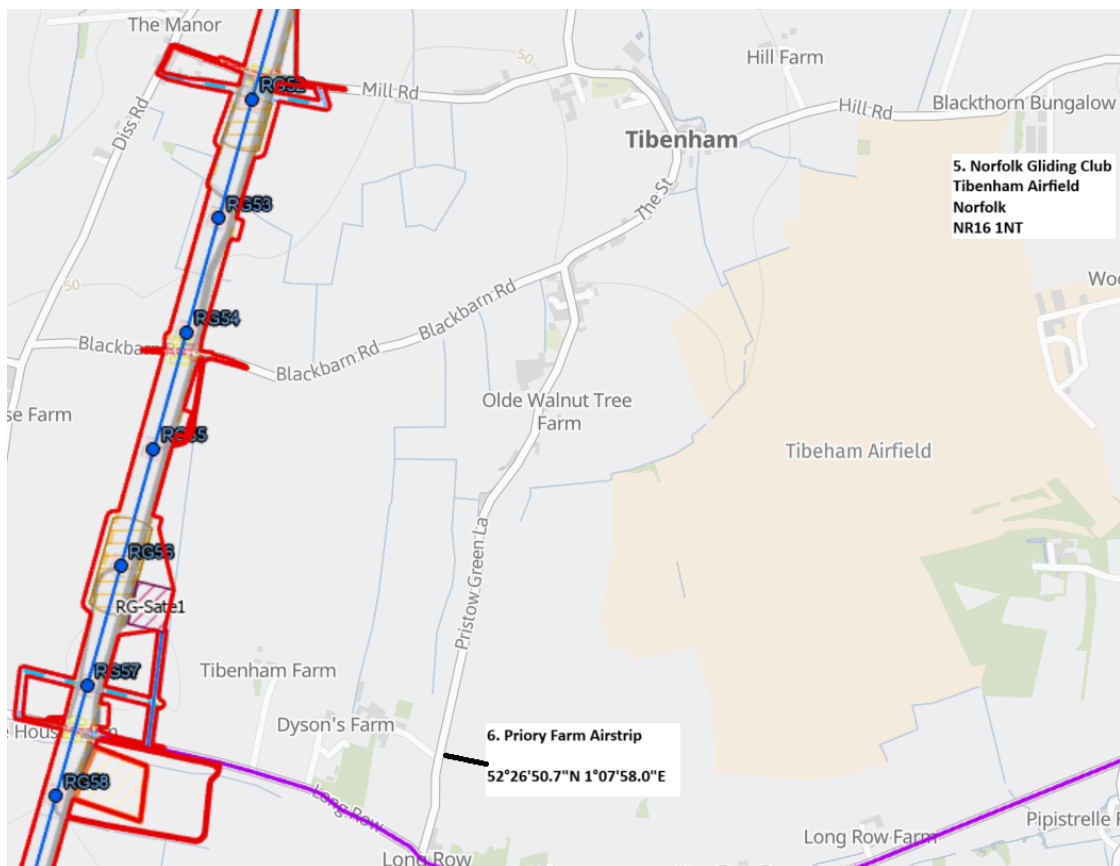
### Key Locations and Points of Interest

- 1.4.1 Tibenham Airfield (Norfolk Gliding Club) and Priory Farm Airstrip are located to the east of the alignment. Other development in the area includes an electrically sensitive facility, listed buildings and residential properties.
- 1.4.2 Norfolk Gliding Club is located at **5**. Tibenham Airfield, Norfolk, NR16 1NT. Access to Priory Farm Airstrip is from co-ordinates (**6**. 52°26'50.7"N, 1°07'58.0"E).
- 1.4.3 Additional opportunities to view the alignment from Blackburn Road and Long Row.
- 1.4.4 The Project routeing is to the west of Diss with other alternatives located either immediately to the east of Diss or further to the west (see 2023 and 2024 Design Development Report for details, document numbers 7.20 and 7.21).

### Route Guidance

- 1.4.5 From Tas Valley continue south on Diss Road with side roads offering opportunities to cross the alignment to the east. Route continues south to Shelfhanger via either the B1077 to the west from Winfarthing to Shelfhanger or side roads crossing to Haywood Road to the east of the valley and the alignment. Route continues to Diss. Continue on B1077 crossing the alignment at RG75/76 through to the A1066 in Diss and turn west.

Figure 1.4 Tibenham





## 2. Section B – Mid-Suffolk District Council

### 2.1 Diss and Waveney Valley

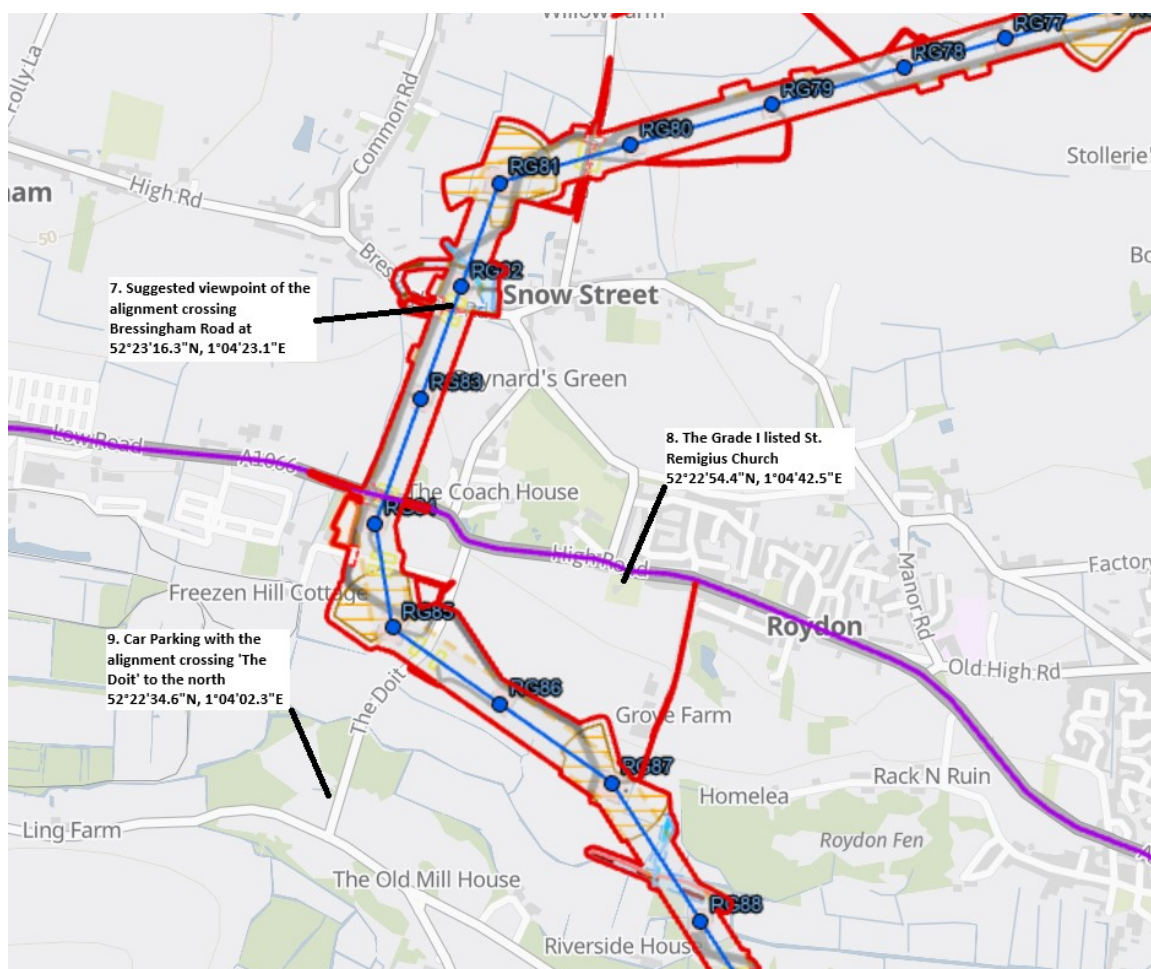
#### Key Locations and Points of Interest

- 2.1.1 Routeing area between Snow Street and Bressingham Common. Viewpoint where the alignment crosses Bressingham Road at (7. 52°23'16.3"N, 1°04'23.1"E).
- 2.1.2 The Grade I listed St Remigius Church is located at (8. 52°22'54.4"N, 1°04'42.5"E). Parking opportunity at the Church.
- 2.1.3 The alignment crosses the Waveney Valley between Wortham Site of Special Scientific Interest and Roydon Fen County Wildlife Site. Parking is available at (9. 52°22'34.6"N, 1°04'02.3"E) with the alignment crossing 'The Doit' to the north. The availability of a number of PRow's along the valley allow for additional access opportunities.

#### Route Guidance

- 2.1.4 From the centre of Diss, head to the west and on the outskirts of Roydon, parking opportunity to the side of St. Remigius Church on left. Continue west on A1066 turning north to follow minor roads, turn right on Hall Lane. Bressingham Road, Common Road and Darrow Lane offer views of the alignment from nearby residential properties. Return to A1066 and head to Diss turning south on The Doit to Walkers Car Park on Union Lane

Figure 2.1 Diss and Waveney Valley



## 2.2 Palgrave

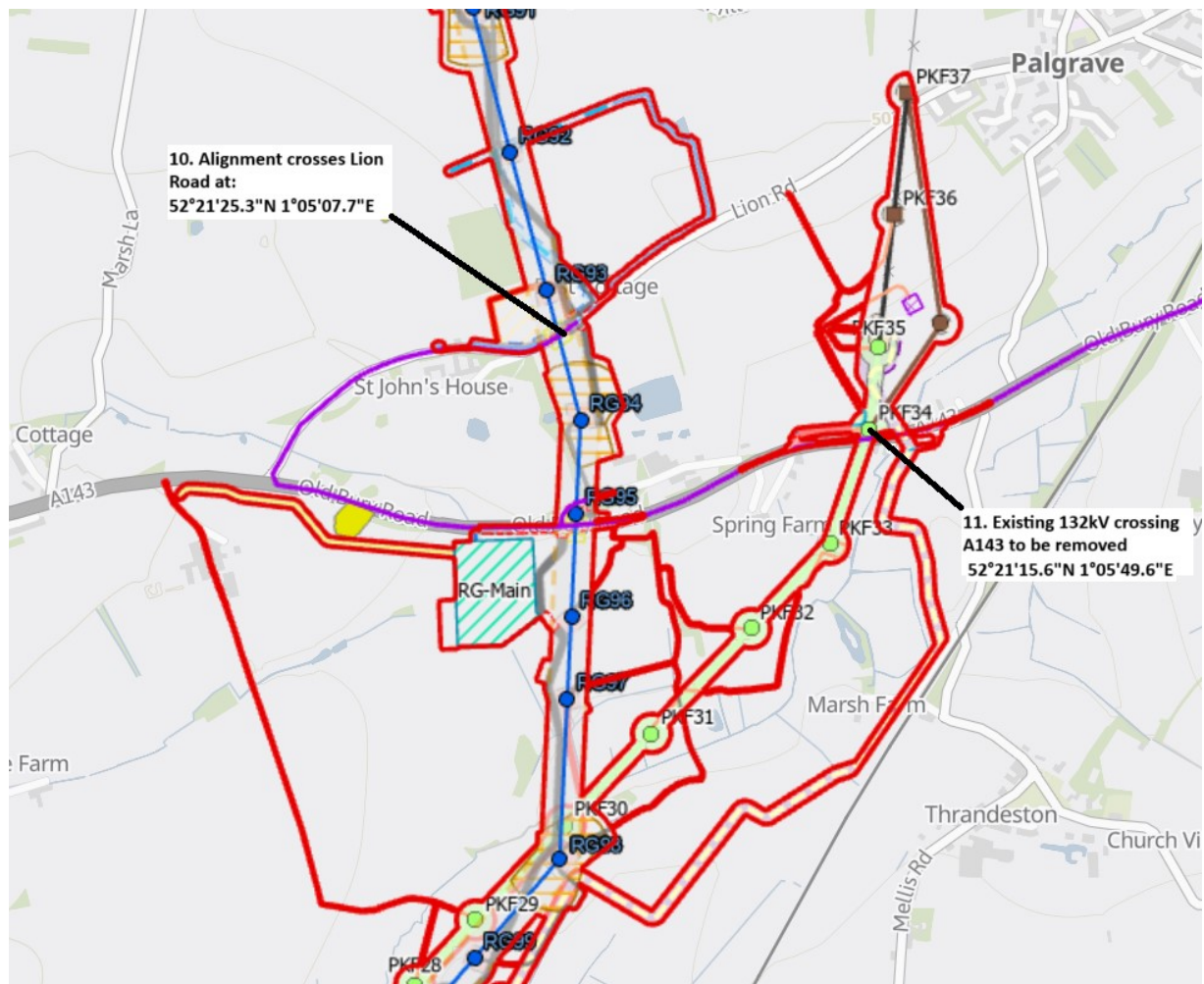
### Key Locations and Points of Interest

- 2.2.1 Consented Solar Farm located to the north and south of Lion Road, located to the east beyond existing 132 kV lattice line. Alignment crosses Lion Road at (10. 52°21'25.3"N, 1°05'07.7"E) east of St. John's House.
- 2.2.2 From the A143, the existing 132 kV lattice line to the south of the road is removed for approximately 5 km and replaced with the Project alignment for much of this route (11. 52°21'15.6"N, 1°05'49.6"E).

### Route Guidance

- 2.2.3 At the end of Lion Road, turn east on the A143. Continue to roundabout, turn south towards Stuston and then turn south on the A140.

Figure 2.2 Palgrave



## 2.3 Mellis

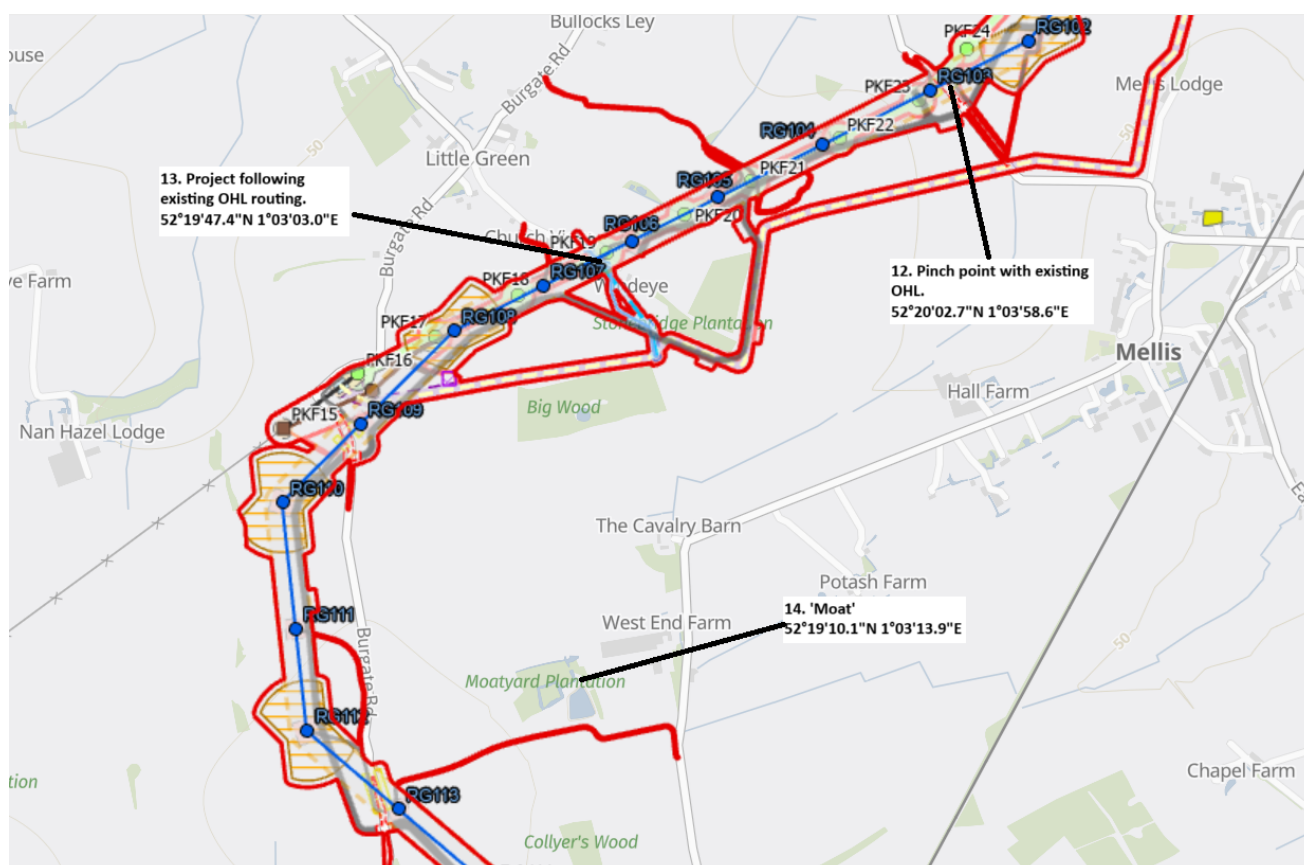
### Key Locations and Points of Interest

- 2.3.1 Pinch point with close paralleling to the existing overhead line alignment. Existing line can be viewed from Mellis Road at **(12. 52°20'02.7"N, 1°03'58.6"E)**. Project follows existing 132 kV overhead line including routeing where some widening through woodland is required south of Little Green **(13. 52°19'47.4"N, 1°03'03.0"E)**.
- 2.3.2 'Moat' to east of RG112 is considered by Historic England to be of equivalent value to a Scheduled Monument **(14. 52°19'10.1"N, 1°03'13.9"E)**.

### Route Guidance

- 2.3.3 South on A140 past Eye Industrial Estate and wind turbines then at roundabout turn right onto Eye Road then Mellis Road. Pass under existing overhead line continuing past the railway before turning left to follow the road down Mellis Common towards Pountney Hall.
- 2.3.4 Turn back towards Mellis, turning left on Mellis Road and left to Burgate Road and to Little Green.

Figure 2.3 Mellis



## 2.4 Gislingham

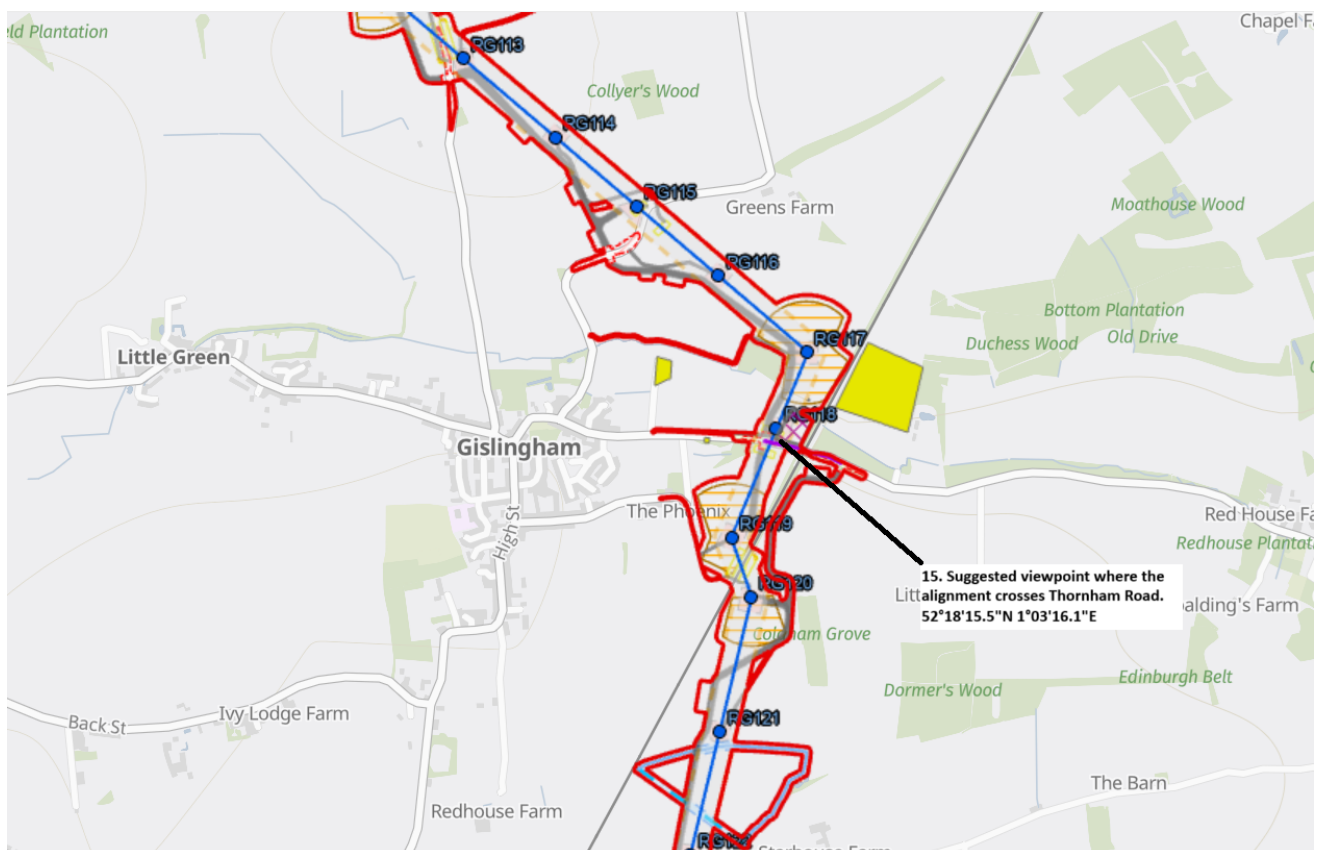
### Key Locations and Points of Interest

- 2.4.1 Alignment moved east of woodland to reduce impacts on Gislingham, which, with change to bellmouth and permanent right of access reduces impacts on veteran trees.
- 2.4.2 Crossing of railway position at (15. 52°18'15.5"N, 1°03'16.1"E).

### Route Guidance

- 2.4.3 From Burgate Road (heading south passing RG113), continue south towards Gislingham crossing under the alignment and in Gislingham, turn east heading towards Thornham Magna before turning round just after the railway.

Figure 2.4 Gislingham





## 2.5 Wickham Skeith and Mendlesham

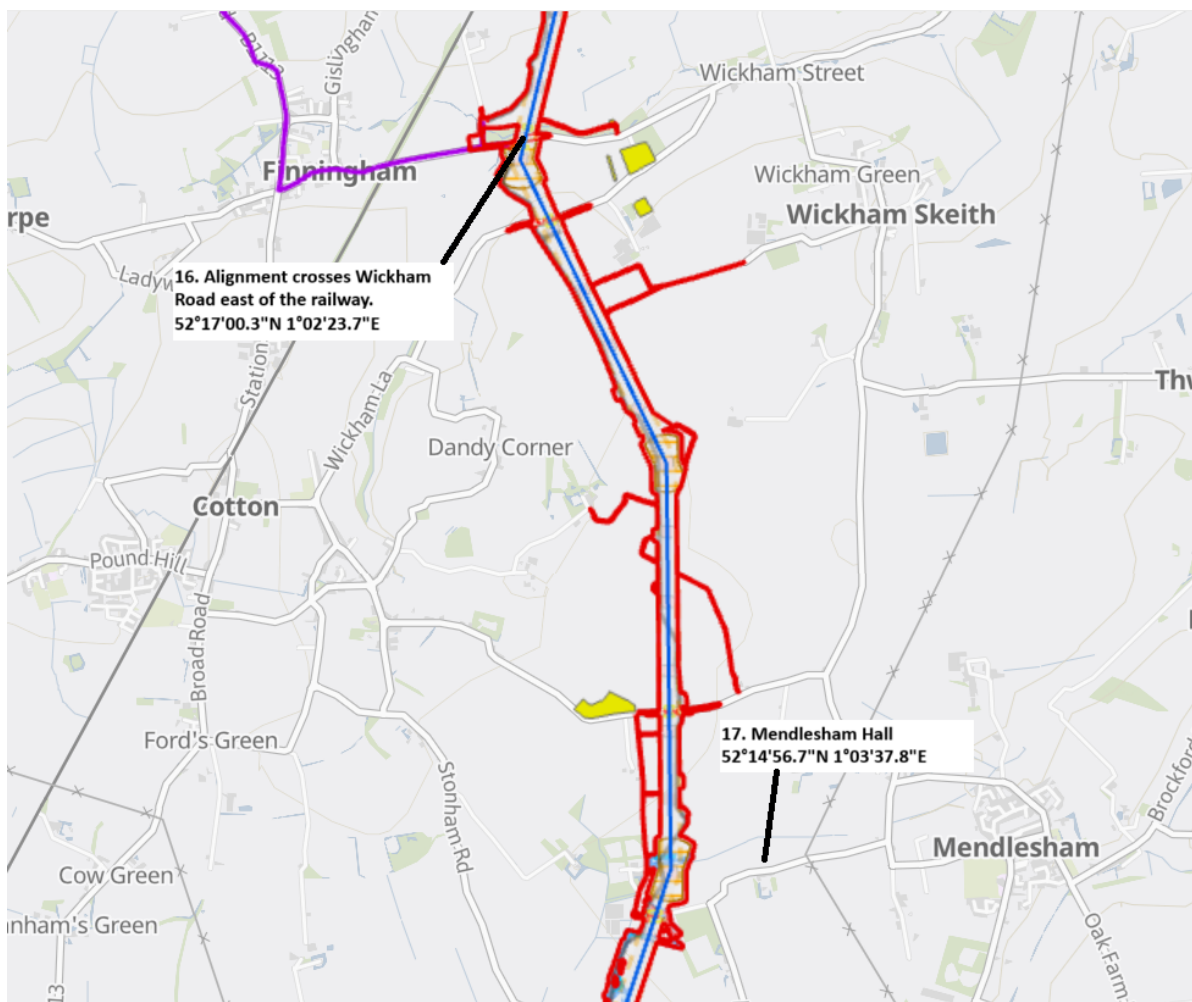
### Key Locations and Points of Interest

- 2.5.1 Alignment crosses Wickham Road east of the railway line (**16.**  $52^{\circ}17'00.3''\text{N}$ ,  $1^{\circ}02'23.7''\text{E}$ ).
- 2.5.2 Mendlesham Hall (**17.**  $52^{\circ}14'56.7''\text{N}$ ,  $1^{\circ}03'37.8''\text{E}$ ) offers a viewing opportunity of the existing and proposed overhead line at close proximity.

### Route Guidance

- 2.5.3 Returning into Gislegham, turn south on High Street then Finningham Road towards Finningham, and in Finningham turn to the east towards Wickham Road. At Wickham Road, turn south on The Broadway then Grange Road towards Chantry Corner then south before turning right to Mendlesham Hall.

Figure 2.5 Wickham Skeith and Mendlesham



## 2.6 Saxham Street to Stowupland

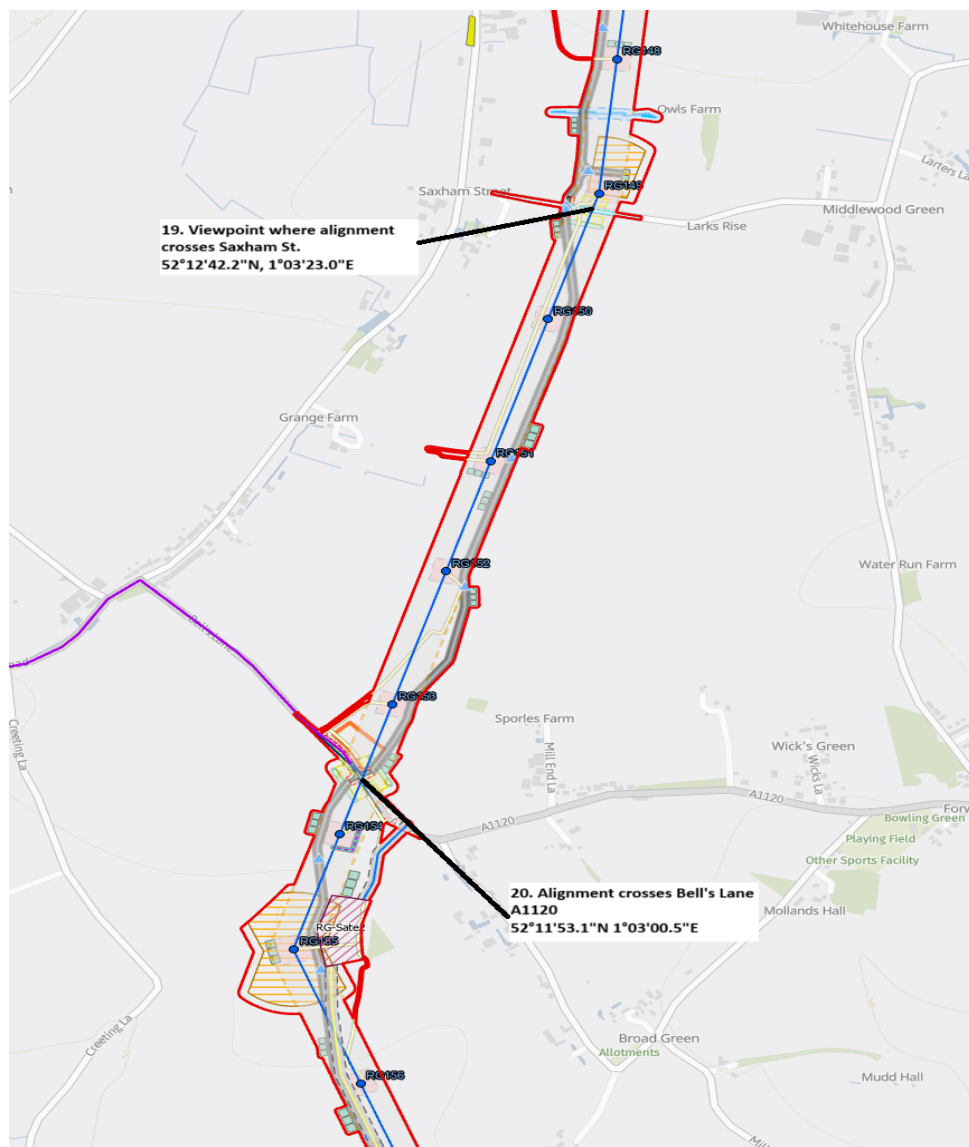
### Key Locations and Points of Interest

- 2.6.1 Routing is to the east of Saxham Street (**18. 52°12'42.2"N, 1°03'23.0"E**) which includes a number of listed buildings alongside. Alignment crosses Bell's Lane A1120 at (**19. 52°11'53.1"N 1°03'00.5"E**). Development and a planning application at Stowupland Hall located to the north.

### Route Guidance

- 2.6.2 Continue past Mendlesham Hall turning south onto Hoggars Road towards Cayhill, before turning west and then south to follow the alignment through Saxham Street.
- 2.6.3 At Bell's Lane (the A1120), turn left towards Earl Stonham and on to a side road near RG154 for typical views from homes, then re-trace steps passing Saxham Street and Stowupland Hall.

Figure 2.6 Stowupland



## 2.7 Creeting St. Peter

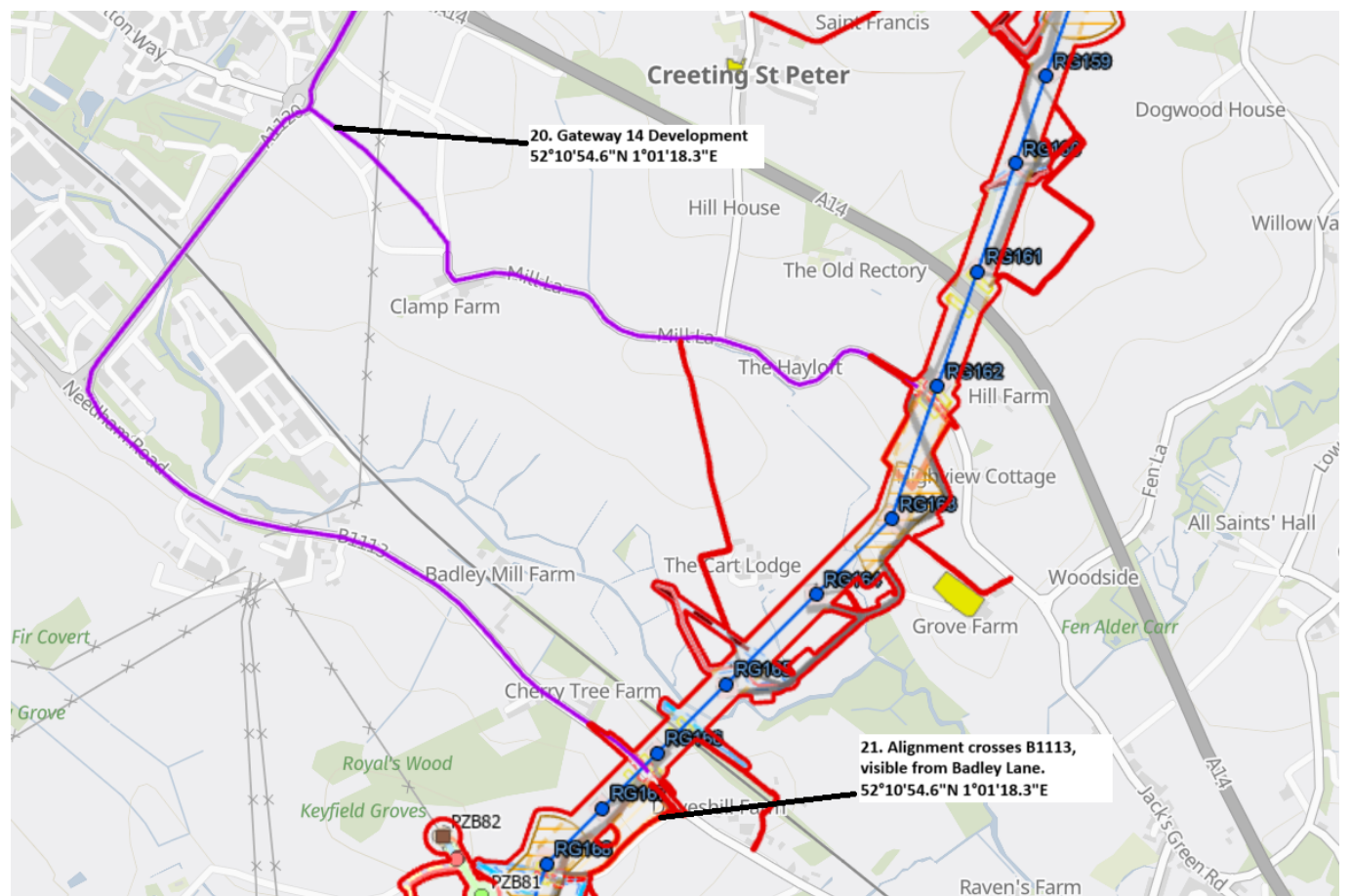
### Key Locations and Points of Interest

- 2.7.1 The Gateway 14 development is located south of the A14 at (20. 52°10'54.6"N, 1°01'18.3"E).
- 2.7.2 Solar Development and multiple UK Power Network assets located south of the B1113, visible to the west of the alignment from Badley Lane (21. 52°10'54.6"N, 1°01'18.3"E).

### Route Guidance

- 2.7.3 Turning south down Creeting Lane towards Creeting St. Peter with views of alignment to east and alternative to west. Cross over the A14 with views to extensive warehouse at Gateway 14 to the west.
- 2.7.4 At Mill Lane, turn east with routeing between Creeting Hall and concrete products factory, alignment visible to the south, continue into Needham Market turning north on the B1113 to crossing point at Badley Hill.

Figure 2.7 Creeting St. Peter



## 2.8 Barking to Offton

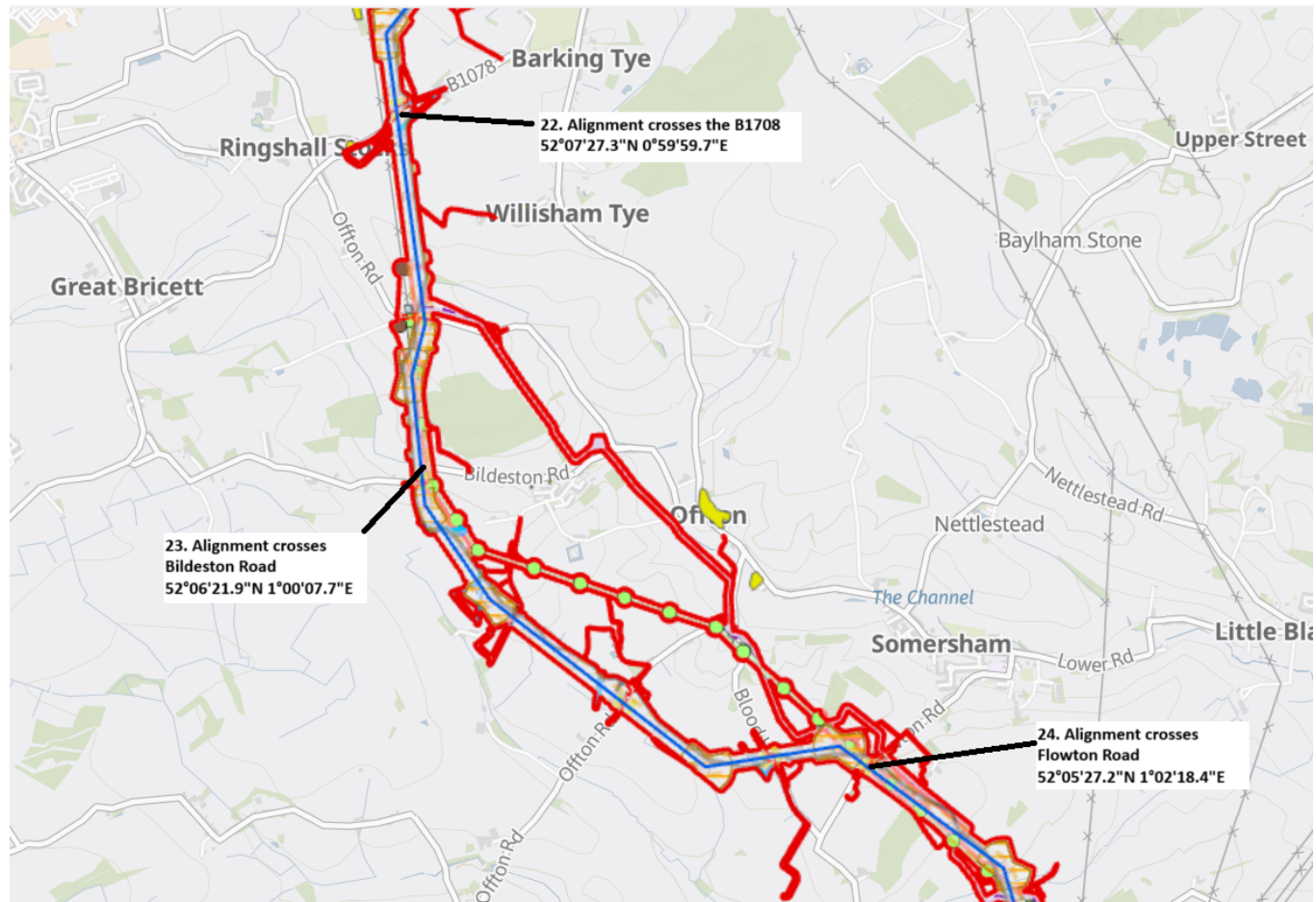
### Key Locations and Points of Interest

- 2.8.1 The alignment to the north-west of Barking, parallels to the existing 132 kV lattice line. Wattisham Flying Station previously requested closer paralleling where possible; the route can be crossed on the B1078 at (**22.** 52°07'27.3"N, 0°59'59.7"E).
- 2.8.2 From the north of Middle Wood, the existing 132 kV lattice line is replaced by underground cable to allow the Project to follow parts of its alignment through to Bramford. Where the alignment crosses Bildeston Road (**23.** 52°06'21.9"N, 1°00'07.7"E), north and south views are available where the 400 kV line will replace the existing 132 kV.
- 2.8.3 Where the alignment crosses Flowton Road (**24.** 52°05'27.2"N, 1°02'18.4"E), the decision to underground the 132 kV allows the 400 kV to follow its alignment.

### Route Guidance

- 2.8.4 Head south on B1113 under line and towards Needham Market. Turn onto B1078 heading towards Barking Tye. After Barking Tye, turn onto Barking Road to Willisham Tye then onto Ipswich Road at Offton and continue on Main Road through Somersham. There are several side roads to allow crossing of the alignment with views north and south.

Figure 2.8 Barking to Offton





## 2.9 Bramford Line Entries – North and South

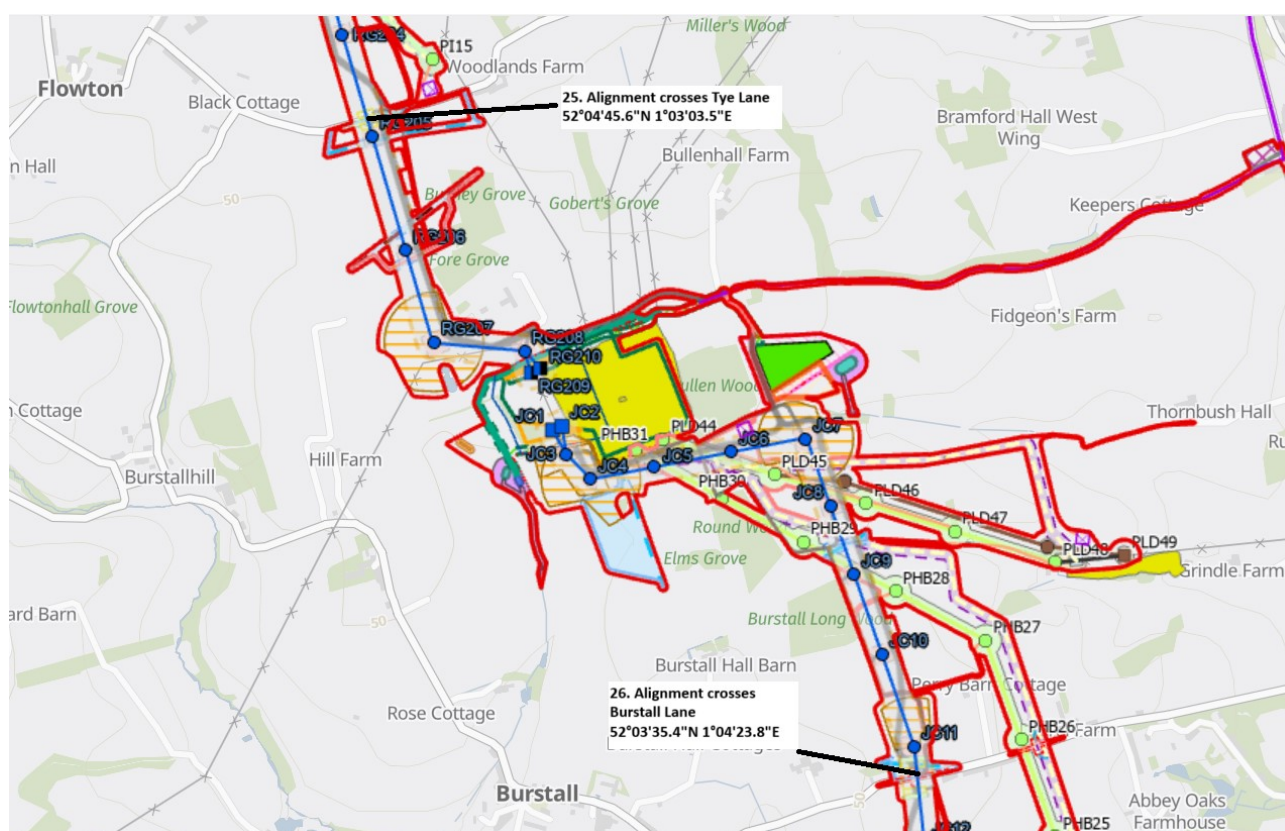
### Key Locations and Points of Interest

- 2.9.1 Potential cumulative effect reduced by replacement of existing 132 kV overhead line with 132 kV underground cable to allow 400 kV overhead line to the north and to the south. The alignment crosses Tye Lane to the north at (25. 52°04'45.6"N, 1°03'03.5"E).
- 2.9.2 Routing southwards is guided by the avoidance of cumulative effects to Burstall, in combination with the Bramford to Twinstead project and various energy related developments being proposed around the substation. The alignment crosses Burstall Lane to the south at (26. 52°03'35.4"N, 1°04'23.8"E). Continuing to Burstall and along Church Hill which offer views of the alignment.

### Route Guidance

- 2.9.3 From Somersham, continue on Main Road then Lower Road towards Little Blakenham turning onto Somersham Road and joining the B1113 before turning westwards on to Tye Lane to north side of substation. Re-trace steps travelling further south on the B1113 turning at Sroughton to the west on Burstall Lane crossing under the 'to be removed' 132 kV overhead line and the proposed 400 kV overhead line.

Figure 2.9 Bramford Line Entries





### 3. Section C – Babergh District Council, Colchester City Council and Tendring District Council

#### 3.1 Chattisham to Raydon

##### Key Locations and Points of Interest

- 3.1.1 Routeing across undulating landscape avoiding Hintlesham Fisheries at JC16 with the alignment crossing Washbrook Street at (27. 52°02'42.6"N, 1°04'08.6"E). Alignment to pass through agricultural land, with open views from road as a result of hedgerow removal. Properties within Chattisham will benefit from some screening by vegetation. The alignment crosses Chattisham Road at (28. 52°02'08.3"N, 1°03'08.4"E).
- 3.1.2 At Raydon Memorial, co-ordinates (29. 52°01'00.4"N, 1°00'15.8"E) provide a view to the proposed Cable Sealing End (CSE) compound to be located to the north behind the woodland, with the cable route to be located east of the woodland.
- 3.1.3 Bypass haul road incorporated passing to the north of Holton St. Mary with a works compound to be located to the southern end of the former airfield site.

##### Route Guidance

- 3.1.4 Continue on Burstall Lane, turning left towards the A1071. At the A1071, turn right then left at Thorpes Hill Cottage on to Washbrook Street. Crossing under the alignment at JC18, turn right onto Spring Road and Church Lane and then on Chattisham Road towards Chattisham, crossing at JC22.
- 3.1.5 Turn left in Chattisham heading south-west towards Raydon; at the disused railway turn left towards Notley Enterprise Park, parking by the memorial at the end of the runway on the former RAF Raydon Airfield. Raydon wings airstrip is located to the north, with the Raydon CSE location beyond woodland.

Figure 3.1 Chattisham

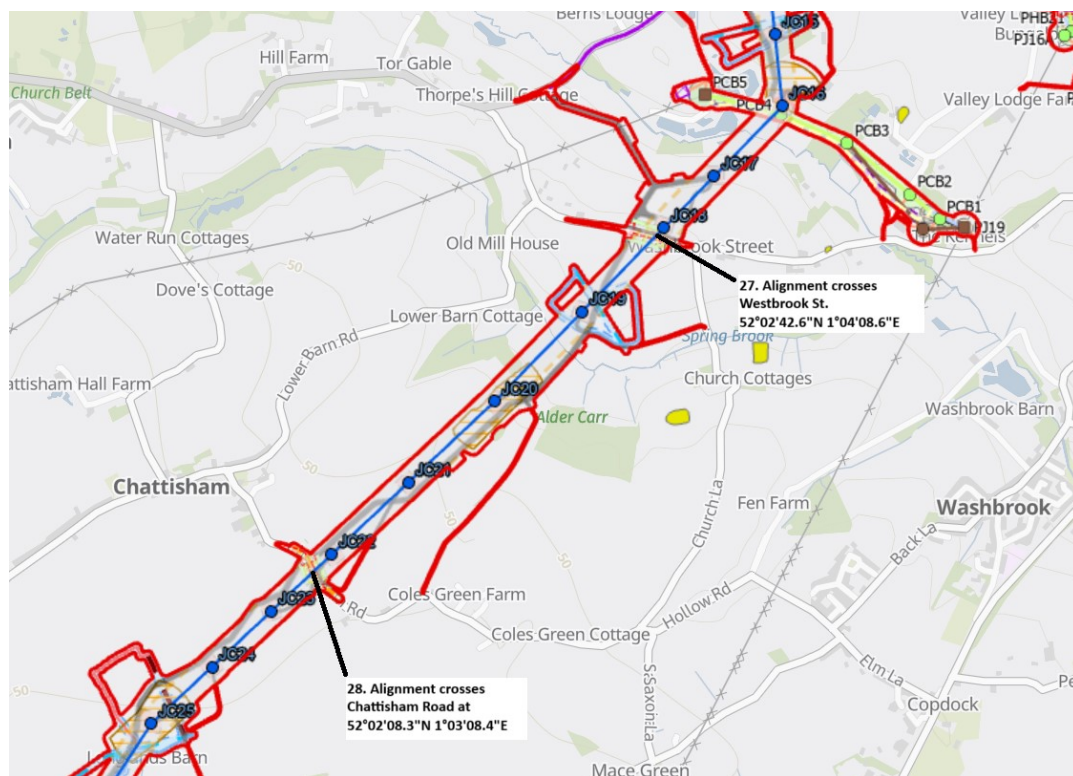
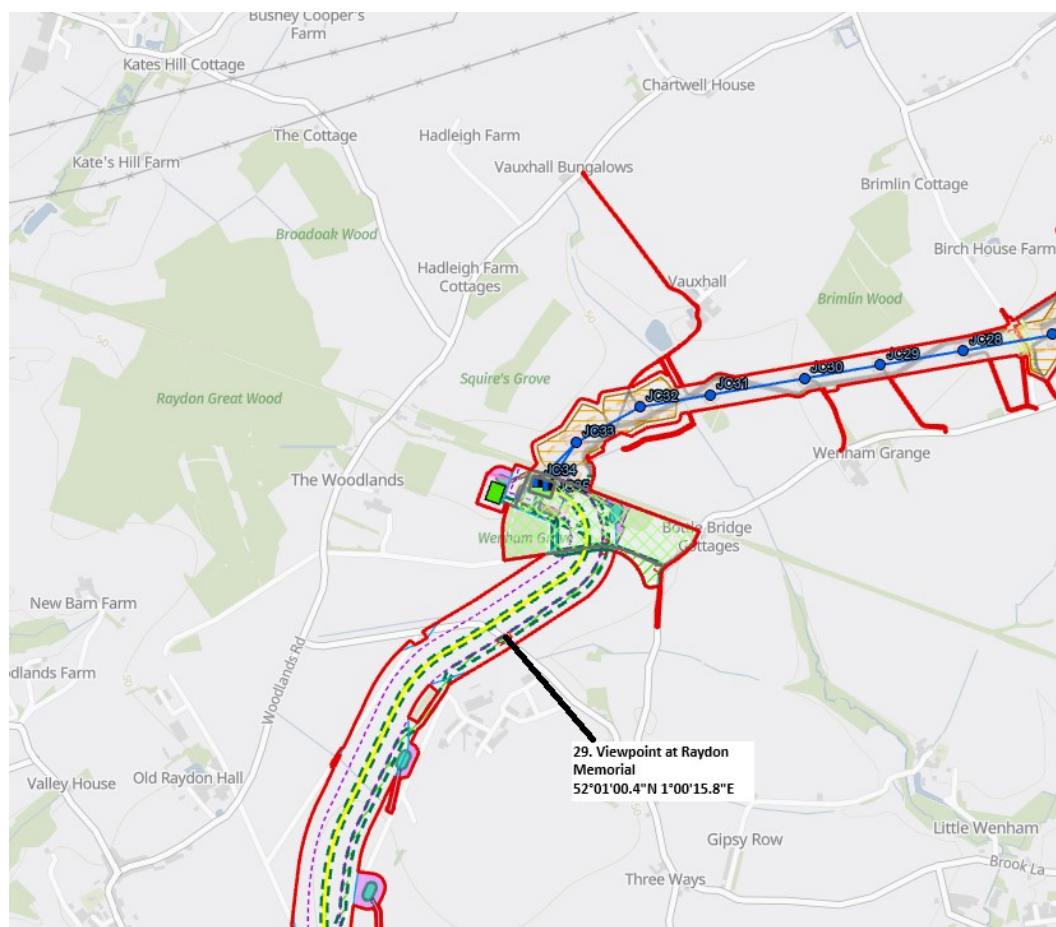


Figure 3.2 Chattisham (Raydon Memorial



## 3.2 Raydon and Holton St. Mary

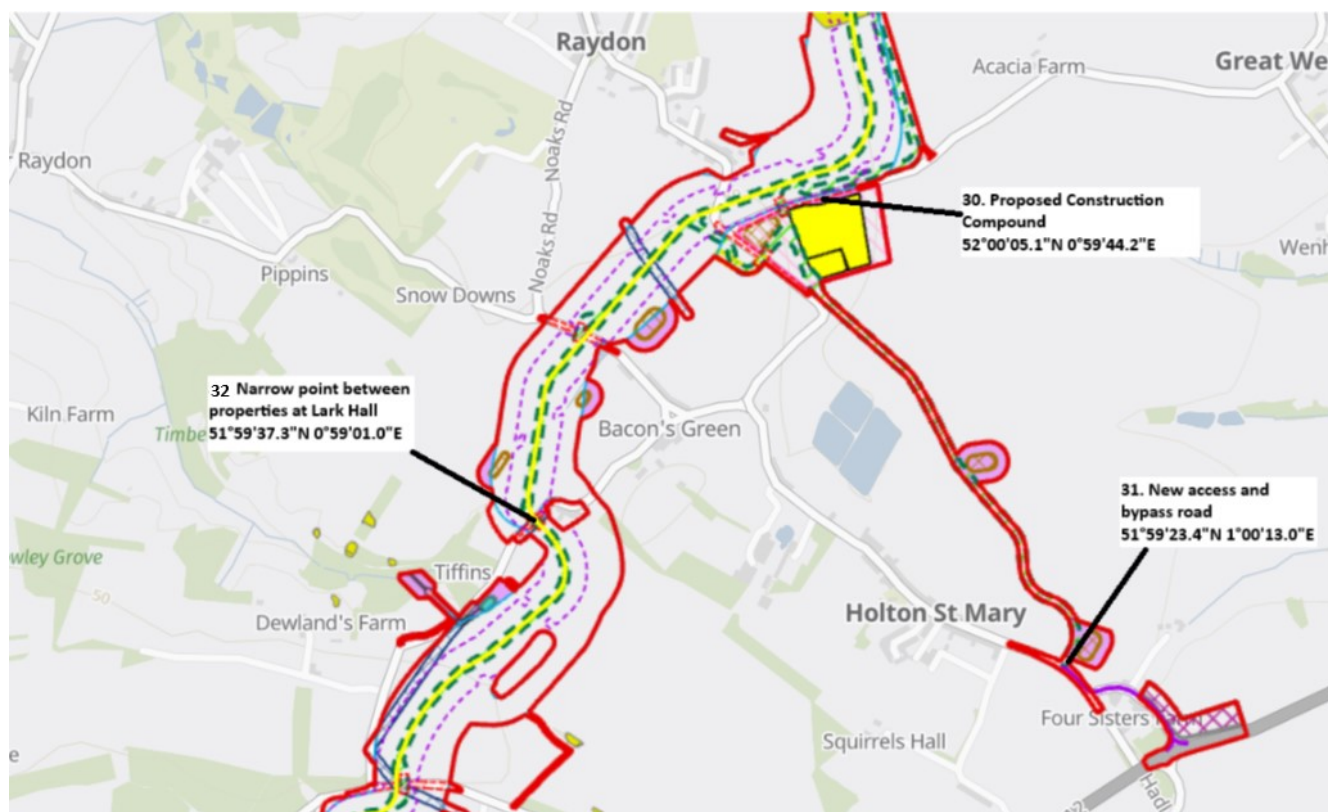
### Key Locations and Points of Interest

- 3.2.1 Proposed construction compound to be located at the end of the new bypass road. New road will avoid Heavy Goods Vehicle traffic through Holton St Mary. Suggested viewpoint of the new compound at Acacia Road (**30.** 52°00'05.1"N, 0°59'44.2"E), with the new access to be created from the B1070 at (**31.** 51°59'23.4"N, 1°00'13.0"E).
- 3.2.2 Narrow point between residential properties at Lark Hall (**33.** 51°59'37.3"N, 0°59'01.0"E), where some properties reportedly have shallow or no foundations. Alignment passes close to woodland on the periphery of the National Landscape boundary.

### Route Guidance

- 3.2.3 Continue on B1068 past Lark Hall to Higham, then turn left on Higham Road. At crossroads, turn right continuing on Higham Road before turning right onto Lower Street at Stratford St Mary. Continue south before turning right onto Gun Hill and right again on Dedham Road.

Figure 3.3 Raydon





### 3.3 Higham and Stratford St. Mary

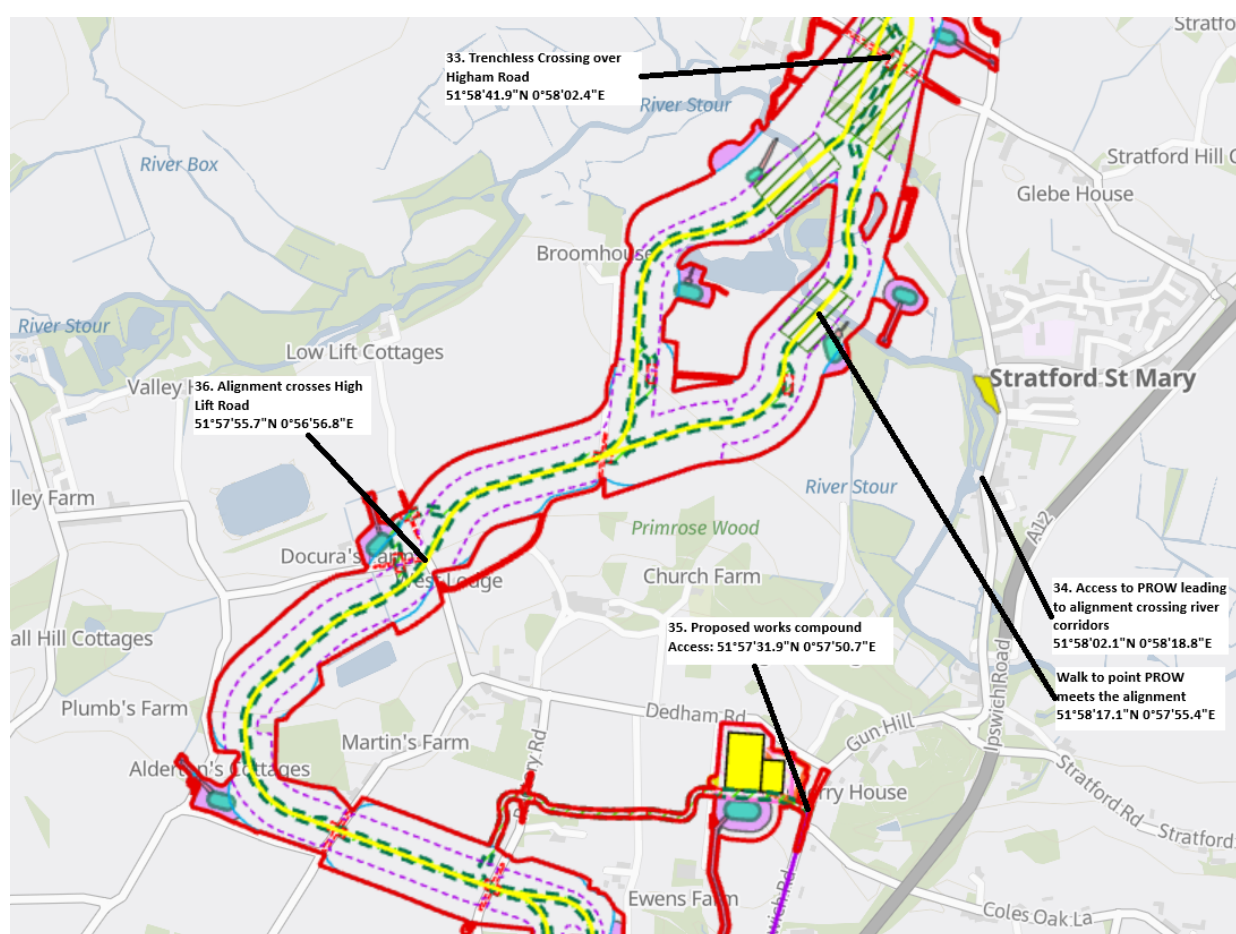
#### Key Locations and Points of Interest

- 3.3.1 The alignment represents a trenchless crossing of an area of archaeological interest at (33. 51°58'41.9"N, 0°58'02.4"E). South of which there are trenchless crossings of the river by one or both of two corridors with the potential need for infrastructure in each corridor. The viewpoint at (51°58'17.1"N, 0°57'55.4"E) can be reached via the public right of way commencing at (34. 51°58'02.1"N, 0°58'18.8"E).
- 3.3.2 The alignment crosses High Lift Road at (36. 51°57'55.7"N, 0°56'56.8"E) offering an additional viewpoint with the new works compound to be accessed from (35. 51°57'31.9"N, 0°57'50.7"E).

#### Route Guidance

- 3.3.3 Continuing on Dedham Road past the compound and after Whalebone Corner turn north towards West Lodge and then left at Docura's Farm, before turning left towards Anderton's Cottages, left again on Dedham Road, returning to Langham. Turn south on Rectory Road following down Nightingale Hill, Grove Hill and on to Perry Lane.
- 3.3.4 Turn around on Perry Lane, to travel south on Grove Hill to Langham Wick, turn left towards A12.

Figure 3.4 Higham and Stratford St. Mary



## 3.4 Langham to East Anglia Connection Node (EACN)

### Key Locations and Points of Interest

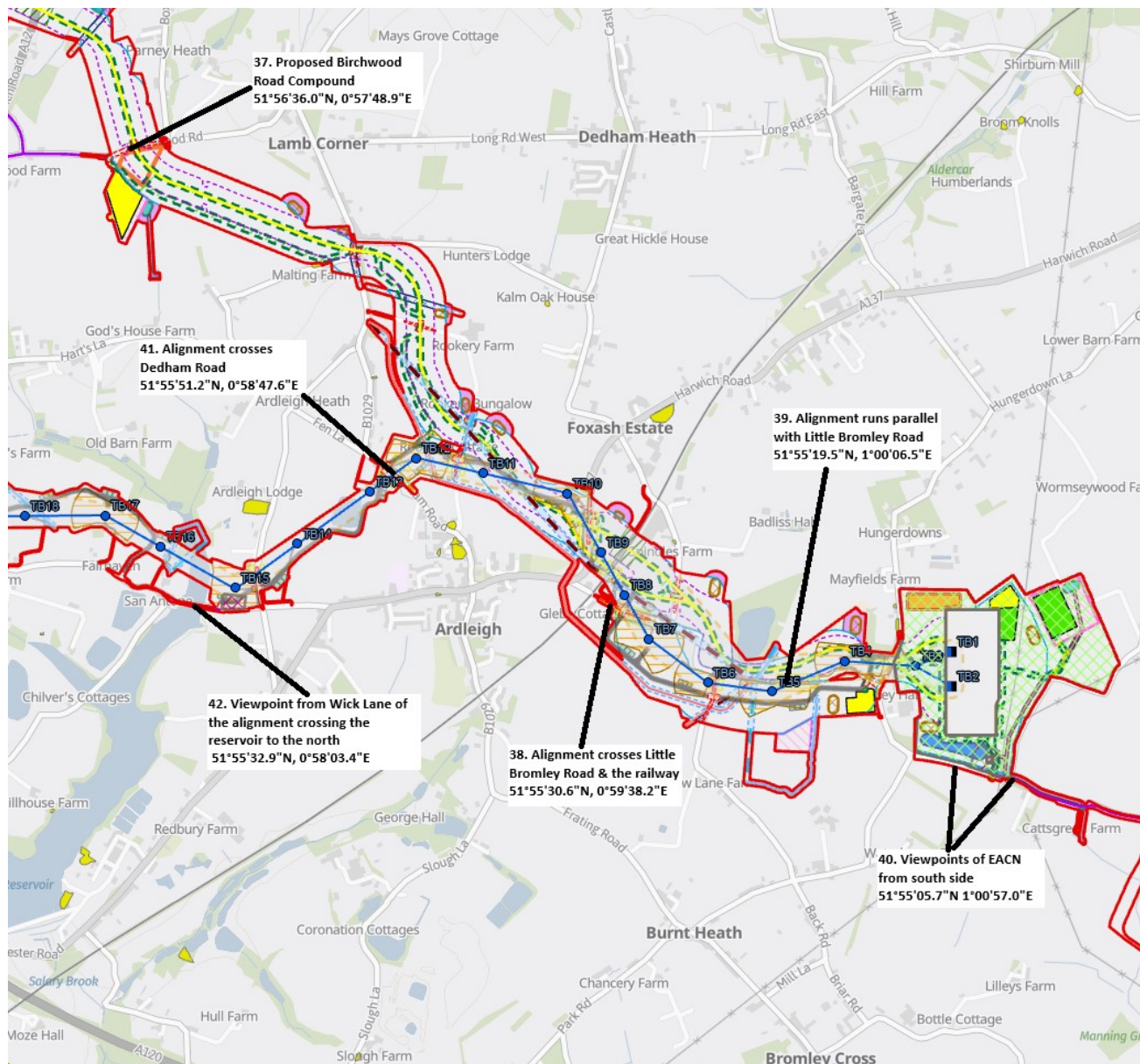
- 3.4.1 Access arrangements to the EACN Substation have been developed in co-ordination with North Falls and Five Estuaries. Construction access to the EACN is from Bentley Road, the best view points of the substation is from the south at **(40. 51°55'05.7"N 1°00'57.0"E)**, All personnel and deliveries to originate off the A120 via a widened Bentley Road (see next section).
- 3.4.2 The route alignments to Bramford and Tilbury both approach from the west. After the trenchless crossing of the A12, the underground cable route is mostly through arable farmland. A proposed compound is to be accessed from Birchwood Road at **(37. 51°56'36.0"N, 0°57'48.9"E)**. South of Hunter's Chase the alignment approaches a corridor providing the route past the north of Ardleigh for both overhead line and underground cable. The overhead line diverting to the southwest between Ardleigh and Ardleigh Heath.
- 3.4.3 The cable route is followed by taking the road into Ardleigh onto the A137 (north) to the south of the Highway Depot which provides an elevated view where it crosses the railway with a viewpoint of the alignment available from Little Bromley Road at **(39. 51°55'19.5"N, 1°00'06.5"E)** which can be followed to the EACN with cable and overhead line to one or other side.
- 3.4.4 The OHL initially returns the same route from the EACN with its alignment crossing the A137, the railway and Little Bromley Road at **(38. 51°55'30.6"N, 0°59'38.2"E)**, with additional viewpoints available as the alignment crosses Dedham Road at **(41. 51°55'51.2"N, 0°58'47.6"E)** and then Wick Lane at **(42. 51°55'32.9"N, 0°58'03.4"E)**.

### Route Guidance

- 3.4.5 Across the A12 on Stratford Road towards Dedham then turn right towards Lamb Corner and continue through to Ardleigh. Into Ardleigh and turn left on A137 before turning right over the rail bridge and then right onto Little Bromley Road and then right to EACN. Retracing steps to then follow the overhead line picking up Wick Lane to cross the reservoir.



Figure 3.5 Langham to East Anglia Connection Node



## 3.5 EACN Access Route

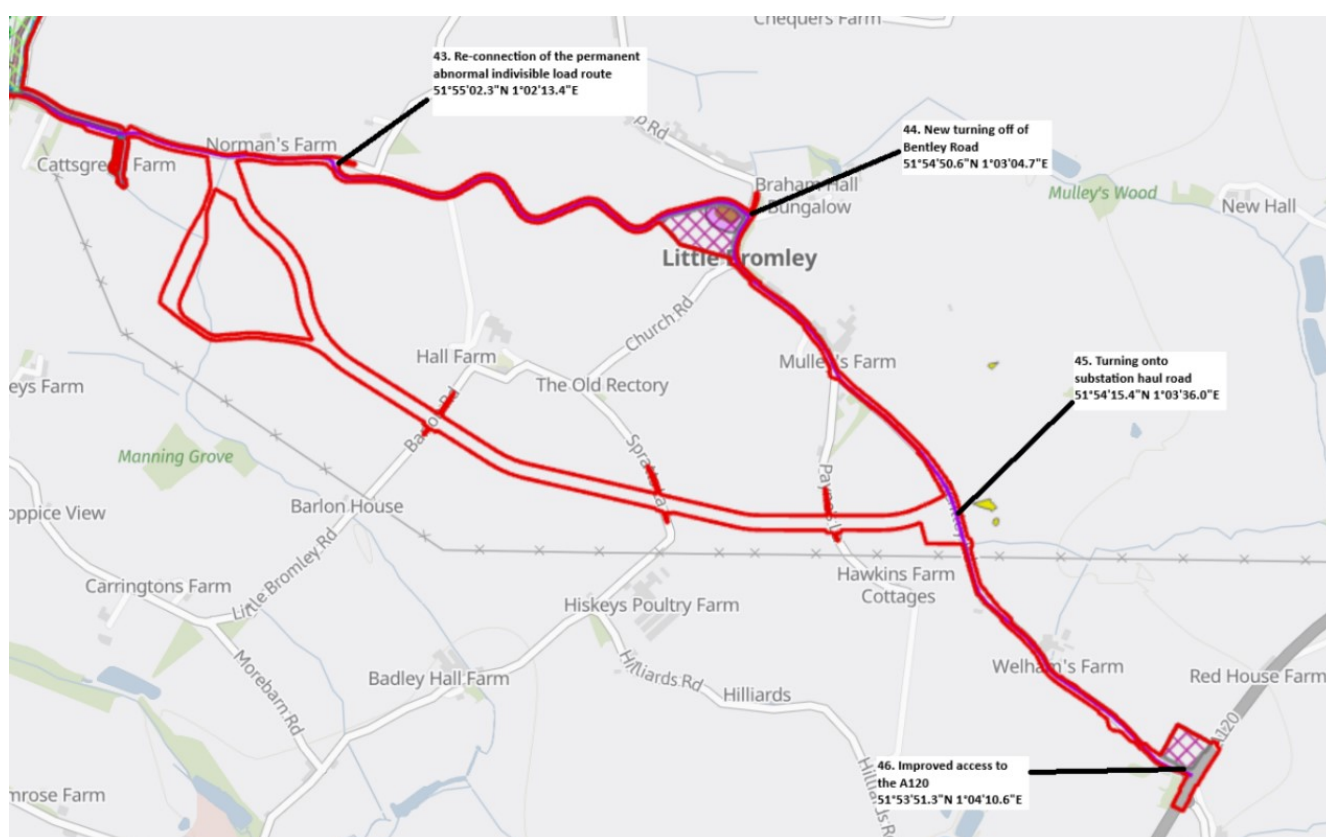
### Key Locations and Points of Interest

- 3.5.1 Most appropriate place to observe location of the EACN is the road adjacent to Lawford Substation. All EACN vehicles will approach from the A120 on to Bentley Road. A new turning off a widened Bentley Road is proposed from **(44. 51°54'50.6"N, 1°03'04.7"E)** to allow vehicle movements to avoid Little Bromley, with the road constructed as a permanent private road suitable for construction HGVs **(43. 51°55'02.3"N, 1°02'13.4"E)**.
- 3.5.2 Once available, HGVs may also use the new substation haul road turning off Bentley Road from **(45. 51°54'15.4"N, 1°03'36.0"E)** with improved access to the A12 sought at **(46. 51°53'51.3"N, 1°04'10.6"E)**.

### Route Guidance

- 3.5.3 From the A137, head north from Ardleigh and continue on Little Bromley Road, then turn right to join Ardleigh Road. Continue through Little Bromley and south on Bentley Road. Turn round or use two roundabouts on the A120 to return to EACN.

Figure 3.6 Little Bromley



## 4. Section D – Colchester City Council

### 4.1 Langham to Great Horkesley

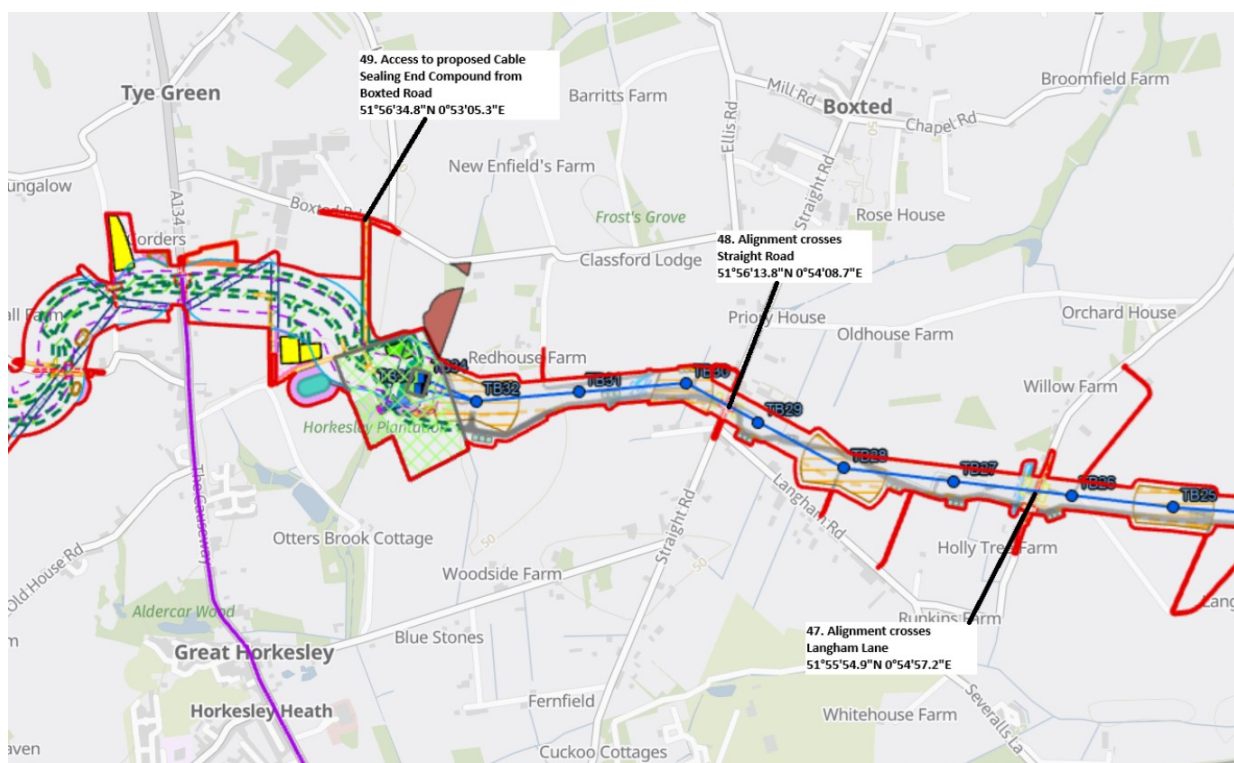
#### Key Locations and Points of Interest

- 4.1.1 Complex pinch point to the western end of Wick Lane, with scenario options to pass north or south of consented warehouse. Other light industrial units located to the north and south with various aggregate extraction activities
- 4.1.2 Views of the overhead line alignment available at points where it is proposed to cross the highway. Viewpoints available from Langham Lane at (47. 51°55'54.9"N, 0°54'57.2"E) and from Straight Road at (48. 51°56'13.8"N, 0°54'08.7"E).
- 4.1.3 View towards the Cable Sealing End compound is from Boxted Road at (49. 51°56'34.8"N, 0°53'05.3"E) and at the northern end of a farm track where the CSE is positioned between areas of trees.

#### Route Guidance

- 4.1.4 Retrace route back into Ardleigh following A137 through village then turn right and head on to Wick Lane crossing the reservoir. Turn left at junction with Old Ipswich Road and then head west on the A120, joining the A12. Come off at the first junction (jct 28 A1341) heading south and then right onto United Way. Turn right again to head north Cross OHL alignment and turn left on Queen's Head Road becoming Boxted Road. Turn into in farm road / hardstand area with view to the CSE.

Figure 4.1 Langham to Great Horkesley





## 4.2 Great Horkesley

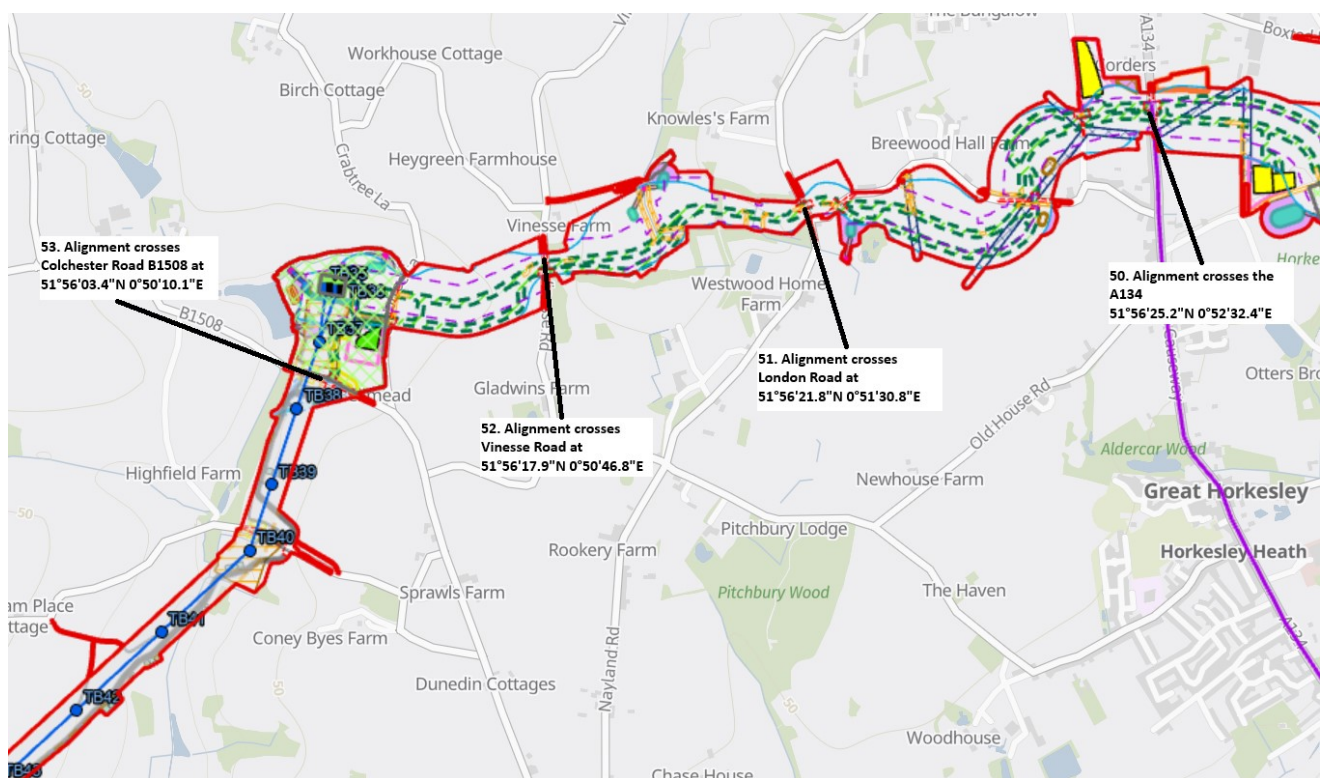
### Key Locations and Points of Interest

- 4.2.1 Views of the alignment available at various points where it is proposed to cross multiple roads.
- 4.2.2 The alignment will cross the A134 at (**50.** 51°56'25.2"N, 0°52'32.4"E), London Road at (**51.** 51°56'21.8"N, 0°51'30.8"E), where the corridor has been narrowed between belts of trees to north and south, with additional working space to east and west Vinesse Road at (**52.** 51°56'17.9"N, 0°50'46.8"E) and Colchester Road B1508 at (**53.** 51°56'03.4"N, 0°50'10.1"E) crossed by the overhead line just south of the CSE compound.

### Route Guidance

- 4.2.3 From the A134 head south towards Great Horkesley and then right onto Old House Road, and then right again. Various right turns will lead to the points the alignment crosses the highway. Local road network can be used to do a loop around the CSE location with various contextual views possible.

Figure 4.2 Great Horkesley





## 4.3 Fordham and Fordstreet

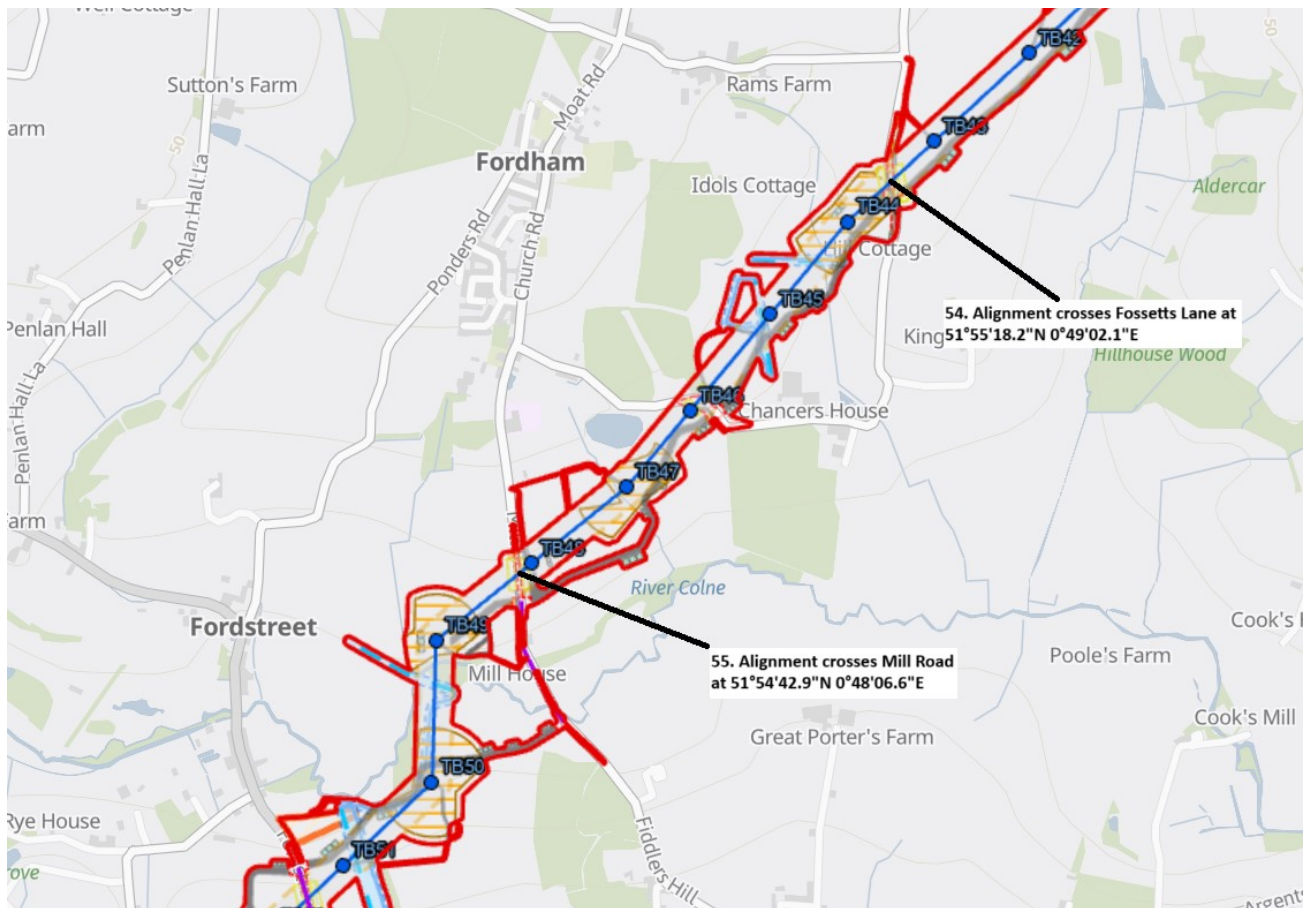
### Key Locations and Points of Interest

- 4.3.1 Views of the alignment available at various points from the public highway. The alignment crosses Fossetts Lane at (54. 51°55'18.2"N, 0°49'02.1"E) and Mill Road (crossing of the River Colne) at (55. 51°54'42.9"N, 0°48'06.6"E).
- 4.3.2 Route alignment over-sails Fordham Hall Estate to the north of the River Colne. Crossing of River Colne is just to the west of an area of Ancient Woodland where the corridor by the river is constrained by multiple service connections.

### Route Guidance

- 4.3.3 Turn left onto Packards Lane, and then left again at the Gliding Club heading towards Fordham and then Fordstreet. Turn left onto A1124 and then right at Gallows Green through to Aldham.

Figure 4.3 Fordham and Fordstreet



## 4.4 Aldham

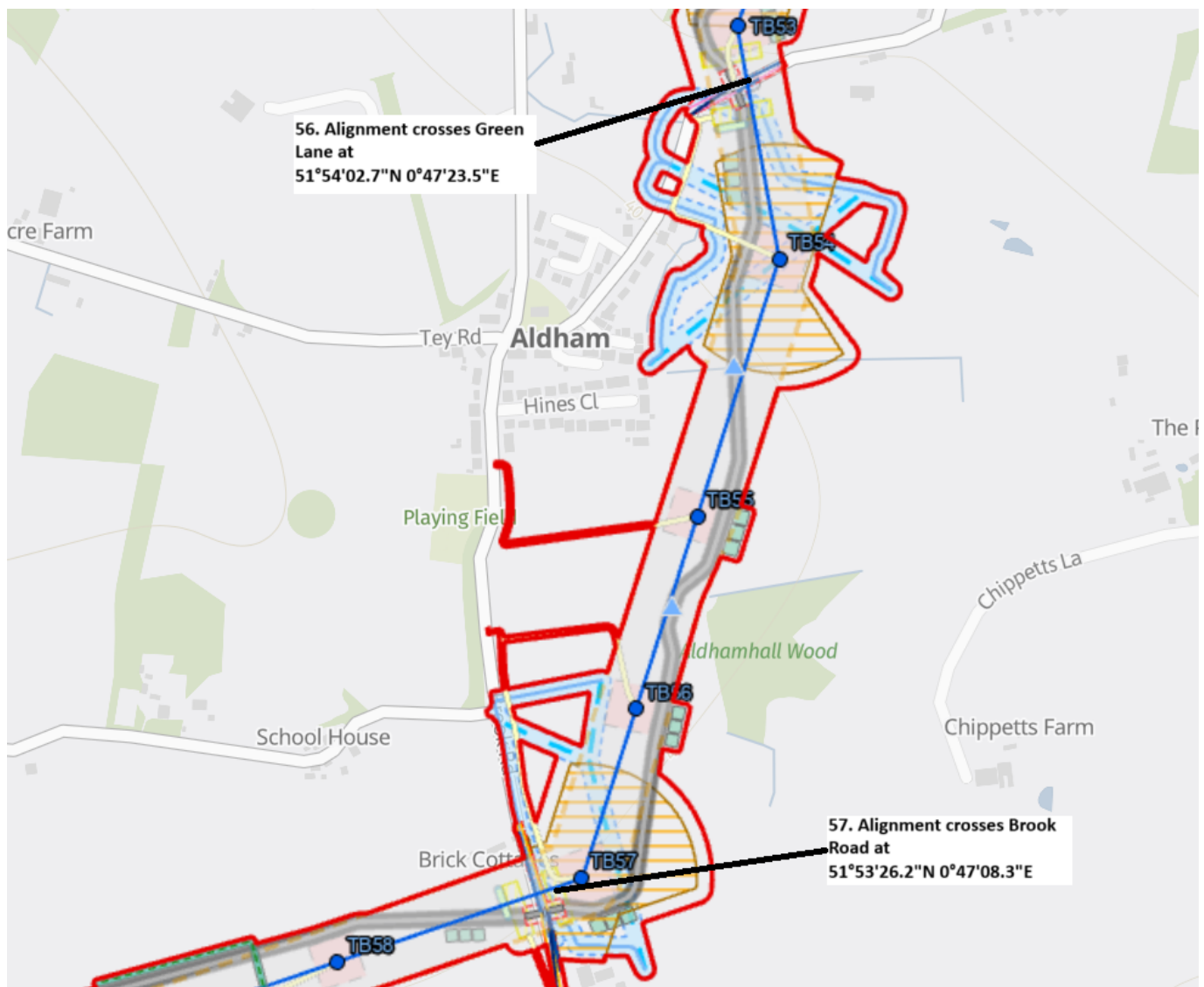
### Key Locations and Points of Interest

- 4.4.1 Views of the alignment available at various points from the public highway, both from the north of Aldham on approach and where the alignment crosses Green Lane at (56. 51°54'02.7"N, 0°47'23.5"E), and at the south of the village on Brook Road at (57. 51°53'26.2"N, 0°47'08.3"E).

### Route Guidance

- 4.4.2 Follow the A1124 and then right at Gallows Green through to Aldham. Turn left onto Green Lane from Brook Road and then re-tracing steps turn left back onto Brook Road and head south towards point where the alignment crosses Brook Road.

Figure 4.4 Aldham



## 4.5 Little Tey

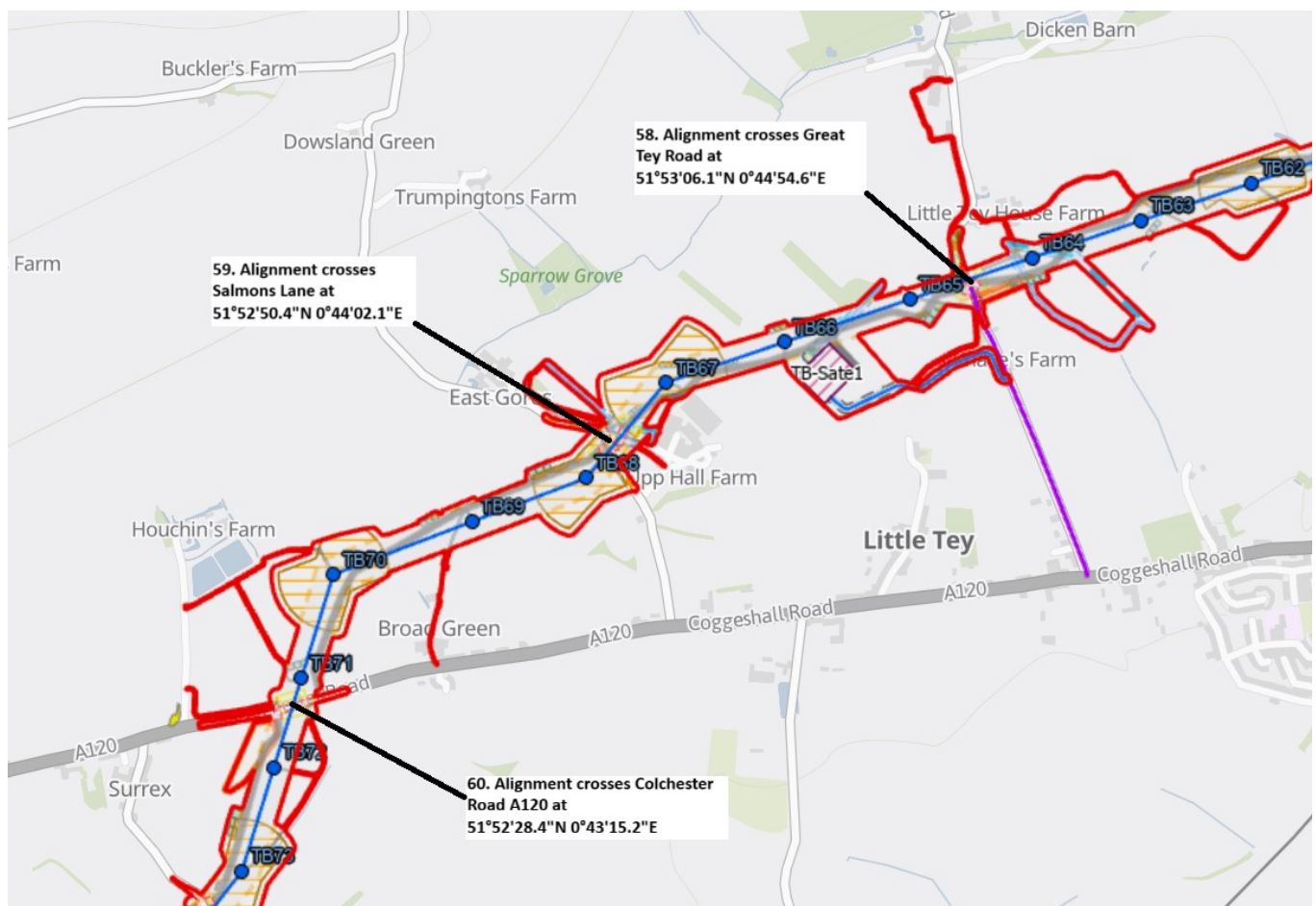
### Key Locations and Points of Interest

- 4.5.1 The alignment runs broadly parallel to the A120 with views northwards from the A120 to the alignment. Other roads cross the alignment at various points including crossing Great Tey Road at **(58. 51°53'06.1"N, 0°44'54.6"E)**, Salmons Lane at **(59. 51°52'50.4"N, 0°44'02.1"E)** and Colchester Road A120 at **(60. 51°52'28.4"N, 0°43'15.2"E)**.
- 4.5.2 Alignment is set back from gas tanks just north of location **59** and is midway between residential property and wedding venue (Houchins) just north of location **60**.

### Route Guidance

- 4.5.3 Head south along Brook Road towards A12, then west on to the A120 and turn off at the various locations above for viewing opportunities of the alignment crossing Great Tey Road and Salmons Lane.

Figure 4.5 Little Tey







## 5.2 Rivenhall Place and Silver End

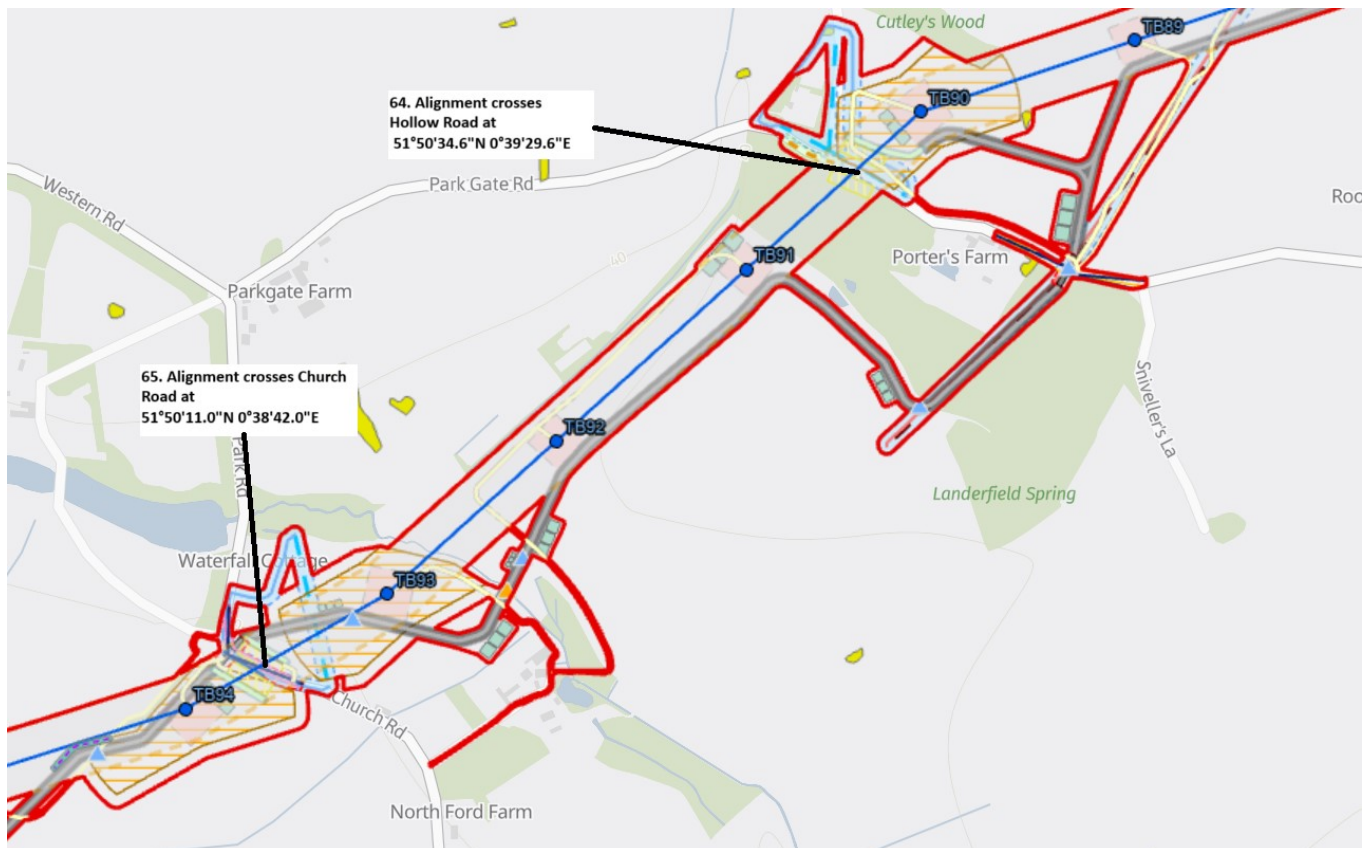
### Key Locations and Points of Interest

- 5.2.1 Views of the alignment available at various points from the public highway. The alignment crosses Hollow Road at **(64. 51°50'34.6"N, 0°39'29.6"E)**, where the haul road has been separated from the over-sail of woodland, used for business purposes.
- 5.2.2 Views from Church Road at **(65. 51°50'11.0"N, 0°38'42.0"E)**, where there has been a decision to retain a veteran tree linked to the historic entrance to park land, in the vicinity of a listed building.

### Route Guidance

- 5.2.3 Head south from Coggeshall via the B1024 towards the A12, turn off the A12 at the Rivenhall Hotel. Turn onto Henry Dixon Road and head north towards Church Road.

Figure 5.2 Kelvedon and Silver End



## 5.3 White Notley

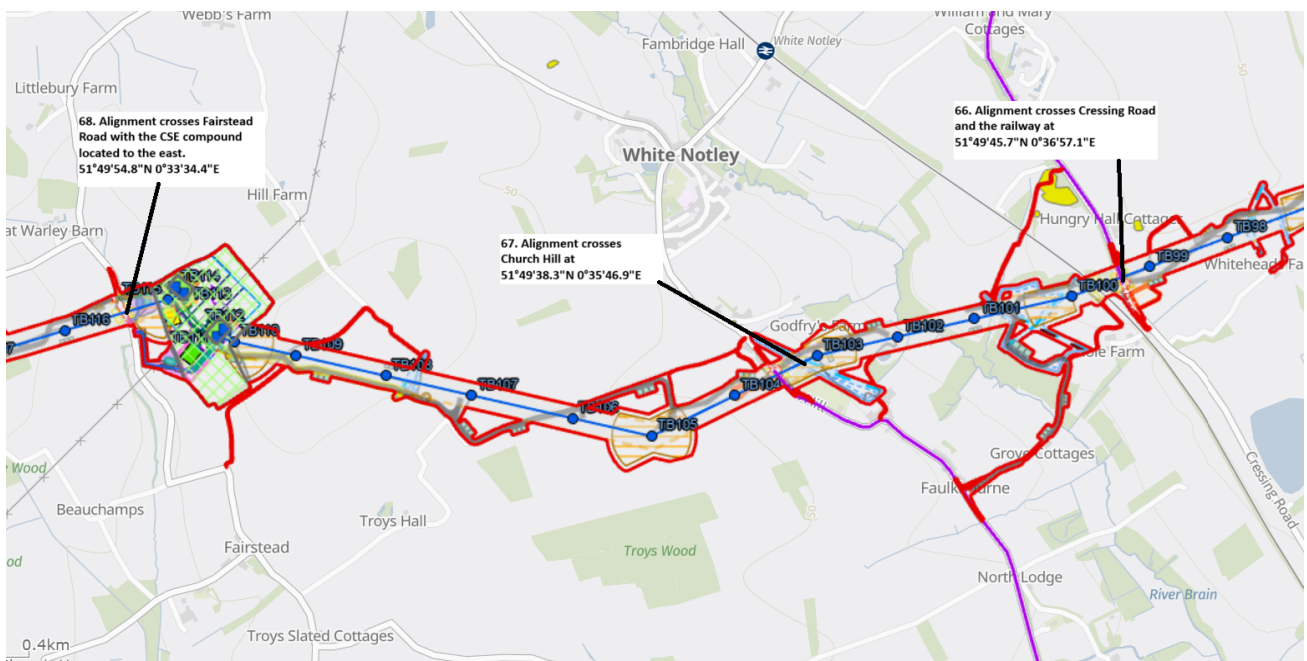
### Key Locations and Points of Interest

- 5.3.1 Views of the alignment available at various points from the public highway. The alignment crosses Crossing Road at **(66. 51°49'45.7"N, 0°36'57.1"E)** where there is no interface (with the possible exception of a shared access route) with a recent solar development proposal. The alignment crosses Church Hill at **(67. 51°49'38.3"N, 0°35'46.9"E)**, where there is an interface with White Notley Football Club, although pitch and goalpost over-sail has been avoided.
- 5.3.2 Alignment crosses Fairstead Road at **(68. 51°49'54.8"N, 0°33'34.4"E)**, with the CSE compound located to the east, benefitting from some existing screening. Continue southwards, towards Fairstead before turning round for views to the north.

### Route Guidance

- 5.3.3 Continue on the A12 southwards towards Witham to eventually join the B1018, heading north towards Hungry Hall. Continue past the alignment turning towards White Notley and then south towards Faulkbourne.

Figure 5.3 White Notley



## 5.4 Fairstead to Little Leighs

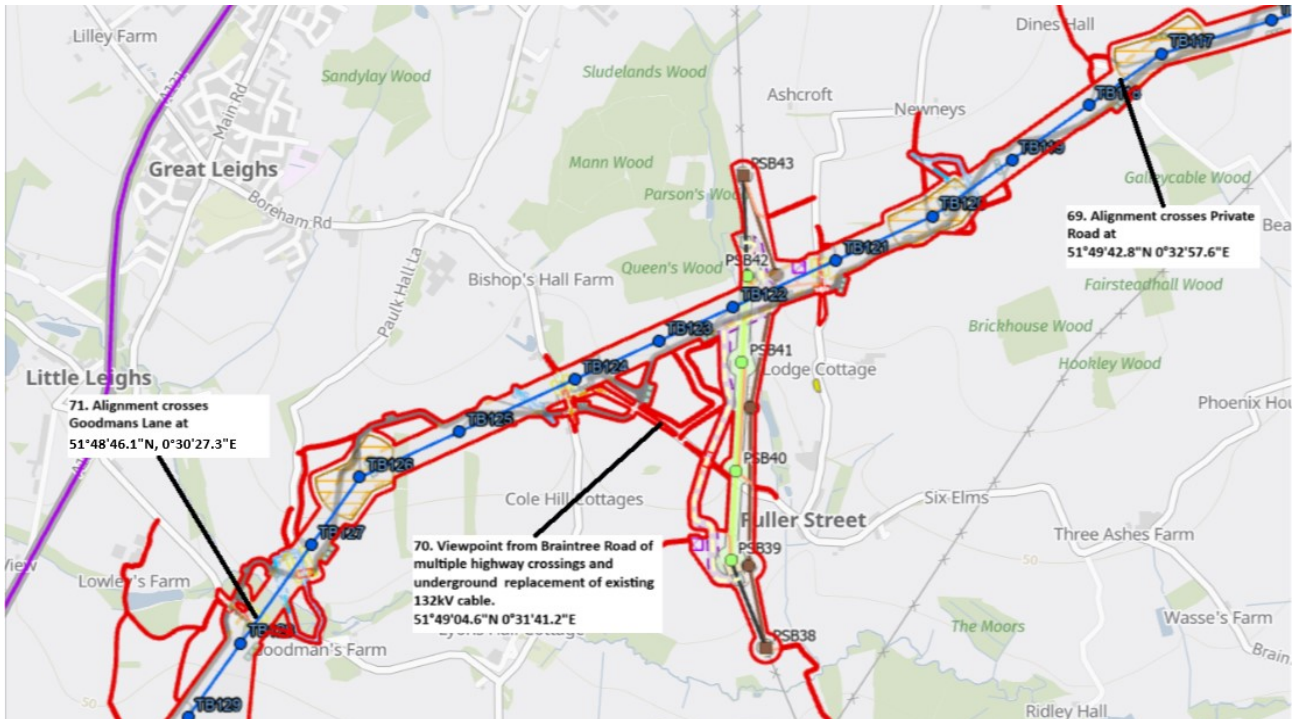
### Key Locations and Points of Interest

- 5.4.1 Views of the alignment available at various points from the public highway. A viewpoint opportunity from Braintree Road of multiple highway crossings and the underground replacement of the existing 132 kV cable is available at **(70. 51°49'04.6"N, 0°31'41.2"E)** noting this undergrounding of the 132 kV overhead line has been extended southwards to reduce in-combination effects.
- 5.4.2 The alignment crosses Goodmans Lane at **(71. 51°48'46.1"N, 0°30'27.3"E)** and a private road at **(69. 51°49'42.8"N, 0°32'57.6"E)**.

### Route Guidance

- 5.4.3 From Fairstead Road, head south onto Fairstead Hall Road and then west through Fuller Street onto Braintree Road.

Figure 5.4 Fairstead



## 6. Section F – Chelmsford City Council and Brentwood Borough Council

### 6.1 Great Waltham

#### Key Locations and Points of Interest

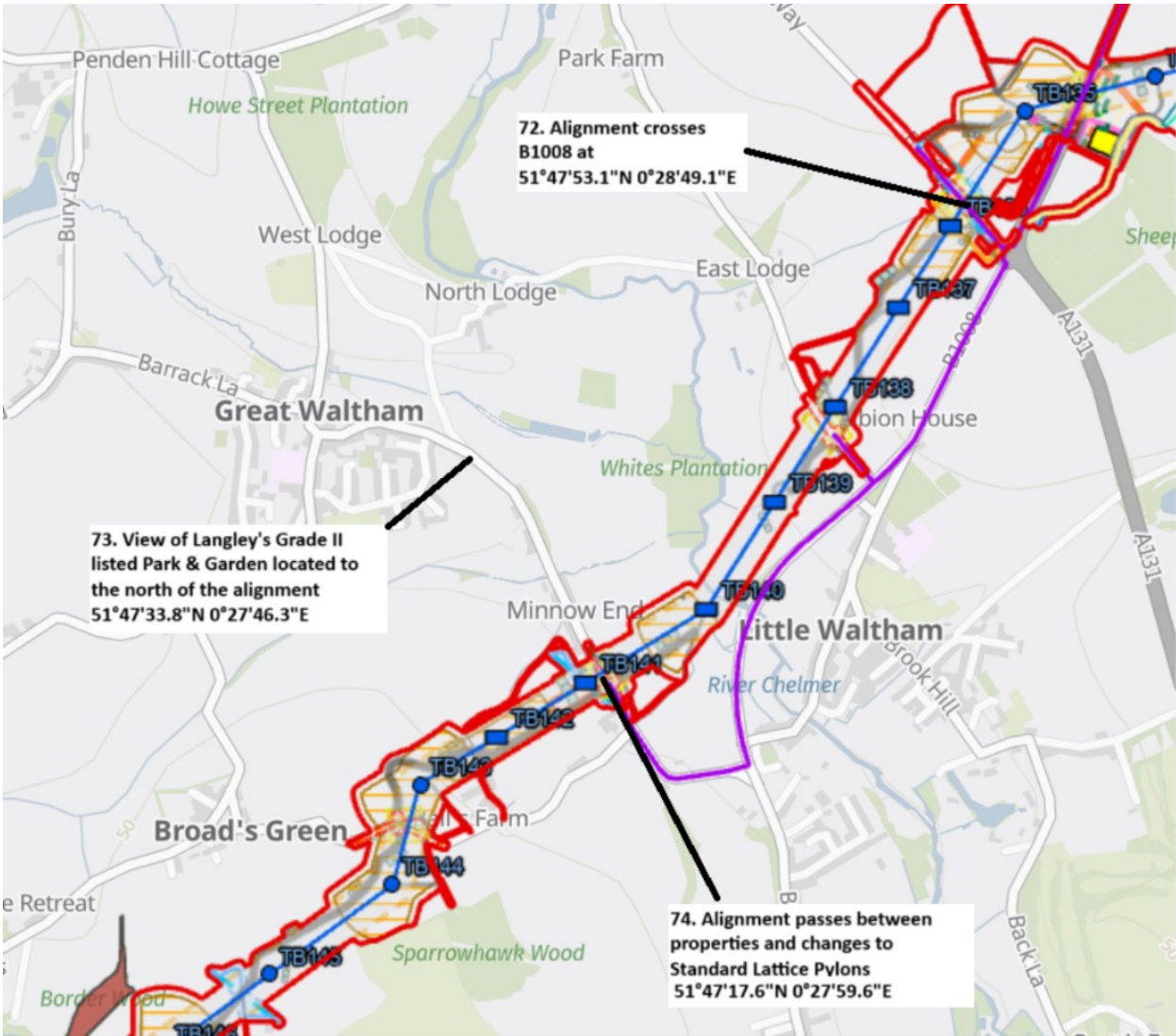
- 6.1.1 Views of the alignment available at various points from the public highway. The alignment crosses Essex Regiment Way and then the B1008 at (**72.** 51°47'53.1"N, 0°28'49.1"E). to route between Little Waltham and Great Waltham. Low height lattice pylons are proposed for TB136 to TB139 (between the Essex Regiment Way and the north of the River Chelmer).
- 6.1.2 South of the river, the alignment passes between residential properties and the alignment is to change to standard lattice pylons south of the River Chelmer at Chelmsford Road (**74.** 51°47'17.6"N, 0°27'59.6"E).
- A view of the Grade II listed park and garden located to the north of the alignment is visible from (**73.** 51°47'33.8"N, 0°27'46.3"E).

#### Route Guidance

- 6.1.3 Head towards Ranks Green and join the A131 south of Great Leighs. At roundabout head straight on to the B1008 between the Walthams and turn right towards Great Waltham. Back to B1008 and turn south past Broomfield.
- 6.1.4 Potential to continue to the west of Great Waltham towards Pleshey for less preferred alternative route.



Figure 6.1 Great Waltham



## 6.2 Broomfield

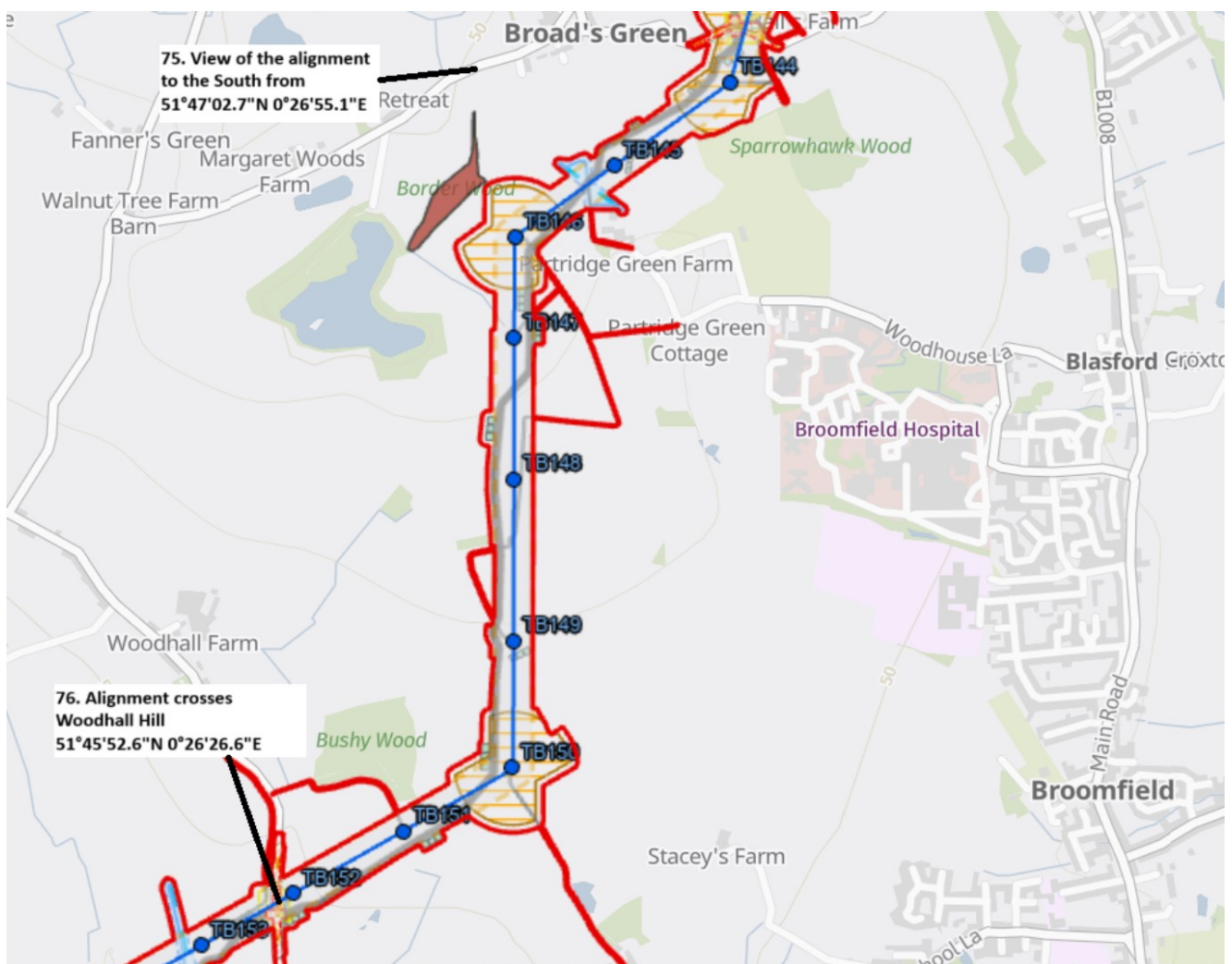
### Key Locations and Points of Interest

- 6.2.1 Views of the alignment available at various points from the public highway. View of the alignment south from Broad's Green at (75. 51°47'02.7"N, 0°26'55.1"E) crossing to the northside of woodland. Alignment crosses Woodhall Hill at (76. 51°45'52.6"N, 0°26'26.6"E).

### Route Guidance

- 6.2.2 Head back towards the B1008 and head south towards Broomfield turning off onto Chelmsford Road and then Larks Lane towards Broad's Green.

Figure 6.2 Broomfield



## 6.3 Writtle (Roxwell)

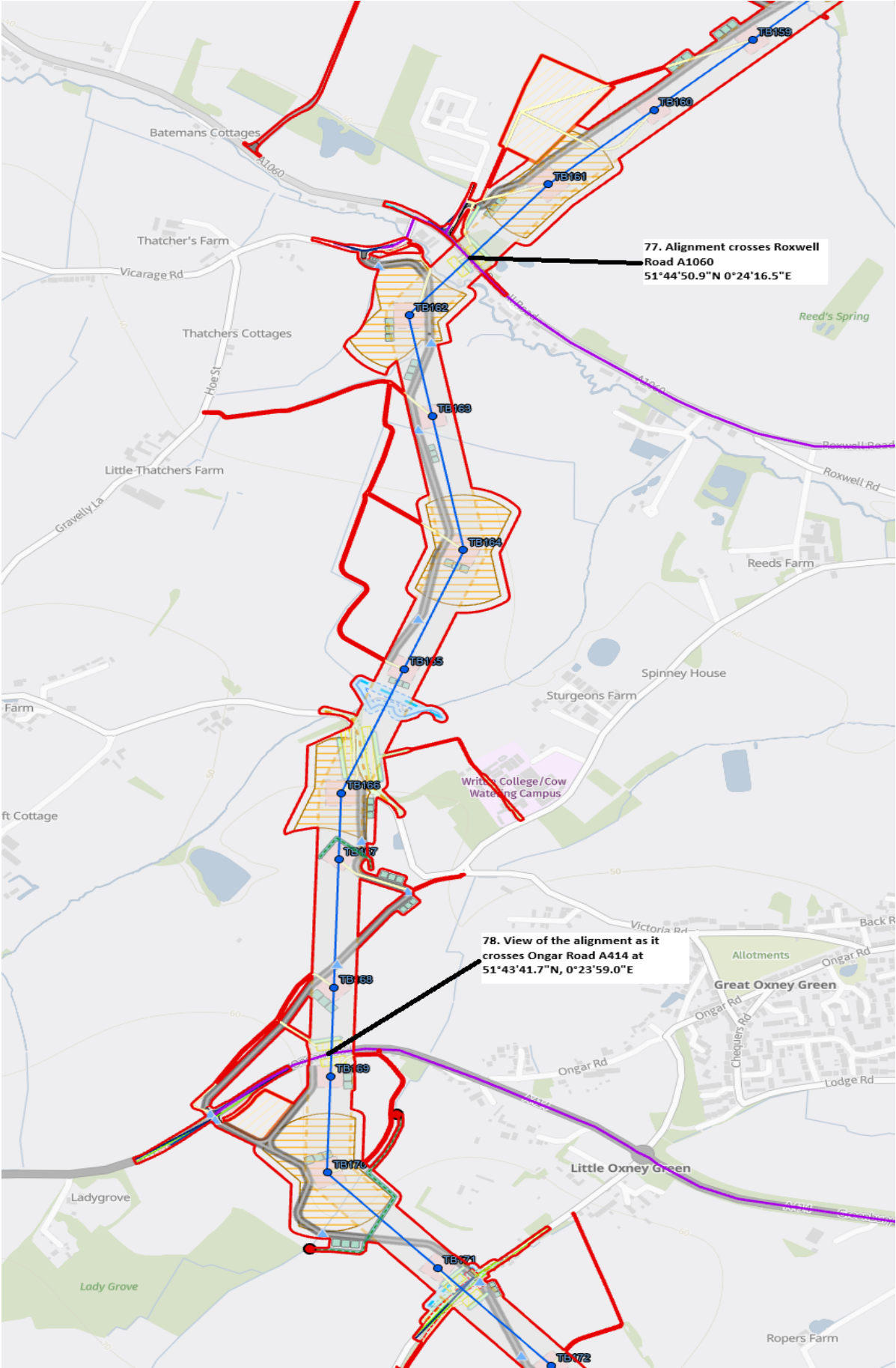
### Key Locations and Points of Interest

- 6.3.1 In the Roxwell area, there are routeing restrictions due to a Gas compression site and several underground gas pipelines. A Scout Jamboree site is located to the north of Roxwell Road (between approx. TB158 and TB161) where a jamboree is held every 4 years (2024, 2028 etc). Viewpoint as the alignment crosses Roxwell Road A1060 at (77. 51°44'50.9"N 0°24'16.5"E).
- 6.3.2 Alignment to over-sail the corner of Writtle College horse paddocks.
- 6.3.3 View of the alignment as it crosses as it crosses Ongar Road A414 at (78. 51°43'41.7"N, 0°23'59.0"E).

### Route Guidance

- 6.3.4 Head back towards the B1008 via Broomfield and head south, and then on to the A1016 through Chelmsford. Turn right on to the A414 towards Writtle continuing through to Roxwell area.

Figure 6.3    Writtle (Roxwell)





## 6.4 Writtle (Edney Common)

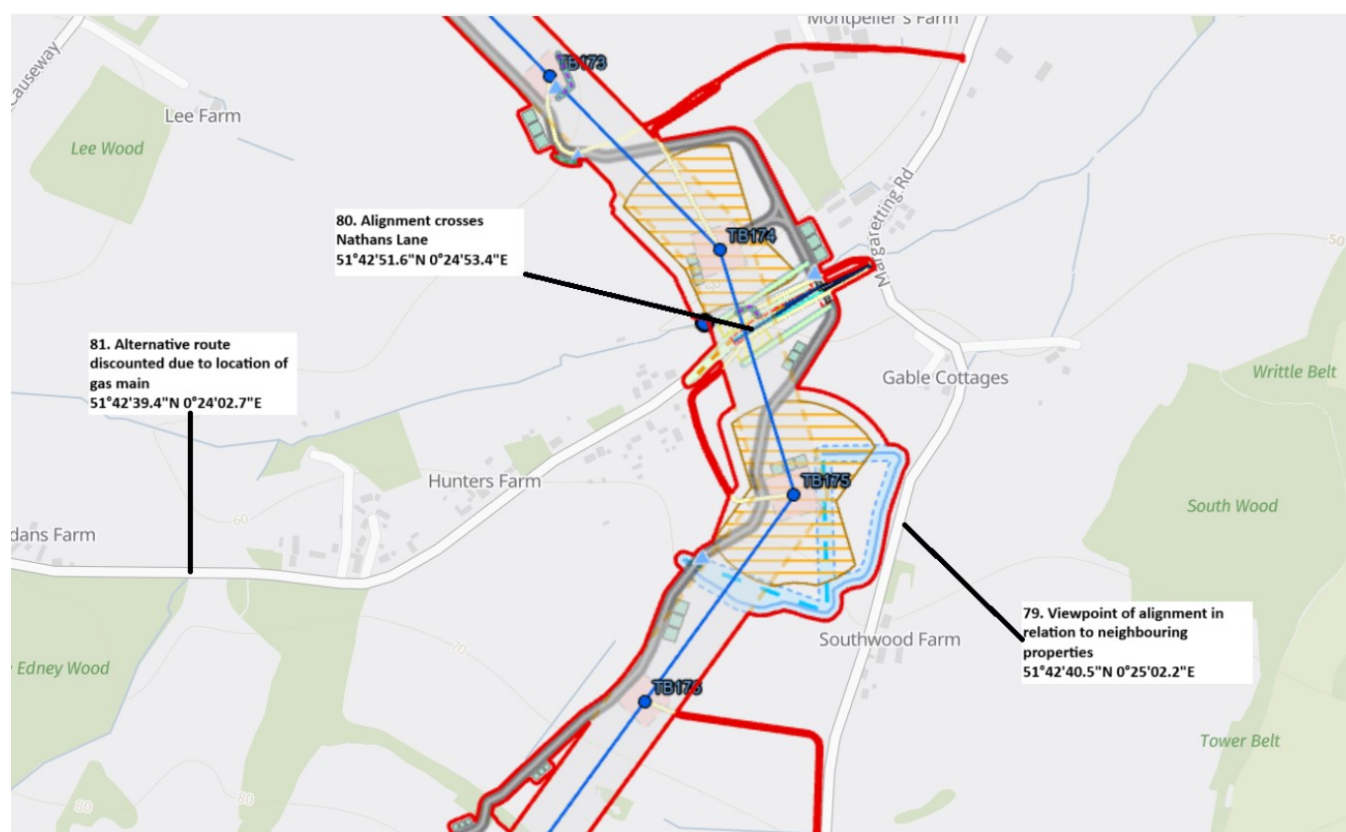
### Key Locations and Points of Interest

- 6.4.1 Views of the alignment available at various points from the public highway. View of the alignment as it crosses Nathans Lane at (80. 51°42'51.6"N, 0°24'53.4"E); an alternative route crosses the road further west and was discounted due to the position of a gas main and adjacent ancient woodland at (81. 51°42'39.4"N, 0°24'02.7"E).
- 6.4.2 Additional viewpoint of the alignment in relation to neighbouring properties available from Margaretting Road at (79. 51°42'40.5"N, 0°25'02.2"E) where routeing is through farmland.

### Route Guidance

- 6.4.3 From A1016, head west on A414 and at the second roundabout, turn left to Edney Common and the left again to Nathan's Lane. Turn south on Margaretting Lane.

Figure 6.4 Writtle (Edney Common)



## 6.5 Margaretting

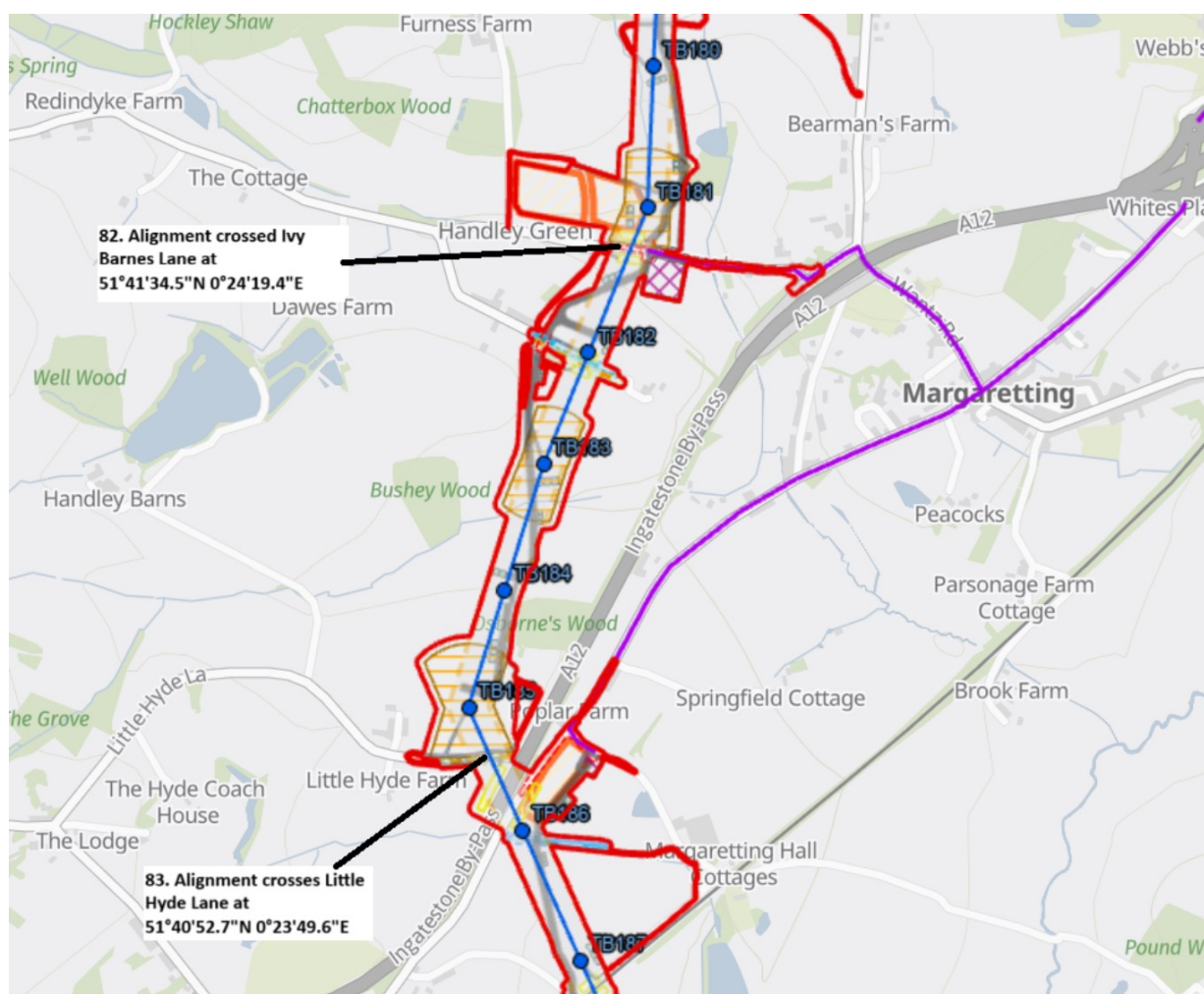
### Key Locations and Points of Interest

- 6.5.1 Views of the alignment available at various points from the public highway. View of the alignment as it crosses Ivy Barnes Lane at (**82.** 51°41'34.5"N, 0°24'19.4"E), and from Little Hyde Lane at (**83.** 51°40'52.7"N, 0°23'49.6"E).
- 6.5.2 From the east of the A12 follow primary access route towards Ingatestone passing the location for crossing the A12 with views of route across the Wid Valley.
- 6.5.3 Continue to Ingatestone towards Ingatestone Hall. Access the PRow network to north side of Hall for view south-easterly views of the alignment to the east of the Wid Valley.

### Route Guidance

- 6.5.4 Follow Margaretting Road south as it becomes Writtle Road, turn right onto Ivy Barnes Lane just before the A12. Follow Ivy Barnes Lane towards viewpoint **82.** and then head west towards Mill Green. Turn right onto Back Lane at Fryerning and then left onto Little Hyde Lane continuing to viewpoint **83.**

Figure 6.5 Margaretting



## 7. Section G – Brentwood Borough Council and Basildon Borough Council (and part of Chelmsford City Council)

### 7.1 Ingatestone

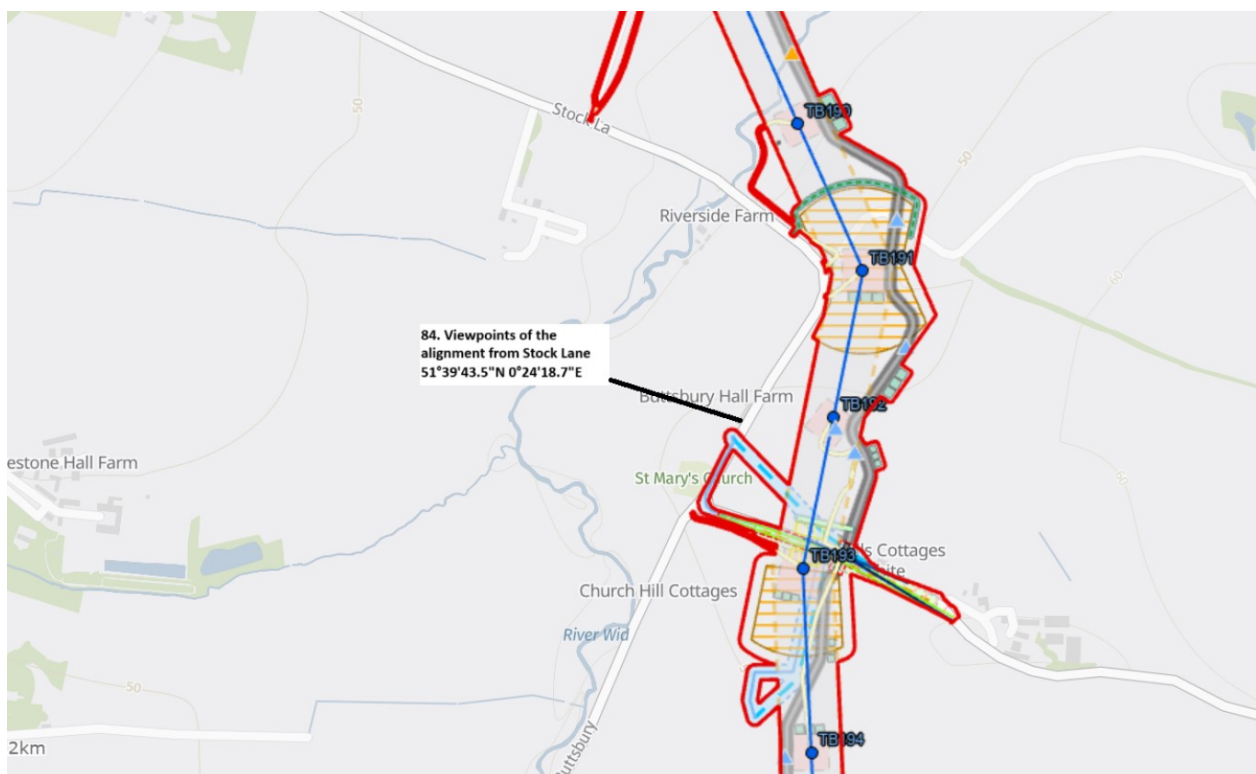
#### Key Locations and Points of Interest

- 7.1.1 Views of the alignment available at various points from the public highway. View of the alignment as it runs parallel with Stock Lane at (84. 51°39'43.5"N, 0°24'18.7"E), to the east of Ingatestone. Pylons positioned adjacent to church when viewed from PRowS to the west of the Wid Valley.
- 7.1.2 Route to south seeks to be mid-way between residential properties and east of St. Giles Church.

#### Route Guidance

- 7.1.3 From Ingatestone Hall, back track onto B1002 towards Margaretting and turn right onto Stock Lane through to St Mary's Church, Buttsbury. From there head south on Buttsbury towards Mountessing.

Figure 7.1 Ingatestone



## 7.2 Mountnessing

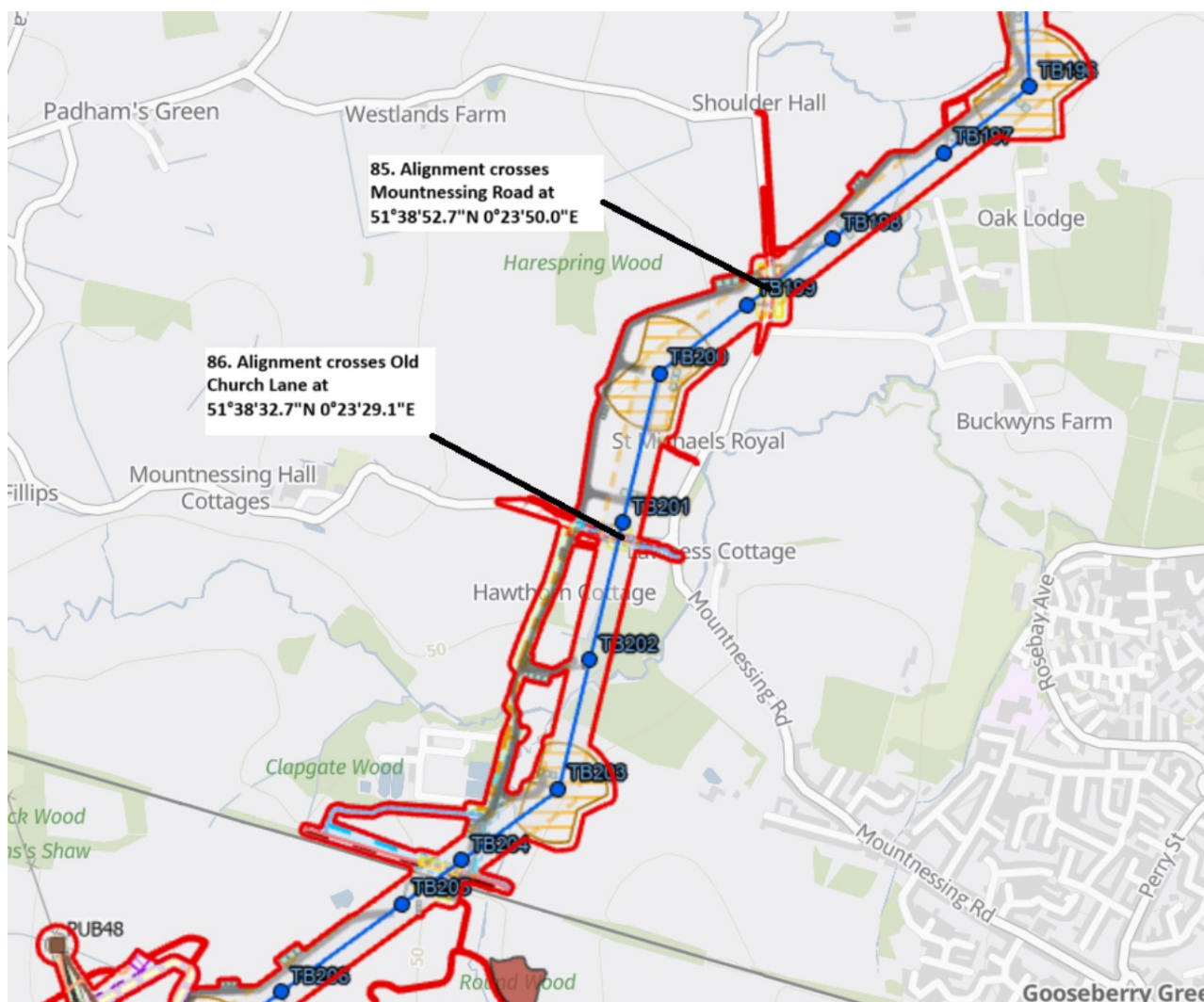
### Key Locations and Points of Interest

- 7.2.1 Views of the alignment available at various points from the public highway. View of the alignment as it crosses Mountnessing Road at (**85**. 51°38'52.7"N, 0°23'50.0"E) with a view north of the Wid Valley.
- 7.2.2 Viewpoint again as route crosses Old Church Lane at (**86**. 51°38'32.7"N, 0°23'29.1"E). Potential to head west to small layby near St. Giles Church (Grade I listed) to see context of route, with areas of ancient woodland located around Waste Water Treatment Works. A solar farm is located to the south and east (TB203 and TB204).

### Route Guidance

- 7.2.3 Keep right at St. Mary's Church Buttsbury, then keep left and left again by St. Giles Church onto Old Church Lane. Head towards Gooseberry Green on the periphery of Billericay.

Figure 7.2 Mountnessing





## 7.3 Little Burstead

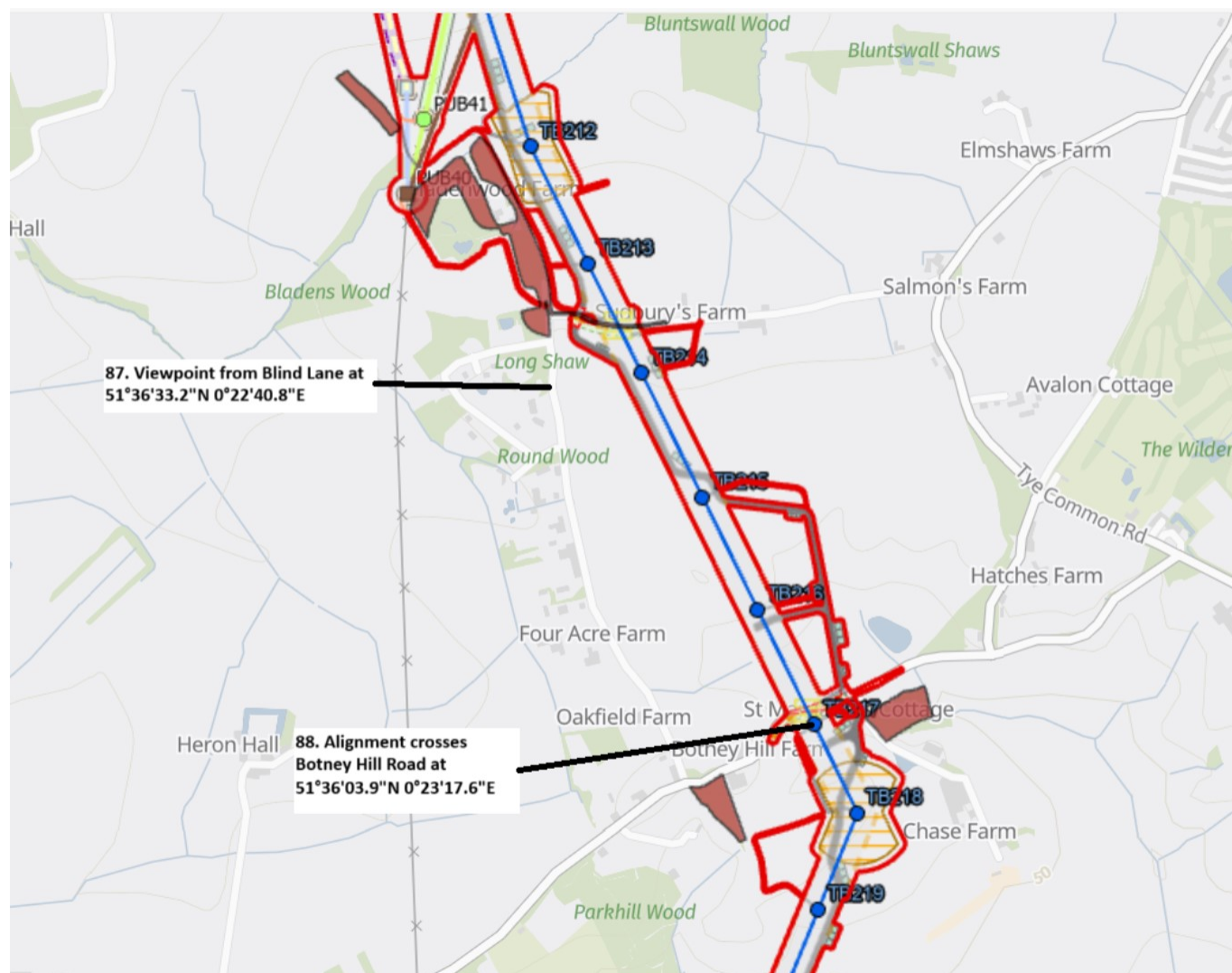
### Key Locations and Points of Interest

- 7.3.1 Views of the alignment available at various points from the public highway. View of the alignment from Blind Lane at (87. 51°36'33.2"N, 0°22'40.8"E) noting existing 132kV to west cannot be followed due to ancient woodland, scheduled and listed features (Heron Hall and woodland cemetery and adjacent gas pipeline).
- 7.3.2 Further view as route crosses Botney Hill Road at (88. 51°36'03.9"N, 0°23'17.6"E). Chase Farm airstrip (to be closed or re-orientated) is located to the south of point 88.

### Route Guidance

- 7.3.3 Follow Mountnessing Road south, then on to Tye Common Road continuing south, and then right onto Sudburys Farm Road.

Figure 7.3 Little Burstead



## 7.4 West Horndon

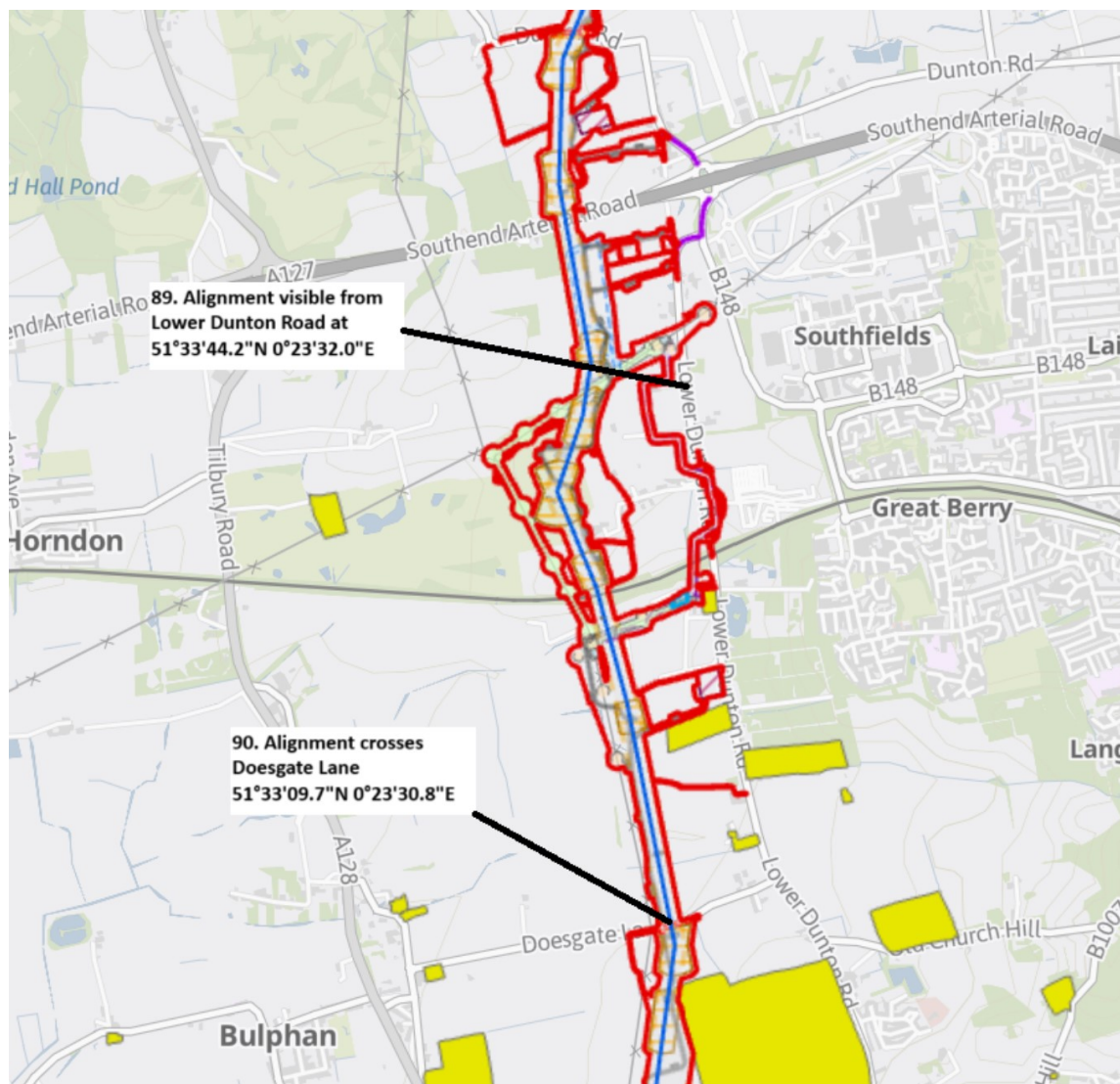
### Key Locations and Points of Interest

- 7.4.1 Views of the alignment available at various points from the public highway. View of the alignment from Lower Dunton Road at (89. 51°33'44.2"N, 0°23'32.0"E) with the proposed Dunton Garden development located to the west.
- 7.4.2 The alignment crosses Doesgate Lane at (90. 51°33'09.7"N, 0°23'30.8"E), where it transitions to a low height lattice, parallel to the existing 132kV, to maintain flight activity at Thurrock airport.

### Route Guidance

- 7.4.3 Turn left through to Dunton Waylets. Cross over the A127 onto the B148 and then turn right onto Lower Dunton Road. Turn right, on Doesgate Lane towards Bulphan and then left onto the A128.

Figure 7.4 West Horndon



## 8. Section H – Thurrock Council

### 8.1 Orsett and Tilbury

#### Key Locations and Points of Interest

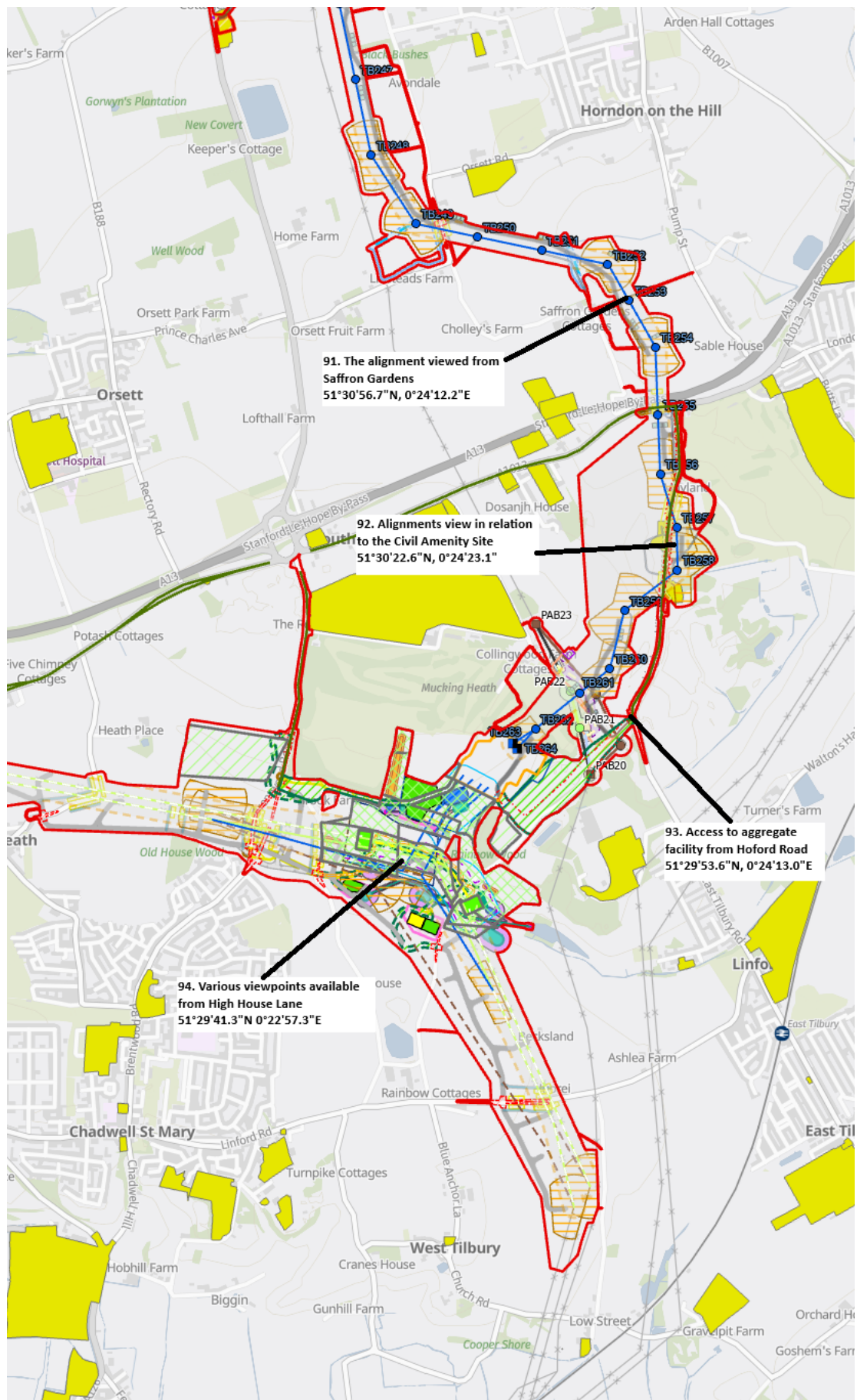
- 8.1.1 Views of the alignment available at various points from the public highway. Alignment's proximity to Saffron Gardens can be viewed at (**91.** 51°30'56.7"N, 0°24'12.2"E), and its proximity to the civil amenity site can be viewed from (**92.** 51°30'22.6"N, 0°24'23.1").
- 8.1.2 Access to the aggregate facility from Hoford Road (also known as Holford Road on some maps) at (**93.** 51°29'53.6"N, 0°24'13.0"E). Various viewpoints of the development around Tilbury available from High House Lane (**94.** 51°29'41.3"N 0°22'57.3"E). It is believed that High House Lane is public highway, but alternative views may be available from Cole Avenue to the eastern edge of Chadwell St Mary.

#### Route Guidance

- 8.1.3 Head south on A128, crossing the A13 and then turn left onto A1013 Stanford Road. Turn right down Buckingham Hill Road. Access to the aggregate facility from Hoford Road.
- 8.1.4 Additional viewing opportunities available from High House Lane. Re-trace steps along Buckingham Hill Road, heading north. Turn left onto Stanford Road A1013 and follow west. At the junction turn left at the first exit and head south on Brentwood Road, the entrance to Orsett Golf Club will appear on the left. Continue south, turning left onto High House Lane.



Figure 8.1 Orsett and Tilbury





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CV34 6DA United Kingdom

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