

# Pylons

I want to thank the contributors to this meeting and examination board for their support.

Considering the difficulties in navigating the plethora of information on the internet I would suggest that there is a very large community that are unable to drill down to information that is available and directly affects them.

Due to the lack of consultation and lack of transparency by the proposers of this project I need to ask these questions:

Who decided that the routing had to take its proposed route?

What consultation was carried out of this routing?

Why does the massive sub station have to be in Ardleigh?

Why does the battery bank have to be in Ardleigh?

Although no one would want to see these power lines from the A12 Why does the not routing follow major roads such as the A12 to reduce disruption and temporary roads required for this development?

Where is all the aggregate coming from?

Where are the steel pylons coming from?

If the Ardleigh sub station has to go ahead why can the power lines to and from the west of the A12 not share the underground ducting?

Has this proposed development considered the future of power generation which is likely to be smaller power stations throughout the country which will make this project redundant by the time it is completed.

Why is the NG not engaging with local stakeholders?

The only "ideal" routing of this power lines is undersea. That would tie in with Sizwell. and the existing infrastructure at Bradwell. Plus Tarchon at Bawdsey. STOP this project

now and please rethink and consider the consequences and impact to our fragile environment.

Lastly, is this a “done deal”, or are the NG serious about consultation? If they are serious about consultation why are they not engaging with local communities and councils?

## Enforcement of 7.5T limit on B1029 Frating Rd

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From Neil Spooner [REDACTED]

Date Thu 2026-02-19 16:25

To Norwich to Tilbury <NorwichtoTilbury@planninginspectorate.gov.uk>

Dear Sir/Madam,

Further to the examination of the Norwich to Tilbury project, I wish to bring to the attention of the NG team the 7.5 Ton weight limit on the B1029 Frating Rd and the planning restriction as applied to HGV operators based at the Martells Quarry, Slough Lane, Ardleigh. This restriction is placed on all HGV operators based at Martells Quarry under the planning Ref: ESS/55/17/TEN, ESS/53/17/TEN, ESS/23/15/TEN and ESS/55/17/TEN.

The restriction applies to the section of the B1029 from the junction of Harwich Rd and Frating Rd near the Courthouse Public house Hare Green, and the junction the the B1029 Frating Rd and Slough Lane Ardleigh.

From ESS/53/17/TEN:

Quote: "Routing Requirements

24. All HGV access to and from the site shall be only via the private access road from Bromley Road to the A120 as indicated on plan 'Figure 1.1 and 3.3' except for local deliveries as indicated on plan 'Figure 2.2 dated January 2007.

Please ensure that all HGV operators are made of aware of this restriction.

Regards,

Neil Spooner