

**I STRONGLY OBJECT TO THE PROJECT . - The Norwich to Tilbury Upgrade project brings severe harm to the environment, communities, landscapes & heritage of East Anglia. I support the views held by the Essex and Suffolk Pylons Action Group.**

**Please note I understand the need to upgrade the grid and would support a correctly consulted upon HVDC underground cable proposal**

**The comments below apply to Section C- Underground element from the 'Sealing In' Compound in Raydon to the river crossing at Stratford St Mary:-**

Raydon Wings Airfield ([52 01 07N 001 00 26E](#)) is a General Aviation Airfield and as such is one of the few airfields on the East side of England available for emergency use for light aircraft. Modern aircraft have tricycle undercarriage, Raydon Wings Airfield is used by WW2 'Warbirds' and Aerobatic Aircraft that have tailwheel undercarriage and have to land into the wind. With the prevailing wind being SW, they fly down wind to the North of the runway before turning in to land as if an issue arises when turning into final approach, it is turning into the wind that will give them enough lift to make the runway. If they fly downwind to the South of the runway and engine problems occur when throttling back to turn, this turn would be downwind and would cause the aircraft to be short of the runway and crash.

There is no control on the direction of approach of a disabled aircraft to the Airfield so the **Cable Sealing in Compound in Raydon should be moved further north to near Pylon JC26 as a MINIMUM to maintain a clear safe approach from ALL directions to Raydon Wings Airfield.** This has the added benefits of utilising Wenham Thicks as a natural screen and changing the access route viability (see dismantled railway access route suggested above) with the few properties affected at Bottle Bridge Corner on Wenham Road being screened by mature trees.

**The Electricity Act (1989)** Requires National Grid, when formulating proposals for new lines and other works, to: *have regard to the desirability of preserving natural beauty, of conserving flora, fauna, and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and shall do what [it] reasonably can to mitigate any effect which the proposals would have.* It must be noted that the desirability of conserving 'natural beauty' is not confined to nationally designated landscapes. **The Materials Lay Down Area and Construction Compound (JC CC02) planned for the B1070 / Acacia Road junction will be clearly visible from the Dedham Vale National Landscape, an area renowned for its tranquillity and lack of industrial development. In the light of this the Construction Compound must be moved from the highly visible Acacia Road location onto Notley Enterprise Park (disused Raydon Airfield), North of the originally proposed Materials Lay Down Area to place it adjacent to an Industrial area, already having some infrastructure and partially screened by existing planting.**

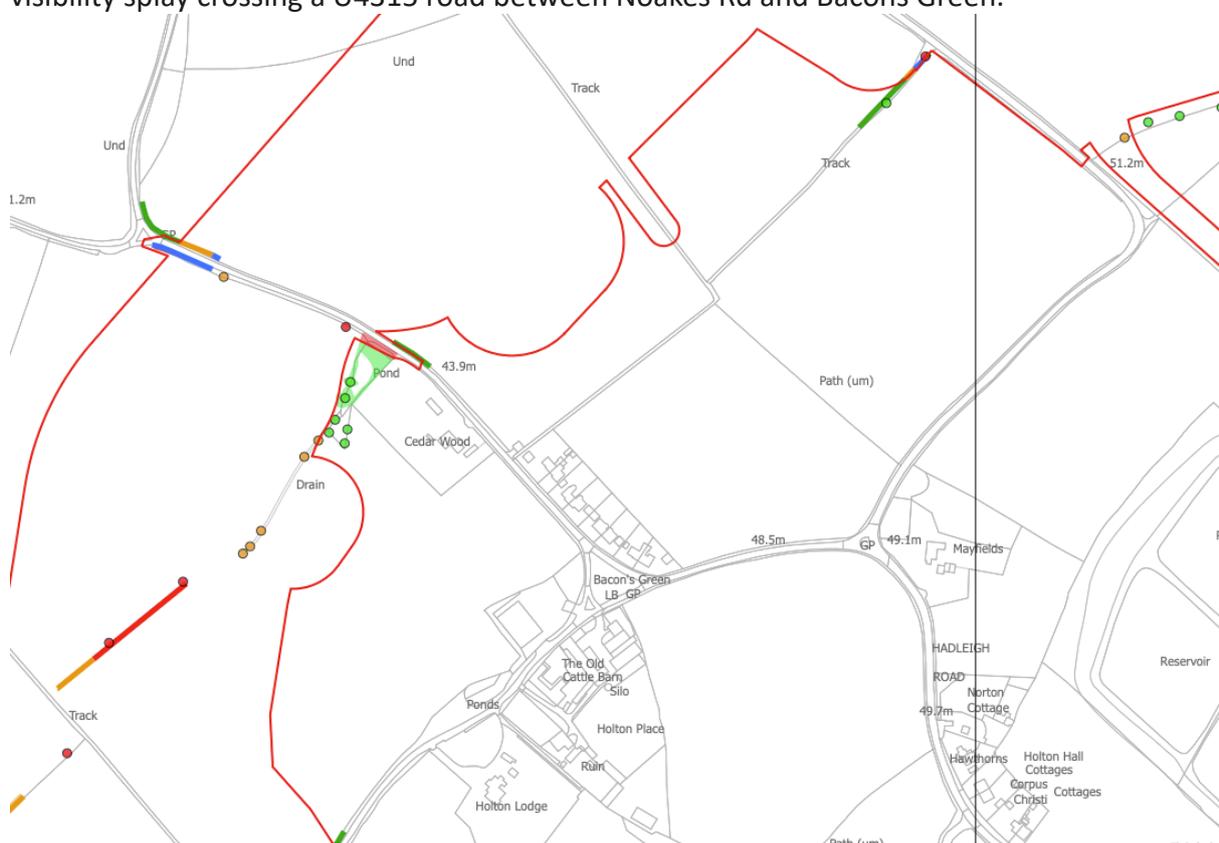






**Wildlife:-** The area is abundant with wildlife. There are numbers of Deer, Badger, Hare and Fox. There is photographic evidence of Polecats and Otters but no mention is made in the consultation of these species in this area. Care must be taken to protect these and ensure no harm comes from road building and trenching operations that effectively cut historical routes used by these animals. Smaller mammals and birds must not lose the connectivity of the hedgerows and field edges so mitigation must be put in place during build and hedgerows replanted after. The area has a known large and varied bat population that includes some rare species, these must be identified and protected. There are nesting Skylarks and active 2 Badger Setts (at 17/2/26) on the [REDACTED] and a resident population of Red Kite, Common Buzzard, Barn, Tawney and Little Owls along with the expected song birds, including nesting Nightingales close to your proposed works. Construction works will cause harm by removing hedgerows and increasing dust, noise and light pollution. This area is noted for its 'dark sky'

I also note from the tree removal map that a mature oak is planned to be felled to increase a visibility splay crossing a U4315 road between Noakes Rd and Bacons Green.



**I also wish to also make the following general comments**

Consultation has been legally deficient since 2022. No alternatives such as the building of an integrated offshore grid, undergrounding of HVDC cables or replacing cables on the existing route with superconducting cables have been presented for consultation. This is especially

noticeable in the light of the comparable costs revealed in the ESO report as HVDC cables would require less trenching, less backfill, a much narrower swathe and a lower carbon footprint. HVDC is a known technology and the default option in Germany and there are more than 1000km of HVDC cables operating in Europe (*Source:-Europacable, Brussels*).

**Public Consultation:-** The consultation was deficient.

The first Gunning Principle is that “consultation must be at a time when proposals are still at a formative stage”.

- a) in the first public consultation a single preferred route corridor was being consulted upon
- b) alternatives, in particular those involving no or considerably fewer pylons (including underground and/or undersea cabling and/or upgrading existing infrastructure) had already been expressed to have been discounted by NG
- c. consultation exercises were described as “back-checking” exercises

The local public discussions were manned by a small percentage of NG employees and a large number of ‘makeweight’ people who had no real knowledge of the proposal. I personally asked 3 different people at the same presentation could T pylons be used.

I also note no consideration was given to using the disused railway line from A12 Capel St Mary as a delivery route where a safer, grade separated, junction exists to the ‘sealing in compound. In either its current proposed position or a possible new position should the undergrounding start further North close to Pylon JC26

I received 3 different answers, all of which were incorrect as NG had already presumed to use standard lattice pylons that whilst 20 metres taller, they are less solid and therefore less visible!!!

### **Targeted Consultation Suffolk 6 Section C Raydon**

The small 1:15,000 maps you provided do not indicate the location of Raydon Wings Airstrip (A general aviation airfield) so changes to how the runway could be affected were only guessable. Changes to the access to the site and the construction compounds at the junction of B1070 and Acacia Rd. did not allow the comparisons to be made in detail.

There also appeared to be a slight change at the crossing of Raydon Road U4315, the same scale issue applies.

The maps fail to show any development north of the B1070 close to Rectory Gardens Raydon (Dunningham Drive, Great Oak Place, Bells Meadow and Greengage Close). The map chosen to present the targeted consultation was out of date by a number of years and did not show the 50 or so properties at these locations. This gave a false impression of the

number of properties affected by the amendments and misrepresented the amendment being consulted upon. NG advised me the properties are available to be seen using online mapping and the project interactive map but this meant that this consultation only reached computer literate people, **not** the targeted population.

I trust you will take these comments on board in your considerations.