

The revised route and positioning of the pylons came as a substantial shock to E R Ling & Sons Limited as their land was well east of the initial preferred route. The business was not even informed of the drastic realignment towards Palgrave until it was made available in the public domain, which is totally unacceptable given the scale of the impact and burden that National Grid (NG) are now proposing to place on the land and business that operates over it.

The original route appeared to avoid impacting a significant number of residential properties, yet the adjustment moving the route alignment east towards Palgrave significantly increases this impact on dwellings.

We have reviewed the route amendment justifications as defined in the Design Development Record which states that deviations to the west were constrained by the extent of residential property in Wortham. But NG do not appear to be concerned about the effect on the village of Palgrave.

In para 5.4.63, NG refer to the effects being transferred to East Cottage

and The Grange, but they fail to recognise the other 5 properties in the immediate vicinity that will also be blighted by the amended route. At paragraphs 5.4.60, 5.4.61 and 5.4.62 of the Design Development Record my client was astonished to note the weight that has been given to economic and social benefits of aerodromes.

Yet from our research this local airstrip appears to be a privately owned, infrequently used personal aerodrome that from what we can tell offers no economic or social benefit to the community. We find it very difficult to understand that NG have relocated pylons a significant

distance away from this airstrip to allow continued use which appears to benefit nobody other than the owners of the airstrip. We would be very interested to know what flight information NG have been given for this small airstrip. As far as we are aware, there have been very few if any in the last 12 months, so how this can bear such significance on a major infrastructure project is concerning.

Notwithstanding the peculiar and unjustified reasoning for the route amendment the impact on the ongoing farming business of E R Ling & Sons is substantial. The revised route comes very close to the farm yard at Grange Farm and their camp site which has planning permission located in the wood to the west side of East Cottage. This was an action of endeavour to diversify and de-risk/ future proof the farming business on the back of reducing farm subsidies and financial pressure facing the industry. The venture now looks very much at risk given the proximity of the proposed pylons. This new route is going to have an huge impact on the farm and how it can operate both agronomically and economically.

It will also restrict the businesses ability to expand to meet the changing farming needs in the future as pylons run through the area earmarked for agricultural building expansion (with permission for a straw shed already granted). If, and only if there is no other option, then we must insist that the cables go underground until they pass the A143 but it seems abundantly clear to us that the correct option is to move the pylons back to the initial preferred route to the west.

Proposed route amendments- ignored to date-

RG093 - move West to field boundary and to avoid solar scheme now under construction

RG094 - Move North into meadow- into smaller less productive field with improved natural screening.

RG095 move west to field boundary to avoid interruption to arable farming operations and to avoid blighting site for farm yard expansion.

