



██████████
Lead Member
Examining Authority
Temple Quay House
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By email: norwichtotilbury@planninginspectorate.gov.uk

██████████
E: ██████████@savills.com

DL: ██████████
M: ██████████

Dear ██████████,

Fraser House
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Ipswich
IP1 1HE
savills.com

RE: Deadline 8 Response submitted on behalf of T Fairley & Sons Ltd and T & R Fairley Farms

This representation is submitted on behalf of T Fairley & Sons Ltd owners and occupiers of land at Normans Farm, Little Bromley and off Shop Road, Little Bromley affected by the permanent haul road (primary access route 30 & 31), the citing of the EACN and the adjacent NF/FE substations to which National Grid granted connection points.

We would like to draw the ExAs attention to previous comments made in our relevant representation, verbal representation at ISH2 and written response at Deadline 4. No further engagement, progress or requested information has been provided by National Grid or Fisher German since our Deadline 4 submission and therefore our Client **objects** to the Project in so far as it affects their Property and business. We have reiterated both as part of the examination process and to Fisher German that it is our preference to come to a voluntary agreement yet no opportunity to do this has been provided.

We have addressed on behalf of our Client, their primary points of concern in detail in prior representations made to National Grid, their agents Fisher German and at our submissions to the ExA. We do not wish to repeat in detail the issues and would ask you refer back to these submissions however summarise these below:

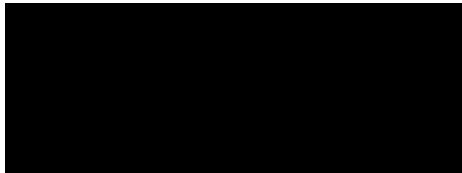
- Loss of Grade 1 BMV land
- Height of water table, increased flood risk to retained farm land, road network, and house
- Disturbance and potential contamination of well water supplying Normans Farm house
- Disturbance, contamination, pollution of the borehole, and potential loss of water as a result which is vital to irrigation of retained land and productivity of the business.
- Safety of access to and from Normans Farm House and Yard for family and farm workers both from construction traffic volumes and post construction as a result of increased vehicle speeds on widened road.
- Ability to access Normans Farm during construction as a result of number of vehicles utilising the road network.
- Proximity to Normans Farm house of construction site and haul road – noise, dust, vibration disturbance to our Client who occupies the house from construction vehicles. This could have been mitigated by moving the temporary haul road further south into the farmland and rejoining Ardleigh Road to the west of Normans Farm house. This is land within our Clients ownership. No comment or assessment of this as an alternative to reduce the impact on Normans Farm appears to have been made.
- Identification of drainage and access rights required around Catts Green Farm / south of Ardleigh Road with no further explanation or information provided and no clarification of maintenance obligations of what we infer may be a key drainage route for the whole of the EACN and associated

NF/FE projects. We have repeatedly asked to discuss the proposals in this area and have received no further information.

- Significant business interruption as a result of delays to vehicle movements caused by road closures and traffic management. Reduced efficiency and additional cost to be incurred by the farming business. Potential for increased vehicles required during harvest to avoid delays / down time particularly during peak periods i.e. harvest.
- Cumulative impact and business interruption as a result of up to 4 Projects working in the same area at the same time.
- Complaints procedure and clarity of responsibility for aspects of the Project given the number of contractors for different Projects likely to be operating at the same time.
- Lack of coordination and communication between the Projects and poor engagement.

We trust the ExA will take these objections in to consideration when making their recommendation along with comments made by Tendring District Council particularly around cumulative impact on Little Bromley of the projects, and the use of Primary access road 30 and 31 to which we concur.

Yours sincerely,

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