

Raydon Parish Council continues to have serious and wide concerns not only on the impact of this proposal on the local community and environment but also on the wider matter of the suitability of the scheme overall. We see no serious consideration of the far less impactful HV DC technology which would avoid a need for an end sealing compound in the parish and greatly reduce the local impact by halving the swathe next to the settlement of Raydon. We attach our detailed submission to the earlier consultation which still is as relevant to this current application.

National Grid Upgrade – Targeted Consultation – Suffolk 6
Key Issues in and around Raydon – Raydon Parish Council

Raydon Parish Council held an extraordinary meeting on 17th February 2025 to discuss the latest proposals from National Grid and in particular to prepare a response to the Targeted Consultation for Area 6 Raydon and Holton St Mary..

The meeting was very well attended by 60+ residents as well as our local MP James Cartlidge; our local councillor John Ward and [REDACTED] from the Dedham Vale Society.

Parish Councillors [REDACTED] were present.

Apologies were received from [REDACTED] .

The following are the key points of consultation and objection to the proposals by National Grid.

Our overall position in Raydon is that the proposed works will have a considerable and long term effect on the residents and businesses in and around Raydon. Our priority is for NG to fully consider an off shore solution. Failing that a proper consultation on the HVDC options for the full length from Norwich to Tilbury should be reviewed on the basis that timescales are being extended in any case.

Below we list a series of detailed comments and considerations in response to the consultation, noting the significant shortfall in consultation documents and details at this stage.

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Issue	Info	For	Against
Raydon village			
Timescales	There is no clear understanding of the construction programme and the duration of negative impact on residents.		NG should clarify their timescales for works phases and local impact.
Proximity to dwellings in Raydon	The cable route is immediately adjacent to the most southerly properties in Raydon and the topsoil stockpiles wrap around Pipers Went. The proposed realignment, whilst being a welcome change, makes minimal mitigation of the negative impact upon adjacent dwellings in Raydon.		The cable alignment should be moved to be further distant from the dwellings in Raydon. The current change has no material improvement. Sufficient and suitable proposals for sound attenuation and dust suppression between the works and the adjacent dwellings in Raydon should be confirmed and agreed.
End sealing compound west of Notley Park Industrial Estate	Pylons arriving at the end sealing compound have been realigned further east of Wenham Grove.		This relocation still closes use of the airstrip during construction. The location of the pylons will affect use of the airstrip. Moving further east affects adjacent residences and heritage sites more heavily.

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Access to compound via Woodlands Rd	It is proposed to provide a junction from Woodlands Rd to the end sealing compound. NG at webinar confirmed this route is for maintenance access only and will not involve heavy plant access. Otherwise this would result in increased traffic attempting to pass through Raydon and negotiating the very narrow and difficult Woodlands Road junction in Raydon.		Construction access to the End Sealing Compound (ESC) and works should either be along a haul road adjacent to the works from Acacia Rd north to the ESC or via the existing airfield access route off Acacia Road instead of via Woodlands Rd. NG have advised that the new junction proposed off Woodlands Road is for maintenance access to the ESC for ongoing maintenance only. Heavy vehicles will not be required to access this compound. The junction with Woodlands Road and The Street Raydon cannot accommodate large vehicles.
Aggregate storage	Major concerns regarding the aggregate store that was on the original plans North of Raydon, where has it gone ? Where is NG going to be obtaining aggregate from?		NG to clarify.
Crossing B1070	Anglia Water's ongoing new NSIP pipeline works have not closed the B1070 apart from two weekends. We seek confirmation that the NG works will not disrupt traffic on the B1070 or result in diversions on Quiet Lanes and unclassified roads.		Local roads cannot take diverted traffic. Active management of such works will be required. See below.

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Tourism	The effect on tourism will be devastating , especially in Flatford, Constable Country etc, and local businesses will be hugely affected		Mitigation of the effects on visitors to the area is a key consideration to be clarified.
Traffic	There are concerns regarding the road situation, mud on the roads, dust from all the traffic, the local roads are not designed to take large volumes of traffic or large vehicles. Woodlands Road is not wide enough to act as an access route to any construction traffic.		Traffic will not only require management at interfaces with construction activity crossing roads. There will also be a need to actively manage diversion routes around road closures since light vehicles will attempt to divert down unsuitably narrow and single track roads. This regularly results in gridlock of single track lanes. NG will have to liaise with SCC Highways to implement active traffic management. There is a farm HGV route across the old airfield which has to be maintained as the Woodlands Road route is inadequate for this traffic. Access for emergency vehicles will need to be maintained at all times.
Footpaths and cycle routes	How will the local footpaths be affected ? Raydon and the surrounding areas are all famous for their walking routes and cyclists		Footpath routes cross in several locations and require maintenance as Public Rights of Way.
Air quality	The air quality will be affected by all the construction vehicles and pollution that they cause. This could cause respiratory issues.		We will require assurance that dust and pollution controls will be in place and enforced.

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Compensation	There will be numerous and wide ranging effects on residents.		NG to clarify how they propose to compensate residents and the community for the disruption and disturbance of quiet enjoyment of their residence and village.
War memorial	The War Memorial and airstrip have major historical value and should be retained . The War Memorial should be avoided completely, the proposed alteration on the new plans will destroy it !		NG to advise how they will protect the historic WWII air field construction and war memorial.
Raydon Wings airstrip	Raydon Airfield is on the register as a "live airfield " so how can it be cut off while construction is underway ?		Pylons JC34 & JC35 are both located within the normal traffic zone of Raydon Wings airfield which is very dangerous and too restrictive for pilots and could put residents in danger. Raydon concurs with the Holton St Mary proposal to move the ESC and pylons further north and to access them from a haul road connection running parallel to the railway line into the A12.
Ecology	Badger setts are present and widespread		NG to confirm they have identified and have plans to protect or relocate badger setts in advance of the works.
Ecology	What specifically is planned for the new area near Pipers Went for "Ecological Mitigation" ?		NG to clarify proposals.

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Maps quality	There are houses on your maps on your site that have been omitted from your new maps and you have structures and red boxes behind where these houses are . What is the red box on your latest map where Greengage Close should be marked? Bells Meadow, and Dunningham Drive have all been omitted from your maps as have the newer homes .		The maps provided for consultation are wholly inadequate. They are out of date; do not show key features such as housing since built and have inadequate annotation as to the proposed changes.
Notley Park activity	The industrial estate is actively trading and requires 24hour access for vehicle movements.		NG to advise on continuity of operations.
Lighting	Suffolk 6 is a well noted area of dark skies.		Lighting of the esc as well as the lighting while all the works are being carried on will infringe on the dark skies . If HVDC is used there's no need for so many compounds. Light spillage will be detrimental to ecology, particularly bats routes. Lighting regimes to be confirmed to mitigate these issues. Lighting is a key consideration for all Planning Applications in the area.
Access roads	Two access roads on your new map have no explanation as to what they are for.		NG to clarify functions of roads and compounds.

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Holton St Mary			
Holton St Mary proposed temporary haul road	National Grid are proposing a temporary haul road to the north of Holton St Mary. The intention being to relieve traffic load through Holton Saint Mary village.	Traffic will be diverted off the inadequate roads and around the village. Screening and sound attenuation would be possible on a new route.	If the DoT Type1 haul road is not tarmacked it will create a significant dust pollution effect on the villages particularly with northerly or easterly winds. Holton St Mary and Raydon propose an alternative routing parallel to the disused railway line to connect to the A12.
A12 access	It is proposed to create a new junction onto the B1070 adjacent to four sisters junction to access the haul road.		The B1070 junction heading north to Ipswich is not wide enough for two lorries or a lorry and a farm vehicle to pass. Refer to Holton response on this.
A12 compound	We seek information on the usage of this compound to be located next to the A12.		
A12 slip road	An acceleration lane onto the A12 northbound was proposed under an earlier scheme but does not appear to be included in the current proposals.	An acceleration lane is needed in any case and this would be a useful legacy of the project.	

Issue	Info	For	Against
Overall proposal			
Use of HV DC as an alternative.	The use of HVDC has been rejected by NG in any case and specifically in respect of the buried cable route across the AONB.		National Grid state that the use of HVDC would require significant compound construction either side of the AONB. However our proposal is that HVDC should replace pylons and buried cable for the entire length from Norwich to Tilbury which would have the dual effect of both removing pylons and significantly reducing the impact of the buried cable section through the AONB. A scheme of buried DC cables from Norwich to Tilbury is only unviable due to the timescale of 2030. DC would be substantially less destructive to the area and involve considerably less disruption the locality during construction. It would also be more reliable in use and longer lived, not requiring replacement in 40 years. NESO have done a study which shows HDVC is more cost effective if it has an end date of 2034 . DC is more efficient, safer and cheaper and lowers constraint payments. The cost of the offshore eastern and western link was 11 billion which equates to an extra £6.50 on everyone bills per year . The Norwich to Tilbury project should be given the same consideration as other projects that billpayers are paying for.

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			Both MP and District Councillor strongly support a review of the proposals to consider HVDC. The consensus in Raydon is also to strongly support this less damaging methodology. HVDC will require less maintenance and not need to be replaced at the 40years end of life of AC.
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