

East Anglia THREE

# Appendix 39

## Phase IIb Formal Consultee Responses

### Consultation Report

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## 39 PHASE IIB FORMAL CONSULTEE RESPONSES

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1. This appendix contains individual written responses to consultation undertaken during statutory Section 42 consultation period Phase Iib: 29<sup>th</sup> July 2014 to 9<sup>th</sup> September 2014. Each response has been divided into separate points so that EATL can demonstrate how each point has been addressed within the application, or will be addressed post application.
2. It should be noted that all comments that directly relate to the topics discussed in chapters 7 to 29 of the East Anglia THREE Environmental Statement (ES) have been included within each of the relevant chapters and detailed responses on how the comments have been addressed are also provided. A table near the front of each chapter either provides a response or refers the reader to where in the application documents the comment has been addressed.
3. It should be noted that all names of individuals have been removed from this appendix and replaced with a unique identification number which is consistent throughout the Consultation Report and its appendices. In order to achieve this, some of the detail in *Table 39.3* has been removed.

### 39.1 Table 39.1 Statutory consultee responses

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
National Grid	19/08/14	Letter via email	DCO	National Grid Electricity Transmission has four high voltage electricity overhead transmission lines which lie within or in close proximity to the proposed order limits. These lines form an essential part of the electricity transmission network in England and Wales and include the following: Details of the overhead transmission lines are as follows: - 4YL 400kV from Bramford substation to Braintree substation; - 4YM 400kV from Bramford substation to Norwich Main substation; - 4ZW 400kV from Bramford substation to Sizewell 1 substation; - 4ZX 400kV from Bramford substation to Sizewell 2 substation. Please note that there is also a decommissioned Electricity Transmission underground cable in the vicinity of the proposed order limits, please see attached plan for further details.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 – 8 Technical Specification for “overhead line clearances Issue 3 (2004) available at: <a href="http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/applIII-part2">http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/applIII-part2</a>	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	Further guidance on development near electricity transmission	Noted by EATL, no action required at

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
		email		overhead lines is available here: <a href="http://www.nationalgrid.com/NR/ronlyres/1E990EE5-D068-4DD6-8C9A-4D0B06A1BA79/31436/Developmentnearoverheadlines1.pdf">http://www.nationalgrid.com/NR/ronlyres/1E990EE5-D068-4DD6-8C9A-4D0B06A1BA79/31436/Developmentnearoverheadlines1.pdf</a>	application stage
National Grid	19/08/14	Letter via email	Health	The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's ( <a href="http://www.hse.gov.uk">www.hse.gov.uk</a> ) Guidance Note GS6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	Seascape, Landscape and Visual Amenity	If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.	The detailing of planting in relation to existing overhead lines will be addressed in the Outline Landscape and Ecological Management Strategy (doc ref 8.6) which are being submitted as part of this application.
National Grid	19/08/14	Letter via email	DCO	Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") drawings can be obtained using the contact details above	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	Due to the scale, bulk and cost of the transmission equipment required to operate at 275kV or 400kV we only support proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by government.	Noted by EATL, no action required at application stage

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
National Grid	19/08/14	Letter via email	DCO	To view the Development Near Lines Documents. Please use the link below: <a href="http://www.nationalgrid.com/uk/LandandDevelopment/SC/devnearohl_final/">http://www.nationalgrid.com/uk/LandandDevelopment/SC/devnearohl_final/</a> To view the National Grid Policy's for our Sense of Place Document. Please use the link below: <a href="http://www.nationalgrid.com/uk/LandandDevelopment/DDC/">http://www.nationalgrid.com/uk/LandandDevelopment/DDC/</a>	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	Land Use	National Grid has Gas Distribution pipelines located within and in close proximity to the order limits. Details are as follows: - Local High pressure (above 7 bar) Gas Pipelines and associated equipment - Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment - Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity) For further information on the location of the above Gas Distribution Assets please contact- GL Noble Denton, Holywell Park, Ashby Road, Loughborough, Leics, LE11 3GR Tel: 01509 282800 Web: <a href="http://www.gl-group.com">www.gl-group.com</a>	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	Land Use	We would request that the potential impact of the proposed scheme on National Grid's existing assets as set out above is considered in any subsequent reports, including in the Environmental Statement, and as part of any subsequent application.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	Land Use	Where the promoter intends to acquire land, extinguish rights, or interfere with any of National Grid apparatus protective provisions will be required in a form acceptable to it to be included within the DCO.	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	Where any diversion of apparatus may be required to facilitate a scheme, National Grid is unable to give any certainty with the regard to diversions until such time as adequate conceptual design studies have been undertaken by National Grid. Further information relating to this can be obtained by contacting the email address below.	Noted by EATL, no action required at application stage

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
National Grid	19/08/14	Letter via email	DCO	National Grid requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection. All consultations should be sent to the following: DCOConsultations@nationalgrid.com as well as by post to the following address: The Company Secretary, 1-3 The Strand, London, WC2N 5EH	Noted by EATL, no action required at application stage
National Grid	19/08/14	Letter via email	DCO	In order to respond at the earliest opportunity National Grid will require the following: - Draft DCO including the Book of Reference and relevant Land Plans - Shape Files or CAD Files for the order limits	Noted by EATL, no action required at application stage
Anglian Water	21/08/14	Email		In comparing the on shore cable route for East Anglia THREE with East Anglia ONE we can see no difference that would result in any requirements/provision different from those needed for the East Anglia ONE project.	Noted by EATL, no action required
Highways Agency	09/09/14	Email	Traffic and Transport	As per our previous comments provided by my colleague Mark Norman some time ago we require the following information: * An impact statement for construction traffic * A method statement for how you intend to cross the SRN. The consultations so far only provide plans and do not go into detail. Please let me know if you wish to discuss either of these issues further or when you anticipate you may be able to provide us with the above information.	The East Anglia THREE Environmental Statement (ES) Volume 1 Chapter 27 Traffic and Transport and its appendices (which can be found in Volume 3 of the ES) provide a comprehensive assessment of the impacts caused by construction traffic. The Outline Traffic Management plan (doc ref 8.7) provides detail on how construction traffic will be managed on the Strategic Road Network (SRN)
Anglian Water	12/09/14	Email	DCO	Following on from my email below, if you can confirm by email that the route for East Anglia Three is exactly the same as East Anglia One	The onshore cable route is exactly



Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
				with no variation. Then there will be no requirement for the GIS layer as we will be able to confirm our requirements for the DCO and Protective provisions will be exactly the same as those stipulated for the East Anglia One project	the same as East Anglia ONE however East Anglia THREE will have different Access points. This information is provided within the final application.
Environment Agency	12/09/14	Letter	Water Resource and Flood Risk	The only comment that we wish to make at this time is to highlight that the new access route from access point AAE appears to run within 9 metres of a main river (Somersham watercourse). Consequently, any works to that access will require Flood Defence Consent from us.	EATL have noted that Flood Defence Consent will be required for works close to main water course.
Little Bealings Parish Council	17/08/14	Email	Traffic and Transport	The PC would like to receive from you full information regarding the impact of the attached proposed accesses AE, AF, AG and AH on the parish in time for its meeting on 8 September.	Due to the fact that there was a delay in the timescale for submission soon after this correspondence was received the meeting on the 8 <sup>th</sup> September 2015 did not take place (see Section 9.7 of the Consultation Report). The requested information and a map centred on little Bealings was provided on the 29 <sup>th</sup> of the 9 <sup>th</sup> 2015.
Bawdsey Parish Council	19/08/14	Email	Traffic and Transport	As previously stated, Bawdsey Parish Council wish to underline, that apart from the initial HDD drilling activity for EAOW One, we would strongly urge that all other activities use the new road network via Ramsholt.	Further consultation was had with Bawdsey Parish Council through Phase III consultation and a detailed response was provided to the council replying to all of their remaining concerns following Phase III consultation (See Appendix 40 for further detail).

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Little Bealings Parish Council	09/09/14		Traffic and Transport	<p>The proposals now suggest 4 access points to the project land in the parish, three affecting Holly Lane. The PC is of the view that this is excessive. The only access which should be used is AG, which gives direct access to the land anyway.</p> <p>Two of the other accesses use public footpaths and are used regularly by residents. AE is used twice a day by school children, there being no parking at or near Bealings School and there is strong objection to use of this track.</p> <p>We understand that only AG is in fact likely to be included in the DCO application and request up to date information in this respect. If this is not the case what is the justification what is the justification for EAOW3 requiring more access points than EAOW1?</p>	<p>A letter was sent to Little Bealings Parish Council explaining that <i>“As the ducts for East Anglia THREE cables will be installed during the construction of East Anglia ONE, the haul road which will be laid for the entire length of the cable route for East Anglia ONE construction will not be required in its entirety for East Anglia THREE. This has a benefit of greatly reducing the numbers of vehicles required for deliveries of materials along the cable route, but means that different access points may be required.”</i></p> <p>Due to a refinement of the Accesses only access V is located within little Bealings. A map illustrating this point was provided along with the letter.</p>
Great Bealings Parish Council	12/09/14	Email		Please note that Great Bealings Parish council have no further comments.	No action required
Martlesham Parish Council	12/09/14			The Council was interested in figure 06 (sheet 6 of 11) "additional land for East Anglia THREE included post-PEI" shown hatched in brown. Having sought further clarification through Joanna Young of Scottish Power Renewables, the Council understands the reasons for the need of this additional land and notes them.	No action required

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Wireless Infrastructure Group	09/09/14	Email and letters	Consultation	<p>WIG operates wireless infrastructure sites across the UK. Telecommunications apparatus, including an 80m lattice mast, two buildings and ancillary equipment is located on the land at Bullane lane, Bramford. WIG will require protective provisions to be included with the DCO or a separate side agreement. Protective provisions should ensure that:</p> <ol style="list-style-type: none"> <li>1. WIG is given advance notice of works that would or may affect apparatus</li> <li>2. WIG is able to impose reasonable requirements on the carrying out of any works that may affect the apparatus</li> <li>3. WIG is not obstructed from accessing the apparatus.</li> <li>4. any works affecting or in the vicinity of the apparatus comply with all statutory and industry regulatory standards.</li> </ol>	Noted, no action required at the application phase.

### 39.2 Table 39.2 Non Statutory consultee responses

Organisation	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Fynn Valley Golf Club	27/07/14		Traffic and Transport	<p>We note from the drawings listed above that Struggler's Lane, Witnesham, and the bridleway which continues from the end of the lane in a south-easterly direction, are designated as Access Route A.P. We are concerned exactly what vehicles are intended to use this route and also concerned as to their frequency. Access to the lane from the B1077 is extremely restricted (no longer usable by farm tractors) and some 200m after the made up section to Valley Farm is only a narrow bridleway for the remainder of its length.</p> <p>The first bridleway section past Valley Farm is a covered avenue of maple trees which restrict height access to anything other than cars or small vans. We would recommend access from the southerly end of the bridleway from the village of Tuddenham, which is relatively open and obstruction free.</p> <p>We would appreciate full information on the usage for Access A.P. I look forward to your reply.</p>	The access in question has been removed for the proposed East Anglia THREE project as a result of stakeholder concerns over its suitability.
Fishing stakeholder 19	09/09/14		Commercial Fisheries	<p>Could we be put on the list of responses from fishermen for East Anglia 3 all our concerns are the same as for East Anglia one which we are on the cfwg for EA1 i can put in a separate response</p>	Fishing stakeholder 19 is on the Consultation list (see <i>Appendix 29</i> )

### 39.3 Table 39.3 Public responses

Member of Public	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Stakeholder 14	24/07/14		Traffic and Transport	<p>I note from the drawings listed above that Strugglers Lane, Winesham, and the bridleway which continues from the end of the lane in a south-easterly direction, are designated as Access Route A.P. for access to the proposed cabling route from the off shore wind farm development to the grid connection at Bramford. Have you conducted a site visit and actually viewed in person this proposed route? I find it hard to believe that you have. I would like to air my strong concerns as a co-owner of part of this proposed access route. Strugglers Lane is accessed from the B1077, with access extremely restricted and unusable by large vehicles. The exit from the lane back onto the B1077 is extremely visually restricted. The lane itself is single track in its entirety, with no passing places. The lane has very high, steep banks to both sides, meaning that the creation of a passing place would not be possible. Strugglers Lane is also part of the very popular 'Fynn Valley Walk' and a well-used bridleway. The steep banks on either side mean that vehicles often have to reverse to let walkers or riders past, or follow them along the lane until there is a driveway they can pull in to, allowing the vehicle to pass. There are very few driveways on the lane, meaning that this can take several minutes. There are many local families which use this route for leisure use away from the busy B1077, often accompanied by (sometimes very young) children, often on bicycles or in pushchairs. The route at the end of Strugglers Lane then turns to a single lane track that is a listed Bridleway. The first part of the track is an avenue of maple trees which restrict the access height to anything other than small vehicles. As co-owner of these mature trees, I would not permit them to be lopped or felled in any way.</p> <p>Further on from that the track narrows to a path and is not currently accessible by any vehicle. I would therefore recommend that all access to the area be from the other side, in Tuddenham, at Access AQ, as detailed on the same drawing. Despite earlier email contact via your website and by email, my family and I have not had any response. I would therefore appreciate an email with your thoughts on the above</p>	Due to stakeholder concern about the suitability of Access AP it was removed from the proposed East Anglia THREE project.

Member of Public	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Stakeholder 15	26/07/14		Traffic and Transport	From a personal point of view, as a resident on Strugglers Lane, I feel that there are additional reasons as to why this is a completely inappropriate access route. I have two young children who frequently make the most of the fact that we live on a quiet, rural, dead-end lane and ride bicycles and play on the lane. I also use paddocks on the other side of the lane and therefore both myself and my children are frequently crossing the lane to access the facilities on the other side. There are also other families on the lane who have small children, who use the lane for the same purpose. I believe that using Strugglers Lane as an access route could potentially create very dangerous situation. I would therefore recommend that all access to the area be along the spread from the site at Access AQ, as detailed on the same drawing.	Due to stakeholder concern about the suitability of Access AP it was removed from the proposed East Anglia THREE project.
Stakeholder 16	27/07/14		NA	Public stakeholder had some difficulties in interpreting the plans in the phase II consultation	Email Correspondence between Stakeholder 16 and East Anglia TREE's Stakeholder manager and a letter sent to Stakeholder 16 on the 24 <sup>th</sup> September 2015 provided further clarity on the proposed East Anglia THREE project.
Stakeholder 17	07/08/14		Traffic and Transport	Access to the track at Hemley, very limited for Lorry's On your Map no showing of Garage & Accommodation not shown could also limit Access	Due to stakeholder concern about the suitability of Access in question it was

Member of Public	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
					removed from the proposed East Anglia THREE project.
Stakeholder 18	16/08/14		Traffic and Transport	<p>We note from drawing Drg No 9X3833-500-008 that Strugglers Lane Winesham is designated as Access Route AP. We are the owners of two properties near to Strugglers Lane. Winesham both these property's have been tenanted out for many years and form our pension fund.</p> <p>Now according to our letting agent the proposed plan to use Strugglers lane as access makes our property's impossible to sell and difficult to lett. Both are now unlett</p> <p>The Access road is a single tack from the B1077- It is extremely restricted, not fit for large vehicles, NO PASSING PLACES. High banks on both sides. If a vehicle is leaving Strugglers Lane and meets incoming vehicle, The oncoming vehicle has to back onto the B1077. With high banks on both side of Strugglers Lane the driver cannot see traffic on the B1077. This has been a problems in the past.</p> <p>We have in the past be refused Planning Permission to use buildings at Valley Farm for commercial use on the grounds of INSIGNIFICANT ACCESS along Strugglers Lane. Will Scottish Power be paying compensation for our lost income.</p>	Due to stakeholder concern about the suitability of Access AP it was removed from the proposed East Anglia THREE project.
Stakeholder 19	18/08/14	2 emails and Phase II S42 response	Traffic and Transport	<p>We are deeply concerned about one of the post PEI proposals for a new access road, marked Access B on the project boundary changes map, sheet 1. This new road emerges on to Ferry Road, Bawdsey, further south than the original planned Access A. As residents of the four houses sited directly opposite this new road, we plan to make formal representation through Bawdsey Parish Council and also in our own right, as part of the Consultation 29 July &amp; 9 September period. Before doing so, we wish to ascertain further information about the nature and purpose of this proposed new road. Our concerns are fourfold:</p> <ol style="list-style-type: none"> <li>1. As residents of the properties most seriously affected by this new plan, we have yet to receive formal notification. Will this be forthcoming?</li> </ol>	Further information was provided in the Phase III consultation (See <i>Appendix 40</i> and <i>Appendix 59</i> of the Consultation Report

Member of Public	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
Stakeholder 19	18/08/14	2 emails and Phase II S42 response	Traffic and Transport	<p>2. Is Access road B a replacement for, or in addition to, Access road A? In either case, why is it necessary or a 'suitable alternative'?</p> <p>3. Access road B will emerge directly in front of our properties. Can EA Three please provide information regarding (i) the material from which this road will be constructed (ii) its purpose (iii) the nature of the traffic that will use it (iv) the frequency and duration of use. This will help us to judge the seriousness of the impact of this new road in terms of appearance, noise pollution, light pollution, general disturbance and safety.</p>	<p>An explanation of why both Accesses is required was provided in a letter to Stakeholder 19 on the 18<sup>th</sup> September 2015. Along with the order limits of the DCO. The Letter also addressed the 4 points Stakeholder 19 refers to in their comments.</p>
Stakeholder 19	18/08/14	2 emails and Phase II S42 response	Traffic and Transport	<p>4. Access B also emerges on to Ferry Road at perhaps the most dangerous bend, with blind spots; before and after. What plans are in place to mitigate danger to the general Ferry Road traffic? The residents of Ferry Road are the most seriously affected by the construction of the landfall site for EAOW and the continuing operation of the project(s) through the years to come. If Access B is approved, we are extremely concerned that the overall impact will be compounded by operational traffic not only in very close proximity to the side but also directly in front of these properties. Before making formal representation we would appreciate further information on Access road B as requested above.</p>	<p>EATL have produced an Outline Traffic Management plan which details how EATL intend to manage traffic, to minimise impacts and ensure the safety of all road users</p>
Stakeholder 20	09/09/14			<p>We have been made aware of the proposed plans for East Anglia Three. We live in Little Bealings (IP13 6LL) and after looking at the plans (Figure 07 in particular) we would like to raise an objection to the proposed Access AE. As shown on the plan, this appears to run from the road along an existing footpath in a south easterly direction. Not only is this a well-used public footpath but it also provides safe pedestrian access from the village to the children's play park and village hall on the other side of the</p>	<p>Due to stakeholder concern about the suitability of Access AE it was removed from the proposed East Anglia THREE</p>



Member of Public	Date	Method	Topic	Comment	Action / Response/ or reference to relevant document
				road. These are extremely well used local amenities however there are no pavements within Little Bealings and the lanes are already well used by traffic and by construct are narrow / single track and therefore the footpath is vitally important as a safe environment for pedestrians and children to access these facilities. Providing vehicle access as detailed in the plans (Access AE) along this footpath would be highly dangerous for the many people who currently use it	project.
Stakeholder 21	12/09/14		Traffic and Transport	We are writing to strongly object to the proposed new access route AE as illustrated on sheet 7 for the East Anglia Three Project. This access is situated on a public footpath. This footpath is regularly used by small children as it provides access to the village playground. The footpath is also used by children in order to get to Little Bealings primary school. It is therefore wholly inappropriate and dangerous to have the access at this site.	Due to stakeholder concern about the suitability of Access AE it was removed from the proposed East Anglia THREE project.
Stakeholder 22	12/09/14		Consultation	With reference to your letter of the 25th July 2014 regarding the above proposed development. Enclosing maps and an Environmental Information report on CD. I was very surprised to receive a visit from a Hugo Mann of Savills in July to inform me that EAOW 3 will involve using part of my garden and wishing to clarify that I was the registered owner of Brimar House, this could have been confirmed by checking with the Land Registry, this fact had already been confirmed by yourselves when EAOW1 was proposed. Had I been aware that this could happen I would have attended the Exhibition at Woodbridge Library, which unfortunately had already finished by the time I was advised. Can you explain why the working area is wider at the point where it crosses the road between Great and Little Bealings, if this is to allow for open trench working why cannot HDD be used as has been agreed with EAOW 1, then there would be no need to involve my garden.	At the time of this consultation Access AE was under consideration. Access AE ran close to the property of Stakeholder 22. Due to stakeholder concern about the suitability of Access AE it was removed from the proposed East Anglia THREE project.

**Appendix 39 Ends Here**