



# SPR EA1N and EA2 PROJECTS

## DEADLINE 5 - ACCOMPANIED SITE INSPECTIONS (ASI1 & ASI2) SUBMISSIONS

Interested Party: SASES PINS Refs: 20024106 & 20024110

Date: 3 February 2021

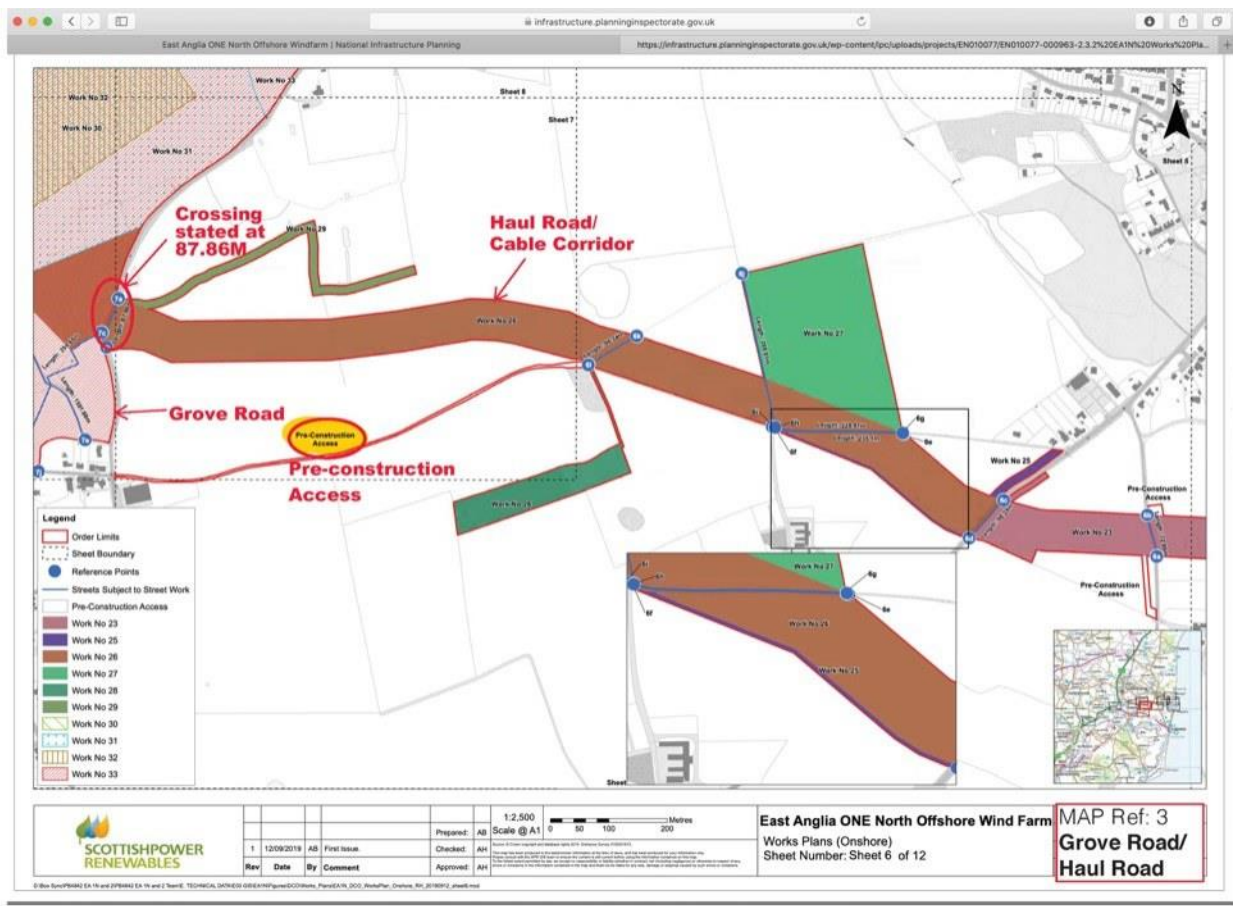
Issue: 1

### Introduction

Reference is made to the Access Required Site Inspections and Unaccompanied Site Inspections notification document published on 19<sup>th</sup> January 2021. On the first page of this document at paragraph 4, the ExA declared its intention to publish a written inspection note shortly after the inspections were concluded and invited submissions of observations in writing on the specific features of the inspected sites supported by maps, plans, photographs and videos. These are SASES' submissions on Items of concern on the published Itinerary.

### Day 1 Itinerary – 26 January 2021

**Item 3 – Grove Road, Friston (proposed haul road/cable route crossing the public highway (Work No 26).**



Notes:

- Bridleway FP6 is proposed to be used as Pre-construction Access – this raises safety issues to walkers, cyclists and horses.
- There is run-off from the east on to Grove Road. There are no ditches on either side of the road.
- Grove Road is narrow (single track) and winding with no footpaths.
- Grove Road is heavily used by large agricultural vehicles and cyclists.
- The field where the haul road crosses floods onto Grove Road due to the slope of the land.
- Width of haul road crossing = 87.86M, plus a large marshalling area for HGVs – this is the area where the alternative PRoW is planned, as well as Construction Consolidation Sites.
- Grove Wood and Laurel Covert are slightly to the north – there is an area where the felling of trees under Forestry Commission licences has taken place and will continue as a rolling programme.

Relevant photographs follow:



1. *Grove Road in flood – 16<sup>th</sup> January 2021*



2. Discharge from FP2 to Grove Road – 16<sup>th</sup> January 2021



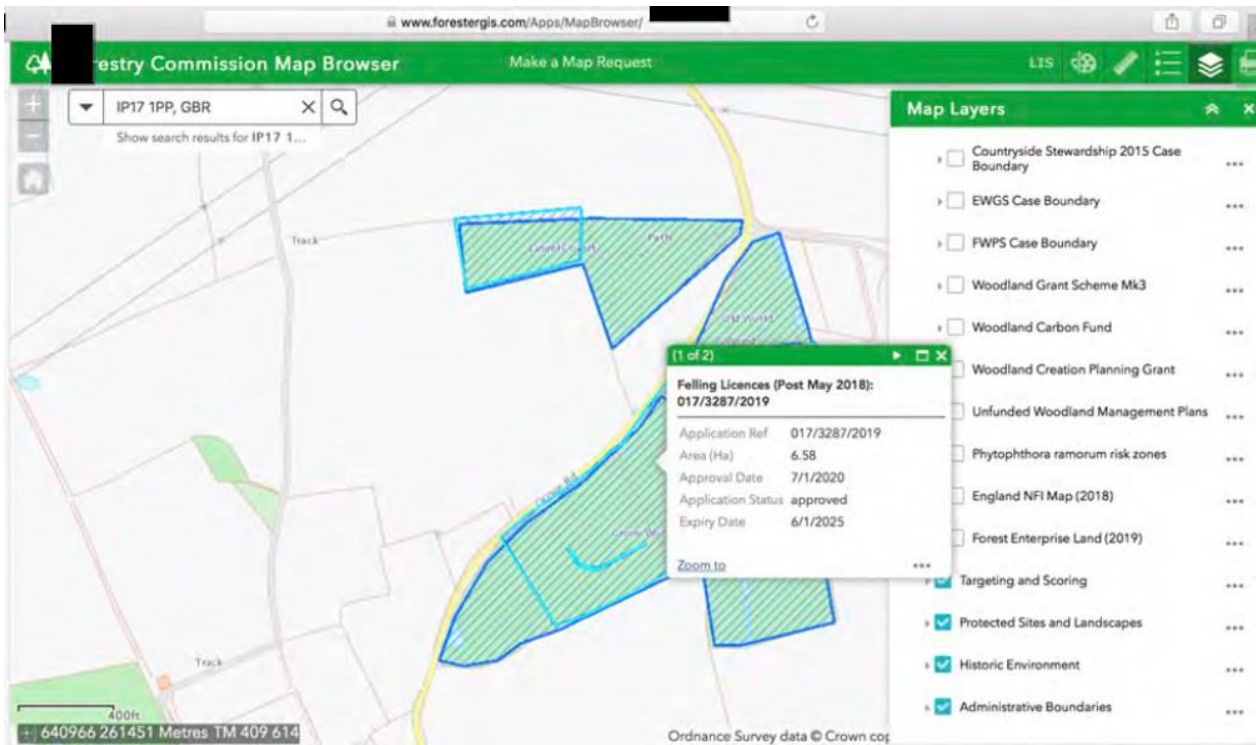
3. Flooded field where haul road crosses 6 October 2019



4. FP2 (pre-construction access) 6<sup>th</sup> October 2019



5. Farm traffic on Grove Road – 26 January 2021



6. Location of felling licences at Grove Wood and Laurel Covert



7. Grove Wood felling May 2020

#### **Item 4 – Wooded pit on Substation Site**

Notes:

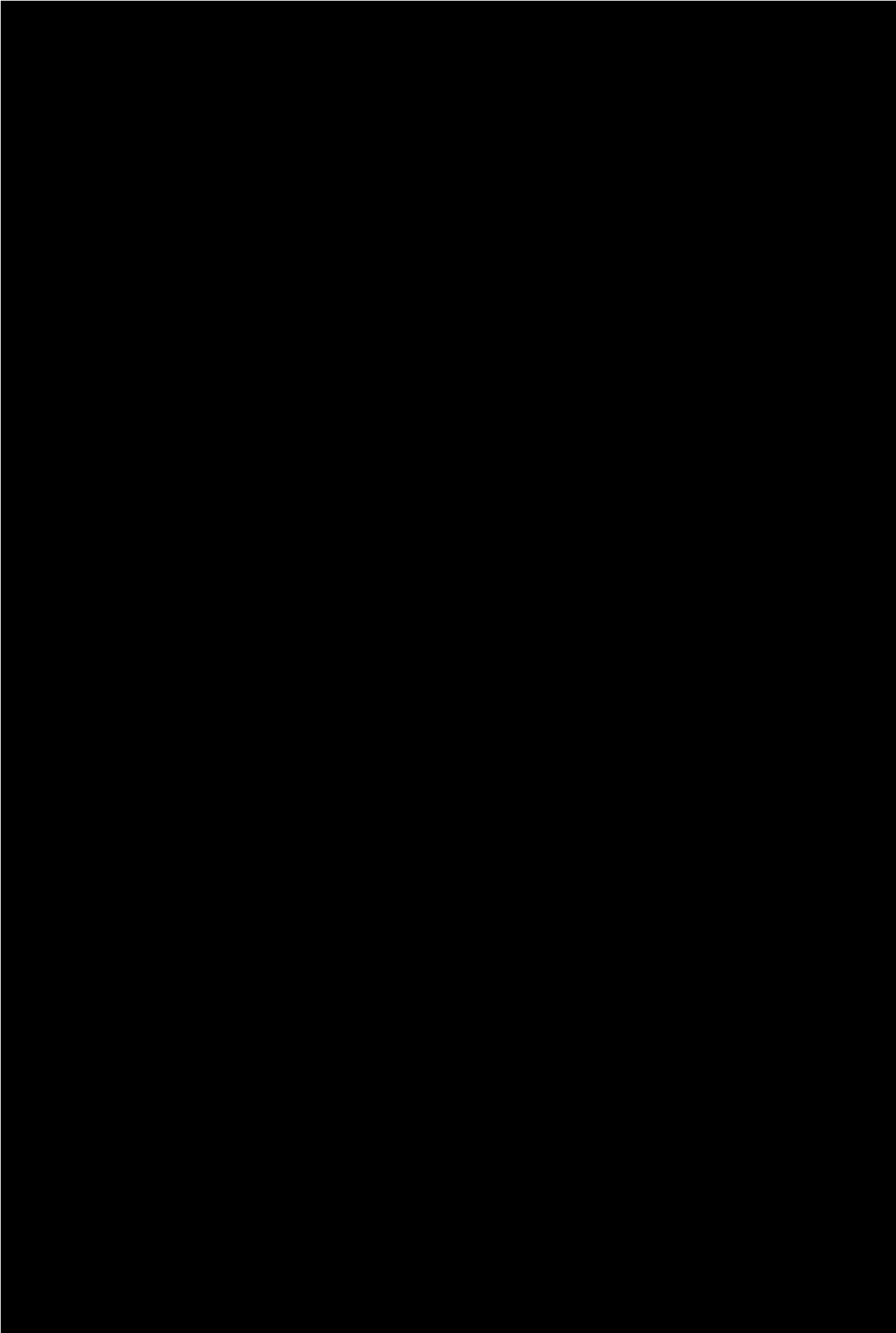
- The pit is of a considerable size.
- Two land drains discharge into this pit, which floods following heavy rain.
- [REDACTED]
- It is a haven for other wildlife – deer, bats, birds etc who are completely undisturbed.
- The westernmost substation will be in close proximity to the pit.
- How is the stability of the pit to be maintained?
- What are the effects of noise and light on the wildlife here?
- There is a further pit on the north-western side of the site near the pylons/FP17 (Pit 2)
- There is a drainage ditch flowing east to west across the site
- Land drains are marked by a white post and discharge into the above ditch, which in turn feeds the Pit 2.



2. *Wooded pit -flooded on 15<sup>th</sup> January 2021*



3. *Land drain discharging into pit from substation site*







*6. Land drain discharging into ditch near overhead cables, which feeds into Pit 2 near pylon adjacent to FP17 – 15<sup>th</sup> January 2021*

*8. Pit 2 below – 15<sup>th</sup> January 2021*



## Item 6 – Watercourse from substation site and Main River from Church Road to A1094 crossing

It is understood that the ExA did not walk as far as the bund and weir adjacent to the A1094. Would they therefore carefully review the following text and photos.

### Notes:

- The ditch adjacent to FP17 is not continuous. It ends north of Woodside Farm, adjacent to northern end of woodland belonging to Friston House
- After rainfall this ditch overtops and flows down the track (FP17) past Woodside Farm and over a ford in Church Road to enter the 'Main River'.
- Watercourse follows Church Path and enters culvert at junction with Grove Road.
- At this junction any flood water from Grove Road, or from either direction along Aldeburgh Road, combines with floodwater from the substation area to be carried southwards.
- There is a long culverted section from Grove Road to some distance down Low Road. Gulleys taking surface water from Low Road also enter the culvert.
- Where the watercourse emerges from the culvert, note the height/width restriction and therefore volume of water which can be conveyed.
- The watercourse continues adjacent to Footpath 26 through pig fields.
- The watercourse has been diverted to the south-west and the ditch comes to an end in a flood storage area adjacent to the A1094.
- There is a bund some 950mm high and then a weir, where any overtop is culverted under the A1094 southwards down the access to Firs Farm. This is designed to prevent serious flooding downstream.





*2. Ditch overflowing on FP17 adjacent to northern end of Friston House Wood – 24<sup>th</sup> December 2020*

*3. below: South of Woodside Farm – 24<sup>th</sup> December 2020*





4 & 5: Ford in Church Road and below Church Path – 24<sup>th</sup> December 2020





6. Culvert at Grove Road – 6<sup>th</sup> October 2019





*7. Low Road, Friston – 6<sup>th</sup> October 2019*



*8. Diversion of watercourse in pig fields – 27<sup>th</sup> December 2020*



*9. End of watercourse at attenuation area – 28<sup>th</sup> July 2019*



*10. Attenuation area – 27<sup>th</sup> December 2020*



*11. Weir and culvert at A1094 – 28th July 2019*



*12. Bund before weir – approximately 950mm high*





13. Photograph taken from top of bund adjacent to A1094 – 27<sup>th</sup> December 2020

**Item 10 – Leiston Airfield, Harrow Lane, near Abbey Lane, Theberton**  
(suggested alternative connection location)

**1. Background**

The two adjacent sites to be visited are in Harrow Lane, (near Abbey Lane), Theberton. They are both considered viable, and potentially considerably preferable, alternative sites for the SPR substations well away from substantial communities. The sites are within 5km of the proposed new NGET substation at or near Grove Wood, which is understood to be an acceptable distance from a power engineering perspective.

Both sites have previously been identified by National Grid Ventures (NGV) as possible site for HVDC converter stations in connection with their Nautilus and Eurolink Interconnector projects and are marked '7' and '8' on Figure 1 below. Site 8 is understood to have been suggested to NGV by a Local Authority. Given the area of both of these sites colocation of the proposed SPR HVAC substations and any NGV converter stations would seem viable.

Figure 2 is a satellite image of the Harrow Lane area marked up to in red to identify the two sites.

## 2. Visiting Arrangements

It is suggested that those visiting have access to a suitable OS map, preferably 1:25,000, as the optimum viewing locations are defined below by OS Grid References, as well as marked on Figure 3 as locations 'A' and 'B'.

If travelling by car use of satnav is recommended to reach destination postcode **IP16 4TQ** (marked on Figure 3). After a further 100m travel to the north east Harrow Lane will be found on the right at a crossroads. Then proceed as follows.

## 3. Location A / Site 8 (Field off Harrow Lane)

Drive down Harrow Lane (direction south east) and Location A will be found on the left after about 375m. Parking on the verge is possible with care. The OS grid reference for Location A is TM 4192 6474.

Site 8 in Figure 1 may now be viewed on the left through the field access and comprises approx. 30 acres of level, well drained, agricultural land, largely surrounded by mature trees and hedging. Photos 1 and 2 below illustrate the suggested parking spot and view available.

No permission to walk onto the site has been obtained at this stage. A footpath further down Harrow Lane (see Figure 3) is available but was largely ploughed up when last inspected.

## 4. Location B / Site 7 (Old Leiston Airfield)

Drive further down Harrow Lane and Location B will be found on the left after a further 1.2km approx., opposite the remains of one of the old airfield runways, now used for farm stockpiles. The OS grid reference for Location B is TM 4282 6398.

Site 7 in Figure 1 may now be viewed on the left across the open field boundary and is an extremely large open site comprising slightly sloping well drained agricultural land with some existing tree screening. Photos 3 and 4 below illustrate the suggested parking spot and north-east view across the old airfield. Photo 5 shows the view in the opposite direction (along the line of the remains of the old runway) and shows the 400kV overhead lines in the distance. No permission to walk onto the site has been obtained at this stage.



Figure 1: National Grid Ventures Map showing Sites 7 & 8



Figure 2: Satellite view of Sites 7 and 8

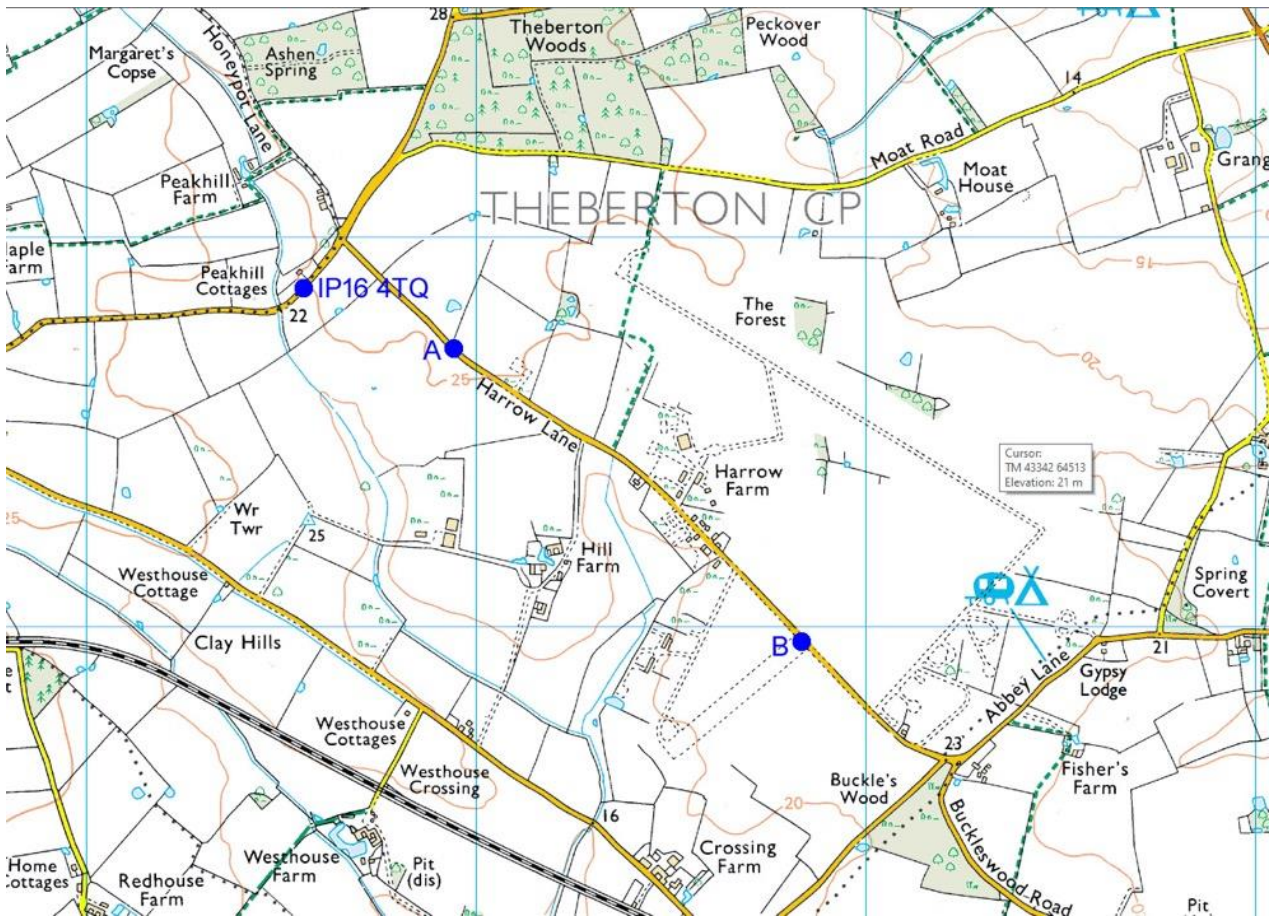


Figure 3: Map showing Viewing Locations A and B



*Photo 1: Parking at Location A*



*Photo 2: View of Harrow Lane Field from Location A*



*Photo 3: Parking at Location B*



*Photo 4: North-east view across Old Leiston Airfield*



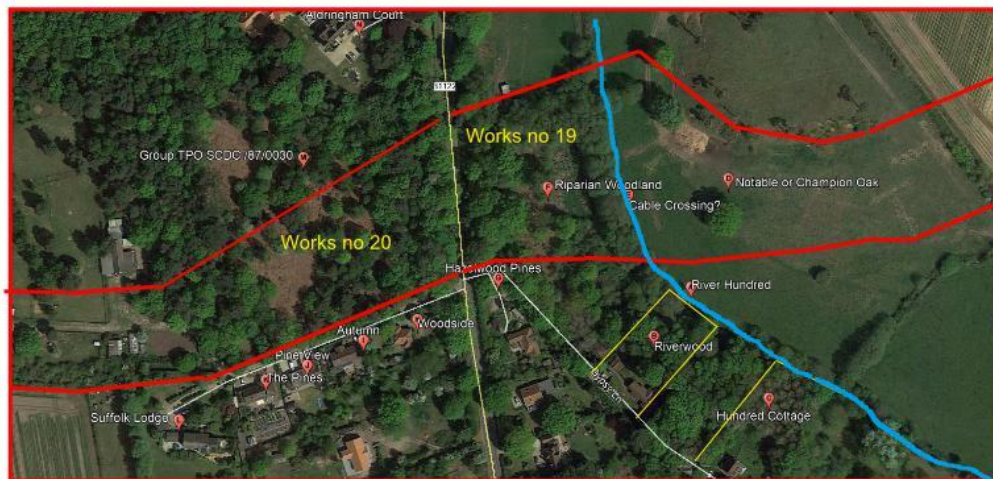
*Photo 5: South-west view along remains of old runway (OHLs in distance)*

## Day 2 Itinerary – 27 January 2021

### 1. Item 4 - River Hundred River Valley

Two thousand years ago the Hundred River is thought to have carried barges at high tide up to a Roman town (Cogimagus) where Knodishall church now stands. Ships used to anchor in the Haven which is now a marsh and water meadow between Thorpeness and

ASI 2 Aldringham Item Nos 4 and 5 Map showing main features



#### LEGEND

- Cable Corridor Order Limits
- Boundaries of Residential Titles

Aldeburgh. In Saxon times, this river was the northern boundary of Queen Aethelfleda's Benefice in the 7th century. It is thought that in 14th century there would also have been an anchorage somewhere between here and the Parrot Pub. Its western bank would have been on the west side of Gipsy Lane as it is today.

The Valley was designated as a 'Special Landscape Area' until the adoption of a new East Suffolk District Plan in November 2020.

The ExA observed the following features from Riverwood's rear garden near to the river's western banks:-

#### **The River Hundred (A)**

The river's level and rate of flow were low. However Environment Agency Flood Zone 3 extends 25% of the way up towards the tree line at the top of the meadow on the east bank. Following rainy weather the river overflowed its bank during week prior to visit and during several days after the visit.

The river is a vital ecological link feeding North Warren RSPB, the Sandlings Special Protection Area (SPA) and the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) just a few hundred yards down stream.



### **Meadow on east side of river sloping upwards from river**

This is pasture (at present grazed by Red Poll Cattle) with an upwards gradient towards a prominent, curious and archeologically complex mound, described in SPR's Habitats Survey as a large vegetated mound (10mx20m), with optimal feeding, a basking habitat for reptiles.

Cable Corridor Order Limits of Work No 19 have a width varying between 75 and 100 metres and occupying most of the meadow. Appendix 22.3

On the east side of the River Hundred between those Order Limits is a prominent and notable oak tree with a girth of 369cm, making it around 200 years old. It is at the centre of the proposed haul roads / cabling routes and therefore at risk during construction of the two cable/ haul road corridors. It is surprising that the Applicants have omitted to record this tree in the Environmental Assessment Extended Phase 1 Habitat Survey [APP-503](#)





The western Order Limit line for Cable Corridor Construction is approximately 25 – 75 metres from Riverwood rear garden and only 87 metres from the house itself. It is of concern that at Deadline 3 East Suffolk Council in responding to the Applicants' 'Construction in Proximity to Properties' document (REP3-058) reported there was still no firm agreement to provide acoustic noise screening mitigation

ExA made further observations at Hundred Cottage's rear garden near to the river's western banks of aspects of the river valley upwards to the proposed location of a Construction Consolidation Site (CCS) – Work No 18 near Thorpe Road / Church Lane.

These Notes contain midwinter photos taken mid January 2021. A selection of leafy photos taken in summertime may be found in the Photos section of the APPENDIX to Written Representation [REP1-393](#)

## 2. Item 5 - Aldeburgh Road at Fitches Lane and Gipsy Lane Crossing At the Aldeburgh Road B1122 crossing place

The Applicant has not revealed approximately where (within the 93 metres available within the Order Limits) the 16.1 or 32.1 metres wide cable corridor(s) would cross the road. The Order Limit is only 7 metres from entrance to Gipsy Lane and Hazelwood Pines (G).



There is approx. 0.9 Ha of riparian woodland on north of side of Gipsy Lane (F). It is unmanaged and re-wilded nature, a habitat for a variety of fauna and biota and also is a positive feature of the landscape. Much of this land lies within EA Flood Zone 3.



There is an extensive area of woodland on the west side of Aldeburgh Road between Fitches Lane and Aldringham Court (N) protected until now under Tree Preservation Order SCDC/87/0030.



There is tarmac pavement on east side of Aldeburgh Road, providing a pedestrian link between Aldringham (west), Aldringham (north) and Leiston.

#### **Along Fitches Lane from Aldeburgh Road to Suffolk Lodge**

Fitches Lane is an unmade rural bridleyway leading to six houses and provides footpath (PROW) links leading to the centre of Aldringham and to Knodishall. It is used by children attending Cold Fair Green Primary School.

Fitches Lane itself lies within the Order Limits, being designated for use by non-HGV vehicles and plant. Houses (H,I,J,K,L) on south side of Fitches Lane are within 25 metres distance from Cable Corridor Works Order Limit. The Applicant has committed to retain only a narrow 5 metre wide strip of woodland between Fitches Lane and Cable Corridor works no 20 [Ref APP-052] 6.1.4 Environmental Statement 4.9.2.2 (171).



