

Planning Inspectorate your reference :- EN020002

Bramfordtotwinstead@planninginspectorate.gov.uk

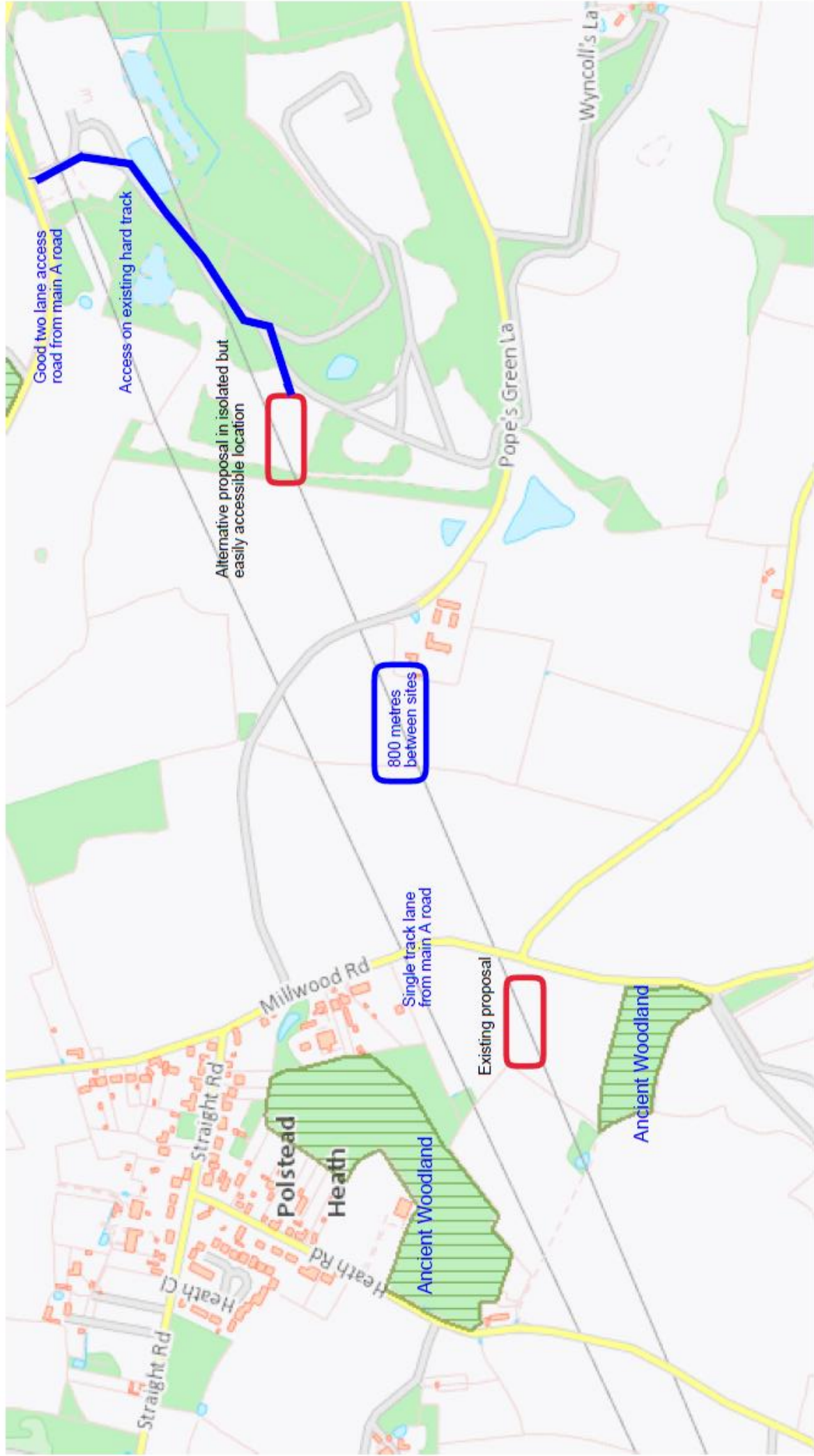
Dedham Vale East Cable Sealing End Compound

USI1 -* Millwood Road

This written representation is to disagree with the location of the proposed **Dedham Vale East Cable Sealing End Compound** on Millwood Road and to propose an alternative site.

In order to show why there is a much better location the list of **'Initial Assessment of Principle Issues'** has been used to compare both sites. The plan shows both sites with key features identified.

The alternative proposed site in the nearby disused gravel pit has significant advantages over the Millwood Road site in every category of the **'Initial Assessment of Principle Issues'**. The land in between the two sites is level and in a straight line so in terms of trench construction, this is a straight forward minor addition in length to the underground trenching with no technically difficult engineering problems.



ALTERNATIVE SITE SUGGESTION FOR THE DEDHAM VALE EAST CABLE SEALING END COMPOUND

Dedham Vale East Cable Sealing End Compound

Initial Assessment of Principal Issues

MILLWOOD ROAD (MR)	DISUSED GRAVEL PIT (DGP)
1. Air Quality and Emissions	
Dust from construction will affect the residential properties at Polstead Heath	No residential properties will be affected in this isolated location.
2. Approach to the EIA and the ES	
3. Biodiversity, Ecology and Nature Conservation	
The woodland to the North and South is designated as Ancient Woodland.	Scrub has been allowed to develop over the whole area, there is nothing of any historic value for ancient woodland or hedgerows.
4. Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations	
No compelling case could have been established which is in the public interest. The farmer of the land will have his business jeopardised by reduction of area which is of detriment to his business	This site is completely hidden from all public views and therefore it is in the public interest that this site should be considered over the Millwood Road site. This site is disused and therefore there are no reasons for it to not be compulsorily acquired.
5. Construction	
Poor road access. Adjacent to residential properties. Use of best and most versatile agricultural land.	Good access from A1071 onto the very wide old gravel pit access road to the site entrance. Isolated, no residential properties in vicinity. Use of derelict land. Plenty of area for any temporary construction compound. No restriction of construction working hours. Isolated location so no health and safety aspects relating to the public.
6. Draft Development Consent Order (dDCO)	
7. Good Design	
Holford Rules	
Rule 3 – <i>“Where possible chose inconspicuous locations for angle towers, terminal towers and sealing end compounds.”</i>	
MR is in direct public view from highways and footpaths.	This site is totally hidden from any public view.
Horlock Rules	
Section II , Number 10 – <i>“.....a range of system and siting options should be evaluated and documented as part of the selection of the preferred solution....”</i>	
If any other options / sites have been considered they have not been noted. This proposal is for a more suitable site, a disused gravel pit, rather than a very visually open site on good agricultural land.	

MILLWOOD ROAD (MR)	DISUSED GRAVEL PIT (DGP)
Section III, Number 4 - <i>“The siting of substations, extensions and associated proposals should take advantage of the screening provided by land form and existing features and the potential use of site layout and levels to keep intrusion into surrounding areas to a reasonably practical minimum.”</i>	
MR site does not do this.	DGP site does in all ways conform to this Horlock rule
Section III, Number 5 - <i>“The proposals should keep the visual, noise and other environmental effects to a reasonably practicable minimum.”</i>	
MR site does not do this.	DGP does totally comply with this Horlock rule.
Section III, Number 6 - <i>“The land use effects of the proposal should be considered when planning the siting of substations or extensions.”</i>	
MR does not comply with this guideline.	The use of this DGP does comply.
Section III, Number 9 - <i>“The design of access road, perimeter fencing, earthshaping, planting and ancillary development should form an integral part of the site layout and design to fit in with the surroundings.”</i>	
MR access is off a minor lane. The open nature of this site means that perimeter fencing would be obvious and only some additional planting on arable land could be used to mitigate the sealing compound.	There is very good access to the road from the A1071 to the DGP on the old two lane access road directly to the site. The isolated location of the site means that this guideline can easily be adhered to.
8. Historic Environment	
There are ancient woodlands to the North and South of this site.	There is no historic environment to consider.
9. Human Health	
New overhead pylons would go close to existing and proposed residential properties at Popes Green Farm.	Existing lines taken down over residential properties and new lines undergrounded at Popes Green Farm. See 14.#
10. Landscape and Views	
Permanent negative effect on the landscape, character and quality. Permanent negative effect on views (AONB), visible to residential properties and road users.	No permanent impact to the landscape. No negative effect on views, see 4.#.
11. Land Use and Soil	
Negative effect on agricultural land and farming.	No negative effect, good use of derelict land.
12. Noise and Vibration	
Negative effects of noise and vibration from construction, including traffic. Large vehicles will congest and obstruct minor roads.	Less negative effects, see 5.# , 9.# and 14.#
13. The Water Environment	
This field is level and is currently free draining. Any construction on this site would require water to be removed, there are no existing ditches in which to guide water away from this field.	This land is all free draining and since the extraction of gravel, slopes to the East allowing the site to be easily drained through the existing large drainage channels which have been dug to keep the site drained.

MILLWOOD ROAD (MR)	DISUSED GRAVEL PIT (DGP)
14. Transport and Traffic	
<p>Negative effects including disruption to local access, highway safety, local amenity and safety, public rights of way including byways, severe delays for emergency services if obstructions or diversions put in place. Millwood Road is used as access to A1071 and by cyclists, horses and pedestrians for access to byways, bridleways and footpaths. Use of this narrow lane is a highway safety risk.</p>	<p>The access from the A1071 is a wide road and was constructed for extraction of the gravel, on which lorries can easily pass. There would be no disruptive effects on the local amenities and the development would have no negative impacts for cyclists, horses or pedestrians. The public would be virtually unaware of the construction going ahead. There would be no high risk highway safety concerns.</p>