Planning Inspectorate your reference :- EN020002

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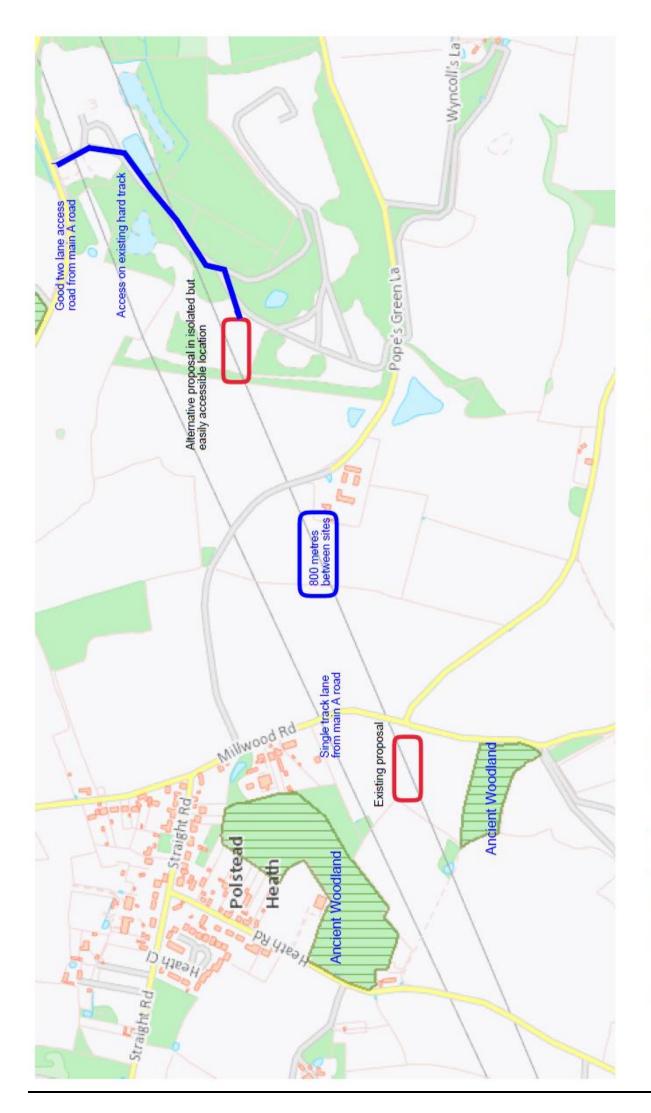
Dedham Vale East Cable Sealing End Compound

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 top 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 Conservat	ion	
The woodland to the North and South is	Scrub has been allowed to develop over the whole	
designated as Ancient Woodland.	area, there is nothing of any historic value for ancient woodland or hedgerows.	
	sion 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	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	
detriment to his business	reasons for it to not be compulsorily acquired.	
5. Construction		
Poor road access.	Good access from A1071 onto the very wide old	
Adjacent to residential properties. Use of best and most versatile agricultural land.	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 – "Where possible chose inconspicuous locations for angle towers, terminal towers and sealing end compounds."		
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 – "a range of system and siting options should be evaluated and documented as part of the selection of the preferred solution"		
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)
Costion III Number 4 "The sitist of substations	
Section III, Number 4 - "The siting of substations, advantage of the screening provided by land form	n and existing features and the potential use of site
layout and levels to keep intrusion into surroundin	g areas to a reasonably practical minimum."
MR site does not do this.	DGP site does in all ways conform to this Horlock rule
• •	p the visual, noise and other environmental effects
to a reasonably practicable minimum."	
MR site does not do this.	DGP does totally comply with this Horlock rule.
Section III, Number 6 - "The land use effects of the siting of substations or extensions."	e proposal should be considered when planning the
MR does not comply with this guideline.	The use of this DGP does comply.
Section III, Number 9 - "The design of access road ancillary development should form an integral part surroundings."	
MR access is off a minor lane.	There is very good access to the road from the
The open nature of this site means that	A1071 to the DGP on the old two lane access road
perimeter fencing would be obvious and only	directly to the site.
some additional planting on arable land could be	The isolated location of the site means that this
used to mitigate the sealing compound.	guideline can easily be adhered to.
8. Historic Environment	1
There are ancient woodlands to the North and	There is no historic environment to consider.
South of this site.	
9. Human Health	
New overhead pylons would go close to existing	Existing lines taken down over residential
and proposed residential properties at Popes	properties and new lines undergrounded at Popes
Green Farm.	Green Farm.
	See 14.#
10. Landscape and Views	
Permanent negative effect on the landscape,	No permanent impact to the landscape.
character and quality.	No negative effect on views, see 4.#.
Permanent negative effect on views (AONB),	
visible to residential properties and road users.	
11. Land Use and Soil	No pagative offect, good upo of dereliat land
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	Less negative effects, see 5.# , 9.# and 14.#
construction, including traffic. Large vehicles will	
congest and obstruct minor roads.	
13. The Water Environment	
This field is level and is currently free draining.	This land is all free draining and since the
Any construction on this site would require water	extraction of gravel, slopes to the East allowing
to be removed, there are no existing ditches in	the site to be easily drained through the existing
	large drainage channels which have been due to
which to guide water away from this field.	large drainage channels which have been dug to keep the site drained.

14. Transport and Traffic	
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.	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.