

ALPHAMSTONE & LAMARSH PARISH COUNCIL

The consultation process can hardly have been described as one in which landowners and residents were adequately consulted, or even consulted at all, before many of the Consultation plans were drawn up or measures were taken. Equally, the manner in which details were disseminated left many homeowners and landowners confused and unsure of the project plan and timescales involved. It is clear to Alphamstone & Lamarsh Parish Council (ALPC) that there has been a general lack of debate and/or consultation and timely liaison with many of the landowners and homeowners, for example:

- the imposition of the temporary access route across landowner's fields to determine without consulting landowners as to the route and/or undertaking any relevant groundwork analysis to determine whether the selected route was suitable or feasible. It was as if a computer/technician had drawn a line from A to B without adequate discussion as to the farmers' needs, that ensure adequate access to fields dissected by the haul road and would reduce the disruption to farmers' work schedules, particularly during harvest times.
- the positioning of pylon 4YLA6C within the curtilage of Abbots in the September 2022 consultation document without any discussion with the homeowner. Whilst this was clearly a drafting mistake and probably not intended, it was illustrative of the haste and lack of forethought when drawing up the September consultation plans.

We would suggest the provision of a nominated NG liaison officer to work alongside the Alphamstone and Lamarsh villages during the extended period of upheaval to enhance communication between affected landowners and village residents and ensure that affected homeowners/landowners are notified in a timely manner as to expected works schedules. Whilst the temporary haul roads will remain in existence for the duration of the project, the undergrounding process should be limited to successive fields as progress is made.

In addition, ALPC:

1. **Proposes measures to mitigate further the disruption to habitats and dwellings,** particularly those dwellings that are most obviously affected by the project:
 - (i) Hill Farm House at the northern end of Moat Lane. ALPC recommends Horizontal Augur Boring (HAB) under Moat Lane to prevent the proposed removal and destruction of the protected lane and to protect the distinctive vegetation and elm verge.
 - (ii) Ansells Farm along the Henny Back Road. ALPC also recommends an extension of HDD drilling to the west and north near to pylon 4YLA003 to mitigate further the impact (noise, visual disruption) to Ansells.
 - (iii) Rhyne Park Farm on Moat Lane. ALPC recommends aligning the underground cable as close to their northern boundary.
 - (iv) Daws Hall Cottage, and the houses/cottages along Pitmire Lane.
2. **Objects strongly to the need for the two proposed temporary access roads to the southeast of Lamarsh Village Hall and Daws Hall to avoid/minimise site traffic through Lamarsh village.** ALPC recommends that the proposed access road to the south of pylon PCB80 is joined to the principal east-west access road along the 132kV corridor. This will ensure that no site traffic comes through Lamarsh Village, but instead is accessed from the B1508. The removal of pylons PCB80 and PCB81 can be achieved from the principal east-west temporary access road that joins the B1508.

3. **Proposes/demands that the village roads and all protected lanes should be signed to read "No site traffic allowed". ALPC is concerned about site construction traffic through the villages and the consequent impact that such additional traffic volumes would have along many of the surrounding lanes, many of which are ancient protected lanes.** Protected lanes were designed for horse and carts and are too narrow to accommodate large vehicles and increased traffic volumes, leading to erosion and generating more potholes and damage. This particularly relates to traffic using the Twinstead Road to the west of Daws Hall, Moat Lane, Alphamstone Road and the Henny Back Road.

ALPC requires that the village roads and all protected lanes should be signed to read "No site traffic allowed" and all site traffic and subsidiary site traffic should be redirected through the haul roads. There should be absolutely no need for residents to encounter site traffic from Bures Hamlet to Daws Hall, from Daws Hall to Twinstead or Pebmarsh and from Pebmarsh to Alphamstone. Construction/site staff and additional ancillary traffic (one can envisage that staff and deliveries and burger vans etc might well use roads through the villages). There are quite a few residents now with children. Equally, Daws Hall is an educational centre that attracts over 1,000 children to its facility over the course of the year, all of whom have to access the Hall by walking along the Henny Road. Road safety is an issue that needs addressing by NG as a priority.

4. **Proposes that NG issues a clear programme that provides** clarification and understanding of the effect of scheduling of works on the Parishes and surrounding areas. This should be enhanced by a liaison officer who should work with local stake holders about timings and schedules of work particularly around harvest times, which itself generates increased farm vehicle traffic on the parish's roads.

The ALPC insist that NG should be held accountable in the event that damage caused to the roads and lanes by site traffic is rectified immediately. Equally, there should be measures put in place to ensure that commitments NG made during consultations, for example the removal of all pylons is fully carried out.