

Bramford to Twinstead Reinforcement

1 Consultation Summary Document

September 2022



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1. Executive summary

National Grid is seeking further feedback on our plans to reinforce the electricity transmission network between Bramford substation in Suffolk and Twinstead Tee in Essex.

As a result of feedback received during our statutory consultation in spring 2022 and further technical studies, we have made some further changes to our proposals. The biggest changes to the plans are in the western part of the Stour Valley, in the parishes of Lamarsh, Alhamstone, Twinstead, Pebmarsh and Little Maplestead. We have also made several smaller changes to our proposals across the wider route of the proposed reinforcement.

This Consultation Summary Document has been designed to assist you in responding to our targeted consultation, which runs from 8 September until 23:59 on 7 October 2022.

Earlier this year, we held a statutory consultation on our proposals for the Bramford to Twinstead Reinforcement. We would like to thank everyone who took part in this consultation, to which we received a total of 575 pieces of feedback.

After reviewing this feedback, undertaking further studies, and holding further landowner discussions, we are proposing to make several changes to our proposals, particularly towards the western part of the Stour Valley.

We are proposing to change the route of underground cables in the western part of the Stour Valley (known as Section G during previous consultations). The changes affect the route between Moat Lane and

the proposed Stour Valley west cable sealing end compound, to the west of Alhamstone. The proposed route of the underground cables is now located to the northern side of Henry Back Road.

We are proposing to install a section of these underground cables beneath the wooded valley to the south of Ansell's Grove using trenchless construction methods. This means that we would not need to dig trenches in order to install the cables. Instead, cables will be drilled horizontally underground, beneath the landscape.

In addition, following consultation feedback, we are proposing to build a temporary construction haul road connecting Sudbury Road (A131) directly to the Stour Valley West cable sealing end compound, west of Alhamstone.

Although we are making some changes in this area, we remain committed to undergrounding in the Stour Valley. The locations of the cable sealing end compounds have not changed, neither has our commitment to removing the existing 132 kV overhead line between Burstall Bridge and Twinstead Tee, and a small section of existing 400 kV overhead line south of Twinstead Tee.

We are also proposing a number of smaller changes to our proposals across the length of the reinforcement. These include small changes to the size of the draft Order Limits (the land we would need to build the reinforcement), identifying locations where temporary works to the existing highway network may be needed or where existing utilities need diverting, and refining the environmental areas.

At this consultation, we are seeking your further feedback on our plans for the Bramford to Twinstead Reinforcement, with an emphasis on the areas where we are making bigger changes. You do not need to repeat comments that you submitted at a previous consultation, unless you wish to do so, as all feedback

received during previous rounds of consultation has and will continue to be considered. As with previous consultations, all feedback received will be reviewed prior to submission of our application for development consent. As part of our application we will produce a consultation report, this will set out feedback received from both consultations and how we have had regard to them.

A Development Consent Order is needed for the Bramford to Twinstead Reinforcement because it is considered a 'Nationally Significant Infrastructure Project'. We are preparing to submit our application for development consent in early 2023.

It is important that we hear the views of local people. Knowing what matters to you matters to us, so that we can take it into account where we can as we finalise our plans.

Please therefore take time to digest the information within this document and give us your feedback on our plans, as we seek to deliver a cleaner, greener energy future.

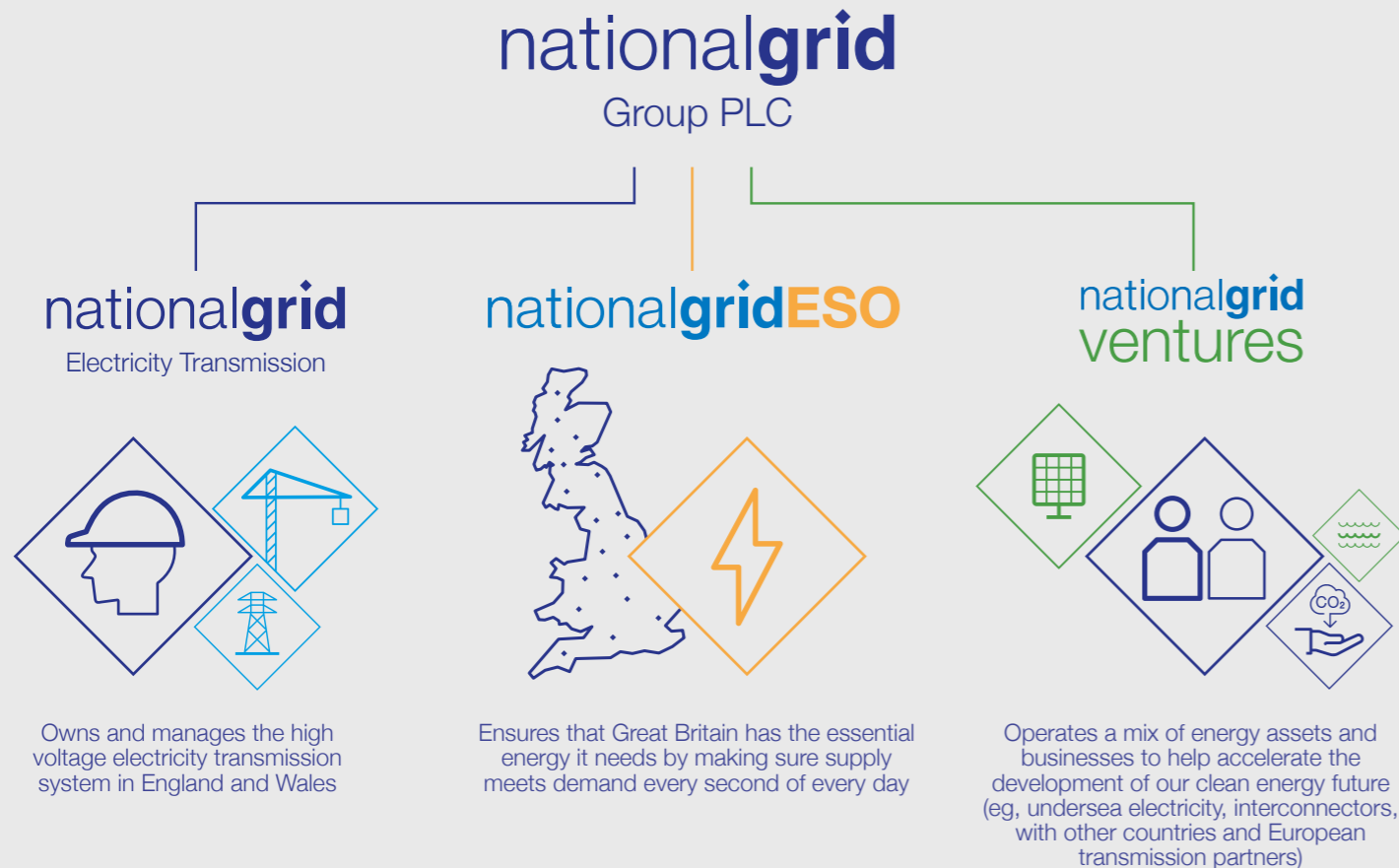


2. National Grid Electricity Transmission – Who we are

National Grid Electricity Transmission owns, builds and maintains the electricity network in England and Wales. It is National Grid Electricity Transmission that is developing plans for the Bramford to Twinstead reinforcement.

National Grid sits at the heart of Britain’s energy system, connecting millions of people and businesses to the energy they use every day. We bring energy to life – in the heat, light and power we bring to our customer’s homes and businesses; in the way that we support our communities and help them to grow; and in the way we show up in the world. It is our vision to be at the heart of a clean, fair and affordable energy future.

Within the National Grid Group there are distinctly separate legal entities, each with their individual responsibilities and roles. These are shown in the following diagram.



Each of the different entities within the National Grid Group are working to build a cleaner, fairer and more affordable energy system that serves everyone – powering the future of our homes, transport and industry.

Under the Electricity Act 1989, National Grid ESO and National Grid Electricity Transmission must develop transmission network proposals in an efficient, coordinated, and economical way, and in a way which considers people and places. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties.

To read more about us and our partners, please read our [Project Background Document \(January 2022\)](#)¹ or visit our website.

¹ Project Background Document (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140276/download>

3. Moving towards net zero and the need for network reinforcement



This section provides a summary of the UK's journey towards net zero and why the Bramford to Twinstead Reinforcement is needed. More information is available in our Project Background Document (January 2022) or by visiting our website at nationalgrid.com/bramford-twinstead

The energy we all use is increasingly coming from renewable and low carbon sources and the UK has set a clear ambition to be a global leader in clean energy. The Government is committed to reaching net zero greenhouse gas emissions by 2050 and has set out its ambition to connect 50 gigawatts (GW) of offshore wind by 2030 – enough to power every home in the country by the end of this decade.

To help the move towards cleaner, greener energy, a large number of offshore wind projects are being developed by different companies around the UK coastline, 60 per cent of which are looking to come ashore up and down the East Coast.

In addition to new energy generated by offshore wind, new nuclear generation is planned at Sizewell C. We are also importing and exporting more power with countries across the North Sea using interconnectors to ensure renewable energy isn't wasted.

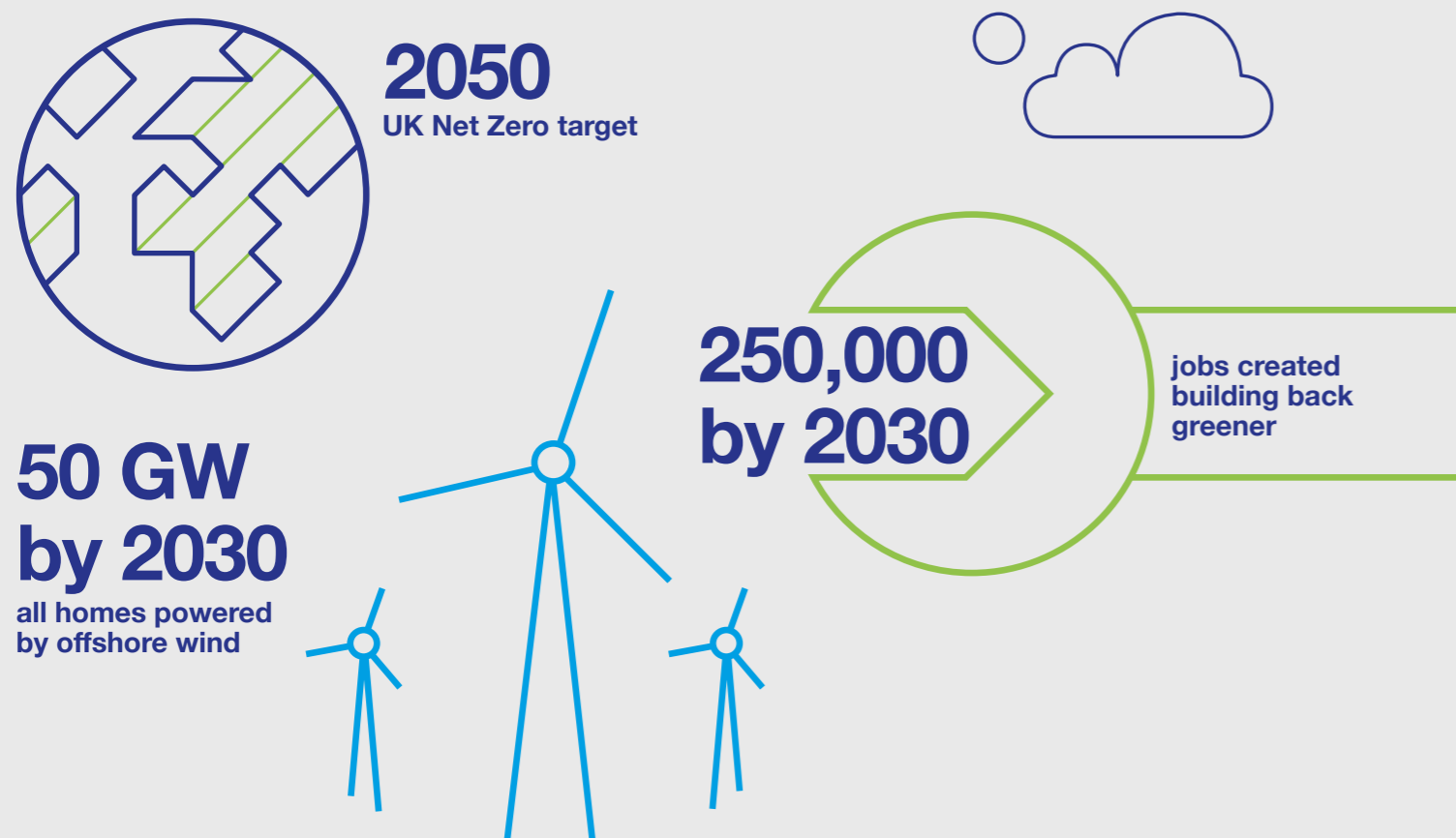
New generation from wind, nuclear and interconnection means the amount of renewable and low carbon electricity sources expected to connect in East Anglia is set to significantly increase.



Find out more about the UK's journey to a net zero future on our website²

² East Coast Infrastructure Project (National Grid, April 2021) – Available at <https://youtu.be/ek4BkKYMhpc>





The existing electricity transmission network in East Anglia was developed in the 1960s to make sure the area has the electricity it needs. Until today it has been able to meet that demand, as well as transporting around 3.5 GW of power from nuclear generators and the early offshore wind projects out of the region. However, the capacity of the network will soon be exceeded. By 2030, the amount of renewable and low carbon energy connecting to the network will dramatically increase – between 16 - 25 GW is expected to connect in East Anglia by the end of this decade. The existing network in East Anglia does not have the capability to reliably and securely transport all the energy that will be connected by 2030, while operating to the standards it is required to.

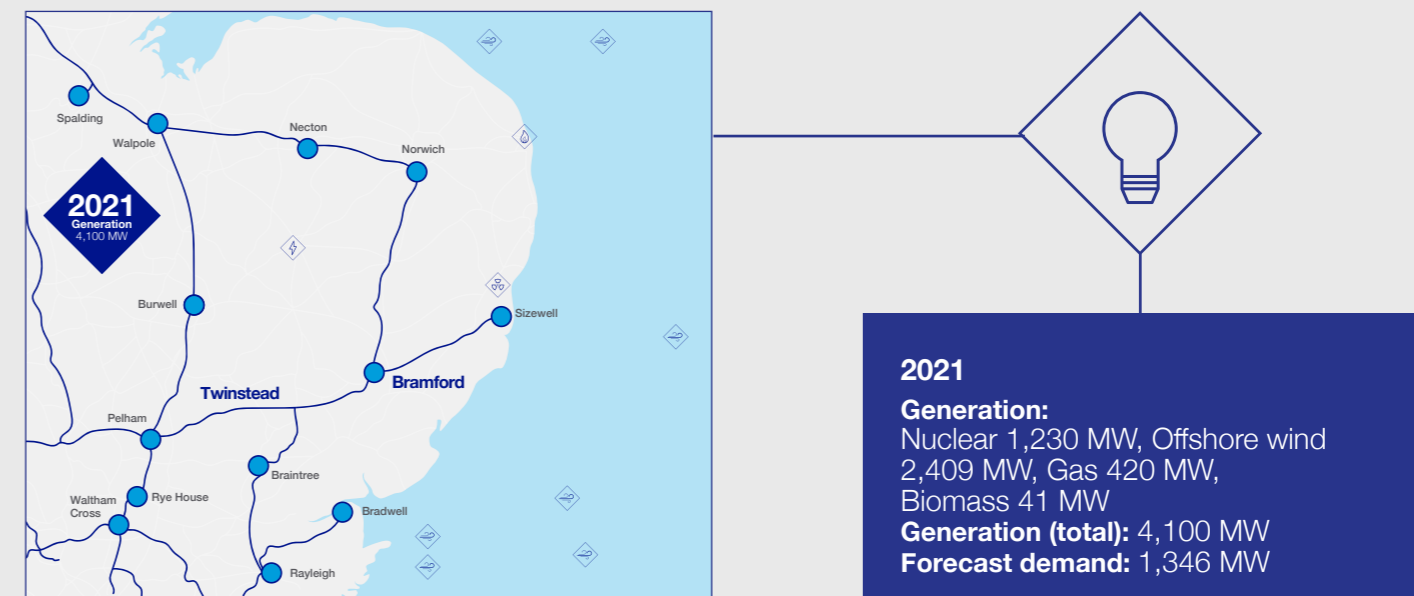
Feeding into Bramford substation from the north and east, there are currently three electricity transmission lines carrying power from Sizewell B nuclear power station and a number of offshore wind farms. West of

Bramford out to Twinstead Tee, there is currently only one electricity transmission line taking that power out to the wider network, which creates a bottleneck.

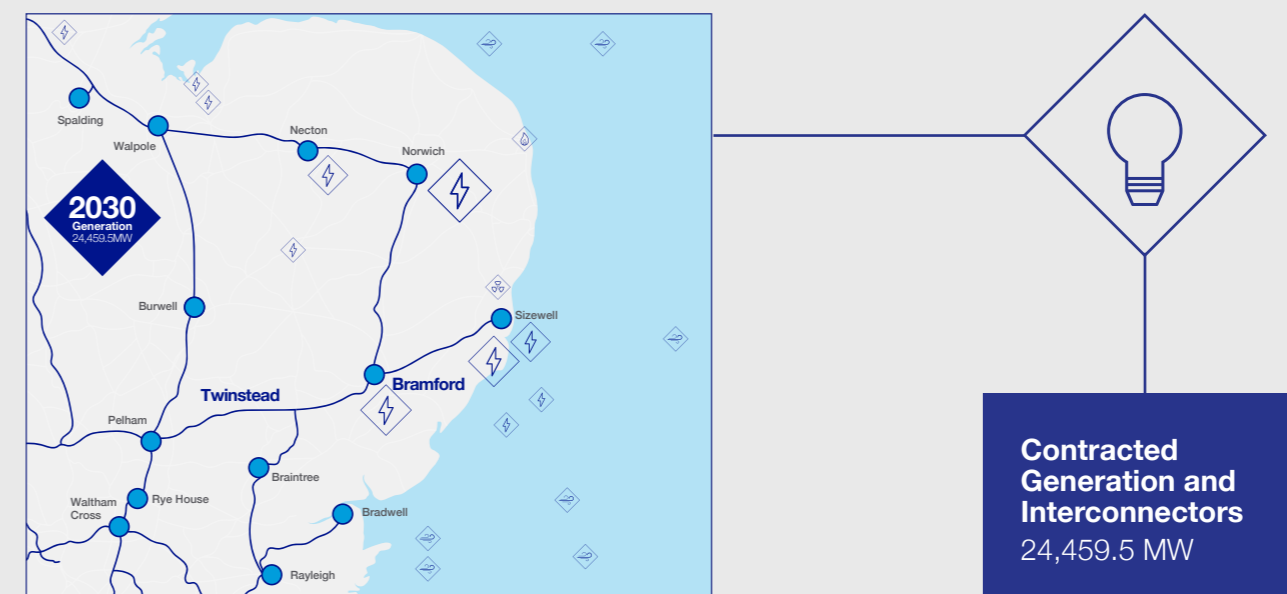
This bottleneck significantly constrains the amount of power that can be carried westward on the network from Bramford when new sources of energy are connected. While additional network reinforcement will be needed elsewhere in East Anglia to carry the green energy that is coming in the next decade on to homes and businesses, it is essential we address this constraint on the network between Bramford and Twinstead Tee and provide the vital capacity needed.

Other reinforcements will not take away the need to add capacity to this part of the network, as the need to reinforce the network between Bramford and Twinstead is critical in all Future Energy Scenarios.

Current energy generation in East Anglia (as of 2021)



Forecasted future energy generation in East Anglia (2030)





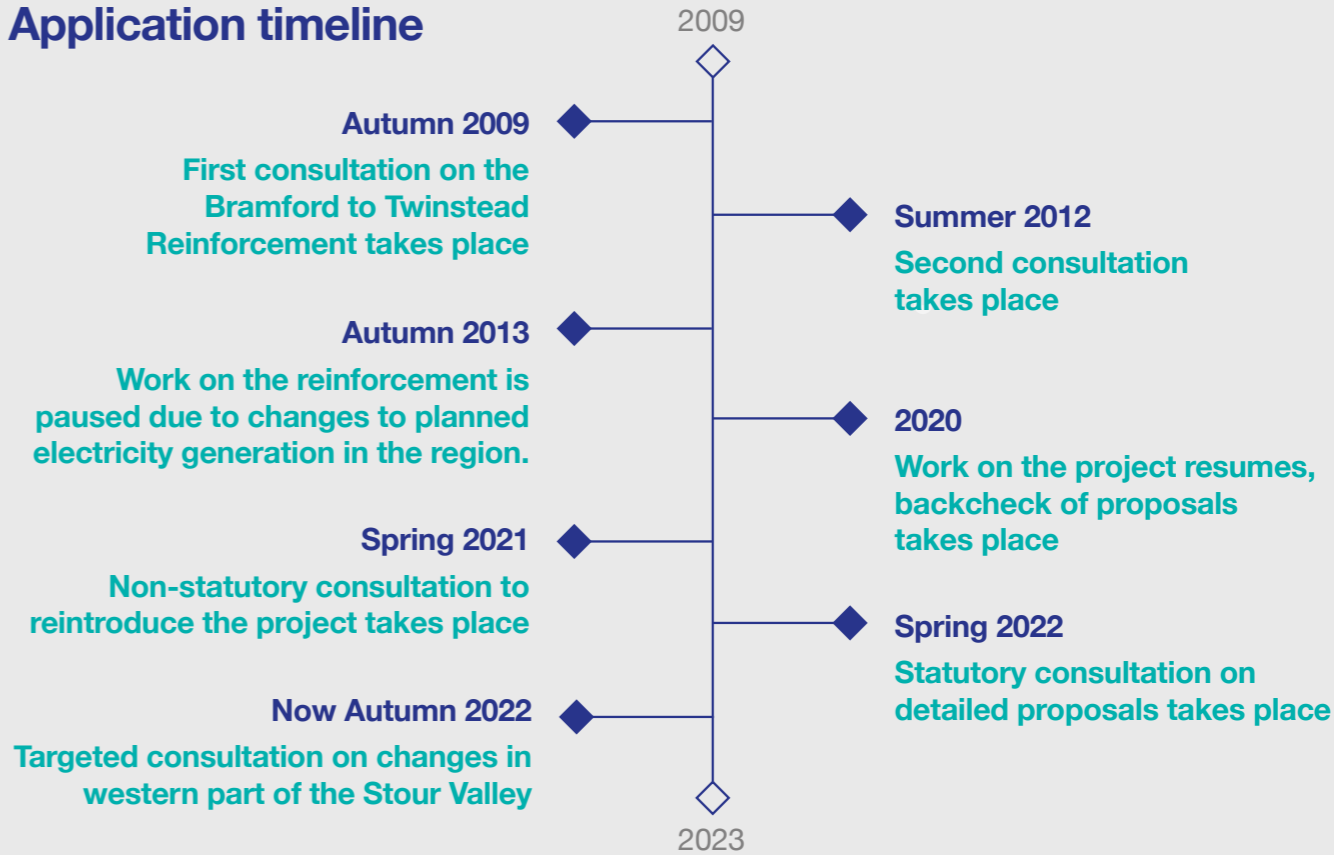
4. The story so far

 This section provides a summary of the consultation work we have undertaken to develop our plans for the Bramford to Twinstead Reinforcement. More information is available in our Project Background Document (January 2022) or by visiting our website at nationalgrid.com/bramford-twinstead, where you will find copies of documents from previous consultations.

We have undertaken a comprehensive programme of consultation to develop our plans for the Bramford to Twinstead Reinforcement, spanning more than a decade. We first undertook work to develop proposals to add this much needed network capability between 2009 and 2013. Changes to when the planned new generation would come online in East Anglia meant that work was put on hold at the end of 2013.

Since then, multiple offshore wind developments have moved forward, and the Government has set new targets around reaching Net Zero by 2050 and 50 GW of offshore wind by 2030. Work on the reinforcement therefore resumed in 2020, to deliver the reinforcement before the end of the decade.

Application timeline



Non-Statutory Consultation

When work resumed on the reinforcement in 2020, we reviewed our proposals as they were in 2013 and found that they broadly remained appropriate and were efficient, coordinated and economical.

Between 25 March and 8 May 2021, we held a non-statutory consultation to provide an overview of our proposals, describe how they were developed prior to being paused in 2013, explain how National Grid had reviewed and updated its proposals since recommencement, and hear your views.

From the feedback received to this consultation, we learnt that 74% of respondents were concerned about the UK meeting its target of net zero greenhouse gas emissions by 2050, with 43% of respondents recognising the need for the reinforcement.

Around half of all feedback responses indicated a desire to see a reduction in the use of overhead lines, encouraging the further use of underground cable technology and the exploration of alternative solutions for reinforcing the electricity transmission network.

The visual impact of the proposed overhead lines was also raised as a consideration, with several comments received regarding the potential impacts of the reinforcement on the local environment and wildlife. Many individuals asserted their views that undergrounding of the reinforcement in the Stour Valley remained appropriate.

More information on the feedback received at our spring 2021 consultation is available in our Non-Statutory Consultation Report³.

What we changed following non-statutory consultation

The feedback received from our non-statutory consultation helped to shape and guide the development of the proposals.

As a result of feedback and further assessments we made changes to our plans including:

- confirming undergrounding in two sections of the reinforcement within the Dedham Vale Area of Outstanding Natural Beauty (AONB) and the Stour Valley
- proposing a greater length of underground cables overall
- changing the route and configuration of pylons around Bramford Substation
- considering a further potential option for routeing the overhead line at Hintlesham and Ramsey Woods
- proposing a modified route for the underground section to the east of the Dedham Vale AONB
- proposing a modified route for the underground section in the Stour Valley
- proposing new locations or designs for three cable sealing ends compounds
- proposing to remove more of the existing 400 kV overhead line running south from Twinstead Tee
- proposing to build full tension gantries at three of the cable sealing end compounds, to reduce the overall number of terminal pylons along the route.

To read more about these changes in detail, please refer to our **Project Development Options Report (January 2022)**⁴.

Statutory Consultation

Between 25 January and 21 March 2022, we held a statutory consultation on our plans for the Bramford to Twinstead Reinforcement. A statutory consultation is the legal consultation we must hold before we can submit an application for development consent.

During this consultation, we explained the changes outlined on the previous page and presented preliminary information on the likely significant environmental effects of the reinforcement and how we would mitigate and manage the impact of the reinforcement on the environment. We also provided more detailed plans, including the proposed route of the reinforcement, construction accesses, overhead line removal and a new grid supply point (GSP) substation that would need to be constructed to allow for 132 kV overhead line removal.

We received a total of 575 responses to this consultation, with a number of respondents providing comments and suggestions about our plans in the Stour Valley. We also received a number of comments about traffic and transportation during the construction stage of the reinforcement, along with the removal of vegetation in the construction working area.

More than two thirds of respondents thought that we had improved our proposals since our previous consultation, but nearly 70% of these respondents thought that further changes to our proposals were still needed. More information on the responses received to our statutory consultation will be available in the Consultation Report submitted as part of our application for development consent.



575 feedback responses



8 local newspapers and magazines advertised our consultation with a combined circulation of more than 87,235



4,564 people visited the consultation website



4 deposit locations displayed consultation material



over 1.1 million people viewed our social media adverts

³ Non-statutory Consultation Report (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140376/download>

⁴ Project Development Options Report (January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140371/download>

5. Our proposals

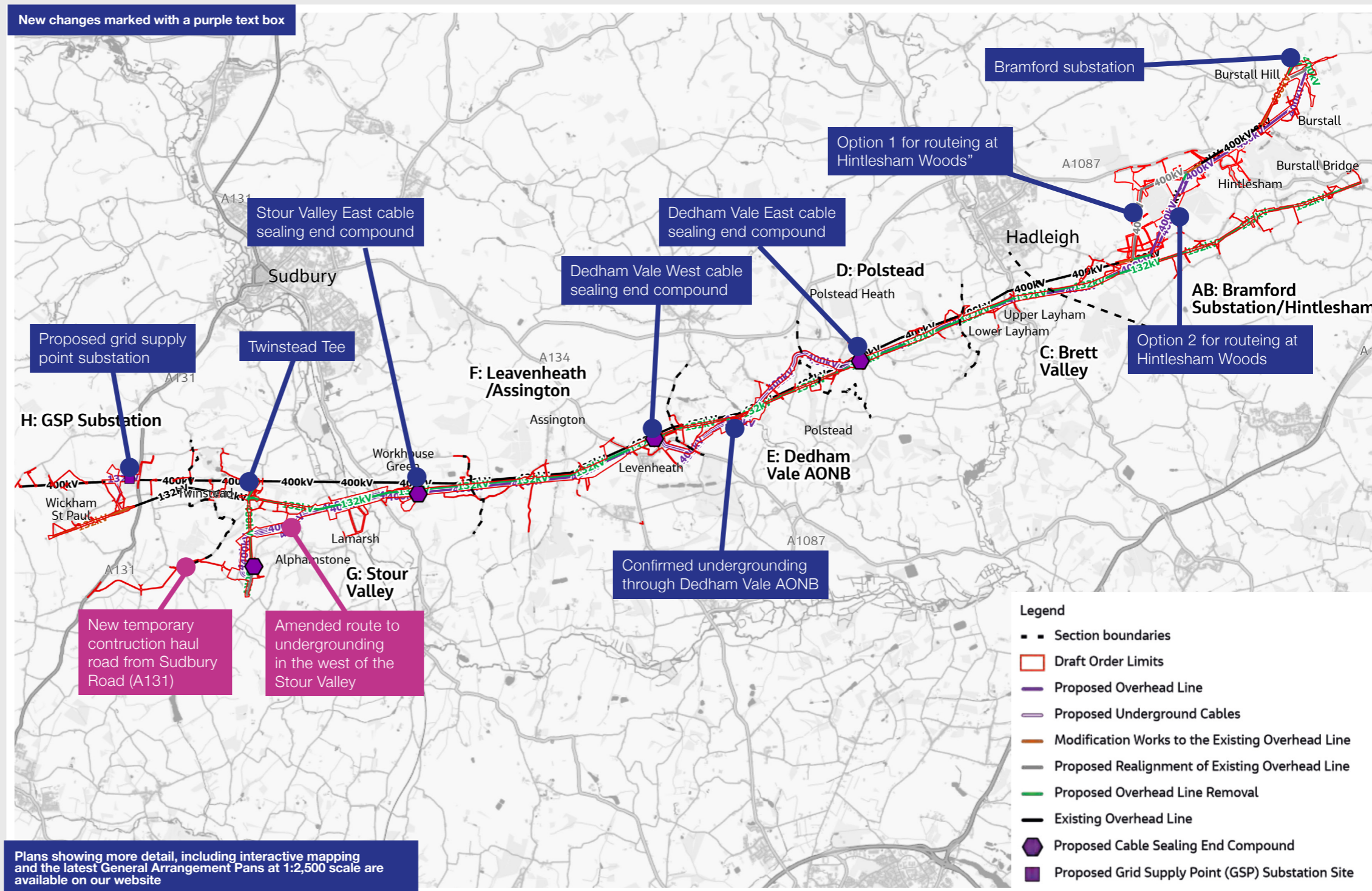
National Grid intends to submit an application for development consent to reinforce the electricity transmission network between the existing Bramford Substation in Suffolk, and Twinstead Tee in Essex. This would be achieved by the construction and operation of a new 400 kilovolt (kV) electricity transmission line over a distance of approximately 29 km. The reinforcement meets the threshold as a Nationally Significant Infrastructure Project, as defined under Part 3 of the Planning Act 2008, hence National Grid requires a Development Consent Order. The application for development consent may allow for two potential design options in the vicinity of Hintlesham Woods.

The reinforcement would comprise up to 18 km of overhead line (consisting of approximately 50 new pylons, and conductors) and 11 km of underground cable system (consisting of up to 21 cables with associated joint bays and above ground link pillars).

Four cable sealing end compounds would be required to facilitate the transition between the overhead and underground cable technology. The cable sealing end would be within a fenced compound, and contain electrical equipment, support structures, a small control building and a permanent access track.

It is proposed that approximately 27 km of existing overhead line and associated pylons would be removed as part of the proposals (25 km of existing 132 kV overhead line between Burstall Bridge and Twinstead Tee, and 2 km of the existing 400 kV overhead line to the south of Twinstead Tee). To facilitate the overhead line removal, a new grid supply point (GSP) substation is required at Butler's Wood, east of Wickham St Paul, in Essex. The GSP substation would include associated works, including replacement pylons, a single circuit sealing end compound and underground cables to tie the substation into the existing 400 kV and 132 kV networks.

The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.



6. Changes since our spring 2022 consultation

Our targeted consultation will focus on the design changes proposed following the feedback received from our statutory consultation in spring 2022. The biggest changes proposed are within the western part of the Stour Valley in the parishes of Lamarsh, Alphamstone, Twinstead, Pebmarsh and Little Maplestead. These changes comprise:

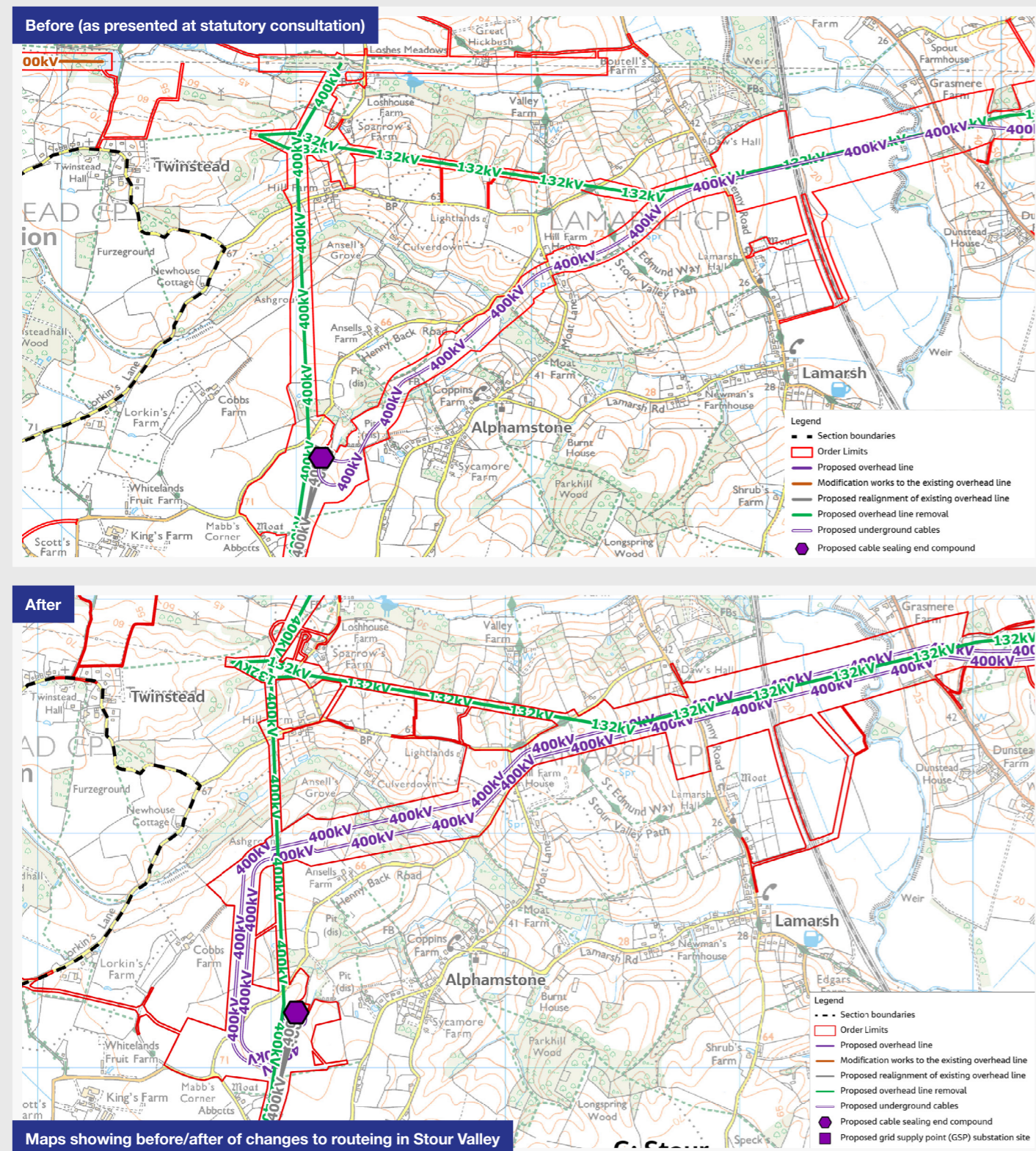
- moving the route of underground cables further away from Alphamstone
- constructing a proportion of the underground cables using trenchless construction methods

- building a 3.5 km temporary haul road from Sudbury Road (A131) to the Stour Valley west cable sealing end compound to facilitate construction of the reinforcement.

In addition to the bigger changes in the western part of the Stour Valley, as our plans have become more refined, we have made a number of other smaller changes to wider reinforcement presented at statutory consultation.



Changes to the proposed route of undergrounding in the Stour Valley (Section G)



Please note that the "After" plan has two parallel lines to depict the cable route - this shows the two cable circuits and does not represent an increase in the number of cables (up to 21) required within the cable swathe

Our plans in this area

We propose a mix of new 400 kV overhead line and underground cables in this section.

This includes a new overhead line to the south of the existing 400 kV and 132 kV pylons before connecting into the Stour Valley East cable sealing end compound to the south of Workhouse Green.

From here, underground cables would pass under the B1058, the River Stour and the Sudbury branch railway line. From Moat Lane, the underground cables would run to the north of Henny Back Road, south of Ansell's Grove, before passing beneath the existing 400 kV overhead line and connecting to the Stour Valley West cable sealing end compound. In the wooded valley to the south of Ansell's Grove, we would use trenchless construction methods to lay the cables underground.

The Stour Valley West cable sealing end compound is located to the south of Henny Back Road and connects the reinforcement to the existing 400 kV pylons.

The existing 132 kV pylons would be removed in this section up to Twinstead Tee, as well as 2 km of the existing 400 kV line south of Twinstead Tee resulting in fewer overhead lines in the Stour Valley.

What's changed and why?

Feedback received from stakeholders expressed concerns about the proximity of construction activities to Alphamstone, as well as concerns around the impact on sensitive parts of the environment and footpaths.

As a result, we have looked again at our plans for the route of undergrounding and are proposing to change the route of underground cables between Moat Lane and the Stour Valley West cable sealing end compound.

To reduce the environmental impact of the construction of underground cables we are proposing to install a section of these underground cables beneath the wooded valley to the south of Ansell's Grove using trenchless construction methods. This means that we would not need to dig trenches in order to install the cables. Instead, cables will be drilled horizontally underground, beneath the landscape. This will protect the vegetation, watercourse and landscape in this area.

What hasn't changed?

We are not proposing any changes to the location of the Stour Valley East or West cable sealing end compound, nor to the amount of existing 132 kV / 400 kV overhead line that we would remove in this section. We remain committed to undergrounding the route of the reinforcement in the Stour Valley.

What are we seeking feedback on?

We would like to hear what you think about our proposed changes to the route of underground cables between Moat Lane and the Stour Valley West cable sealing end compound.

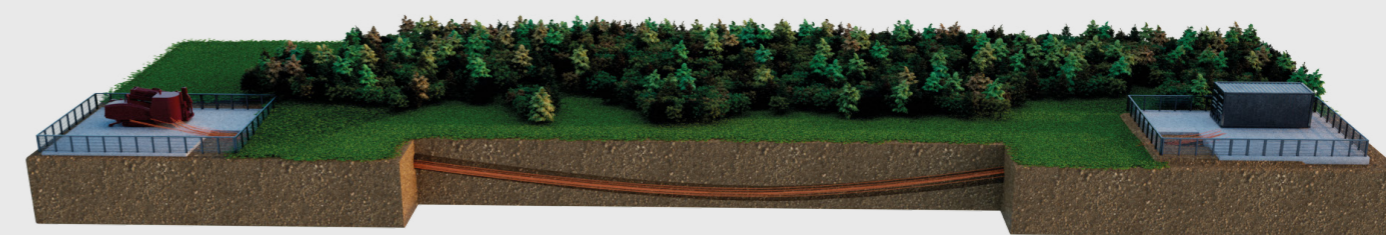
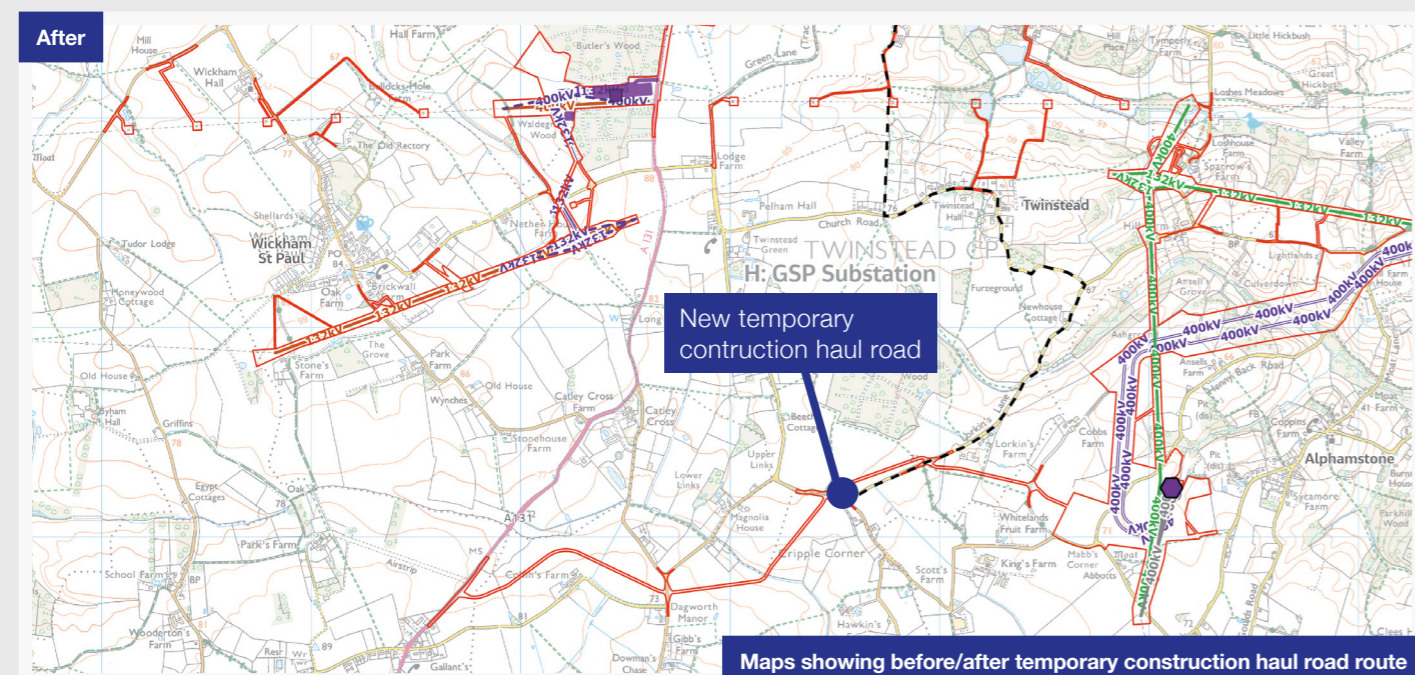
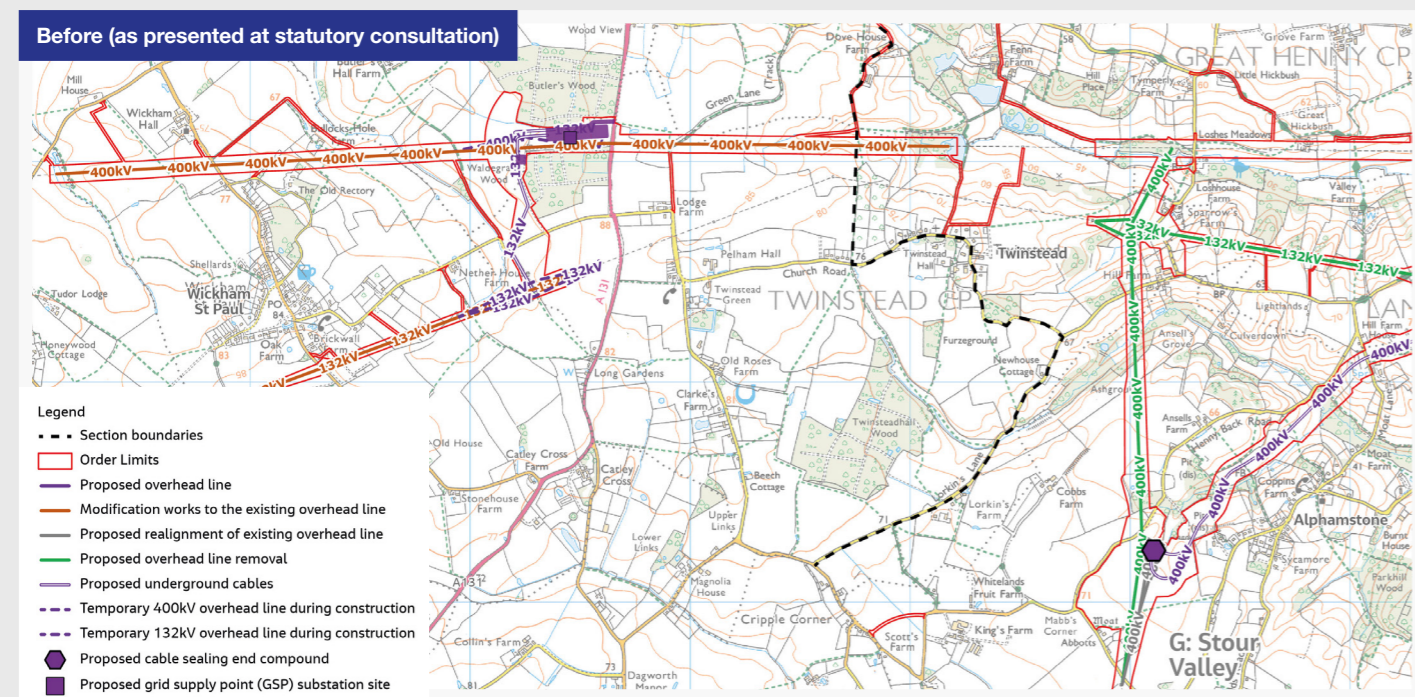


Illustration of trenchless crossing

Plans for a temporary construction haul road between Sudbury Road (A131) and Stour Valley West cable sealing end compound



The after plan has two parallel lines to depict the cable route - this shows the two cable circuits and does not represent an increase in the number of cables (up to 21) required within the cable swathe

Our plans in this area

We are proposing to construct a 3.5 km temporary construction haul road between Sudbury Road (A131) and the Stour Valley West cable sealing end compound.

The temporary construction haul road would leave the A131 northeast of Little Maplestead and bring construction traffic east to bypass a network of narrow roads which may require some modifications to facilitate safe access by some of the larger construction vehicles. The temporary haul road will mainly cross agricultural land but will also intersect with three roads (Lorkin's Lane, Cripple Corner and Oak Road) and an access track where junctions will need to be created.

The temporary construction haul road would be built towards the start of construction, it will be made of stone or tarmac as appropriate for the type of vehicle and ground conditions. Access will be managed to ensure no unauthorised use. The haul road will be removed once construction is complete, with the land reinstated to its original condition. It would only be required during operation in the event of a requirement for major cable works.

What's changed and why?

The temporary construction haul road is a new addition to our plans and was not included in the proposals shown at our statutory consultation in spring 2022. Feedback from this consultation highlighted concerns about the suitability of the local road network for large construction vehicles.

Alongside this, a number of changes, modifications or restrictions may be required to the local road network to accommodate the larger construction vehicles required to build the reinforcement. These changes could include road widening, temporary removal of street furniture, vegetation clearance, and the reprofiling of banks and verges. These interventions could be disruptive to local residents and road users.

Building a temporary construction haul road may reduce the need for the interventions highlighted above. The use of the temporary haul road would also avoid the need to use roads such as Cripple Corner, where respondents raised concerns.

What hasn't changed?

Although we are now proposing to build a temporary haul road, smaller construction traffic may still use local roads as part of the construction of the reinforcement.

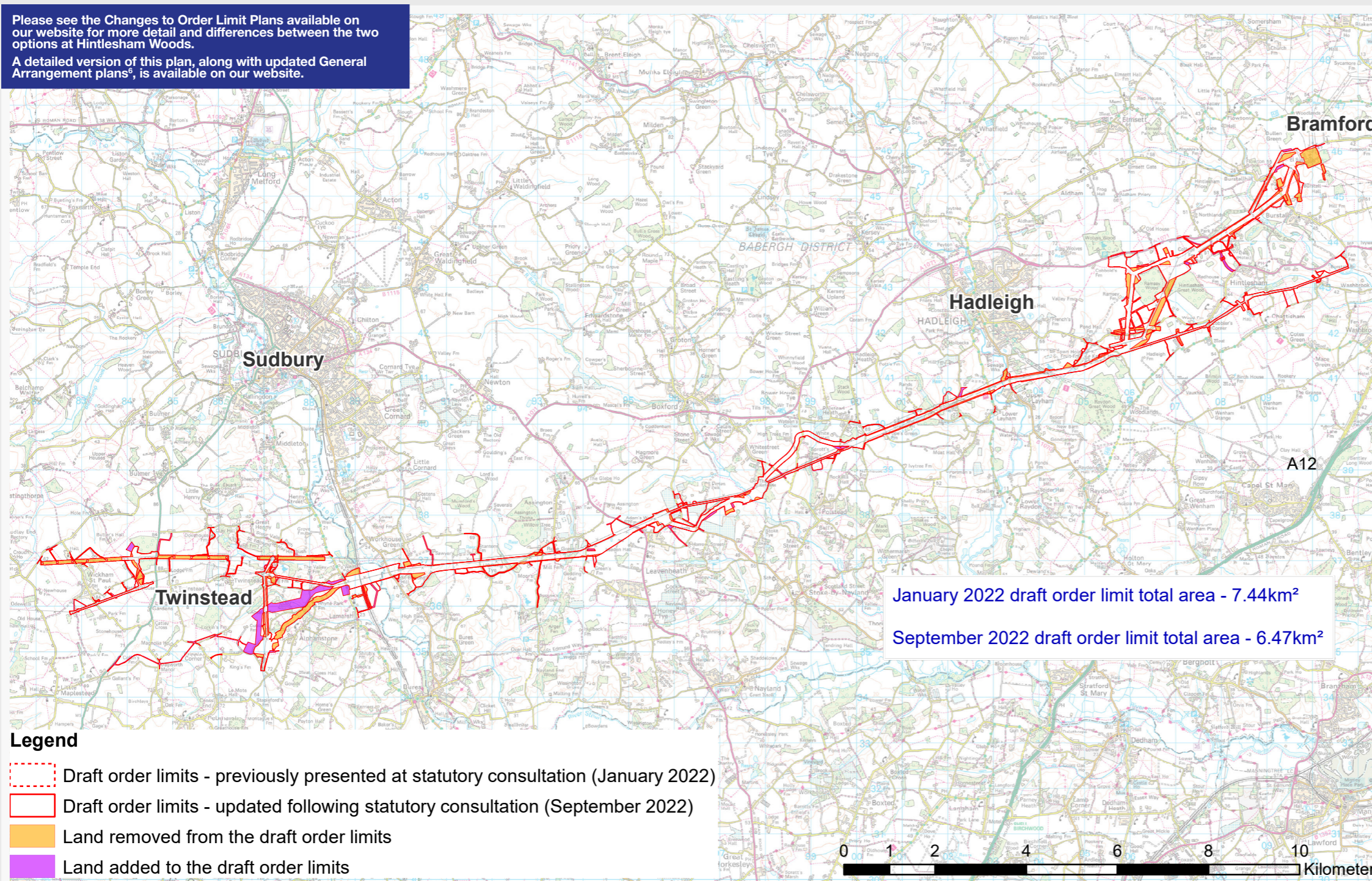
What are we seeking feedback on?

We are seeking your feedback on the route proposed for the temporary construction haul road.



Revisions to the draft Order Limits

Please see the Changes to Order Limit Plans available on our website for more detail and differences between the two options at Hintlesham Woods. A detailed version of this plan, along with updated General Arrangement plans⁶, is available on our website.



What's changed?

As a result of your feedback, further surveys and technical assessments, we have also made a number of smaller changes to our proposals. The changes include:

- refining the draft order limits (the land we would need to build the reinforcement)
- small changes to the proposed route of underground cables and overhead lines
- adding, amending or removing construction access tracks, compounds and working areas needed to build the reinforcement
- inclusion of bellmouths and highway visibility splays to ensure safe access to working areas
- identifying locations where off-site highways works or restrictions may be required to facilitate construction
- identifying locations and land requirements for the diversion or connections to third-party assets, utilities and land drainage
- refining the environmental areas required for mitigation, compensation and enhancement.

Why have the plans changed?

As our proposals for the Bramford to Twinstead Reinforcement become more refined as we prepare to submit an application for development consent, we are able to better define which land is required to build the reinforcement. This also means that surplus land can be removed from the draft Order Limits.

What's not changed?

Beyond the changes outlined above, we are not proposing any further changes to the route of the proposed reinforcement. Our plans continue to include a mixture of new overhead lines and underground cables, and we remain committed to undergrounding the reinforcement in the Dedham Vale AONB and in the Stour Valley, along with removing the existing 132 kV overhead line between Burstall Bridge and Twinstead Tee.

We are continuing to progress two potential options in the vicinity of Hintlesham Woods, as shown at statutory consultation. However, in common with the rest of the route the Order Limits for the two options have been refined.

⁵ Changes to Order Limits Plan (National Grid, September 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/bramford-twinstead/document-library>

⁶ General Arrangement Plans (National Grid, September 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/bramford-twinstead/document-library>

7. Preliminary Environmental Information summary

Due to the changes we are now proposing in the western part of the Stour Valley, we have included additional Preliminary Environmental Information to support what we produced for our statutory consultation in spring 2022. This additional Preliminary Environmental Information can be found in Appendix A of this document. It is recommended that the original Preliminary Environmental Information Report⁷ (and its appendices⁸ and figures⁹) is reviewed alongside this appendix.

In terms of overall construction effects, the additional Preliminary Environmental Information presented for the changes listed in Chapter 6 of this document has concluded that the overall effects would be no greater than those identified in the original Preliminary Environmental Information Report in spring 2022. Although there are some different receptors affected, and others that are no longer affected (particularly around Alphamstone village), the scale of the effects, which would be short-term during construction, are assessed to be of the same magnitude and significance to those presented in the original Preliminary Environmental Information Report.

Regarding biodiversity, construction effects are broadly similar to those presented at statutory consultation, although the new proposed cable route would avoid two Local Wildlife Sites at Moat Farm/ Burnt House Marsh and Alphamstone Complex. The proposed section of trenchless construction would avoid direct effects on Alphamstone Meadows Local Wildlife Site, the watercourse in the valley floor and bordering woodland and scrub habitats. The trenchless construction would also reduce the risk to archaeology along this section outside of the trenchless crossing drill pits (the location where the trenchless construction area starts/ends).

In terms of visual impact and setting of listed buildings, the increased distance between the draft Order Limits and Alphamstone village would reduce disturbance to residents and potential effects on views and setting of historic assets, but would affect different receptors (to the north of the proposed new cable alignment) during construction. The proposed new construction haul road also extends the draft Order Limits westwards, which will result in some disturbance (visual receptors and listed buildings) along its length. However, the haul road would have the benefit of reducing the number of heavy goods vehicles using the smaller roads around Alphamstone and would avoid the number of interventions required to make the road network suitable for some of the larger construction vehicles.

As this section would be underground cables and the land would be reinstated, and as there is no change to the location of permanent above ground equipment such as the cable sealing end compounds, the operational effects of the proposed changes would be the same as those presented in the original Preliminary Environmental Information Report.

The Environmental Statement will include a full assessment of the final project presented at application, including the final proposals for the western parts of the Stour Valley as a result of feedback received during the targeted consultation.

8. Information for landowners

Since our statutory consultation, we have continued discussions with Persons with an Interest in Land (PiL) in order to negotiate voluntary rights to construct the reinforcement, if it was to be granted development consent.

We encourage you to appoint an agent/surveyor to act on your behalf where we are seeking rights to carry out work on your property. An agent/surveyor will advise you on the process, your rights and will handle any compensation claims on your behalf. We will reimburse you for professional fees reasonably incurred in respect of all claims, and advice on legal agreements in connection with associated land rights. More information can be found within our Land Rights Strategy¹⁰ and Payment of Surveyors Fees¹¹ documents.

Where revisions to our draft Order Limits have resulted in new landowners being affected by our proposals, we have written to these landowners directly.

If you are a landowner and want to talk to our Lands team, please call **01452 889000**, email **bramford-twinstead@brutonknowles.co.uk**, or visit the Information for landowners¹² page of our website.



⁷ Preliminary Environmental Information Report (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140296/download>

⁸ Preliminary Environmental Information Report [Appendices] (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140301/download>

⁹ Preliminary Environmental Information Report [Figures] (January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140306/download>

¹⁰ Land Rights Strategy (National Grid, April 2018) – Available at <https://www.nationalgrid.com/uk/electricity-transmission/sites/et/files/documents/Guidance%20on%20land%20rights-March%202018.pdf>

¹¹ Payment of Surveyors Fees (National Grid, July 2020) – Available at <https://www.nationalgrid.com/document/85206/download>

¹² Information for landowners (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/bramford-twinstead/information-for-landowners>

9. Next steps

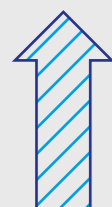
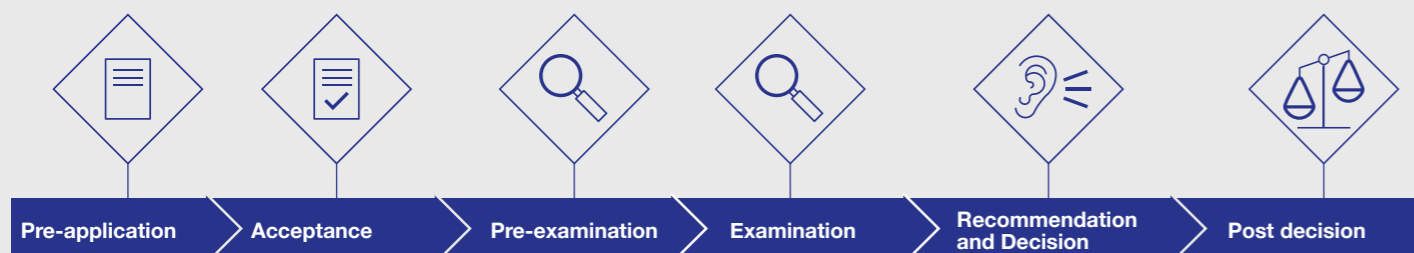
We will review all responses to our targeted consultation as we finalise the designs for the Bramford to Twinstead reinforcement and prepare our submission documents.

Once all application documents have been prepared, we will submit an application to the Planning Inspectorate, seeking development consent for the reinforcement including other statutory powers to facilitate, amongst other things, the compulsory purchase of land and rights.

The Planning Inspectorate, on behalf of the Secretary of State, will decide whether the application meets the standards required to be formally accepted for examination. If the application is accepted,

the Examining Authority (a group of independently appointed inspectors), will have six months to examine the proposal, listening to the views of Interested Parties and other relevant stakeholders through submission of evidence and through public hearings.

The Examining Authority will then prepare a report on the application to the Secretary of State for Business, Energy & Industrial Strategy, including a recommendation to grant or refuse consent, within three months of examination closing. The Secretary of State then has a further three months to decide on whether to grant or refuse development consent.



We are here

Before submitting an application, potential applicants have a statutory duty to carry out consultation on their proposals

The Acceptance stage begins when an applicant submits an application for development consent to the Planning Inspectorate.

There follows a period of up to 28 days (excluding the date of receipt of the application) for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether or not the application meets the standards required to be accepted for examination.

At this stage, the public will be able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation.

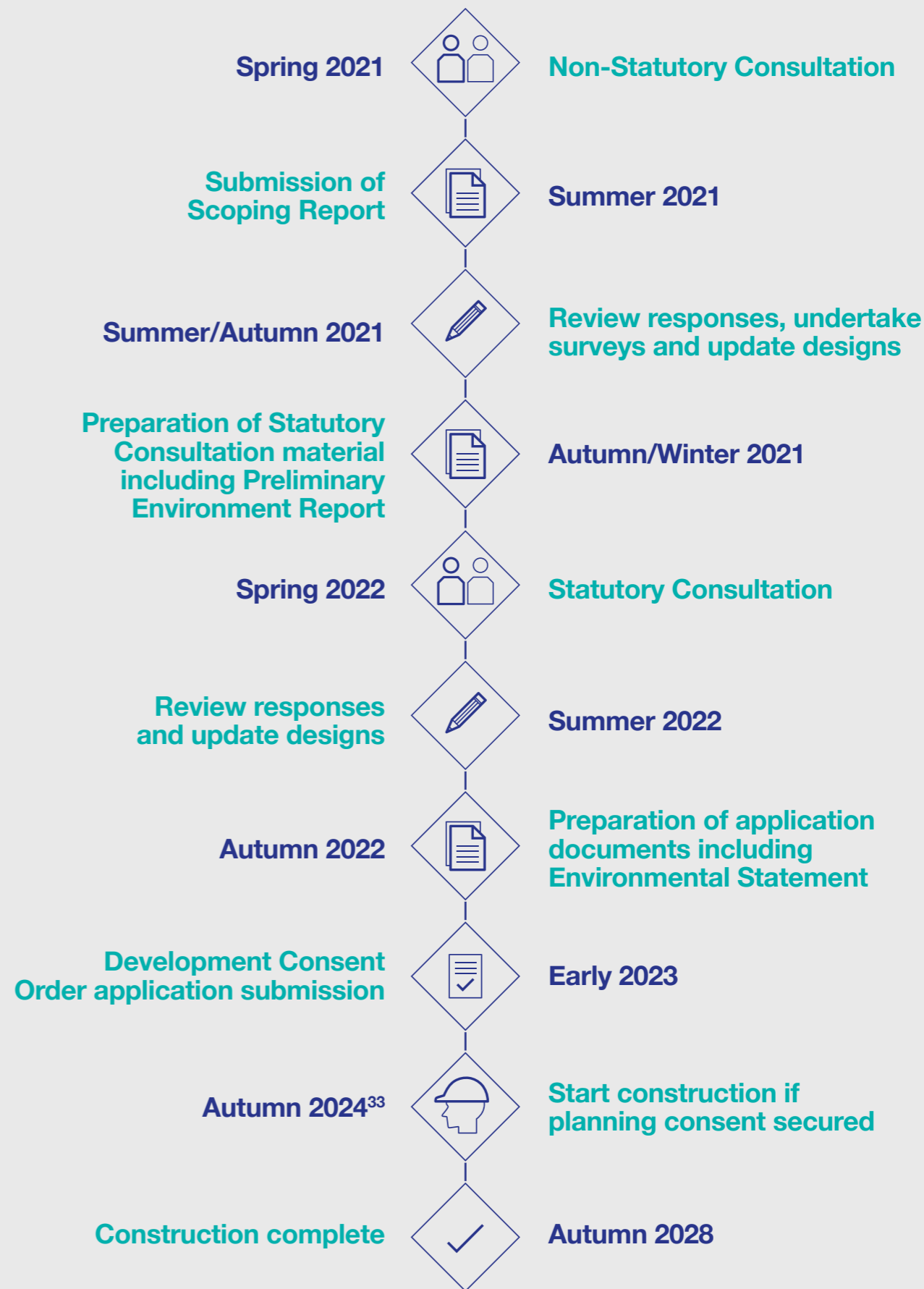
The Planning Inspectorate has up to six months to carry out the examination. During this stage Interested Parties who have registered by making a Relevant Representation are invited to provide more details of their views in writing.

The Planning Inspectorate must prepare a report on the application to the relevant Secretary of State, including a recommendation, within three months of the close of the six month Examination stage.

The relevant Secretary of State then has a further three months to make the decision on whether to grant or refuse development consent.

Once a decision has been issued by the relevant Secretary of State, there is a six week period in which the decision may be challenged in the High Court. This process of legal challenge is known as Judicial Review.

Further details on the development consent process can be found on the Planning Inspectorate website at infrastructure.planninginspectorate.gov.uk/



³³ Should planning permission be granted for the GSP substation, construction may start earlier

10. Targeted consultation

The aim of our targeted consultation is to:

- update you and seek views on our proposals for the Bramford to Twinstead reinforcement in the western part of the Stour Valley
- update you and seek views on other smaller changes made to the Bramford to Twinstead reinforcement.

Our consultation is running until 7 October 2022. We want to hear the views of local people. Knowing what matters to you, matters to us, so please get in touch and provide your feedback.

You can take part in the consultation and provide feedback in a range of ways. Full details of all our consultation events and where to find more information are set out in Chapter 12. The following documents will be available for inspection as part of this consultation:

Document Number	Document Name
1	Consultation summary document
2	Community newsletter
3	Feedback form
4	Consultation banners
5	General arrangement plans
6	Changes to Order Limit plan

All information is readily accessible via the project website, nationalgrid.com/bramford-twinstead, where you can explore the proposals in further detail.

Draft Order Limits

The draft Order Limits form the boundary of the entire area within which the project could take place, including temporary and permanent works, and works to the existing infrastructure.

The draft Order Limits are shown as a solid red line on all consultation plans.

Limits of Deviation

Within the draft Order Limits, parameters known as Limits of Deviation (LoD) are set out.

LoD are a common feature of linear infrastructure projects. They provide the necessary flexibility when constructing the authorised development, reducing the risk that the project as approved cannot later be implemented due to unforeseen engineering or environmental reasons. For example, previously unidentified poor ground conditions may require a pylon to be moved slightly for geotechnical reasons, such as ground stability.

The horizontal LoD will set specific parameters to moving infrastructure on the ground. Vertical LoD (which limit the maximum vertical height of any new infrastructure) will be specified in the Development Consent Order.

Horizontal LoD are shown on the General Arrangement plans as a yellow dotted line. In some areas the LoD and draft Order Limits overlap. Where this is the case, only the draft Order Limits are shown.

Modification, removal and realignment works

The consultation plans and drawings also show the areas in which National Grid is proposing to modify, remove or realign existing infrastructure, including the location of:

- existing pylons to be modified or removed
- existing overhead lines to be replaced, modified or removed
- existing gantries to be modified or removed.

Modification works refer to the changing or restoring of an existing asset whilst it remains in its current location. An example of modification works will be changing the arms of existing pylons (which will remain in situ) to accommodate angle changes (between pylons) and new overhead line deviations.

Removal works refers to the dismantling and disposal of existing equipment that will no longer be required at the end of the project.

Realignment works refer to the changing or restoring of existing assets which will be relocated to a different position. An example of realignment works will be the relocation of the existing 400 kV overhead line into the existing Bramford Substation.



11. Have your say

You can take part in the targeted consultation and provide feedback in a range of ways. Full details of all our consultation events and where to find more information are set out below.

All information is readily accessible via the project website, nationalgrid.com/bramford-twinstead, where you can explore the proposals in further detail. The deadline for feedback is **Friday 7 October 2022**.

Feedback form

The easiest way to give your feedback is by completing our online feedback form. Alternatively, you can download and print a paper copy of our feedback form from our website and post it back to us at FREEPOST B TO T REINFORCEMENT. You can also request that a consultation pack is sent to you in the post by emailing contact@bramford-twinstead.nationalgrid.com or calling us on **0808 196 1515**.

Public information event

Visit our face-to-face public information event to find out more and speak to members of our project team.

Date and time	Venue
Thursday 15 September 2022 12pm - 7pm	Sudbury Masonic Hall, North Street, Sudbury, CO10 1NA

Ask the Experts

For a more detailed conversation on our plans, members of our team will be available for a day of in-person one-to-one appointments to discuss our plans. You can book an appointment on our website, or by phone or email. You must have an appointment to attend our in-person Ask the Experts sessions.

Date and time	Venue
Friday 16 September 2022 10am - 1pm	Twinstead Village Hall, Church Road, Twinstead, CO10 7NA



Additionally, telephone appointments with members of our team will be available throughout the consultation. Appointments are bookable via the project website, or by phone or email.

Once you have contacted us and booked a slot for your appointment, you will have the opportunity to discuss the proposals and ask any questions directly to our expert team.

Join our webinar

The project team will be presenting proposals and taking live questions during a webinar. You can sign-up for the webinar via the project website or by email.

Date and time	Topic
Wednesday 21 September 2022 5pm - 6pm	Overview of the proposed changes and project update

A recording of the webinar will be made available on the project website afterwards for those who require it.

Postal feedback form

We want to ensure the whole community has the opportunity to respond to the consultation, including those who do not have access to the internet.

For anyone who does not have access to our online forms, printed copies of the feedback forms can be requested via our telephone information line. A paper copy of the feedback form and a freepost envelope will then be posted out to you, so you can send your feedback to us free of charge.

Deposit points

Paper copies of the main consultation materials are available to inspect at the below locations throughout the consultation period. Venue opening hours are subject to change, please check with the location first.

Date and time	Venue
Monday	Closed
Tuesday	9am – 5pm
Wednesday	9am – 5pm
Thursday	9am – 6pm
Friday	9am – 5pm
Saturday	9:30am – 5pm
Sunday	10am – 4pm

Monday	9am – 1pm	Sible Hedingham Library, 169 Swan Street, Sible Hedingham, CO0 3PX
Tuesday	Closed	
Wednesday	Closed	
Thursday	2pm – 7pm	
Friday	Closed	
Saturday	9am - 5pm	
Sunday	Closed	

Monday	9am – 5pm	Sudbury Library, Market Hill, Sudbury, CO10 2EN
Tuesday	9am – 7:30pm	
Wednesday	9am – 5pm	
Thursday	9am – 5pm	
Friday	9am – 5pm	
Saturday	9am – 5pm	
Sunday	10am – 4pm	

Monday	9am – 5:30pm	Halstead Library, Bridge Street, Halstead, CO9 1HU
Tuesday	9am – 5:30pm	
Wednesday	Closed	
Thursday	9am – 1pm	
Friday	9am – 5:30pm	
Saturday	9am – 5pm	
Sunday	Closed	



12. Find out more

You can also contact us by:

contact@bramford-tinstead.nationalgrid.com

Freephone: 0808 196 1515

Who to contact if you are a landowner or person with interest in land:

If you are a landowner and want to talk to our lands team please call **01452 889000** or email:

bramford-tinstead@brutonknowles.co.uk

You can find out more about land interests by visiting the 'Information for landowners' page on our website.

Who to contact for a media enquiry:

If you are a member of the media and wish to contact the National Grid team, please call **0800 377 7347** (24 hour) or find our Press Contacts here

nationalgrid.com/media-centre/contacts

Who to contact if you would like information or documents in an alternative format?

We are committed to making project information accessible to all users. If you or someone you know needs any information or documents in an alternative format such as large print, Braille or audio tape, get in touch using the above contact details.



13. Appendix A – Additional preliminary environmental information

This appendix provides further preliminary environmental information ('additional PEI') to support the targeted consultation. It sets out the potential for any additional likely significant environmental effects associated with the proposed changes, comparing against those presented within the Preliminary Environmental Information Report ('original PEI Report') presented at statutory consultation.

As this appendix discusses the changes to effects identified in the original PEI Report, it is recommended that the original PEI Report¹³ (and its appendices¹⁴ and figures¹⁵) is reviewed alongside this additional PEI.

Environmental Impact Assessment

Environmental Impact Assessment (EIA) is a process that is used to identify the likely significant effects that could occur as a result of a project. The information gathered is taken into account by the decision-making body when determining consent. Three main EIA documents are produced as part of the Nationally Significant Infrastructure Project (NSIP) pre-application process:

- **Scoping Report:** This sets out the likely significant effects from a project and proposes the scope (approach and methodology) of the EIA bearing in mind those identified effects. To inform the identification of likely significant effects it presents the data collected to reach those conclusions. National Grid submitted the Scoping Report for the project to the Planning Inspectorate on 10 May 2021. The Planning Inspectorate provided a Scoping Opinion (a document concluding their thoughts on the potential for significant effects and what they would want to see as part of an EIA) on behalf of the Secretary of State on 18 June 2021. This included a number

of items to be considered when producing the Environment Statement (ES) and the application for development consent

- **Preliminary Environmental Information (PEI) Report:** The PEI Report sets out the information that is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the project. The original PEI Report was published in January 2022 and was used by consultees to inform their consultation responses during the statutory consultation. The original PEI Report was published as part of the statutory consultation in January 2022
- **Environmental Statement (ES):** The Environmental Statement is a document that presents the results of the EIA undertaken for the project. It identifies the likely significant effects that may result if the project were to be implemented, and any proposed mitigation to avoid or reduce those significant effects to a non-significant level (where possible). The Environmental Statement will be submitted as part of the application for development consent and will be taken into account during the decision-making process.

An Outline Code of Construction Practice (CoCP) was published as part of the original PEI Report during the statutory consultation. This includes the good practice commitments that National Grid has made to reduce the construction effects of the project on the environment. A final version will be submitted with the Environmental Statement and the application for development consent. Commitments contained within the Outline CoCP also apply to the changes that are now being proposed to the project.

National Grid is also in the process of drafting a suite of management plans for the project. These will include further details of how the project would be managed during construction, should consent be granted. The following management plans will be included as part of the application for development consent:

- Construction Environmental Management Plan
- Materials and Waste Management Plan
- Construction Traffic Management Plan
- Landscape and Ecological Management Plan.

EIA Methodology

This appendix sets out the additional PEI that is relevant in relation to the changes set out within Chapter 6 of this Consultation Summary Document to accompany targeted consultation. As with the original PEI Report presented at the statutory consultation, the additional PEI follows a receptor-based assessment approach. Receptors are those parts of the environment which may be sensitive to change as a result of a project.

The additional PEI has been undertaken in accordance with the EIA Regulations 2017 and therefore focuses on the likely significant effects during construction, operation and decommissioning that would be material to a decision to consent the project. There are no anticipated changes to decommissioning to those set out in the original PEI Report and this is not discussed further in this appendix.

The additional PEI has considered those environmental topics presented within the relevant National Policy Statements (NPS); the Overarching NPS for Energy (EN-1) and the NPS for Electricity Networks (EN-5).

It has also given due consideration to other relevant national policy and local policy, including those outlined in Chapter 2 and Appendix 2.1 (Regulatory and Planning Policy Context and Local Planning Policy respectively) of the original PEI Report. There have been no changes to, or introduction of, new national policy or environmental legislation relevant to the project since the statutory consultation was undertaken.

The additional PEI presented in this chapter has taken into account the embedded measures that were identified within Table 4.1 of the original PEI Report, which would help to avoid or reduce significant effects that may otherwise be experienced during the construction and operation phases of the project. These include the removal of the 132 kV overhead line between Burstall Bridge and Twinstead Tee and committing to underground cable within the Dedham Vale AONB and the Stour Valley. These have been taken into account when assessing the changes presented within this chapter.

Section 4.4. of the original PEI Report includes current project assumptions regarding the construction programme, working hours, construction workforce and vehicles. It also includes information on the working methods, for example how sensitive features would be crossed. These assumptions still apply and have been used when assessing the changes presented within this chapter.

¹³ Preliminary Environmental Information Report (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140296/download>

¹⁴ Preliminary Environmental Information Report [Appendices] (National Grid, January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140301/download>

¹⁵ Preliminary Environmental Information Report [Figures] (January 2022) – Available at <https://www.nationalgrid.com/electricity-transmission/document/140306/download>

Preliminary Environmental Impact of the Changes Since the Spring 2022 Consultation

As noted above, the additional PEI of the proposed changes presents whether these were likely to result in new or different significant effects compared with those identified and reported in the original PEI Report.

The additional PEI concentrates on the biggest changes, which are proposed within the western part of the Stour Valley. These changes comprise:

- moving the route of underground cables (and therefore the construction effects) further away from Alphamstone
- constructing a proportion of the underground cables using trenchless construction methods and
- building a 3.5 km temporary haul road from Sudbury Road (A131) to the Stour Valley west cable sealing end compound to facilitate construction of the reinforcement.

In addition to the bigger changes in the western part of the Stour Valley, National Grid has made a number of other smaller changes to the wider reinforcement presented at statutory consultation. These include:

- reducing the size of the draft order limits in a number of locations
- small changes to the draft alignment
- amending or removing some construction access routes, along with including bellmouths
- identifying locations where offsite enabling highways works may be required
- identifying locations and land requirements for the diversion of third-party assets, agricultural land drainage; diversions to public rights of way
- refining the areas identified for environmental enhancements.

It is considered that such minor changes would not, either individually or in combination, result in any new or different likely significant effects to those presented within the original PEI Report, and are not considered further in this chapter.

Therefore, the additional PEI presented within this chapter focuses on the two main changes; the proposed route of undergrounding and the proposed temporary haul road between Sudbury Road (A131) and Stour Valley West cable sealing end compound, which have required further assessment to identify whether there are likely to be new or different significant effects. These are described in Chapter 6 of this Consultation Summary Document and relevant environmental features are shown on the Environmental Constraints Plan in Appendix B:

The environmental assessment undertaken as part of the additional PEI identified that for a number of the environmental topics, the environmental effects would be likely to be very similar to those presented within the original PEI Report. In these cases, the conclusions have been summarised and are presented in Table 1.1.

An additional assessment is reported for three of the environmental topics; Landscape and Visual, Biodiversity and Historic Environment, where there are differences in the baseline environment and impact assessment compared with that presented within the original PEI Report. The relevant environmental features are shown on the Environmental Constraints Plan in Appendix B.

Table 1.1: Environmental Topics with Similar Effects to the Original PEI Report

Water Environment (Chapter 9 in the original PEI Report)	
Key Features of the Existing Baseline	<p>The main river flowing through the Stour Valley is the River Stour, with its tributaries classified as ordinary watercourses.</p> <p>There are areas of Flood Zone 2 and 3 associated with these watercourses but the majority of the Stour Valley, falls into Flood Zone 1 (low risk of flooding).</p> <p>A large proportion of the Stour Valley is in a Drinking Water Safeguard Zone.</p>
Summary of Changes Of Potential Impacts and Receptor	<p>The revised cable alignment (between Moat Lane and Stour Valley West cable sealing end compound) and introduction of the trenchless crossing would go underneath an ordinary watercourse and avoid impacting the channel.</p> <p>Minor watercourses may be crossed by the haul road and require temporary culverts but the impacts would be the same as presented in the original PEI Report.</p> <p>There may need to be modifications to existing drainage systems but the impacts would be the same as presented in the original PEI Report.</p> <p>There would be a risk of break out of drilling mud (which could cause sedimentation effects) associated with the additional trenchless crossing which will be managed through the measures within the Outline CoCP.</p> <p>No different impacts have been identified on the Drinking Water Safeguard Zone or existing abstractions.</p>
Likely Significant Effects During the Construction Phase	<p>With the implementation of the good practice methods set in the Outline CoCP, there would be no likely significant effects on the Water Environment.</p> <p>The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report for during construction.</p>
Likely Significant Effects During the Operational Phase	<p>The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report during operation.</p>

Geology and Hydrogeology (Chapter 10 of the original PEI Report)	
Key Features of the Existing Baseline	<p>The geology of the wider study area comprises superficial Glacial Till (Boulder Clay) overlying undifferentiated Glacial and Fluvial Sands and Gravels.</p> <p>A large proportion of the Stour Valley falls within the Essex Gravels Groundwater body, which is in a poor condition.</p> <p>Groundwater vulnerability is mapped as low or medium where superficial deposits are clayey or are underlain by London Clay.</p> <p>There are no authorised landfill sites or historic landfill sites within the Stour Valley.</p>
Summary of Changes Of Potential Impacts and Receptor	There is a risk that the revised cable alignment and introduction of the trenchless crossing open new potential pathways for contamination to groundwater receptors, and create new groundwater flow pathways and flow regimes. However, this risk is not considered greater than the risk from the previous alignment.
Likely Significant Effects During the Construction Phase	<p>With the implementation of the good practice methods set in the Outline CoCP, there would be no likely significant effects on Geology and Hydrogeology.</p> <p>The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report for during construction.</p>
Likely Significant Effects During the Operational Phase	The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report during operation.

Agriculture and Soils (Chapter 11 of the original PEI Report)	
Key Features of the Existing Baseline	<p>There are loamy and clayey floodplain soils with naturally high groundwater associated with the River Stour. The remainder of the Stour Valley is a combination of freely draining slightly acid loamy soils and slightly acid and clayey soils with impeded drainage.</p> <p>There is mostly a mix of Grade 2 and 3 agricultural land classification, with small areas of Grade 4 land.</p> <p>Large areas to the north and west of Alhamstone are under some level of agri-environment scheme.</p>
Summary of Changes Of Potential Impacts and Receptor	<p>The revised cable alignment and new haul road would generally be on Grade 2 and 3 land.</p> <p>The revised cable alignment crosses land subject to agri-environment schemes. These are predominantly entry level stewardship. The haul road crosses an area under mid-tier stewardship.</p>
Likely Significant Effects During the Construction Phase	<p>Implementation of the good practice methods set in the Outline CoCP, there would be no likely significant effects on agriculture and soils.</p> <p>The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report for during construction.</p>
Likely Significant Effects During the Operational Phase	The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report during operation.

Traffic and Transport (Chapter 12 of the original PEI Report)	
Key Features of the Existing Baseline	<p>The A131 runs north-south to the west of Twinstead. The wider area comprises B-roads or smaller providing access to villages and individual properties and farms.</p> <p>There are a number of Public Rights of Way (PRoW) within the Stour Valley including the National Cycle Network, the Stour Valley Path and St Edmund's Way.</p>
Summary of Changes Of Potential Impacts and Receptor	<p>The revised cable alignment and new haul road would cross fewer PRoW than the previous alignment.</p> <p>The new haul road will reduce the number of heavy goods vehicles using the local road network.</p>
Likely Significant Effects During the Construction Phase	The Transport Assessment is still being completed and will be submitted with the application for development consent. However, the preliminary assessment suggests that there may be slight beneficial effects on traffic and transport as a result of the proposed changes compared to those presented in the original PEI Report due to a reduction of traffic on local roads and fewer PRoW being affected during construction.
Likely Significant Effects During the Operational Phase	The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEI Report during operation.

Air Quality (Chapter 13 of the original PEI Report)	
Key Features of the Existing Baseline	There are human receptors, amenity receptors and ecological receptors within and up to 350m from the draft Order Limits.
Summary of Changes Of Potential Impacts and Receptor	<p>The revised cable alignment and new haul road are located further away from Alhamstone village but would be located closer to some different isolated properties.</p> <p>There would still be risks of generating dust (through vehicle trafficking) and emissions (both through generator use and construction traffic) during construction.</p>
Likely Significant Effects During the Construction Phase	<p>With the implementation of the good practice methods set in the Outline CoCP, there would be no likely significant effects on air quality.</p> <p>The changes are likely to result in the same effects (no new or different effects) but in slightly different locations to those presented in the original PEI Report for during construction.</p>
Likely Significant Effects During the Operational Phase	Air Quality operational effects were scoped out of the assessment at the EIA scoping stage. The proposed design changes do not alter that conclusion because the likelihood of an effect is unaltered.

Noise and Vibration (Chapter 14 of the original PEI Report)	
Key Features of the Existing Baseline	Existing ambient and background noise levels are generally low, with higher noise levels expected close to main roads, such as the A131. The noise sensitive receptors are predominately isolated dwellings. It is assumed that existing vibration levels are negligible.
Summary of Changes Of Potential Impacts and Receptor	The revised cable alignment and new haul road are located further away from Alphamstone village but would be located closer to some different (generally) isolated properties. The new trenchless crossing may introduce additional noise effects to a small number of properties and there would be general construction noise in slightly different locations.
Likely Significant Effects During the Construction Phase	With the implementation of the good practice methods set in the Outline CoCP, there are no likely significant effects as a result of noise and vibration. The changes are likely to result in the same effects (no new or different effects) but in different locations to those presented in the original PEI Report for during construction.
Likely Significant Effects During the Operational Phase	Noise and Vibration operational effects were scoped out at the EIA scoping stage. The proposed design changes do not alter that conclusion because the likelihood of an effect is unaltered

Cumulative effects (Chapter 15 of the original PEI Report)	
Key Features of the Existing Baseline	There are two additional planning applications relevant to the proposed changes, one is for a change of use, and one is for a new agricultural building. Both lie outside of the draft Order Limits.
Summary of Changes Of Potential Impacts and Receptor	The two additional planning applications are relatively minor and any impacts on receptors associated with the changes would be localised and temporary.
Likely Significant Effects During the Construction Phase	No new or different significant effects have been identified compared with those presented in the original PEI Report for during construction.
Likely Significant Effects During the Operational Phase	There are no new or different significant effects identified to those presented in the original PEI Report during operation.

Landscape and Visual

Existing Baseline

Chapter 6 of the original PEI Report presented the preliminary results of the landscape and visual assessment. This is not repeated in this document. Key information is included where considered relevant to the proposed changes presented in Chapter 6 of the Consultation Summary Document.

The western parts of the Stour Valley are characterised as Ancient Rolling Farmlands within the Suffolk Landscape Character Assessment. The central area lies within Rolling Valley Farmlands and Valley Meadowlands. The Stour Valley is also characterised within the Essex Landscape Character Assessment as C8: Stour Valley and B3: Blackwater and Stour Farmlands.

The proposed new cable alignment lies within the Stour Valley Project Area, which, while not a designated landscape in itself, has been described as having ‘similar picturesque landscape qualities to Dedham Vale’¹⁶ and is therefore considered to be part of the setting of the AONB. This is not a change compared with the original PEI Report as the statutory consultation alignment was also within the Stour Valley Project Area.

The new haul road is predominantly located outside of the Stour Valley Project Area.

The area to the north of Alphamstone is heavily influenced by tributary valleys of the River Stour and a patchwork of woodland and tree cover often screens and filter views which are often also foreshortened in many places by topography. These smaller valleys create a complex topography with some steep slopes, resulting in a small scale incised and intimate landscape in contrast to the more open and expansive valley floor of the River Stour.

There is scattered local community surrounding the proposed new cable alignment to the south of Ansell’s Grove, primarily along roads running along the valley sides, including Henny Road to the west and St Edmunds Hill to the east also Upper Road and at Dorking Tye on the interfluvium to the east of the river valley. There is a scattered local community across the areas associated with the proposed haul road.

Summary of Changes

The proposed new cable alignment and haul road would sit within the same local and county based landscape character areas as the alignment presented within the original PEI Report. Part of the proposed haul road lies adjacent to the Colne Valley landscape character area.

The proposed new cable alignment would still cross the valley to the north of Alphamstone, however part of this would now be a trenchless crossing which would

reduce vegetation loss. Very little vegetation removal would be required in Section G compared to the alignment presented in the original PEI Report.

The proposed new cable alignment to the south of Ansell’s Grove is located further away from receptors at Alphamstone. Compounds for the trenchless crossing would be located in close proximity to Hill Farm House, Lightlands and Ansell’s Farm. The proposed new cable alignment would avoid the public rights of way (PRoW) criss-crossing the Stour Valley between Henny Back Road and Alphamstone.

The proposed construction haul road would pass close to a number of residential properties including Lorkin’s Farm, Cripple Corner, Magnolia House, Dagworth Manor and Collin’s Farm. It would also cross a PRoW to the south of Lorkin’s Farm.

Likely Significant Effects During Construction

Vegetation near Alphamstone and on the approach to the cable sealing end compound would be avoided through the proposed new cable alignment. The new haul road would use existing gaps in field boundaries and hedgerows where practicable, in order to reduce effects, but some limited vegetation removal may be required, particularly at road crossings for visibility splays. However, very little vegetation removal would be required overall on the new cable alignment, this would generally be limited to a few hedgerows which would be reinstated and improved after the construction phase.

There is the potential for short-term significant effects on landscape character during the construction phase from the presence of construction activities associated with the proposed new cable alignment and the new temporary haul road, and vegetation removal within the landscape. These would not be likely to be significant in the long-term once reinstatement planting matures. Overall, the landscape effects would be of a similar scale to those presented in the original PEI Report.

The community of Alphamstone would have reduced effects on views from the proposed new cable alignment, as it is located further away from these receptors. Parts of the community to the north of Alphamstone, such as Lightlands and Hill Farm would have closer views of the working areas and construction activities associated with the underground cables and the trenchless crossing. There is potential for short-term significant effects on views from a smaller number (but potentially different) receptors during the construction phase, compared to the original PEI Report.

The proposed new cable alignment avoids effects to the PRoW located between Henny Back Road and Alphamstone. The proposed haul road crosses a PRoW and lies adjacent to four new PRoW not

¹⁶ Land Use Consultants (2018) Dedham Vale AONB and Stour Valley Project Area, State of the AONB Report. 2018 Headline Findings (Online). Available at: <https://arcg.is/0T1CTn>

previously affected by the project. People engaged in outdoor recreation close to the project, who are likely to have views of the project during construction of the cables, may experience short-term significant effects from the presence of construction traffic and activities. This includes people walking along St Edmund Way and Stour Valley Path and people using National Cycle Route 13. There is potential for short-term significant effects on a similar number of visual receptors (but in slightly different locations) during the construction phase, compared to the original PEI Report.

Likely Significant Effects During Operation

There were no likely significant effects identified for landscape or visual receptors as a result of the underground cables during operation in the original PEI Report. The revised alignment would not alter this conclusion.

Biodiversity

Existing Baseline

Chapter 7 of the original PEI Report presented the preliminary results of assessment on biodiversity. This is not repeated in this document. Key information is included where considered relevant to the proposed changes.

The landscape of the Stour Valley is agricultural, dominated by arable and pasture bordered with a range of boundary hedgerow types. Occasional blocks of semi-natural broadleaved woodland and plantations intersperse the area, some potentially of ancient origin. There are areas of lowland acid grassland and lowland meadow Priority Habitat to the north of Alphamstone.

There are 14 non-statutory designated sites within 1km of the proposed new cable alignment with values of both medium and high importance. Moat Farm/Burnt House Marsh Local Wildlife Site (LoWS) and Alphamstone Complex LoWS were within the draft Order Limits within the original PEI Report but would now lie outside of the draft Order Limits. Alphamstone Meadows LoWS now lies within the draft Order Limits and is one of the key reasons for the trenchless construction methodology.

There are two woodlands within 1km that are on the Ancient Woodland Inventory. The closest is Twinstead Wood, which lies 100m north of the proposed haul road. There are three sites of potential ancient woodland near to the proposed new cable alignment and haul road, including Ansell's Grove to the north of the proposed cable alignment.

The ecological surveys are ongoing and will be covering the areas of the new cable alignment and haul road. However, these surveys are likely to confirm the results of previous surveys undertaken within the Stour Valley. Therefore, the additional PEI assumes that protected species are present across the valley and will require

appropriate mitigation. The results of these surveys will be presented within the Environmental Statement submitted with the application for development consent and will inform detailed mitigation plans.

Summary of Changes

The proposed new cable alignment would avoid the need to excavate a trench through the Moat Farm/Burnt House Marsh LoWS, Alphamstone Complex LoWS and lowland meadow and lowland fen Priority Habitats. The new proposed cable alignment would cross arable fields, improved grassland habitats and hedgerows. Alphamstone Meadows LoWS and an area of woodland lie within the draft Order Limits but would be avoided by the trenchless crossing across this section of the valley.

The temporary haul road lies within arable fields and generally existing gaps in hedgerows have been used to cross field boundaries.

Likely Significant Effects During Construction

The original PEI Report included Appendix 7.2: Habitat Regulations Assessment Screening Report. The proposed design changes would not change the conclusions of this screening assessment. It was previously concluded there would be no likely significant effects on internationally designated habitats and therefore, no further Habitat Regulations Assessment was needed. This remains the conclusion in the additional PEI based on the proposed changes.

The original PEI Report assessed the permanent and temporary habitat loss within Moat Farm/Burnt House LoWS and Alphamstone Complex LoWS without mitigation as 'significant' (a long-term moderate adverse effect). This was expected to reduce to 'not significant with mitigation' (residual long-term minor adverse effect). The revised alignment (with the trenchless crossing at Alphamstone Meadows) would mean that the LoWS in the Stour Valley would be avoided and not affected.

The new proposed cable alignment would cross arable fields, improved grassland habitats and hedgerows. The temporary haul road lies within arable fields and generally existing gaps in hedgerows have been used to cross field boundaries. The proposed changes (as would the original PEI alignment) would unavoidably cause temporary habitat loss and habitat fragmentation. All habitats would be reinstated post construction. The effect on lowland meadows and other habitats was previously assessed as not significant and remains the same with the proposed changes. Ecological mitigation will form part of the Landscape and Ecological Management Plan included in the application for development consent.

The habitats within the Stour Valley support farmland birds, bat roosts and feeding habitats for bats, hazel

dormouse, and common British reptiles. Construction activities could also have indirect effects on species through noise, vibration and artificial lighting. The effects on protected species would be similar to those presented within the original PEI Report and would be managed in line with species mitigation licences from Natural England.

Likely Significant Effects During Operation

There were no likely significant effects identified for biodiversity associated with underground cables during operation within the original PEI Report. The new proposed cable alignment and new haul road would not alter this conclusion.

Historic Environment

Existing Baseline

Chapter 8 of the original PEI Report presented the existing baseline for the historic environment. This is not repeated in this document. Key information is included where considered relevant to the proposed changes.

There are several designated heritage assets in the Stour Valley, including a Roman Villa south of Alphamstone Church (a scheduled monument) and multiple listed buildings including Parish Church of the Holy Innocents and Parish Church of St Barnabas, which are both Grade I listed. Bures St Mary and Bures Hamlet are both conservation areas, which lie just over 1km from the draft Order Limits.

There are several Protected Lanes within the Stour Valley, including Henny Back Road, Newmans Farm Road, Lamarsh Road and Loshouse Farm Road. The majority of the historic landscape is classed as 'Post 1950 Agricultural Landscape', with '18th to 20th Century Enclosure and Wooded Plantation' within the valley.

In terms of potential archaeology, the desk study and the geophysical survey have identified the potential for a complex site at Hill Farm House (MEX30154). This site appears to incorporate a probable windmill mound, a potential enclosure, possible ditches and a potential pit group.

There are other non-designated heritage assets recorded within the historic landscape including field boundaries, isolated ditches or pits, and drainage systems, and heritage assets which are no longer extant, or which have been removed, such as previously excavated sites, artefactual findspots and demolished structures.

Summary of Changes

The proposed new cable alignment to the south of Ansell's Grove is located further away from historic buildings (including the grade I listed Parish Church of St Barnabas) and the scheduled monument at Alphamstone than the draft Order Limits presented in the original PEI Report. However, the proposed new cable alignment would be closer to listed buildings at Ansell's Farm and Moorcot (both grade II listed), although retaining the woodland at Ansell's Grove would help to screen activities during construction. The new haul road would also be located within 500m of several other grade II listed buildings, including Charity Cottage and Collins Farmhouse. Overall, a similar number of designated heritage assets lie within 1km of the proposed draft Order Limits compared to those presented in the Original PEI Report.

The proposed new cable alignment and the proposed section of trenchless construction method would avoid the need for excavating a trench through the part of the valley to the north of Alphamstone because the crossing would lie at a greater depth than the archaeology. Therefore the drilling would remove potential disturbance of buried archaeological and palaeoenvironmental resources along the route of the trenchless crossing outside of the launch and reception pits.

Moat Lane and Henny Back Road Protected Lanes would still be subject to the same degree of construction activity as presented in the original PEI Report. In addition, Lorkins Lane (also a protected lane) would be crossed by the proposed haul road, although at a section where there is limited vegetation.

Likely Significant Effects During Construction

The proposed draft Order Limits are located further away from Alphamstone village with its historic buildings, including Parish Church of St Barnabas. The proposed new cable alignment would lie to the north of Ansell's Farm and Moorcot, rather than to the south as presented in the original PEI Report. There are also different listed buildings that could experience temporary changes to the setting through the construction activities associated with the proposed haul road. These would be localised and limited to the construction phase and similar in scale (but to different listed buildings) to those presented within the original PEI Report.

The Protected Lanes that cross the draft Order Limits would undergo some limited change from loss of hedgerow and historic embanked sides. However, these effects would be temporary as they would be restored following construction. Some other Protected

Lanes, such as Twinstead Road may have a small amount of vegetation clearance around the access point to provide safe visibility for vehicles accessing the construction site. Some of the Protected Lanes may experience additional traffic during construction. All of these effects would be localised and limited to the construction phase and would be similar to the effects presented within the original PEI Report.

Similar Historic Landscape Types are crossed by the proposed new cable alignment compared with the former alignment. Loss of characteristic features of non-designated Historic Landscape Types that cannot be replaced in situ was previously assessed as significant without mitigation. The proposed new cable alignment and new haul road would not amend this conclusion.

The proposed new cable alignment and haul road would require soil stripping, which could impact on buried archaeology. This would be similar in scale to the former cable alignment proposed at the statutory consultation and would be significant in the absence of a programme of archaeological mitigation. The trenchless construction method would avoid impacts on buried archaeology between the launch and reception pits as the crossing would be below the depth of archaeology. Therefore, this section of the project could be excluded from archaeological mitigation.

Likely Significant Effects During Operation

There were no likely significant effects identified for Historic Environment associated with underground cables during operation within the original PEI Report. The proposed new cable alignment and haul road would not alter this conclusion.

Conclusion

In terms of overall construction effects, the additional PEI presented for the changes listed in Chapter 6 of the Consultation Summary Document has concluded that the overall effects would be no greater than those identified in the original PEI Report. Although there are some different receptors affected, and others that are no longer affected (particularly around Alphamstone village), the scale of the effects, which would be short-term during construction, are assessed to be of the same magnitude and significance to those presented in the original PEI Report.

In terms of biodiversity, construction effects are broadly similar to those presented at statutory consultation, although the new proposed cable alignment would avoid two LoWS (Moat Farm/Burnt House Marsh and Alphamstone Complex). The proposed section of trenchless construction method would avoid direct effects on Alphamstone Meadows LoWS, the watercourse in the valley floor and bordering woodland and scrub habitats. The trenchless construction would also reduce the risk to archaeology along this section outside of the launch and reception pits.

In terms of visual impact and setting of listed buildings, the increased distance between the draft Order Limits and Alphamstone village would reduce disturbance to residents in the village and potential effects on views and setting of heritage assets but would affect different receptors (to the north of the proposed new cable alignment) during construction. The new haul road also extends the draft Order Limits westwards, which will result in some disturbance (visual receptors and listed buildings) along its length. However, the haul road would have the benefit of reducing the number of heavy goods vehicles using the smaller roads around Alphamstone and would also avoid a number of interventions required to make the road network suitable for some of the larger construction vehicles.

As this section would be underground cables and the land will be reinstated, and as there is no change to the location of permanent above ground equipment such as the cable sealing end compounds, the operational effects of the proposed changes would be the same as those presented in the original PEI Report.

The additional PEI has not identified any change to the scope set out within the Scoping Report and therefore National Grid is not seeking an updated Scoping Opinion¹⁷ from the Planning Inspectorate. The Environmental Statement will include a full assessment of the final project presented at application, including the final proposals for the Stour Valley as a result of feedback received during the targeted consultation.

Acronyms

CoCP – Code of Construction Practice

EIA – Environmental Impact Assessment

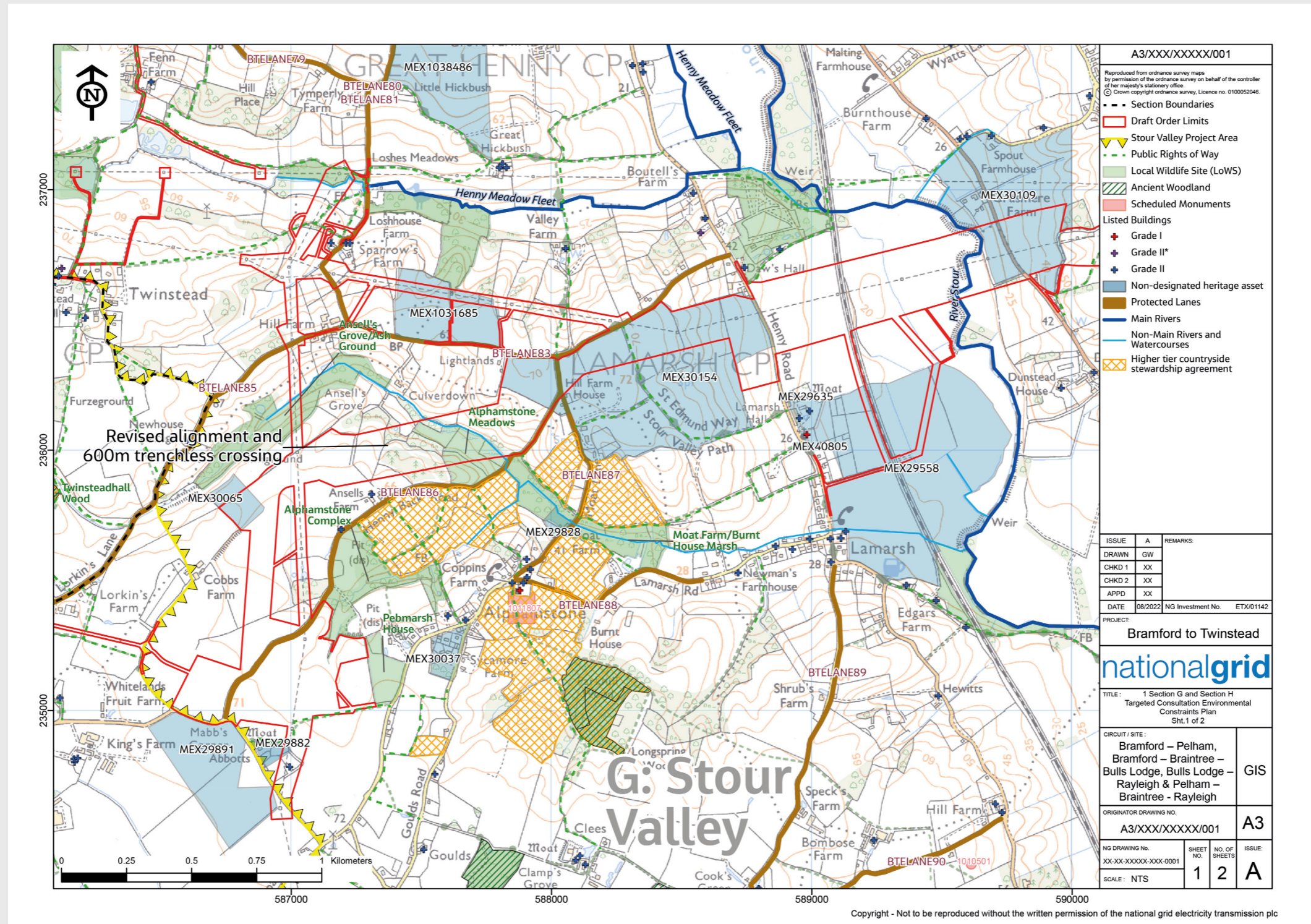
PEI – Preliminary Environmental Information

PRoW – Public Rights of Way

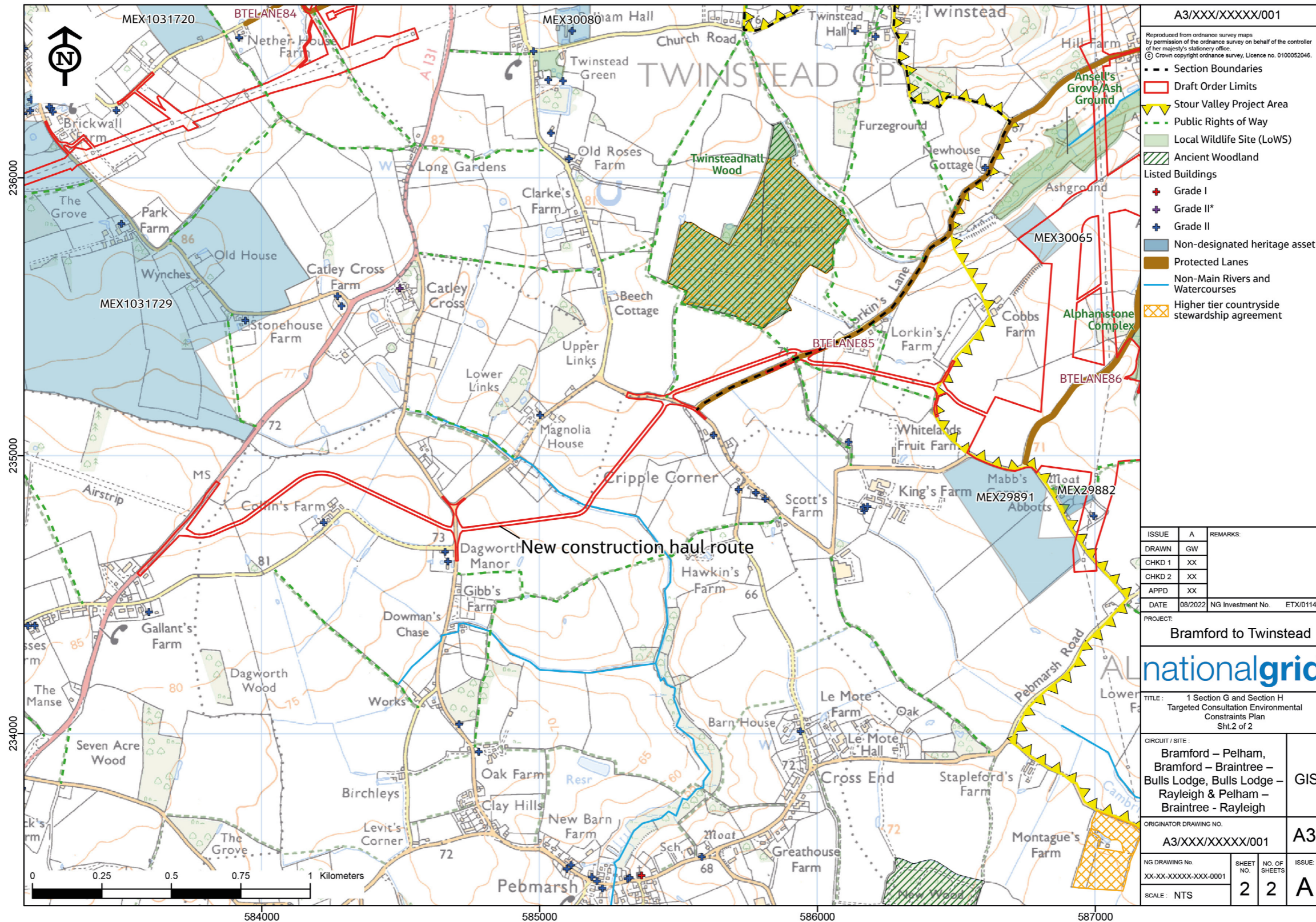
¹⁷ The original Scoping Opinion can be found at Bramford to Twinstead | National Infrastructure Planning (planninginspectorate.gov.uk)



14. Appendix B – Environmental Constraints Plan



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National Grid plc
National Grid House
Warwick Technology Park
Gallows Hill
Warwick CV34 6DA
United Kingdom

[nationalgrid.com](https://www.nationalgrid.com)