

## Section C and D – Babergh, Tendring and Colchester

### Section C and D 2024 preferred draft alignment

From Bramford Substation, the preferred draft alignment would cross immediately into the district of Babergh.

It would then run south-easterly, passing to the west of Washbrook and Copdock and north of Little Wenham and passing the north side of Raydon Airfield, where a change from overhead line to underground cable is made at a CSE compound moved from the edge of Notley Enterprise Park to a location with greater screening by woodland at Wenham Grove.

The underground cable would run to the east of Raydon and west of Holton St Mary as it enters the Dedham Vale National Landscape.

It would briefly cross the border into the Colchester district, running to the east of Langham and crossing the A12.

From here, the underground cable alignment would cross into the Tendring district, turning eastwards into the Tendring Peninsula, running north of Ardleigh and crossing the railway to the site of the East Anglia Connection Node (EACN) substation.

From the EACN substation, an overhead line would head west, crossing past Ardleigh and over the Ardleigh Reservoir and A12 towards Great Horkesley, where it would transition to underground cable at a CSE compound proposed to the north-east of Horkesley plantation. Cable continues to the west of Great Horkesley to a CSE compound near the junction of the B1508 and Crabtree Lane.

From here, the preferred draft alignment would continue south-west as an overhead line, passing to the west of West Bergholt, to the east of Fordham and Aldham, before crossing the A12, running north of Marks Tey and into the Braintree district.

### Main changes in section C since the last consultation

#### Bramford to the Dedham Vale National Landscape

Following feedback to move the alignment away from residential properties and to reduce socio-economic effects, we are proposing a change to the 2023 preferred draft alignment.

This moves the alignment east of fishing lakes, with JC16 moving further to the west increasing the separation between the closest property around the Pigeons Lane and Spring Road junction from approximately 90 m to approximately 180 m.

#### North of the Dedham Vale National Landscape

Near Chattisham, we are proposing to move JC21 and JC22 to the north-east, moving JC22 further away from a public footpath and JC21 away from a field entry point.

To allow continued safe flight activities from Raydon airstrip and following additional information on potential effects on heritage assets at Little Wenham, we are now proposing that the CSE compound is moved to the north of Raydon Airfield where there is existing screening from woodland.

This change would move the preferred draft alignment further north away from Little Wenham and Great Wenham, extending the underground cable length by approximately 1.5 km.

At the 2023 consultation we presented a split corridor for underground cable in the section near to Great Horkesley. Following feedback we have removed this split by restricting the working area for cable installation to reduce the potential for loss of woodland and interaction with a private garden. This moves the 2024 preferred draft alignment further south.

At Aldham we are also proposing a small change to move pylon positions around TB054, TB055 and TB056 to increase separation to residential properties.

Minor changes around Broad Green have been made in response to landowner feedback to position pylons at field edges where practicable.