

HOLTON ST MARY PARISH COUNCIL

Parish Clerk: Mrs Faye Hall

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Ref. Babergh - Holton St Mary.

For the attention of: Simon Pepper, Project Director

Dear Sir/Madam

This is the response of Holton St Mary Parish Council ('HSM') to your letter dated 12th June 2026 in which you request comments on your proposed enabling works at Holton St Mary.

Objection

HSM Parish Council strongly objects to National Grid taking any destructive Enabling Works ahead of receipt of the DCO for the Norwich to Tilbury line. You state in paragraph four of your letter that you will include plans to reinstate any work carried out if the DCO is not granted, yet the works you are proposing will cause irreparable damage/removal/destruction to ancient trees, native hedgerows and productive farmland that you cannot replace. They will also have untold impacts on residents' wellbeing, amenity and safety. These Enabling Works should not be investigated further until the DCO is granted (and free of any legal challenge) and it is therefore possible to know what is required.

Flawed proposal – temporary haul road

In paragraph five of your letter you state that you have previously consulted on these works while you developed your proposals. So far as we are aware no consultation with HSM Parish Council - that represents the residents of the village - nor any member thereof has taken place. If you believe this comment is untrue, we respectfully request that you provide evidence thereof.

Despite this lack of consultation HSM Parish Council made representations to the Examiner on 25th February 2026 and emailed both yourself and Ms. Yujnovich and yourself at your respective National Grid email addresses on 24th May 2026 and 1st June 2026 outlining our objections to your temporary haul road proposal, suggesting a far superior route to the North of the village between Junctions 32A and 32B of the A12 parallel to the old disused railway line that runs to Hadleigh via Raydon.

We requested a meeting to discuss this alternative. We received no reply to these emails from National Grid. The comments that we made to the Examiner and to National Grid are repeated below and remain the position of HSP Parish Council.

They were accepted by the Examiner. And, also below, maps showing the alternative proposal are attached under the heading **Appendix A and B** below.

Opting for the temporary haul road in HSM's suggested location would negate the need for the Enabling Works you are currently proposing.

Specifics of the Enabling Works proposed

Temporary site access south of HSM

You have proposed temporary site access on the B1070 south of HSM to provide access to the temporary haul road. The location of this access point is on a bend, in a 60mph stretch of road within metres of the very busy B1070/A12 slip road junction (currently under investigation for the number of accidents) and within a chevroned area designating no vehicular passing. It is a wholly unsuitable location for the access. Around 38,000 vehicles travel the B1070 daily, many HGVs, and the traffic congestion resulting from your proposal would cause gridlock in this area given the number of NG extra-large HGVs that have been projected as using the access. The proposal as it stands is flawed, unworkable and unsafe. HSM PC requests, as above, that the temporary haul road is moved to a more suitable location. If the temporary haul road is to remain where it is, a more suitable & safer access point is required. Please see **photographs 1 and 2 below** of the B1070 at the position of the proposed new haul road access point.

Temporary site access points NW of HSM

It is also not clear what need there is for further temporary site access points north west of the HSM? Surely the main haul road/cabling route serves as site access throughout the route. Why are further site access points required? They will take out further hedges and oak trees and cause further disruption to traffic on the B1070 (as above already in the region of 38,000 vehicle movements daily).

What diversions and traffic regulation will you put in place when you inevitably close the B1070 for long periods of time for these Enabling Works? Alternative Quiet Lanes and small country lanes nearby are not suitable for the volume of traffic that currently uses the B1070. Previous closures of the B1070 in this area have resulted in gridlock in the small lanes around, causing destruction to the lanes, more potholes and vehicles becoming stuck. The fewer access points the better. Please advise mitigation actions and why the temporary access points are required.

Footpaths

The Enabling Works will see Footpaths 9 and 15 closed. These are much used paths for residents – in particular Footpath 9 provides the only pedestrian access to Raydon from Bacons Green/HSM. What alternatives are you offering for residents? We request alternative routes be created for the duration of the works and the entirety of the project. In the case of Footpath 9: shifting the access point further NW, or providing a diversion SE of the hedge next to the current footpath, would mean residents still had access between Raydon and Bacons Green. Please advise/revisit this.

Residents of Bacons Green have no other footways to either Raydon or the main village of Holton St Mary. Please advise what provision you will make for the safety of the many people who currently use footpath 9. And, given the increase in traffic

along the B1070 caused by the temporary access points, what provision you will make for residents of Bacons Green to access the main village of Holton St Mary safely.

A12 slip roads

The Enabling Works propose extension and widening of the A12 slip road northbound on the A12, but not the southbound slip road. If the temporary haul road is to remain in its current proposed position, there is no way that NG works vehicles will only use the northbound slip road, which would occasion them an extra 20 mile round journey. If this temporary haul road position is to be retained, extension and widening works would be required to the southbound carriageway slip road.

In summary, HSM Parish Council objects to the Enabling works proposed by national Grid for the following reasons:

- 1). It is not appropriate that planning applications to Babergh District council be made before the DCO has been approved, particularly as route changes may occur and ecological impact is irreversible.
- 2). The alternative proposal made by HSM Parish Council and several of the residents of the parish have not been considered by National Grid or discussed with them.
- 3). The Enabling Works proposed are unsafe and unsatisfactory in their detail.
- 4). An Environmental Assessment should not be performed on a route that could be changed as it would be premature. Furthermore, any Environmental Assessment must be part of all the Enabling Works proposed for the Norwich to Tilbury route and not in isolation as the cumulative impacts are unacceptable.

Yours faithfully,

Oliver Greene and Claire Rowan

Chair and vice chair, HSM Parish Council

Appendix A.

Holton St Mary Parish Council respectively submits further comments on some of the subjects about which the Inspectorate has raised questions with the Applicant, as these subjects have a significant

relevance to Holton St. Mary (HSM). The Parish Council requests that these comments be accepted by the Examiner as though HSM Parish Council itself had been asked to respond to these questions. HSM has received no feedback from the Applicant about the cumulative impacts on the village of the temporary access road, the haul road, the Northern slip-road to the A12 at Junction 31 and proposed bellmouth works at the A12/B1070 junction and other matters. In the case of the access road we have proposed a solution that should be acceptable to the Applicant. The references below are taken from the ExQ1 document (deadline 10th April 2026) without repeating the Examiner's questions.

1.TT 1.12 The access road to the proposed Sealing Compound at Notley Enterprise Park from the Junction of the B1070 with the A12 to the North of Holton St Mary and its associated bellmouth is unsatisfactory and will create continuing traffic problems as more than 36000 vehicles travel through that junction per week.

Table 3.10 on Page 69 of Volume 6, Document 6.3 Chapter 3 states that the Cable Sealing Compound site preference is for Notley Enterprise Park. This would be connected to a new access road running just North of Holton St Mary Village (HSM) to the Four Sisters Junction with the A12 (Junction 31) that would require major modifications to the slip road, that appear not to be planned, a new bellmouth that would adversely affect two Listed buildings close by. Although the creation of this road rightly avoids traffic going along the very busy and unsuitable B1070 that runs through HSM, the Parish Council considers this to be sub-optimal as it is much too close to the village to mitigate noise, dust, light pollution, traffic and concerns about the mental well-being of the residents in particular the 50 or so on the North side of the village through which some 36,000 vehicles already pass each week.

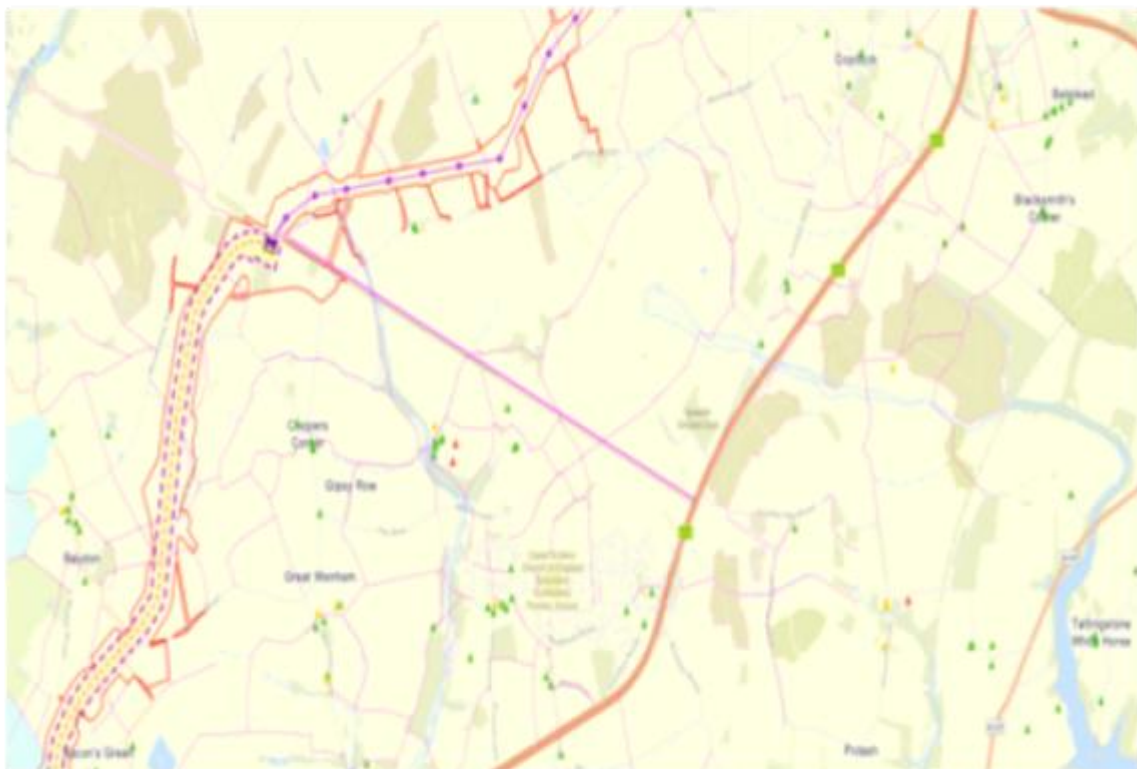
HSM Parish Council has suggested on several occasions that the access road AND the Cable Sealing Compound north of the B1070 should be moved further North. Our specific proposal as outlined in our last representation is that the new access road should be constructed from between junctions 32A and 32B of the A12 North of Capel St Mary parallel to the disused railway line. This line leads to Hadleigh; North of Notley Enterprise Park and Raydon airfield so, the last pylon should be moved further to the North East and the Cable Sealing Compound moved appropriately. This is shown on the map below.

This route is infinitely better as it would dramatically reduce the number of

affected properties, is virtually all on field edges/headlands and with direct access to a grade separated junction at Capel St Mary only requiring a large bellmouth. Moreover, any adverse effects on the two Grade II Listed and other properties on the B1070 Northern slip-road to the A12 would be avoided as would be the requirement for a storage compound by the A12 there.

It would appear that this alternative to the preferred location at Notley Enterprise Park was not considered at any time by the Applicant since no mention of this possibility appears to be contained in Document 6.3. Further, the Applicant has made no attempt to engage with the Parish Council about this. Therefore, HSM Parish Council, requests that an analysis of this alternative be made before a decision is reached.

Appendix B.





PHOTOS OF position of current proposed haul/access road off the B1070

Photo 1) Looking back to Holton St Mary, where the 30 mile an hour limit begins, showing bend and start of chevroned/no crossing area.



Photo 2 - Looking towards the A12, showing chevroned/no cross area and proximity to the A12 sliproad

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1070

— Ipswich **A12**

