

Little Waltham Parish Council response to the 2024 Norwich to Tilbury Statutory Consultation by The National Grid

The Statutory Consultation by the National Grid in respect of the proposed Norwich to Tilbury transmission line (N2T) commenced on 10 April 2024, to run for 10 weeks. There have been two previous non statutory consultations in 2022 and 2023, and the Little Waltham Parish Council (LWPC) has made submissions in respect of each of them. This submission however is the LWPC submission in respect of the current Statutory Consultation. It contains 4 options, set out in order of preference. Because a particular option is expressed in this document it is not to be taken that it is what the LWPC prefers, only that if other options are rejected then our support will transfer to the subsequent options.

SUBMISSION 1 – offshore route

Our primary submission is that the transmission line should be run offshore as part of an integrated offshore grid, encompassing wind generated electricity from an area covering the North Sea to Tilbury. We share with Rosie Pearson's Essex Suffolk and Norfolk Group that it is this larger area which should be incorporated in the electricity transmission project, and not simply the smaller National Grid focus of the Norwich to Tilbury zone. The recently published ESO East Anglia Study was deficient in that it also focussed only on this smaller area.

When this approach is adopted, and combined with realistic cost assessments of the residential, environmental, and heritage damage inflicted by onshore pylon transmission, then the costs assessment swings in favour of an offshore solution. Little Waltham is one community, among others, which will be severely impacted by an onshore pylon based transmission line.

Chelmsford City Council, the local planning authority, and the Essex County Council support siting the lines offshore.

SUBMISSION 2 - Undergrounding

Should submission 1 above not be accepted, the second submission of the LWPC is for the line to be undergrounded as it passes between the Little Waltham and Great Waltham Conservation Areas. This pinch point between Conservation Areas is less than 250 meters wide, probably the narrowest pinch point along the entire Norwich/Tilbury transmission line.

The line, as currently proposed, means that the 50 meter pylons would be situated just some 300 meters or so from Little Waltham's main cluster of grade 2 listed buildings, the village school, the listed grade 2 Georgian village pub, the congregational church and the village social club, completely overwhelming and effectively destroying the village environment. We are particularly concerned about the effect on the village school which is one of the closest buildings to the pylon line and is wholly unprotected by tree cover or housing.

The line also runs close to the Great Waltham Conservation Area and the Historic England Listed 17th century Langley's Park and Gardens containing the Georgian grade one listed building Langley's House, and runs virtually over the top of residential properties in Chatham Hall Lane and Chelmsford Road.

Ash Tree Scheduled Monument Furthermore, the line is proposed to be sited directly over and within the 5000 year old Ash Tree Corner Neolithic settlement, part of which is a Scheduled Monument under the Ancient Monuments and Archaeological Areas Act 1979. Carbon dating of pottery on the site has been aged to 3170 BC (thus over 5000 years old) and the site is one of the earliest Neolithic settlements in England, with local and national significance. The site also contains examples of Iron Age, Roman

and early medieval occupation. Artifacts of museum quality excavated from the site are on display in the nearby award winning and popular Chelmsford Museum, and the ancient sites have become an important part of Chelmsford's historic heritage.

At least one of the National Grid pylons (pylon TB139 on the NG Interactive Map) will be constructed actually directly within the ancient village site, which according to the archaeologists from the British Archaeological Society who excavated the site in 1973, extends for some 500 meters from the point where the bypass crosses the River Chelmer. This pylon development, if allowed, will effectively destroy the historic site.

If undergrounding is adopted, the line of the trench should be to the west side of the Waltham pinch point, possibly adjacent to or overlapping the eastern edge of Langley Park, so as to avoid the Ash Tree Corner site.

Undergrounding of this part of the line is supported by Chelmsford City Council, the local planning authority.

The Waltham Conservation Areas As mentioned both villages have large numbers of grade two listed buildings, most of them within their respective conservation areas. Taken together there are nearly 200 listed buildings in the two villages. The impact of the line of pylons as currently proposed will be very substantial and extremely damaging.

The Little Waltham Conservation Area Character Appraisal document calls Little Waltham an area of "unique quality". The grade 1 listed Langley's House and Park is described in the Great Waltham Village Statement as "very special and unspoilt". Both villages thus have very significant protected heritage which is explored in more detail in option 3 below. Running the lines underground through this area will avoid the significant detrimental impact on these historic areas.

Recreation and wildlife Furthermore there are important recreational considerations which would require the transmission line to be undergrounded. Little Waltham Meadows Nature Reserve which follows the River Chelmer as it runs through the village is a designated Local Wildlife Site. The area is open to the general public and is a popular recreational area for residents of Little Waltham and Great Waltham and the wider Chelmsford area alike. Furthermore, the Little Waltham village area is designated as part of the "Green Wedge" in the Chelmsford Development Plan, performing an important recreational function for the wider Chelmsford area. Full details of these designations are set out in submission 3 below.

2024 Design Development Report The unsuitability of the pinch point between the two villages being used as a route for the pylons has been recognised by the National Grid itself in their publication "Design Development Report April 2024". In that document the National Grid planners set out an alternative western route through open farmland well to the north and west of the Waltham villages. They note the alternative route would "reduce potential heritage effects" and "reduce residential effects" in the two villages in comparison to the damage which would be caused by the existing proposed line of pylons running between the two villages. Undergrounding would avoid these effects altogether (see below).

We join with the Essex Suffolk and Norfolk Group in supporting the use of HVDC undergrounding identified by the ESO review as being significantly less disruptive with fewer cables more closely spaced and a much narrower trench. The recent ESO review also established that HVDC equipment can produce considerable cost savings.

Additional undergrounding agreed by the National Grid In the National Grid publication “2023 Non – Statutory Consultation Overview” it was revealed that several new undergrounding proposals put forward during the consultation process have been accepted by the National Grid, including undergrounding at Notley, Great Horkesley and Fairstead. The lengths of the undergrounding are said to be 14.6 km, 5.3 km, 4.6 km and 0.7km. We estimate that the undergrounding between Little Waltham and Great Waltham would be for not much more than about 1 km. This would be a very short length of undergrounding at minimal expense. The proposal to underground would alleviate very significant detriment to both villages.

LWPC understands that the undergrounding process can itself cause significant disruption during the construction phase, but we are absolutely clear that we strongly prefer this temporary inconvenience to the long term destruction of the village environment which would be caused by permanent 50 meter pylons.

SUBMISSION 3 - The alternative route

Design Development Report The National Grid’s “Norwich to Tilbury Design Development Report of April 2024” at paragraph 5.4.179, considers an “alternative western route” for the pylon line as it passes by the western side of Chelmsford. Rather than running the line close to Little Waltham, as was originally proposed, it considers an alternative route. This alternative route would run to the north of Warners Farm (that is, well to the west of Great Waltham) across undeveloped agricultural land then turns south, again across undeveloped agricultural land “staying to the east of the gas pipe line to maintain separation from Pleshey”.

A better route After assessing a number of factors the NG conclude that the new western alternative route would have a less detrimental effect on residential and heritage amenity in the area than the existing proposal to run the line close to Little Waltham – in other words the new route is a better route in residential and heritage terms than the existing proposed route.

It might be thought that this important finding should be enough to persuade the National Grid to follow the alternative route. However because this western alternative is slightly longer than the existing proposed route and therefore slightly more expensive they have decided “on balance” to go with the more damaging route close to Little Waltham thereby causing greater residential and heritage damage. Thus for a small saving in costs (miniscule in terms of the overall cost of the Norwich to Tilbury project) the National Grid are prepared to blight both Walthams with massive 50 meter pylons.

And it is not just the Walthams which will be blighted. The line runs close to communities all the way down western Chelmsford, not least the Broomfield Hospital which has considerable medical, psychiatric, and residential development very near the pylons. As currently proposed the pylons are close enough to the hospital to adversely impact the emergency helicopter service in certain weather conditions. The line as currently proposed also runs close to residential areas in Partridge Green, Minnow End, Parsonage Green, Broads Green, Broomfield, St Andrews and Melbourne. The alternative western route will site the line further away from all these areas, avoiding blighting the west of Chelmsford. The leader of Chelmsford City Council supports the alternative line for this reason.

Assessment of the alternative route by the National Grid Factors taken into account by the National Grid include the effect on the village of Pleshey and its listed monument. However the effect will be minimal. The landscape between Pleshey and Great Waltham is undulating as waterways pass across it. There is a pronounced dip to the east of the gas line where the pylon line might run, serving to obscure sight lines to and from Pleshey village. Furthermore the road to Pleshey navigates sharp s bends as it approaches the village, with the verges heavily wooded with mature trees, yet further

obscuring views across to the pylons from the village. The road also encounters a significant dip as it approaches Pleshey and then passes through an area of mature woodland at the edge of the village. All these factors combine to ensure the pylons will be completely obscured from Pleshey village, and some distance away from it. Views to and from the scheduled monument in Pleshey are additionally obscured by the dense mature undergrowth vegetation around and over it.

The National Grid also mentions a heritage site near Howletts Farm. This is in fact a buried underground historic ruin, completely hidden by agricultural cultivation. The position and dimensions of the ruin have been precisely determined and are sufficiently well away from the alternative route to avoid any adverse effect.

Other factors mentioned by the NG in assessing the alternative route include a reference to “spoiling a view across open country side”, and a reference to a limited transfer of amenity in certain limited locations along the line, and there is mention of some additional works needed around the gas line. But it is important to bear in mind that all these matters have been taken into consideration by the National Grid itself within their assessment that the new western alternative route is a better route in both residential and heritage terms than the route passing close to Little Waltham. It is only the marginal increase in costs which “on balance” causes the NG to express a preference for the LW route. The National Grid are permanently blighting large residential areas of west Chelmsford simply to make some marginal costs savings!

NPS EN-5 Policy Documents In the 2024 Design Development report the NG consider policies contained in NPS EN -5. This is the National Policy Statement for Electricity Networks Infrastructure. It contains advice and instruction on how electricity infrastructure is to be constructed. Infrastructure projects such as pylon lines must comply with it. The NG consider that the existing proposed route passing Little Waltham is “not inconsistent” with NPS EN-5. **In fact the NG pylon proposals are noncompliant in several important respects with NPS EN-5.**

Holford Rules Para 2.9.16 of NPS-EN5 stresses the importance of complying with the Holford Rules. The Holford rules provide judicial guidelines for the routing of new over head lines.

Holford Rule 1 requires the route to avoid altogether major areas of highest amenity value including “listed buildings, conservation areas and schedules of ancient monuments.” Supplementary notes to the Holford Rule1 state that the line should “avoid routing close to residential areas as far as possible on grounds of general amenity”. This note, and therefore NPS EN-5, is breached by routing the pylons so close to Little Waltham.

Holford Rule 2 states that developers must “avoid smaller areas of high amenity value by deviation”. The notes to HR2 set out what constitutes “areas of high amenity value”. They include areas of local high amenity value identified in development plans (which would include the designation of Little Waltham as part of the Chelmsford Green Wedge, and should include the designation of the Little Waltham Meadows Nature Reserve as a Local Wildlife Site). The notes to rule 2 also state that “Where possible choose routes which minimise the effects on the settings of areas of architectural, historic and archaeological interest including Conservation areas, listed buildings and ancient monuments”. Siting one of the pylons actually within the area of the archaeological find and so close to the Conservation Area, clearly breaches this requirement and therefore NPS EN-5.

Holford Rule 3 states that “other things being equal choose the most direct line”. In the case of the pylon line past Little Waltham of course “other things” are very far from being equal because the National Grid itself accept on residential and heritage grounds the alternative western route is a better route. The proposed line close to Little Waltham is therefore far from being compliant with NPS EN-5.

The National Grid appear to have cherry picked those parts of EN5 which do not conflict with their proposals and simply ignored those parts which do not comply. This approach - apparently just ignoring matters which do not support their proposals - is reflected in its references to Little Waltham in the Design Development report. This document does not even mention the important residential and heritage assets of Little Waltham or the disastrous impact of the 50 meter pylons on them.

The consultation route is extremely damaging to Little Waltham, its environment, the surrounding views across open countryside, the conservation area, Little Waltham's built village heritage, its historic listed houses, its function as a recreational "green wedge" for the wider population of Chelmsford, its schools, its businesses, its wildlife particularly in the Little Waltham Meadows Nature Reserve, and of course to the residents who live in the village. It is seriously non-compliant with the Government guidance in NPS-EN5.

Screening by trees and bypass The 2024 Design Development Report suggests however "the bypass and the screening from trees would reduce potential effects on Little Waltham". This is plainly incorrect. The proposition that the adverse effect of a 50 meter pylon with very high powered electricity lines, could be mitigated by the bypass, a B road (the B1008) at ground level, is self-evidently wrong. Also most trees in the area are less than 10 meters tall. None rise above 12 meters, so have little effect in screening these exceptionally tall pylons.

And the National Grid's argument that trees mitigate the detrimental heritage effect of the pylons to Little Waltham, is also badly wrong - for a number of reasons. The first point is that nearly all the trees are deciduous trees which lose their leaves in the winter months exposing the entire village to the intrusive views of the very close, very large pylons and electricity lines. Furthermore trees can die, be lopped, be harvested or simply cut down by their owners. In 2021 a number of trees in the meadow by the river in the Little Waltham conservation area were harvested by their owner. To suggest trees can offer a reliable and permanent barrier to the ongoing steel pylons is, we suggest, a fallacy which if accepted would be gravely damaging to the existing beauty of Little Waltham.

Secondly, even in the summer months there is little or no screening for significant parts of the conservation area of the village, including the Primary School, with over 200 pupils, the village green which hosts many village activities during the year, or for the meadows area which abuts the River Chelmer and lies directly between the village and the proposed pylons. These meadows are regularly used by residents for walking and recreation. They are part of the conservation area and lead immediately on to the Little Waltham Meadows Nature Reserve "a beautiful mix of old flood areas and dry meadows and bursting with wild life", managed by the Essex Wildlife Trust, where the conservators are seeking to reestablish otters. Kestrels, tawny owls, sparrowhawks, bee orchids, marsh marigolds, saxifrage, water voles, kingfishers, bats and the emperor dragonfly are all found here. It is designated as a Local Wildlife Site. These areas are open to the general public, and are greatly appreciated and frequented by residents and visitors alike. They provide an exceptional recreation facility for the wider Chelmsford population.

In these respects the proposed pylon line breaches NSPEN-5 by the non-compliance with the Holford Rules.

Residential Heritage Many of the historic listed houses along the Street, and a number of the village businesses (including the busy grade 2 listed White Hart village pub, the popular Tufnell Hall Sports and Social Club recreational centre, and the Congregational Hall with its nursery school) have little or no shielding by trees at any time of the year. Many of the houses, including clusters at the top and bottom ends of the Street, have little or no tree coverage. For many houses, over 20, it is the rear and back gardens of the residential properties which are most exposed to the pylons, causing really

significant intrusion and disruption in the quiet enjoyment of owners' homes. All these locations lie within the conservation area and would be very severely impacted by the pylons and their cables.

The Street (the main village by-way) represents one of the finest examples in the region of a diverse historic listed buildings townscape. The Street lies within the village Conservation Area. The village, to give some context to its historical importance, is mentioned in the Domesday Book. The Little Waltham Conservation Area Character Appraisal document states "The buildings within the conservation area represent an excellent cross section of archetypal Essex domestic architecture spanning 500 years". The document also states, "It is the setting of the village in rolling countryside with fields along the riverbank and its collection of typical Essex rural architecture that gives Little Waltham its unique quality". The "rolling countryside" will of course be spoilt forever by the 50 meter pylons.

Infrastructure Planning (Decisions) Regulation 2010 at Reg 3 states "When deciding an application relating to a Conservation Area the decision maker must have regard to the desirability of preserving or enhancing the character or appearance of that area." There is no evidence that the NG has had regard to the heritage value of the Conservation Area, or the desirability of preserving it. This policy is surely breached.

Some 66 buildings in the village area are individually listed as Grade 2, with a further 20 or so listed on a group basis. The listings include 15th, 16th, 17th, 18th and 19th century historic houses. At the bottom of the Street is the 15th century very rare Essex example of a Wealden Hall House which is unprotected by any effective tree cover. St Martins, the village church, again mentioned in the Domesday book, is 12th Century with 15th Century additions. Little Waltham thus contains such a dense concentration of heritage buildings over five centuries that in our submission it renders the village unique in the region. As such its heritage value is particularly high and particularly vulnerable to incompatible development such as the 50 meter steel pylons positioned so close by.

So significant is the architectural and residential heritage of the village that in the 1970s an expensive bypass was constructed, including a new bridge over the River Chelmer, specifically to preserve the village from environmental damage, including from unsightly traffic pollution. Now the 50m pylons are set to destroy this architectural heritage which the bypass sought so expensively to preserve.

The Infrastructure Planning (Decisions) Regulation 2010 at Reg 3 states "When deciding an application which affects a listed building or its setting the decision maker must have regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses". There is no evidence the NG has had regard to this requirement, and again the policy is breached.

NPSN-5 is seriously breached by reason of noncompliance with Reg 3 and the Holford Rules.

Archaeological Heritage A further aspect is the archaeological heritage of Little Waltham. In the early 1970's the British Archaeological Society carried out excavations at the southern end of the village which revealed very early settlements going back to prehistoric times with artifacts of museum quality and importance. (see "Excavations at Little Waltham 1970 – 1971 by PJ Drury 1978 Cambridge University Press ISBN0900312645). Carbon dating of artifacts from the site revealed domestic items over 5000 years old – making it one of the earliest neolithic settlements in England. Not only is the site extremely ancient, but it proved to be extremely diverse, showing evidence of settlements within the site from Mesolithic, early Neolithic, early and late Iron Age, Roman, and the early and late Medieval period.

The 1971 excavations were limited to the route of the proposed bypass, and revealed only a small part of a much larger settlement. It was obvious however that the settlement extended well beyond the boundaries of the dig. At page 10 section 3 of the PJ Drury publication it was stated that the settlements were likely to have extended to a radius of some 500 meters from the point where the bypass crosses the River Chelmer. This would mean that at least one of the proposed pylons (TB139) would be constructed right on top of and within the boundary of the settlements and that the electricity transmission lines would pass directly over the top of the archaeological site. This would effectively destroy the archaeological value of the site altogether. It is vandalism of the very worst kind.

The professional archaeologists of the Council of British Archaeology found the complex diversity of the site called for further examination. The report concludes. "The post Roman archaeology of the Waltham's deserves attention in the future. Although a thorough study of the evolution of the landscape of the Waltham area has not been possible within the scope of this report, it is hoped that sufficient has been done to demonstrate the value of such studies." These remarks stress the importance of preserving the site and highlight how necessary it is to prevent its destruction by the NG pylon line, all the more so where the NG have identified an alternative route around the site which they themselves say is better in terms of residential and heritage considerations.

The site known as Ash Tree Corner, is now a Scheduled Monument, under the Ancient Monuments and Archaeological Areas Act 1979 and the site is a national heritage asset and part of the historic environment. As such it has the protection afforded by the 1979 Act such that any attempt to destroy or damage the site or carry out works which would alter it without permission, is a criminal offence which may result in prosecution. Such development can only be permitted with the consent of the Secretary of State, which, in view of the better western alternative route should be refused. There will certainly be the strongest representations on this point. Any development close to a scheduled monument which might damage its setting is a material consideration in the planning system. This site is not shielded by any effective tree cover from the pylons.

So important has the architectural heritage of Little Waltham become that any new development in the village which affects the footprint of a building has to be preceded by an archaeological investigation – for example Blasford Hill 2022, Foxtons 2015, the village school 2021.

Paragraph 5.9.30 of NPS-EN1 deals with the impact of pylon lines on heritage assets. "Substantial harm to or loss of designated assets of the highest significance, including Scheduled Monuments ..., grade 1 and 2* listed buildings, should be wholly exceptional". Where there is a better alternative route, as here, it surely cannot be maintained that permitting the development would be wholly exceptional.

And para 22.10 of NPS-EN5 emphasises the importance of having regard to the duties under the Electricity Act 1989 which sets out the "desirability of preserving natural beauty, geological features of special interest, and of protecting sites, buildings and objects of architectural historic or archaeological interest". Yet the LW route passes straight over and through a 5000 year old national monument at Ash Tree Corner, overwhelms a historic collection of listed buildings at Little Waltham and a nationally recognised park with Grade one listed buildings in it at Great Waltham.

The Infrastructure Planning (Decisions) Regulation 2010 at Reg 3 states "When deciding an application which affects or is likely to affect a scheduled monument or its setting the decision maker must have regard to the desirability of preserving the scheduled monument or its setting." The best way of preserving the site is to adopt the alternative route.

Green Wedge The importance of Little Waltham has been further recognised by environmental planners with the designation of Little Waltham as a "green wedge" for the Chelmsford Development

plan. The plan indicates “The purpose of the Green Wedge is to protect and enhance the open character of the river valleys as well as providing areas for informal recreation”. The village thus provides an important recreational facility for the wider Chelmsford population, set to become even more important with the development of the Chelmsford Garden Village to the east and north.

NPSEN-5 is breached by reason of noncompliance with the Holford rules.

Great Waltham Paragraph 5.4.183 of the 2024 Design Development Report also suggests that properties in Great Waltham would benefit from tree screening with the consultation route, but many of the arguments as to the inadequacy of tree screening apply here also. We are dealing with exceptionally tall pylons and the screening effect of trees is significantly less than with shorted pylons. Further, tree foliage is seasonal. Several of the pylons are situated so that there is no foliage screening at all. The interests of Great Waltham properties and its conservation area could be much better protected by siting the line along the “alternative route”.

NG agreement to changes in pylon routes In the document “2023 Non-statutory Consultation Overview” the National Grid revealed that they have accepted 5 changes in the original proposed route of the pylons, including at changes at Fairstead, Writtle and Ingatestone. The 2024 Design Development Report sets out further changes to the scheme. We submit that the alternative route around Little Waltham falls within this category of acceptable changes and should be adopted for the reasons set out above.

SUBMISSION - 4 – remedial measures

The fourth submission, if all three of the above options are refused, is for the three pylons TB 137, 138 and 139 to be moved back farther away from Little Waltham. In particular pylon TB138 can be moved 300 – 400 metres into or near to the wood where it would be screened from Little Waltham and from the houses on the Chelmsford Road and Chatham Hall Lane. No residential premises would be disadvantaged. Langley’s is a long way off and well screened. Woodland can be preserved by careful siting.

It may be possible to find the new position for TB 138 just outside the boundary of Langley’s Park or the repositioning may mean the new location might be just inside the area of the Park. Although Langley’s is a registered park, this designation cannot be an absolute bar to such a solution, particularly as Langley’s “Park” is not a public park, it is a private agricultural area run as a working farm. The public does not have access to walk around this part of the park. In the locality of Pylon TB138, the Park has the appearance of a straightforward commercial agricultural farm business. The current position of the pylon TB138 is on prime agricultural land and its removal to an area in or adjacent to woodland would provide some financial benefit for the commercial enterprise of the farm. The new position would be in the dip in the land as it runs down to the River Chelmer.

The pylons adjacent to Little Waltham (TB138 and TB139 on the 2024 interactive map) should in any event be shortened to 35 meters or less in height to minimise impact on the village and surroundings. We note that the 2024 interactive map and the 2024 Design Development Report indicates several pylons to the immediate north (numbers TB135, TB136 and TB137) have been positioned closer together and are to be reduced in height. These shortened pylons would appear to be for the benefit of Langleys rather than the 2000 residents of Little Waltham. The pylons which carry the line past Little Waltham (TB138 and TB139) appear on the interactive map to remain at the original 50 meter height. Shortening these pylons would be of great benefit to Little Waltham.

We note that according to the 2024 Design Development Report pylons TB135, TB136 and TB137 have been shortened “to reduce effects on farming activity, conservation areas, heritage assets and landscapes.” All these factors would also apply to pylons TB138 and TB139, which are the pylons which affect the same criteria around Little Waltham. In fact the damaging effect will be considerably greater because of the greater number of residents in the Village. Particularly vulnerable will be the 200 primary school pupils attending the village school almost directly opposite TB138. The NG must shorten pylons 138 and 139 to avoid the damaging impression that Little Waltham’s residents and children deserve less care and protection than the residents at Langleys.

Conclusion

For the avoidance of doubt we wish the National Grid to consider each of these proposals. The preference of the village in our submissions is that the offshore route is the first preference, undergrounding is the second, the alternative route is the third and the relocation of the three pylons using alternative positions and shorter repositioned pylons is the fourth. Evidence adduced in relation to each of the preferences will be relevant to the other submissions.

In conclusion we maintain that the current proposed pylon line so near to Little Waltham would mean the destruction of the village environment, and the destruction of the scheduled monument at Ash Tree Corner. The NG claims their proposals are consistent with the NPS EN1 and 5. But these catastrophic proposals will badly breach both those important policy documents.

We would be happy to answer any questions the National Grid or others may have or supply any further information they require.

Little Waltham Parish Council

May 2024