

**The National Grid Electricity Transmission (Little Horsted Substation Connection) Compulsory
Purchase Order 2022**

For the attention of: Secretary of State c/o John McKenna, Department for Business, Energy and Industrial Strategy, c/o Eversheds Sutherland (International) LLP, Two New Bailey Square, 6 Stanley Street, Salford, M3 5GX

Owner - Swynson Limited, East Sussex National, Uckfield, East Sussex, TN225ES c/o James White, Savills, 74 High Street, Sevenoaks, TN13 1JR

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Objection 1

Plot 7 land rights Map page 2 & 3. We believe the 30,887 square meters of grassland and golf course is an excessive working area required for the scheme's duration of 24 months. The proposed work extends into the golf fairway, making the golf hole unplayable. The reasons given by NGET for the size of the working area are as follows:

- Set up of 20T winch – This is the piece of plant that pulls the conductor under tension. The industry standard procedure for this operation is to sit the winch 1.5 times the tower height away from the existing tower. This is to ensure that no unnecessary vertical loads are applied to the arms of the tower which could potentially cause critical damage and create a health and safety risk. As the tower is 60m high the EPZ needs to be 90m back and the area between the winch and the tower needs to be kept clear at all times.
- Conductor Drums – To allow the new conductor to be released or the old to be taken back in conductor drums need to be set up around the winch. As this is a quad bundle arrangement this requires room to set up 4 drums
- Equipotential Zone (EPZ) – An EPZ is required to ensure that the operatives involved in the pulling operation are kept at the same electrical potential as the section. This is because one circuit will still be live when the operation is taking place. To set up the EPZ aluminium trackway panels need to be laid to the National Grid specification.
- Raising working platforms to the tower – To allow the operatives to work on the tower safely a 21m platform is required to be lifted to the tower arms. Holding out areas are required to get the platform to the top cross arm.

From February 2022, we have requested details from Fisher German as to how long National Grid will require the entire working area, particularly the area extending into the fairway. We have not yet received a detailed response.

In early March 2022, Fisher German made an offer for the working areas and access by requesting we enter into an option agreement to grant a two-year lease. We feel the offer was made as a matter of process. We could not have a meaningful discussion and review the offer because of the lack of specific information.

We were advised by Fisher German that a site meeting would be held with the project team in March 2022 to review the requirements, and at that meeting, our concerns would be considered. The proposed meeting has not yet gone ahead, and we understand this is because of a lack of project

information. The CPO is then submitted in March 2022 without the expected consultation and the level of detail we feel should be provided.

The proposed working area will significantly impact the golf course and the experience of golfers attending the resort expecting to play all of the golf holes. Therefore, we object to the proposed working area because we have not been provided with crucial information on exactly how the proposed working area will impact East Sussex National Golf Course and Hotel.

Objection 2

Plot 8 land rights Map page 3. The proposed construction access route is 15 meters from a tee box on the East Sussex National Championship Golf Course. Traffic using the proposed construction access will distract golfers on the tee box when playing their shots.

The proposed construction access route is 76 metres from one green complex and 55 meters from another. Golfers experiencing East Sussex National Golf Course and Hotel will be distracted by the noise of vehicles and the visual impact of the traffic when standing on the tee box or green complex. If conditions become dry during Spring and Summer, there is potential for dust to be thrown up by passing traffic and blown towards the course.

We were not given the opportunity to discuss the proposed route prior to the submission of the CPO. We would have suggested the construction access route follow the eastern and northern boundaries of the field. Consequently, we object to the construction access route in its current position.