

INTERESTED PARTY REFERENCE NUMBER – [REDACTED]

Written Statement Jan 2026

My name is Russell Matthews, and I live at [REDACTED] in Roydon, [REDACTED], which National Grid purchased in January 2024.

I wish to speak about fairness, consistency, and how people affected by this project are being treated. While this statement reflects my own circumstances, the concerns I raise apply more widely to residents along the route.

From the beginning, it has not felt as though affected residents were given a genuine or balanced choice. We were told that pylons were the only workable option and that alternatives did not stack up. National Grid holds the information, modelling, and expertise, while residents are left trying to understand decisions that appear to have been reached without a meaningful opportunity to challenge or test them. This creates an imbalance that makes it difficult for residents to engage on equal terms.

The purchase of [REDACTED], a prominent Grade II listed property located in the centre of Roydon village and set within approximately 10 acres of land, has reinforced that concern. Whatever National Grid's reasons for acquiring that property, the impact on neighbouring residents is real. The purchase has increased uncertainty, changed the local context, and raised questions about how such decisions are made and how their wider effects are considered. No clear explanation has been provided as to whether the impact on adjacent properties was assessed or how that impact has been taken into account.

National Grid refers to communities "hosting" this infrastructure and receiving community funding in return. That description is difficult to accept. Residents did not choose to host this project. Our homes and businesses were established long before it was proposed. Community-wide funding does not address the position of those who will live closest to the pylons and experience the most significant and lasting impacts on a daily basis.

Along the route, properties are already becoming harder to sell, with reduced buyer interest and increasing difficulty in securing mortgage finance. Even where loss cannot yet be formally quantified, the uncertainty itself is affecting people's ability to plan for the future. These are not short-term or abstract concerns, but foreseeable consequences of the project as currently proposed.

At the heart of this is fairness. National Grid is entitled to make strategic and commercial decisions, but those decisions have long-term consequences for individuals, their homes, and their livelihoods. Residents are not part of a business case. We are people who will live with the outcome of this project for decades.

I therefore ask that the Examining Authority require National Grid to demonstrate, with clear evidence and consistent reasoning, that its approach to this project is fair and proportionate, particularly for those residents whose homes and businesses are most directly affected by the proposed pylons.

In particular, I respectfully ask the Examining Authority to require National Grid to address the following matters:

- Why this project does not include a discretionary or hardship purchase scheme, when similar National Grid projects with comparable residential impacts have done so, and what objective criteria were used to justify this difference in approach.
- What consideration has been given to the impact of National Grid's purchase of [REDACTED] on neighbouring properties, including whether those impacts were formally assessed and how they have been reflected in mitigation or decision-making.
- Why is mitigation limited to community-wide funding, despite the fact that the most serious and enduring impacts fall on a small number of clearly identifiable properties, and what consideration has been given to property-specific support for those most affected?
- How National Grid will ensure that residents along the route are treated fairly and consistently, rather than on an ad-hoc basis, including what criteria will be applied when decisions materially affecting individual households are made.

I am also concerned that, for this scheme, there is no clear mechanism to address foreseeable loss or hardship before construction begins. As matters stand, residents are expected to live with prolonged uncertainty, despite the effects on property value, mortgageability, and business viability being widely anticipated.

National Grid has the ability to manage uncertainty over long timescales. Many residents do not. For those approaching retirement, running long-established businesses, or needing to make decisions about their homes, the absence of any early or interim measures means the impact of the project is being felt now, while mitigation is deferred indefinitely.

Without clear, evidence-based responses to these matters, residents are left carrying long-term uncertainty about their homes, finances, and futures. I ask the Examining Authority to give these issues careful weight when considering whether the project, as proposed, strikes a fair and proportionate balance between national need and individual harm

Project: EN020027 – Norwich to Tilbury

Interested Party Reference: [REDACTED]

Previous Submission Reference: SD66F0C2E

Deadline: 27 February 2026

I write further to my previous submission (Ref SD66F0C2E) to bring to the Examining Authority's attention new information that materially changes the context of my earlier representations.

On 5 February 2026 I received correspondence from Fisher German, acting for National Grid, asserting rights of access via the historic track that runs directly through my home at [REDACTED] Roydon. This access is stated to be required for intrusive surveys on land to the rear of my property — land now owned by National Grid following its purchase of [REDACTED], in January 2024.

I attach this correspondence, together with earlier relevant letters and meeting notes, as appendices.

1. Why this new information is significant

When National Grid purchased [REDACTED] in 2024, I asked whether the acquisition was connected to the Norwich–Tilbury project. In its letter of 6 August 2025, the Project Director stated that they were “not able to provide details” and that the purchase was unrelated to the building's heritage or the project.

However, the same letter also confirms that the land lies within the redline boundary and that the project team was already assessing haul road alignment options across it.

The meeting confirmation of 20 August 2025 further records that National Grid walked the land with me, discussed alternative alignments, and were aware of the protected veteran oak trees located within [REDACTED] landholding. The new email of 5 February 2026 now asserts formal access rights through my home to reach that same land for intrusive surveys.

Taken together, these documents show that the land acquisition, the intended use of the historic track through my home, and the haul road planning were all connected to the project from the outset — despite earlier statements to the contrary. This new information directly affects the context in which the routing at this location must be understood.

2. The relevance of RG081 and the routing through the Waveney Valley

The land in question sits immediately adjacent to the proposed alignment and includes the area through which the haul road is intended to pass. It also contains several protected veteran oak trees, some several hundred years old, forming part of the historic landscape setting of [REDACTED] and the wider Waveney Valley.

This brings the focus back to pylon RG081.

RG081 is the point at which the overhead line turns into the Waveney Valley. That turning point determines how the line approaches the village, how close RG082 and RG083 come to homes, and how the route then turns again on the far side of the settlement as it continues through the valley.

The Waveney Valley is a long established, picturesque rural landscape. The way the line approaches the village, rather than following a more distant or contoured alignment — has a direct and significant impact on the residential properties affected.

The directional change at RG081, the haul road through land now owned by National Grid at [REDACTED], and the proximity of RG082 and RG083 to homes are not separate issues. They are all consequences of the same routing decision.

Given the concentrated impact at this location, it is important that the Examination is satisfied that the routing was determined on environmental and technical grounds, and not influenced by the availability of land now under the Applicant's control.

3. Environmental and procedural matters requiring clarification

In light of the new information, I respectfully ask the Examining Authority to consider whether:

- The protected veteran oak trees at [REDACTED] have been specifically identified and assessed within the Environmental Statement;
- Alternative turning point locations for RG081 were properly considered;
- The proximity of RG082 and RG083 to residential properties has been minimised as far as reasonably practicable;
- The acquisition of [REDACTED] and the asserted access rights through my home are relied upon for scheme delivery;
- The cumulative impacts at this location — including haul road alignment, land acquisition, access arrangements, and residential proximity — have been proportionately assessed.

4. Site visit

I continue to request a site visit. The relationship between RG081, [REDACTED] the historic track, [REDACTED] and the village cannot be fully understood without seeing the land on the ground.

Our home, [REDACTED] in Roydon, sits within the rural Waveney Valley, a landscape of character and sense of continuity. The turning point at RG081 will determine how the proposed line enters and leaves this valley, and how it relates both to the village and to the historic setting of [REDACTED]. I respectfully ask that these matters receive full and transparent consideration before the close of submissions on 27 February 2026.

Appendices

Appendix 1 – Fisher German email dated 5 February 2026 regarding right of way and survey access

Appendix 2 – National Grid letter dated 6 August 2025 regarding [REDACTED] and haul road considerations

Appendix 3 – Email dated 20 August 2025 confirming site meeting and proposed mitigation measures (personal details redacted)

Confirmation

From: [REDACTED]
Sent: 20 August 2025 11:22
To: [REDACTED]
Cc: n-tsurveys@fishergerman.co.uk; [REDACTED]
Subject: N-T | [REDACTED] - response to consultation

Confirmation

Dear [REDACTED]

I am writing following our meeting with [REDACTED] as part of the consultation process.

The proposed Project and associated works will directly impact my client's property, resulting in disruption, visual intrusion, and health concerns related to the overhead line (OHL). My client continues to strongly prefer the cable route to be constructed underground, as previously indicated. Please could you provide a clear rationale for the change in approach?

If undergrounding is no longer feasible, I have consulted with James Baker of Clarke and Simpson, who represents Andrew Soar, the adjacent landowner. Both parties agree that the route should be amended in line with the attached snippy, with the proposed alternative marked in blue.

This amendment is intended to preserve the existing hedgerow, which includes mature oaks and field maples, and to avoid unnecessary destruction for the works. As identified during our site walk, there is a clear span of approximately 20 metres, which our client supports as a viable alternative.

I understand the landowner has also raised this matter with you directly.

This revised route would place the OHL further from my client's property, alleviating some long-term concerns. Additionally, preserving the hedgerow and trees would provide a natural screen, reducing visual impact.

Given the proximity of the project to their home and holiday business, mitigation measures during construction are essential. My client is seeking:

- Restricted working hours: Monday to Friday, 8am–7pm
- Unfettered access to their property
- Acoustic barriers
- Dust suppression
- Any other appropriate mitigation measures
-

My client operates two holiday lets which are likely to be affected during construction, with potential loss of income. There have been discussions regarding the possibility of accommodating contractors in these properties during the works. Furthermore, they are submitting a planning application for a new residential building and are concerned that the Project and the location of the OHL may negatively affect its marketability.

As discussed, it is imperative that the Option Agreement is signed prior to National Grid submitting their DCO. Should this not be achieved, my client will be forced to make formal

representations to protect their position and will expect National Grid to cover their costs in the absence of a voluntary agreement. Based on recent experience with a National Grid project, this is non-negotiable.

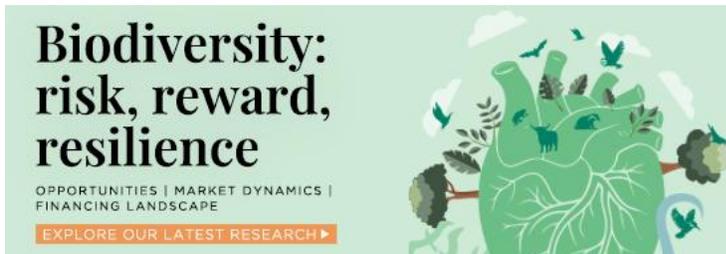
Additionally, my client requests clarification on the types of surveys being undertaken, the scope of works, and a commitment that all resulting data will be shared with them.

Please also note that access to your client's adjoining field is not permitted via my client's driveway. My client has had to prevent several unauthorised accesses to date.

I trust the above is clear. Please do not hesitate to contact me should you have any queries.

I look forward to your response.

Kind regards,



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Russell and Claire Matthews

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

6 August 2025

SENT BY EMAIL ONLY

Dear Mr and Mrs Matthews,

Thank you for your recent email. I am responding as the project director for Norwich to Tilbury.

We do understand that the proposed new infrastructure can cause concerns for local residents, and the uncertainty at this stage of development, as our plans are not yet finalised or approved, can add to this.

With regard to the purchase of Gables Farm, we are not able to provide details relating to personal circumstances or discussions with the previous owner. I can confirm that National Grid purchased this property, however I am unable to add any further information to that which has already been shared with you. As we have previously stated, the purchase was unrelated to the building's heritage, and we have no plans to change the use of the building or the surrounding land.

I am sorry to hear that you are having difficulties selling [REDACTED]. In order that we can investigate this further, please can you provide some more information, including how long the property has been on the market and with which agent?

Compensation is available to landowners in relation to survey access and at construction, and our lands team, and our agents, Fisher German, manage the discussions on this. Thank you for meeting with Nick Robinson on Friday 18 July 2025. Nick has kept me informed and I understand you discussed options for mitigation of losses. We are keen to keep these talks open with you.

Following the meeting, we are also looking at your request for the haul road to be located within the hedgerow gap. As the hedgerow gap is located within the redline boundary for Norwich to Tilbury, we may be able to achieve this. It is currently being assessed by the project team.

Nick has also forwarded your requests regarding access to the fields and the reclassification of the adjoining field. This is also being carefully considered by the project team. Nick will keep you updated and can respond to any other questions you may have as a landowner.

Thank you again for your emails. If you have any further questions, I can be reached at this email address - contact@n-t.nationalgrid.com.

With best wishes.

Yours sincerely,



Simon Pepper
Project Director

From: Norwich to Tilbury <Norwich-Tilbury@fishergerman.co.uk>

Sent: 05 February 2026 11:55

To: [REDACTED]

Cc: [REDACTED] [@savills.com](mailto:[REDACTED]@savills.com) [REDACTED] [@fishergerman.co.uk](mailto:[REDACTED]@fishergerman.co.uk)

Subject: RE: [REDACTED] - [REDACTED]

Dear [REDACTED]

Further to your letter, I am now able to respond in full on the outstanding point, being the Right of Way. I have sought the advice of my client's legal team, and their response is quite clear.

The 2014 Deed includes the following obligation

"The Transferee must not obstruct the Track, park or allow the parking of any vehicle machinery or trailer on the Track, hinder or interfere with the use of the Track by any person or persons lawfully entitled to use it."

With National Grid now being the beneficiary of this right, they have the legal right to utilise the right of way. Whilst I will agree the specific location can be tricky to identify without undertaking the relevant site visit with geolocating equipment, the right is stated to be five metres wide. If the boundary line was to the North of the hedgerow, I believe there would still be a circa three-metre-wide strip available to use without the need to cut back the hedgerow.

It is expected that some intrusive surveys (that are happening route wide) will be required on the paddock land in the coming months. My client and their appointed sub-contractors will look to utilise the legal right of access into this paddock land. I would hope that access will be afforded, as per the above but would welcome the conversation if you would like, in regard to demarcating this right in some form physically on the ground.

If you have any outstanding queries in relation to the above or wish to discuss matters further, then please do let me know.

Many thanks

[REDACTED]

Norwich to Tilbury

For and on Behalf of Fisher German LLP

0808 1753314

**fisher
german**



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Russell Speech

My name is Russell Matthews. My wife and I live at [REDACTED] in Roydon, immediately adjoining [REDACTED], which National Grid purchased in January 2024.

I would like to highlight three points:

1. The absence of a fair discretionary or hardship purchase scheme;
2. The way properties such as ours are being treated; and
3. What this says about how affected residents are considered in this project.

First, on compensation.

National Grid has selected a route that will fundamentally alter the environment for communities between Norwich and Tilbury, yet there is no discretionary or hardship purchase scheme for those most severely affected. By contrast, other UK infrastructure projects have recognised the need to go beyond the bare statutory minimum. HS2 has operated a range of discretionary schemes such as Express Purchase and Need to Sell, allowing owners who are seriously affected but outside compulsory purchase limits to ask the Government to buy their property at its unaffected value. Heathrow's expansion proposals have similarly included an Interim Property Hardship Scheme and an enhanced compensation offer of 125% of unblighted value for certain owner-occupiers.

Those examples are not perfect, and many people still fell outside them, but at least there was a structured recognition that some households are impacted to a degree that warrants special treatment. Here, there is nothing equivalent, these schemes should be evolving regardless.

Second, our own circumstances.

We bought [REDACTED] and established a small holiday-let business, as part of our retirement planning. Since the route was announced, we have attempted to sell. The property was openly marketed by an experienced local agent, and we obtained a second professional opinion. Once prospective purchasers were told about the proposed pylon and cable route, none were willing to view and no offers were received. We have been advised that the value of our home has reduced by around 50% compared with its unblighted position.

At the same time, National Grid has chosen to purchase [REDACTED], our immediately adjoining neighbour, at what we understand to be above market value. As a result, we are now bordered on multiple sides by land owned by the project promoter. It is difficult to reconcile that with the position that there is no mechanism to consider our situation.

Third, the wider pattern.

From the outset, the process has not felt fair or balanced for residents. The route and pylon solution have been presented as effectively predetermined. Consultation has felt limited, and focused more on explaining decisions than on genuinely testing alternatives. When I distributed and collated around 500 surveys locally, the responses were consistent: people felt poorly informed, not listened to, and deeply concerned about the impact on their landscape and local environment. None of those respondents will be as close to pylons, cables and haul roads as we will be.

We also have written communication from National Grid's own team stating simply that "we don't compensate for loss of views". Yet what is at stake here is not an abstract view. It is the loss of open countryside, mature hedgerows and trees, and the character of a place that people have chosen to live in and retire to. We know, in every other context, that outlook and setting affect value.

Meanwhile, the project continues to rely on an older, formulaic compensation code designed primarily for land that is taken directly. That code does not address households like ours, whose homes remain technically outside certain thresholds but are heavily affected in both market and personal terms. Other projects have evolved their approach over time; this one appears to be moving in the opposite direction but can change.

I am not asking the Examining Authority to award compensation today. I am asking you to recognise that, without a clear discretionary or hardship purchase scheme, residents most directly impacted by this project are left without any practical route to resolution. For a nationally significant infrastructure project of this scale, that seems neither fair nor sustainable. We should be evolving the way we approach these projects for those affected not regressing, as it feels in this case.

Thank you.