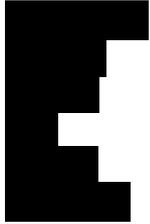


Norwich to Tilbury – Proposed Pylon Route
(Application EN020027)

Written Representation - [REDACTED]

Mike Juby



Email:- [REDACTED]@btinternet.com

Phone (landline):- [REDACTED]

Phone (mobile) [REDACTED]

Summary

This written representation is to cover only that roughly 2km section of the current proposed NG route through the Waveney Valley. Other people will, I am sure, take a wider scope and ask very pertinent questions as to why the whole route is not underground or, indeed, why there is not an undersea network to connect Norfolk to Tilbury. NG are planning a several thousand-mile undersea cable to link Morocco to the UK but seem unable or unwilling to contemplate a less than 100 mile link around the East Coast.

The major points (below) of this document are to preserve a beautiful part of the Waveney Valley for future generations and to not jeopardise the health of residents of Roydon. The bare minimum to achieve these two objectives is to state that the WVA, already planned by NG, to be reinstated as part of the proposed route or, if costs are really that tight, to reimpose the original “Blue Corridor” by NG.

- a) Potential hazards to physical health of people in Roydon as well as mental health of sight pollution. Does not fit with what NG says is their policy
- b) Only other place in UK where NG has surrounded a population on 3 sides is Maltby in Yorkshire and it is significantly further away from residents than here and prevailing winds blow “sticky” particles away from residents in Maltby but onto residents in Roydon.
- c) NG proposed WVA and then withdrew. No reasons given but presumably cost.
- d) Cost of WVA equates to less than 1p per year to bills over 10 years.
- e) NG never answer questions directly if they can avoid it. Refers to large online documents where the “information” is buried and does not cover the specific questions asked.
- f) Consultation process is a joke. Never anyone who is a decision maker is there to answer direct questions. Just take them away and give decisions with little or no reasons given. No minutes taken with answers to questions on record.
- g) Information on EMF’s is out of date; provided by own “experts” or by so called independents that are sponsored/paid for by NG.
- h) Serious health concerns particularly as there are no published experiment results of effects of EMF’s when they are on 3 sides and not just one. Prevailing winds can carry “sticky” particles over whole of Roydon. Cancer cases, leukaemia etc.
- i) No specific costings given for this stretch and how they were arrived at and how valid. No exact amount or reason given why NG abandoned its own WVA.
- j) No whole life costings for this route and alternatives. Costs of this proposal exclude land/property purchases by NG and costs to residents for property falls/house removals etc.
- k) No exact reasons ever given why my alternatives were not even considered let alone why not chosen.

This will impact me personally to the tune of £100k but no financial information on impact of “wellness centre” or Blooms of Bressingham have been given. Why not?

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Abbreviations

EMF	Electro Magnetic Fields
NG	National Grid
SSSI	Site of Special Scientific Interest
WVA	Waveney Valley Alternative (2km underground proposal)
CPRSS	Corridor Preliminary Routeing and Siting Study (NG Document)

Scope

The physical scope of this document addresses the National Grid proposed route (latest) through the Waveney Valley. Specifically, just the (approx.) stretch of the route which encloses Roydon on three sides and going southwards for about 2km. This document will mention in passing the physical damage to the flora and fauna in that area but will mainly key upon the physical and mental damage to the citizens of Roydon if this proposed route goes ahead in this area. There are many alternatives that have been suggested to National Grid (NG) for this specific area and some will be reiterated here (some cheaper than existing route from NG). I have made a video which is too large a file to be uploaded onto the examination authority's website but is on YOUTUBE and reference is made on written documents lodged on the examination boards document control site under my name as interested party. This video shows where the existing proposals go and to challenge why the original "Blue Corridor" route chosen by NG has been moved to surround Roydon on three sides. I would urge the reader to watch the video. Because the route has been changed by NG from the original, it now dances its way in a zig-zag fashion going through a 50m wide gap between Roydon Fen (site of rare species) to the East and Wortham Ling to the West (an SSSI) before coming up towards the rear gardens of Roydon people. Then a sharp turn (nearly 90 degrees) to the west before almost immediately another sharp turn to the North followed by another sharp turn to the East to surround Roydon on three sides. Whereas I believe the application by National Grid should be either wholly underground, or under sea, to provide a 21st century solution for an energy grid, as has been provided elsewhere, I cannot object to areas where I have little or no knowledge.

I also object to the way in which the entire process has been conducted by National Grid to date, specifically the so-called public consultations. We have not been allowed to be consulted properly and no detailed explanations given by NG for reasons for route change, removal of options etc. Full and detailed costings have also been requested but no access given as has no access been given to minutes and meeting notes where decisions were made regarding the small section of the route discussed in this representation.

Why this Route?

The original Blue Corridor was further to the West of Roydon, but not by much, but enough for it to be (just) acceptable to the citizens. This is because it would have reduced the exposure around Roydon from 3 sides to 1.5 sides. There were only two known objections (I have repeatedly asked NG for details of who objected; why; reasons and impacts but I have not received any information whatsoever). These were socialised to me at a (so-called) “Public Consultation” by one of the NG employees (name of Zak). I challenged why the route was moved and he said that Blooms of Bressingham had objected as had a “well-being” centre. I also asked why the route did not simply follow the existing route of pylons between Ipswich and Norwich and he said it was to “share the pain”. I pointed out that if this were to proposed route were to pass then Diss and Roydon would have high voltage power lines to the East and West of them!

The closest point that the pylon route (latest) would be to Blooms of Bressingham would be where it crosses the A1066 which is the same point on the old Blue Corridor route. Also, the distance from Blooms to this point is nearly a mile and would be obscured by trees anyway. (Please note point 1 in Appendix A and point 1 and 4 in Appendix D).

The so-called “well being centre” is a private piece of land with some tents and huts and now some hens and a donkey or two (Please see Appendix E second para for more information and appendix K for diagrams of routes). I do not see why this one objection should take precedence over 2,500 fully residential people who live in their homes 24/7 (and are at least connected to the mains electric so maybe have more of a right as to how it is provided?). This is NOT some high class spa/retreat with doctors and nurses but is basically the same as the surrounding farm land and so has no reason why pylons could not be erected over it. However, I recognise that this may cause some distress to the owners so simply go further to the West of this very small (200m trapezoid) to the other side of the hedge rather than Eastwards which goes right up to the homes of the people of Roydon? The north and west of this “retreat” is screened by tall hedges and trees so the route could be further west over

The route should skirt the key parts of the Waveney Valley rather than go through the centre if it is to be pylons. However, going through the centre may be more acceptable to residents if NG implemented their solution of WVA (Waveney Valley Alternative).

I have challenged the current proposed route many times with NG (see appendix E for example) and in their own CPRSS document they recognise that the “South Norfolk landscape is considered to be potentially highly sensitive to to the proposed infrastructure”. So, if NG knew it was highly sensitive, why did they go ahead with it? They also state they would be “avoiding locally protected landscape” and they have done this by finding a 50m wide gap between Roydon Fen (protected) and Wortham Ling (SSSI) and plonking a zig zag route to find this gap! Also, in in Appendix E the penultimate paragraph points out that even the Government finds situations such as this surrounding Roydon to be unacceptable (the sentence in capitals in that appendix).

If NG (and all planning authorities up to, and including, the Home Secretary) insist on a wholly Pylon route through then they should consider (cheaper) alternatives that are less intrusive. I have suggested many and one of the simplest and cheapest is shown in Appendix H and Appendix K.

There have been no definitive, specific reasons for not going for any alternatives through this small area – we are just given a fait accompli.

Physical Hazards to Citizens of Roydon

There is much information on the Internet regarding hazards associated with living near high voltage pylons. NG would have it that their “experts” and studies have concluded a minimum “safe” distance based upon experiments by themselves “and other bodies”. They then state that the Government have mandated these “minimum” levels to be “safe”. However, the Government relies upon NG experts to tell them this as the Government is not a scientist. The NG “other bodies” mainly consist of Universities and other bodies who are sponsored by NG or its subsidiaries so they are not “independent” per se. Studies by Oxford and Denver Universities link proximity to HV pylons to fertility issues and childhood cancers. NG are correct when they say that other studies contradict their findings but this is because most experiments executed are either on electrical waves (E) or magnetic (B)]. Not many consider that people are affected by both; that these experiments are not taken over a long period of time; that (in the case of Roydon) no experiments have been completed and published regarding being affected closely on three sides. Experiments and studies are only on single straight-line pylons. After 2 years NG stated that there was one other example of a town surrounded on three sides by pylons which is Maltby in Yorkshire. On investigation it appears that these pylons do not go anywhere as near to residents as they propose in this application and the closest building are mainly industrial steel framed and clad buildings providing a protective “Faraday Cage” around workers. Also, prevailing winds blow particles away from residents in Maltby and not on them as will happen in Roydon. There is also a “concentration” effect in Roydon where prevailing winds will blow the “sticky” particles up the line of pylons rather than dispersing them – see below for explanation of “sticky” particles.

I should also point out that it is widely accepted that some people do suffer from hyper sensitivity to high voltage EMFs. This can make ordinary people depressed; make depressed people very depressed; make very depressed people suicidal. Even the Government admits there are potential dangers and acknowledges that there is doubt as to whether “corona ions”, sometimes called “sticky particles” by Professor Henshaw of Bristol University, can cause cancer, there is sufficient concern to mention them. This is where EMFs act upon particles in the air which can make them “sticky” and are inhaled, or otherwise absorbed, by human beings, and it is this that can/may cause cancers and other illnesses. These particles have been observed at over 1Km away, and up to 2km or more, from pylons which is far in excess of the 50m “safe” distance that NG state.

A closer look at the effects of pylons is needed as Sweden, Germany and New Zealand have found sufficient links to cancers. Even the Government recognises that particles affected by EMFs can cause cancer. [REF 3] is an article by the BBC in December 1999 reporting that electricity cables and people living near them may be affected by cancer-carrying pollutants.

It is this last point from nearly 26 years ago that needs further historical analysis. If we correlate the histories of asbestos and tobacco to the pylon issue and health, we may see some similarities. Asbestos was used by the ancient Egyptians and was later taken up by the Romans. It is documented in Roman records that people working in Asbestos mines seemed to die earlier than normal but no correlation was made – just anecdotal observations. Asbestos was hailed by many Governments as the new safe building material as it was cheap and fireproof but strong etc. In 1927 it was first hinted that there may be some issues but these were predominantly ignored until early 1970’s and then it keyed upon only “Blue” asbestos. Continuing research found there was a causal link between asbestos and various diseases including asbestosis. Liken this to smoking and we find that as late as the 1950’ and 1960’ some doctors were promoting the health benefits of smoking and the Governments of the day saw “no causal link” between smoking and cancer. How the world has changed! Are we not now heading down this similar route. Speaking as a resident of Roydon, I do not want to be treated as a “guinea pig” in this way. I have repeatedly asked the Chair, CEO and Project Director of NG to put in writing that there is no health hazard to the 2,500 people of Roydon from this proposed route but so

far, they have not replied. If they would not be happy living under these proposed conditions then why should we be forced to do so?

Visual Negative Impact of Proposed Route

Appendix G shows the current view over the Waveney Valley. Imagine if you will a whole series of 50m high, and nearly the same wide, of pylons marching through the Valley and then doing an abrupt turn across it. These pylons will dwarf all the trees in the valley causing much sight pollution. The local council had put forward a map showing great viewpoints over the valley prior to Nation Grid proposing this current route. ALL of those viewpoints would now include pylons!

Quote from National Grid Project Director to me on 09/10/2023

On visual impact

Under the Electricity Act 1989, National Grid Electricity System Operator (ESO) and National Grid Electricity Transmission must develop transmission network proposals in an efficient, coordinated and economical way, and in a way which considers people and places. As such, we have a duty to protect the environment as much as possible. We are designing this important connection to minimise impact on the environment and on landscapes and views from communities. This include consideration of topography and using natural features in the landscape where possible to minimise visual impact.

We do, however, recognise that the visual impact of any new overhead line is likely to be a significant issue for many local communities, so we always try to avoid communities and individual properties as much as possible.

By encircling Roydon on three sides and cutting through local amenity and beauty sites does NOT appear to be considering much of the people around here nor the places valued by the local community.

These pylons also cut over the Angles Way (a long-distance footpath) and will be highly visible from local recreational areas of Roydon Fen and Wortham Ling (SSSI). I have repeatedly asked the senior management of NG to visit this area (I even offered to host them and provide refreshments) and walk this 2km section to see for themselves the impact of their decisions. They declined and said they were using “the best map data available” in an email to me. I do not think that qualifies as “minimising visual impact” if they cannot be bothered to look for themselves.

In Appendix E, first para – NG state that they recognise that the Waveney Valley is a “highly sensitive area” but then do nothing whatsoever to protect it In the last para, and the penultimate one, in Appendix E the point is made that the government expects NG to take cognisance of areas of high sensitivity and we thought they had when NG came up with the WVA, to then just have it abandoned.

Waveney Valley Alternative

After many people attended a number of public events around Roydon, the NG came up with an underground proposal through the Waveney Valley called the WVA (see Appendix K). This alternative came about because of the large turn out of protesters; the presence of several (then current) MP's and (now) current MP's; several district and local council representatives as well as local and National press including BBC and ITV. The sheer weight of objections I believe made them look at an alternative through this (roughly) 2km stretch (just over 1 mile) of the proposed route (see Appendix K).

The WVA is to put this short stretch underground as they have done so elsewhere on the route. Local residents accepted that there may be some disruption to traffic and access as well as some disruption to the local fauna and flora in the short term but the long-term benefits to the area far outweighed the short-term disadvantages. It would reduce the surrounding of Roydon from three sides to about one and a half and preserve the current views over the Waveney Valley reducing the sight pollution enormously. As the prevailing winds come from the south and west, and this is the area which would be underground, then the danger of ionised particles, "sticky particles", (which are likely carcinogenic) being blown over Roydon residents for them to inhale, is significantly reduced. Please read earlier section on this physical hazard to Roydon residents.

The Process

The process that NG has undertaken to "consult" with the public on this route has been a farce and nothing more than a "tick box" exercise. I attended one of these public events and was left very frustrated (Appendix D – Para numbered 3) that there was nobody there who could answer the simplest query. People were asked to put their points in writing "for consideration". It appears that it does not matter what people's points were, they were just discarded. A more proactive approach would be to do what I suggested in Appendix J (Para numbered 4) to take a door-to-door survey to ask people specifically what they thought in areas of high human concentration such as Diss and Roydon. Yes, it would have been cost effective as there are around 600 houses in Roydon and I saw at least a dozen people from NG at the public event so they could have canvassed the whole of Roydon in a day (50 houses per person at 5 houses per hour).

Decisions are being made by NG regarding this proposed route but nobody can tell me who, so I have always written to the Chair (Paula Reynold), the CEO (John Pettigrew) and the project director (Liam Walker). I have asked them repeatedly to tell me why the route changed from the original Blue Corridor to this proposed route but they have never given me any specific answers – just generalisations. When they proposed the WVA I was certainly a lot happier but did not feel it went far enough but then it was just summarily abandoned and no reason given. I asked repeatedly for them to tell me exactly who made this decision and why (see Appendix I, para3) but to no avail. There is a total lack of confidence by the people of this area that NG are acting in a fair and just manner. There is also a lack of confidence in their professionalism and honesty as they hide away from the difficult questions being asked. Money has been thrown at producing glossy handouts and hosting events when what people really want is to see the decision makers in front of them answering their queries and having those answers minuted for the record.

True Costs of Pylon Route

I learnt from a speaker at the Open Floor Hearing in Norwich on Thursday 12th February 2026 that NG have been using a separate company to purchase land on the proposed route and have not included such purchases when doing comparative costs with underground (for example). They also do not include in their costings the devaluation of housing and property or the costs (as in my specific example – see personal impact section below) of having to relocate. ***ALL*** of these costs should be included to find the true cost of this pylon solution. In addition, I urge the examination board to include “whole life” costings when comparing solutions. No solution will last forever so what are the costs in today's terms of recovering/disabling any and all possible solutions as well as maintenance etc. When comparing maintenance costs do not be fooled by NG saying it is more expensive to maintain underground. It is when comparing one maintenance event in underground to overhead but overhead requires many more maintenance events than underground. How many lightning strikes are in underground? Underground does not have to deal with damage to pylons; shorting out due to trees etc.

NG must be forced to release detailed costings of route and alternatives and the risks and assumptions used if they use “cost” as a reason for not implementing the WVA. These details to include all the above

Costs of Alternative Solution(s)

One of the earliest alternative solutions I suggested was to go underground between Mellis to the South of Roydon towards Burston to the North, which is a distance of 8.2Km – See Appendix A (first para after numbered paras). I then gave costings out for that route. However, if you only do the Waveney Valley Alternative (WVA) that is only 2Km long so would be roughly one quarter of the extra cost which was calculated at £31.5M so one quarter is (roughly and generously) £8M. I then calculated the cost to be per household in South Norfolk District, over a period of 40 years pay back, to be 25p per week for each household. When just using the much shorter WVA this falls to roughly 6p per week. Since then, I have been informed from NG data that only 37% of produced electricity goes to households and the rest to industry. So now each household in South Norfolk would only have to pay 2.22p per week to pay for this section to underground using existing NG plans. If this were to be extrapolated to the nation as a whole (they benefit from this route apparently) then this would be a one off payment of 24p per household (or 2.0p/month for one year only)

South Norfolk citizens (indeed Norfolk citizens as a whole) are not the beneficiaries of this proposed route to supply electricity. It is London and the Southeast that will get the benefit! However, it is a grid for the Nation so rather than say what the cost would be for implementing the WVA as a burden on South Norfolk or, indeed, London and the South East, we should look as to what the increase in cost would be Nationwide. This would mean taking the £8M extra cost and multiplying by 37% and dividing the result by the 30Million households in the UK. This equals 10p per household. This is not even calculated over a 40-year period but a simple one off payment per household of 10p to preserve the beauty of the Waveney Valley and protect the citizens of Royden and its surrounds from potential harm.

The senior Project Manager for NG said, “every penny we spend appears on consumers bills”. Yes, he is right but have they asked the consumers whether preserving the Waveney value and protecting residents from harm is worth 10p of their money? The Government promised a reduction in consumer bills of £300 by using renewables such as the wind farms off the North Norfolk Coast but, in fact, bills have risen by about that amount. To levy a trivial sum of 10p as a one off to each consumer's bill pales into insignificance. When you think that NG is offering payments of up to £10k paid over 10

years to people adversely affected by this proposed route then 10p over 10 years is 1p on bills per annum! Cheaper alternative in Appendix K to which NG have given no response.

Personal Impact and Costs

I own a bungalow on High Road Roydon. I purchased it before it was built by a local builder and we made the purchase simply for the view. Indeed, the builder only showed us a picture of the view as there were no plans passed at that time. I have been diagnosed with a form of Muscular Dystrophy called Inclusion Body Myositis. There is no treatment and no cure so the prognosis is one of wheelchair use then bedridden. The bungalow has been built with accessibility in mind with slope to front door rather than steps and extra wide doors to accommodate wheelchair use. Door to bathroom opens outwards to improve accessibility etc. I am also a "Radio Ham" (callsign G8RML) but being surrounded by 400KV 50m high pylons there is little hope that my main means of communication to like minded enthusiasts will ever get through as my 100Watts pales into insignificance to the EMF's surrounding me caused by 400KV on three sides.

Therefore, I will have to move to enable a reasonable quality of life and maintain my interests. This will cost me! My next-door neighbour died last year and lived in a bungalow the mirror image of mine (built at the same time and by the same local builder). Her family put the property on the market and very quickly got an offer of the asking price. When the proposed pylon route was disclosed then the offer fell by £40k. This is in line with average price falls near pylons – see Appendix F. Also, whatever property I find will likely need modification and this on top of estate agent fees; solicitor fees; stamp duty fees; removal costs. There will not be much (if any) change out of £100k! This is an exorbitant cost to me personally simply because NG changed their minds from the original route and abandoned their Waveney Valley Alternative. Apart from the financial cost there is also the emotional one of leaving what I thought would be our "forever home" and the mental trauma this whole episode has cost the residents of Roydon affected by this proposed route.

Mortgage companies may be less willing to lend money on properties close to pylons and could be a problem when selling and I may end up with only being able to sell to a cash buyer particularly as our location has pylons on three sides. [REF 2]. Also, in [REF 2] it quotes John Maynard Keynes and Rudyard Kipling as stating to the Government of the Day in the 1920's that pylons are a "permanent disfigurement of a familiar feature of the English landscape". It is time for a new millennium approach to energy transport rather than an early 20th Century one.

References

1. Author: Andrew Sinclair, BBC East interviewing Simon Pepper (Senior NG Project Manager), 14/12/2023
2. “The Science behind Health fears”;- Home Building and Renovating magazine – 15th Feb 2025
3. [BBC](#) News, Thursday 2nd December 199 “Pylons treble cancer particles”
4. Video of pylon Travesty at Roydon, M Juby, 31/07/2023

Appendix A

Original email sent to National Grid 08/07/2023

8th July 2023

Dear Sir or Madam,

Please take this letter to be strong objection to part of the proposed route for new 400kv pylons around the Roydon area in Norfolk. Whilst I appreciate that (apparently) we need better infrastructure I cannot for the life of me see the reasons for such a convoluted route.

Let us “park “for one minute the reasons why you have chosen overland pylons rather than undersea routes or underground routes for the entire length, (yes, I know, we can trot out the usual cost reasons but sometimes “cost” is not just money. Although, for some reason cost does not seem to be a consideration for building HS1 and HS2 to enable a “businessman” to arrive in Birmingham from London 20 minutes earlier – what businesspeople use the train to go to Birmingham now anyway?) and accept that pylons will be used. My points on the Roydon area are as follows: -

1. The route maked on the current map just to the south of Roydon appears to be outside the 2022 preferred draft corridor. I went to a meeting at Diss on Friday 7th July 2023. And spoke with one of your representatives (Zak) who informed us that the reason for the move was because Bressingham Steam Museum objected to the original path as it would be unsightly to visitors. The crossing point of pylons across the A1066 has not changed and is still the closest point to the Museum at 1km away. Secondly, the Museum is only open every day during the summer holidays and approach to Christmas and then only from 9 to 5. The rest of the time the “steam” days are 1 or 2 per week. Residents of Roydon must put up with the Pylons a lot closer than that under current plans and for 24/7. Thirdly, visitors to the Museum are under cover so would not see them anyway; and, for those outside, then the pylons are obscured by the plant centre. Those using the trains of the museum are hardly likely to be looking skyward whilst enjoying a steam train experience!
2. The map shows that Roydon seems to be enclosed within three sides of a quadrilateral. Why is it necessary to put this “kink” in place instead of a more direct route? You are subjecting residents to view these monstrosities from three sides!
3. There is anecdotal evidence that being near high voltage lines causes “cancer clusters”. I know an argument can be made that there is no empirical evidence for this causal link (yet), but why would you take the risk? By putting a community, not just near such high voltage lines, you are enshrouding them in it on three sides. Remember, the tobacco industry denied for over 40 years that smoking caused cancer and were then hit with a number of class actions. Why would you want to potentially put people at risk for no reason? If there is any risk, then you are tripling the risk with this proposal.

4. The proposed power lines come up to the back gardens of those living on High Road, then take a sharp turn west (following those properties) before a sharp turn right after crossing Freezen hill to then cross the A1066. Then a further turn right. Why would you want to seriously devalue those properties and cause the owners to take action against you when there is no reason for such a ridiculous triple change of direction?
5. A simple solutions to draw a straight line from North of Mellis straight to where you cross the A1066. This is over open countryside; costs less in cable and results in fewer pylons particularly at these “aggressive” changes of direction under current proposals.

I have looked on-line to determine the cost per km of pylons (your people at the event did not seem to know) which is between £2.2M and £4.2M. The higher figure is for city areas and places which are difficult to access, so, for calculations I have used the lower figure. Overhead lines from Mellis to just north of Burston (no grid numbers are on the map you sent me so you will have to look at the map), through the tortuous route enveloping Roydon that you propose, is equal to 10.3km. This is a cost of £22.6M. Your staff at the Diss event said that underground cables would be three times as much but the route would be shorter at 8.2km. This gives a cost of £54.12M. The difference is (approx.) £31.5M. There are 63,910 council tax properties in South Norfolk which is less than £500 per taxed property over the lifetime of the HV cable infrastructure, (I have been in this area for 40 years and the pylons to the east of Diss have been there at least that length of time). So, dividing £500 by 40 gives us £12.50/pa/per taxed property (or 25p per week). If you asked each household to contribute 25p per week to rid themselves of this abomination to the countryside; to peoples physical health; to their mental well being etc, I cannot see anyone objecting.

I have proposed a more direct route (see marked up map) and by using my proposed route, you will only have to cross three lanes/roads to reach the A1066 rather than five on your current proposals. I will have to say your current route has affected adversely my mental health in that it is all I can think about is you circling my home with high voltage when it just is not necessary. I have spoken to many of my neighbours, and they are all in agreement on this subject. The neighbours to the West of me are in their mid 80's and 90's and I know how badly this proposed route of your is chronically affecting them. Those to the East of me are similarly traumatised. Most people could not make it to your event through age, ill-health or being at work so have asked me to represent them at the event you held. This I did, but Zak, and others, said that you give greater weighting to those who fill in online feedback forms. Most of those people you are surrounding in Pylons are uncomfortable with the internet or do not have an email address they use. They think you are just going ahead with this anyway and there is nothing they can do to stop it. They are fearful of complaining in case some action is taken against them by yourself, or the government. You only have to look at what has happened recently to those who have a differing viewpoint to the policies of banks and building societies - they had their accounts deleted. I believe that this is just a “tick box” exercise in that you have to “write to all in the proposed corridor”; “hold public events”; “provide opportunities to lodge objections” etc. There is a vast difference between “doing things right” and “doing the right thing”. Doing the right thing here is to scrap this enclosure around the people of Roydon simply because you think it is the cheapest option. Do not assume that those who do not write in cannot be against your proposals. The opposite is true and I believe the system is designed to ensure minimum response. You could always knock on peoples doors and ask their opinion direct, which would give a more accurate result as to the strength of feeling. Alternatively, you could just assume that everyone is against the proposal except for those who write to you in favour!

Lets look at other options in order of preference starting with the most preferable first: -

- a) Put all of this under the sea. It is after all to provide a distribution for offshore supply.
- b) Put the whole route underground. I know there are financial cost implications for this and (a) above but it is us (the customer/consumers) that pay for all this anyway in the end.
- c) If you really must put this overground on Pylons, then use the existing route from Bramford to Swainsthorpe and put-up pairs of Pylons. You have already done this from Bramford to Wickham Market and beyond. I travelled back from Gorleston yesterday and saw twin Pylons carry HV so it is something you have done before. Zak (at the event) said that you had considered this but thought it would have “double the visual impact”. So, if your solution is to have two separate routes between the same two points, I don’t see how that is less impact , only more so!
- d) Apparently, someone has told you the original path over Wortham Ling went near an “ancient woodland”. I am not aware of such a place, but, even so, to put its priority above the physical and mental health of human beings, I find immoral. If you wish to preserve such “beauty” then bury the cables between the two points (Mellis and Burston) I mentioned earlier.
- e) If, after all the above, you still decide to go ahead with pylons then simply draw a straight line between the “kink” in the route Northwest of Mellis and where the Pylons cross the A1066. This is shorter; takes out one of the three sides surrounding Roydon and will be cheaper.

Please give me ALL the reasons for proposing this current route (technical, ecological, financial etc). The route I propose has less impact visually, economically, physically and is more direct and removes this unsightly, unhealthy need for a surrounding of properties on three sides and keeps to the original 2022 corridor. The alternative is just “put it underground” as you have done so elsewhere.

My apologies for the length of this note but there are many issues to cover to ensure the correct decision for all is made. I have a couple of minor points to finish with: -

- Having grid numbers on the map would make it easier to navigate.
- Your literature says “Complete the online feedback form” but does not say where to find it. Your own staff at the event had trouble in determining where it was and then directed me to nationalgrid.com/norwich-to-tilbury I have been on that website and there is no feedback form at present! Hence, I am emailing this note.
- At the event, all who took part were encouraged to leave their names and email address on a paper form. The form did not have enough space for email addresses.

I hope these last points highlight that, perhaps, not enough diligence has taken place before exposure to the public and, that, maybe the same can be said for the proposed route!

I have copied the above to Roydon Parish Council, in particular to Andrew Daniels whom I met on the 7th July; Chair of Roydon Parish Council; my local Norfolk Councillor (Keith Kiddie, whom I also met on 7th July); my local MP , Richard Bacon and the Secretary of State for Energy, Grant Shapps MP.

For completeness I attach a portion of the map under consideration here along with a marked-up route instead of the “encircled” one. I also attach a photograph taken from the back garden of one of the properties along High Road Roydon. The proposed route will see 50-foot-tall pylons “marching” directly at the “lens” of the photographer, from the horizon to almost where the phot was taken. They will then turn sharp right, following behind the properties on high road for 1.3km before turning sharp right again to cross the A1066 and then sharp right, yet again, so people will be enclosed on three sides by 400KV lines, 50 feet high! No wonder people feel stressed about this (me included). The picture also shows a countryside equally as scenic as Dedham Vale, where you have decided to put the cables underground.

Yours faithfully,

Mike Juby

Appendix B

Extract of email sent to National grid on 30/09/2025

I am writing to you (again) in the (vain?) hope that at least one of you might be courteous enough to respond personally rather than palming this enquiry off to some anonymous person in "ngcontact".

Being one of the people that are being surrounded on three sides by your Pylon route proposal, I, and my neighbours, are deeply concerned regarding the health issues that your proposal raises. You have already been well informed that your proposals tramp right across significant areas of beauty; endanger wild life including many endangered species; is a detour from the original 2022 route with no reason given in writing as to the pro's and con's of this route over any other. You have also ignored the question as to why, in this "consultancy" stage, have we not had direct face to face contact with any of you such that we can put questions to you and have your answers on the record. Nor have you answered why you are drilling test holes for pylons along this route whilst we are still in a "consultancy" phase. The only answer I have had back from your "ngcontact" is that you are using "map data available" to zig zag your way across outstanding countryside and surround Roydon. Back to the health issues -

I have been informed from your contact point that the distance between pylons and residents is 50 metres but this is your own measure and I have not heard from any independent body as to what is considered "safe". I have been quoted by you that you comply with World health Organisation (WHO) guidelines on Electro Magnetic Fields (EMF). It is true that WHO states only that there "is a possible causal link" between EMF and cancer/infertility but you omitted to mention that they also state that "exposure to EMF" should be "avoided wherever possible". Well, it is possible to avoid peoples exposure to these EMF's by going underground, undersea or re-routing. The EMF resulting from 400KV Pylons is 14 Billion times that of a mobile phone and you are surrounding us on three sides (equating to 42 Billion mobile phones - 6 for every person on the planet). In addition, the sight pollution to the residents of Diss and Roydon (plus other villages) is affecting the mental well being of those residents.

Appendix C

Email to (then) Primeminister and Energy Secretary.

Summary:- Equates the cost of going underground through the Waveney Valley to the cost of 3 days of housing illegal immigrants. That was then but if we take the new cost of housing illegal immigrants and the fact that the Waveney Valley Alternative (WVA) underground route is shorter than I proposed then we are looking at equivalent cost of 1 day of illegal immigrant housing!

Sent 1/10/2023

Dear Prime Minister and Energy Secretary,

I saw your interview on Look East last night in response to the Pylon Protest at Wortham Ling and was exceedingly disappointed where the opinion I received from you was one of "throwing a dog a bone" by trying to bribe the electorate with some form of compensation to make these Pylon protests away. You have completely missed the point here. We are not some "shouty looney Left" protesters but through and through Tories. This area of the UK is stunningly beautiful but the district of Roydon is being surrounded on three sides as well! This is not just that we can see these monstrosities but that three sides of our community are enshrouded! We all fully understand, and support, the need for energy self-sufficiency and to be able to support the transport of the same - BUT NOT AT THE EXPENSE OF THE HEALTH AND WELL-BEING OF CITIZENS AND WILDLIFE! This route through the Waveney Valley is plain wrong and there are alternative options and also alternative routes (some even cheaper) but we cannot get response from the decision makers in National Grid.

I have copied this to our local MP's such that they may speak to you at the Conservative Party Conference. It does not seem right that we can plan a 2360 mile undersea cable from Morrocco but will not put a 100 mile one in around East Anglia. You should also consider the "Whole Life costs of Pylons vs other options which would include lifetime maintenance and withdrawal from service at end of life. To put just the Waveney section of the proposed route underground (as has happened elsewhere on the route) would cost the equivalent of 3 days of housing for illegal immigrants.

.....

Yours sincerely,

Mike Juby

Appendix D

Email sent to Chairman, CEO and Project Director of National Grid on 12/10/2023

Dear National Grid,

The reply below (supposedly from Mr. Walker but with an email address of contact@n-t.nationalgrid.com) gives some of your points of view in reply to my email (further below) but does NOT answer the points I made. However,, I must thank whomever it was for taking the time and effort to try and answer some of my points. For the avoidance of doubt, the points below are of very serious concern to me and my neighbours and would like addressed in detail. In the main, they do not cover the very real concerns of many in this area who are concerned for wildlife, nature and the landscape. I am sure you will have heard from them separately but I am happy to reiterate those concerns later if your wish.

1. I make the point that this route is a detour from the original 2022 route but you still have given no reason as to the pro's and cons of that original route; who (if anyone) made objections and what was the cause of those objections. How are they more valid than the citizens of Roydon? Why and how (and by whom) was it decided to surround Roydon on three sides. The only reason I have ever been given by anyone from National Grid was on 7/7/2023 by Zak at the "consultation" few hours where he stated that it was because of Bressingham museum objection. I looked on their website and they claimed that the original route crossed over their small gauge railway "up to 4 times". I have been to Bressingham museum and the closest point the original route was going to take was the crossing of the A1066 which is still in the same place. The route would have gone over cabbage fields and nearly a mile from the Museum. The museum is in a steel shed and any train journeys are in carriages with rooves so no one would hardly see them anyway. The trains run 1 or 2 days a week for most of the year. Going under the pylons is no worse than going under them in a car (which is what happens at Scole). Compare this with being PERMANENTLY surrounded on three sides by the village of Roydon! Since when do the needs of a small charitable museum take precedence over many taxpayers/domestic electricity users? I have made a video, already sent to your contact email which shows exactly the old route going over a cabbage field and NOT close to the museum as opposed to the existing obtrusive route. May I suggest you look at it?
2. Thank you for sending me your links on information regarding EMF's (electro-magnetic fields). I note that these are National Grid documents so there may be some bias evident or selective findings to promote your view. However, I found the following of interest. The WHO (World Health Organisation) has said that "the effect of EMF's are cumulative". The study in 2000 found that "homes with a field averaged over 24 hours, of greater than 0.4 microteslas here is a statistical suggestion of a two-fold increased risk" (of cancer). Bearing in mind that the average home has a "background" field of 0.2 microteslas then pylons proposed near us must be limited to a further 0.2 microteslas. Can you assure me that this will be the case, bearing in mind that we are surrounded on three sides by 400Kv 50metre pylons that will triple the exposure of a normal singly routed set of pylons? The report also said that the " .. statistical findingis unlikely due to chance ...". Later on in your document it says they are a "possible" cause of cancer. When describing the word "possible

you state “It simply means that there is some evidence and scientists have not ruled out the possibility of a risk...” – (regarding carcinogenic links”). In the same document you also state that “the possibility remains that intense and prolonged exposure to magnetic fields can increase the risk ...”. The document also notes that “Some scientists hold other views, and sometimes reports are published saying the evidence is stronger”. So even though these National Grid reports are trying to minimise effects, you at least acknowledge that others have a stronger view on causal links of EMF’s. There is no definitive evidence but enough to cause everyone around here very fearful of the tripling effect of the route you have chosen around Roydon. I point out to you that in the 1950’s that there was anecdotal evidence of a link between smoking and cancer but “none proven”. Now we know different! What will you do when a link is proven for the detrimental effects of EMF’s? The UK Electricity Policy states that “All power lines comply with the Governments requirements. However, it is worth noting that normal good practice in planning new high-voltage lines ensures that they are kept as far away from existing homes as possible ...”. How does your chosen route of surrounding Royden on three sides square with that policy? I should like to here your views as particularly when there are other routes available and other options available. Finally, on this topic, your own fact sheet states “the UK has a policy of taking precautionary measures to reduce EMF’s where these are of low cost. When applied to overhead lines this means it is appropriate to route them away from homes where possible ...”. What you have done is routed away from a place where there are few or nil homes to surround a community where there are many. Could you explain the reasoning for this please?

3. On face to face contact you state that there were 12 well publicised events which you and your senior team, lead designers and a team of experts. I attended the event held on the 7th July 2023 at Diss Youth Centre, as did many hundred people including our MP, District and Parish Councillors et al. I asked one of your people (Zak) who designed the route. He said “many people”. I asked if he was one and he said no! I asked who was in charge of this project and he gave me your name. I asked to speak with you and he replied “he is not here today”. I asked whether he could point out any committee members who proposed this route and he could not. I am not trying to get this young man into trouble but I am trying to give you what impression we members of the public were left with (by the way there were many people around me who can bear witness to this if need be). I did not see a single person take down any notes of anyone’s views all the time I was there. Indeed, I vented my frustrations to our District Councillor (Keith Kiddie) as I left as he shared my same level of angst.
4. Nobody has ever answered my query (made many times over in speech and numerous emails) as to why you do not utilise the existing Norwich to Ipswich HV Line. You could put them in parallel as has happened elsewhere in the country (and, indeed, in East Anglia). The only answer I was given on 7th July was “to share the pain”. I do not know whether this was a throwaway line, or not, but it was taken very seriously by me and others around me. What are the reasons why this option was discounted? It is a straight route so therefore cheaper. If there are any “difficult areas” then used the money saved to go underground at these points. Can you tell me the reasons for not seriously considering it. If you did, then lets see the minutes of the meetings giving reasons why not to go this route.
5. Your paragraph on “visual impact” made me smile Your “duty to protect the environment” is not much in evidence in the Waveney Valley. I note it is caveated by the phrase “as much as possible”. Where around Roydon have you “avoided communities and individual properties”. This proposed route is much worse and not following your own guidelines than the original 2022 route. How have you “minimise impact on the environment and on landscapes and views and communities”? I am not talking about the whole route, just this section where you have made a conscious effort to leave the 2022 “corridor” and impose a solution that is much

more damaging to the environment and communities. Recently, in Roydon, there was a referendum on development plans (just goes to show we are NOT Nimby's) which was passed but it included many "protected views". All of these "views" are compromised by your pylon route. It is also pertinent to note that examples given by National Grid are always of a community with a single straight line route of pylons. I have searched this route and can find nowhere else where you propose to surround a community on three sides with pylons. Indeed, I cannot find any other single example in the UK. If you have one then please inform me so I can go there and see for myself. Maybe you will get me to change my mind when I see how sympathetically you have placed the pylons and how pleased the inhabitants of that community are. Please provide details.

6. Thank you for your details of costings of options. I note that the undersea (US) option is around 4 times more than pylons and, I presume, and underground (UG) option is similar to undersea. I have given you in the past some costings but will update them here for your consideration. You have said that the British taxpayer/householder will have to pick up the additional costs for US/UG which will be c. £3 Billion. However, this is not a single person! There are around 30 million households so is roughly £100 per household. But only 37% of electricity use is domestic so this falls to a one off payment for each household of £37. If this is spread over the next 7 years (when the route is to be in operation) this is £7.50 per household per annum (just over 14p per week). I believe this is an option that is eminently sensible and avoids all the angst and provides a sustainable network in an environment future generations would be proud of. However, I am not even suggesting putting the whole route underground (as obviously neither you nor anyone else in authority seems to want to discuss this more sane approach), I am suggesting you put the small part of the route between Mellis and Burston underground. This would protect cherished landscapes, protect wildlife, protect communities and citizens thereof. This is 7 miles long and would cost 7/112 of the above (i.e. £2.31/household as a one-off payment or 33p/annum for the next 7 years of construction. Tell me that this is not a workable solution. Bare minimum on peoples bills and certainly absorbable.

I hope you (Liam Walker, John Pettigrew and Paula Reynolds) take the time to read this and just look at the map you have drawn around this area. I cannot see why on earth anyone would look at it and deem it the "optimal and reasonable route". Please take the time to convince me otherwise by answering the points above or just coming to see me at my home and I will drive you around the route and other options.

Mike Juby

Appendix E

Email response from me to National Grid Senior Management who responded with contradictory arguments to my original request for why they chose to change from their original proposed corridor and surround Roydon on 3 sides. (4/11/2023)

Dear Mr Wlaker, Ms Reynolds and Mr Pettigrew,

Thank you for your email (below).

The rationale you point out in your CPRSS document seems to contradict itself in a number of areas. You admit in para 4.5.7 that “with regard to Landscape and Visual it is not a differentiating feature across the Norwich to Bramford study area”. But then goes on to say, “The exception to this was in regard to the Rural River Valleys Landscape Character Type identified in the South Norfolk Landscape Assessment subject to protection” 2.... And which is considered to be potentially highly sensitive to the proposed infrastructure.” If you knew it was “highly sensitive” then why plough ahead with it? In para 4.5.9 you state that “Option NB1 being slightly more preferred from a landscape and visual perspective on the basis that it avoids locally protected landscape”. How so? No-one has visited here to have a look at what the impact is and as for “avoiding locally protected landscape” you have chosen a route that squiggles its way through a 50m wide gap between Royden Fen and Wortham Ling. The latter (an SSSI) will be overhung with pylons. How is this “avoidance”? In para 4.5.35 you state “Option NB1 avoids the potential for residential properties to be surrounded in close proximity by overhead lines to a greater extent than other options and thus reduces the potential of unacceptable levels of effect upon general residential amenity”. How can surrounding Roydon on three sides be reducing an unacceptable level of effect? Where were the effects greater than this in the original proposed corridor? St Remigus church has a much higher congregation than St Mary’s and are both Grade 1 listed so why choose to affect St. Remigius? I can see no real reason as to why you diverted from the original 2022 route to surround the people of Roydon on three sides for 24 hours a day for 7 days per week for 52 weeks of the year. However, you touch upon this in the next document.

In the June 2023 document in para 5.5.34 you state that an alternative corridor to the west (Blue in Fig 5.7) but that “it would pass adjacent to and SSSI where a water meadow type environment is present”. Telle me what the difference is between that and your current proposed route which passes over an SSSI (Wortham Ling) including a water meadow type environment? In para 5.5.35 you quote planning application 2021/0612 for a care and wellbeing business as the main reason you have gone outside the 2022 corridor. Are you aware that the consent is for 2 tents/yurts and for a couple of small wooden buildings (toilets?)? This is a private business and is not open year-round. Since when did a few people paying to have a “holiday” occasionally take precedence over a whole community of several hundred people being affected permanently? The whole site for this is a trapezoid measuring 200m by 200m max. There was plenty of room in the 2022 corridor to skirt round the facility by at least 80m and going no nearer to Bressingham Steam museum than the already proposed A1066 crossing. The pylon nearest the crossing is RG84 and you could connect with RG98 (both in the old corridor) by keeping within the old corridor and avoiding the tented part time community. This would avoid surrounding Roydon on three sides. I would also like to point out that the residents of Roydon are customers of electricity supply and the tents are not! There are many reasons why you should look

again at the proposed pylon route. What I have suggested in this paragraph is shorter and cheaper and less intrusive to a larger majority of people.

Para 5.5.36 says that you recognise that you are increasing effects on recreational use and the main access to Wortham ling as well as transferring negative impact from St. Mary Church to St. Remigus. So why do it? In para 5.5.38 you state the current proposed route was preferred over the consultation corridor. You give no reason to this preference other than “reducing effects on Grade 1 heritage assets” – no you are not, you are transferring them from one to another – “on trees and woodland” – no you are not, there is an increase, “on a care and wellbeing business” – what about the care and well being of the vastly greater number of people in Roydon who are also consumers of electricity?

In para 5.5.40 you refer to the Green and Red routes in Fig 5.7 which seem eminently more sensible and less intrusive than your current route, but your later paras seem to prefer the option of causing distress to the peoples of Roydon rather than a golf course. Again, you appear to be using “map data” rather than coming out here to look for yourself as to which is the least impact route!

Lastly, para 5.5.44 seems to discount the option of putting this section of the proposed route around Wortham Ling and Roydon underground. Why? This seems to be a robust solution that meets everybody’s needs! You say it is “keeping costs down in the interests of bill paying customers”. I have sent you, not only pictures and video of the visual impacts of your current route and cost-effective alternatives but have also used your own formula for calculating the costs of putting this section of route underground. However, unlike yourselves where you just try and frighten people with “big” numbers, I have calculated the increase in costs to residential bill payers would be less than 0.1p per week! You are correct when you state that you have “a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality” Don’t you think that the sum of all the reasons given on those subjects over such a short distance on your proposed route would weigh in the balance of going underground? You later state that the “government considers overhead lines to be appropriate and acceptable IN MOST INSTANCES, ALTHOUGH IT RECOGNISES THAT THERE MAY BE , AT PARTICULARLY SENSITIVE LOCATIONS, POTENTIAL ADVERSE LANDSCAPE AND VISUAL IMPACTS OF AN OVERHEAD LINE THAT MAKE IT UNACCEPTABLE IN PLANNING TERMS”. Do you not think that this section of your proposed route falls amply within those criteria?

I urge you again to come here and look at your proposal on the ground. Talk to local residents (we are reasonable bunch who want to see the right thing done rather than slavishly follow seemingly unbendable “rules”) and gather real information and not just “map data”. I note you have not answered my request for you to forward me details of anywhere else in the country where you have surrounded a community the size of Roydon with close proximity 400kV pylons on three sides. I am keen to know of such. I am also keen to know of any such place if you followed the existing pylon route between Ipswich and Norwich.

Yours sincerely,

Mike Juby

Appendix F

EVERY seller likes to believe their home is perfect and is often blind to imperfections so obvious to potential buyers.

But features from your house number to certain plants in your garden could be a turn-off for viewers and wipe tens of thousands of pounds from your property's price tag or put them off making an offer - especially in a slow housing market.

Fred Jones, chief executive at house-buying company Upstix, says: 'It's a buyers' market. There's more supply than demand so, sometimes, when there are a lot of other options, these features might just prevent an offer.'

Online estate agency Yopa has compiled a list of the biggest property turn-offs and reveals how much each one will slash from an average property price.

Here are the top ten things that put buyers

By Lucy Evans

off - and what you can do to fix them before you put your property on the market.

UNLUCKY HOUSE NUMBER - LOSE £16,099

YOU may think that the number of your house is only important because it tells the postman where to deliver your mail.

But a house number that is considered unlucky - 13, for example - could wipe £16,099 off the value of your home on average, as superstitious buyers avoid them.

Some new developments skip the number 13

and run from 12 to 14. In fact, the number of houses numbered 14 is double those numbered 13, says property portal Rightmove.

Unfortunately, you can't typically change a house number due to personal preference. But you can add a name to your house.

Your house number must remain visible on the property - even if you've added a name.

To add a name, contact your local council to submit your choice - it can't be similar to other house names in the area.

This will be added to the Land Registry once approved and then you can submit the name to the Royal Mail address maintenance unit.

Your local council could charge £25 to £50 for you to add a house name, according to the UK Sign Shop.

UNUSED OR OLD SWIMMING POOL - LOSE £52,591

A SWIMMING pool may add a touch of glamour to your home and can boost its price by up to 20pc when it's

he was unaware the property did have knotweed and, after he sold it, the buyer pursued him for damages.

'Say you don't know if there is Japanese knotweed unless you've checked every square inch,' he says.

PYLONS/POWER LINE - LOSE £37,565

LIVING close to an eyesore pylon may become the reality for many more of us as the Labour Government is set to introduce swathes of new pylons and power lines in the coming years in a bid to make electricity cheaper.

But living near a pylon, mobile phone tower or wind turbine could wipe almost £38,000 from your property's price tag.

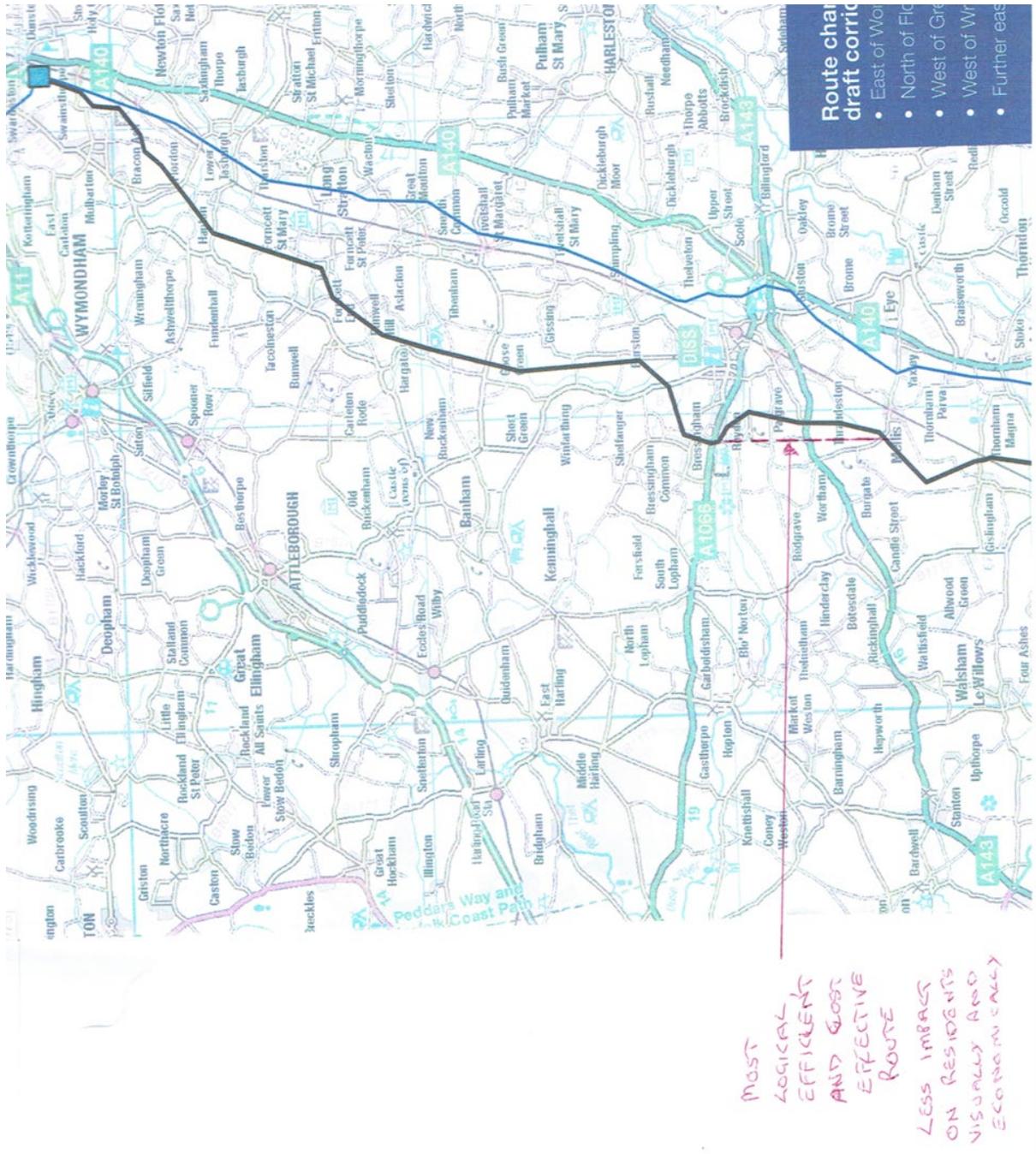
Mr Jones says: 'Some people think they carry health concerns and noise issues - and they are unsightly to look at.'

Appendix G



Picture from back garden of property on High Road Roydon. Note that the pylons proposed will be coming straight towards the camera lens before doing a near 90 degree turn to the west (right of this picture) to follow behind all properties on the West of this picture before doing a near 90 degrees turn to the North

Appendix H



Appendix I

Email from M.Juby to National Grid management on 06/02/2025

Dear Sirs and Madam,

I see that you have chosen to ignore the will of the local people entirely in this area and to abandon what would have been a minimal compromise of the Waveney Valley alternative. This is an utterly shameful decision. The whole process of so-called “consultation” is an utter farce! We take time to meet up with National Grid in the hope we can put pertinent questions, to those in authority that are the decision makers, and have our answers on record somewhere. What actually happens is we give our questions to those who have no authority to answer so they take our questions away for “consideration”. This means that those in authority (i.e. YOU) just simply ignore them. Why can you not have the courage of your own decisions to sit down around a table and have these questions asked of you and a full record made of the questions and the answers you give?

Take, for example, the email below .from Mr. Walker. I asked, specifically, for examples of where the National Grid has put up 50m high, 400kv pylons on three sides of a community like Roydon and in as close proximity. The answers back are three sites that are not 50m high 400kv pylons and do not meet the criteria of surrounding the communities on THREE sides as you propose in Roydon. Also, instead of answering questions directly you refer to websites and URL’s where we have to pick through reams of data to try and find the so-called answer to invariably find that it has little to do with the question asked. In future, in all correspondence on this matter have the courtesy to answer the questions directly, and, if necessary, cut and paste the relevant part of whatever document and explain its use in the answer to the questions asked.

I would now like you to send me the minutes of the meetings where this decision NOT to use Waveney Valley Alternative(WVA). Who made this decision and what criteria did they use. I also want to see the minutes of the meeting which moved the proposed route from the original “Blue Corridor”. Why was it moved. How many objections were there that “forced the move to the East? How were these objections (if any) validated? What is the detailed increase in cost of that move? How many objections have you received from citizens for the current route through the Waveney Valley? What are the number of endangered species affected by your proposed route through the Waveney Vally.

Recent information published in “The International Journal of Occupational and Environmental medicine” cites a study made between 2014 and 2016. They looked at just one aspect of the affect of living near HV power lines – that of female infertility. The following is a quote of the results and conclusions from that publication:-

Results:

112 (14.1%) houses were within 500 meters from a high voltage power line. Women living within 500 meters of the lines (OR 4.14, 95% CI 2.61 to 6.57) and 500–1000 meters of the line (OR 1.61, 95% CI

1.05 to 2.47) carried a significantly higher risk of infertility than those women living more than 1000 meters away from the power lines. After adjusting for confounding factors, women living within 500 meters of the lines carried a higher risk (aOR 4.44, 95% CI 2.77 to 7.11) of infertility compared with women living more than 1000 meters of the lines.

Conclusion:

The current safety guidelines for electromagnetic fields exposure seems to be not adequate for protecting people from the hazardous effects of the field

Now when you think that your current proposal is having three times the affect as you are surrounding Roydon on three sides, and that the study was in areas that had less than 400kv lines, then can you now understand our genuine fears. Not enough is known about the long term effects on health of people living near these very high voltage lines and you are tripling these dangers at Roydon. Can all of you please put in writing to me that there will NEVER be any ill effects of any nature to any of us living in this danger zone around Roydon. This is in addition to the mental health of all of us living here (which there is some evidence to support that some individuals who suffer from some forms of mantal depression and anxiety get substantially worse when living near HV pylons), and all the associated damage to rare species that inhabit. the Waveney Valley.

I have given you in the past and many times alternative solutions, with costings, that would protect this area and all those who live here. Some of those solutions work out cheaper as you would not be zig-zagging your way through this part of the country. Many have suggested following the existing route between Ipswich and Norwich but have been told “this is impossible for technical reasons” – but nobody has said what these technical reasons are and how they can be overcome. This is not about “not in my back yard (NIMBY)” but about “not in my back yard AND my side garden AND my front driveway”.

I have copied this email to my elected representatives in the hope they will actually do something to confront you to think again about this tortuous, unfair and potentially very dangerous route through the Waveney Valley, as that is what they are elected for.

Yours faithfully,

Mike Juby

Appendix J

Email from me to senior managers of National Grid on 24/04/2024

Dear Madam and Sirs,

Please find below my comments on your recent correspondence regarding Norwich to Tilbury suggested route for National Grid upgrade. They are as follows:-

1. I welcome the “consideration” you are giving to the Waveney Valley Alternative (WVA). However, this should not be a “consideration” but rather a default position. Secondly, on this matter, you state that the number of CSE compounds is increased from 6 to 8 when this is adopted so I am at a loss to understand why this “consideration” is for roughly 2km (just over a mile) and not for further distance. You could “consider” at least going from Wortham to the B1077 to avoid all areas of higher population density. Indeed, you could reduce the length of the route considerably by going underground in a, more or less, direct line from the point north of Gissingham (west of Mellis). Where you perform a near right angle to start the somewhat tortuous route through the Waveney Valley. Straightening all this out will save distance and avoid passing close to Wortham airstrip. You would still only need two CSE’s and the additional costs of more underground cabling would be offset in part by savings on the meandering of the existing route.
2. Much has been said of the environmental impact of 50m high pylons through the Waveney Valley and other areas so I will not repeat these here but continue to draw your attention to the human health impact of such 400kv pylons. It seems to me that nearly every day yet more research shows the harm these can do to human health (and not just the mental well being of people being forced to look at them 24/7). Studies in California, Canadian and our own Bristol Universities show that the fields around these pylons have a knock-on effect on human health. These fields can act on particles which are inhaled by human beings from more than a kilometre away. I liken this to a pistol. In and of itself, it is just a lump of metal but, if you load the pistol with bullets; aim it at a person; squeeze the trigger, then it becomes lethal. Your argument that these fields only have an effect over a very minimal distance does not hold water when you consider that you have a large condensed human population nearby; a busy road that is going to increase in traffic of heavy lorries when Deal Farm Biomass gets underway causing more air pollution and particles in the air; a prevailing wind from West and South. The introduction of these 50m high pylons carrying 400kv could make a perfect storm on people’s health nearby. If so, then the removal of these pylons in the future will cost more than just going underground to begin with plus, of course, compensation to those affected. So “consider” my proposals in (1) very seriously or something similar.
3. I note the start and finish dates of the “consultation”. Can I plead with you that these consultation events be properly organised and not just a free-for-all where the same questions get asked by different people (and getting different answers?). Can we have an MC to control questions and also stop diversion of answers? Can these meetings be recorded? Can we have proper knowledgeable people from national Grid in attendance that have the authority to make decisions and not just some PR “flim-flam” for the press to report?

4. I wish that you would take a door-to-door survey in areas of higher population (such as Roydon and Diss) to get a real feel for how people are concerned with this overland proposal. The cost of this could be offset against the wealth of documents you send out to which most people do not respond because it either takes too much time; too confusing; too fearful of putting their views in writing in case there is some retribution (real or imagined). I do not think you comprehend the strength of feeling there is on this issue. Those people who are not as articulate as some, or are more elderly, or are more anxious (my neighbour was diagnosed by her doctor as suffering panic attacks) have just as much right to their views as the rest of us. I cannot count the number of people who have asked me to go to a “consultation” meeting to express their views as they are too shy/embarrassed/fearful etc to speak in public. They too have a voice and you should listen to it by taking the time to speak with them on a one-to-one basis.
5. In your correspondence you state that “there is no fully offshore solution to connect offshore wind to the grid and you have to bring it onshore somewhere”. That may be a correct statement but why don’t you create a fully offshore solution to future proof further enhancements to generation provision. You have found it feasible to go offshore in Scotland so why not around the coast of East Anglia from where the energy is generated to Tilbury? Why is it that you can “consider” to put an undersea cable from Morrocco to our shores (distance of around 2,400 miles) but not 100 miles around our coastline? You are only considering financial costs and not others. Do your financial calculations include (a) maintenance – particularly with changing weather patterns the likelihood of increased wind damage; lightening strikes etc, (b) withdrawal from service – at some point pylons will have to be removed so what is that cost (underground/undersea do not have to be removed), (c) risk of changes in future legislation to force retirement of pylons (is this insured against?), (d) risk of further research showing harm associated with 50m high 400kv pylons (is this insured against?).
6. I have copied this to Parish, District and MP level representatives such that they can be associated with my comments above or can write and disassociate them, and their constituents, from them.

Yours faithfully

Mike Juby

Appendix K

Maps of alternatives to avoid surrounding Roydon on 3 sides

WVA submitted by NG with notes

Waveney Valley

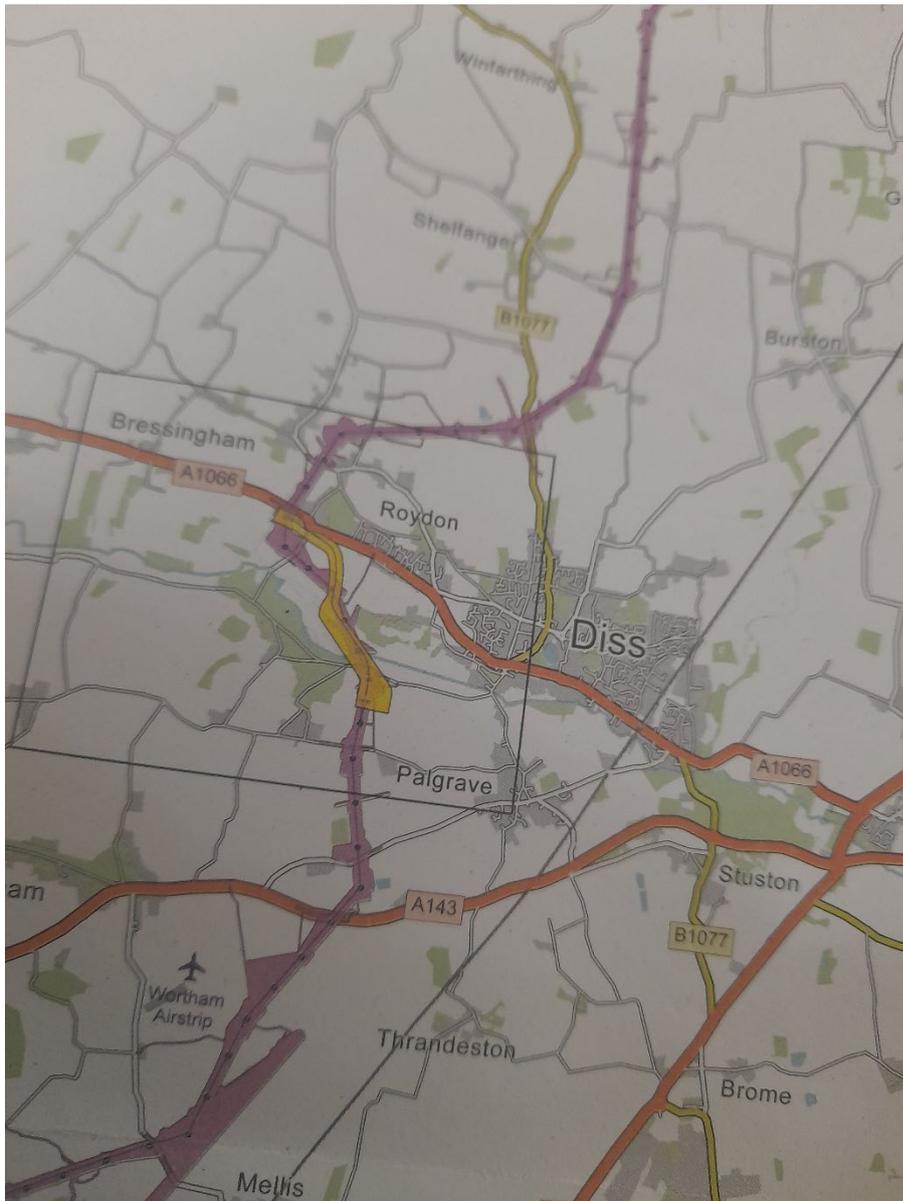
In response to feedback from the 2023 consultation, we are considering proposals for a section of underground cables, known as the **Waveney Valley Alternative**.

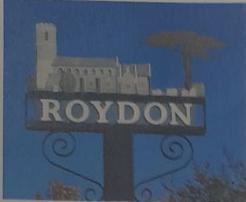
This alternative would include the installation of approximately 2 km of underground cabling (and the substitution of 2 km of overhead lines from our proposals) and two additional CSE compounds (to join the high-voltage underground cables onto the overhead line) with associated access roads.

Waveney Valley Alternative

Overhead line proposal

WVA on larger NG Map





THE ROYDON ROUND-UP

The newsletter for Roydon Parish Council
Issue 15: May 2024

Come and have your say on pylons plan

National Grid's plans for a pylon network running from Norwich to Tilbury through Roydon will be discussed at a special parish council meeting on **Monday 20 May at 7.30pm at Roydon Village Hall.**

Come and help shape the council's response to the plans, which are going through the statutory consultation following two unofficial consultations. Whether you've had your say before or not, this consultation is crucial.

National Grid have not added any alternatives to an onshore grid into this consultation, such as an offshore solution that campaigners have been calling for.

They have, however, put forward **two options for the Waveney Valley** following concerns raised about the visual impact of pylons.



This alternative includes substituting pylons for 2kms of trenches and underground cables. Some residents have been mailed the proposals with a response form by National Grid but everyone can respond online. **The deadline for responses is 18 June.**

It's important to remember that **works associated with building pylons or cabling will be significant.** In addition to using existing roads to bring materials, additional temporary or permanent roads will be built and land taken all along the route for storage - the extent of this in Roydon is shown in the picture here.

To decipher it, go to the project website at bit.ly/roydon-grid and follow the link to the interactive map. This website has further background information as well as details on how to send in your views.

for Roydon's Big Green Week and litter pick

Pylon route bypassing the three sides. Shorter, Cheaper but no response from NG

