

Submission ID: S537F1857

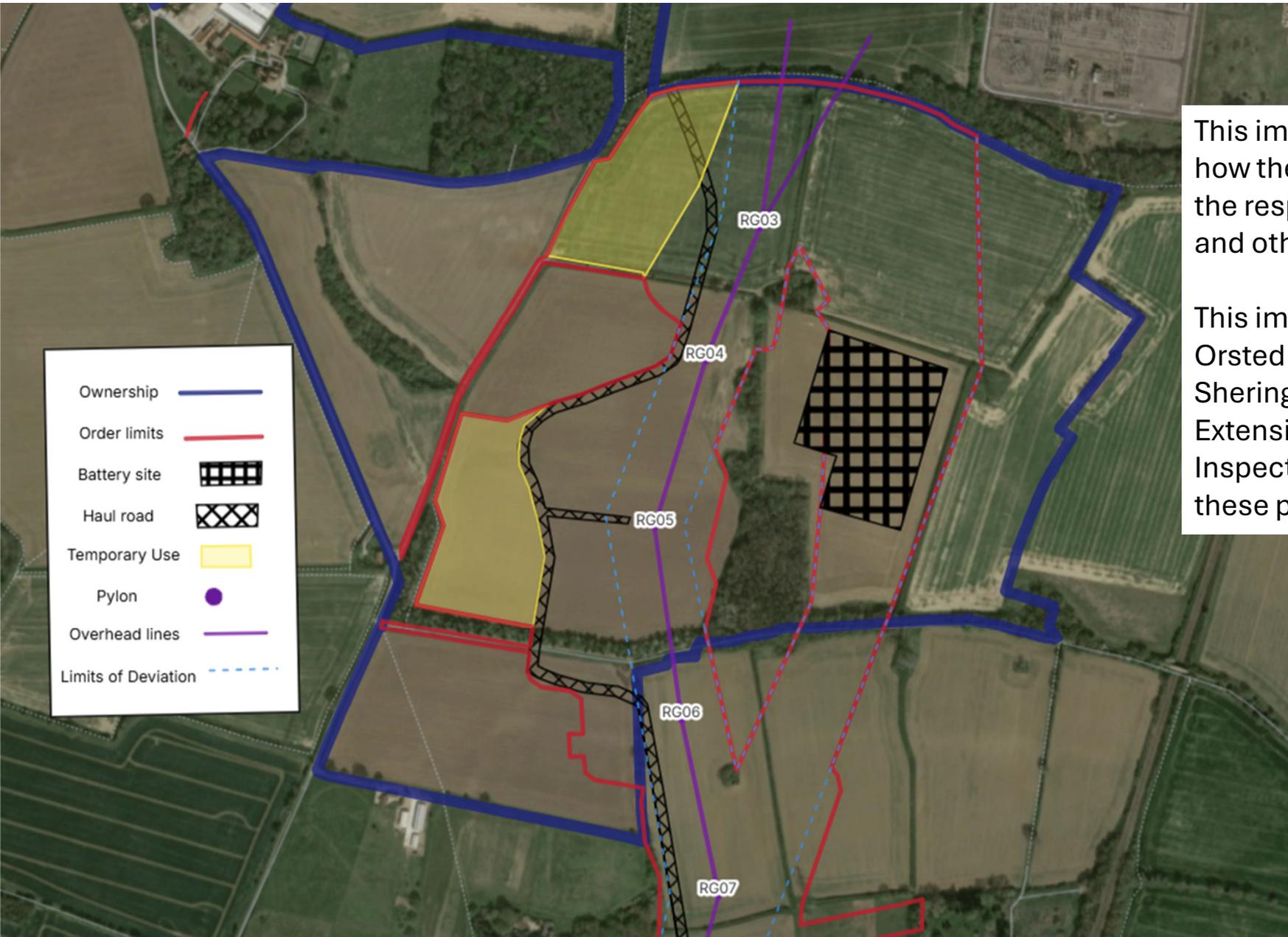
This response is submitted by Newlands Partnership as landowner and occupier of land owned by Messrs Watkinson, Whitley and Steward - who are also parties to the Newlands Partnership
The attached document explains the issues of concern, most notably the wish to see the eastern route removed from the order limits

Norwich to Tilbury Deadline 1 Submission

Respondent: Newlands Partnership & Messrs Watkinson, Whitley
and Steward

Position of Respondent: Freeholders and Occupiers

Property: NK332995



This image shows an overview of how the proposal interacts with the respondent's land ownership and other consented projects

This image does not include the Orsted Hornsea 3 nor the Equinor Sheringham Shoal and Dudgeon Extension projects as the Inspectors will be fully aware of these projects

The respondent seeks to understand the Applicants Justification for the ongoing inclusion of the white area, shown as the 'Redundant Leg', in the order limits and wishes to challenge the ongoing inclusion with a wish to see the order limits revised accordingly.

The Respondent does not understand why this part of the Order Limits is required for the installation of cables and pylons and contends that it appears to have been 'left in' the scheme after being dismissed at an earlier stage as a possible alternative.

The Applicant states that the scheme is fully designed and shows the cable line coming out of Mangreen main via RG03, RG04, RG05, RG06 to the west of the Redundant leg.

It can be seen that the fully consented battery storage site lies in the path of the subject area. The Respondent does not consider it possible to deliver both schemes over the same land. It is understood that the Applicant chose the adopted route because of the battery site, therefore there seems no sense in keeping it within the order limits.





The area filled yellow was previously designated as Site Min79 in the Norfolk Minerals Plan. That allocation lapsed, by landowners' choice, and the land was not put forward for the current Minerals and Waste Plan.

A 2003 geological survey estimated that the main mineral reserve, being the area with the yellow hatching, held 1.76 million tonnes of gravel and would leave a void of 600,000 cubic meters to use for inert fill.

The current owners desire to not advance this project does not mean that the reserves should not be preserved for future use.

Pylons RG03, RG04 and RG05 should be moved closer to the edge of parcel to minimise the volume of minerals their construction will sterilise.