

Georgie Hannigan

From: [REDACTED]
Sent: 10 April 2026 11:10
To: Norwich to Tilbury
Subject: Interested party reference [REDACTED]

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Dear Sirs,

I am writing in response to your questions raised in respect of the proposed pylons project through East Anglia.

In LV1.14 you asked councils to say whether they agree with NGs assessment that damage to the Dedham Vale National Landscape will be “minor / not significant” once the project is in operation.

Dedham Vale is an Area of Outstanding Natural Beauty and includes wide open historic landscapes which are not blighted by modern infrastructure. Industrialisation has not occurred and they remain as they have been over hundreds of years.

The views have been captured by artists such as Constable and Gainsborough and are a national treasure. Much of the eastern end of the National Landscape is associated with the celebrated landscape artist John Constable RA, and many of the views he painted remain recognisable today.

The Dedham Vale and other areas such as the Colne Valley are characterised by peace and quiet and freedom from modern development. As National Grid's own baseline assessment records, the National Landscape's tranquillity is a defined and formally assessed special quality, identified through the Natural Beauty indicators framework.

The elevated viewpoints, with their characteristic "large sky" quality, are integral to the designation. They were specifically identified by the Dedham Vale National Landscape Authority in the EIA scoping process as requiring assessment through the ZTV study.

The vale provides facilities for so many people to relax which is very important for their personal and mental wellbeing. This proposal will result in considerable permanent damage in this respect.

The Dedham vale also attracts significant numbers of visitors to the area each year and is a major contributor to the financial value of tourism in Essex, currently estimated at £3.5 billion per year. Millions of visitors come to the area each year and thousands of people are employed.

In HE 1.34 the Inspectorate has challenged National Grid's assessment of the damage to [REDACTED] [REDACTED] We strongly disagree with the assessment of harm and raised this with NG at the first consultation. We consider that the impact of the proposed pylons on these properties would be very significant and the screen shots of National Grid's own visual representation are very misleading. The height of the proposed pylons is such that they would totally dominate the surrounding area – the tallest trees within the vicinity are some 20 metres high compared with pylons of fifty metres, i.e. an additional 30 metres.

The NG assessment stated that it was probable that the pylons would be seen – this is clearly wrong as there is no doubt that they would not just be seen but would be overbearing.

The Project as proposed would cause significant lasting harm.

The project includes approximately 159 km of new overhead line supported on approximately 510 steel lattice pylons at approximately 50 metres in height, with approximately 25 km of underground cabling, some of which is located through the Dedham Vale National Landscape, and six new Cable Sealing End (CSE) compounds.

National Grid has demonstrated that their proposed pylons, sealing end compounds and the EACN whilst not built within the vale will be hugely visible from within it. They themselves say that up to 23 pylons will be visible from up to half of the vale and up to 35 pylons in places.

Regulations state that pylons should not be visible from within an AONB but in this case it is well documented that these proposals are not compliant.

The construction would take several years and would create vast swathes of destruction to the environment and to natural habitats. It would severely dislocate the lives of people living along the route and further afield. Tourism would be badly affected. Such damage could not recover during the foreseeable future and much would be permanent.

This cannot be described as “minor” or “insignificant” damage. It is enormous and will destroy the natural beauty and most social qualities of the vale for all future generations.

The route MUST be modified to ‘avoid altogether’ both the Vale and its setting as required in planning policy specifically set out to protect it. ‘Even residual damage is unacceptable’. Similarly the project should not be permitted to destroy other rural settings including the Colne Valley.

The destruction and collateral damage that will inevitably arise from the project as currently proposed is not necessary. It is most regrettable that NG have not properly assessed other options, in particular an offshore route.

Yours faithfully,

Mark Passmore