

SIR BERNARD JENKIN MP



HOUSE OF COMMONS
LONDON SW1A 0AA

The Examining Authority
Planning Inspectorate
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

9 April 2026

Dear Examining Authority

Norwich to Tilbury Project ExQ1 (EN020027)

We write as Members of Parliament representing constituencies that include the Dedham Vale National Landscape to set out our collective position on the Norwich to Tilbury proposals currently under examination. This position reflects not only our own concerns but also those of our constituents, who have expressed strong and consistent opposition. This submission responds to the Examining Authority's First Written Questions (ExQ1), in particular LV 1.14, LV 1.17 and LV 1.22, which go directly to the central issue of landscape and visual impact within the Dedham Vale National Landscape.

These concerns are also reflected in the representations of the Dedham Vale Society, as well as in submissions made by Colchester City Council and Tendring District Council, all of whom have raised significant objections to the current proposals and their impact on the National Landscape.

These questions engage directly with the requirements of NPS EN-5, which establishes a clear policy framework for nationally designated landscapes. The policy requires that such landscapes should be avoided altogether and further states that even residual harm is unlikely to be acceptable in planning terms.

WORKING FOR HARWICH & NORTH ESSEX

Tel: [REDACTED] e-mail: [REDACTED]@parliament.uk
www.bernardjenkinmp.com

SIR BERNARD JENKIN MP



In this context, the current proposals fail to meet the policy test for the following reasons:

1. There must be clear disagreement with any suggestion that the operational impacts of the scheme would not be adverse. National Grid's own evidence demonstrates that the East Anglia Connection Node (EACN) and associated infrastructure would be visible across a substantial proportion of the Dedham Vale National Landscape. This includes visibility across approximately a quarter of the Vale, with between 11 and 23 pylons visible from viewpoints across roughly half of the area and up to 35 pylons visible from certain locations. This degree of visibility represents a significant and unavoidable visual intrusion. It cannot reasonably be characterised as "not adverse".

On any objective assessment, it amounts to a marked and harmful industrialisation of a nationally protected landscape, directly undermining its character, tranquillity and special qualities. The view that the Dedham Vale would be irreparably harmed is widely held by residents, local authorities and stakeholders. It is not for National Grid alone to determine the special qualities of the landscape. The voices of those who live in, use, and value the Vale must carry significant weight in this assessment.

2. It is not accepted that national policy has been appropriately applied. Section 2.9.17 of the NPS EN5 requires National Grid to "avoid altogether, if possible, the major areas of highest amenity value, by so planning the general route of the line in the first place, even if total mileage is somewhat increased in consequence." In addition, section 2.9.12 makes clear that even residual impacts within nationally designated landscapes are unlikely to be acceptable in planning terms.

The current proposal fails to meet this test. It introduces large-scale transmission infrastructure in close proximity to, and with extensive visibility from, the Dedham Vale National Landscape, resulting in clear and significant harm. The existence of alternative options which avoid the Dedham Vale National Landscape altogether, such as the EAS1 route identified within the Strategic Options Backcheck & Review, demonstrates that avoidance was feasible. The failure to pursue or properly assess such alternatives is inconsistent with the requirement to avoid harm altogether.

3. We disagree that the viewpoints presented are sufficient or appropriate to assess the true level of harm. The selected viewpoints do not adequately capture the cumulative and wide-ranging visual impacts demonstrated in the Applicant's own visibility analysis. In particular, they fail to reflect the extent to which multiple pylons and associated infrastructure would be visible across large parts of the Vale and do not clearly present the degree of harm illustrated in the reverse viewfall diagrams. As a result, the visual assessment understates the scale, extent, and significance of the impact on the National Landscape.

WORKING FOR HARWICH & NORTH ESSEX

Tel: [REDACTED] e-mail: [REDACTED]@parliament.uk
www.bernardjenkinmp.com

SIR BERNARD JENKIN MP

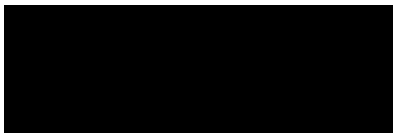


These issues demonstrate that the proposals do not satisfy the requirements of NPS EN-5 in relation to nationally designated landscapes. The level of harm identified is substantial and, in its current form, not adequately addressed through the proposed mitigation. The failure to avoid the Dedham Vale altogether represents a fundamental conflict with national policy.

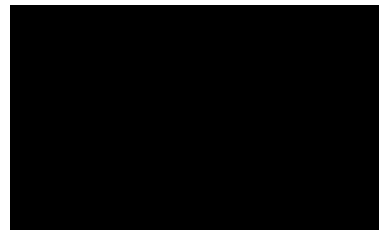
Accordingly, these matters go to the heart of whether the application is capable of lawful consent.

Best Wishes

Yours



Sir Bernard Jenkin MP
Harwich and North Essex



James Cartlidge MP
South Suffolk

WORKING FOR HARWICH & NORTH ESSEX

Tel: [REDACTED] e-mail: [REDACTED]@parliament.uk
www.bernardjenkinmp.com