
Norwich to Tilbury Planning Application

From [REDACTED] >
on behalf of
[REDACTED] >
Date Thu 2026-04-09 18:26
To Norwich to Tilbury <NorwichtoTilbury@planninginspectorate.gov.uk>

[REDACTED]
Dear Sir

[REDACTED]
I am writing in response to your question LV1.14.

The social qualities of the Dedham Vale include the wide-open historic landscapes which are untroubled by modern infrastructure, which industrialisation has not reached, and which remain as they have been over hundreds of years.

These views have been captured by artists such as Constable and Gainsborough and are a national treasure.

National Grid has demonstrated that their proposed pylons, sealing end compounds and the EACN whilst not build 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.

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

The route MUST be modified to ‘avoid altogether’ both the AONB/National Landscape and it’s setting as required in planning policy specifically set out to protect it. ‘Even residual damage is unacceptable’.

We farm at the southern end of the underground section; and after crossing our land the line re-emerges above ground via the Great Horkesley (Tilbury side) Compound which is in fact in Little Horkesley. This is effectively the southern gateway to the protected landscape approaching from Colchester. The compound and associated pylon re-emergence are within sightlines of the National Landscape boundary, introducing industrial structures into the approach corridor and into views looking back into the Vale, and the infrastructure there also being greatly visible from within the Vale along higher ground on both sides of the river. There were very straightforward opportunities to reduce harm here by removing the CSE further from the Vale into lower ground near to TB42 which National Grid considered but rejected on the grounds of cost alone. (Which is not in itself consistent with the acceptable reasons set out in NPS-EN5 in the context of a National Landscape).

National Grid's Own Assessment Conclusion

National Grid's Environmental Statement records, at ES Chapter 13, Section 13.7 — Residual Effects, that the project produces significant adverse landscape and visual impacts on the National Landscape and its setting that are not considered to be adequately mitigated

or compensated. This is not a characterisation made by objectors. It is the applicant's own professional conclusion in its own Environmental Statement. This is the same conclusion National Grid reached in their document 'Corridor Preliminary Routeing and Substation Siting Study' of 2022 which detailed extensive and lasting harms to the Dedham Vale in Chapters 5 and 7, the damage due to pylons along the boundaries being considered so significant and the harm so unavoidable that it was better to route through the Vale itself and to reduce infrastructure on the boundary. Whilst infrastructure on the boundary was reduced, the current submissions clearly demonstrate that the reduction has gone nowhere near far enough.

Clearly National Grid have proved themselves that they are wrong in pursuing this route but will not at this stage consider an alternative less harmful route.

Kind regards

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