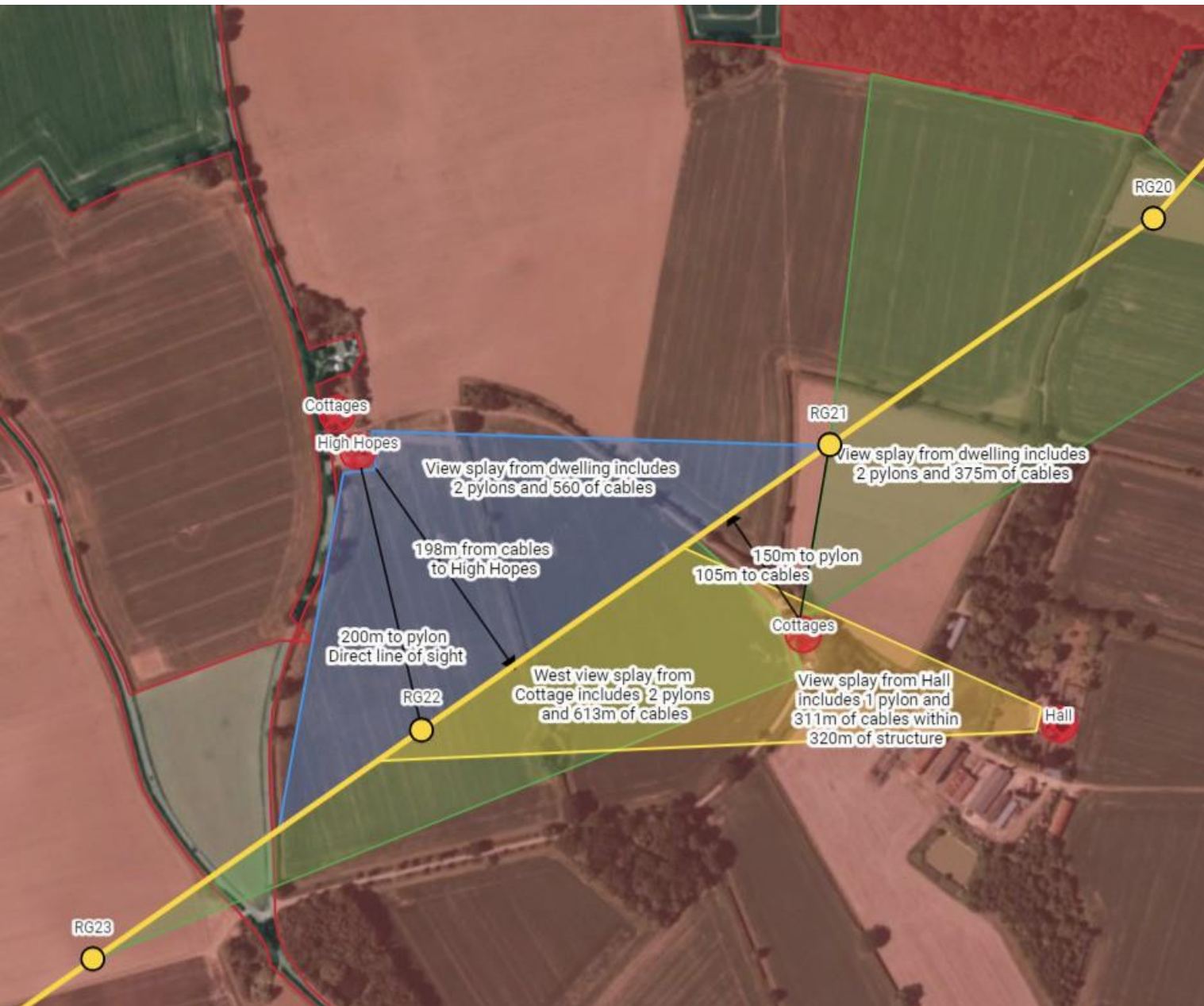


Representation by Mr R Webster and G Webster & Son Ltd

Norwich to Tilbury National Grid Project

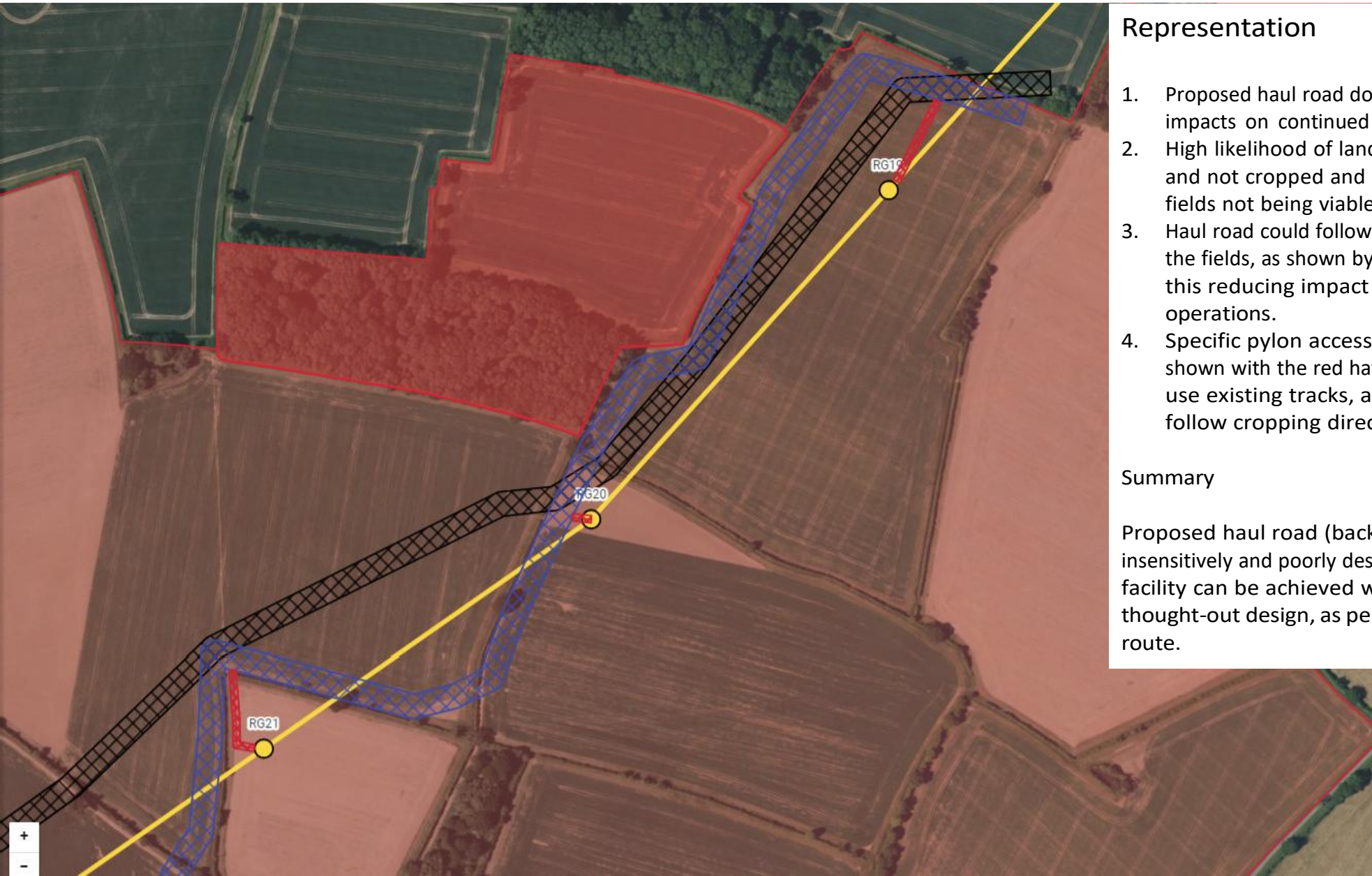


Representation – Vision/Intrusion

1. Flordon Hall (Yellow Area) – Grade II* Listed Building – Pylon line and pylons RG21 and RG22 highly visible from rear of Flordon Hall. The proposals impact the setting and character of Historically Important property, including the associated Grade II listed farm buildings.
2. Hall Cottages (Green Area) – impacted on front and rear-view splays, with 2 pylons on either primary face plus large spans of cable.
3. High Hopes (Blue Area) – severe impact to primary view and garden space. Cables within 200m, 1 pylon in direct line of sight, 1 pylon in the periphery view and 560m of cable span in direct sight.

Summary

New line impacts 6 dwellings and a range of farm buildings with development potential. Properties are impacted by overhead cable and 4 pylons. RG22 and RG21 have most severe impact RG 20 and RG23 will impact the horizon Significant impact on an important Listed Building and overall setting.



Representation

- 1. Proposed haul road does not mitigate impacts on continued use of the land
- 2. High likelihood of land being severed and not cropped and remainder of fields not being viable to crop
- 3. Haul road could follow the periphery of the fields, as shown by the blue option, this reducing impact on farming operations.
- 4. Specific pylon access options are shown with the red hatched lines which use existing tracks, access points and follow cropping directions.

Summary

Proposed haul road (back hatch) is insensitively and poorly designed. The same facility can be achieved with a better thought-out design, as per the blue hatched route.

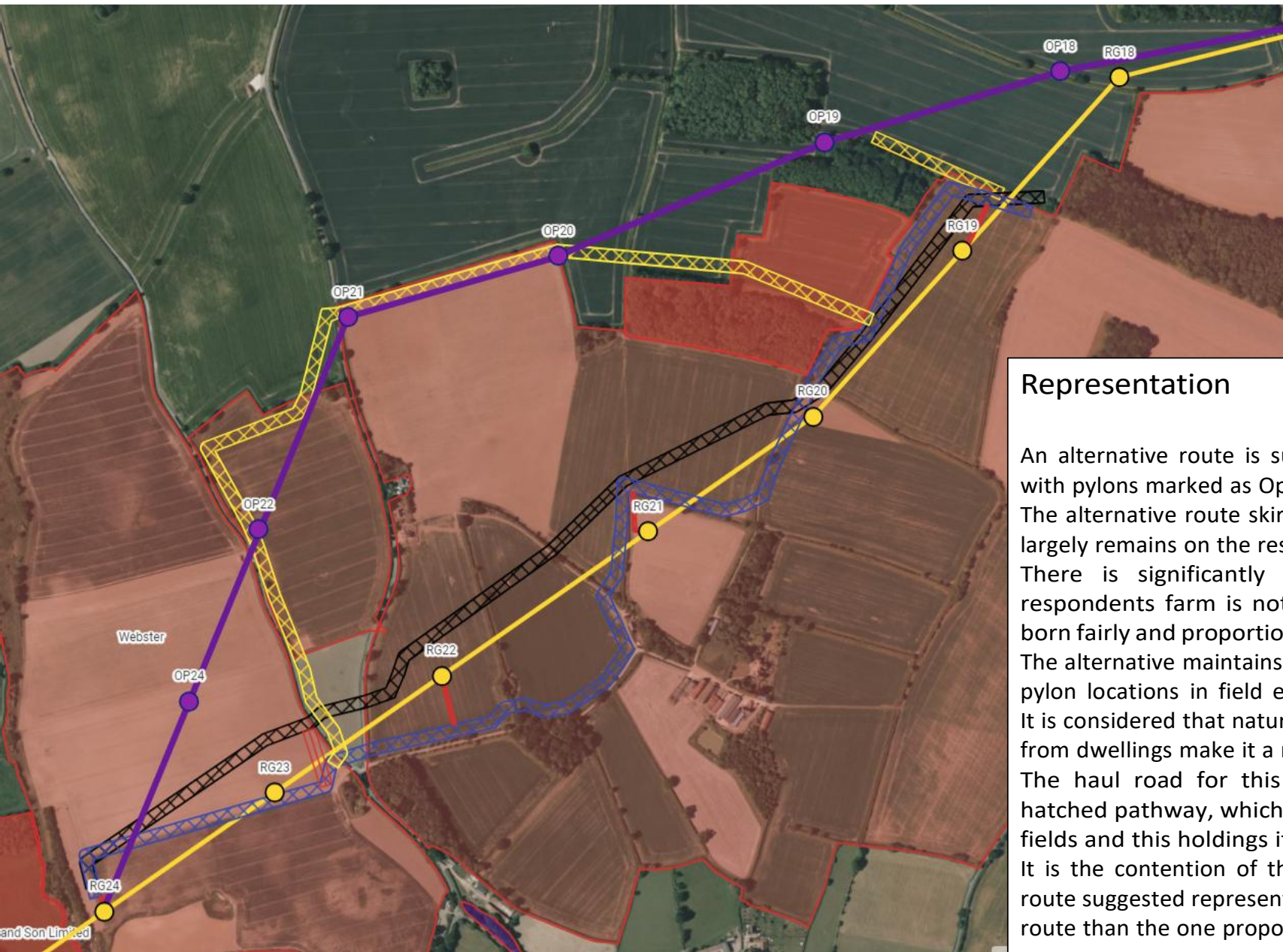


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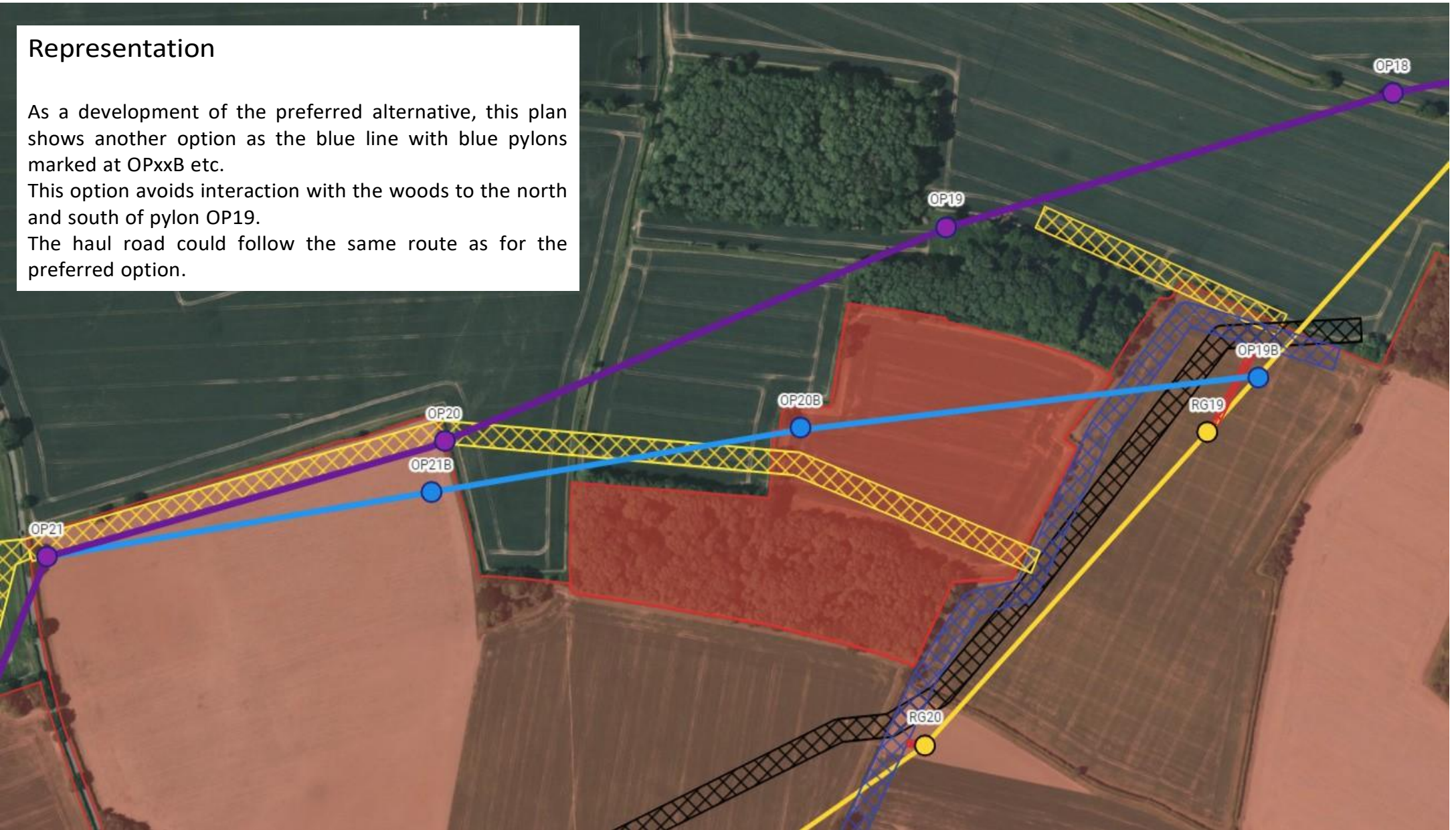
An alternative route is suggested to follow the purple line with pylons marked as Opxx. The alternative route skirts the edge of two ownerships but largely remains on the respondent's property. There is significantly less impact on dwellings, the respondents farm is not bisected and the burden is still born fairly and proportionally between landowners. The alternative maintains a primarily straight route, offers pylon locations in field edges and well screened positions. It is considered that natural screening, terrain and distance from dwellings make it a more suitable route. The haul road for this option is shown as the yellow hatched pathway, which again can follow the periphery of fields and this holdings it crosses. It is the contention of the respondent that the alternative route suggested represents a more balanced and reasonable route than the one proposed.

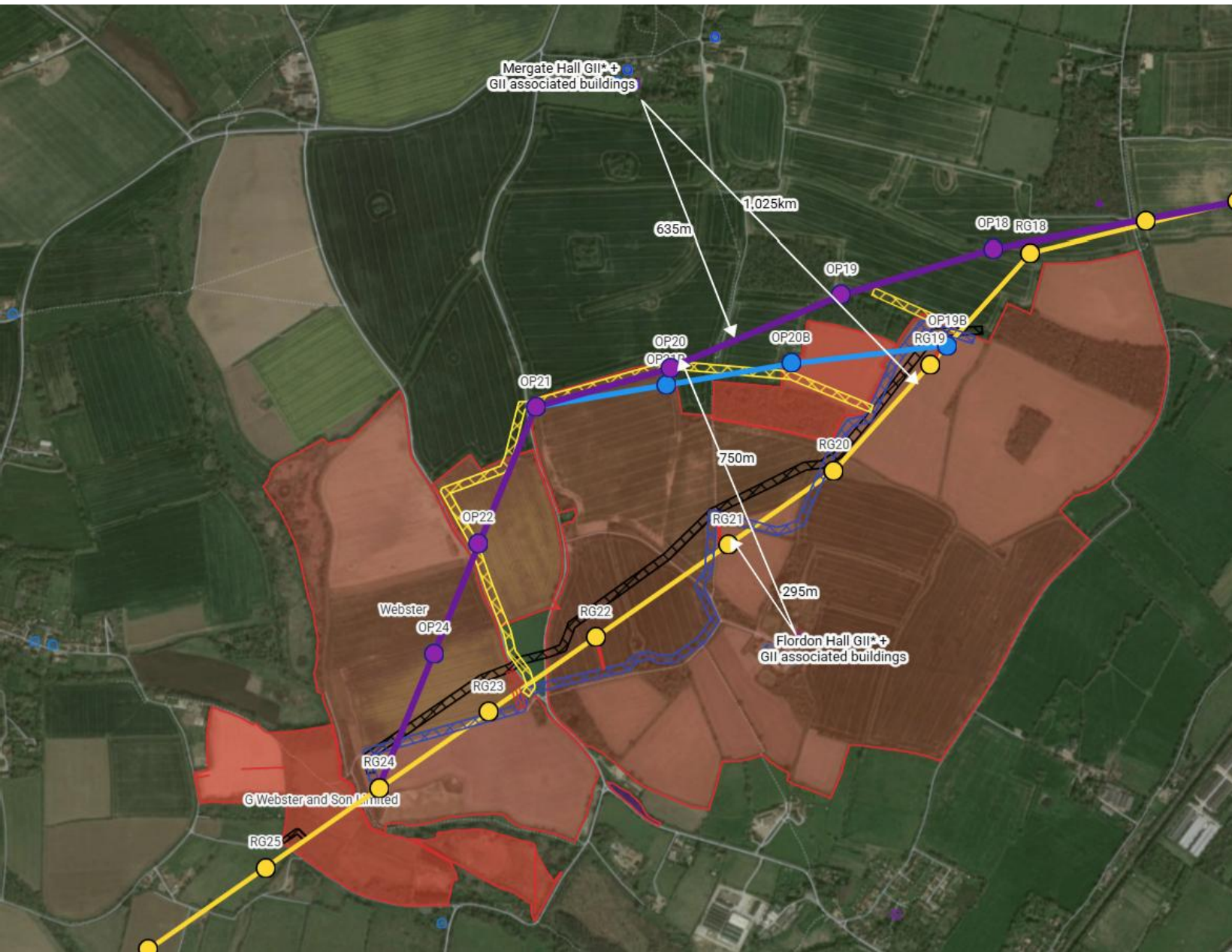
Representation

As a development of the preferred alternative, this plan shows another option as the blue line with blue pylons marked at OPxxB etc.

This option avoids interaction with the woods to the north and south of pylon OP19.

The haul road could follow the same route as for the preferred option.





Representation

1. Proposed pylon line wall pass within 300m of Grad II* Listed Flordon Hall with associated GII listed buildings.
2. The nearest property of comparable historic value is Mergate Hall, which is 1.025 km from the proposed pylon line, which will be shielded by a wood.
3. The option being suggested by the respondent would put the pylon line 750m from GII* Flordon Hall and 650m from GII* Mergate Hall. This is a more balanced sharing of the impact of the pylon line on the local historic residences.
4. Mergate Hall would still benefit from woodland shielding between it and the pylon line.

Summary

Flordon Hall is unevenly burdened by the pylon line, and the proposals by the respondent will not unbalance the burden to be greater on any other property.