

FAO The Planning Inspectorate  
Ref: Norwich to Tilbury

Dear Sir/Madam,

Interested Party Reference [REDACTED]

Having attended the recent Norwich to Tilbury ISH2 hearings, and ahead of Deadline 4, I wish to make the following observations and comments.

### **In General:**

- National Grid's team were often inarticulate when answering direct questions, and given the number of people working on this project, the level of knowledge demonstrated appeared limited.
- Russell Harris KC displayed arrogance on several occasions, often speaking at length without substance and, rather than answering questions directly, repeatedly preferring to provide written responses by Deadline 4. This was not helpful to those present who wished to hear answers firsthand.
- It was also evident throughout the hearings that National Grid avoided discussing alternative options for upgrading the grid system (e.g. offshore connections and HVDC undergrounding), whilst admitting that it is still uncertain where the steel for pylon construction would be sourced. China and South Korea were mentioned, but this raises questions regarding the environmental credentials of such supply chains.
- If materials are yet to be purchased, I question how National Grid expects to deliver the project by 2031, particularly given current global uncertainty arising from conflicts, increasing fuel prices, transportation costs, and supply chain pressures. With this in mind, I believe National Grid should also be required to provide updated costings.
- National Grid repeatedly referred to the "need for speed" in delivering this proposed project, whilst appearing to disregard the permanent harm it would cause.

### **Locally:**

- National Grid continues to fail to acknowledge the negative impact on communities along the proposed 180 km pylon route, particularly the villages of Ardleigh and Little Bromley (ALBA), where the siting of the East Anglian Connection Node (EACN) is proposed. In an area characterised by open and flat countryside, this land is recognised as being among the most important in the UK for High Grade Best and Most Versatile (BMV) agricultural production. National food security is paramount.
- National Grid has failed to consider adequately the impact on properties from traffic travelling along Little Bentley Road from the A120 at Pelham's Corner through to Little Bromley. For

example, it was suggested that, for one particular property, National Grid would fund the installation of secondary double glazing in order to minimise noise and dust. This proposal is absurd, as it would effectively require occupants to remain indoors with windows permanently closed.

- National Grid has failed to address appropriately additional major concerns regarding working hours (potentially 24/7), lighting, vibration, loss of dark skies, removal of mature trees and hedgerows, and destruction of wildlife habitats. The list of concerns continues to grow.
- National Grid has failed to address the mental health and emotional disruption associated with this project. We are a farming family that stands to lose 80% of our Grade 1 BMV land to pylons and undergrounding. Our lives are effectively on hold. We feel unable to plan ahead, are reluctant to reinvest in the future, and are deeply distressed that years of hard work could be taken away from us.
- National Grid has failed to provide requested information to landowners following survey work.
- National Grid is using bullying tactics within its Heads of Terms (Clause 17), which states that: “The Grantor will not make any objection in respect of any planning application or Development Consent Order application submitted by the Grantee insofar as each relates to the Grantor’s Land.” This is utterly shameful.

**In conclusion:**

Whilst we understand the need to upgrade the electricity transmission system, National Grid’s proposals, as they currently stand, are fundamentally flawed, should be halted, and alternative solutions fully investigated with complete transparency.

Yours faithfully,

Mrs Jayne Marshall

