

From: [REDACTED]
To: [Norwich to Tilbury](#)
Subject: Faulkbourne Estate Interested Party Reference number: [REDACTED]
Date: 10 May 2026 22:46:48
Attachments: [Final - 28.04.26.docx](#)
[PICTURES.docx](#)
[Faulkbourne Hall submissions 26.07.2024.pdf](#)
[Pylons submissions 24.07.2025 final.pdf](#)

Herewith written submissions following Compulsory acquisition hearings on 28th April 2026

These should be read alongside the submissions made on July 2024 and July 2025

Copies herewith

We continue to receive no substantive response

Jeremy Fisher

[REDACTED]

Final 28.04.2026

1. If the Development Consent Order for the Norwich to Tilbury Scheme is approved as currently submitted by National Grid, The Faulkbourne Estate will be significantly impacted as a result of the construction of 15 new pylons (TB 100 to TB115) which will directly affect a swathe of approximately 200 acres of arable land through the heart of the Estate. We already have 6 pylons from the Pelham to Rayleigh line running across the Estate meaning that following development of the Scheme, on our 1560 arable acres NG will have installed a total of 21 pylons. The associated haul and access roads required will ruin many more acres and blight adjacent housing. In addition, NG propose to compulsorily purchase a block of 31 acres to create Biodiversity Net Gain credits to offset the requirements of the Scheme.
2. **The Faulkbourne Estate is amongst the most affected land holdings in Essex and yet we have had no direct interaction, engagement or feedback from National Grid and limited commentary from the agents, Fisher German. Based on our experience, the consultation process has been little more than a tick-box exercise to meet the requirements of the Development Consent Application.**
3. Despite our repeated attempts to engage, NG have simply continued to threaten us with Section 172 Notices and the Development Consent Order. Despite our concerns, we have permitted entry under Licence to National Grids' contractors to enable them to undertake both non-intrusive and intrusive surveys, including GI boreholes and land scrapes through growing crops. NG have continually refused all attempts to coordinate their work/contractors so that we limit damage to crops and the soil structure.
4. **1st Consultation response of 26th July 2024** – we suggested a variety of alternative routes, methodologies, (using Bradwell, HVDC underground cables) and set out detailed suggestions of moving pylons within the proposed Order Limits on the Estate so as to minimise both the impact on the farm and the houses of Faulkbourne Village. We sought to straighten the kink in the route (between pylons TB102 and TB109) to reduce the number of pylons, whilst still retaining the line over the Estate. We received

no response nor explanation as to why the suggestions were not sensible and no changes were made to the route.

5. **In 2nd Consultation response of 26th July 2025** we made detailed suggestions for a variety of alternatives routes for the haul roads and access points, whilst also producing detailed maps and precise coordinates for moving pylons within fields so as to minimise the impact on the farm and the houses of Faulkbourne Village. We drove representatives of Fisher German along the route to explain why we sought these changes and they made detailed notes on their ipads, commenting that each was very sensible but, again, we received no response or explanations as to why these proposals could not be adopted and no changes were made to the route or NG's wider requirements.

6. **On 24th February 2026** Fisher German invited us to an Accomodation works meeting. We went through the issues in the 2nd consultation response. They again made detailed notes on their ipads, again commenting each was very sensible. We received no response or explanations as to why these proposals could not be adopted and no changes were made to the route or NG's wider requirements.

I have attached a series of photographs to illustrate some specific examples of our suggested changes.

7. We have wanted to discuss moving the main East/West haul road through Oak Farm, so it uses existing tracks and avoids traffic through the village. We have suggested using a large existing gate approximately 30 metres further north of the entrance rather than their proposal to squeeze through a narrow gap between let commercial let buildings **PICTURE [1&2]** within the farm yard. We have suggested using a large existing gateway, with a safe turning entrance immediately opposite, and existing farm tracks and concrete roads to become the haul roads to the West for pylons TB104-115

8. We have wanted to discuss removal and relocation of a proposed haul road that forces traffic off a dangerous hill with a blind entrance in the village,

down past rented cottages that will become unlettable and which are outside the Order Limits for the pylons **PICTURE [5 &6]**.

9. We have wanted to discuss moving Pylon TB100 approximately 50 metres to North East to accessible wasteland which will neither affect the arable land nor nearby houses and will reduce traffic **[PICTURES 7 & 8]**
10. We have wanted to discuss moving the Pylons TB105-106 to the edge of the large square field to reduce their impact on the cropped area. As a result of the combination of the 50m x 50m bases of the pylons and the 38m spray booms, a 126m strip of grade 2 land will effectively be sterilised through our largest field. Moving the pylons closer to the edge of the field will reduce the area lost to 50m.
11. We have wanted to discuss moving TB110 approximately 20m NW so that all of the pylons and undergrounding are in one field, again seeking to minimise its' impact on future cropping and management of the land.
12. Importantly, we have wanted to contest the appropriateness of NG seeking to compulsorily acquire 35 acres of Grade 2 agricultural land, over and above that required for their construction work, to facilitate an area for the creation of Bio Diversity Net Gain Credits (BNG) to offset the impact of their scheme.
13. In 2024 Fisher German asked whether we would like to sell BNG units to NG. We agreed and said we would discuss their need when they knew what they required/wanted. NG now want to force the sale by the Estate of a fertile block of agricultural land at agricultural values to enable them to create and then manage BNG credits of a higher value to NG.
14. I have concerns as to their ability to manage the land, which will be on the edge of the Estate and feel that it is inappropriate for them to be compulsorily acquiring land on which they can then sell any surplus units at a profit.

15. We would like to create the BNG units in more appropriate locations on the Estate which we would then manage and sell to NG at market value. We have the incentive to create the BNG units properly as poor management affects adjacent land. This is not what compulsory purchase was designed for.

Faulkbourne Hall
Faulkbourne
Witham
Essex CM8 1SP

26th July 2024

Dear Sirs

Norwich to Tilbury N2T Consultation

The Faulkbourne Estate comprises the land between Witham and White Notley under the ownership of various family Trusts: The Trustees are Jeremy and Claire Fisher of Faulkbourne Hall Witham Essex CM8 1SP.

National Grid propose to insert 11 pylons across the farm which will devastate our environment, our ability to produce food and preserve our unique ancient heritage. In terms of the pylons it is the area covered by TB 97 to TB113 and the associated haul Roads – Braintree District – Map Sheets 5 and 6 - Sadly these roads haul are not numbered or specifically identified on the plans and we therefore identify them using What Three Words and grid references where appropriate.

We strongly oppose the plans to build a pylon network across East Anglia to service London. We support the stance taken by Essex Suffolk Norfolk pylons and but do not propose to repeat the arguments in this submission. Please assume they form part of our submission.

We certainly consider the consultation process to have been misleading and flawed. NG has presented its preferred solution and not given the other solutions any consideration in the consultation. This is contrary to the Gunning principles which we were assured NG would follow.

Our preferred solution.

We believe the best solution would be an integrated offshore grid which will allow the energy to be brought onshore at Bradwell on Sea using the existing brownfield site and substation before joining the existing pylon network to Tilbury. The Faulkbourne Estate also owns Eastlands Farm encompassing 700 acres of farmland in Bradwell of Sea and therefore has close lived experience of the land in this proposal. The existing power station and lines were decommissioned 20 years ago and this brown field site lies dormant whilst NG still pays annual wayleaves for

unused infrastructure and resists pressure to take them down (despite committing to it the original wayleave agreements).

1. **Is it feasible ?** : Clearly yes . NG are proposing offshore cables from Scotland to East Anglia and of course there are the under sea links to Denmark and France
2. **Is it timely? :** The decision to insist on decarbonisation by 2030 is a solely political decision which cannot be met. The date has little basis in science. It is better to get it right than hurry a poor solution we will all regret.
However the advantages of Bradwell when it comes to speed are
 - a. Use of the existing brownfield site from the decommissioned Nuclear power station
 - b. The pylon lines to London from Bradwell already exist as do the way leaves from those on whose land the pylons presently sit. Whilst the new pylons may need to be bigger the concrete bases are already in place and the new infrastructure would be less damaging. If you use overhead HVDC cables you could use the existing pylons
 - c. There is an existing substation which will need some upgrading. However the land is already available and much of the infrastructure is in place
 - d. Although surrounded by Ramsar coastal protection there is already in place a water pipe from the power station to the sea that was used to bring in sea water to cool the reactors. This could be used to bring in the offshore pipes without damaging the environment
3. **Is it cheaper?**
 - a. Three studies since 2011 show that this proposal will reduce the amount of infrastructure and so reduce costs by 50%.
 - b. If you used overhead HVDC cables from Bradwell to Tilbury you could use the existing infrastructure
 - c. The costing for the overland pylon route has been significantly understated. They need to take into account the costs of legal challenges, delay and compensation.
 - d. Given the deal between the new Great British Energy and the Crown Estates, permission to use the seabed will be easily obtained.
 - e. Given the existing infrastructure the financial impact and consequences of delay caused by legal challenges will be greatly reduced (the plan would be accepted by the vast majority)

- f. the costs of compensation to landowners for damage would be hugely reduced
 - g. The timescale for implementation will be significantly shortened
 - h. The system will be largely future proofed as there will be the facility to add further power when new offshore fields are developed.
4. It supports British business and promotes British Jobs
- a. You would build an offshore converter station in the UK – see Woods in Scotland
 - b. Use the latest conductors like TS conductors (part owned by National Grid) if you remove the 400kV rule around transmission.
5. **Supporters of this scheme** inter alia
- East Anglian MPs
 - Essex Suffolk Norfolk Pylons group
 - Lord Debden – head of Climate Change Committee
6. It seems madness not to use the existing infrastructure which have the support of the vast majority of interested parties

The present proposals will do huge damage to the Faulkbourne Estate. We set out some of these; **all of which would be avoided by the offshore option**

Impact on Faulkbourne Estate and suggestions/requests

1. General assertions

- 1.1 The Faulkbourne Estate is a historic farming Estate centred around Faulkbourne Hall, a Grade 1 list Mansion House.
- The Estate was given to Hamo Dapifer, a nephew of William the Conqueror in 1066 and the first timber frame building was built at around this time. Historic England record that by 1426 the manor of Faulkbourne had come into the hands of Sir John Montgomery who in 1439 was granted a licence to crenulate his house there; it is from this period that the present red-brick Hall dates, incorporating fragments of the earlier timbered house. The clay was taken from the surrounding fields and craftsmen imported from Flanders to direct the build. Historic England describe the house as a remarkable surviving example of 15th Century brickwork and Pevsner describes the brick work as internationally important. He describes it as “the most impressive C15 brick mansion in the county , as early in its beginnings as the more

famous Herstmonceaux, Tattershall and Caister” Further details can be found in Lloyd ; History of English Brickwork

- 1.2 The line chosen for the pylons and haul roads will be visible from Faulkbourne Hall and at 50m high will be impossible to plant out. It will irreparably damage the views of and from one of the great old mansion houses of England.
- 1.3 This would be avoided if:
 - (a) The offshore route was chosen or
 - (b) the pylons were undergrounded from TB97 to TB113 inclusive
- 1.4 The Faulkbourne Estate comprises 1860 acres of arable farmland and 240 acres of Woodland including 80 acres of ancient woodland and 40 acres of memorial woodland. The Estate grows food ; Wheat for bread, Barley or Budweiser, Oil Seed Rape for cooking salad oils and beans for human consumption. The proposed position of the pylons in the middle of fields and the new haul roads down the middle of the fields and dividing them into narrow strips will mean that some 200 acres will become unfarmable economically.
- 1.5 The building of the pylons will cause huge damage to the community of Faulkbourne. Faulkbourne is a small village of 100 souls where the houses abut closely the one minor road through the village (The Street – no other name is needed as there are no others). According to NG the build will require:
 - 1.5.1 109 HGV lorries a day, 7 days a week for 3 years passing from the A12 through Witham, along the B1389 to the Spinks Lane traffic lights – traffic already backs up from here at rush hour and with this extra heavy traffic will extend back on to the A12 turnoff creating dangerous stationary traffic on the high speed road from London to Chelmsford, Colchester and Ipswich for three years. This is dangerous
 - 1.5.2 109 HGV lorries a day, 7 days a week for 3 years passing along Flora Road past the busy sports centre, past Maltings Academy with 1000 pupils and staff entering leaving and crossing and recrossing Spinks Lane every day, (no doubt looking at their phones). These are accidents waiting to happen.
 - 1.5.3 109 HGV lorries a day, 7 days a week for 3 years passing along Flora Road which trundles through large residential housing

estates. The Council were so worried about the volume and speed of the regular traffic they installed chicanes, pelican crossings and other street furniture to regulate the traffic along this through road. NG propose to remove all of the street furniture for 3 years.

1.5.4 109 HGV lorries a day, 7 days a week for 3 years passing along Faulkbourne Road. This former cart road has no pavement on either side and is bounded by uncut verges. Pedestrians use it and even now jump for their lives with more normal traffic. The road is used by lots of cyclists and queues build up as cars wait for a clear road to over take . The lorries will make this very dangerous through the tiny village will cause huge disruption, noise and render large parts unusable for a long period

1.5.5 109 HGV lorries a day, 7 days a week for 3 years passing through the village of Faulkbourne. The houses abut both sides of the one road (The Street). Personal cars are parked behind the houses and have to emerge gingerly on to The Street. This extra heavy traffic will make living in, and leaving the village very difficult and at times dangerous. Postmen and delivery drivers pull up in the street to drop off which further narrows the road and cause tail backs and dangerous driving manoeuvres to pull past. These extra lorries will cause gridlock. Ambulances and Fire engines from Witham and Colchester will be prevented from getting though.

2. The kinky Pylon line route which adds more pylons

2.1 The pylons line route between TB096 and TB114 has a huge kink at TB103. This is unnecessary. If the line was straightened, as below, it would **lose 4 pylons** and not damage as much agricultural land. This land is prime London Clay with alluvial deposits and is good for growing cereals. The pylons remains over part of the Faulkbourne Estate but with a lot less damage

2.2 This routing would also prevent he damage to the Faulkbourne and White Notley Football club who will be significantly affected by the pylons and the proposed haul road south of Maltings Cottages. This football club is the only one affected on the whole route and provides

sporting and social facilities to adults from the local area and various children's teams in the surrounding villages and schools. Full details are set out in the White Notley FC submission. It is a remarkable success.

2.3 Further previous experience shows we will have a large number of lorries parked up in every layby and across the farm while drivers rest up or sleep overnight

2.3.1 Move pylon TB098 out of the arable field to the area of rough ground to the north between the railway and the Cressing Road. $51^{\circ}49'49.0''\text{N } 0^{\circ}36'52.6''\text{E}$. There is room to access it off the Cressing Road and it would **lose TB097**

2.3.2 Move pylon TB099 to the other side of the horse pasture field to $51^{\circ}49'51.3''\text{N } 0^{\circ}36'14.2''\text{E}$. This on the edge of that field and does the least amount of damage

2.3.3 Move pylon TB100 to the other side of the horse pasture field to $51^{\circ}49'54.1''\text{N } 0^{\circ}35'42.5''\text{E}$

2.3.4 Move pylon TB101 to the side of Church Hill $51^{\circ}49'52.2''\text{N } 0^{\circ}35'53.8''\text{E}$. This on the edge of that field and does the least amount of damage. At present the route goes straight through a willow plantation which holds 600 willows for cricket bats and at £1000 per tree today forms a major source of income

2.3.5 **Lose TB102 – Not now required**

2.3.6 Move pylon TB103 to $51^{\circ}49'50.2''\text{N } 0^{\circ}35'14.1''\text{E}$. Easy access by existing farm track off Church Hill. This on the edge of that field and does the least amount of damage to an agricultural field

2.3.7 **Lose TB104 – Not now required**

2.3.8 Move pylon TB105 to $51^{\circ}49'50.2''\text{N } 0^{\circ}35'14.1''\text{E}$ Easy access by existing farm track off Church Hill. This on the edge of that field and does the least amount of damage to an agricultural field

2.3.9 Move pylon TB106 to $51^{\circ}49'47.4''\text{N } 0^{\circ}34'59.7''\text{E}$

Access by existing farm track off Pink Lane This on the edge of that field and does the least amount of damage to agricultural field

- 2.3.10 Move pylon TB107 to 51°49'50.3"N 0°34'28.4"E
Access by existing farm track This is a small poor quality agricultural field. The wood to the North is likely to be felled in the next two years in any event
- 2.3.12 Move pylon TB108 to 51°49'50.3"N 0°34'28.4"E
Access by existing farm track
- 2.3.13 Move pylon TB109-10 to 51°49'50.8"N 0°34'03.6"E. This is field margin and does not impact on prime agricultural land.
Start undergrounding here for cross over
- 2.3.14 Move pylon TB111-113 to 51°49'51.2"N 0°33'39.2"E. This is field margin and does not impact on prime agricultural land.
Emerge undergrounding easy access from Fairstead lane
Continue to TB114

3. Pylon locations within fields

If it is still intended to proceed with the pylons in the current fields notwithstanding the above

- 3.1.1 Move pylon TB098 out of the arable field to the area of rough ground to the north between the railway and the Cressing Road.
51°49'49.0"N 0°36'52.6"E.
- 3.1.2 If TB109 is required move it to corner of field 51°49'49.6"N
0°36'35.3"E
- 3.1.3 Move pylon TB101 to corner of the field to 51°49'40.7"N
0°35'47.0"E
This is a rough area not used by the football club and takes it out of prime agricultural land

- 3.1.4 TB102 – move South to field corner $51^{\circ}49'36.2''\text{N } 0^{\circ}35'26.3''\text{E}$. Avoids taking out large area of agricultural land. Further, infield land drains flow towards Pink Lane which will be ruined for the whole field if left in its present proposed location
- 3.1.5 Move pylon TB103 to $51^{\circ}49'36.4''\text{N } 0^{\circ}35'08.0''\text{E}$ eg to edge of Pink lane. Or to $51^{\circ}49'28.5''\text{N } 0^{\circ}35'10.4''\text{E}$
Present location is in middle of the largest squarest and most productive field on the estate. This placement
- (a) damages the field drains that flow towards the main ditch by Pink Lane
 - (b) hugely restrict the crops that can be grown - sprayer booms are 36m wide and tramlines 72m apart. Therefore a pylon in the middle of a field cannot be driven round and we cannot maintain the tramlines for farming.
- 3.1.6 Move pylon TB104 to $51^{\circ}49'32.8''\text{N } 0^{\circ}34'48.7''\text{E}$.
Present location is in the same field as TB103 above and is in the middle of the largest squarest and most productive field on the estate. This placement
- (a) damages the field drains that flow towards the main drain alongside Pink Lane
 - (b) hugely restrict the crops that can be grown - sprayer booms are 36m wide and tramlines are 72M apart. Therefore, a pylon in the middle of a field cannot be driven round and we cannot maintain the tramlines
- 3.1.7 **Lose TB105 – This is not required** . This is the highest yielding field on the Estate over 5 years. The proposed location means the whole field becomes unfarmable and badly impacts on the footpath that runs under the pylon
- 3.1.8 Move pylon TB104 to $51^{\circ}49'32.8''\text{N } 0^{\circ}34'48.7''\text{E}$.

Present location is in middle of the field. This placement hugely restrict the crops that can be grown -sprayer booms are 36m wide and therefore a pylon in the middle of a field cannot driven round and maintain the tramlines

3.1.9 The configuration of TB108 to TB113 is hugely damaging.

- (a) NG say this revised proposal is explained by the fact that the neighbour to the North has a shoot and willows. That is true of us as well. Indeed, he shoots from our land! Willows will not impact on the pylons
- (b) A large acreage is intended to be taken for an environmental area. That is not an appropriate use of powers for infrastructure and will be challenged.
- (c) This number of pylons in close proximity will be an eyesore and is wholly inappropriate. NG should underground the existing 250kV from the pylon at 51°50'02.2"N 0°34'12.1"E to the pylon at 51°49'46.7"N 0°33'46.7"E
- (d) Remove the existing 250KV pylon at 51°49'54.1"N 0°33'59.4"E
- (e) Insert the new 50m pylon at 51°49'51.3"N 0°33'45.3"E. This would then connect up to TB114. This improves the visual overloading of pylons . It reduces the number of pylons in that field from 8 pylons to 3 pylons

4. Haul Roads

At present the haul roads seem to have been created to do as much damage as possible to the farming life. Even if it is decided to keep all of the pylons where they are, we suggest:

- (a) Haul Road that turns of the Street towards the River Brain next to School House and opposite Hill Farm. This is wholly inappropriate.
 - a. It is on the brow of a hill and the sight lines are appalling It will lead to a huge number of accidents. We already have accidents with people seeking to overtake on the hill leading in to Faulkbourne as delivery driver, postmen, septic tankers and

heating oil lorries etc park on the road making deliveries. It is proposed to avoid traffic in the village – it will not and will be dangerous

- b. It will irreparably damage Grove Track which is not wide enough for lorries and has telephone lines on one side and broadband and Estate water pipes on the other side of the track and cannot be widened.
 - c. The two houses Grove Cottage and Grove House are owned by the Estate and are let on long term leases. They will immediately become impossible to let and a significant damages claim will result covering the period of the building works
 - d. The River Brain runs at the bottom and there is a deep ford. We ceased using it three years ago to avoid damaging the wildlife and have create stone ripples for the fish. We have been rewarded with regular sightings of trout, otters, kingfishers and voles
 - e. The Brain now has a soft stone bottom and floods to six feet in winter. That area forms part of the flood plain. Those foolish enough to follow the SatNav are usually stuck and wait 8hours to be hauled out
 - f. The track to the north of the Brain is poor and runs through a mature stand of Poplars
 - g. This haul road is not needed and indeed will be resisted at all costs. The pylons can be approached and maintained in another way.
- (b) The new Road opening between The Football Pitch and Maltings Cottages. (elevates.kidney.outdoors) We consider this to be unnecessary. Access to the pylons for building and maintenance can be achieved in a better way using upgraded farm tracks which we may not require to be removed at the end of the build. It will lead to the destruction of the football pitch and club a valuable community asset. The Faulkbourne Estate has granted a new lease to the football club until 2033 to enable it to develop.
- a. For pylons to the West of The Street (TB102 – TB 106)
There is a track going West opposite Oak Farm
Starts delighted.class.atomic (there is already a security gate)
Pedicure.chatted.quitter
Expired.import.hiker

Cups.conducted.cries

Swordfish.also.twit

- b. This then leads on to Pink Lane that provide a concrete roadway to the West and is used by grain lorries. It is understood that NG consider the exit from Pink Lane to the Street to be too dangerous. (Greed.eyebrows.graver)
 - c. There is no need to put a haul road down the middle of the fields in which TB102-TB108 are sited. These will cause huge soil damage, economic damage, soil compaction and require new field drains to be installed in the whole fields as they are all interlinked
- (c) The Haul Road proposed to create access to TB101

We consider it would be better to build a haul road that enters Oak Farm and runs to the north of the football pitch along this route:

Start: sprinkler.directs.february
 vacancies.tweeted.obstruct
 casual .possible.distracts

- (d) The Haul Road proposed to create access to TB100 the route would be

sprinkler.directs.february
Vacancies.tweeted.obstruct

Slugs.drumbeat.thumb

Promoting.trailer.scam

The haul road would cross the Brain as described below

- (e) The crossing of the Brain should be between

Promoting.trailer.scam

Pose.trickling.portfolio

This will avoid damaging the willow plantation to the south of the haul road

- (f) Access to TB109 would mean crossing into that field at

marketing.exonerate.digits

- (g) All of these options will mean that the existing security gates for entrances can be used and keep the farm and materials more secure.

5. Construction lay down areas

These need to be at the edges of fields once the haul roads have been decided upon and away from main roads for security.

Kindly acknowledge receipt
Yours faithfully

JEREMY FISHER

Faulkbourne Hall
Faulkbourne
Witham
Essex CM8 1SP

24th July 2025

Dear Sirs

**Norwich to Tilbury N2T
2nd Consultation response**

The Faulkbourne Estate comprises the land between Witham and White Notley under the ownership of various family Trusts. National Grid propose to insert 11 pylons across the farm. In terms of the proposed pylons, it is the area covered by TB 97 to TB113. We strongly oppose the plans to build a pylon network across East Anglia to service London, and oppose the route chosen. A better solution is to build an offshore pipeline from North Norfolk to come ashore into Tilbury or to the redundant power station at Bradwell-on-Sea and use the existing redundant pylon route from Bradwell to Tilbury. We reiterate the submissions in our letter of 26th July 2024. In view of the delay in sending maps and the difficulty in Fisher German being able to attend a meeting, Fisher German on behalf of National Grid, have extended the time for filing these responses.

Faulkbourne Estate suggestions/requests

These new submissions assume that, despite our objections, the Norwich to Tilbury line will go across the Faulkbourne Estate along the lines set out in the latest July 2025 map. We consider the minor adjustments below will mitigate the damage to our community and ensure the least long-term disruption and damage.

To explain our submissions, we attach a variety of numbered maps on which we have marked both the field names and the pylon line/haul roads and laydown areas as well as our suggestions.

1.1 Haul Roads

Given that the Faulkbourne Estate has 11 pylons and tunnels we suggest that a better solution for access to the East and West of Church Road, running from White Notley to Witham, should be at Oak Farm CM8 1SF.

Entrance to East of the Estate

- 1.2 NG have proposed that the Entrance to the East of the Estate should be through a very narrow passage between brick buildings and grain stores. This very tight both to access, pass through and impacts on the operation of the barns that open to this space. Indeed it is so tight that we only allow grain lorries to exit from the stores through here on a one way system.



Smaller narrow entrance to Oak Farm

- 1.3 50M to the North is a second entrance to Oak Farm which is wider and has no restrictions. A wide opening with a new electric gate would provide unrestricted and secure access and could remain at the end of the project. This entrance access is already used by the grain lorries that service the Farm.



Second Entrance to Oak Farm to East

- 1.4 The haul Road could then go along the hedge line between the Football club and Football field. (See map 3 - chequered path – Option A). This is already a footpath and could remain after the work has been completed. Alternatively, the haul road could turn East and follow the lower (eastern)

boundary of Football field (the dotted path – Option B). Both provide similar access to TB103. We prefer Option A as it will do less damage to the field drains.

1.5 The proposed Haul Road down Grove Track is very disruptive, unnecessary, and is unacceptable.

1.5.1 Grove Cottage and Grove House are presently let but will become unlettable if they are on the edge of a new Haul Road. Cars use Grove Track for access and will not be able to pass on a Haul Road

1.5.2 The entrance to Grove Track from Witham and from the village is blind– sadly cars come from both directions at over 70mph despite the speed limits. Exiting from this junction to the main road is already dangerous. A junction here will cause accidents.

1.5.3 The road widening measures proposed to the south of the entrance to Grove Track require a huge amount of earth to be moved and whilst it may improve visibility facing south, if one is exiting Grove Track, it does not assist with the more dangerous cars coming through the Village

1.5.4 The edge of Grove Track contains all of the water, inspection chambers and meters, broadband and electricity pipes, sewage treatment plants and outflows for not only Grove House and Grove Cottage but also for the Hole Farm community across the River Brain

1.5.5 The residents of School House park their cars at the Southern edge of Grove Track. The residents of the Old School also have entrances on to Grove Track. The dog owners of Faulkbourne use Grove Track many times a day to access the river walk

1.6 If a Haul Road near Grove Track is pursued then it should either be down Grove Meadow, the pasture to the South, (see the dotted track on **map 2**) or in extremis be moved 30 metres north into the field to the north of Grove Track so that it does not go past the entrance to Grove Cottage or Grove House nor interfere with the utilities. (see chequered road on **map 2**)

Hilly Field

2.1 Hilly Field (TB100). There is no need to access this pylon/field from the ford on Grove Track; NG are already proposing to build a bridge across the River Brain to access TB101 and that can be used to access TB100.

2.2 If access across the Grove Ford is deemed necessary then the Haul Road should go around the bottom (Eastern side) of Hilly so as to minimise the disruption to the lives of the community at Hole Farm (**see Map 1**) A turning circle can be built in the rough grass in the northern corner of the field. (**see Map 1**)

- 2.3** The maps do not disclose details of the construction of the bridge over Grove Ford/ River Brain. Grove Ford rises 8 ft (over the existing footbridge) in winter and widens to 50 meters in the winter

Haul Roads to the West of the Estate

- 3.1** It is proposed to create a new entrance off Church Road through the end of the Football pitch and adjacent to Maltings Cottages. We believe that a better solution is for access through the gate opposite Oak Farm Entrance. (See Map 4)



Entrance to Oak Farm from West

- There is an existing wide track largely with a hard base. There are sturdy lockable gates and excellent access and sight lines for turning lorries, whether they enter or exit. Further it disturbs fewer villagers and could remain after the work has been completed. Temporary traffic lights could be used for extra safety at busy times.
- 3.2** The Haul Road would then go West along the existing track and round the Galleycroft field (option 2) before joining Pink lane, the existing concrete road . If necessary, the Haul Road could go straight across Galleycroft (option 3). In these circumstances, the Haul Road would remain after the building phase.



Track from Galleycroft to Pink Lane

- 3.3 The track from the edge of Galleywood to Pink Lane would require minor development of the Haul Road but paths could remain after work has finished.



Junction of Galleycroft track with Pink Lane

- 3.4 In every case the Haul Road should **not** go through the middle of the field called Pinklands.

- 3.4.1 This is the largest squarest field on the estate and a Haul Road in the middle would prevent it being farmed as 38m machinery booms could not be extended.



Pinklands field

- 3.4.2 the field drains are joined by the drains from Double Twelve and run West East across the field. Pylons, concrete footings and Haul Roads

through the middle of the field would require the creation of a new drainage system for that whole section of the farm.

- 3.4.3** There is a strong concrete road (Pink Lane) 100m to the north which could be joined and used to access the pylons to the North East TB106 – TB104



Pink Lane

- 3.5** Good access to TB103 is maintained. It would require a short Haul Road from TB103 towards TB104 but it would be less disruptive to the residents at 1&2 Maltings Farm Cottages, Maltings Farm and the various businesses in the farmyard at Maltings Farm (**see map 4**)
- 3.6** Good access to TB106 can be obtained from Pink Lane (**see Map 5**)
- 3.7** The Haul Road should continue along Pink Lane to the end before turning right/North towards TB107 (**see map 5**). It would use the existing modern farm track (known as the Great North Road) and so avoid agricultural land and field drains. There would be no need to have a Haul Road across Strawberry field and the pylon access to TB107 would be a 30m track from the farm road.



Modern Farm Track – Great North Road

- 3.8** The farm road continues to the existing proposed road across LRF land and adjacent to TB108 which could, if necessary, be moved into their field.
(see map 5)

Removal of Haul Roads

- 4.1** These suggestions/requests are predicated on:
- (a) the haul road down Grove Track being abandoned
 - (b) the Haul Road across Grove Ford and up towards Hole Farm being abandoned
 - (c) The Haul Road and crossing across the end of the football pitch and into Blueberry field being abandoned

Laydown areas

- 5.1** We suggest this is moved from Blueberry to either Football Field, south of clubhouse, between edge of the hard pitch and the bottom of silage clamp- using the main gate to the west of Grain Store 1 (see Map 3 marked 1). If more space is required, this could be extended further west (see Map 3 marked 2) or to Galleycroft. Each have better security and access.

Compound Area

- 6.1** 9 & 10 Acres, please move both tunnels to the north west so that pylon TB110 fits in that same field leaving the whole of adjacent field Abbottsmarsh untouched

Small Movements Pylon Locations -

- 7.1** TB110 move 100m South West into the same field as the tunnels and compounds (see map 5)
- 7.2** TB108 move West to the hedge line (see map 5)
- 7.3** TB106 move North to the edge of Pink Lane track (see map 5)
- 7.4** TB105 move to North East to the hedge tri-corner junction of Blueberry, Galleycroft and Pinklands (see maps 4 & 5)
- 7.5** TB104 move South to hedge line (see map 4)
- 7.6** TB103 move to North East towards hedge line of Football and Bog (see map 3&4)
- 7.7** Move TB100 (see map 1)
 - a) North East to next triangular field between railway and road – better access or
 - b) North East to edge of the railway or towards corner at northern point of that field.

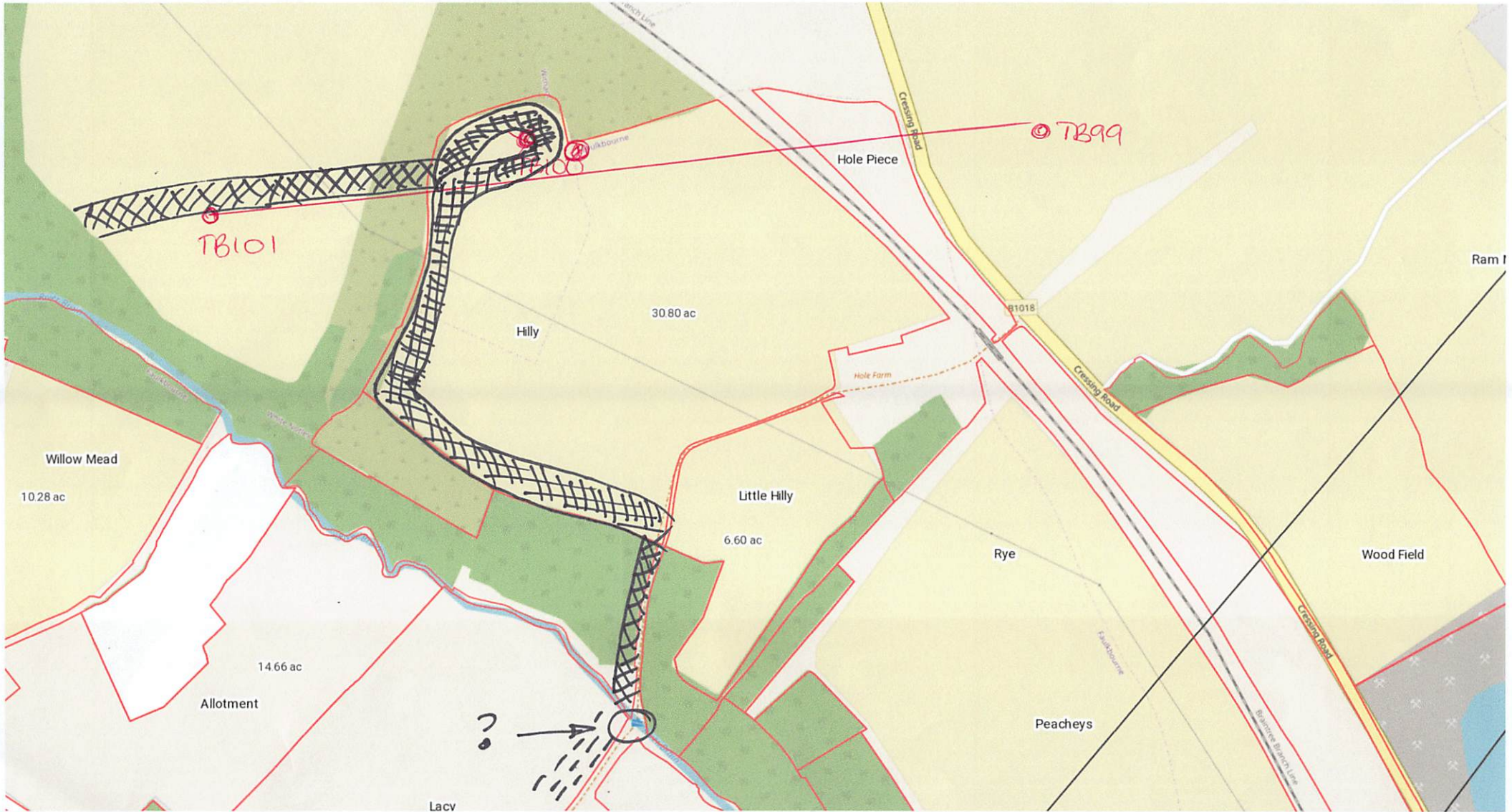
We trust these suggestions are helpful and practical.

Kindly acknowledge receipt
Yours faithfully





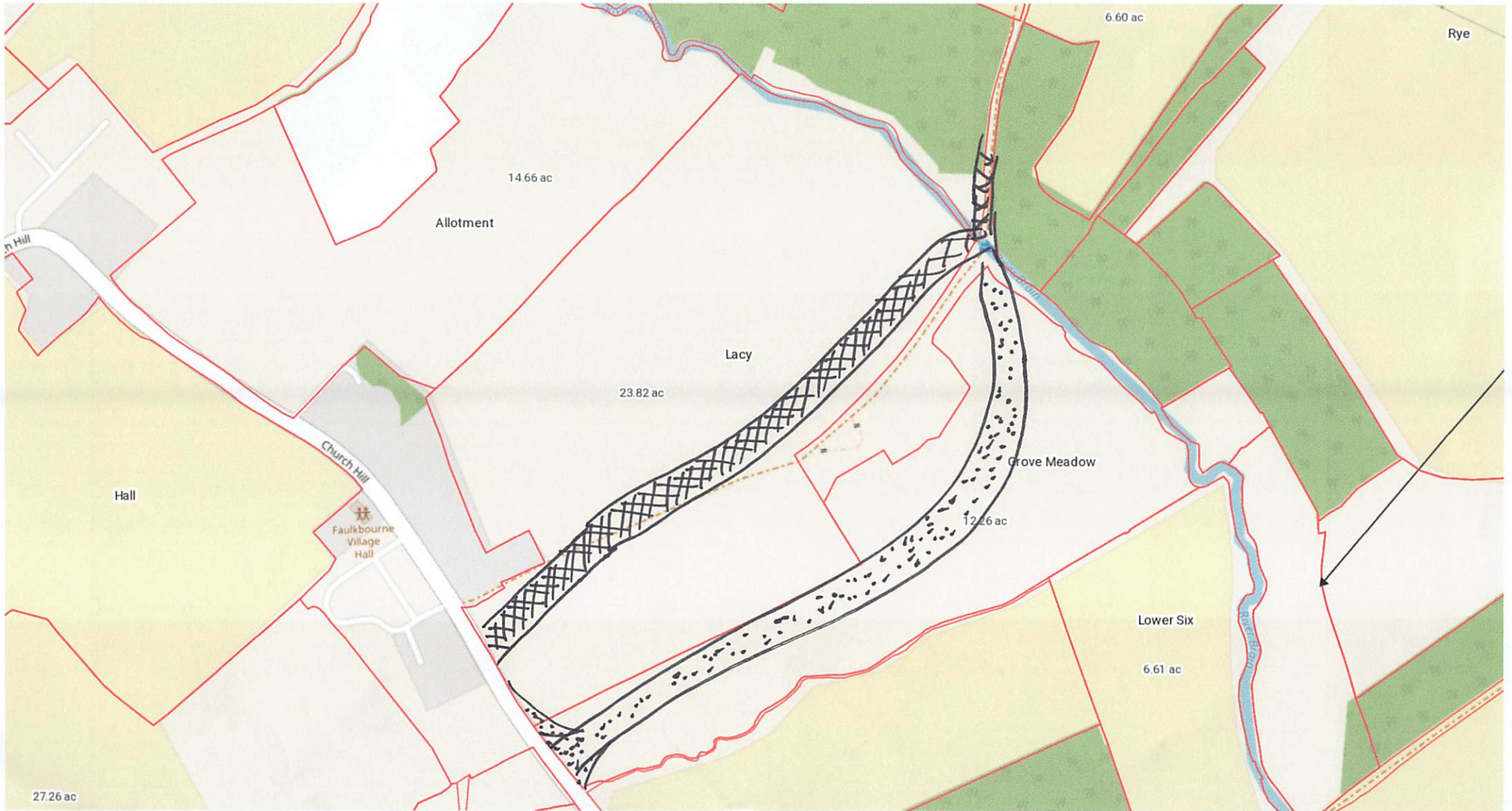
JEREMY FISHER

HILLY TB100 + TB99



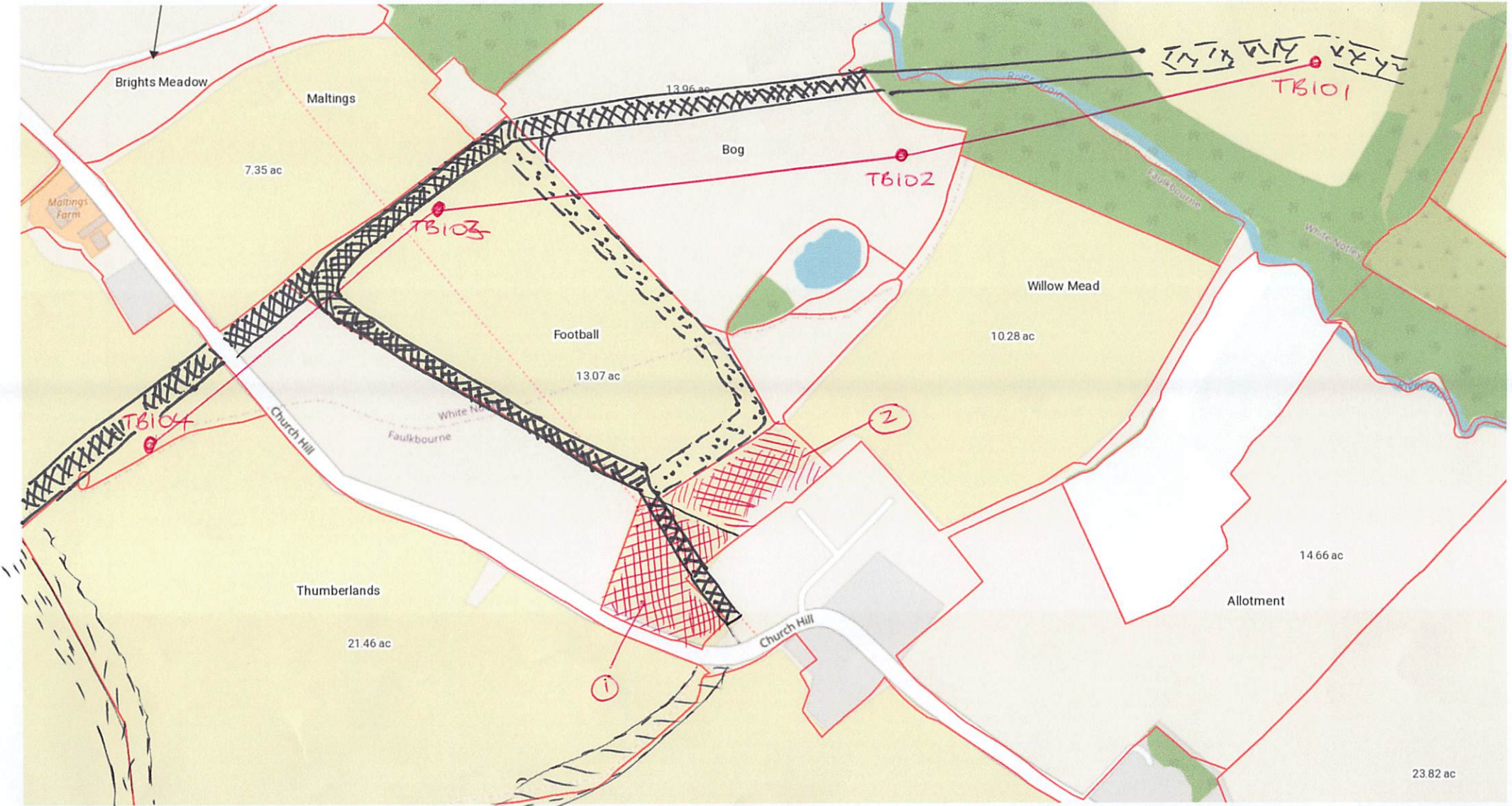
GROVE TRACK ACCESS

OPTION 1 
OPTION 2 



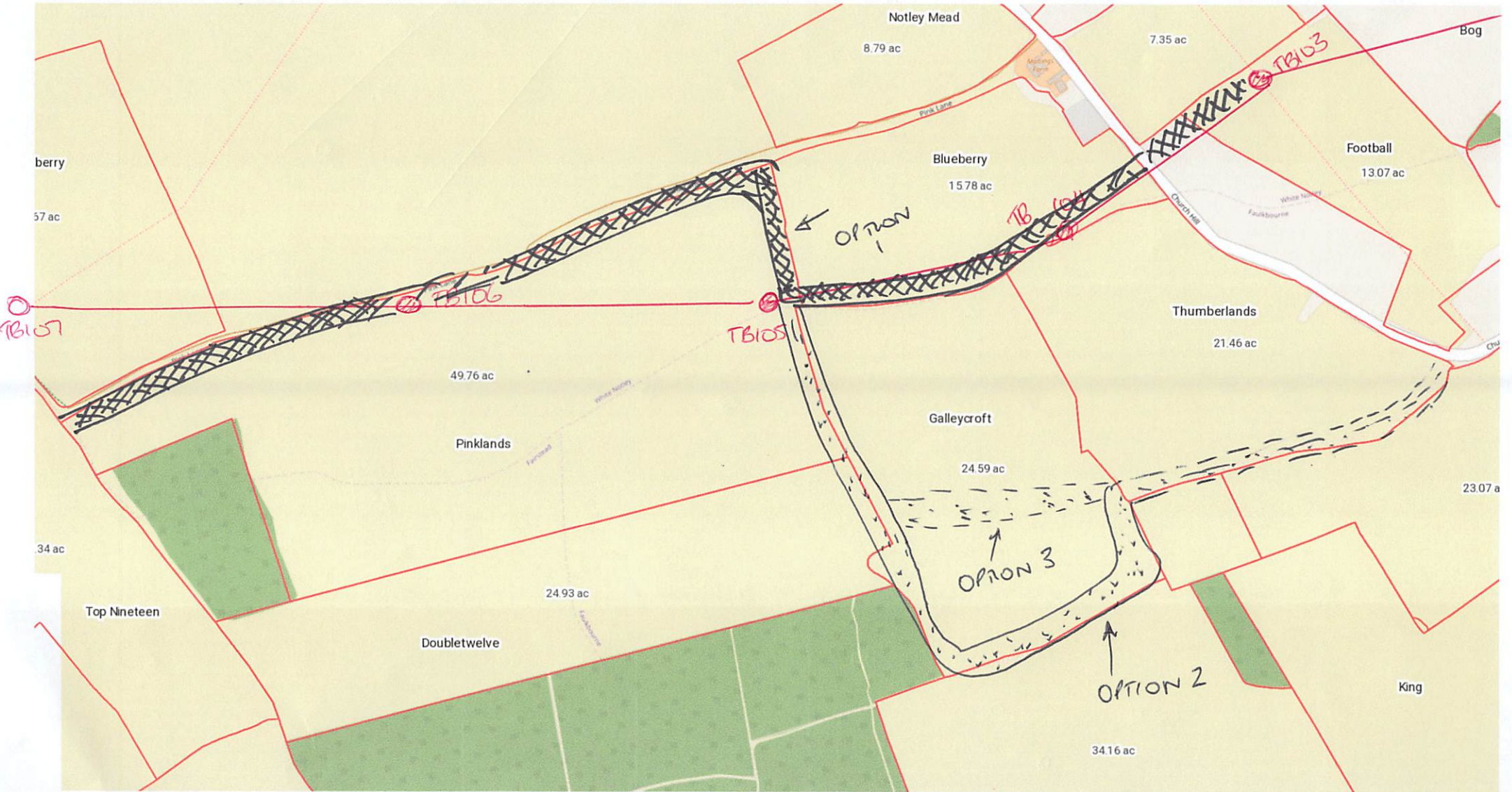
OAK FARM
FOOTBALL
BLUEBERRY

TB102, TB103, TB104



PINKLANDS
ROAD CROSSING

TB106
TB105
TB104
TB103



PINKLANDS
STRAWBERRY
19 ACRES

- TB 105
- TB 106
- TB 107
- TB 108
- TB 109



PICTURE 1 National Grid propose all lorries use Oak Farm – narrow Entrance



PICTURE 2 We propose using Oak Farm wide entrance 50 metres north west with large safe turning area



PICTURE 3 Our Proposed entrance to pylons 104 to 115 through existing gate and along existing track



PICTURE 4 National Grid's planned entrance to pylons 104-115 through the hedgerows off the road



Straight up through middle of fields of wheat and barley



PICTURES 5&6 Entrance to Grove Track



Haul Road next to Cottages



PICTURE 6



PICTURE 7 & 8 NG proposed location of Pylon100



We propose 100 m NE in waste land off the road - easy access – no need to build bridge or haul roads to get there or service it

