

## Jessica Dunlop

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**From:** [REDACTED]  
**Sent:** 01 May 2026 13:20  
**To:** Norwich to Tilbury  
**Cc:** [REDACTED]  
**Subject:** Norwich to Tilbury CAH 2 Day 1 - AP speaker [REDACTED] presentation  
**Attachments:** Norwich to Tilbury CAH 2 Day 1 - AP speaker [REDACTED] presentation.docx;  
Suggested Realignment Norwich- Tilbury A1060-A414.pdf; Gren Belt.pdf

Sirs

My presentation is attached here as requested by deadline 4.

I attach the line straightening proposal referred to and previously supplied to NG both via the formal consultation process and directly with a request to attend site that as I have said was declined.

The NG speaker in answer gave the impression that he was not familiar with the site at all let alone the route amendment suggestion which suggests the entire line alignment has been planned primarily at desk top level without on-site consideration of sensitive features. I find this utterly astonishing . He merely ran through what had been designed using arbitrary rules of thumb (e.g. like bisecting the distance between listed buildings which I can point out that a) they have not actually done and b) obviously takes not account of aspect or impact) which underlines the inadequacy of this approach. It is also perfectly clear that no detailed consideration has been given on how to best cross the listed lane to minimize impact – I reiterate the current proposal is brutal. The only way to assess is to look on site.

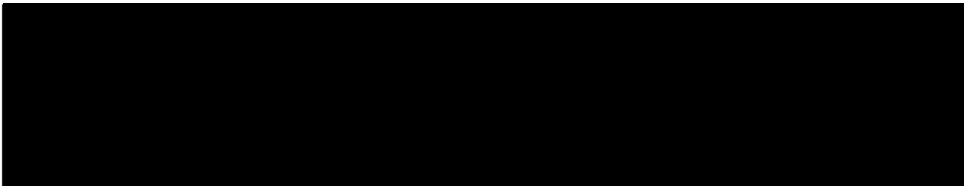
**So I hereby reiterate my request please for a site meeting with both the Inspectorate and NG present. A written brush off from NG will NOT suffice. Thank you for your consideration of this specific matter and assistance.**

For ease of reference I also attach the Green Belt boundary plan referred to which illustrates beyond doubt that the routing should be east of Chelmsford in white land if the designation means anything at all. NG have sort to hide behind / argue that the sensitivity of the Chelmer valley crossing and proliferation of 'wirescape' is somehow far more important than 8 miles of visual destruction in hitherto well preserved virgin Green Belt countryside. There are already pylon crossings over the Chelmer and the A130 corridor does not compare with the natural beauty of the country west of Chelmsford. NG have misrepresented the relative merits to support their agenda i.e. the least construction cost / maximum profit solution.

Our agent is copied here.

Thank you.

Nick Jones



My name is Nicholas Jones and I am representing our family's interests as both landowner and working farmer located at [REDACTED]

[REDACTED] We are subject of land take for pylons TB164 and TB165

My presentation will take 7-8 minutes. Please bear with me as being a layman I misunderstood the narrow ambit of this part of the examination i.e. site specific which implies the principle of the scheme is accepted - It is not – so have had to hastily amend my submission. I assume the wider enquiry will review the core issues and objections.

That said I wish to make 4 points to this enquiry:

1. The route through us is within the Green Belt so should be underground.
2. IF the scheme is to be built overland then the pylon alignment between the A1060 and the A414 can potentially be improved to lessen both cost and impact.
3. some of the construction access and permanent rights sort are in some cases not thought out or impractical , over the top, standardized, and destructive of habitat.
4. Due process does not appear to have been followed

1st The Green Belt. The alignment should not route through Green Belt W of Chelmsford when white land is available to the east and if it were accepted that there is no alternative then it must be underground in the GB.

What are the pylons doing here? Simple answer – cheapest engineering solution as virgin farmland. NG are a listed for profit enterprise so they

have promoted and sought to justify the scheme that is least cost to them in shareholder's interests. It is not least cost to the community.

Should the line be here – simple answer NO. Despite there being a dispensation for utility infrastructure of National importance in the GB there is an alternative in White Land. A route to the E of Chelmsford roughly between the Boreham NG substation and the one at Rawreth down the A130 can travel another 7 or 8 miles in white land. GB designation implies a high degree of protection -please consider the massive 'intrusion into the openness of the GB' I think is the planning jargon! Please also compare to the treatment of the Dedham Vale ANOB – undergrounding was a done deal before we were even aware of the scheme! A sop to buy off some vociferous objectors – perhaps – but the right solution all the same. Likewise if the line has to pass W of Chelmsford in the GB – we can see there is no time to revert to the east now - then it must go underground.

2<sup>nd</sup> POINT This is site specific and only relevant if the scheme is built overland through us which we object to. If so we will suffer major impairment due to the siting of a turning pylon TB164 within 250 m due south of our house a Grade 2\* listed Tudor farmhouse. There will also be brutal impact on the country lane (public highway) that is listed. Naturally we have given a great deal of thought to possible mitigation possibly rather more so than NG. Our solution is a relatively minor realignment of the pylon line between the A1060 and A414 or TB160 to TB167 involving a straightening of the line that moves TB164 a little to the east – still on our land - without adversely impacting others. It saves a pylon and therefore construction cost, simplifies construction access, reduces impact on the listed lane and reduces injurious affection. An attractive proposition if it could work you might think.

We brought this up with NG 2 years ago. Representations were made via the consultation process, a schematic plan provided and specific written requests were made on 3 occasions between April and July 24 to NG direct by us and agent to agent requesting that a representative of their design team attend site to assess viability in ALL parties' interests. They declined. This illustrates the [REDACTED] of the NG in bulldozing its preferred scheme through and we would assume is contrary to its duty to engage with affected landowners and so represents a failure in due process. You will be the judge of that.

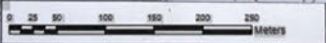
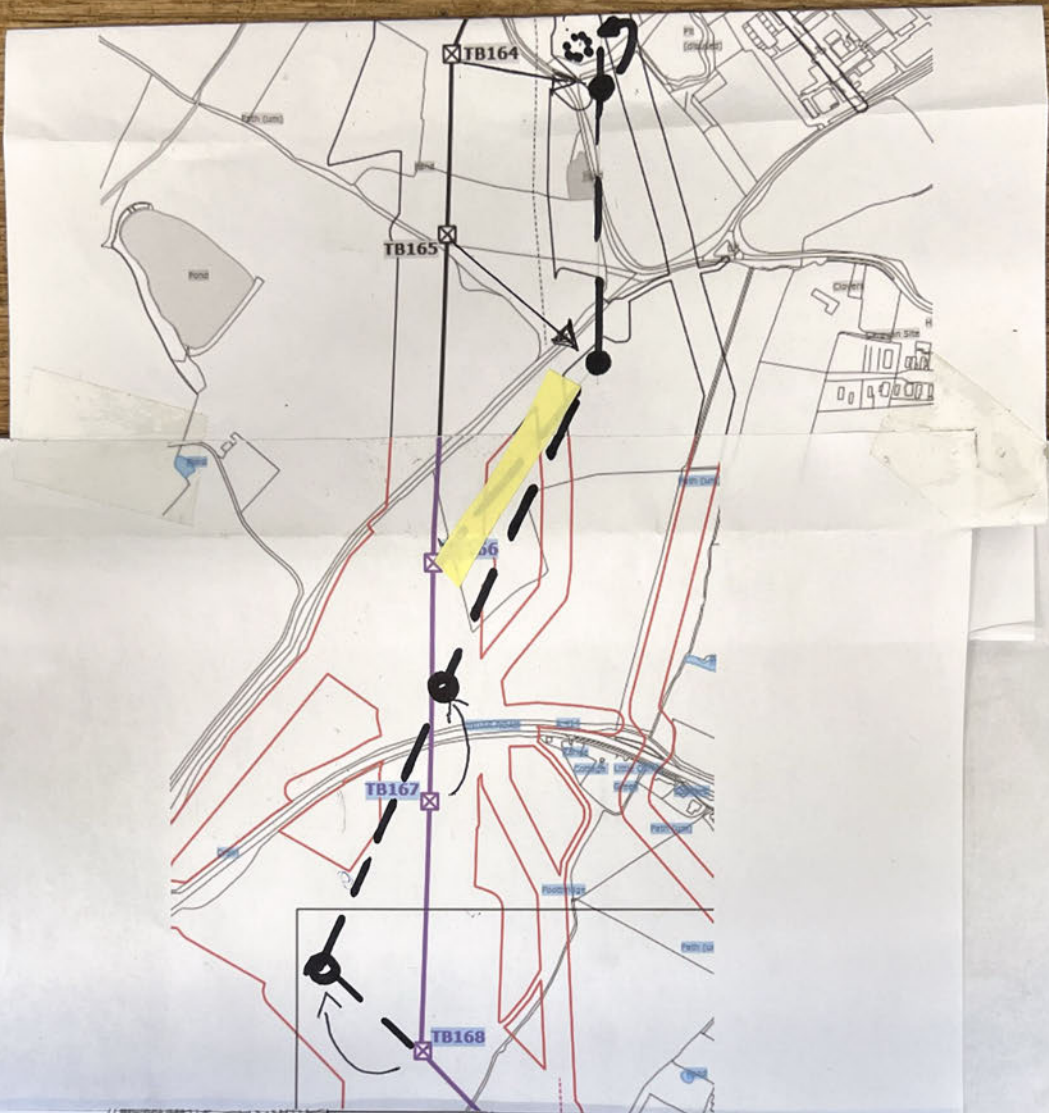
My 3<sup>rd</sup> POINT concerns construction access and permanent rights – this appears to have been conducted as a desk top standardized exercise, as clearly not thought through on the ground. The glaring anomalies first appeared at a meeting in February this year to discuss accommodation works but are already cast in stone in the DCO rights sort. Surely the wrong way round – why not go to the trouble of meeting the farmer first and getting the right solution? We have SUDS v close to the gas main, proscribed square pylon working areas unnecessarily wiping out hedge line habitat and spanning ownership boundaries, and a long term access that is unworkable. If NG's 'detailed design' approach is representative along the line it will be highly unsatisfactory for many. We will continue to object until these matters are addressed and amended.

MY final point refers to 'due process' or should I say lack of it. The inspectorate will be acutely aware of their brief to critically appraise the scheme and its progression through the pre-construction stages. Central

to your determination as to whether or not to grant the DCO and accompanying CPO powers will be your assessment of whether due process has been followed and to establish that this has not been adversely influenced by political pressure or commercial expediency. NG are good at their job but they are driven by profits and value for their shareholders 75 % of whom are overseas. Everyone accepts that wind has replaced coal and the grid is woefully undercapacity in the SE due to lack of forward master planning. The pressures to consent are obvious but has due process been followed.....? From our perspective it has not. It was patently inequitable at the outset to appraise 6 overland schemes and only consult one. The preferred scheme has been presented with questionable justification and no cost benefit analysis to a) fairly reflect the visual destruction of the countryside over 80 + years and b) the totality of uncompensated property losses borne privately – utterly devastating for many. We have engaged in the consultation process at every stage – both meetings and written representations - we have had no feedback or recognition or acknowledgement of any concerns raised let alone any scheme amendment in mitigation. All we have had is heavy handedness – e.g. “if you don’t sign the license have a notice”. We have cooperated with numerous surveys but been declined the findings contrary to provisions of the license. NG would not engage on tweaking the alignment. Examples of due process? – I don’t think so. I think you will find a litany of other examples from other affected parties. Indeed I hope you have access to and give due weight to exactly what was presented at formal consultation to gauge adherence for your selves. It does seem to us and many others we are all going through the motions where the outcome is a foregone conclusion. We hope not. Thank you.







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A	APRIL 2024 FOR INFRASTRUCTURE CONSULTATION	JAL	AF	KB	
REV	Date	Remarks	Drawn	Checked	Approved

NATIONAL GRID  
 (NORWICH TO TILBURY)  
 ENVIRONMENTAL CONSTRAINTS  
 PLAN SERIES  
 SECTION F (SHEET 8 OF 10,  
 AT TILBURY STATION)

# CHELMSFORD'S GREEN BELT



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MAY 2019

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