

Following the representation I made at the Essex Open Floor Hearing ahead of Deadline 1, and my subsequent follow up at Hearing 2, I have summarised my thoughts as to progress made on the issues I'd raised, but first wish to draw the Planning Inspectorate's attention to a new finding.

At ISH 4, it was stated by the Applicant that the distance measured should be from the curtilage and not the property centre, as evidenced from the [transcription](#):

00:33:01:16 - 00:33:38:11 There would be or not. But what I would say is that in undertaking the work that we did, both desk based and field based. We took in consideration properties around the margin of that 200 meter zone. We also took into account guidance to the landscape Ministry guidance, which specifically said about overhead lines that 150m was the the limit from which the threshold could be breached. Um, so my, uh, answer would be that it's very unlikely there would be other properties like that.

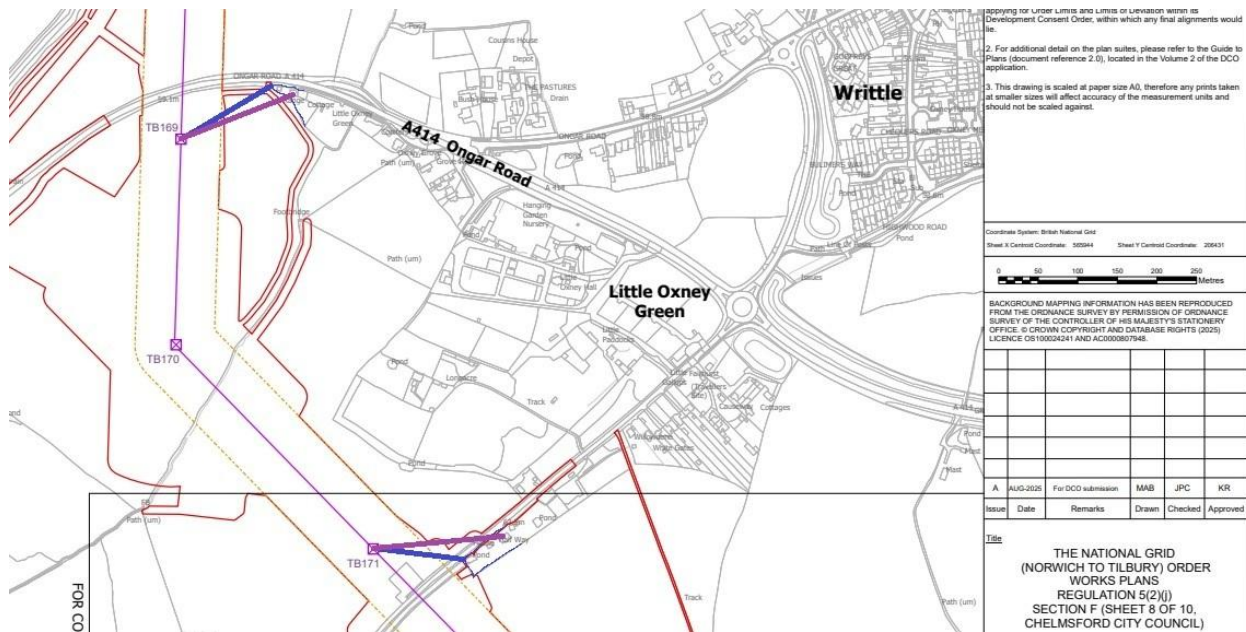
00:33:38:13 - 00:33:54:29 That's not to say, though, that there and again, written in our work, that there may be properties upon which there'd be a high magnitude of effect occurring in, in that zone, that the thing that is unlikely is that that would break, that those would break the threshold.

00:33:56:18 - 00:34:15:24 Understand? Thank you. Um, and the measurements for the 200m cut off, if you like. Is that taken from the curtilage of the affected properties, then Hilda for the applicant. Yes. We're very acutely aware that it's gardens, driveways, suchlike which are equally important to receptors in this regard. So it's taken from the edge of the curtilage. Okay. Thank you.

I have subsequently referenced the [Works Plans \(Section F\)](#) and the [RVAA document](#), which also states that:

LI TGN 2/19 defines Residential Visual Amenity as 'the overall quality, experience and nature of views and outlook available to occupants of residential properties, including views from gardens and domestic curtilage' (LI TGN 2/19, Page 3, Para. 1.2)1 .

It is my opinion that the distances quoted in the RVAA document are to the property centre, and not the property curtilage. Several examples of this including my own property are as follows:



at the top of the screenshot and Halfway House at the bottom.

is listed in the RVAA document as being 152m from pylon TB169, and Halfway House 168m from TB171. However, using the property curtilage, I believe this to be ~120m for and 115m for Halfway House. If the route were to move by the allowed 50m, this has a significant impact to these properties.

As a consequence, I am of the opinion that the RVAA assessment for these properties is not valid, it changes the magnitude of effect, something which I already disagreed with as being dismissive and with far too much use of the word 'likely' in the write up. There should be definitive wording when so much is at stake for homeowners.

Regarding the issues I'd raised previously:

Vibrations/Dust/Noise - I continue to be told that I am outside the zone of effect, yet I know for certain that this is not correct, based on the prevailing wind direction. I would welcome NG to discuss this and explain how they can be so certain that this would not be an issue.

EMF - National Grid direct to one of their many documents, but the words do not mean anything or give the reassurance needed for my family. The route does not have to pass as close to the

property as it is proposed to do, there is scope to move much further away, or of course an HVDC underground alternative where there is much reduced risk. To date, despite NG continuing to say how proactive they are, I have not been contacted about my concerns.

Flooding - *the generalised information makes no effort to address my concerns about localised flooding. Our property is at risk of flooding during excess rainfall, which will be significantly increased with the thousands of tonnes of concrete and haul road just uphill from the house. To date, despite NG continuing to say how proactive they are, I have not been contacted about my concerns.*

Traffic - *it is my opinion that whilst traffic surveys have been carried out, they do not actually take into consideration what this will mean in terms of effect for local communities. Nor have National Grid been able to answer when and how long roads would be closed for, significant impacts that must be documented. For example, the Roxwell Road A1060 is at 100% capacity during peak times, how will hundreds of lorries use this route? To date, despite NG continuing to say how proactive they are, I have not been contacted about my concerns.*

Mental Health - *National Grid say 'The Project team will continue to engage with people potentially affected during progress of the Project, through regular communication including letters, phone calls and meetings.' To date, I have never been proactively contacted by National Grid to discuss any of my concerns, presumably as they see me as unaffected, despite being surrounded by the draft order limits and just over 100m from the nearest proposed pylon. To date, despite NG continuing to say how proactive they are, I have not been contacted about my concerns.*