

Interested Party Reference number: [REDACTED]

Regarding OUR airfields, especially including Tibenham Airfield and Priory Farm airfields in South Norfolk's Waveney Valley.

The assertion that the Norwich to Tilbury Project manager [REDACTED] was unaware of these active airfields until too late to do anything about it, is a complete [REDACTED] of the facts. [REDACTED]. This was not spoken about in a crowded hall, this was a dedicated conversation we had with him on that day in front of witnesses. Those present were

Dawn Holmes

[REDACTED] and several others who came and went during the conversation.

[REDACTED] was made FULLY aware of both active airfields by myself and my husband on Saturday 14th MAY 2022 in no uncertain terms at the open meeting at Palgrave. [REDACTED] sat down with myself, my now ex husband AND the then leader of South Norfolk Council [REDACTED], and we had MY OWN COPY of the then current Civil Aviation map. A map that [REDACTED] own colleague had checked on my arrival at the village hall to ensure that it was only a rolled map and concealed nothing else. It was ONLY a rolled map, a large one, but a vital map of the airspace. OUR LOCAL AIRSPACE. Seeing that we needed to consult in some greater detail, [REDACTED] led us out to the outside of the Palgrave village hall - which was noisy and crowded, so that he could sit on the bench and converse face to face with me, [REDACTED]. The map * was opened and spread out across our respective knees and at that point it was very obvious that [REDACTED] - although HE HAD JUST VERBALLY CLAIMED THAT THERE WERE NO ACTIVE AIRFIELDS LEFT IN NORFOLK as he sat down, (a claim he later refuted ever having made, just 2 years later by stating that he knew "full well about the active airfields, - "So why would I say that?" he asked me in June 2024. "You tell me" I replied.

[REDACTED] no doubt to put it politely!

* THE TOPOGRAPHICAL AIR CHART OF THE UNITED KINGDOM 1:250 000 SHEET 6 EAST OF ENGLAND EDITION 3

As it stood, the N2T powerline was plotted to go down the centreline of Priory Farm's runway. [REDACTED] was visibly shocked (not pretending) as he then said he knew about the 'disused' Tibenham Airfield, but up to that point he had no knowledge of Priory Farm. It transpired two years later that [REDACTED] knew full well Tibenham has NEVER been out of use, and is still a working airfield to this day. Whether playing Devil's advocate or not, his lack of honesty with us, was alarming.

[REDACTED] said at once that the line would have to be moved a long way to the East of Priory Farm IF the line was to be built there at all. He had a close look at my CAA map and then claimed that he did not know that the airfields or low fly zone existed, that he had NEVER had a sight of such a specialist map before and that he was unaware that this part of the sky came under the OLD BUCKENHAM RESTRICTED AREA. WHERE NOTHING CAN BE BUILT TALLER THAN 15 METRES because this is a military low flying area, and a very important, well used one. It has been in use for 75 YEARS, and is labelled very clearly in South Norfolk's planning office documents - documents [REDACTED] went on to claim that afternoon, he had researched at length.

I then talked [REDACTED] through a landing of both a glider - unpowered, and a small powered aircraft of the type that uses Priory Farm and detailed how dangerous powerlines - at any height - would be as a danger to life and limb. I was an active pilot at that stage and had been for 30 years - and a skydiver before that. [REDACTED] admitted he is not an aviator and had no knowledge of the dangers. We also told him about the C.A.A. rules governing the siting of powerlines in proximity to existing airfields. He acknowledged this needed detailed examination.

This was all on Saturday May 14th 2022.

Statements made recently by N.G. Officers that it is now too late to change the route, having only just discovered that the airfields are there are frankly disgusting and patently not true. National grid and [REDACTED] knew from the very earliest days of this project that these airfields are active and fully licensed.

[REDACTED] made several statements to myself and my group on that day. These statement were noted down as they were worrying at the time, since [REDACTED] made them with a confidence that this powerline was already done and dusted, [REDACTED]

0 [REDACTED] had been handed the route for this powerline on pylons as it stood, and [REDACTED] neither he, nor anyone else in National Grid was responsible for the plotting route. On that the Project Manager, [REDACTED] was adamant.

0 [REDACTED] spoke openly and frankly about the completion bonus he is to be paid for this [REDACTED] project and confirmed on two occasions the first being 14.5.2022, that afternoon, [REDACTED] and the next occasion being June '24, stating both times that the bonus is NOT from [REDACTED] National Grid or anything to do with his salary. He stated to us that he [REDACTED] [REDACTED] [REDACTED]

A) THAT THE POWERLINE BE FIXED TO OVERHEAD PYLONS. THE BIGGER AND [REDACTED] MORE INTRUSIVE THE PYLONS THE BETTER.

B) THAT THE PYLONS AND OVERHEAD LINE ARE ON THE ROUTE THAT WAS [REDACTED] HANDED TO [REDACTED] BY GOVERNMENT WITH NO SIGNIFICANT DEVIATIONS.

C) THAT THE LINE IS UP AND RUNNING BY 2030.

[REDACTED] stated these 3 conditions of his [REDACTED] in front of our Council leader - who is a retired Senior Police Officer, myself and my now ex husband. [REDACTED] did not know when he made the statement that [REDACTED] was the Council Leader, as [REDACTED] had behaved like the village idiot repeatedly punching me in the arm and shouting "Stick it to him Dawn!" Only later, when [REDACTED] sat down next to [REDACTED], did [REDACTED] introduce himself and mention his status as the S.N.D.C. Leader, at which news [REDACTED] folded over with his head in his hands - groaning loudly. You can understand why.

[REDACTED] also stated to us several times over - by way of explanation for his perceived [REDACTED] of vital information, that he was told by Government to:-

THROW AWAY THE GREEN BOOK - the only rule he had to abide by was the No [REDACTED] Compensation rule!

DO NOT BUY ANY MAPS.
ONLY USE GOOGLE MAPS ON YOUR DESK TOP COMPUTER.
THAT ALL THE SEARCHES SHOULD BE DONE ON HIS COMPUTER ALONE.
IF THIS IS QUESTIONED, JUST BLAME COVID.
ONLY USE YOUR DESK TOP COMPUTER.

I later discovered that various airfields had been de listed at that time from Google Maps, which is why Priory Farm was not shown next to Tibenham. It is clearly there on the CAA map, but was no longer on Google maps. No wonder [REDACTED] was shocked to find another airfield he knew nothing about until May 2022.

Be assured, National Grid was fully aware of the airfields from the earliest date and claiming they were not is UNTRUE. In June 2024, [REDACTED] once again sat down with me and told me how tired he was, how hard the 'fight' was. Then [REDACTED] said

"IT IS A NO BRAINER TO LINK THESE WIND TURBINES UP WITH THE SIZEWELL C OFFSHORE OPTION" On that we agree, as a fortune will be saved on essential fees and legal battles. I agreed that the Sizewell C link is the no brainer option and then looked at [REDACTED] square on and said

"But you won't push for that will you, because you don't get your [REDACTED] if that's how you complete the link?"

[REDACTED] looked me straight in the face and said " NO I DON'T - BUT, IT HAS TO BE ON PYLONS, ON THE ROUTE HANDED TO ME, AND UP AND RUNNING BY 2030". He confirmed absolutely that he would be pushing for the worst possible option for Citizens, Government and east Anglia alike, in order to facilitate this private [REDACTED] to himself. [REDACTED] was unashamed.

We then went on to discuss Micro power production and I asked how much energy is produced on the average summer's day in east Anglia by micro producers like myself? Today, 3/8/26 mine alone is 35KwH to 4pm.

[REDACTED] NOT KNOW.. He went to get the information and came back empty handed. Neither he nor any of his staff had even thought about that. [REDACTED] stated that it was a fundamental question which should have been included from the start. You need to know what you already have before claiming the region needs more. It had not occurred to any of his team and he was deeply embarrassed.

FROM THE VERY START National Grid has taken the approach that what was sent out to residents on day 1 was already set in stone and a done deal.

Any changes that were agreed by N.G. to do with the Waveney Valley and our listed buildings and airfields were later reneged upon. EVERY SINGLE ONE.

The consultations were held on weekdays when most people were unable to attend. I was told by staff that only the old and feeble were expected to the midweek afternoon meetings and that we were easily dealt with! The Saturday meeting in May 2022 at Palgrave was on the day the F.A. Cup Final was held, so again, they expected low numbers and were shocked by how many people turned up.

In 2023 at the Tibenham open meeting, I was told by one [REDACTED] staff member, who leaned down into my face and [REDACTED] "ONLY STUPID PILOTS WILL BE KILLED, THE SENSIBLE ONES WILL STAY AWAY" Bear in mind, I use a [REDACTED]. That is an ignorant thing to say at the best of times, and unforgiveable in such circumstances.

0 As citizens, we have been mocked and our feelings and input completely ignored. Our rights have been treated as an inconvenient JOKE.

0 No alternatives to pylons on this route have EVER been considered. On day one - 14th May 2022, [REDACTED] waved aside each and every suggestion made as 'not viable'. Under grounding he said was impossible. The line is being under grounded from the coast to Norwich - it is NOT impossible. Under grounding using DC to [REDACTED] Tilbury is perfectly possible and according to N.G.'s own TRUE figures, CHEAPER than pylons as there will be no delays and no mitigation payments needed. Nor would [REDACTED] get the completion [REDACTED] from the additional source he has spoken about, and it appears that THAT is more important to the project manager than anything else.

0 Offshore, [REDACTED] said initially, is impossible, as the cables are not up to taking the [REDACTED] load. Again this is untrue. The UK will end up with a full offshore grid sooner or later - and that will save on many thousands of tons of Chinese imported steel and concrete. Cables are up to taking the load, or else how could it come to shore from [REDACTED] the turbines and be taken to Norwich under- ground?

0 The local roads north of Diss are not open to HGV traffic as the roads cannot sustain the weight of such vehicles. The [REDACTED] are also prone to flooding - I sent photographs of the roads in flood to planning earlier and I have also sent photographs of the weight restriction signs on the roads NG intend to use. All clearly visible on Google maps.

0 People like myself have been unable to sell our homes during the last 4 years. No one will even view our properties with the prospect of pylons so close. Despite [REDACTED] paid-for Advertorials making false claims, the truth is that 99.9% of citizens HATE AND DETEST Pylons and the noisy intrusive overhead powerlines.

0 Building Societies are refusing to lend on properties close to proposed pylons across the UK, not just in East Anglia, and those of us whose lives and marriages have been completely destroyed by this threat over the last 4 years are completely trapped.

Many of us are retired, and far too old to start again. For health reasons some of us 0 HAVE to sell up and move but due to the Intransigence of this private company, are unable to do so. £250 A YEAR for 10 years is NOT COMPENSATION, but an ill considered, badly judged insult, thrown our way by an uncaring Government set against a £600k plus LOSS in my own case. There are hundreds of us in this situation as the powerline on pylons was designed for revenge by one man, and NOT as best practise. IN SHORT - DAYLIGHT ROBBERY DUE TO NOT FOLLOWING ANY OF THE SET RULES PUT THERE TO PROTECT CITIZENS.

Done because [REDACTED] told [REDACTED] to do this - and to just blame Covid - and so he did!

We are being robbed by N.G.'s insistence that what was originally published as a plan in Spring 2022 was in effect the done and dusted finished article and that all the consultations as [REDACTED] stated, WERE SIMPLY A SHAM, HELD BECAUSE THE COMPANY HAD NO CHOICE BUT TO GO THROUGH THE MOTIONS. [REDACTED] own words!

0 This is a private company which has made zero effort to comply with UK regulations, The Holford Rules, The Green Book or the Gunning principles, in order that businesses like the airfields, can continue to function.

0 It is obvious that no efforts have been made towards any mitigation along the line's length from day one, and tha

project Manager's intention, in view of the breaches made recently onto private land and the destruction of crops and hedgerows etc - in advance of planning being granted - have all been done to facilitate the completion of this line by 2030.

WHY?

There are better ways of getting the power to Tilbury - the project manager himself has said this.

There are cheaper ways of getting the power to Tilbury, National Grid's own website confirmed this [before it was swiftly taken down - but not before we got a copy of the document].

There are mitigations could be made, route changes which MUST be made, but National Grid are refusing to do this.

WHY? I can only see one answer

WE DESERVE BETTER. WE DESERVE INTEGRITY. WE DESERVE HONESTY

and we have seen none of this from National Grid.

National Grid has changed NOTHING BUT THE NAME from the original plan handed to [REDACTED]. They have not altered the route which was drawn up to do so much damage to people and businesses across the East Of England, and especially to those in South Norfolk, and many homeowners like me, are simply collateral damage. This is completely unacceptable. We have been unable to move on with our lives and are facing this loss for eternity. Selected for destruction by persons unknown (except to locals), our losses are complete, and for this reason we have no choice but to fight on for justice.

I remind you of the words of [REDACTED] colleague on the 14th May 2022 as she so [REDACTED] me, when she thought everyone else had gone. I was still on the outside of the hall, unable to regain entry without assistance. [REDACTED] had obviously spoken to her after our meeting. His distress had angered her hugely [REDACTED]

[REDACTED].
[REDACTED]
[REDACTED]
[REDACTED]. It told us ING.