



25 February 2025

National Grid  
Norwich to Tilbury

Dear Sir

**Norwich to Tilbury  
Targeted Consultation**

This letter should be read in conjunction with all others the General Aviation Awareness Council (GAAC) has submitted to you about this project since June 2022. As you know, the GAAC represents the interests of all forms of General Aviation and its members are drawn from the main aviation sports organisations. Several GAAC Directors and Officers are also members of the Airfields Working Group of the All-Party Parliamentary Group – Aviation.

Its comments, therefore should be given full and proper consideration. Individual aerodromes, running busy businesses with, mostly, unpaid voluntary staff, find it difficult to dedicate adequate time to addressing matters such as this proposed electricity transmission scheme.

When, therefore those aerodromes do raise concerns about development that could significantly adversely affect their operations and the future of their airfield (which will often have taken decades to create), those concerns, expressed, individually and through organisations such as the GAAC should be given proper consideration and weight.

The content of the 'Targeted Consultation' relates mostly to minor changes to this project. However, it must be assumed from this that the comprehensive, detailed and measured comments submitted to you by the GAAC and the individual airfields have not been given further consideration.

We understand that National Grid has engaged one consultancy to advise on aviation matters. Not only have the airfields (responsible of course for their own safety and experts on this matter), but the GAAC and the Civil Aviation Authority's Airfields Advisory Team have demonstrated that National Grid's advisors are not giving adequate advice.



One of the proposed 'Targeted Consultation' changes is particularly egregious. At Raydon the original proposal for the pylon route was unacceptable. It was explained to you and your consultants that the proximity of the pylons to the north of the runway and the location of the cable end sealing compound less than 300 metres from the midpoint and north of the runway would severely limit use of the airfield.

There has been no engagement with the operator of Raydon and the request for the airfield operator to have sight of your consultants' advice was ignored.

The proposed amendment to underground the cable would disable the aerodrome for several years and together with the proposal to sequester a large area of land, including the eastern third of the Raydon runway (presumably involving large equipment and excavations would effectively close operations at Raydon for a considerable time.

This approach is not in line with the principles of the DCO process and we have had, on many occasions, cause to be involved with infrastructure upgrades where there has been open and constructive cooperation in order to find mutually acceptable solutions.

It is highly unfortunate that National Grid's approach to this project will, unless changed at this late stage, inevitably, require the GAAC, BGA, airfield owners and operators to incur the substantial time and cost that will be necessary to engage with the Examination.

We would request, even at this late stage, that National Grid, gives full consideration to our comments.

Yours sincerely

Ann Bartaby BSc (Hons), DipTP, FRAeS, FRGS  
Head of Planning, GAAC

cc: Matthew Wilkins, Chairman, GAAC