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HACONBY AND STAINFIELD PARISH AND SURROUNDING AREAS

FEEDBACK TO NATIONAL GRID STAGE 2 CONSULTATION

GREAT GRID UPGRADE WESTON MARSH TO EAST LEICESTERSHIRE

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Briefing Note to Parishioners on Extraordinary Parish Council meeting on Thursday 29 October 2026

This is a brief to Parishioners on the format of the Parish Council meeting. It will be removed from the final version of this Feedback before it goes to National Grid.

The Parish Council will meet on Thursday 29 October at 7.00 pm in St Andrew's Church to discuss and decide its feedback to National Grid's Stage 2 consultation on the proposed pylon line through the Parish.

This Parish Feedback document is key to the Council's deliberations. It is based on the 43 individual representations received by email since the public Parish Meeting on 19 October and a range of material considerations (factors relevant to the development of the project). The representations came from Haconby (19), Stainfield (one collective and 11 individual) and surrounding areas (13).

As set out in the agenda:

- The aim of the meeting is to formally recognise the consensus of opinion in the Parish and measurable factors (potential cultural heritage, traffic, ecology and biodiversity, agriculture and soils, construction and landscape and views) in order to represent this collective view in the Parish Council's response to the consultation.*
- The Council will hear updates on NG WMEL Stage 2 Consultation, discuss points made and any consensus reached at Parish Meeting on 19 October.*
- The Council will then resolve collective Parish representation.*

The meeting will be preceded by a public forum (15-20 minutes TBC) at which comments and further representations can be made. Once the Parish Council meeting is in session, there will be no further public engagement.

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Parish Feedback – Summary

Proposed National Grid Overhead Transmission Line through Haconby Fen, Haconby, Stainfield and surrounding areas

The Parish Council formally objects to the proposed overhead transmission line and associated infrastructure. The proposal represents an unacceptable and permanent intrusion into our open, rural Fenland landscape, with potentially far-reaching consequences for residents, businesses, agriculture, wildlife, biodiversity, water resources, drainage, road safety and the character of our parish.

The concerns raised by residents extend far beyond the visual impact of the proposed pylons. Feedback from the community highlights serious and interrelated concerns about the economic, environmental, ecological, hydrological and construction impacts of the scheme, as well as the effect on residents' homes, land and quality of life.

The Parish Council considers that the scale and nature of the proposed development are fundamentally incompatible with the rural character and environmental sensitivities of this area. We call for the proposal to be reconsidered in its entirety and strongly advocate an offshore, subsea route as an alternative to imposing this infrastructure across our countryside.

The Parish Council wishes to make clear that residents' concerns must be treated as substantive objections, not simply as feedback to be acknowledged before proceeding with a predetermined scheme. The views of the people who live and work in this landscape must be properly considered in the decision-making process.

This feedback provides a detailed insight into the considered views, opinions and objections of residents in Haconby, Stainfield, Haconby Fen and surrounding areas, and the material considerations relevant to this project.

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Haconby Representations

Sent: Thursday, 01 October 2026 17:45:16

Subject: Re: National Grid Pylons Project Stage 2 Consultation - Parish Response

My main points that I will target are the environmental factors, the diversity of wildlife in that area and effect of nearby residents and the community of Haconby

Very odd placement considering the space around that wouldn't have an effect on anybody's livelihood, seems like the route has been picked on cost alone, why would it be looking at this corridor between dwellings??

The view from my house and the adjacent footpaths is second to none, the footpaths are extremely busy with dog walkers and hikers and this Lincolnshire country life would be ruined.

I think it may be worth commissioning an environmental survey looking for newts and rare species 😊 we have a relatively large number of bats around also

Date: 19 October 2026 at 20:17:52 BST

Subject: Haconby & Stainfield pylon proposal.

I note that the proposed pylon locations will dominate the skyline on two aspects of the outlook from my house and severely compromise the countryside atmosphere that was the primary reason that I chose the property. None of the searches conducted by our solicitors highlighted a possible National Grid corridor when we purchased the property so this would be a nasty surprise devaluation and aesthetic downgrade. While my house is a family size home I doubt that anyone with children would ever buy it while the UK gov website warns that childhood leukaemia seems more prevalent in proximity to high voltage power lines. I may be saddled with a house in a spoiled environment that I'm unable to sell.

Please convey my objections.

Date: Thu, 22 Oct 2026 09:33:13 +0100

Subject: The proposed WMEL Pylon line

The proposed WMEL Pylon Line

The question is why this proposed east to west line of large pylons, carrying energy for the south of the country is being considered when other transferred corridors, the proposed Eastern Green Link 1 between Townes's in East Lothian, Scotland and Hawthorn Pit in County Durham and Eastern Greenlink 2, connecting Peterhead to Drax, Yorkshire use sub-sea electric cables. This should be considered. The link from offshore wind farms should be brought on land closer to the need, which is in the south. The east coast, from the Humber to the Thames estuary, is included in UNESCO's Tentative List of World Heritage Sites which emphasises the area's 'Outstanding Universal Value' as unique coastal habitats for migrating birds. Continuing encroachment along this by methods to bring green energy online puts this ecologically important protection in jeopardy.

Placing this pylon line across Lincolnshire will support further development of solar farms and other large associated structures covering acres of land. With food costs increasing and the country becoming reliant on importing food we should not be encroaching on the county's prime agricultural land.

A further concern is the disregard for nature, wildlife and livelihoods in the corridor of this proposal, especially in my local area of Haconby where the planning will affect an important SSSI, an ancient wood, Dunsby Wood, and it's associated southern fields that is an important habitat for, amongst many, the fallow deer population, badgers, and various birds of prey including hobbies, buzzards, peregrines and red kites.

The disturbance of construction here will cause increased danger on the busy A15 from increasing numbers of animals crossing to escape.

I do not agree with this proposal and ask that you reconsider other options such as sub sea cabling.

Date: Thu, 22 Oct 2026 09:48:44 +0100

Subject: Another argument against the corridor itself and in favour of keeping the project offshore

Unresolved Downhill Drainage and Pluvial Flood Risks to Haconby Village

The proposed infrastructure corridor introduces a severe and unmitigated pluvial (surface water) flood risk to the low-lying village of Haconby. The local topography transitions sharply from the western ridge slope at Dunsby wood

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- which sits at an elevated 35 to 45 metres above sea level—down to the flat fen-edge settlement of Haconby, located significantly lower at just 10 to 16 metres.

Gravity dictates that surface water flows directly down this slope towards the fens. By stripping established hedgerows, clearing topsoil, and introducing heavy construction machinery, National Grid's haul road and pylon footprint will severely compact the upper soil layer. This compaction removes natural ground permeability, radically accelerating the rate and volume of rainwater runoff heading directly down the ridge.

The village of Haconby is already vulnerable to surface water pooling and drainage dyke overcapacity during heavy downpours. Funneling an artificial torrent of upper-catchment runoff straight toward Haconby's overstretched network violates core planning guidance regarding localized cumulative flood risk. Furthermore, shifting the infrastructure corridor south halfway between Haconby and Morton fails to resolve this problem; it merely transfers the identical topographical hazard and downhill runoff threat directly onto the Morton drainage catchment and the northern fringes of Morton village.

Date: Fri, 23 Oct 2026 08:36:25 +0100

Subject: WMEL objection letter

Formal Objection to Stage 2 Consultation

Weston Marsh to East Leicestershire (WMEL) Infrastructure Project — Haconby, Lincolnshire

To: National Grid Electricity Transmission — WMEL Project Team

Subject: Stage 2 Consultation Objection — Proposed 400 kV Transmission Line Affecting Haconby

Dear WMEL Project Team,

I am writing to submit my formal objection to the current Stage 2 proposals for the Weston Marsh to East Leicestershire (WMEL) infrastructure project, specifically the proposed route of the new 400 kV overhead transmission line and associated infrastructure affecting Haconby and its surrounding countryside.

I submitted an objection during the Stage 1 consultation, raising concerns about the impact of the proposed pylons on the local community, rural landscape, wildlife and local infrastructure.

I recognise that this is a nationally significant infrastructure project and that the need to strengthen the electricity transmission network may mean that the project ultimately proceeds. However, acceptance of the strategic need for new electricity infrastructure does not mean that the current route, pylon locations or construction arrangements are necessarily the most appropriate solution for Haconby.

My objection at Stage 2 focuses on minimising avoidable local impacts. I ask National Grid to give further meaningful consideration to alternative route alignments, targeted undergrounding and lower-height pylon designs before the proposals are finalised.

1. Further route refinement to reduce the impact on Haconby

I note that National Grid has revised its proposals following Stage 1 consultation feedback and now proposes a route north of Haconby. I welcome the fact that local feedback has influenced the design. However, this change does not, in itself, demonstrate that the current alignment is the least harmful practicable option for the village.

National Grid's consultation material refers to ground conditions and engineering considerations in explaining the selection of the northern route. These are legitimate considerations, but they should be weighed alongside the lasting effects on the local community and surrounding landscape.

I request a further review of the proposed alignment around Haconby, including the possibility of moving the route further from the village where practicable and adjusting individual pylon positions to reduce their impact on nearby homes and the surrounding countryside.

National Grid should publish the reasonable alternatives considered, the relevant engineering and environmental constraints, and a clear explanation of why further changes would or would not be practicable. This assessment should consider residential amenity, construction access, ecology, drainage, heritage and agricultural effects alongside engineering requirements and cost.

2. Specific impact on Haconby Fen Road

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I wish to draw particular attention to the two proposed pylon positions to the north-east of Haconby, as shown on National Grid's Stage 2 interactive map. The orientation of my second-floor bedroom window means that these pylons may be visible to my east-facing outlook.

Although the pylons would not be directly ahead of the view, I am concerned that their scale and prominence could introduce a significant industrial element into what is currently a rural outlook. The precise extent of this impact is difficult to establish from the consultation map alone.

I request an accurate, site-specific visual assessment from my second-floor bedroom window, showing the proposed pylons and conductors in their actual landscape context. This should enable residents to understand the likely visual impact and inform decisions about whether changes to the route or pylon design are necessary.

My family and I also walk our dogs along Haconby Fen Road twice daily. The open countryside along this route is an important part of our everyday lives, and I am concerned that the proposed transmission line would diminish its rural character and our enjoyment of the landscape.

I request realistic visualisations from representative viewpoints along Haconby Fen Road, showing the cumulative effect of the pylons and overhead conductors. These assessments should inform consideration of further route adjustments and other measures to reduce the visual impact.

3. Targeted undergrounding near Haconby

I ask National Grid to assess the feasibility of placing the most sensitive section of the proposed transmission line underground in the vicinity of Haconby.

I appreciate that undergrounding a 400 kV transmission line presents significant technical, construction and cost challenges. I am not suggesting that the entire WMEL route must be underground. Rather, I ask that a targeted underground section be properly evaluated where it could materially reduce the permanent visual impact on the village and its surroundings.

The assessment should identify practical options for the length and location of an underground section, the necessary transition points, construction and drainage implications, environmental effects and comparative whole-life costs.

The assessment should address the specific costs and benefits of undergrounding a limited section near Haconby, rather than relying solely on general arguments about the expense of underground transmission. If National Grid concludes that this option is not reasonable or practicable, I request that it publish the site-specific evidence supporting that conclusion.

4. Lower-height pylons and alternative support structures

Where overhead infrastructure remains necessary, I ask National Grid to assess the use of lower-height pylons or other technically suitable support structures along the section closest to Haconby, particularly around the two proposed pylon positions to the north-east of the village.

Pylon height, design, spacing and the profile of the land all influence how prominent the completed development will appear. Reducing the height of structures at sensitive locations could therefore help limit the visual impact, even if the route itself cannot be moved significantly.

I request a specific assessment of whether lower-height structures could be used near Haconby, rather than relying solely on a standard pylon design throughout the route. This should include realistic comparisons of the standard and alternative designs, with any additional engineering constraints and costs clearly explained.

5. Landscape character, residential amenity and local heritage

The proposed transmission line would introduce large-scale electricity transmission infrastructure into a rural landscape. Its effects should be assessed in terms of both the wider landscape character and the experience of people who live in, travel through and enjoy the area.

I am also concerned about the potential effects on the historic character of the area. National Grid's consultation material identifies historic sites and features in the surrounding landscape as matters requiring assessment. The relationship between these features and their wider setting should be properly considered.

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I request that National Grid explain how landscape and heritage impacts have been assessed, identify the viewpoints and historic features considered, and set out the measures proposed to avoid or reduce any significant harm. The assessment should consider the combined effects of the permanent infrastructure and associated development, rather than treating each element in isolation.

6. Construction access corridors, compounds and temporary working areas

My original Stage 1 objection raised concerns about the suitability of the local road network for a project of this scale. The Stage 2 map now identifies proposed construction access corridors and designated construction working areas in the fields north of Haconby, allowing these concerns to be considered more specifically.

These areas form an essential part of the development and could cause temporary impacts on agricultural land, the surrounding countryside, wildlife and local residents. I request that National Grid assess the combined effects of the access corridors, compounds, laydown areas and temporary working areas, rather than concentrating primarily on the permanent transmission line.

In particular, I ask National Grid to:

- Explain how construction vehicles will reach each working area, identifying the routes to be used, the expected volume and type of traffic, and whether vehicles will need to pass through or close to Haconby.
- Demonstrate that the proposed access corridors are appropriate for the local road network and that risks to pedestrians, cyclists, dog walkers, agricultural vehicles and other road users have been properly assessed.
- Explain why the selected compound and working-area locations are necessary and whether alternative locations could reduce disruption to Haconby and the surrounding countryside.
- Assess potential noise, dust, lighting, drainage, soil disturbance and habitat impacts arising from construction activity, including the cumulative effect of simultaneous works at different locations.
- Explain how construction access and working areas could affect the wildlife regularly observed in the fields north-east of the village, and what measures would be taken to avoid or minimise disturbance.
- Provide clear commitments for working hours, traffic management, pollution prevention, restoration of agricultural land and reinstatement of temporary access routes once construction is complete.
- The temporary nature of these areas should not be treated as evidence that their effects are insignificant. Where the proposed access arrangements or working-area locations would cause avoidable harm, I request that National Grid amend them before finalising the design.

Any mitigation should be specific, enforceable and monitored, rather than relying on general assurances that disruption will be minimised.

7. Wildlife, habitats and the wider environment

I remain concerned about the potential effects on local wildlife, habitats and ecological connectivity in the fields surrounding Haconby.

The fields to the north-east of the village are an area where my family and I regularly observe wildlife. We frequently see a large herd of deer grazing in these fields, particularly during the winter months. We also regularly observe hares, rabbits, owls, bats, red kites and other wildlife during our walks.

These repeated observations provide relevant local evidence of the wildlife using this landscape. While sightings alone do not establish the level of ecological impact the project would cause, they demonstrate why the area merits careful, site-specific assessment.

I request that National Grid's ecological surveys specifically consider the fields, field boundaries, hedgerows, drainage features and other habitats in this area. The assessment should address potential disturbance during construction, habitat loss or fragmentation, and relevant risks to birds and bats from the completed overhead line.

National Grid should explain how the ecological findings have influenced the proposed route and pylon positions to the north-east of Haconby, and identify any further design changes that could avoid or reduce the impacts found. Mitigation and biodiversity enhancements are valuable, but should not substitute for avoiding unnecessary harm where a reasonable alternative exists.

8. Demonstrating that consultation feedback has influenced the final design

National Grid has stated that feedback from Stage 1 has contributed to the development of the current proposals. I welcome this, but residents need to understand how their concerns have influenced the actual design decisions.

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I request a substantive response explaining:

- Which concerns raised about Haconby during Stage 1 resulted in changes to the route or construction arrangements.
- Which reasonable alternatives for further route refinement, undergrounding and lower-height pylons have been assessed.
- Why any such alternatives have been rejected, including the relevant technical, environmental and cost evidence.
- What further changes remain possible before submission of the Development Consent Order application.

The consultation should provide a genuine opportunity to improve the project and reduce its local impacts, rather than simply present a more developed version of an existing proposal.

Conclusion and requested actions

For the reasons set out above, I object to the current Stage 2 proposals insofar as they affect Haconby and the surrounding countryside.

I ask National Grid to:

- Review the route alignment and individual pylon locations to reduce the impact on Haconby.
- Assess targeted undergrounding near the village, supported by a transparent, site-specific technical and whole-life cost comparison.
- Investigate lower-height pylons and alternative support structures for the most sensitive locations, particularly to the north-east of the village.
- Provide visual and landscape assessments showing the effects of the current design from my property, Haconby Fen Road and other representative viewpoints.
- Review construction access, haul roads, compounds and laydown areas to minimise disruption to residents, the local road network and the surrounding environment.
- Demonstrate how ecological and heritage impacts can be avoided or reduced through further design changes.
- Explain how these representations have been considered and provide the evidence behind any decision not to adopt the requested changes.
- My objection is not simply to the principle of new electricity infrastructure. It is to the risk that Haconby will bear avoidable and lasting impacts when further route refinement or appropriate engineering mitigation may be capable of reducing them.

The fact that the wider project may proceed makes it all the more important that the detailed design is proportionate, carefully considered and demonstrably the least harmful practicable option for the communities affected.

Please record this letter as a formal response to the Stage 2 consultation and ensure that the matters raised are considered as the proposals develop ahead of the Development Consent Order application...

Date: Sat, 24 Oct 2026 14:24:50 +0100

Subject: Pylon Line Project – Stage 2 Pre-Application Consultation

Following the Parish Council EGM in St Andrews on Tuesday 20th October, I thought that I would send you my view.

As a resident living in the Haconby and Stainfield parish, I am writing to inform you that I have officially submitted my formal objection to National Grid regarding the Weston Marsh to East Leicestershire (WMEL) pylon project. I have also sent my objection to our MP for reference.

Like the vast majority of my neighbours, I am deeply distressed by the proposed route. Forcing 50-metre-high steel pylons through the landscape between Haconby and Stainfield will permanently industrialise our rural countryside, damage productive agricultural land, and hurt our community's well-being.

While National Grid has adjusted the draft alignment slightly in response to initial feedback, moving the line slightly further from village edges does not solve the fundamental problem. We do not want overhead pylons at all when integrated offshore or underground alternatives are viable options.

That said the current proposal for a northerly route past Haconby and then a southerly route past Stainfield has resulted in a planned dogleg route that is the worst of all options:

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- It is a particular disaster for Stainfield being confronted by 50-foot pylons both to the east and south.
- There is an unnecessarily close and very poorly sited pylon construction area that should be nowhere near residential properties but which is currently planned to be 200mtrs away from these properties in Stainfield.
- The proposed dogleg route from north of Haconby to south of Stainfield is a disaster for our Parish farms along the A15 which are particularly badly affected by both the pylons and construction on their business farming.
- The planned haul road route across the A15 is in a very unsafe part of the A15 where even the farmers in that location have for years, stopped using field access in that area due to road safety issues in that particular spot.

Whilst I object completely to overhead pylons through our Parish as initially stated, if a route is to continue beyond phase 2, the route needs to be either completely north past Haconby and Stainfield or completely south past Haconby and Stainfield. There should be no dog-leg route at all.

My view is that a more logical route for the Pylons would be South of Haconby and then continue across the A15 and continue south of Stainfield. This would remove many of the current route objections and help overcome what is currently a very poor route plan/design. Current National Grid objections to a southerly route so far have not been substantiated beyond a questionable reasoning based what appears to be a flawed historical understanding by National Grid...

Date: Sat, 24 Oct 2026 14:44:42 +0100

Subject: WMEL objection

Dear Weston Marsh to East Leicestershire Project Team,

I am writing to formally log my objection to the current National Grid proposals for the Weston Marsh to East Leicestershire high-voltage transmission network upgrade.

There are several factors to my objection which I will try my best to explain below.

The 'new' proposal is to move the pylons 200 meters away for a SSSI protected ancient woodland. The grass fields the pylons will be erected on are not empty grass fields. They provide food and shelter for the numerous wildlife that call the woods their home. Putting pylons anywhere near this area will destroy the essential foraging ecosystem that keeps this wood alive. Badgers and deer especially require uninterrupted access between their feeding ground and shelter. The construction process causes severe soil compaction, noise pollution and long term disruption to the local insect and plant life which support the entire food chain.

Dunsby wood is home to an enormous herd of deer. We know it's a big herd due to the deer counts that take place annually. The main A15 road runs alongside the woods and there are tragically many deer knocked over by vehicles. Damage to vehicles is also high. Disturbing the wood with construction work would inevitably cause the deer running on to the A15 causing more deer to be knocked over and due to increased numbers crossing, because of the disruption, would cause danger to human life. Fencing this area would be pointless as deer move both ways across the A15 and stopping deer returning to the wood, by fencing, would mean an even greater danger by having those deer running up and down the road, trying to get back in. Deer crossing in these numbers will cause vehicle collisions, serious injuries and tragically fatalities, both animal and human. There cannot possibly be any reason valid enough to put human life in danger.

The 'new' proposal now dog legs round a livery yard, 'Brackenspa Stud'. My question here would be, if you can dog leg around this yard, why can you not reroute away from the woods? As a horse rider myself I can foresee many dangers of having horses being ridden on the roads and having to cope with noise and the massive increase of HGV traffic on small country lanes. The roads are not big enough for an HGV to pass a horse at the '2 metre' law. Presumably the HGV will try and pull over on to the verges then causing the verges to become muddy and unusable and dragging dangerous mud on to the roads. Will these roads be swept several times a day? This is a recipe for disaster, again putting lives of animals (horses) and people in danger.

The lines around Holwel nature reserve have been rerouted following public feedback and environmental assessments to minimize disruption to local features and views. This shows these factors have been taken in account, I hope you can afford this area the same.

On a slightly different note, planning for houses has been turned down on a local field off Ceder Drive, in Bourne. It has been strongly opposed by counsellors describing it as an unacceptable encroachment on the adjacent ancient

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Bourne woods that would negatively affect the local character, landscape and wildlife. We need to preserve all our ancient woodland, once it's gone it's gone.

The proposed route is next to our farm. Rural crime is at an all-time high. With the construction planned it will leave the farm completely vulnerable to theft and other Rural crime. There is no mitigation for this. Our privacy will be non-existent, this is our home. Having construction company pylons erected so close means our daily privacy will be non-existent.

Safety is another factor. The compound opposite us will come out onto a 60mph road, some cars travel in excess of 100mph on this road. Reducing the speed limit would be of no help whatsoever and would make pulling out of our drive extremely dangerous.

The Southern route, which goes through Dunsby, Morton etc, is a totally viable route which will destroy less land and would mean the ancient woodland would remain safe.

Date: Sat, 24 Oct 2026 14:52:05 +0100

Subject: Fwd: Haconby Impact of proposed scheme

To: ContactWMEL@nationalgrid.com

Cc: garth.davies.mp@parliament.uk

Subject: Haconby Impact of proposed scheme

I am writing as part of the consultation on Weston Marsh to East Leicestershire, specifically regarding the Haconby area.

My concerns are as follows:

1. The consultation has not explored alternative routes, or alternative technologies such as burying cables, and as such I don't believe the consultation is fair and objective in its scope.

It does not investigate alternative location for landfall from the North Sea and does not provide alternatives in routing the cables along existing infrastructure, the only consultation being on a small window of siting for the proposed lines. This isn't a consultation in its true sense.

2. The proposed lines and pylons will have a detrimental impact on
- the environment, including soil damage, irreparable damage to the environment, disruption to many sensitive species and the outlook from residents in Chapel Street looking north towards Dunsby.

There are many others highlighting the impact this proposal will have on native species, including red listed birds and mammals in the area.

3. The proposed locations of pylons will be an eyesore to those on Main Street and Chapel Street looking North. Alternative pylon siting should be considered to minimise the impact, including moving the proposed pylon locations outside the eye line of residents, and outside the village.

My own preference would be the burying of cables, avoiding the need for pylons and their ongoing maintenance.

4. Lincolnshire in general is being used by the utilities companies for the benefits of other areas, without any compensation for residents.

This proposal is one example, but there is also the water supply pipe work through the county to supply the south of England.

This grid proposal does not benefit the residents, and there is no compensation proposal for the detrimental effect it will have on this beautiful rural oasis in an increasingly industrialised nation.

Residents impacted will have no benefits from the proposal, and have to bear the noisy disruption in the building process, the destruction of the vistas they have enjoyed and the impact to wildlife and the environment from this multi billion pound construction scheme. There is no ongoing discounting of electricity for residents impacted by the proposal.

This is an extremely significant local project, and as residents, we recognise the need for energy security, but the profit generated through not burying the lines, will go to residents, but the investors. This is unfair, as the residents paying the price have no real say in the project given the limited scope of consultation.

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Date: Sat, 24 Oct 2026 17:56:28 +0100

Subject: Stop the Pylons

I would like to voice my objections to the project as a whole.

To me they have got out a map, located the start and finish and then just stuck a route in, with no consideration to what lay in between.

I know all the arguments for it, but there MUST be options.

They don't consider it an area of natural beauty, but it is one of the few fen areas that isn't scared with industrial detritus.

It is an agricultural and horticultural food basket. If this goes ahead I can see that the next scarring will be solar farms and no one wants them either.

It is ancient farm land and woodland and needs preserving.

Hope this helps your cause

Date: Sat, 24 Oct 2026 19:54:30 +0100

I've lived in Haconby most of my life and it's really peaceful I'm now in my 80s I don't want to see all of this monstrosity coming through the roads around our area are not designed to be hauling all of the national grids materials on go south of Haconby with your line it won't affect any of the wildlife and it would help the villager's out so much thank you

Date: Sat, 24 Oct 2026 20:20:34 +0100

I live in Haconby and what the grid intend on doing by putting the pylons north of Haconby is absolutely crazy the wildlife it would interrupt and destroy is off this level they want to bring service roads onto the B 1777 one very bad piece off the road potentially causing accidents and they want to go with line down the side of Dunsby wood when all you will do is funnel animals including deer across the A15 potentially causing major accidents

Date: Sun, 24 2047 Oct 2026

Subject: Pylons

Objections and Concerns Regarding National Grid Power Upgrades

Haconby, Stainfield, Morton and Hanthorpe

The proposed National Grid power upgrades raise a number of significant concerns for local residents, landowners, farmers and the wider community. These concerns relate not only to the permanent visual and environmental impact of the infrastructure, but also to the considerable risks and disruption associated with its construction.

1. Impact on the countryside and landscape

The proposed overhead infrastructure would have a significant and permanent impact on the character and appearance of the countryside.

The area currently provides important open rural views and attractive countryside vistas for residents, visitors and those using the local roads. Large pylons and associated infrastructure would fundamentally alter these views and could cause substantial harm to the rural character of the area.

National Grid should give much greater consideration to the principle of protecting the public realm, preserving important views and using existing landscape features and topography to provide effective screening.

The topography of the area immediately north of Haconby is such that this area is the highest point and therefore would have the greatest impact on the landscape, thus destroying views for the whole village. If the route were some 100 metres further north the ground would be 20-30 metres lower and would reduce environmental impact as less pylon would be visible.

2. Construction traffic and damage to local roads

There are serious concerns about the suitability of the existing local road network for construction traffic.

Many local roads are narrow, rural and, in places, single-track. They were not designed to accommodate the large and heavy vehicles likely to be required for the construction of pylons and associated infrastructure.

The increased traffic could:

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- * Cause substantial damage to road surfaces and verges.
- * Create congestion and obstruction.
- * Make some roads temporarily impassable.
- * Damage existing drainage and roadside infrastructure.
- * Create additional risks for pedestrians, cyclists, horse riders and local residents.
- * Interfere with agricultural operations and access to farmland.

The cumulative effect of repeated heavy vehicle movements over a prolonged construction period must be properly assessed rather than treating individual road impacts in isolation.

3. Unsuitable bridges

Several bridges within the proposed construction area appear wholly unsuitable for the weight and dimensions of the construction vehicles that would be required.

A detailed structural assessment of every bridge and crossing route should therefore be undertaken before construction routes are approved.

The responsibility for any damage to bridges, roads or associated infrastructure should be clearly established, with appropriate monitoring and reinstatement requirements imposed on the developer.

4. Flooding and construction hazards

Parts of the proposed area are known to be susceptible to serious flooding.

This creates concerns both during construction and following completion. Construction compounds, access tracks, foundations and other infrastructure could alter existing drainage patterns and potentially increase flood risk elsewhere.

The risks to workers, residents, road users, livestock and members of the public should be properly assessed.

A comprehensive flood-risk and drainage assessment should consider winter conditions, extreme rainfall, groundwater and cumulative impacts, rather than relying solely on normal conditions.

5. Additional flooding caused by pylon foundations

The construction of substantial concrete foundations for pylons could displace soil that would otherwise provide natural water storage and infiltration.

Given the existing flood-prone nature of parts of the area, the cumulative effect of multiple large foundations and other impermeable surfaces needs to be assessed.

National Grid should demonstrate that the development will result in no unacceptable increase in flood risk to neighbouring properties, farmland, roads or communities, including during severe winter rainfall.

6. Risks to livestock and agriculture

The proposed overhead electrical infrastructure introduces additional risks to agricultural operations and livestock.

Particular consideration should be given to:

- * Livestock being kept beneath or close to overhead lines.
- * Electrical faults and lightning strikes.
- * Farm machinery operating close to the lines.
- * The use of tall agricultural machinery such as combines.
- * Sprayers, grain equipment and other machinery operating at height.
- * The potential for electrical arcing or interference.

Farmers should not be expected to substantially alter normal agricultural practices because of inadequately assessed infrastructure risks.

7. Existing pipelines and buried infrastructure

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There are concerns that existing pipelines and other utilities may be relatively shallow beneath or alongside proposed construction routes.

Visible red marker posts and other indications of buried infrastructure are present in a number of locations.

Heavy construction traffic could potentially damage buried water, gas, electricity or other services, creating risks of:

- * Water-main rupture.
- * Gas leaks or pipeline damage.
- * Damage to electricity infrastructure.
- * Flooding.
- * Disruption to local services.
- * Serious safety incidents.

A comprehensive survey of existing utilities should therefore be undertaken, with appropriate protection and monitoring measures established before heavy construction traffic is permitted.

8. Existing low overhead cables

There are already overhead cables in parts of the area which appear to be relatively low.

There is a concern that construction vehicles, cranes, lifting equipment and other machinery could come into contact with these cables.

Construction traffic management plans should specifically identify every location where existing overhead infrastructure creates a risk and demonstrate how safe clearances will be maintained.

9. Agricultural machinery and electrical interference

The impact on modern agricultural machinery also requires consideration.

Farmers regularly operate large combines, tractors, sprayers and other high machinery within the affected area. The proximity of overhead electricity infrastructure could create additional risks, including electrical arcing, interference or other effects.

The developer should provide clear guidance and demonstrate that normal agricultural activities can continue safely.

10. Machinery operating close to overhead lines

Particular attention should be paid to tractors, telehandlers, cranes, combines and other tall machinery operating near the proposed and existing overhead lines.

This is not simply a construction issue. The permanent infrastructure could create an ongoing constraint on farming activities.

The developer should demonstrate how these risks will be managed throughout the lifetime of the project without imposing unreasonable restrictions on local agricultural businesses.

11. Alternative construction routes

There should be a much more thorough assessment of alternative construction routes.

In particular, the A52 corridor appears to warrant serious consideration because it is substantially better suited to large construction vehicles than many of the narrow rural roads in the affected area.

The A52 also offers opportunities for lay-bys, compounds and temporary storage of construction materials, potentially reducing the need for heavy vehicles to penetrate the smaller local road network.

National Grid should demonstrate that this and other alternatives have been properly assessed before imposing substantial construction traffic on unsuitable local roads.

Greater consideration needs to be given to underground cables or off coast cables in the sea to join north and south parts of the country, which would greatly reduce the impact.

12. Cultural heritage and the Grimsthorpe Estate

There are concerns about potential damage to cultural heritage associated with the Grimsthorpe Estate and its surrounding historic landscape.

There are protected woodlands and wildlife habitats that would be seriously disturbed or destroyed. There are herds of deer, badgers, bats and protected birds in these areas that would need to be considered and documented and lines rerouted or placed underground as suggested.

The assessment should not be limited to listed buildings or individual archaeological sites. The wider historic landscape, views, setting and cultural significance of the area must also be considered.

Any construction activity, access roads, compounds or permanent infrastructure that could affect the historic landscape should be carefully assessed.

13. Archaeological remains and Viking heritage

There are also questions regarding possible archaeological remains in the wider area, including potential Viking-period heritage.

Before construction begins, appropriate archaeological investigation should be undertaken. The absence of a currently identified archaeological site should not be taken to mean that no archaeological remains exist.

Given the scale of the proposed ground disturbance, an appropriate archaeological assessment and mitigation strategy should be required.

14. RAF and aviation considerations

The proximity of the proposed infrastructure to areas affected by RAF activity and aviation operations also requires proper assessment.

The developer should demonstrate that the height and location of pylons, construction cranes and other tall equipment will not create unacceptable risks or operational conflicts with military or civilian aviation.

15. National Grid's approach to mitigating visual impact

National Grid should explain in detail how it intends to reduce the landscape and visual effects of the proposed overhead lines.

In particular, the assessment should demonstrate how the following principles have been applied:

- * Prioritising the protection of the public realm.
- * Protecting important views.
- * Using existing topography for screening.
- * Using existing vegetation and landscape features.
- * Avoiding prominent ridgelines where reasonably possible.
- * Minimising impacts on settlements and residential properties.
- * Considering alternative routes and technologies where these could materially reduce impacts.

It is not sufficient simply to acknowledge that the pylons will be visible. The objective should be to avoid and minimise the impact wherever reasonably practicable.

16. Cumulative impacts

The impacts described above should not be considered separately.

The combination of:

- * Large-scale construction traffic;
- * Narrow rural roads;
- * Unsuitable bridges;
- * Flood-prone land;
- * Buried utilities;
- * Existing overhead cables;

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- * Agricultural machinery;
- * Livestock;
- * Archaeological and cultural heritage;
- * RAF/aviation considerations; and
- * Permanent landscape impacts

creates a cumulative set of risks and impacts which could be substantially greater than any individual issue considered in isolation.

A comprehensive cumulative-impact assessment is therefore required.

Conclusion

The proposed National Grid upgrades raise serious concerns for Haconby, Stainfield, Morton, Hanthorpe and the surrounding countryside.

The local road network, bridges and existing infrastructure appear poorly suited to the scale of construction activity proposed. At the same time, the flood-prone nature of parts of the area, agricultural use of the land, existing overhead and underground utilities, heritage considerations and potential aviation constraints create additional risks that require much more detailed assessment.

Most importantly, the permanent visual impact of large overhead electricity infrastructure would fundamentally change the character of the countryside and affect the views enjoyed by local residents and the wider public.

Before the proposals proceed, National Grid should be required to:

1. Fully assess alternative routes, including the A52.
2. Provide a comprehensive construction traffic management plan.
3. Undertake structural assessments of affected bridges.
4. Complete a detailed flood-risk and drainage assessment.
5. Identify and protect all buried and overhead utilities.
6. Assess risks to agricultural machinery and livestock.
7. Undertake appropriate archaeological and heritage investigations.
8. Assess RAF and aviation constraints.
9. Provide a robust landscape and visual impact assessment.
10. Demonstrate how public views and the rural character of the area will be protected.
11. Assess the cumulative impact of all of the above factors.
12. Demonstrate that reasonable alternatives have been properly considered before the proposed route is adopted.

Date: 25 1000 Oct 26

Subject: National Grid – Help Please

I strongly object to having pylons in Haconby and Stainfield Lincolnshire As a resident of Haconby and dog walker in both areas.

There is not the infrastructure to build and import these massive structures on roads that are in many places on the route over the ancient bridges over the dykes. The outlined documentation suggests putting in roads to deliver these massive pylons to area. Yet more destruction of farmers land and farming land that might never recover as shown in the water pipelines installed in the last few years in this area. Clearly visible straight line scarring.

Roads and infrastructure Through Haconby is very small and gets smaller as you go out onto the Fen. The road through Stainfield will be impossible to take these loads through with road leading down from the A15 to the staggered crossroads on to Elsthorpe Road both single tracks. The only main road A15 and then you will be coming on to single track subsiding roads. The road through Haconby is very small and gets smaller as you go out onto the Fen. The road through Stainfield will be impossible to take these loads through with road leading down from the A15 to the staggered crossroads on to Elsthorpe Road both single tracks. The idea of not only adding in these massive pylons but the roadways to bring them across prime farmland going to prove very destructive. If driving a car, you have to move over to let each other pass. In winter the verges become churned up and muddy. In some places like Elsthorpe road there are no passing places in the village.

The idea of not only adding in these massive pylons but the roadways to bring them across prime farmland going be very destructive ruining farms that have been in families for many generations. The destruction of farmers land and businesses will be vast.

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History and Roman & Saxon Remains There are many sites of ancient remains on Haconby Fen from Saxon and Roman times. In these times there was a market and three hamlets on this Fenland. This was clearly shown in March 2023 when a major metal detectors event happened and roman and Saxon remains found. Including a Bronze Saxon Statue that went to auction and raised £3,000.

Wildlife, flora and fauna. The Northern on the Stainfield side will route will encounter two natural springs with an abundance of wildlife totally depend on this for their drinking water and breeding grounds. The wildlife on this route Northern route has Dunsby wood of SSI status. One of the largest herds of breeding deer in the UK. Migratory Canada Geese who return every year to nest on the Stainfield Spa pond off the Kirkby Underwood road. The Kites, Kestrels, Buzzards that use this wood as there breed and hunting grounds in the set aside grass margins. The owls barn, Little and tawny that also hunt the set aside lands around the wood. The population of Grass snakes and invertebrates living in the pond. The rare wildflowers and beetles that live on the grass margins of the wood. The set a side land down the edge of the wood is marshy from the springs. Back up to the nature of importance of this wildlife is found on <https://protectdunsbywildlife.com/wildlife-habitats>. The outlined risk to the wildlife creating new corridors to reach grazing and hunting grounds will cause many more accidents involving them and risk to human life and death to the animals.

I would strongly go with these power lines going underground. But if it is pylons it has to be the southern route.

Date: Sun, 25 Oct 2026 10:28:55 +0000

Subject: Formal objection WMEL PROJECT

FORMAL OBJECTION TO THE WESTON MARSH TO EAST LEICESTERSHIRE PROJECT

Haconby and Stainfield

I am writing to formally object to the proposed **Weston Marsh to East Leicestershire 400kV overhead electricity line and associated infrastructure**, and in particular to the impact that the proposed pylon route would have on Haconby and Stainfield and the surrounding countryside.

I fully understand that the electricity network needs to develop to meet future demand. However, I do not believe that the need for new infrastructure should mean that the significant environmental, landscape and community impacts of this particular proposal are simply accepted.

For me, this is not an abstract infrastructure project. **This is where I live, where I walk, where I run and where my family lives.**

Impact on wildlife and biodiversity

The countryside and fen surrounding Haconby and Stainfield is an important rural environment supporting a wide range of wildlife.

The construction of a major 400kV overhead line, pylons, access routes and associated infrastructure would inevitably disturb wildlife and alter habitats. Construction activity, heavy vehicles, machinery, noise and lighting could cause disturbance over a prolonged period.

I am particularly concerned that the full cumulative impact on wildlife should not be underestimated.

Once large-scale infrastructure is introduced into this landscape, the character of the area cannot simply be restored when construction finishes.

Permanent damage to our landscape

One of the main reasons I chose to live in Haconby is the unspoilt countryside and peaceful rural setting.

The open landscape around the village is a major part of what makes this area special. It is also a major reason why people choose to live here.

The introduction of large steel lattice pylons and overhead transmission lines would permanently change that landscape.

These are not small or unobtrusive structures. They will be highly visible and will fundamentally alter the character and appearance of the countryside.

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I do not believe that planting or other proposed mitigation can compensate for the permanent presence of large-scale electricity infrastructure in an otherwise open rural landscape.

Impact on tranquillity and quality of life

Haconby and Stainfield are quiet rural villages.

One of the things residents value most is the peace and tranquillity of the surrounding countryside.

The proposed development would bring a major infrastructure project into this environment, together with years of construction activity, heavy vehicles, machinery, noise, dust and disruption.

This would have a significant effect on the quality of life of residents.

Our village should not have to become a construction site for years in order to accommodate infrastructure that could potentially be delivered through less damaging alternatives.

Impact on my mental wellbeing

The impact on my own wellbeing is an important part of my objection.

I use the fen and surrounding countryside almost **every day for dog walking and running.**

These activities are an important part of my mental wellbeing. The peace, openness and natural environment provide me with somewhere to exercise, clear my head and escape the pressures of everyday life.

I moved to this village because of its beautiful countryside and peaceful surroundings.

The prospect of seeing this environment transformed by pylons, overhead wires, construction traffic and associated infrastructure is extremely upsetting.

This is not simply about losing a pleasant view. **It is about losing an environment that I rely upon every day for my wellbeing.**

Impact on our village roads

I am extremely concerned about the impact of construction traffic on the small rural roads around Haconby and Stainfield.

Our roads are not designed for prolonged periods of heavy construction traffic associated with a project of this scale.

There will inevitably be increased numbers of large vehicles, deliveries, contractors and construction equipment travelling through the local area.

This creates concerns about:

- pedestrian safety;
- children walking and cycling;
- dog walkers;
- runners;
- cyclists;
- horse riders;
- road congestion;
- damage to rural roads;
- noise and disturbance; and
- general road safety.

These are roads used by our community every day, not purpose-built construction routes.

Children's safety

I am particularly concerned about the impact on children living in and around the villages.

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Children should be able to walk, cycle and play in their local community without having to contend with significant construction traffic and large vehicles.

Increasing traffic on small rural roads for a project lasting several years would inevitably create additional safety concerns for families.

Our villages should remain places where children can enjoy the outdoors and move around their community safely.

The length of the disruption

The proposed project is not a short-term inconvenience.

The scale of the project means that residents could face years of surveys, preparation, construction traffic, ground works, erection of pylons and installation of overhead lines.

The disruption therefore needs to be considered as a long-term impact on the community, rather than simply a temporary construction inconvenience.

And once construction is finished, the pylons themselves will remain.

We would therefore experience both **years of construction disruption and a permanent change to the landscape afterwards.**

Impact on property values

I am also concerned about the potential effect on local property values.

A major reason people choose to purchase homes in Haconby and Stainfield is the rural setting, open countryside and peaceful environment.

Large-scale electricity infrastructure and the associated loss of rural views and tranquillity could reduce the attractiveness of properties within the affected area.

For homeowners who have invested their savings in their homes, this is a serious concern.

The character of Haconby and Stainfield

Haconby and Stainfield are small rural communities, not industrial areas.

The proposed infrastructure would be completely out of keeping with the existing character of the villages and their surrounding countryside.

There is already a very strong feeling locally that **these pylons are not wanted here.**

Residents should not simply be expected to accept the permanent industrialisation of their countryside because the area is considered suitable on a map.

The people who live here understand this landscape, use it every day and understand what would be lost.

Alternatives must be properly considered

I also believe that the alternatives to large-scale overhead infrastructure must be properly examined.

The fact that an overhead line may be cheaper does not automatically make it the most appropriate solution when the environmental, landscape and community costs are taken into account.

There must be proper consideration of whether underground cabling, alternative routing or other solutions could significantly reduce the impact on communities such as Haconby and Stainfield.

The current proposal should not be treated as inevitable simply because it may be the preferred option.

Conclusion

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I strongly object to the proposed Weston Marsh to East Leicestershire pylon development in and around Haconby and Stainfield.

I ask National Grid and the relevant decision-makers to give serious consideration to the following:

- The permanent damage to our rural landscape and views.
- The impact on wildlife and biodiversity.
- The loss of tranquillity and rural character.
- The impact on residents' quality of life and mental wellbeing.
- The effect on the countryside that residents use every day for walking, running and recreation.
- The suitability and safety of our small village roads for prolonged construction traffic.
- The safety of children, pedestrians, cyclists, runners, dog walkers and other vulnerable road users.
- The potential impact on local property values.
- The years of disruption that construction would cause.
- The permanent nature of the infrastructure once construction is complete.
- Whether alternative routes and less damaging methods of transmission have been properly and fairly considered.
- The cumulative impact of this project on Haconby, Stainfield and the wider Lincolnshire countryside.

I moved to Haconby because I wanted to live in a peaceful village surrounded by beautiful, unspoilt countryside.

I do not want to see that countryside industrialised.

I do not believe that the residents of Haconby and Stainfield should have to sacrifice the environment, tranquillity, safety and character of their community without every possible alternative having been properly considered.

I therefore ask that my objection is formally recorded and fully taken into account as part of the Stage 2 consultation.

Date: Sun 25 Aug 2026, 11.13 am

Subject: Weston Marsh to East Leicestershire (WMEL) 400kV overhead electricity transmission line

I am writing to express my serious concerns regarding the proposed route of the Weston Marsh to East Leicestershire (WMEL) 400kV overhead electricity transmission line, particularly the proposed alignment to the north of Haconby.

My family owns land in Haconby, and we have significant concerns about the potential environmental, ecological, agricultural and road safety impacts of the proposed route. The northern alignment will cause harm to the local environment on a massive scale.

1. Impact on Dunsby Wood and its protected status

One of my principal concerns is the proposed route's proximity to Dunsby Ancient Wood, a Site of Special Scientific Interest (SSSI). National Grid planners should have recognised the importance of the site's wildlife, habitat and geological features and never proposed to cross anywhere near Dunsby wood.

The entire project close to this sensitive area will result in disturbance to wildlife, damage to habitats, disruption to ecological corridors and forestry management and wider effects that will result in very serious risk to road users.

2. Impact on wildlife and biodiversity

The surrounding landscape, including Dunsby Wood and Dunsby Fen, supports local wildlife that will be affected by both the construction and operation of the proposed infrastructure.

I am extremely concerned about the local deer population. Construction activity, noise, machinery, vegetation clearance and increased human presence will disturb deer and other wildlife and force them to move away from their established habitats. This will make the management of the population considerably more difficult if not impossible and increase the risk of deer entering the A15 and B1177 with a much bigger risk of collisions and creating additional hazards for motorists.

I am also concerned about the potential effects on other wildlife, including nesting and breeding birds. In particular, Dunsby fen is understood to support the only known successful breeding pair of turtle doves in Lincolnshire this year. Both Dunsby fen and Dunsby wood have huge numbers of protected bird species.

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3. Road safety and construction access

The proposed northern route raises massive concerns about its relationship with the A15 and B1177, particularly where construction access, heavy goods vehicles, machinery movements and temporary traffic management may be required. Both proposed access points for haul roads on the two roads are unsuitable and dangerous. Why cross two main roads and create even more risk of road collisions?

4. Consideration of an alternative route south of Haconby

The availability of existing lay-bys and suitable access points along the Southern alternative would be ideal. The A15 visibility on the Southern alternative would be ideal and far safer. The land is flat. Haconby fen is made up of big arable fields. What habitat there is has been reduced in recent years. The fen is barren compared to Dunsby fen. It would be a straight line with haul roads adjacent with no dog legging and no enormous turning pylons. The large open expanse of open land between the villages would easily take a straight route between them.

Based on my knowledge of the local area, the southern option would be further from Dunsby Wood and Dunsby fen and would avoid the threat to Dunsby wood SSSI, the fields that protect the wood and its Wildlife and Protect Dunsby fen's rich Wildlife. Please Avoid the Northern route to protect the local roads from increased risk of road accidents.

Date: Sun, 25 Oct 2026 14:14:10 +0000

Subject: Re: Pylon line project

I am writing to formally object to the proposed northern route for the National Grid Pylon Project and to express my serious concerns about the devastating and long-lasting impact this proposal would have on our working farm, our family home, our livestock, our agricultural land and the rural businesses that depend upon this area.

We are not simply talking about lines on a map, we are talking about a working agricultural landscape, established family business, productive farm land and people's homes.

These are places where families live and work everyday, and where farming must continue not only during this project but for generations to come.

We farm some of the land proposed to be affected by the northern route. This is excellent agricultural land, capable of producing potatoes, sugar beet and even early potatoes, which many areas of land simply cannot.

This is highly productive, valuable food producing land. At a time when the country should be protecting domestic food production and supporting British Farmers. Our farm is a functioning business with established operations, machinery, storage facilities, livestock and seasonal demands that cannot simply be stopped or moved aside. The reality is that the proposed works could make farming extraordinarily difficult.

It is our home and young children live here, the proposal raises serious concerns about security potential loss of control to our private land. Particular concerns about workers, contractors entering fields where horses are kept, inc horses with existing health conditions.

Family run rural businesses inc Listers Livery Yard and breeding business could face serious and potentially devastating financial consequences.

Our area has an ever growing deer population that requires careful and responsible management.

The anticipated increase in construction traffic, the number of workers on site, noise and general human activity could significantly interfere with the management of this population and the wider rural environment.

We are also deeply concerned about the implications for Dunsby Wood, a woodland that has been established for approximately 100 years and is designated as a site of special scientific interest (sssi)

The environmental evidence must be examined objectively with the same degree of attention given to both routes. Serious concerns about the B1177 for the construction access, we question the wisdom of directing a substantial volume of additional construction traffic, inc heavy goods vehicles and large delivery vehicles.

By comparison the southern route appears to offer a more straightforward and logical alignment, with only one road to cross and existing lay-bys that provide safer opportunities for heavy vehicles. These differences must be properly investigated and supported by published evidence.

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Road safety should never be treated as an inconvenience to be overcome when selecting a preferred route. Why has the southern route not received the same serious consideration is one of our most concerns.

We would like to see genuine, evidence - based reasons why the southern route has not been considered as a serious alternative to the Northern route.

If there are technical, environmental, engineering, economic or any other legitimate reasons why the southern route is considered unsuitable, those reasons should be clearly explained and supported by verifiable evidence. Points have been presented, they are reasons why the southern route must be examined in equal detail, with its advantages and disadvantages measured against those of the northern route using the same criteria.

If the southern route is genuinely unsuitable the evidence should demonstrate why.

We urge National Grid and the decision makers involved to listen carefully to the farmers who work this land and will continue to do so long after the construction teams have left.

We understand the soil, seasons, drainage, access route, machinery movements, demands of harvest and practical realities of managing live stock and rural businesses.

Farmer's knowledge should be treated as valuable evidence in the decision making process, not as an inconvenience to a predetermined plan.

Date: Sun, 25 Oct 2026 15:17:47 +0000

Subject: Pylon line project

FORMAL OBJECTION TO THE PROPOSED NORTHERN ROUTE

To National Grid,

I am writing to strongly object to the proposed northern route for the National Grid pylon project and, in particular, potential disruption to our farm.

The farm has been in our family for over 100 years. It is not simply a business; it is our home, our livelihood and our family heritage. We are continuing to farm this land and are committed to the next generation of farming. The thought that this project could potentially jeopardise the future of our family farm is deeply concerning.

I live at the farm with my youngest family. We have young children living here, livestock to care for and a working farm that must operate safely every day. Our farmyard is a private family home as well as a place of work.

The proposal by National Grid is, in my view, both dangerous and completely unacceptable. The farm is our home, where our children should be able to grow up safely and where we should be able to live and work without the concern of strangers having ongoing access to our private property.

There are also serious practical risks associated with a working farm. We have livestock, machinery and agricultural operations that require controlled access and careful management. National Grid could create dangerous situations for our family, workers and animals. Gates could be left open, livestock could escape and the safe running of our farm could be compromised.

I find it extraordinary that such a significant and permanent intrusion into a family farm could be proposed when another plan may provide a more straightforward solution.

Our family has farmed this land for over a century. We should not have to face the possibility that the next generation could lose the opportunity to continue farming here because of a project that has not properly considered an alternative.

I fully appreciate that major infrastructure projects require careful planning. However, that planning must be fair, proportionate and based on a thorough assessment of all available options. The impact on existing families, working farms, livestock and the safety of young children must not be overlooked.

I therefore strongly request that the southern route is investigated in far greater detail and given the same serious consideration as the northern route before any final decision is made.

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I want clear, evidence-based reasons explaining why the southern route cannot be pursued if that is the conclusion reached. It is not acceptable for a route that could have such a profound and potentially lasting effect on our family and our farm to be favoured without a full and transparent examination of the alternatives.

The consequences for us are not temporary inconveniences. The construction period alone is expected to last four years, and the proposed permanent access arrangements could affect our privacy, security and farming operations indefinitely.

Please remember that behind every line on a map are real people, families and livelihoods. We are trying to protect more than a business. We are protecting our home, our children's safety, over 100 years of family farming history and the future of the next generation.

I strongly object to the proposed northern route and ask National Grid to reconsider its position, properly investigate the southern alternative and demonstrate that the interest of established farming families have been given the serious consideration they deserve.

I look forward to receiving a full and considered response to my concerns.

I urge all Members of the Parish to consider the Road Safety Issues that will undoubtedly come with the current Northern route proposal.

Date: Sun, 25 Oct 2026 20:14:43 +0000

Subject: Pylons

I would like to submit my formal objection to the path of the Pylons, which will run directly through our beautiful fenland countryside.

I am completely against the Pylons in our area for a number of reasons:

1. Firstly, the impact on wildlife. Haconby fen is a very rare, unspoilt paradise for migrating birds, deer and other small mammals. My husband and I walk down the fen regularly and often spot rare birds, egrets, grey herons and a large number of migratory species. The building work and sheer size of the pylons will have a dire impact on the birds that live and migrate, to and from this area, disrupting their feeding and nesting sites.

At a time when UK wild bird populations have fallen to their lowest level on record, with nearly half of native breeding species in decline and farmland birds suffering some of the worst losses, I really feel that to protect our wildlife that the Pylons should not go ahead.

2. Secondly, the impact on our roads. The road into Haconby is narrow and already poor to drive on. During the last winter part of the road actually collapsed, just after the local pub. The weight of construction traffic will be detrimental to the already poor roads that we have and will make driving in and out of the village more difficult than it already is, especially when we have so many farm vehicles using the main road. The construction traffic will make the main road into Haconby very dangerous I feel.

3. Haconby house prices. Someone on the local forum mentioned that a potential buyer pulled out of a house sale after learning about the pylons and the associated construction work. This is bound to have a knock on effect on house prices in our village.

4. Finally I am completely against the way that these Pylons have been forced upon us, when there are other methods that could have been used, which are not nearly so destructive to our local countryside. Pylons rarely come alone and across the network of the route there will be a requirement for battery storage and sub-stations, no doubt linking up to even more solar farms, which will affect our overall food security. I am totally against all of this, at a time when the UK, I believe, should be utilising every bit of agricultural land for growing food.

Date: Mon, 26 Oct 2026 10:45:04 +0000

Subject: Pylons Consultation

I would like to submit my formal objection to the proposed electricity Pylons to be installed running from east to west, north of Haconby village.

I object to this project on the following grounds:

1. Massive misuse of taxpayer's money

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Fundamentally, the current government's net-zero at all costs ideology is behind this fundamentally flawed multi-£Billion infrastructure expenditure. This is only required to provide a wind and solar power generation source that does not meet demand when the wind doesn't blow and the sun doesn't shine and then connect this unreliable expensive generation infrastructure to the existing grid, for other parts of the country. It will still require reliance on our crumbling past end of service life gas turbine power stations and the current five operating nuclear power stations. We will need gas and nuclear power for decades to come. We have North Sea gas fields that need developing to produce this power and also need massive investment to renew our gas turbine power generation infrastructure. Alongside this, we need to build new small modular nuclear reactor power generation facilities urgently. This is both economically and environmentally a far better solution than covering Lincolnshire's valuable agricultural land with solar arrays, battery storage, pylons and wind turbines.

2. Impact on wildlife & the ecosystem

Haconby fen and Dunsby wood is a vital part of the Lincolnshire fenland ecosystem. Migrating birds, deer and other small mammals inhabit this area and will be profoundly affected by this development. At a time when UK wild bird populations have fallen to their lowest level on record, with nearly half of native breeding species in decline and farmland birds suffering some of the worst losses, I really feel that to protect our wildlife, additional and unnecessary rural net-zero infrastructure in this location should not go ahead, when alternatives are available. Battery storage sites also pose a great risk of pollution to the environment. When these batteries fail and thermal runaway occurs in the battery cells, the ensuing fire (that cannot be extinguished and has to be left to burn out) will emit a huge amount of highly toxic smoke across the rural landscape affecting both wildlife and residents.

3. Destruction of agricultural land and impact on the UK's food security.

The proposed numerous massive solar "farms" in Lincolnshire are inextricably linked to this project. Thousands of acres of solar panels and volatile battery storage sites will increase the UK's already huge reliance on imported food to feed a growing population.

3. Construction and maintenance implications

The A15 is currently a very dangerous road. The significant increase of traffic on both the A15 and surrounding rural roads presents an incremental risk of road accidents, nuisance and congestion.

3. Property values

Apparently, already two subject to contract property sales have fallen through due to the buyers' becoming aware of the pylons arriving. Properties will certainly become less desirable, harder to sell and achieve lower selling prices due to the proximity of the proposed pylons and battery storage. I also feel that it is inevitable that more solar projects will be forced upon us, once the infrastructure is there to connect to, further impacting property prices.

In summary, I completely object to the completely undemocratic way that these Pylons are being forced upon us. This "Consultation" is being carefully orchestrated by the government to appear to give the illusion of the opportunity for residents' views to be taken into account. In reality, as with all the massive solar panel projects, they will go ahead no matter what. Rabid net-zero at all costs ideology will take priority over the negative economic and environmental harms that we will all have to live with the consequences of.

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Stainfield Representations

21 Oct 26

Stainfield residents' joint response to the Stage 2 consultation

We, the undersigned residents of Stainfield, strongly object to the Stage 2 proposed route of the overhead cables and associated pylons on two sides of Stainfield and ask National Grid to reconsider this section of the route.

The graduated swathes in dark blue on the Stage 1 consultation map suggested a preference for a straight east/west route north of the village, with the straight east/west route marked in very light blue south of the village much less favoured.

Many residents therefore did not object at Stage 1 because the alignment now proposed at Stage 2 – particularly the diagonal northeast/southwest section approaching Stainfield from the east before turning to run south of the village (pylons 56 to 60) – was not the alignment they understood was being proposed.

Meaningful consultation

We understand that consultation must take place while proposals remain capable of change and that consultees must be given sufficient information to enable an informed response. These principles have been recognised by the courts as part of the requirements of fair consultation.

Residents directly affected by the new diagonal alignment could not have commented specifically upon it at Stage 1 because it was not presented to them in its current form. We therefore trust that National Grid remains genuinely willing at Stage 2 to reconsider the alignment itself.

The Stage 2 alignment therefore presents Stainfield residents with a vastly different proposal and materially different impact.

Since Stage 1 Consultation, the National Grid has subsequently told a Stainfield resident in writing that:

“The current alignment around Stainfield has been developed following consideration of feedback received during Stage 1 Consultation requesting that the route be positioned south of the village.”

We therefore ask National Grid to explain:

- What was the feedback at Stage 1?
- How was that feedback weighed against the impacts upon Stainfield as a whole?
- How many responses specifically requested an alignment south of Stainfield?
- Did any of the feedback argue for the diagonal Pylon 56 - Pylon 60?

Landscape and visual impact on Stainfield

Travelling west along the 25km from Weston Marsh, Stainfield is the first village you come to that occupies an elevated position with extensive open views across the surrounding countryside and the Fens, particularly to the south and east. Consequently at least 24 of the 30 dwellings make the most of this aspect, primarily facing south or east. Has this unique feature been considered?

Stainfield would be the only village on the entire 60km route with the powerline on two sides of the village. The effect would be permanent and would be experienced by the majority of homes, gardens, roads and approaches to Stainfield.

We therefore ask that the impact on Stainfield as a settlement, as well as the cumulative visual impact upon individual residential properties, is properly assessed when comparing alternative alignments.

Stage 2 proposed route impact on Stainfield during construction

A three-acre construction compound situated on the Hanthorpe road, approximately 200 metres from the nearest house. **No other compound along the whole route comes within 400 metres of a village.**

“A Zone for construction, operation and maintenance” is planned to be right up to the village on the Hanthorpe Road.

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Disruption caused by the powerline crossing the three busiest of the four roads serving Stainfield.

The suggested alternative route would substantially reduce disruption to the village. The powerline would cross the much quieter Kirkby Underwood Road instead of the busy Haconby and Hanthorpe Roads. The Construction Compound would be relocated to a site more than 400m from Stainfield. The disruption caused during construction would be minimised as would the inconvenience to farmers, the public and nearby houses.

We ask National Grid to compare the alternative options using actual traffic data, construction vehicle movements, the construction compound proximity to dwellings, road widths, access requirements and expected duration of disruption.

An alternative powerline route

We have attached a map showing an alternative route between pylon 55/56 and pylon 65, which the signatories ask the National Grid to assess in detail.

We recognise the interests of farmers, landowners, tenants and businesses, including equestrian enterprises.

We believe that all the land on this alternative route is registered as agricultural and that the area of woodland near where this alignment crosses the Kirkby Underwood Road is not part of the Dunsby Wood SSSI.

We believe this alternative warrants a transparent comparative assessment against the current Stage 2 proposal.

That assessment should include:

- Landscape and visual effects
- Residential proximity
- Road crossings and construction traffic
- Drainage and flood risk
- Today's business interests weighed against the permanent damage to Stainfield
- The treatment of Stainfield relative to other villages along the 60km
- Compliance with the Holford Rules.

National Grid describes the Holford Rules as an important part of its approach to routing overhead transmission lines, and current national policy says their principles should be embodied in proposals for new overhead lines.

Holford Rule 4

Rule 4 includes the principle of preferring tree and hill backgrounds to sky backgrounds wherever possible.

The Stage 2 powerline route between pylon 56 and pylon 60 would be entirely sky back ground. The alternative northern route we suggest would mostly be backed by trees.

Strength of feeling within Stainfield

This joint response is wholeheartedly supported by the Stainfield residents who have given their signatures to this consultation feedback.

If the suggested alternative is not taken up, we request a detailed written explanation setting out:

- The comparative assessment undertaken
- The environmental and technical evidence relied upon
- How the impacts on residential and landscape and businesses were weighted
- How Stage 1 and Stage 2 consultation responses were taken into account
- Why this Stage 2 consultation response and suggested alignment was rejected

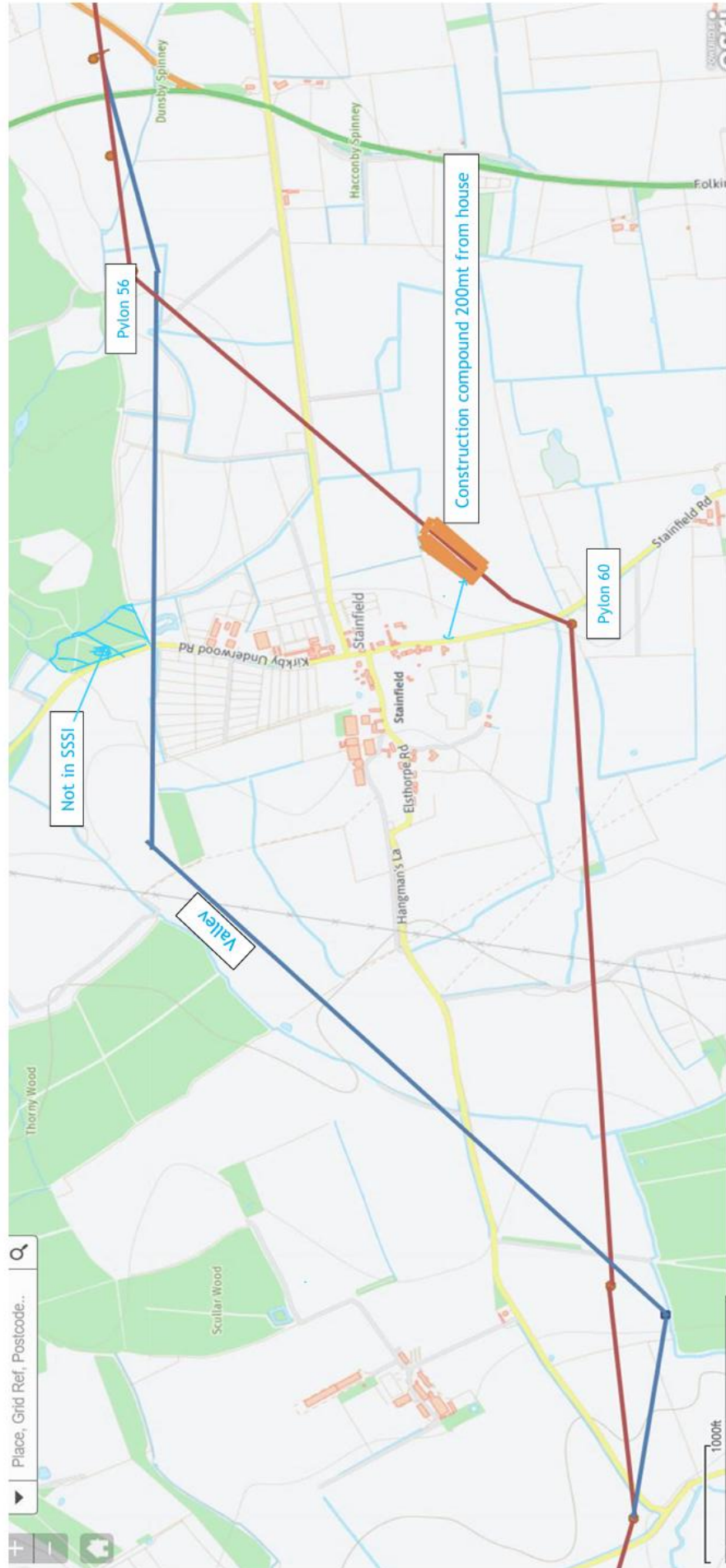
This joint response has been put together by Stainfield residents. The acting secretary, is the first point of contact. Email addresses of all the signatories are attached and they must be kept informed.

Map overleaf:

Red Line Stage 2 Alignment.

Blue Line Suggested alternative,

The predominant views from the raised vantage point of Stainfield are to the south and east over the fens.



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Date: Tue, 08 Sep 2026 17:22:07 +0100

Subject: Fwd: Additional Feedback to Weston Marsh

Please find attached my request to National Grid for screening which I would like added to the council's feedback from local residents:

Feedback Regarding: Weston Marsh to East Leicestershire Stage Two Consultation

I am writing to register a formal demand for targeted, robust visual screening to mitigate the severe and permanent impact of the proposed overhead line infrastructure on residential visual amenity.

Given the scale and proximity of the infrastructure to my home, standard landscaping measures will be insufficient. I demand that National Grid formally incorporates a bespoke, comprehensive property-specific screening package into the DCO application and Environmental Statement, adhering strictly to the following criteria:

Advanced and Semi-Mature Stock Only: All screening must utilize advanced nursery stock and semi-mature trees rather than small whips, ensuring meaningful visual mitigation from the date of installation rather than decades in the future.

Year-Round Visual Protection: The planting scheme must integrate a substantial proportion of native evergreen species alongside deciduous trees to ensure the pylons are effectively screened during the winter months when leaf cover is lost.

Pre-Construction Installation: The visual screen must be fully funded and planted at the earliest opportunity prior to the commencement of main construction works in the Stainfield area, allowing the layout to establish and immediately soften the visual intrusion of construction activities.

Long-Term Maintenance and Replacement Guarantee: National Grid must provide a legally binding commitment to fund the maintenance, watering, and management of this screening for a minimum of five years post-construction, with a mandatory requirement to replace any failed or diseased stock within 12 months.

Please log this request directly against the asset record and confirm when a landscape architect from the project team will contact me to arrange a site visit to draw up these boundary plans.

Date: Tue, 08 Sep 2026 18:15:20 +0100

Subject: Concern about road use during Grid Construction

I would like to request your help with a request I have sent to National Grid feedback consultation for stage 2:

"As a resident on Elsthorpe Road, I am formally requesting that Elsthorpe Road be designated as a strictly prohibited route for all construction-related HGVs and heavy machinery. The road is entirely single-track, narrow, structurally unsuitable for industrial traffic, and any usage would pose an immediate safety risk to residents and cause total local traffic gridlock. All construction access must be strictly restricted to the designated haul roads and the wider Hanthorpe Road corridor."

The road is extremely narrow, in poor state and likely to put residents at serious risk if construction traffic use Elsthorpe Road during the construction.

Thank you for your help and please let me know if you need any more background.

Date: Tue, 08 Sep 2026 17:02:01 +0100

Subject: Feedback for the council's response to Stage Two of the construction work near Stainfield by National Grid on Weston Marsh to East Leicestershire project

I would like to include the following feedback for the council's response to Stage Two of the construction of the above near my property.

My formal request is for specific, localized visual mitigation and screening to protect Residential Visual Amenity. While National Grid is progressing the broader corridor for the overhead line through the Stainfield area, the proximity and vertical scale of the proposed infrastructure present a severe, permanent detrimental impact on the skyline and immediate outlook of this residential property.

Under the guidelines of the Planning Act 2008 and National Policy Statements for Energy (EN-1 and EN-5), National Grid is obligated to minimize adverse environmental and visual impacts on residential receptors.

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Therefore, I demand that the following legally robust mitigation measures are formally integrated into the project's Environmental Statement and final DCO application designs:

Strategic Off-Site Tree Screening: The provision of fully funded, mature, native tree planting and enhanced hedgerow screening. This must be implemented at the earliest opportunity—ideally pre-construction—to allow the screening to establish and break the direct line of sight to the infrastructure.

Pylon Micro-Siting: A formal commitment to micro-site the exact coordinates of individual pylon towers within the limits of deviation to position them as far away as possible from primary residential views and windows, utilizing local topography to minimize vertical visual intrusion.

Road damage - most of the roads around Stainfield cannot cope with heavy construction traffic and are already showing extensive signs of damage by tractors. What are their proposals to restore and improve local roads they damage?

Date: Wed, 09 Sep 2026 12:49:49 +0100

Subject: Re: National Grid WMEL Consultation

I've attached my latest email to National Grid for your reference as it includes a request to move the pylons within the purple boundary they have issued on the map:

Regarding: Grimsby to Walpole 400kV Upgrade Project

Dear Grimsby to Walpole Project Team,

I am writing to submit my formal feedback regarding the proposed overhead line alignment within the preferred route corridor passing near my property.

While I remain fundamentally opposed to overhead lattice pylons instead of offshore or underground alternatives, I am writing specifically to request a critical micro-siting amendment within the published purple boundary zone to mitigate severe visual blight and protect local residential amenity.

Specifically, I request that the proposed pylon alignment be shifted to the absolute furthest northern edge of the preferred routing corridor in this sector.

This minor modification is vital for the following reasons:

Protection of Residential Amenity (Proximity): The current alignment places a 50-meter lattice structure within extreme proximity of a residential property at the edge of Stainfield. Shifting the line to the northern boundary of the purple zone will maximize the physical buffer distance, reducing the overbearing visual dominance on this home.

Topographical Screening and Visual Impact: From my elevated vantage point, the current proposed path places the structures high on the visual horizon. Shifting the towers to the furthest northern boundary of the corridor utilizes the natural contours of the valley to lower the structures against the skyline, significantly reducing the wider landscape scarring.

Mitigation Co-operation: I would request support to put trees on my land to screen the structures effectively from existing residential windows.

I look forward to receiving confirmation that this micro-siting request has been logged and will be assessed by your engineering and environmental teams ahead of the final Development Consent Order (DCO) submission.

Date: Sat, 17 Oct 2026 11:21:24 +0100

Subject: Representation to Council regarding National Grid Stage 2 Consultation - Stainfield Alignment

I am writing to request that the Council, in its official capacity as a statutory consultee making representations to National Grid, endorses National Grid's Stage 2 Southern Route Alignment around Stainfield.

While I recognise the visual concerns raised by residents living south of the village, moving the route back to the north creates severe, unmitigable conflicts with ground conditions, topography, statutory environmental designations, heritage assets, and local commercial enterprise. The southern route also places the pylon route at a greater distance from the village as outlined by National Grid in its communication.

Here are the reasons I support the southern route outlined in the Stage Two draft:

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Adverse Ground Conditions & Valley Topography: Any northern route traverses a valley feature and poorer ground conditions, requiring larger pylon structures and heavier piling engineering compared to the superior ground conditions identified by National Grid surveys on the southern route.

Conflict with Dunsby Wood SSSI: The northern option squeezes heavy transmission infrastructure into too close proximity with Dunsby Wood SSSI, compromising legally required ecological buffer zones.

Impact on Archaeological Heritage: The northern option traverses the recorded "Black Field" Roman site, risking damage to significant subterranean archaeological remains.

Severe Economic Impact on Local Equine Business: Squeezing the line north directly encroaches upon an active local equestrian enterprise, introducing operational hazards and economic hardship.

National Grid's Stage 2 southern alignment represents the most legally, technically, and environmentally sound option under the Holford Rules and National Policy Statements EN-1 / EN-5. Rather than supporting an unviable shift north, the Council should urge National Grid to refine the southern route by mandating:

Examine the option of going underground for the pylons 56 to 60.

Pushing the Hanthorpe Road construction compound to a 400m+ residential buffer zone.

Enforcing dedicated haul roads off main highways to protect local village roads.

Securing advance landscape planting and local Biodiversity Net Gain investment along the southern boundary of the village.

I respectfully urge the Council to support National Grid's Stage 2 southern alignment in its official submission, support these southern mitigations, and advise against any northern variation that threatens local heritage, ecology, and business operations.

Date: Wed, 21 Oct 2026 22:19:25 +0100

Subject: Request for Agenda Amendment / Inclusion of Community Impact – Extraordinary Meeting on 29 October

Thank you for preparing the draft invitation and agenda for the upcoming Extraordinary Meeting on October 29 regarding National Grid's Great Grid Upgrade (Weston Marsh to Leicestershire).

While I understand and appreciate that the categories listed under Item 4a (ecology, traffic, landscape, etc.) reflect National Grid's formal consultation framework, Monday's parish meeting demonstrated that the community's primary concerns focus heavily on the human and social impacts of this project. Many residents brought general, heartfelt comments about how this infrastructure will directly alter their daily lives, homes, and well-being—points that do not cleanly fit into rigid environmental boxes.

If we structure the agenda solely around corporate parameters, we risk alienating the public and leaving residents feeling that their contributions are invalid unless they focus on highly specific technical details (such as the Dunsby Wood ecology feedback).

To ensure the upcoming meeting is highly productive and truly reflects the consensus of the Parish, I formally request that Item 4a of the Agenda be amended to explicitly include "Socio-Economic, Community, and Health Impacts."

National Grid is legally required to assess these factors, and including them on our agenda ensures that:

The "People Front" is protected: General feedback regarding mental health, anxiety, noise, property blight, disruption to rural life, and local business impacts will have a dedicated, legitimate space on the floor.

Residents feel heard: Parishioners will see that the Council is representing them, not just filtering their thoughts through National Grid's corporate lens.

I suggest amending the text of Item 4a to read:

"...and measurable factors (potential cultural heritage, traffic, ecology and biodiversity, agriculture and soils, construction, landscape and views, and socio-economic, community, and health impacts) in order to represent this collective view..."

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Date: Thu, 22 Oct 2026 09:30:48 +0100

Subject: Re: Extraordinary Parish Council Meeting Arrangements & Agenda Content – Urgent Safety, Security & Impact Feedback from Stainfield Residents

The primary and most critical concern for the residents of Stainfield is the severe, direct impact of WMEL 58, 59, 60, and 61 pylons on our community. Because these specific zones represent the most significant disruption to our hamlet, ensuring that the Parish Council's formal resolution robustly protects our area is our absolute priority. However, to ensure that the Council's discussion is truly democratic, transparent, and a true reflection of the parish consensus, we request that you log and action the following procedural requirements:

1. Pre-Meeting Publication of the Draft Resolution Text: The Council has stated its intent to share the draft resolution with residents "as soon as it can be." To allow for meaningful review, this working draft must be circulated to residents via email, the public website and notice boards no later than Monday 26 October 9 am. Walking into the meeting room without seeing the proposed text beforehand prevents residents from verifying if the critical issues surrounding WMEL 58/59/60/61 have been accurately captured.

We appreciate the Council's stated intention to develop the consultation resolution collectively and to share it in draft with residents as soon as possible. To ensure this process is genuinely transparent, the residents of Stainfield request that the Council circulates the draft text via the parish email network no later than Monday, 26 October at 9 am. Specifically, we require to see the draft of both what the Council is proposing to say for Haconby and the separate standalone text being proposed for Stainfield so that our community has the necessary time to review both representations prior to the meeting.

2. STANDALONE STRUCTURAL REQUIREMENT: A Separate Stainfield Submission Section

With reference to Item 4a (Aim) and Item 4c (Action) on the updated agenda, the Parish Council must formally recognize that the hamlet of Stainfield faces an intense, highly concentrated set of impacts, direct safety hazards, and security risks that are entirely separate from the case of the larger village of Haconby.

Our feedback cannot and must not be blended, generalized, or averaged out into a single, generic parish text. To do so would dilute our extreme baseline impacts to the point of erasure, allowing National Grid to falsely assume that the parish's frontline residents do not face a localised crisis.

We explicitly require that the Parish Council's official submission features our core framework under a completely separate, standalone section entitled "Stainfield View" or as a dedicated appendix, formally backed by the full weight of the Council.

To ensure full parish awareness, we request that this 10-point statement be circulated via the parish email list and posted on all physical Parish Notice Boards immediately ahead of the meeting:

- High-Target Security & Crime Attraction Hazard:

Stainfield is a tiny, isolated hamlet with zero street lighting outside the curtilage and a vulnerable population. Placing the primary welfare compound and multiple material compounds inside our boundaries introduces high-value infrastructure, machinery, and constant foot and vehicle traffic that will inevitably attract unsavoury visitors who would never normally enter our hamlet. This presents an immediate, un-mitigated security threat to our 27 residential properties, home business infrastructure, and high-value livestock.

- o Our Demand: The resolution must state that the Parish Council formally objects to these compounds unless National Grid provides a legally binding, fully funded, round-the-clock private security protocol and site-monitoring mandate dedicated entirely to protecting Stainfield's residential periphery.

- Geographic Entrapment & Severe Operational Burden: Stainfield is facing total geographical entrapment. The single agricultural field situated directly between Stainfield Road and Hanthorpe Road is targeted to absorb a catastrophic concentration of industrial infrastructure. It is slated to hold two major pylons (including the massive heavy tension pylons), the central welfare compound, multiple material compounds, and the primary spine of the heavy haul road system. This specific area will serve as the busiest, highest-frequency logistics route of the entire scheme, completely boxing in and suffocating our hamlet.

- Commercial Enterprise & Bio-Security Threat (Postcode PE10 0RR): This intensive industrial layout directly intersects and threatens our local breeding stud located at postcode PE100RR. In a staggering design failure, National Grid's proposed path moves this heavy industrial corridor 300 meters closer to our stallion paddocks than the alternative Route 1 layout. A professional breeding facility operates under strict bio-security, stallion handling, and animal-flight thresholds. Moving multi-ton machinery and heavy compounds 300 meters closer to these

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sensitive handling zones permanently sterilizes commercial land, causes a severance of agricultural holdings, and compromises the economic viability of rural operations.

- **Severe Ecological & Habitat Devastation:** The surrounding natural landscape is a thriving ecological sanctuary that hosts a vast array of wildlife visitors, including badgers, red kites, owls, deer, and hares. The severe industrial footprint of the compounds and haul roads will permanently fracture, fragment, and devastate these established local habitats, wiping out the biodiversity that underpins our community.
- **Commercial Baseline Comparison (Stainfield vs. Dunsby Wood):** The Parish Council must distinguish between the environmental business impacts being claimed by Haconby regarding Dunsby Wood and the human/commercial crisis in Stainfield. Dunsby Wood is already an active, commercial working woodland utilizing logging machinery and heavy timber extraction vehicles, alongside hosting organized shoots where gamekeepers and beaters move between local estates. It is an open, actively managed commercial system where migratory deer herds naturally disperse diseases along gravel paths daily. In stark contrast, Stainfield features a closed, strict commercial bio-security boundary at PE10 ORR alongside an absolute near-zero decibel residential baseline that faces total industrial destruction.
- **Acoustic Devastation & Severe Psychological Strain:** Stainfield is a quiet, tiny hamlet where residents normally only hear bird song and hooves on the road. The population is predominantly retired, working from home, or running local home businesses. Introducing constant, industrial noise pollution 7 days a week for several years introduces an unmitigated severe loss of residential amenity and an immediate, profound mental health and psychological strain. Crucially, we have vulnerable residents with Special Educational Needs (SEN) living here who currently depend on this safe, quiet sanctuary; this project will strip away their sense of safety and severely impact their lives.
- **Severe Public Safety Hazard (Traffic, Haul Roads & Infrastructure):** The busiest heavy haul road route mentioned above is designed to intersect and cross precisely at a dangerous blind bend over Hanthorpe Road, creating an immediate public safety and collision hazard inside the hamlet. Our access routes are narrow, unlit single-track lanes bounded tightly by residential curtilages. Forcing multi-ton industrial haulage vehicles to traverse this blind bend creates an incompatible vehicle conflict zone for local residents, agricultural machinery, and a high volume of daily recreational users—including horses from the local breeding stud, daily walkers (both human and canine), and major cycling corridors used by groups like the Bourne Wheelers.
 - o **Our Demand:** The resolution must mandate a total ban on construction traffic and heavy goods vehicles (HGVs) utilizing the three single-track lanes entering Stainfield, and formally object to the hazardous positioning of any heavy haul road crossing over Hanthorpe Road.
- **Proximity & Structural Noise/Light Pollution (Hanthorpe Road):** The scheme places Pylons WMEL 59 and 60, alongside the primary welfare compound, as close as 150 meters from residential front doors on Hanthorpe Road. The 24/7 security lighting, generator glare, and continuous corona hum will completely destroy the fragile environment required for our home workers, retirees, and the local breeding stud.
 - o **Our Technical Counter-Proposal:** The Parish Council must formally resolve to object to this layout and demand that National Grid relocate Pylons WMEL 58,59,60, and 61 to the furthest southern boundary of the land allocation, and shift the welfare compound to the south-easterly corner, utilising natural distance to protect residential, vulnerable, and equine curtilages.
- **Agriculture, Soils & Economic Devastation:** The infrastructure layout sits entirely on Grade 2 Best and Most Versatile (BMV) agricultural land surrounding our hamlet. Heavy haul roads and industrial compounds will cause irreversible soil compaction, subsoil fracturing, and topsoil mixing, leading to the sterilisation of commercial land. Taking these fields out of action causes a severe severance of agricultural holdings, permanently compromising the economic viability of rural operations and devastating local livelihoods inside Stainfield.
 - o **Our Demand:** The Council must object unconditionally to the destruction of BMV agricultural soil assets within the parish boundaries.
- **Landscape & Elevated Views (Total Screening Failure):** Unlike the larger village of Haconby where visual impact is scattered and peripheral, the majority of our 27 homes in Stainfield sit in an elevated topographical position, looking directly down into a severe, two-sided visual encapsulation of pylons. Crucially, Pylons WMEL 58,59, 60,61 now possess zero natural screening due to previous landscape alterations, completely exposing our elevated households to raw industrial infrastructure without any visual mitigation.
 - o **Our Demand:** The Council's text must explicitly differentiate Stainfield's topography from Haconby's layout to prevent our extreme visual blight from being diluted into a general parish average.

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PRECEDENT AND PLANNING COMPLIANCE: Prevention of Fragmented Community Disruption

The residents of Stainfield alert the Parish Council to established planning precedents handled by the Planning Inspectorate regarding Nationally Significant Infrastructure Projects (NSIPs). In major grid expansions across the UK, including recent National Grid lines through the Lincolnshire Wolds (e.g., South Reston) and the Loch Brora "super-pylon" layout, contractors have faced severe public and legal rebukes when trying to consolidate high-impact logistical compounds inside tiny, isolated residential settlements rather than utilising larger industrial or highway-accessible zones.

In those cases, planning authorities recognised that forcing a massive, multi-year welfare compound, materials compound, and high-frequency haul road network into an unlit, small community acts as a complete fragmentation and fracturing of a settled community. The Planning Inspectorate heavily penalises schemes that demonstrate a "Disproportionate Localised Burden". National Grid's layout effectively forces Stainfield's 27 homes to carry the operational disruption for the entire parish while the larger village of Haconby remains shielded. If the Haconby and Stainfield representations are blended together, the Council establishes an indefensible procedural error that ignores national planning guidance on community preservation.

We look forward to receiving the split draft texts early next week and seeing this standalone framework published on the notice boards to ensure full parish transparency.

Date: Sat, 24 Oct 2026 13:46:44 +0100

Subject: National Grid Stage 2 – Stainfield's Opposition and Fair Representation

I was pleased to see recognition of Stainfield's strong response. Over 80% of our village has signed in opposition to the proposed southern and diagonal pylon alignment. This is an overwhelming expression of community concern that deserves proper representation.

The impact on my own home would be devastating. The pylons would effectively wrap around my property, with pylons and overhead electricity lines visible from virtually every window. This is not one interrupted view but the permanent intrusion of major infrastructure into every principal outlook.

National Grid has identified pylons WMEL58–WMEL62 as the closest to my property. Its visualisation indicates that six pylons would be visible, including a particularly imposing angle pylon.

Having travelled through other areas along the proposed route, I have noticed efforts to position pylons away from communities. Yet Stainfield appears to have been afforded no such consideration.

I fully appreciate Haconby's concerns, but the Parish Council represents both villages equally. The Chairman's disappointment at the limited response from Haconby, despite Stainfield's overwhelming opposition, raises concerns about how our views will be represented.

I would therefore appreciate clarification:

- Will the Council acknowledge that over 80% of Stainfield opposes the southern and diagonal alignment?
- Will the differing views of both villages be represented fairly?
- Does the Council intend to recommend a particular route, and will residents be able to see its submission?

I also believe National Grid should be challenged on its claim that the southern route resulted from Stage 1 feedback, particularly when the diagonal alignment was never presented in its current form.

Stainfield should not bear a disproportionate burden simply to protect another community. We deserve the same consideration and protection as Haconby.

I am not asking for preferential treatment, simply fair and transparent representation of our village's clearly expressed opposition.

Date: Sat, 24 Oct 2026 17:32:12 +0100

Subject: WMEL Pylon route

On behalf of Land at Stainfield Road, Hanthorpe

As a landowner between Hanthorpe and the Stainfield hamlet near Bourne, I am writing to register my formal strong objection to the proposed Route 2 overhead line corridor for the Weston Marsh to East Leicestershire (WMEL) project in response to the active Stage 2 Consultation portal.

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I object to the methodology utilised to select the corridor. The published Stage 2 consultation material fail to account for critical, localised environmental, topographical, and infrastructure constraints. I request that the following six structural pillars of procedural, technical, and environmental non-compliance be officially investigated, logged and addressed individually in your formal consultation report.

THE SIX PILLARS OF OBJECTION

• PILLAR 1: PROCEDURAL UNFAIRNESS, OUTDATED MAPPING, & UNVERIFIED DESKTOP MODELLING

The initial route assessment framework was structurally flawed. During the Stage 1 consultation, National Grid evaluated and displayed the alternative Route 1 alignment utilising an obsolete 2018 base map that entirely failed to show accurate data. This obsolete data completely omitted the newer buildings and extensions at both Spa Farm, PE100RP and Elsthorpe Grange PE10 0RT, creating an artificial comparative baseline that unfairly shielded Route 1 from proper examination.

Evaluating alternative options using obsolete software mapping created an artificial, inequitable baseline comparison that unfairly shielded alternative routes from proper examination.

This confirms that National Grid simply selected Route 2 as an unverified path of least resistance over our small hamlet, choosing computer-screen convenience over real, ground-level planning rules.

Crucially, National Grid's confirmed desktop methodology directly breaches the Holford Rules (NPS EN-5) and Gunning Principles of fair public consultation by making route selections based on inaccurate, unverified baseline data and computer screen models rather than physical site surveys.

Furthermore, a total reliance on detached computer modelling completely invalidates their findings. It ignores the raw, physical reality and extreme constraints of our immediate rural environment. This constitutes a direct breach of the Holford Rules (National Policy Statement NPS EN-5) and a severe violation of the Gunning Principles of fair public consultation.

• PILLAR 2: REQUEST FOR TRANSPARENCY REGARDING LAND INTEREST TIMELINES

I formally request that strict transparency be enforced regarding the communication and alignment timelines for Route 2. Land Registry records show that substantial land interests within our immediate corridor were acquired by Elba Securities Ltd / Able UK Ltd on 23/08/23—less than 24 hours before National Grid formally published its (cpo) announcements. Public national infrastructure records show that these specific entities actively manage substantial land portfolios linked to major utility projects, including the Fenwick Solar Farm DCO and H2Teesside energy developments.

The community requires full disclosure regarding prior discussions between National Grid and these private entities to ensure this routing choice does not act as a pre-determined catalyst for future high-impact commercial energy infrastructure such as battery energy storage systems (BESS) or commercial solar fields-on banked land parcels near our homes. I request that the applicant be compelled to clarify how these relationships impact the statutory Assessment of Alternatives, and how the potential cumulative impacts of interconnected future developments on these land parcels will be fully evaluated.

PILLAR 3: SITE-SPECIFIC PROPERTY, SIGHTLINE, AND RESIDENT IMPACTS

The proposed pylon route will directly disrupt my property sight-lines, interfere with my immediate boundary lines, and cause a severe, disproportionate visual impact. The specific health, livelihood, and proximity impacts on my property are detailed below:

I myself own a small piece of land between pylon 59 and pylon 60. This land was purchased in may 2026 is used by family members with disabilities to go to when a quiet place is needed and to grow vegetables.

Any disruption to the use of the land by the proposed route, through increased traffic, noise and temporary closure would be very detrimental these family members. Even minor changes can cause extreme dysregulation.

Hypersensitivity with hearing could, with pylon 60 being so close, be seriously affected by the constant humming noise, especially in cold, damp or foggy weather.

PILLAR 4: CUMULATIVE INDUSTRIAL, LOCAL ENVIRONMENT, & UTILITY HAZARDS

The assignment of Route 2 exposes the small hamlet of Stainfield to an unfair concentration of future infrastructure, including potential BESS compounds, large substations, or solar arrays on banked land parcels. Crucially, the entire targeted corridor encompassing both the Elba field site and the land running directly behind the properties on Elsthorpe Road-consists of top-grade, highly productive agricultural land. Forcing high-impact industrial construction and soil compaction onto Best and Most Versatile (BMV) agricultural land permanently threatens local food production infrastructure and farming livelihoods. Furthermore, the corridor intersects areas with acute drainage and localised flooding vulnerabilities.

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In terms of critical utility interactions, the proposed high-voltage transmission overhead line route runs in unsafe, close proximity to the active Anglian Water Morton (Bourne) Water Recycling Centre (Site Permit: PRF/10705) on Hanthorpe Road near Stainfield. Placing massive 400kV overhead arrays directly next to an automated wastewater utility environment presents serious operational, safety, and infrastructure resilience hazards that have not been adequately mitigated or analysed by the developer.

PILLAR 5: LOGISTICAL ENTRAPMENT, SEVERE FOOTPATH DISRUPTION, & ROAD HAZARDS

The proposed alignment and construction layout create an un-ignorable safety and socioeconomic hazard. The infrastructure footprint places two distinct construction compounds and two pylons directly opposite the residents of Hanthorpe Road, before the transmission lines cross completely over Hanthorpe Road to run directly behind the residential properties on Elsthorpe Road along their southern edge.

While National Grid intends to use field-based haul roads constructed over this top-grade agricultural soil, their vehicles must physically cross over each of our three limited access roads to get from one set of fields to another, resulting in severe logistical community entrapment. The Elba field site directly opposite Hanthorpe Road will act as the primary operational hub. It is split into two compounds; a dedicated materials compound located near Stainfield Rd and a massive office, welfare, and logistics compound situated directly next to the pylon in the field next to Hanthorpe Rd. This layout will concentrate intense industrial noise, vibrations, heavy freight arrivals, reversing alarms, and dust 6 days a week between 08:00 and 18:00.

Crucially, heavy HGVs will be forced to execute field-to-field road crossings directly at the severe blind bend on Hanthorpe Road immediately adjacent to the water recycling plant. This exact single-lane road network is already under severe logistical strain; our hamlet farms that depend daily on these narrow, single-lane roads to move large agricultural vehicles, tractors, and trailers.

Furthermore, this identical blind bend is heavily utilised daily by local dog walkers and valuable horses from the nearby stud and livery yard being exercised. Forcing high-volume, heavy industrial construction HVs to execute constant field crossings over a narrow single-track lane-directly alongside daily agricultural machinery movements, pedestrian dog walkers, and equine traffic-presents an immediate, catastrophic highway safety risk of traffic gridlock, blind collisions, and spooked horses. Furthermore, our dense network of well-established public footpaths will be totally lost, legally closed, or severely degraded for years.

6: FORMAL DEMAND FOR SITE-SPECIFIC BACKGROUND NOISE & DARK SKY TESTING

Stainfield is a deeply tranquil, rural hamlet characterised by an exceptionally low background ambient noise floor and completely dark, unlit night skies. While there are localised streetlights situated directly outside domestic properties within the immediate village setting, there are absolutely no streetlights once you step outside those property boundaries on any of the three rural roads targeted by National Grid's infrastructure footprint.

I formally demand that National Grid be forced to carry out site-specific background noise and light logging assessments before this application proceeds.

The localised topography severely exacerbates these impacts: residents on Hanthorpe Road occupy an elevated position looking directly down onto the targeted Route 2 infrastructure footprint opposite them-specifically the massive office/welfare compound sitting in clear, unobstructed line of sight within the Elba field directly next to a pylon with another pylon to be situated right on the Elba boundary line near Hanthorpe Road. The materials compound is to be located near West Road in the Elba site along with multiple haul roads. Simultaneously, the residents on Elsthorpe Road occupy an elevated path looking directly down onto the southern pylon corridor running immediately behind their properties.

Because of this specific valley-like topography and the sheer industrial height of the structures, these pylons will be completely unavoidable, remaining visible from anywhere in the village and from every single road approach. Standard flat-land desktop modelling fails to capture this complete destruction of local landscape amenity, the severe residential damage caused by intrusive 24-hour compound security lighting spilling into an unlit dark-sky corridor, construction plant noise, and the specific high-frequency wet-weather "corona" line hum generated when moisture hits the 400kV transmission wires directly inside our elevated lines of sight.

Date: Sat, 24 Oct 2026 19:06:27 +0100

Subject: Re: Fwd: Stainfield and the powerline

Please find the following feedback regarding the proposed Weston Marsh power line potentially effecting either the Northern or Southern aspects of Stainfield village.

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I own and run a successful and well-regarded stud and livery business in the village of Stainfield based at Spa Farm – Brackenspa Stud.

This business has been built up over the last 20 years and is continuing to grow and develop. I currently have in the region of 40 livery horses along with breeding stock including stallions, broodmares and youngstock. We offer breeding livery all year round and offer supportive livery services to a local veterinary practice to accommodate their AI clients. We foal down approximately 50 mares a year and employ 6 full time members of staff and part time positions through the breeding season.

The proposed installation of the Pylons within the 20 Acre field to the east of Stainfield would have a detrimental effect on the profitability of the business.

1. The grazing this field offers allows the business to take on a total of an extra 20 horses for the season, this is a large percentage of turnover in the stud business. Without this field we could not offer grazing to these horses.
2. If those mares and foals weren't onsite, fixed running costs would be unlikely to change much so that may represent 100% of the profit from the business, or that element of the business. The long term Grass livery is a fundamental part of the business to be able to offer this to the customers alongside the other services offered during the year.
3. I rely on the business trading profitably to receive my monthly income from the business. If the business were to lose a large percentage of its profitable trading income then it would impact directly on my earnings as cost cutting in other areas would be challenging to be able to continue to offer the current range of services the business does.
4. As the loss of this income from the land would be pure profit income due to no costs being associated with it, this will have a large effect on the business meaning the potential loss of 1- 2 staff members to help recover the lost income. The loss of the 20 horses would also mean a reduction of local suppliers used such as vets, farriers and local contractors etc.
5. Additionally, the grass is used to grow hay through the winter, the loss of this would mean the need to buy in replacement Hay.

Potential Pylon to move to the north of Stainfield village as suggested by some of the residents of Stainfield village and Councillor R Wolley

We have been led to believe, although not consulted that an alternative route to the north has been suggested. Not only would this route affect our business operations more it would also travel over or close to the Roman Spa – Chalybeate Spring and various footpaths.

The North of my property houses my hay and straw storage sheds and, more importantly, my crew yards which are used to house the breeding stock, both pregnant mares and young stock throughout the winter. This progressive type of livery offers a much-needed income source to the business during the winter and we have clients from all over the country who use this service.

The route to the north would be terminal for the business due to the below.

Minimum of 50 Acres of grazing land would be lost, this land supplies grazing to both stud and DIY liveries and further land would be sterilized and unusable.

Buildings would be lost so storage space for the hay and straw would be lost costing the business further.

There would also be the loss of buildings which would mean the loss of winter income livery in those buildings.

As you can see, the above would be catastrophic for the business and essentially shut down the business leading to large staff redundancies

In light of all of this I request that the proposed Northern route is disregarded. The proposed southern route will, as stated above have a less detrimental effect on the business but still a negative effect. Would it be possible to consider looking further into the suggested line to the south of Haconby which would have no effect on the business I run from Spa Farm, better road safety on the A15 by avoiding the junction between the A15 and the B1177 and avoid any disruption to Dunsby wood and wildlife.

DRAFT

Date: Mon, 26 Oct 2026 10:43:20 +0000

Subject: Response to Meeting on 19th October

Here is our representation to the Parish Council with regards to the Pylons meeting, We will put a very basic version followed by a more detailed version (see below)

We appreciate that the majority of Stainfield inhabitants want the northern route but that we will be out-voted as it seems the majority of Haconby inhabitants want the southern route and the population of Haconby is far greater than Stainfield.

There is something wrong here especially as we in Stainfield are the ones who would have the dreadful diagonal line of pylons around us. If a request for the southern route is submitted to the National Grid as the preference of Haconby and Stainfield Parish council they will read it as reflecting the views of Stainfield too, whereas that is absolutely not the case – the majority of Stainfield inhabitants prefer the northern route.

Basic

We don't want to see any pylons – simple. Why not use the under-sea route?

If it is so important that they have to come so close to Stainfield then we would prefer the northern route. The southern route (as in Stage 1) is even worse, and the Stage Two cross/diagonal route would be absolutely awful.

More detailed

When we saw the Stage 2 proposals we were shocked to see that the new proposed route for the Pylons was joining the Stage 1 northern route to the Stage 1 southern route at a 45 degree angle near Stainfield village, which would directly affect the panoramic view of most of its inhabitants.

This would mean that the Pylons would be against the south east view from the village, completely dominating the view.

The northern route, with its tree lined backdrop part of the way, makes a much more sensible choice.

Stainfield is the only village on the whole 60km with the power line proposed on 2 sides of the village. The only village with a construction compound 200m from the first house in the village. Stainfield will have a zone for construction, operation and maintenance more or less in the village, the 3 busiest of the 4 single track roads out of Stainfield crossed during construction and the busiest footpath near Pylon 60 stopped or managed.

DRAFT
Surrounding Areas Representations

Date: Wed, 09 Sep 2026 10:44:20 +0100

Subject: Further comments re the NG Pylon project

I am writing as a local resident regarding the proposed National Grid pylon route in the area around my home.

I am extremely concerned about the potential impact of the proposed route, both on local residents and on the surrounding Fenland environment. I would be grateful if you could raise these concerns with the relevant authorities and ensure that they are properly considered as the proposals progress.

One of my greatest concerns is the impact on local wildlife, particularly the large numbers of swans that regularly use this area. Hundreds of swans come to the area each year, and there is an established route that they regularly use. The proposed pylon route appears to directly conflict with this flight/movement corridor.

I am concerned that placing a large overhead transmission line across an established route used by such significant numbers of birds could create a serious collision and disturbance risk. I would therefore like to know whether comprehensive ornithological surveys have been carried out at this specific location, including during the periods when the swans are present, and whether their established flight paths have been properly mapped and assessed.

I also have serious concerns about the visual and landscape impact. The proposed pylons would introduce substantial infrastructure into an open Fenland landscape which is currently relatively free from this type of development. For residents living nearby, this will fundamentally alter the character and appearance of the area.

There is also a legitimate concern about the potential impact on property values and the ability to sell properties affected by the proposed infrastructure. I appreciate that this is not, by itself, a reason to prevent a nationally significant infrastructure project, but I believe the cumulative impact on local residents should be properly recognised and assessed rather than dismissed.

I am particularly interested in why undergrounding has apparently not been selected in this location. I understand that undergrounding high-voltage transmission infrastructure is more expensive, but National Grid has used underground cabling for other major electricity infrastructure projects, including elsewhere in Lincolnshire.

I would therefore ask that National Grid is required to demonstrate clearly:

- What assessment has been undertaken of undergrounding at this particular location.
- What alternative routes have been considered and why they have been rejected.
- The comparative environmental and landscape impacts of the proposed overhead route versus undergrounding.
- The specific engineering constraints which would prevent undergrounding, if that is being ruled out.
- The extent to which cost, rather than environmental or engineering considerations, is driving the decision.
- What specific assessment has been undertaken of the swan population and its established flight routes.
- What mitigation is proposed for the potential collision and disturbance risks to birds.

I fully appreciate the need to upgrade the UK's electricity infrastructure and I am not opposed to the principle of improving the national grid. My concern is that this should not come at the expense of an unnecessarily damaging route when alternatives may exist.

I would therefore be grateful if you could support local residents in ensuring that alternative routes and undergrounding are properly investigated, particularly given the potential environmental impact and the importance of the area to the local swan population.

Date: Sat, 03 Oct 2026 20:50:49 +0100

Subject: Re: NG Pylon Proposals

Formal objection to the proposed 400kV overhead transmission line and pylons in the vicinity of Haconby Fen

I wish to formally object to the proposed overhead transmission infrastructure and approximately 50-metre pylons proposed in the vicinity of my home in Haconby Fen. My property is approximately 400 metres from the proposed alignment. I recognise the national need to maintain and improve the UK's electricity infrastructure and understand that major infrastructure projects are required to support the country's future energy requirements. However, the national importance of the project should not remove the requirement for the most appropriate route to be selected, nor should the significant local environmental, landscape, ecological, residential and highways impacts of the proposed alignment be minimised or overlooked.

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I moved to Haconby Fen specifically because of the character of this area. The open Fenland landscape, tranquillity, sense of remoteness, natural beauty, agricultural setting and exceptionally limited presence of major infrastructure are fundamental characteristics of the area. The introduction of a series of approximately 50-metre-high electricity pylons would represent an entirely disproportionate change to that environment. These would not be minor or temporary structures; they would become permanent and highly prominent features extending through an otherwise open and relatively undeveloped landscape. The proposed infrastructure would fundamentally alter the existing landscape character and introduce a form of industrial infrastructure that is currently largely absent from this part of the Fen.

The visual impact of the proposal is therefore a significant concern. A structure of approximately 50 metres in height cannot reasonably be considered a minor addition to this landscape. Its scale means that it is likely to be visible over a considerable distance, particularly across the flat and open Fenland environment where there is little topography available to screen or absorb the structures. The absence of existing large-scale infrastructure is itself an important characteristic of the landscape. The pylons would consequently become dominant visual features rather than being absorbed into an already developed landscape. The cumulative effect of multiple towers, conductors, access tracks, construction compounds and associated infrastructure must also be considered rather than assessing each pylon as an isolated structure.

The proposed alignment would also have a significant impact upon residential amenity. My home is approximately 400 metres from the proposed infrastructure and currently benefits from an open rural outlook, tranquillity and an absence of major industrial infrastructure. The introduction of 50-metre pylons into that setting would fundamentally change the outlook and character experienced from the property, including from the garden and potentially from habitable rooms. This is not simply a matter of whether an individual resident finds the structures aesthetically pleasing. It represents a permanent and substantial alteration to the visual environment and amenity enjoyed by an existing residential receptor.

The landscape impact is particularly important because of the distinctive nature of the Fenland environment. The flat topography means that structures of this height are likely to remain visible across a broad area. The very qualities which make the area attractive — openness, long-distance views, tranquillity and the absence of large-scale infrastructure — also mean that the introduction of pylons could have a disproportionate visual effect. I therefore request that the Environmental Statement gives proper consideration to the sensitivity of this particular landscape and does not rely solely upon generic assessments of landscape impact across the much larger project area.

The Government's policy framework for electricity network infrastructure requires careful consideration of landscape and visual effects and the principles associated with the Holford Rules. I therefore request that National Grid clearly demonstrates how the proposed alignment complies with those principles, including the requirement to minimise intrusion into landscapes of amenity value, protect existing landscape character and make use of existing landform and features wherever possible. Where a route passes through an open and highly visible landscape containing isolated residential properties, there should be a particularly robust explanation of why that alignment represents the most appropriate available option.

I also have serious concerns regarding biodiversity and wildlife. Haconby Fen and the surrounding agricultural and drainage landscape support a wide range of wildlife and bird species. The open fields, watercourses, drainage channels, hedgerows and surrounding habitats provide feeding, nesting and movement opportunities for wildlife. The potential effects of the construction and long-term operation of the infrastructure therefore need to be assessed comprehensively. This should include breeding birds, wintering birds, migratory birds, bats, mammals and other protected or priority species, together with the habitats upon which those species depend.

Particular attention should be given to bird movements across the Fenland landscape. The introduction of tall structures and overhead conductors into an otherwise open landscape has the potential to alter bird movement and create collision risks. It is therefore essential that ecological surveys are sufficiently extensive and undertaken at appropriate times of year to establish a reliable baseline. I would ask that the conclusions of those surveys are made available and that the route is reconsidered if significant ecological effects are identified.

The construction phase itself also presents significant environmental concerns. Construction of a major transmission line would involve heavy machinery, cranes, temporary access tracks, construction compounds, excavation, foundations and repeated movements of large vehicles. These activities have the potential to cause disturbance to wildlife, damage habitats, affect drainage and agricultural land, increase noise and significantly alter the tranquillity of the area for a prolonged period. These impacts should not be treated simply as temporary inconveniences; they need to be assessed cumulatively and in the context of the sensitivity of this rural environment.

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There are also significant concerns regarding the suitability of the local road network. The roads around Haconby Fen are predominantly narrow rural roads which were not designed to accommodate sustained construction traffic associated with a major electricity transmission project. The movement of heavy goods vehicles, abnormal loads, cranes and construction equipment could create significant highway safety and residential amenity issues. Particular consideration should be given to road width, passing opportunities, bends, visibility, bridges, drainage ditches, agricultural access, pedestrian and cyclist safety and the ability of emergency vehicles to continue to access properties safely.

A detailed construction traffic assessment should therefore be undertaken for the roads surrounding the proposed alignment rather than relying upon a general assessment of the wider highway network. The assessment should identify precisely which roads would be used, the expected number and type of construction vehicles, the duration of construction activity and the proposed measures to protect residents, agricultural users and other road users. Where the existing road network is unsuitable, the environmental consequences of creating temporary access routes or upgrading rural roads must also be considered.

The effects upon drainage and the Fenland water environment should also be carefully assessed. This is a landscape characterised by drainage channels and agricultural water management. The construction of substantial foundations, access tracks and temporary works has the potential to interfere with existing drainage patterns, soil conditions and agricultural land. The Environmental Statement should therefore demonstrate that construction will not adversely affect local drainage systems or increase flood or water-management risks.

The archaeological and historic character of the surrounding landscape should also be properly considered. Even where a proposed pylon does not directly affect a designated heritage asset, the introduction of very large structures can affect the setting and wider landscape context of historic buildings, settlements and archaeological features. The assessment should therefore consider not only direct physical impacts but also changes to the historic landscape setting.

I am also concerned about the cumulative effect of this infrastructure. The impact should not be assessed simply by considering the proposed pylons in isolation. The assessment should consider all associated infrastructure, access tracks, construction compounds, substations, underground cabling, existing electricity infrastructure and other developments within the surrounding landscape. The combined effect of these developments could be substantially greater than the effect of any individual component.

The route selection process also requires greater transparency. National Grid should demonstrate why this particular alignment has been selected and provide sufficient evidence showing what alternative corridors and alignments have been considered. In particular, where alternative routes could increase distance from residential properties, reduce landscape intrusion, avoid sensitive ecological areas or make better use of existing infrastructure corridors, the reasons for rejecting those alternatives should be clearly explained.

I do not consider it sufficient to state that the proposed route represents the preferred corridor without explaining why it represents the least environmentally and socially damaging feasible option. The fact that a route is technically feasible does not, in itself, establish that it is the most appropriate route. The environmental, landscape, ecological, residential and highways consequences must all be properly weighed against the technical benefits.

I also request that undergrounding is properly considered in relation to this particular section of the route. I appreciate that undergrounding can be more expensive and technically complex than overhead transmission infrastructure. However, where an overhead line would cause particularly significant landscape and visual effects within an open and sensitive landscape, the assessment should explain why undergrounding has been rejected at this specific location and what environmental and social benefits would result from undergrounding. The issue should not simply be dismissed on the basis of cost without a transparent assessment of the competing environmental and community impacts.

The potential effect upon residential property values and marketability should also be recognised. I appreciate that potential loss of property value is not, by itself, sufficient reason to prevent nationally significant infrastructure. However, the introduction of large-scale permanent infrastructure approximately 400 metres from an existing home is clearly relevant to the character, outlook and residential amenity of that property. I therefore request that the socioeconomic assessment properly considers the effect upon affected residential properties and does not dismiss these consequences simply because they are difficult to quantify.

The proposal would also represent a significant change to the tranquillity of the area. The current landscape is characterised by a relatively low level of urban and industrial activity. The presence of large-scale electricity infrastructure, together with construction activity and associated maintenance requirements, would introduce a new industrial character into an otherwise rural environment. The loss of tranquillity is particularly significant because it

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is one of the characteristics which currently makes this area attractive as a place to live and contributes to its distinctive identity.

I therefore ask National Grid to reconsider the proposed alignment in the vicinity of Haconby Fen and to undertake a more detailed assessment of its effect upon isolated residential properties, landscape character, biodiversity, wildlife movement, tranquillity, highways, drainage and the wider rural environment.

If the project is considered nationally necessary, that does not mean that every proposed route is equally acceptable. The national need for electricity infrastructure and the local need to protect communities, landscapes and wildlife are not mutually exclusive. The appropriate objective should be to deliver the required infrastructure whilst selecting the route that causes the least environmental and community harm.

I therefore respectfully request that the proposed alignment is not progressed in its current form unless National Grid can demonstrate, with clear evidence, that it represents the least damaging feasible option and that all reasonable alternative routes and mitigation measures have been properly investigated.

In particular, I request that National Grid:

- fully assesses the landscape and visual impact of approximately 50-metre pylons upon the open Fenland landscape;
- specifically assesses the impact upon residential properties approximately 400 metres from the proposed alignment;
- demonstrates compliance with the Holford Rules and relevant national electricity infrastructure policy;
- provides detailed ecological evidence concerning breeding birds, wintering birds, migratory birds, bats, mammals and other protected or priority species;
- assesses potential bird collision and displacement risks associated with the overhead conductors and pylons;
- undertakes a detailed assessment of construction traffic and the suitability of the surrounding rural road network;
- assesses impacts upon drainage, agricultural land and the local water environment;
- considers heritage and archaeological impacts and changes to historic landscape setting;
- assesses cumulative landscape, ecological and residential impacts;
- provides clear evidence of alternative routes that have been considered and explains why they have been rejected;
- properly considers undergrounding where the landscape and visual effects of an overhead route are particularly significant;
- assesses the socioeconomic and residential amenity effects upon nearby properties; and
- reconsiders the alignment if these assessments demonstrate that significant environmental or residential impacts cannot be adequately mitigated.

I recognise the importance of the UK's future electricity infrastructure. My objection is therefore not based upon opposition to the principle of improving the national electricity network. It is based upon the belief that the significant and permanent environmental and community consequences of this particular alignment require far greater scrutiny before the route is confirmed.

The introduction of approximately 50-metre pylons into this open and relatively undeveloped landscape would be a permanent change. Once constructed, the landscape cannot simply be returned to its present character. For the residents who live here, the decision would affect not only a view from a window but the character, tranquillity and identity of the place that we have chosen to call home.

I therefore ask National Grid to give full and proper consideration to the concerns raised above and, most importantly, to demonstrate why this particular route through Haconby Fen is necessary when the permanent landscape, ecological and residential consequences are taken into account.

Date: Wed, 14 Oct 2026 12:19:13 +0100

Subject: Reference National Grid Proposals.

Please find attached another email showing the gateway on the West side of the A15.

The distance from the disused gateway to the point at which visibility disappears is approximately 150 metres. Assuming the haul road was moved further South away from the SSSI in line with regulations this distance would be reduced slightly.

I am no planning expert but it appears from the research I have done that visibility distance regulations state a minimum of 215 metres in a car and 295 metres with heavy haulage vehicles. These are minimum distances. Therefore if my figures and observations are correct the proposals are significantly short of regulation standards for a very busy A road. It has to be noted too that traffic volumes were less than they are today.

DRAFT

Date: 5 October 2026 at 06:55:14 BST

Subject: Reference National Grid Proposals.

Please find attached photo showing the bend and gate more clearly.

The Grid service road will cross over the highway from both directions. In the picture there would be an entrance in front of the silver car on the left and another one opposite. Heavy industry either driving out onto the highway or crossing over it will in my humble opinion cause serious risk of accidents from day one.

The entrance gates are closer to the farmyard than the entrance used now but the A15 exit is far too dangerous.

The Grid's service road proposals also cross the B1177. In my opinion that crossing is not safe either for slow moving lorries, staff transport and heavy equipment crossing over another busy, fast moving road. I hope this information is further help.

Sent: 19 October 2026 21:10

Subject: Skdc Information

Weston Marsh to East Leicestershire Project.

Please see information below regarding the B1177.

Please find attached photo of the B1177 looking South towards the proposed crossing point for a haul road. The road dips, rises and bends and is not safe to place a haul road in my opinion.

Visibility is not satisfactory for a haul road because the road is not straight and flat for a satisfactory distance. I farm both sides of the road and from my farm to the A15 junction the road is a difficult stretch. If the Grid proposals are to build haul roads, compound yards and pylons East of the B1177 then this road and the A15 junction would be taking an inconceivable amount of traffic and heavy vehicles.

This Summer saw a very near extremely serious accident between the farm entrance and the point on the photo. A young lady in a car and an artic lorry.

Many years ago tragically a fatal accident occurred very close to or on the spot where the proposed haul road would cross.

Both this spot and the A15 crossing, which I have referred to in my previous correspondence, are in my opinion at risk of serious consequences.

Why would National Grid planners choose two main roads to cross that both risk potentially serious issues when they could choose the Southerly route option that crosses one main road on a very long straight and flat stretch of road with excellent visibility over very long distances.

Date: Tue, 20 Oct 2026 16:49:14 +0100

Subject: National Grid

Due to the extortionate fees National Grid wanted to run a cable down our drive we've taken the decision to be off grid, our energy provided by solar panels with generator back up. It smarts a little to have this row of pylons inflicted on us having taken the off-grid route we have.

It was interesting to hear comments on borehole water supplies last night. Again, largely down to Anglian Water charges for a connection we decided to use the borehole already on site. It's obviously concerning that it's already acknowledged that borehole water supplies can be adversely affected.

My default position is that this development should not go ahead. Clearly National Grid are being disingenuous about the reasons for insisting this needs to come cross country and their unwillingness to share comparative costs. That they have set a precedent by burying a nearby cable is a valuable point to carry forward, although I don't know if the two cables will have the same capacity so we may not be comparing like with like.

Having said all of that, I guess I have to express a preference, to you at least, and I think I'm in a rather small minority that I would prefer the northern route. I don't think there are now as detailed proposals available for a southern route, but on previous plans the route was between our barn and the Haconby Drove, meaning it would be less than 100m from our home. I don't think I need to elaborate on my reasons.

DRAFT

Sent: 19 October 2026 20:35
Subject: Information for SKDC.

Weston Marsh to East Leicestershire Proposals.

Please find information, objections and my huge concerns regarding the Proposed Northern route.

Please find below an email sent to our MP Gareth Davies.

National Grid Weston Marsh to East Leicestershire Planning Proposals.

Dear Gareth,

Thank you for replying to me regarding National Grid's Weston Marsh to East Leicestershire planning proposals. I very much appreciate your offer to put my huge concerns across to National Grid through your parliamentary office. It is, of course, extremely important that you too can share my points of major concern.

Firstly, the Grid propose to pass through Dunsby Fen. It is a highly important fen for birdlife that lives on the fen and for regular visitors. Many protected and listed birds can be seen there, evidenced by the numbers of bird watchers who visit and record their sightings. The campaign website <https://www.protectdunsbywildlife.com/> shows just a few examples of the rare and important birds the fen hosts. Power lines will cause bird strikes and everlasting disruption.

Heading west, the route then reaches my farm to the east of the A15. A pylon, compound yard and service roads are proposed. These will seriously fragment my fields, rendering them useless for sensible arable farming. A proposed service road meanders off the A15, cutting through a hedge line near my farmyard. At present my farm is secure, with hedges and dykes blocking intrusion. These actions would completely undermine my business's security. You will be aware of significant rural crime everywhere, and this is a real threat to my assets and business. No mitigation would solve this.

The Grid then propose to cross the A15 to the west of my farm buildings and enter fields that are functionally linked to Dunsby Ancient Woodland SSSI. These fields are immensely important to the ancient woodland and its wildlife. The woodland in part appears to date back over 950 years. It was mostly clear-felled around the First World War. The Grid want to bring in heavy drilling and boring rigs. These are extremely loud and will be very disturbing to the woodland's wildlife, with a risk of displacing animals potentially over the highway. The boring rigs and excavators for trench digging on fields functionally linked to the SSSI could potentially bring in foreign soil-borne diseases and pathogens. No mitigation could guarantee this would not happen. My vehicles crossing these areas for deer control, forestry or management could pick up any soil-borne diseases and pathogens and move them into the SSSI. Again, no mitigation can guarantee this would not happen. The Grid's service roads would carry materials including concrete, stone, steel, service personnel and a huge range of materials onto the SSSI-linked land, coming from sites all over the county and across the country. The risk of bringing in damaging materials, pathogens and disease to the site is even greater. No cleaning routine can physically or biologically guarantee the safety of the site. This is an un-mitigatable liability. The Wildlife and Countryside Act 1981, Section 28G, could likely be broken as my vehicles could unknowingly carry damaging spores directly into the woodland SSSI. Ancient woodland should not be exposed to that risk. Much-needed forestry operations sharing ground with Grid traffic would bring the risk of cross-contamination to an extremely high level for a SSSI. No mitigation can avoid this huge risk.

The grassland fields, habitat, rewilding, pond and ancient hedge-line to the south of the woodland are a crucial link to the woodland's wildlife, of which the list is huge.

Parts of Lincolnshire, and in particular this area, are known to host almost certainly the highest population of fallow deer in the UK. Natural England hold drone data that records evidence of deer numbers, and night shooting licences have been issued to me based on that evidence over the years. Dunsby Wood sees movement of deer and numbers fluctuate through the seasons, and deer management is taken very seriously indeed. We have over 25 high seats in and around the woodland. Because most of Dunsby Wood, Ringstone Wood and Row Wood are fenced off, the southern fields are even more crucial for wildlife including deer. The campaign website <https://www.protectdunsbywildlife.com/> shows evidence of this. Heavy industry and its massive footprint—with service roads, traffic and associated works—on the southern fields, combined with existing fencing around the woodlands, will have a serious effect on wildlife behaviour, especially deer. Their movements will alter and inevitably wildlife will head east over the A15 and B1177 to seek new pastures and avoid huge disturbance. The scheme will sever the southern fields from the woodland's wildlife that it has enjoyed undisturbed for centuries.

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Power lines crossing anywhere across these southerly fields would have the same effect. I am told that heavy industry and associated works would take place over four years, and the remaining pylons and wires would continue to have a very damaging effect on all wildlife, including rare and protected birds. It would be everlasting. This will inevitably lead to a greatly increased risk of traffic accidents. I have managed deer for over forty years both on my farm and, in earlier years, two additional farms west of Dunsby Wood, so I have local knowledge of movements and habits. No mitigation would solve this problem. Fencing the A15 roadside would trap displaced deer on the tarmac, including animals travelling west back from the fens for whatever reason, perhaps the annual rut. The fens host considerable numbers of deer including roe deer that can also travel west. Fencing the front of the southern fields would contain wildlife in the ancient woodland, which would be both morally wrong and detrimental to the SSSI and forestry operations.

In August 2025, when I sent an information letter to the Grid, I was unaware of the Grid's refined proposals. Not until I saw an iPad when the Grid/Savills visited my farm on 20 August 2026 did I realise their proposals. That was my first opportunity to inform the Grid about my forestry work having seen the plan momentarily. I have invested heavily in forestry equipment and over time I use a field next to the wood for placing, stacking, processing and hauling timber. I have sold timber and logs directly from the fields and entrance gateway, collected by the public and larger lorry loads. I have been planning further tree felling in Dunsby Wood, and in early 2025 this was discussed.

Felling will commence again when permission is granted. The woodland contains a significant amount of ash and, in lesser-thinned areas, dieback is more present. There will be huge volumes of timber extracted from the woodland, all of it across the southern edge to the timber fields. There is a gate on the Stainfield Road where all access takes place.

There was a small bridge onto the A15, but I removed it many years ago because it was far from safe entering onto the A15. We were close to having several serious accidents.

The Grid propose to remove established hedges next to the A15 close to Dunsby Wood on both sides of the highway for service roads. The hedge on the west is linked to the SSSI. To re-establish these hedges would take decades, if ever, with grazing issues from wildlife. It is a known fact that wildlife, especially deer, will head for a gap in a hedge, and these gaps would be considerably wide to take heavy industrial traffic. This will inevitably lead to a greatly increased risk of more traffic accidents. No mitigation would solve this issue on what is a very busy main road.

The fields and woodland SSSI are self-contained by established thick hedges, dykes and a main entrance gate. The Grid's proposals will completely shatter the security for my timber business and machinery assets. The entire area would have no protection from theft of timber and assets on the fields or within the SSSI, unauthorised 4WD and dirt bikes, fly-tipping and wildlife crime including deer poaching and badger crime. Deer management would become too dangerous to carry out with open-ended access and the dangers it would bring. Biosecurity of the entire site would be at risk. No mitigation would solve these issues.

The complete fragmentation of these southerly fields with service roads and vast structures—and the lines themselves—should not come anywhere near these highly important functionally linked fields to Dunsby Ancient Wood SSSI. The fields are generally wet, often saturated, and over time I have always been very careful when considering accessing these fields to manage woodland. The Grid would destroy them with their meandering service roads and make our access to the woodland and its management near impossible.

No mitigation would solve this, as climbing over service roads in wet conditions would not be possible. Stone roads only make it worse when leaving grass onto a hard surface, as the cutting-in effect causes serious rutting and pooling. Grass and stone do not mix.

Heavy industry with pylons and infrastructure on these important fields is not compatible with much-needed deer management with centre-fire rifles over the entire area.

It is not compatible with forestry operations and timber fields, wet wood, timber machinery and electricity. It is not compatible with the security of the site's assets. It is not compatible with the security of the SSSI. It is not compatible with the protection of wildlife. It is not compatible with the wet ground next to a SSSI. It is not compatible with the safety of my staff. It is not compatible with access to timber and management of the SSSI. It is not compatible with construction workers and on-site safety.

It is not compatible with the SSSI itself.

The likelihood of traffic accidents will be potentially hugely greater because of the reasons I have given. No risk is worth taking. There is a strong likelihood that potential liability that the scheme could bring would be considerable

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given the rifle shooting aspect, the timber and forestry aspect, biosecurity, the site's security of assets, the SSSI, the farming aspect, the loss of cropping on my fields to the east of the A15 and B1177 due to wildlife movement away from the southern fields as a direct result of the scheme, highways liability, staff liability and no doubt considerably more.

The Grid's proposals stop at my fields and bypass the centre of a livery, turning sharply towards Hanthorpe and then again turning sharply to head west, surrounding Stainfield village. This is not, it appears, in line with normal planning and contradicts the Planning Act 2008. The pylons would have to be vastly stronger, massive pylons for turning lines. Passing through my fields with their associated assets and then turning to miss the centre of a livery is discriminatory.

The alternative viable southerly route option would start at the top of Haconby Fen and travel in a straight line through a huge gap between Haconby and Morton, continuing in a straight line heading west. Haconby Fen is mostly huge arable fields with virtually no habitat and continues through arable fields heading west. Service roads could also take a straight line beside the pylon route.

Three farmers who strongly oppose the northern route for many good reasons own land on the viable southerly route option that was proposed by the Grid. Those three farmers have told me that they would not object to the southerly route.

I trust you will consider the seriousness of the points I have made and that the Grid will see the sense and reason to avoid the hugely potential risks, dangers and consequences of the Northerly route. I would be grateful if all the points and issues I have made could be conveyed in full please.

Date: 23 October 2026 at 13:21:12 BST

Subject: Weston Marsh to East Leicestershire Consultations.

Dear Weston Marsh to East Leicestershire Consultations Team.

I have just seen a post showing a reply to a question put to an advisor for the National Grid.

Reference was made to an old river bed on the Southern alternative route that could be an issue. The fens are made up of old riverbeds. If National Grid followed that principle they wouldn't be considering building anywhere in the fens.

Land from the bottom of Haconby fen through to the Stainfield/Hanthorpe road where a potential Southerly route could be placed is primarily arable land and has been for generations.

I have just spoken to a gentleman in Stainfield who has carried out agricultural contracting for me and my late father for decades. He has carried out agricultural contracting in the fields on the alternative Southerly route from the Stainfield /Hanthorpe road through to Haconby fen for decades and says there is no evidence to suggest that ground would not accept a pylon line. His Father-in-Law worked the land for decades before that without any issues. All of that land is generally flat.

The fields to the South of Dunsby Ancient SSSI are, as I have stated in correspondence to the Grid previously, generally wet and often saturated. Dunsby Wood sits mostly on slightly higher ground than the SSSI linked fields to the South. Huge volumes of water travel South from the Woodland to the SSSI linked fields-from a considerable acreage of land. I often see waterlogged areas on these fields. Pylons and infrastructure on the fields to the South of Dunsby wood would turn these fields into an irreparable mud bath.

Farmers, Landowners and Contractors have a great understanding of the land they have looked after for generations.

Date: Fri, 23 Oct 2026 19:37:45 +0100

Subject: Skdc.

A continuation of the Northern route in the proposals? If it comes North I shall be finished.

Management of Dunsby Wood destroyed, threat to Woodland biodiversity, no security for my timber and machinery assets, no forestry and timber operations and processing, opening up my woodland to wildlife crime and unauthorised vehicle access, massive bio security threat to the SSSI with Ash dieback moving in already, deer management impossible with highest population locally in Lincolnshire and UK, SSSI fields next to Dunsby wood completely severed with haul roads throughout, Ancient hedgerows ripped out, rewilding ripped out, a Wildlife/Badger plot destroyed by a pylon and haul road, a pylon and haul roads on my timber field and field tracks,

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Bird strike threat and disruption to rare and protected species on SSSI linked fields, ripped out hedges next to A15 creating a gap for Wildlife to enter the highway, placing haul roads on the A15 near a gateway I gave up using 20 years ago because of poor visibility with huge risk to road users, industry taking over the SSSI linked fields to the South of the Wood forcing Deer over the A15 in huge numbers for multiple reasons, heavy machinery on wettest area in the district because of runoff from large areas of woodland ,pollution risk to SSSI, staff safety risk associated to site, cropping pressure on my central farm because fields South of Woodland cut off to Wildlife by industry, my fields severed next to my farm with loss of security to my business assets, the B1177 totally unsafe haul road proposal on a road that dips, rises and bends where tragically a man died, Dunsby fen's Birdlife put under serious threat from strikes and disruption – in a fen that hosts an exceptional variety of very rare and protected birds. The list goes on.

In addition the proposals would destroy The Brackenspa Stud Equestrian business at Stainfield entirely.

Unaware of the destruction of some local Businesses, Wildlife, Top tier SSSI woodland and Road safety issues that the Northern route would bring?

The Southern alternative route would be a straight unlike the proposed route dog legging around Stainfield, pass through a massive gap between the villages, pass over just one main road with excellent visibility, avoid the B1177 Junction, use the ready-made lay-bys, place a haul road directly beside the pylons, little threat to Wildlife comparatively, little threat to habitat particularly in Haconby fen and consequently little Wildlife, avoid a Roman settlement field. The list goes on.

Date: Sat, 24 Oct 2026 14:38:39 +0100

Subject: Objections

If the Proposed planning route happens it will put my home, which is isolated, at risk of crime with all secure hedges and dykes opened up for haul roads.

My Deer control will be impossible for safety reasons. Our region has large numbers of Fallow deer. Because of Proposals Wildlife including Deer will be pushed off the fields and cross the A15. They have no option because most of the woodland is fenced off. Fact. I am a road wildlife accident responder. If proposals go ahead on this section I will not cope. It would be a bloodbath.

The road to my home, the B1177 is not safe for a haul road for thousands of vehicles moving in and out. It bends and drops. Two main roads. Why? The A15 junction will be blocked with traffic heading onto the B1177. Why involve risk onto this junction. Two main roads? The A15 haul road exit and entrance proposal is not safe. That gateway there was stopped being used donkeys years ago because it is unsafe.

I help with Forestry over time and how can the owner carry out forestry work in the woodland and use his timber field with no security because there are haul roads all over. Proposals want to put a pylon and haul road across most tracks used and place a pylon on the timber field. I have a deer hide on that field.

How can timber be moved out of fields into haul roads. I straddle the grassland when helping with Forestry and constant deer control.

Because I spend a lot of my time controlling deer, I see everything. There are Badgers everywhere and protected Birds - Barn owls, Tawny owls lots of birds of prey.

A big lot of my work comes from the forestry and Wildlife management, and I am very worried about my future.

They should take South route away from the dangers to road users and wildlife and reasons I have given. Good long road and lots of places to turn off safely and the haul roads could run next to the pylons on a straight run.

Date: Sat, 24 Oct 2026 12:50:59 +0100

Subject: Dunsby Fen

As discussed in a previous email the two proposed routes are environmentally chalk and cheese. The fact that Dunsby Woods is a SSSI speaks for itself and it is environmentally of great importance and should be protected at all costs. Farmers have worked tirelessly for decades to create and protect such a significant environment through habitat creation. Owl towers host barn owls, little owls, kestrels, and bats. Whooper Swans migrate from Northern Europe and Asia and come to the UK in October every year.

I farm in both Haconby Fen and Dunsby Fen and so either route will cross my land. However, I feel very strongly that the only for consideration should be the southern route. This will leave enough of a margin to protect Dunsby

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Woods and the numerous habitats in Dunsby Fen. You don't have to be a wildlife expert to see the difference between the two routes, and I urge anyone that is unsure to take a car journey down both fens and make their own minds up.

Sadly, the bird surveys commissioned by National Grid will be a non-representation. The surveyors were instructed were to sit for the surveys and "surprise surprise" it was away from the significant habitats and ironically quite a distance from the proposed route. I advised them where to look, but they were under strict instruction. I'm also under the impression that they haven't even surveyed the southern route. Therefore, they will not be able to make a comparison. I did hear that they thought Haconby Fen wasn't suitable because there was once a river! This statement is clearly made by someone who doesn't understand the history of the fens. The fens were a wetland environment with a web of creeks. Lowland Lincolnshire was covered in woodland, marshes, and freshwater wetlands. The landscape contained shallow lakes, known as meres, reed beds, pools, and natural river channels. If you look at satellite imagery you will see the evidence of the pre drainage environment and neither route is different from that perspective.

There are numerous other considerations such as the road safety issues associated with a northern route crossing of A15. However, I believe the environment should be the foremost consideration. The natural environment will be here long after we have all departed this earth, we are simply the custodians for the duration of our time on earth. Man has already inflicted catastrophic damage to the natural world; we can't stand by and let this continue.

Date: Sun, 25 Oct 2026 00:13:16 +0100

Subject: The National Grid proposals for the 400,000 volt power line and 50 metre pylons

1. Nobody wants the power line, pylons, sub-stations and accompanying detritus in this rural part of Lincolnshire. It is unfortunate that various governments have encouraged increasing wind farms in Scotland and the North Sea without thinking about how to get the power to where it is needed. They should take it round the coast, under the sea, not over land. I suppose they fear what a Russian submarine might do to a power line. Now they have looked at the map, seen that this area is lightly populated, and think that they can get away with it. This area is agricultural, and produces food. The more food grown in the UK, the less the country will need to import. The proposed development will use some of the agricultural land to the detriment of food production.

2. If we have this power line et al imposed on us, various routes have been suggested. There does not appear to be a route which is generally acceptable to the majority. Any route which touches on Dunsby Fen and/or Haconby is likely to go through some of the land which is farmed. I would say that the so-called northern route cannot fail to disturb rare nesting birds in Dunsby Fen - I supplied details to National Grid after their Stage 1 Consultation. They have already changed the supposed northern route to avoid crossing the land used by Spa Farm Stainfield livery stables (horses would be frightened by power lines and pylons) but still want to run it very close to Dunsby Wood, the SSSI. If it went this way, the line would have to cross the B1177 not far from where it meets the A15, and would cross the A15 north of that road junction, where visibility is poor because of a hill and a bend in the road. There are numerous deer in and around that area - I myself met one to my cost on the road a couple of years ago - and there are more deer now than previously. The whole area would become more dangerous for drivers. I do not see why the route should not go further south, either using the laybys on the A15 south of Haconby as a crossing point and to store materials, or perhaps go further south, south of Morton and Hanthorpe.

3. The National Grid have been doing lots of surveys. They have already been warned about disturbing water supplies. I am told that there is an aquifer under Haconby Fen from which Spalding, Boston and Holbeach get their water supplies. If National Grid dig down too far they could well disrupt the water.

4. One of the National Grid staff mentioned the possibility of a greater incidence of childhood leukaemia in children who live near or under power lines, when asked about possible ill-effects of being near the lines or pylons. See <http://www.emfs.info> for more comment. No one would want to risk a child's health.

Date: 25 October 2026 at 17:08:34 GMT

Subject: Western Marsh to East Leicestershire.

For the Attention of Haconby and Stainfield Parish.

I have a land interest in the Parish and I am writing to convey my extreme concerns with respect to the National Grid planning proposals. I know the area very well indeed. Please would you raise my concerns below at your upcoming meeting.

The proposed B1177 haul road crossing is on a bending, rising stretch of road. The approximate point of the proposed haul road has tragically seen a fatal car accident. The proposed haul road crossing is not continually straight and flat for a sufficient distance to allow for clear visibility.

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The A15 proposed haul road crossing is again totally unsuitable and unsafe for a haul road. Travelling from Bourne heading North the road rises and bends giving insufficient visibility approaching the proposed haul road crossing. The road is not continually straight and flat for a sufficient distance to allow for clear visibility.

The A15 haul road crossing will require the removal of hedgerows. It is well known that Lincolnshire's Fallow Deer Population could be the highest in the United Kingdom and possibly Europe. Deer will, along with all Wildlife head for gaps. This will increase the risk of road traffic collisions on both the A15 and the B1177.

National Grid proposals are to remove hedges, habitat and grassland to the South of Dunsby wood SSSI and create an industrial complex across the fields that are linked to the SSSI including haul roads and two pylons. Generations of animals that have relied on these fields for hundreds of years will be displaced. Most of the Ancient Woodland is fenced off.

Animals and particularly Deer will seek pastures new over the A15. This will lead to a much greater risk of road collisions on the A15 and B1177.

Material Considerations

1. Economic factors.

Local businesses have a positive economic impact on their communities in providing jobs for local residents, contributing to lower unemployment rates and providing stability. Local businesses support other local enterprises, contribute to local tax revenues that fund essential services, and foster a sense of community and belonging.

The closure of local businesses can have significant effects on communities, including:

- Economic Impact: Loss of jobs and income, reduced tax revenue, and potential decline in local economy.
- Social Connections: Disruption of community social interactions, especially for those with limited transportation.
- Community Identity: Loss of local businesses that are integral to the community's identity and vibrancy.
- Government Services: Reduction in demand, leading to budget cuts or increased taxes.

Pylons must be routed to avoid compromising the viability of local businesses.

2. Wildlife, Biodiversity and Habitat Connectivity

Haconby Fen and the surrounding countryside support a diverse range of wildlife. The agricultural land, drainage systems, hedgerows, watercourses and woodland form an interconnected ecological landscape, supporting species including bats, cuckoos, badgers, herons, owls and water voles.

The construction and operation of the proposed infrastructure could result in habitat loss and fragmentation, disturbance to wildlife corridors, and disruption to breeding, feeding and movement patterns. The cumulative effects of foundations, access tracks, working compounds, vegetation clearance and construction traffic must be considered across the entire scheme, rather than assessing individual pylon sites in isolation.

The area also supports a significant local deer population, with established movements across surrounding farmland and woodland. Prolonged construction activity, heavy machinery, haul roads, noise and human disturbance could disrupt these movements and displace wildlife from established habitats.

The Parish Council requires a comprehensive assessment of the ecological consequences of the whole development, including cumulative and indirect impacts, supported by appropriate baseline surveys undertaken at suitable times of year. Any assessment must demonstrate how protected and priority species, habitats and wildlife corridors will be safeguarded.

3. Dunsby Wood SSSI and Surrounding Woodland

Dunsby Wood is a nationally designated Site of Special Scientific Interest (SSSI) and is recognised for its wet ash-maple woodland associated with the calcareous soils of the Midland Clay Belt. It is also an area of ancient semi-natural woodland with significant ecological value.

The Parish Council is concerned about the potential direct and indirect effects of the proposed development and its associated access arrangements on this protected environment. Construction traffic, noise, dust, pollution, vegetation clearance and changes to drainage or groundwater conditions could have consequences extending beyond the immediate construction footprint. The effects of the wider transport network, temporary working areas and any alterations to surrounding roads must also be assessed.

The rural roads around Haconby Fen are not designed to accommodate sustained industrial-scale construction traffic. An increase in heavy vehicle movements would alter the character of the area and could create additional risks for road users, residents, wildlife and the surrounding environment.

The Parish Council expects a robust assessment of potential effects on the SSSI and surrounding woodland, including hydrological impacts, pollution pathways and indirect effects. Appropriate avoidance measures must be demonstrated, rather than relying solely on mitigation after damage has occurred.

4. Haul Roads, Construction Traffic and Highway Safety

The existing rural road network around Haconby Fen is fundamentally different from an industrial access network. Introducing haul roads and repeated movements of large construction vehicles would place additional pressure on narrow rural roads, verges, drainage infrastructure and surrounding habitats.

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The A15 is already a busy road considered hazardous in places. Repeated movements of large construction vehicles across the A15 would introduce additional traffic conflicts and potentially increase risks at crossing points and junctions. The Parish Council is particularly concerned about proposed physical alterations to the A15 and verges, including potential removal of established hedgerows and trees to facilitate construction access.

These features contribute to the rural character of the area and provide important wildlife habitat and connectivity. Their removal would create an additional environmental impact beyond the permanent transmission infrastructure itself. The Parish Council requires a detailed, transparent construction traffic and access assessment covering:

- The number, size, frequency and routing of construction vehicles.
- The safety implications of construction access across the A15.
- The suitability and capacity of rural roads and junctions.
- The potential for damage to roads, verges, drainage systems and roadside habitats.
- The proposed removal of trees and hedgerows and the consequences for wildlife and landscape character.
- The duration and cumulative effects of construction activity on residents and the wider community.

The disruption and risks associated with construction must not be minimised or treated as temporary inconveniences without proper assessment. Construction could extend over a prolonged period, with lasting consequences for the parish.

5. Fenland Drainage, Flooding and Ground Conditions

Haconby Fen is not simply ordinary agricultural land. It is a landscape reclaimed and managed from marshland, where the continued use of the land depends upon drainage infrastructure, water levels and the interaction between surface water and groundwater. The area remains vulnerable to periods of high groundwater and winter flooding. During prolonged or heavy rainfall, fields can become extremely wet, and the effective management of existing drainage systems is essential.

The proposed foundations, excavation works, piling, temporary compounds, haul roads and access infrastructure could alter local drainage patterns and affect water movement through the ground. Changes to drainage arrangements could also affect neighbouring land and existing watercourses.

The Parish Council is concerned that inadequate assessment of the local ground conditions could lead to unintended consequences, including altered groundwater levels, disruption of drainage routes, increased flood risk, waterlogging and damage to agricultural land.

A comprehensive, site-specific assessment must examine the relationship between the proposed infrastructure, existing drainage systems, groundwater conditions and the natural behaviour of the Fenland landscape. It must consider construction and operational impacts, including extreme rainfall and winter conditions, as well as the cumulative effects of associated infrastructure.

The Parish Council does not consider it acceptable for the environmental and hydrological risks of developing this landscape to be treated as secondary considerations.

6. Groundwater, Private Boreholes and Domestic Water Supplies

The Parish Council is particularly concerned about the potential effect of the proposed development on private water supplies and groundwater resources. Some rural properties, including properties within the affected area, rely on private boreholes for their domestic water supply. These households depend directly on the local groundwater system for an essential service.

Pylon foundations and associated construction activities may involve significant excavation and ground disturbance. Depending on their location, depth and construction method, these activities could affect groundwater levels, groundwater flow, the local water table, groundwater quality and the reliability of private abstractions.

Potential risks include changes to groundwater movement, interruption of borehole recharge, contamination from construction activities and alterations to the natural flow of water through the underlying ground.

These are not concerns that can simply be dismissed as hypothetical. National Grid's own environmental documentation recognises the relevance of water-environment issues, flood risk, pollution of surface water and groundwater, disruption of flow paths and potential impacts on aquifers.

The Parish Council therefore expects these identified risks to be investigated thoroughly and addressed with enforceable safeguards. A detailed, site-specific hydrogeological assessment should be undertaken before

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construction begins. This should establish baseline groundwater conditions and identify all potentially affected private water supplies within the area of influence of the proposed works.

The assessment must include:

- Baseline monitoring of groundwater levels and quality before construction.
- An assessment of the potential effects of foundations, piling, excavation, temporary works and access infrastructure.
- Identification and mapping of potentially affected private boreholes and other groundwater abstractions.
- Monitoring throughout construction and for an appropriate period afterwards.
- Clear procedures for investigating and responding to any reduction in water supply or deterioration in water quality.
- A binding contingency arrangement to provide a reliable alternative water supply and remedy any damage attributable to the development.

Residents must not be left to discover that their water supply has been affected only after construction is under way. Nor should individual households be expected to bear the financial burden of investigating, resolving or living with damage caused by the scheme.

The protection of private water supplies must be demonstrated through a clear, enforceable and adequately funded commitment before any approval is considered.

7. Landscape Character and Residential Amenity

The defining characteristic of Haconby Fen is its open, expansive rural landscape. The introduction of transmission pylons approximately 50 metres high, together with conductors, access tracks and associated infrastructure, would permanently alter the character and appearance of the area.

The openness of the Fen is not incidental; it is fundamental to the landscape experienced by residents and visitors. The proposed development would introduce substantial industrial infrastructure into a setting currently characterised by open farmland, distant horizons, rural tranquillity and established patterns of agricultural land use.

The effects would not be confined to the immediate locations of individual pylons. The structures and conductors could be visible across a wider area, while construction traffic, access routes and associated works would further affect the rural setting. The Parish Council is concerned about the implications for residential amenity, including outlook, tranquillity, noise and the experience of living within an open countryside landscape.

Residents have raised concerns through the consultation process, yet there is a widespread perception that these concerns are being recorded rather than meaningfully addressed. Consultation must be more than a procedural exercise. It must demonstrate that local evidence, lived experience and the cumulative effects on the community have genuinely informed the assessment of alternatives.

The Parish Council objects to the permanent industrialisation of this rural landscape and considers that the impact on residents and the parish as a whole must be given proper weight.

8. Archaeology – Roman Settlements in Haconby Fen

The Parish Council notes that no National Grid report on the archaeology of the Haconby Fen has been provided. This is an important aspect of the Parish history and an understanding of the effect of pylon line construction is regarded as essential before any final decision on route is made. As LCC notes:

“...The Roman settlements in Haconby Fen are significant for their archaeological and historical value. The site includes a Roman-British settlement and saltern, which are visible as cropmarks and earthworks in aerial photographs. The area features small, ditched enclosures and droves of scattered group of Roman-British sites. Pottery, including Samian, crater-glass, and greyware, have been found, indicating the presence of a Roman settlement in the region. The saltern site suggests a trade in salt, which was a vital commodity in Roman times. The archaeological findings provide insights into the Roman economy and the daily life of the Roman population in the area...”.

9. Cumulative and Long-Term Impacts

The Parish Council is concerned that the effects of the proposal may be underestimated if individual issues are considered separately.

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Landscape change, ecological disturbance, construction traffic, road alterations, drainage impacts, groundwater risks and disruption to residential amenity are interconnected. Their combined effect could be substantially greater than the impact of any single element of the project.

Temporary construction works can also leave lasting consequences, including damaged drainage infrastructure, altered ground conditions, loss of hedgerows and trees, habitat fragmentation and changes to the character of the surrounding countryside.

The Parish Council therefore expects the environmental assessment to consider the complete development, its associated infrastructure, all construction phases and the cumulative consequences for the parish and surrounding area.

10. The Need to Consider an Offshore Alternative

The Parish Council strongly believes that the proposed overhead transmission line should be routed offshore using subsea infrastructure, rather than imposing the permanent visual, environmental and community impacts of a major overhead line across this sensitive rural landscape.

The offshore alternative must be properly evaluated against the proposed onshore route, including its technical feasibility, environmental implications, construction impacts, whole-life costs and effects on communities. Any comparison should be transparent and supported by robust evidence.

The Parish Council does not consider that the existence of a proposed onshore route is, in itself, sufficient justification for imposing its consequences on rural communities. A project of this scale requires a thorough and credible examination of alternatives, particularly where residents have raised substantial concerns about the environmental sensitivity of the affected area.

We call on National Grid and the relevant decision-makers to give serious consideration to an offshore subsea solution and to explain transparently why this alternative is or is not considered viable.

11. Concern over ‘Hyper-Scale Data Centres’

The Threat of Hyper-Scale AI Data Centres: The rapid, unchecked advancement of Artificial Intelligence has triggered an unprecedented crisis in the UK’s energy capacity, with data centres projected to consume up to 10% of the nation's grid electricity by 2030. Technology corporations are aggressively seeking direct connections to high-voltage transmission lines and new regional substations to power these massive server warehouses. By forcing this overhead pylon corridor onshore, National Grid is effectively laying the heavy industrial groundwork for tech giants to plug massive AI data centres directly into our local network. The peaceful rural fens of Lincolnshire should not be sacrificed and industrialised to satisfy the insatiable power demands of commercial AI infrastructure.

12. Conclusion: Formal Objection on Behalf of the Parish

The Parish Council formally objects to the proposed overhead transmission line and its associated infrastructure.

The concerns raised by residents encompass the permanent transformation of the Fenland landscape, threats to wildlife and biodiversity, potential effects on Dunsby Wood SSSI and surrounding woodland, the suitability and safety of construction access, the vulnerability of the local drainage system, the potential effects on groundwater and private boreholes, and the long-term impact on residential amenity and the character of the parish.

These concerns are serious, interconnected and fundamental to the acceptability of the proposal. They cannot be adequately addressed through assurances alone. They require robust evidence, independent scrutiny, effective safeguards and genuine consideration of alternatives.

The Parish Council calls for the proposed overhead route to be rejected and for an offshore subsea alternative to be pursued.

We further request that:

- All environmental, ecological, hydrological, archaeological, highway and residential amenity concerns raised by the parish are fully and transparently assessed.
- The cumulative effects of the entire scheme, including construction access and associated infrastructure, are properly considered.
- The potential effects on private boreholes, groundwater and existing drainage systems are investigated through detailed, site-specific assessments before any construction is authorised.

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- The protection of residents, private water supplies, wildlife, protected habitats and local infrastructure is supported by clear and enforceable commitments.
- The offshore subsea alternative is assessed fairly and transparently against the proposed onshore route.
- The concerns and objections of the parish community are given meaningful weight in the decision-making process.

The Parish Council expects National Grid and the relevant authorities to recognise that this is not simply a matter of visual preference. It is a question of whether a development of this scale, with its associated environmental, hydrological, ecological and community consequences, is appropriate for this particular landscape.

Our parish is a living rural community, not an empty corridor for major infrastructure. We strongly object to the proposed overhead route and call for an alternative that avoids imposing these lasting impacts on Haconby Fen and its residents.