HACONBY AND STAINFIELD PARISH AND SURROUNDING AREAS

FEEDBACK TO NATIONAL GRID STAGE 2 CONSULTATION

GREAT GRID UPGRADE WESTON MARSH TO EAST LEICESTERSHIRE



Final – 2 November 2026

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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.

At its Extraordinary Parish Council Meeting on 29 October 2026, the Council voted to:

"…*propose to National Grid that it routes electricity transmission on the seabed via subsea high voltage direct current cable, not via pylon lines through Lincolnshire*…".

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. It calls for the proposal to be reconsidered in its entirety and strongly advocates an offshore, subsea route as an alternative to imposing this infrastructure across our countryside.

The Parish Council wishes to make clear that it wishes residents' concerns to 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.

The Council includes the Holford Rules, appropriately highlighted.

This Parish Feedback contains the collated individual feedback from nearly 60 parishioners, and a group of residents. They provide detailed individual insights into the views, opinions and objections of the people who live, work and bring up their families in Haconby, Stainfield, Haconby Fen and surrounding areas.

They have also contributed to the material considerations relevant to this project.



A rough comparison – a pylon (50 m) against Haconby's St Andrew's Church spire (43 m approximately)

The 'Holford Rules'

Guidelines on overhead line routeing were first formulated in 1959 by Sir William later Lord, Holford, who was a part-time member of the CEGB. National Grid has reviewed these guidelines, known as the 'Holford Rules', and concluded that they have stood the test of time. National Grid therefore intends to continue to employ them as a basis of the company's approach to overhead line routeing.

Since the formulation of the original Rules, formal requirements for environmental assessment have been introduced. Whilst environmental assessment for overhead lines addresses wider topics than the visual amenity issue on which the Rules concentrate, they remain a valuable tool in the selecting and assessing potential route options as part of the environmental assessment process. The original Rules and their added notes of clarification are set out below.

GUIDELINES FOR THE ROUTEING OF NEW HIGH VOLTAGE OVERHEAD TRANSMISSION LINES

Rule 1:

Avoid altogether, if possible, the major areas of highest amenity value, by so planning the general route of the first line in the first place, even if the total mileage is somewhat increased in consequence.

Note on Rule 1

Investigate the possibility of alternative routes, avoiding if possible the areas of the highest amenity value. The consideration of alternative routes must be an integral feature of environmental statements. Areas of highest amenity value are: Areas of Outstanding Natural Beauty National Parks Heritage Coasts World Heritage Sites

Rule 2:

Avoid smaller areas of high amenity value, or scientific interests by deviation; provided that this can be done without using too many angle towers, ie the more massive structures which are used when lines change direction.

Note on Rule 2

Some areas (e.g. Site of Special Scientific Interest) may require special consideration for potential effects on ecology (e.g. to their flora and fauna). Where possible choose routes which minimise the effects on the setting of areas of architectural, historic and archaeological interest including Conservation Areas, Listed Buildings, Listed Parks and Gardens and Ancient Monuments.

Rule 3:

Other things being equal, choose the most direct line, with no sharp changes of direction and thus with fewer angle towers.

Note of Rule 3

Where possible choose inconspicuous locations for angle towers, terminal towers and sealing end compounds.

Rule 4:

Choose tree and hill backgrounds in preference to sky backgrounds wherever possible; and when the line has to cross a ridge, secure this opaque background as long as possible and cross obliquely when a dip in the ridge provides an opportunity. Where it does not, cross directly, preferably between belts of trees.

Rule 5:

Prefer moderately open valleys with woods where the apparent height of towers will be reduced, and views of the line will be broken by trees.

Note on Rules 4 & 5

Utilise background and foreground features to reduce the apparent height and domination of towers from pan viewpoints. Minimise the exposure of numbers of towers on prominent ridges and skylines. Where possible avoiding cutting extensive swathes through woodland blocks and consider opportunities for skirting edges of copses and woods. Protecting existing vegetation, including woodland and hedgerows, and safeguard visual and ecological links with the surrounding landscape.

Rule 6:

In country which is flat and sparsely planted, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concentration or 'wirescape'.

Note on Rule 6:

In all locations minimise confusing appearance. Arrange wherever practicable that parallel or closely related routes are planned with tower types, spans and conductors forming a coherent appearance; where routes need to diverge, allow where practicable sufficient separation to limit the effects on properties and features between the lines.

Rule 7:

Approach urban area through industrial zones, where they exist; and when pleasant residential and recreational land intervenes between the approach line and the substation, go carefully into the comparative costs of the undergrounding, for lines other than those of the highest voltage.

Note on Rule 7

When a line needs to pass through a development area, route it so as to minimise as far as possible the effect on development. Alignments should be chosen after consideration of effects on the amenity of existing development and on proposals for new development. When siting substations take account of the effects of the terminal towers and line connections that will need to be made and take advantage of screening features such as ground form and vegetation.

SUPPLEMENTARY NOTES

Residential Areas

Avoid routeing close to residential areas as far as possible on grounds of general amenity.

Designations of County, District and Local Value

Where possible choose routes which minimise the effect on Special Landscape Areas, areas of Great Landscape Value and other similar designations of County, District or Local value.

Alternative Tower Designs

In additional to adopting appropriate routeing, evaluate where appropriate the use of alternative tower designs now available where these would be advantageous visually, and where the extra cost can be justified.

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: Tue, 20 Oct 2026 11:01:59 +0100
Subject: Haconby resident - view on National Grid upgrade

Unfortunately we weren't able to attend the meeting in the church yesterday evening, but wanted to send through some of our comments / thoughts as we know you are consolidating a Parish Council response and would like to have our input.

We have attended both Open Sessions that National Grid has organised and we understand the national requirement for the new line heading East to West, and that its overall routing will impact us all locally.

Considering the options of the route around Haconby, we believe that the proposed route between Haconby and Dunsby will have the least overall impact on the least number of people in the Parish, while avoiding the key local environment considerations.

Undoubtedly you have a very difficult task in trying to come up with a response that acknowledges all of the villagers' views as we are sure there are very different statements being made, but wanted to include ours.

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 - 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

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.

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.

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 southernly route past Stainfield has resulted in a planned dogleg route that is the worst of all options:

· 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 safely 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 is 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 mete' 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 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: gareth.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 he profit generated through not burying the lines, will no 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.

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:

* 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

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;
* 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.

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 margines 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.

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.

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

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.

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 mains 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 it's 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.

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.

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
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.

26 Oct 2026 15:10
Re: Formal Objection to the Proposed WMEL Overhead Transmission Line

I write as a resident of Haconby, a directly affected party, and someone deeply concerned about the potential impacts of the proposed Western Lincolnshire Electricity Network (WMEL) pylon route on public health, the environment, local heritage, agriculture, and the wellbeing of communities across South Lincolnshire.

My concerns begin with the growing body of research into the health effects of exposure to extremely low-frequency electromagnetic fields (ELF-EMFs). Of particular concern are findings suggesting that magnetic fields may increase the lifetime of free radicals within the human body, potentially increasing their capacity to damage DNA. Studies have reported associations between ELF-EMF exposure and elevated risks of childhood and adult leukaemia, brain cancer, amyotrophic lateral sclerosis (ALS), and miscarriage. Given the uncertainty surrounding long-term exposure and the seriousness of these potential consequences, proposing a new high-voltage overhead transmission corridor in close proximity to rural communities across Lincolnshire is, in my view, both irresponsible and immoral.

Whilst I fully support the transition to a decarbonised energy system and recognise the importance of investment in energy infrastructure, I strongly object to this proposal because I believe the current route and infrastructure design would cause unacceptable and unnecessary harm to Lincolnshire's landscape, heritage, economy, wildlife and rural communities. Infrastructure associated with offshore energy generation should, wherever practicable, remain offshore or be undergrounded rather than imposing significant impacts on established villages and nationally important landscapes.

Impact on (my home) and Its Historic Setting

I reside at (my home), Haconby, a Grade II listed property and one of only two surviving historic threshing barns in Lincolnshire. The significance of this building to the county's heritage is unquestionable and warrants the highest level of protection.

The proposed 50-metre-high pylon line would pass inappropriately close to my property, causing substantial and irreversible harm to its historic setting and undermining the conservation principles that should be central to infrastructure planning. The visual dominance and acoustic intrusion of structures of this scale are fundamentally incompatible with the preservation of listed heritage assets.

Impact on Haconby, Stainfield and Dunsby

Beyond the direct impact on (my home), I am deeply concerned by the implications of the proposed draft Order Limits for the wider village of Haconby itself and the surrounding historic settlements of Stainfield and Dunsby. Haconby is not simply a collection of modern dwellings but a historic Lincolnshire settlement with roots stretching back over a millennium. The village formed part of the ancient Hundred of Aveland and is recorded in the Domesday Book of 1086, giving it significant historic and cultural importance. The introduction of a major overhead electricity transmission corridor on the doorstep of such a historic settlement would fundamentally alter its rural character, historic setting, and sense of place.

The impacts would not be confined to Haconby. The neighbouring villages of Stainfield and Dunsby form part of the same historic landscape and would also experience significant adverse effects.

Stainfield is home to the important heritage assets of Stainfield Hall and the historic Church of St Andrew, both of which contribute significantly to the area's character and historic significance. Dunsby retains its traditional village form and rural setting and lies close to environmentally sensitive landscapes including Dunsby Fen SSSI.

Together, these settlements form an interconnected historic landscape whose significance derives not only from individual heritage assets but from their collective relationship with the surrounding countryside. The introduction of pylons, conductors, access tracks and associated infrastructure would industrialise views across this landscape, erode tranquillity and fundamentally alter the setting of communities that have evolved over centuries.

Traffic, Infrastructure and Structural Concerns

The draft Order Limits also raise serious concerns regarding construction impacts on Haconby itself. Haconby's infrastructure is simply not capable of accommodating the volume of construction traffic likely to be generated by a project of this scale.

The village is served by a single road through its centre, along which residents frequently park due to limited off-road parking availability. Many properties front directly onto the road, leaving very little capacity to safely accommodate sustained heavy goods vehicle movements.

Increased construction traffic would inevitably result in:

- Congestion.
- Road deterioration.
- Damage to verges.
- Increased safety risks for residents, pedestrians, cyclists and horse riders.
- Reduced emergency vehicle access.
- There are also grave concerns regarding the impact of prolonged construction activity and heavy vehicle movements on the historic built environment.

Many properties within the village are older structures whose foundations were never designed to withstand prolonged vibration, heavy traffic loading and associated ground disturbance. The cumulative impact of construction activity could lead to cracking, settlement and structural deterioration, causing potentially irreversible damage to important historic buildings.

Groundwater, Springs and Flood Risk

There remains significant uncertainty regarding the hydrogeological impacts of the proposed works. Construction activities, including drilling, piling and ground investigations, have the potential to alter groundwater movements and affect the local water table.

This is of particular concern because natural springs feed the historic cart wash adjacent to Mill Barn. These springs form part of a longstanding hydrological system that has shaped the village landscape for generations.

Any disruption to groundwater flows could adversely affect local habitats and potentially alter existing drainage patterns.

Residents already experience flooding at the eastern end of Haconby during periods of heavy rainfall. It remains unclear whether sufficient assessment has been undertaken to determine how drilling and earthworks associated with the project could exacerbate existing flooding issues or affect the natural spring systems.

A full and transparent hydrogeological assessment should therefore be undertaken before any decisions are made.

Protected Species and Local Ecology

Immediately adjacent to Mill Barn lies the original historic cart wash, which is also home to an established population of great crested newts, a species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017.

Any loss, degradation or disturbance of this habitat would raise serious environmental concerns and requires detailed ecological assessment.

In addition, woodland to the north of Haconby supports at least two established bat colonies together with a parliament of barn owls.

Construction activity, habitat fragmentation, lighting, noise and electromagnetic interference may adversely affect these species, many of which depend upon dark corridors, established habitats and sensitive ecological conditions for survival.

Routing major electricity infrastructure through such sensitive habitats could have profound consequences for local biodiversity.

Impact on Dunsby Fen SSSI

The proposal also raises serious concerns regarding potential effects on Dunsby Fen Site of Special Scientific Interest (SSSI) and surrounding sensitive habitats.

This nationally important site has been designated because of its ecological significance and supports species and habitats that are increasingly vulnerable to fragmentation and disturbance.

The construction and operation of substantial energy infrastructure within the surrounding landscape risks:

- Habitat fragmentation.
- Increased noise disturbance.
- Disruption of wildlife movement corridors.
- Visual intrusion.
- Long-term ecological degradation.
- Particularly concerning is the cumulative impact of pylons, construction compounds, access routes, vegetation clearance and associated works.

The possibility of changes to groundwater flows and drainage patterns is especially troubling given the importance of water-dependent habitats within the wider landscape.

Any adverse effect on the integrity of Dunsby Fen SSSI would undermine the very purpose of its protected status and run counter to national commitments to biodiversity recovery.

Human Health and Property Impacts

I am equally concerned about the impact on residents.

The proposed route passes alarmingly close to homes and raises legitimate concerns regarding quality of life and wellbeing.

These concerns include:

- Persistent low-frequency humming and corona discharge noise.
- Stress and sleep disturbance.
- Potential long-term exposure to electromagnetic fields.
- Increased anxiety regarding potential health effects.
- Significant reductions in property values.
- Property owners should not bear the financial burden of substantial devaluation caused by infrastructure imposed upon them without consent.

Impact on Equestrian Activity

The countryside surrounding Haconby supports a thriving equestrian community.

Horses are highly sensitive animals and may be adversely affected by major changes in their environment. The introduction of large-scale transmission infrastructure has the potential to impact horse welfare, rider safety and equestrian businesses across the area.

Wider Concerns Regarding the WMEL Proposal

1. Landscape and Visual Harm

The proposed overhead line would introduce 45-50 metre pylons across some of Lincolnshire's most open and tranquil countryside.

The development would industrialise extensive areas of rural landscape and affect views towards and from the Lincolnshire Wolds.

Insufficient justification has been provided for rejecting alternative routing options, undergrounding, or offshore transmission solutions.

2. Cumulative Impact of Energy Infrastructure

Lincolnshire is already facing the cumulative impact of numerous nationally significant infrastructure projects, including:

- Eastern Green Links 2-5.
- Offshore wind cable corridors.
- Converter stations.
- Battery Energy Storage Systems.

- Solar farms.
- Synchronous condensers.

The combined impact of these developments has not been adequately addressed.

3. Agricultural and Economic Harm

The proposed route crosses some of the UK's highest-quality Grade 1 and Grade 2 agricultural land.

Potential impacts include:

- Loss of productive farmland.
- Drainage disruption.
- Restrictions on machinery access.
- Reduced agricultural productivity.
- Increased pressure on food production.

This appears inconsistent with national objectives surrounding food security and rural economic resilience.
Tourism and food production form a significant part of Lincolnshire's economy. The industrialisation of the county's rural landscape risks causing long-term damage to both sectors.

4. Transport and Social Impacts

The influx of construction traffic will place additional strain on rural roads and local services.
There are also concerns regarding workforce accommodation proposals, including the use of family-orientated holiday parks, which could impact local tourism, public services and community cohesion.

Conclusion

For all of these reasons, I urge you in the strongest possible terms to reconsider the current routing of the WMEL proposal and to reject any overhead transmission infrastructure in proximity to Haconby.

Particular protection should be afforded to Mill Barn and its historic setting, the village of Haconby as a whole, the protected great crested newt habitat, local bat colonies, barn owl populations, the Dunsby Fen SSSI, productive agricultural land, equestrian activities, and the peaceful enjoyment of residents' homes.

I am deeply concerned not only about the impact on Haconby itself, but also on the wider network of historic rural communities that surround it, most notably Stainfield and Dunsby. These villages share the same agricultural landscape, historic character, environmental sensitivities and constrained rural road infrastructure that would be affected by the proposal. The cumulative impact across these interconnected communities has not, in my view, been adequately recognised or assessed.

Together, Haconby, Stainfield and Dunsby represent an important part of Lincolnshire's heritage. Their significance lies not only in individual heritage assets such as Mill Barn, Stainfield Hall and the Church of St Andrew, but also in the wider landscape setting that has connected these settlements for centuries. The industrialisation of this landscape through a new overhead transmission corridor would fundamentally alter its character for generations. Lincolnshire has already shouldered a disproportionate burden of nationally significant energy infrastructure. The continued industrialisation of its countryside through overhead transmission lines is unnecessary when offshore and underground alternatives exist. The long-term environmental, heritage, health, social and economic costs to communities including Haconby, Stainfield and Dunsby far outweigh any short-term cost savings achieved through the current proposal.

The interests of these communities, their residents and future generations should not be sacrificed when less harmful alternatives remain available. I therefore respectfully request that National Grid and the Planning Inspectorate give full weight to these concerns, reconsider the proposed route and prioritise offshore and underground solutions that avoid the irreversible harm that this scheme would cause to Lincolnshire's villages, landscapes, wildlife, heritage assets and communities.

Mon, 26 Oct 2026 15:11

I am writing as a 17-year-old resident of Haconby and as someone who has grown up in the South Lincolnshire countryside that this proposal would directly affect. Although I fully support the UK's transition to cleaner energy and recognise the importance of investing in new energy infrastructure, I strongly object to the proposed Western Lincolnshire Electricity Network (WMEL) pylon route.

My concerns are not based on opposition to renewable energy itself. Instead, they relate to the route that has been chosen and the significant impact it could have on our villages, landscapes, wildlife, heritage, agriculture and the wellbeing of local people. As a young person who hopes to continue living and working in Lincolnshire in the future, I find it deeply worrying that the long-term consequences for communities like mine appear to have been given insufficient weight.

One of my greatest concerns relates to potential health impacts. There is ongoing scientific research into the effects of exposure to extremely low-frequency electromagnetic fields (ELF-EMFs), and while some uncertainty remains, studies have suggested possible links with conditions including certain forms of cancer, neurological diseases and other health problems. Research has also explored whether electromagnetic fields may increase the lifespan of free radicals within the body, potentially increasing their ability to damage DNA. Given these uncertainties, I believe it is reasonable to apply a precautionary approach, particularly when proposing infrastructure that could affect people living nearby for generations.

I am also concerned about the impact on (my home) in Haconby, one of only two surviving historic threshing barns in Lincolnshire and a Grade II listed building of considerable significance. The proposal would place large-scale transmission infrastructure uncomfortably close to an important heritage asset, potentially causing serious harm to its setting. Buildings such as (my home) are an irreplaceable part of Lincolnshire's history, and once their surroundings have been altered, that damage cannot simply be undone.

More broadly, I am concerned about the effect on Haconby itself and neighbouring villages such as Stainfield and Dunsby. These are not anonymous rural settlements; they are historic communities with deep roots in Lincolnshire's history. Haconby is recorded in the Domesday Book and formed part of the ancient Hundred of Aveland. Stainfield and Dunsby also contain important heritage assets and contribute to the distinctive character of this area.

What makes these villages special is not simply the individual buildings within them, but the wider landscape that connects them. The countryside between these settlements has remained predominantly agricultural and peaceful for centuries. Introducing a corridor of 50-metre pylons, overhead conductors, access tracks and associated infrastructure would fundamentally change the character of this landscape and replace open rural views with industrial infrastructure on a scale never previously experienced here.

I am particularly concerned about the practical impact on Haconby during construction. The village is served by a single road, much of which is already constrained by on-street parking and properties located very close to the carriageway. It is difficult to see how this road network could safely accommodate the large volume of construction traffic likely to be associated with a project of this scale.

Residents could face increased congestion, deterioration of road surfaces, damage to verges, greater risks to pedestrians, cyclists and horse riders, and reduced access for emergency services. There are also concerns about the effect that prolonged heavy vehicle movements and construction-related vibration could have on older properties within the village, many of which were never designed to withstand such pressures.

Environmental concerns are equally significant. Close to (my home) is the historic cart wash, which supports a population of great crested newts, a legally protected species. Woodlands near Haconby are home to bat colonies and barn owls, species that rely on relatively undisturbed habitats. The construction and operation of major energy infrastructure could result in habitat disruption, increased noise and lighting, and the fragmentation of ecological corridors that currently support local wildlife.

The proposal also raises concerns regarding Dunsby Fen Site of Special Scientific Interest. This nationally important site supports sensitive habitats and species that depend on stable environmental conditions. Potential impacts from construction activity, landscape alteration and possible changes to groundwater systems require particularly careful consideration.

Water and flooding are also important issues for local residents. Natural springs feed the historic cart wash near (my home) and form part of a long-established hydrological system. There are already areas of Haconby that experience flooding during periods of heavy rainfall. It remains unclear whether the full implications of drilling, piling and other groundworks on groundwater movement, drainage patterns and local flood risk have been adequately assessed.

As someone who has grown up in this area, I am also concerned about the effect that the proposal could have on people's quality of life. Residents would potentially face the visual dominance of large pylons, operational noise, concerns regarding electromagnetic fields and the possibility of substantial reductions in property values. Whether or not all of these impacts can be quantified, they are genuine concerns for the people who live here.

The surrounding countryside also supports a strong equestrian community. Horses can be sensitive to major changes in their environment, and the introduction of large-scale transmission infrastructure could affect rider safety, horse welfare and local equestrian businesses.

Beyond the local impacts, I believe there are wider questions that remain unanswered. Lincolnshire is already accommodating a significant amount of nationally important energy infrastructure, including offshore wind connections, battery storage facilities, converter stations, solar developments and other major projects. The cumulative impact of these developments on the county's landscapes and communities deserves far greater consideration than it has currently received.

I am also concerned about the impact on agriculture. The proposed route crosses some of the country's best-quality agricultural land. Productive farmland is essential for food security and forms a significant part of Lincolnshire's economy and identity. Any loss of productivity, disruption to drainage systems or restrictions on farming operations should not be dismissed lightly.

My generation is repeatedly told about the importance of protecting the environment, safeguarding biodiversity and preserving heritage for future generations. Yet this proposal appears to place all three at risk when alternative approaches, including offshore and underground solutions, are available. While such alternatives may involve higher short-term costs, they would avoid many of the long-term environmental, social and heritage impacts associated with a large overhead transmission route.

For all of these reasons, I respectfully urge National Grid and the Planning Inspectorate to reconsider the current WMEL proposal. Greater weight should be given to the protection of Haconby, Stainfield and Dunsby; to important heritage assets such as Mill Barn; to protected wildlife and sensitive habitats; to agricultural land; and to the wellbeing of the people who call this area home.

As a young resident, I care deeply about the future of my village and the surrounding countryside. Decisions made today will shape this landscape for decades to come. I therefore ask that all less harmful alternatives are fully explored before irreversible damage is inflicted on communities whose history, environment and character have developed over many centuries.

Mon, 26 Oct 2026 15:22:00

I am writing as a 15-year-old resident of Haconby who lives (in Haconby), and I would like to object to the proposed Western Lincolnshire Electricity Network (WMEL) pylon route.

I understand that the country needs better energy infrastructure and that renewable energy is important if we are going to tackle climate change. As someone from a younger generation who will have to live with the effects of climate change, I support efforts to create a cleaner energy system. However, I do not believe this proposal is the right solution, and I am deeply concerned about the impact it could have on my village, the surrounding countryside and the people who live here.

Having grown up in Haconby, I value the peace, beauty and history of the area. The proposal would introduce huge pylons, around 50 metres tall, into a landscape that has remained largely unchanged for generations. I find it difficult to understand why such a damaging route has been proposed when alternatives such as underground cables or offshore solutions could potentially reduce the impact on local communities.

One of my biggest concerns is the possible impact on people's health. While scientists continue to research the effects of exposure to electromagnetic fields, some studies have suggested links with serious illnesses, including certain cancers and neurological conditions. There is also research into whether electromagnetic fields can affect free radicals in the body and potentially increase damage to cells. I appreciate that there is still uncertainty, but I believe that uncertainty itself should be a reason to be cautious. It does not seem right to place major transmission infrastructure close to people's homes when questions about long-term impacts remain unanswered.

I am especially concerned about the effect on (my home) … a Grade II listed building and one of only two surviving historic threshing barns in Lincolnshire. It represents an important part of the county's history and agricultural heritage.

Living at (my home) has given me a real appreciation of the past. The building has stood here for generations, and it seems wrong that its historic setting could be permanently altered by large pylons and overhead cables. Once the setting of a heritage asset is damaged, it cannot easily be restored.

My concerns are not only about (my home). They extend to the whole village of Haconby and nearby villages such as Stainfield and Dunsby.

Haconby is a village with a long history, dating back over a thousand years and recorded in the Domesday Book. Stainfield and Dunsby also contain important historic buildings and landscapes. What makes these places special is not only the buildings themselves but also the open countryside that links them together.

The proposed pylon route would dramatically change views across the area and could turn a peaceful rural landscape into something that feels far more industrial. I worry that future generations will lose an important part of Lincolnshire's character because of decisions being made today.

I am also concerned about the impact of construction traffic on Haconby. The village is accessed by a single road that is already narrow in places and often has vehicles parked along it. Large construction vehicles travelling through the village could create congestion, damage roads and verges, and make it less safe for residents, cyclists, walkers and horse riders.

Many houses in the village are older buildings that were not designed to cope with continuous heavy vehicle movements or vibration. I worry that construction work could damage historic properties that have stood for centuries.

The natural environment around Haconby is another reason why I am concerned. Near Mill Barn is the historic cart wash, which is home to great crested newts, a protected species. Woodlands nearby support bat colonies and barn owls that depend on suitable habitats and dark skies.

As someone who enjoys the countryside and wildlife around our village, I would be very disappointed to see habitats disturbed or damaged. Once wildlife populations decline, it can take many years for them to recover.
I am also worried about the impact on Dunsby Fen Site of Special Scientific Interest. This important habitat supports species that rely on stable environmental conditions. Any changes caused by construction, increased disturbance or impacts on local water systems could have serious consequences.

Water and flooding are further concerns. Natural springs feed the historic cart wash beside Mill Barn, and parts of Haconby already experience flooding after periods of heavy rain. I am not convinced enough information has been provided about how drilling, piling and other construction activities could affect groundwater, drainage and flood risk.

The proposal could also affect the quality of life of local residents. Living close to large pylons could mean the loss of peaceful views, concerns about noise and worries about potential health impacts. Even if not everyone agrees on the scale of these risks, they should not simply be dismissed because they are genuine concerns for many people in the community.

The countryside around Haconby also supports many equestrians. Horses can be sensitive to changes in their surroundings, and riders may be affected by increased traffic, construction activity and major new infrastructure crossing traditional riding routes.

I am particularly concerned about the cumulative impact of all the energy projects being proposed across Lincolnshire. Our county is already being asked to accommodate converter stations, battery storage facilities, offshore wind connections, solar farms and other major infrastructure projects. While each project may be considered individually, the combined effect on local communities, landscapes and wildlife appears to be overlooked.

There are also important concerns about agriculture. Lincolnshire is known for producing food, and the proposed route crosses productive farmland. Protecting high-quality agricultural land should be a priority, particularly at a time when food security is becoming increasingly important.

As a young person, I am often encouraged to care about the environment, protect wildlife and preserve our heritage. That is exactly why I feel compelled to object to this proposal. I believe we can achieve our climate and energy goals without causing unnecessary harm to places like Haconby, Stainfield and Dunsby.

The decisions made now will affect my generation and those that follow. If this development goes ahead in its current form, the changes to our landscape could last for many decades. That is why I believe every possible alternative should be fully explored before such a significant and irreversible decision is made.

I respectfully ask National Grid and the Planning Inspectorate to reconsider the current WMEL route, to give greater protection to villages such as Haconby, Stainfield and Dunsby, and to fully examine less harmful alternatives, including underground and offshore solutions.

I care deeply about where I live. Haconby is more than just a location on a map. It is my home, part of my history, and a place that I hope future generations will be able to enjoy in the same way that I have. I hope that these concerns will be given serious consideration before any final decisions are made.

Date: Mon, 26 Oct 2026 18:20:05 +0000
Subject: Objection to the proposed Western Lincolnshire Electricity Network (WMEL) pylon route.

I am writing to object to the proposed Western Lincolnshire Electricity Network (WMEL) pylon route.

I am now 80 years old and, although I do not live in Haconby myself, I am a regular visitor to the village and have been for many years. During that time, I have come to know and appreciate not only Haconby itself but also the wider landscape and neighbouring villages of Stainfield and Dunsby. These are special places that represent an important part of Lincolnshire's rural heritage, and I am deeply concerned about the impact that this proposal could have upon them.

Throughout my lifetime I have seen many changes to the countryside. Some have been necessary and beneficial. Others have resulted in the gradual loss of the character, tranquillity and distinctiveness that make rural communities unique. In my view, this proposal risks causing exactly that kind of loss on a significant and irreversible scale.

I fully support the need to improve our national energy infrastructure and recognise the importance of moving towards cleaner sources of energy. However, I do not believe that this should come at the expense of historic villages, productive farmland, important wildlife habitats and cherished landscapes when less damaging alternatives may be available.

One of my concerns relates to the possible health implications associated with long-term exposure to electromagnetic fields. While I appreciate that scientific opinion continues to develop in this area, studies have suggested potential links between exposure to extremely low-frequency electromagnetic fields and a number of serious health conditions. Given the uncertainty that still exists, I find it difficult to understand why major overhead transmission infrastructure should be placed so close to people's homes and communities if alternative solutions can be explored.

I am particularly concerned about the effect on Mill Barn, one of only two surviving historic threshing barns in Lincolnshire. Buildings such as this form an important connection with our agricultural history and should be protected not only as structures but also within their wider landscape setting.

The proposed pylons would introduce large industrial structures into a historic rural environment where they would be entirely out of keeping with the surroundings. Once the setting of such an important heritage asset is damaged, it can never truly be restored.

My concerns extend beyond Mill Barn to the village of Haconby as a whole and to neighbouring settlements such as Stainfield and Dunsby.

Haconby is an ancient settlement with roots stretching back centuries and a history that can be traced to the Domesday Book. Stainfield and Dunsby also possess historic buildings, attractive countryside and a strong sense of identity. What makes these villages remarkable is not solely their individual heritage assets but the wider landscape that links them together.

The countryside between these settlements remains largely open, peaceful and agricultural. It provides a setting that has changed remarkably little over generations. The introduction of a corridor of 50-metre-high pylons would permanently alter views across this landscape and introduce an industrial character into an area valued precisely because it remains rural.

I am also concerned about the practical impact of construction activity on Haconby. Even as a visitor it is apparent that the village is served by a relatively narrow and constrained road network. Significant construction traffic would place considerable pressure on local roads and could lead to congestion, road damage, safety concerns and disruption for residents.

Furthermore, many buildings within the village are older properties that may be vulnerable to prolonged vibration and disturbance from heavy construction traffic. Historic buildings have survived for centuries and deserve careful consideration before being exposed to potentially damaging impacts.

The effect on wildlife is another major concern. The area around Haconby supports a variety of species, including protected great crested newts, bats and barn owls. Over the years I have enjoyed seeing this wildlife during my visits, and it would be deeply disappointing if important habitats were lost or degraded as a result of this development.

Particularly concerning is the potential impact on Dunsby Fen Site of Special Scientific Interest. Such sites are protected for good reason. They represent habitats that have become increasingly rare and require careful management if they are to survive for future generations.

I am also concerned about the possible impact on local groundwater systems and flood risk. Natural springs and drainage patterns often develop over centuries, and it is essential that their importance is properly understood before extensive drilling, piling and earthworks are undertaken. Existing flooding issues within parts of Haconby only add to these concerns and strengthen the case for a thorough assessment.

As someone who values the countryside, I am saddened by the possibility that the peace and beauty of this area could be diminished. The presence of large pylons, associated infrastructure and construction compounds would inevitably alter how residents and visitors experience the landscape. Once such changes have taken place, they are likely to remain for many decades.

I am also mindful of the wider burden already being placed on Lincolnshire. The county is increasingly being asked to accommodate large-scale energy infrastructure projects, including transmission connections, converter stations, battery storage facilities and solar developments. While each proposal may be considered separately, local communities inevitably experience the cumulative effect.

Agriculture should not be overlooked either. The route affects highly productive farmland that contributes significantly to food production and the rural economy. At a time when food security is becoming increasingly important, the loss or disruption of agricultural land should be avoided wherever possible.

Above all, I believe we have a responsibility to protect the heritage, landscapes and wildlife that we have inherited and to pass them on to future generations in as good a condition as possible. At the age of 80, I have had the privilege of seeing these villages and landscapes for many years. My concern is that future generations may not have the opportunity to enjoy them in the same way if developments such as this proceed without sufficient regard for their long-term consequences.

For these reasons, I respectfully urge National Grid and the Planning Inspectorate to reconsider the current WMEL route and to give greater consideration to alternatives, including underground and offshore solutions.

The villages of Haconby, Stainfield and Dunsby, together with important heritage assets such as Mill Barn, protected wildlife habitats, productive farmland and the wider historic landscape, deserve the highest level of protection. The long-term environmental, heritage and social costs of this proposal appear to me to outweigh any short-term financial benefits that may be achieved by the current route.

I therefore respectfully ask that my concerns be fully considered and that every effort is made to find a solution that meets the country's energy needs without causing unnecessary and irreversible harm to these valued Lincolnshire communities.

On Mon, 26 Oct 2026 18:27:59 +0000

I am writing to object to the proposed Western Lincolnshire Electricity Network (WMEL) pylon route.

I am 79 years old and a regular visitor to Haconby, a village that has become very dear to me over many years. Although I am not a resident, I spend a great deal of time there and have developed a deep appreciation for the village, its people, its history and the beautiful countryside that surrounds it. It is because of that connection that I feel compelled to express my concerns about the impact this proposal could have on Haconby and the neighbouring villages of Stainfield and Dunsby.

Over the course of my lifetime, I have witnessed enormous changes to both the countryside and the communities within it. Some change is inevitable and often beneficial, but I have also seen many rural areas lose the very qualities that once made them special. In my view, the WMEL proposal risks causing lasting and unnecessary harm to one of Lincolnshire's most treasured historic landscapes.

I fully support the move towards renewable energy and understand the need to invest in new infrastructure to secure our energy future. However, I do not believe that this should be achieved at the expense of historic villages, productive farmland, important wildlife habitats and the wellbeing of local communities, particularly when alternative solutions may be available.

One of my concerns relates to the ongoing uncertainty surrounding the potential health effects of long-term exposure to electromagnetic fields. While I appreciate that research is continuing, studies have suggested possible associations between extremely low-frequency electromagnetic fields and a number of serious health conditions. As someone who has lived long enough to see attitudes towards health risks evolve over time, I believe it is sensible to proceed with caution where uncertainties remain, especially when infrastructure is proposed so close to homes and communities.

I am particularly concerned about the effect on Mill Barn, one of only two surviving historic threshing barns in Lincolnshire. It is a remarkable building that represents an important part of the county's agricultural heritage. Historic buildings are not valuable solely because of the structures themselves. Their significance is also tied to the landscapes that surround them. The sight of large transmission pylons dominating the setting of such an important heritage asset would, in my opinion, cause considerable and irreversible harm. Once a historic setting has been lost, it cannot simply be recreated.

More broadly, my concerns extend to Haconby itself, together with the neighbouring villages of Stainfield and Dunsby.

Haconby is an ancient settlement with origins stretching back many centuries. It is recorded in the Domesday Book and forms part of Lincolnshire's rich historical story. Stainfield and Dunsby are equally important elements of this rural landscape, containing historic buildings, attractive countryside and strong local identities.

What makes these communities so special is the relationship between the villages and the countryside around them. The open agricultural landscape creates a sense of continuity with the past that is increasingly rare. The introduction of 50-metre-high pylons, overhead conductors and associated infrastructure would fundamentally alter this character and introduce an industrial presence into a landscape valued for its tranquillity and beauty.
I am also concerned about the impact of construction traffic on Haconby. Even as a visitor, it is clear that the village's roads are not designed to accommodate the level of heavy vehicle movements likely to be generated by a project of this scale.

Construction traffic could lead to congestion, road damage and increased safety risks for residents, cyclists, walkers and horse riders. In addition, many of the older properties within the village could be vulnerable to prolonged vibration and disturbance from repeated heavy vehicle movements. These historic buildings have survived for generations and deserve to be protected.

The natural environment is another area of concern. One of the delights of visiting Haconby is the opportunity to enjoy its wildlife and peaceful surroundings. The area supports protected species, including great crested newts, bats and barn owls, all of which depend upon suitable habitats and a relatively undisturbed environment.
I am particularly concerned about the potential impact on Dunsby Fen Site of Special Scientific Interest. Places such as this are protected because they are nationally important and increasingly rare. Any risk to these sensitive habitats should be approached with the utmost caution.

The possibility of impacts on groundwater, natural springs and local flood risk also troubles me. Natural drainage systems often develop over centuries and are not easily replaced if damaged. Given that parts of Haconby already experience flooding during periods of heavy rainfall, I believe it is essential that any potential impacts are fully understood before decisions are made.

As someone who enjoys visiting the area, I am saddened by the thought that its peace and character could be diminished. The introduction of major electricity infrastructure would inevitably change how residents and visitors experience this landscape. Views that have remained largely unchanged for generations would be transformed, and much of the tranquillity that defines the area could be lost.

I am also conscious of the growing burden being placed upon Lincolnshire through multiple energy infrastructure projects. The county is already being asked to accommodate converter stations, battery storage facilities, solar developments and offshore wind connections. While each project may be considered separately, the cumulative impact on local communities, landscapes and wildlife must not be ignored.

Agriculture should also be given proper consideration. Lincolnshire's farmland is among the most productive in the country and plays a vital role in food production. Protecting high-quality agricultural land should remain a national priority, particularly in an increasingly uncertain world.

At my age, I find myself reflecting more often on the legacy we leave behind. We are temporary custodians of the places we cherish, and I believe we have a responsibility to pass them on in good condition to future generations. Haconby, Stainfield and Dunsby represent a landscape that has evolved over centuries. Once fundamentally altered, it cannot be returned to its former state.

For these reasons, I respectfully ask National Grid and the Planning Inspectorate to reconsider the current WMEL route and to give serious consideration to alternatives, including underground and offshore solutions.
The villages of Haconby, Stainfield and Dunsby, together with important heritage assets such as Mill Barn, valuable wildlife habitats, productive farmland and the wider historic landscape, deserve the highest level of protection. In my opinion, the environmental, heritage and social costs of the current proposal outweigh the benefits that may be achieved through this route.

I therefore urge you to ensure that these concerns are given full and careful consideration before any final decision is reached. Future generations deserve the opportunity to enjoy and value this part of Lincolnshire in the same way that so many of us have been fortunate enough to do.

Date: Mon, 26 Oct 2026 at 20:14
Subject: Objection to WMEL

I am writing to object to National Grid's current proposals for the Weston Marsh to East Leicestershire project (WMEL). I understand the need for a reliable electricity network however I do not believe that the current proposals are acceptable for our rural area of Lincolnshire.

The reasons for my objection are as follows:

It would appear that WMEL is being considered as an individual project rather than as a part of the enormous energy infrastructure now proposed across Lincolnshire. National Grid should fully assess and illustrate the cumulative impact of ALL developments across our county.

I am concerned about the fragmented way major energy infrastructure is being planned. Currently projects are consulted on individually often at different stages by different developers making it extremely difficult for residents to the full impact of the entire network plans across Lincolnshire. The public should be given a full detailed plan of the infrastructure in its entirety. I feel these projects are being presented individually to hide the full extent of all such proposals including how they link together.

I do not believe that the consultation gives us a sufficiently clear explanation of why WMEL is required and what problems it is intended to solve. National Grid should publish a clear explanation of the network need, the capacity required and all alternatives to enable the public to scrutinise justification for this project.

I am concerned that WMEL is presented as running from Weston Marsh while important associated infrastructure at Weston Marsh is being progressed through other projects and consenting processes. Communities should be able to understand all the infrastructure necessary for WMEL to operate, who is responsible for consenting it and whether those elements are themselves certain to proceed.

I do not believe that National Grid has demonstrated clearly why this particular overhead line is preferable to reasonable alternatives. The assessment should include underground where appropriate, off shore or subsea reinforcement, alternative routes, upgrading existing infrastructure, greater use of existing corridors and other network solutions. Cost should not be considered in isolation from landscape, environmental, agricultural and community impacts over the lifetime of the infrastructure.

Where several electricity projects affect the same area, National Grid and other developers should be required to investigate shared corridors and coordinated construction. Communities should not face repeated disruption because projects have been planned independently. Where underground infrastructure is suitable a 'dig once' approach should be considered.

I am particularly concerned about the permanent and temporary loss of productive agricultural land caused by pylons, substations, access routes and construction compounds. Lincolnshire is one of the country's most important food producing counties. Agricultural land should be treated as a strategic national resource and unnecessary loss and fragmentation should be avoided at all costs. Agricultural land is continually under threat due to ever increasing building as towns, cities and villages expand. It is more important than ever that we are able to

maintain as much agricultural land as possible to enable us to optimise food production and therefore lessen the environmental impacts of food importation.

I am particularly concerned where WMEL affects Best and Most Versatile agricultural land, including Grades 1, 2 and 3a. National Grid should use routes that do not impact on our most highly productive agricultural land.
I am concerned about the proposed scale and location of the WMEL-A substation near Weston Marsh. A development of this size would create a substantial and permanent industrial feature in a predominantly rural agricultural landscape. This location is not suitable for the geographical area.

The proposed pylons, overhead lines and substations would industrialise parts of Lincolnshire's open rural landscape. Their height and extent mean that landscaping can not in any way screen them from view. The permanent change to our rural landscape character is not acceptable.

I am deeply concerned about the effect of the infrastructure on people living close to the route. This includes visual impact, wildlife, construction traffic, construction noise, lighting, dust and the effects of living in close proximity to pylons, overhead lines and substations.

Many of the roads in rural Lincolnshire are narrow rural roads which were not designed for continuous use by heavy construction traffic. I am deeply concerned about road safety, damage to the highways and verges, congestion, noise and access for residents, agricultural workers and most concerningly emergency vehicles. The area is not acceptable with no major access roads for construction traffic.

I am concerned about the number, size and location of temporary construction compounds and working areas required for WMEL. Whilst these are described as temporary the given time frame for construction is several years. Many parts of Lincolnshire are vulnerable to flooding and depend upon complex drainage systems. I am concerned about the effect of the building of access roads, substations and working compounds on surface water, drainage and flood risk. In the immediate vicinity of our home in Haconby we have two particular areas - Pointon and Elsthorpe villages are both prone to flooding. The proposed pylons would pass directly along the ridge above Elsthorpe and I am concerned that the impact of the building and developments would exacerbate this flooding. This flooding already provides difficulties for the existing diary farm located there as well as an access route for many people travelling to school and work. Likewise Pointon and neighbouring villages have had several floods over the past few years which I fear could also be exacerbated by building works.

I am extremely concerned about the cumulative effect of WMEL on wildlife, habitats and ecology. We have local areas of SSI and an abundance of wildlife. These are far too precious to be compromised by construction work. We have the medieval wood of Dunsby that is an area of SSI which is literally just metres away from the construction site. At a local meeting I asked what would be done to protect this woodland and its wildlife and was told nothing as it would be outside your jurisdiction (literally by metres). We are very blessed to have such diverse and rich wildlife in our area and they cannot ethically be compromised by construction work.

Lincolnshire has an extensive archaeological and historic landscape. I am concerned about the disturbance of our heritage assets. There are many sites of archaeological interest in the locality and these areas should be avoided at all costs.

I am concerned about the effect construction would have on public footpaths, bridleways and other rights of way. These are valuable assets to the community and allow us to enjoy the countryside around the area in which we live. In our village of Haconby we have four public footpaths that head northwards all of which would be cut off by construction work. This is absolutely unacceptable- we have chosen our houses and our village for our peaceful and rural location to allow us and our dogs enjoy the freedom that the countryside provides.

I do not find compulsory acquisition powers acceptable. Farmers and landowners are currently facing taxing times with many obstacles to making their businesses profitable. They can not bear yet another obstacle with the loss of their land.

I am particularly concerned about the impacts on our beautiful rural village of Haconby. We live in a lovely community with beautiful countryside around us. We enjoy peace, tranquility and access to the surrounding rural areas where we can walk, relax and enjoy our surroundings. For us this has been a personal choice to live in such an environment. We do not wish this beautiful area to be impacted by such a large scale project. I have concerns about the many access roads that head northwards from our village to the power lines. Our cottage has no front garden, neither does the pub next door, and we literally have the pavement to separate us from the road. Our house was built in the early 19th century, next door was built at the start of the 17th century. The foundations of our homes built several hundred years ago were not designed to withstand continuous HGV traffic. I would personally hold National Grid liable for any damage to my home. Again as our house is so old, it doesn't have a driveway, this means our vehicles are parked on the road outside our home. The road is narrow at the best of times but with

homeowners vehicles parked along the road there is not sufficient room for HGVs to pass through. I have concerns for the children and pets in the vicinity and their safety with all the construction traffic. Without a doubt this project would make selling our properties difficult and would devalue them. This is not acceptable, we have worked hard to purchase our home and cannot see that it is acceptable that this project be allowed to go ahead. I consider that the power line is far too close to the village, I cannot see why it is necessary for it to be just a couple of hundred metres from our village. I have done extensive research on the impacts of EMFs (trying to find non biased reports) and the general consensus is that it is not recommended to live within 600 metres of a power line. For that reason the location is not acceptable.

I ask National Grid to reconsider the current proposals. The impacts to the community, our villages and homes, local agricultural, our wildlife and our landscape are totally unacceptable.

Date: Mon, 26 Oct 2026 20:43:26 +0000
Subject: Objection to WMEL

I am writing to object to National Grid's current proposals for the Weston Marsh to East Leicestershire project (WMEL). I understand the need for a reliable electricity network however I do not believe that the current proposals are acceptable for our rural area of Lincolnshire.

The reasons for my objection are as follows:

It would appear that WMEL is being considered as an individual project rather than as a part of the enormous energy infrastructure now proposed across Lincolnshire. National Grid should fully assess and illustrate the cumulative impact of ALL developments across our county.

I am concerned about the fragmented way major energy infrastructure is being planned. Currently projects are consulted on individually often at different stages by different developers making it extremely difficult for residents to the full impact of the entire network plans across Lincolnshire. The public should be given a full detailed plan of the infrastructure in its entirety. I feel these projects are being presented individually to hide the full extent of all such proposals including how they link together.

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I ask National Grid to reconsider the current proposals. The impacts to the community, our villages and homes, local agricultural, our wildlife and our landscape are totally unacceptable.

Date: Thu, 29 Oct 2026 19:53:05 +0000
Subject: Proposed route through Haconby Bourne

National Grid WMEL Team,

I am writing in response to the Weston Marsh to East Leicestershire Stage 2 consultation regarding the proposed installation of 400kV pylons and associated compounds and access roads in close proximity to Mill cottages

I wish to formally express my deep concern about the significant environmental, ecological and community impact this development would have on the area.

Firstly, the parcel of land between Mill Cottages and Haconby village is a thriving habitat for a wide range of wildlife. Deer, badgers, rabbits, hares, amphibians and an abundance of bats at dusk all rely on this environment. The introduction of large-scale pylons and associated infrastructure risks severe disruption to these species and the delicate ecological balance that currently exists.

Secondly, the footpaths running through this area are in constant use by local residents and walkers from surrounding villages. They provide an important recreational space, allowing people to enjoy the countryside and supporting both physical and mental wellbeing.

Infrastructure of this scale would fundamentally alter the character and enjoyment of these routes.

The far-reaching views across these fields are widely regarded as some of the most beautiful and unspoilt in the area. The open landscape surrounding Haconby is one of its defining features and is valued by both residents and visitors alike. The proposed pylons would cause significant and lasting harm to these views and the character of the local countryside.

From my family's personal perspective, a substantial part of what makes Mill Cottages such a special place to live is its idyllic rural setting. The uninterrupted views and peaceful surroundings are integral to our home and quality of life. The construction of large these pylons in such close proximity would irrevocably change this setting and, in our view, completely destroy the landscape character that attracted us to the property in the first place.

Furthermore, the proposed storage compound shown on the interactive consultation map to the south-west of our property would compound this impact considerably. The cumulative effect of both the pylons and the construction compound would be devastating to the visual amenity of our home and the surrounding area.

Having consulted with local estate agents, it is my understanding that a development of this nature would have a significant detrimental impact on the value and marketability of my property. Whilst many properties within the wider area may be affected to some degree, I believe Mill Cottages would experience a disproportionately severe impact due to its close proximity to the proposed pylons and the compound, together with the loss of the rural outlook that is one of the property's defining characteristics. The setting of the property is a key element of its appeal and value, and the proposed infrastructure would fundamentally alter that setting for the worse.

I would also ask National Grid to give particular consideration to the cumulative impact on residents whose homes are located immediately adjacent to the proposed route. In the case of Mill Cottages, the combination of visual intrusion, disruption to the surrounding landscape, the loss of valued views, potential impacts on wildlife and public enjoyment of the area, together with the effect on property value, would represent an exceptional and disproportionate burden on a single household.

I respectfully urge National Grid to reconsider the placement of these pylons and associated infrastructure and to explore alternative routes that would minimise the impact on local residents and wildlife , notably South of Haconby where this development would have much less impact on any communities , the format of the land lends itself and aligns with the route

Please accept this as a formal objection to the current route proposal through Haconby.

Date: Sun, 1 Nov 2026 19:05
Subject: FORMAL OBJECTION TO PROPOSED WESTON MARSH TO EAST LEICESTERSHIRE PYLON DEVELOPMENT, AS PART OF THE GREAT GRID UPDATE

1. I am writing to formally object to the proposed overhead electricity transmission infrastructure and associated works affecting my local area of Haconby, Stainfield, Morton and Dusby.

2. I fully recognise the need to strengthen the UK's energy network and support the transition to renewable energy. However, having considered the proposal and its likely consequences, I believe the current scheme would cause significant and unnecessary harm to the countryside, local ecology, agricultural land and rural communities. Alternatives which could substantially reduce these impacts do not appear to have been adequately explored. I have heard in discussion that the overground pylons are the cheapest way of transmitting energy, however I have not seen any report that details the ecological costs, and why financial gain is appropriate at the expense of natural habit, especially when this is of several protected species.

FAILURE TO PROPERLY CONSIDER ALTERNATIVE ROUTES

3. One of my principal concerns is that insufficient consideration appears to have been given to offshore transmission routes. Given that much of the electricity being transmitted originates from offshore wind generation, it seems both logical and sensible to maximise the use of undersea cabling wherever possible. By doing so, the need for extensive corridors of pylons across the countryside could be significantly reduced.

4. I do not believe the ecological, environmental and social costs of bringing this infrastructure inland have been adequately justified when less intrusive alternatives are available.

ECOLOGICAL AND BIODIVERSITY CONCERNS

5. I am deeply concerned about the potential impact on wildlife and habitats. The route will affect habitats relied upon by a range of PROTECTED species, will affect ancient woodland, and areas that have been rewilded to support biodiversity.

6. The area supports a variety of wildlife, including bats, badgers, red kites and falcons. These species depend upon the habitats that will be affected by both construction and ongoing maintenance activities. I will be submitting a freedom of information request to understand all of the ecological reports associated with this proposal, and how each is intended to be mitigated.

Bats

7. I am extremely concerned about the potential impact of the proposal on bats and their habitats. All bat species in the United Kingdom are protected due to historic population declines caused by habitat loss, agricultural intensification, loss of roosting sites, changing land management practices and disturbance from human activity.

8. Despite ongoing conservation efforts, many bat species continue to face significant pressures. Bats have particularly low reproductive rates, with most species producing only one pup each year. As a result, populations can take many years to recover from losses, making them especially vulnerable to disturbance and habitat degradation.

9. Bats play an essential role within the ecosystem, helping to regulate insect populations and acting as indicators of the overall health of the natural environment. Their continued protection reflects both their ecological importance and the challenges they continue to face from habitat fragmentation, declining insect abundance, development pressures and environmental change.

10. The countryside surrounding the proposed route provides valuable foraging habitat, commuting corridors and potential roosting opportunities within mature trees, hedgerows, woodland and older buildings. Major infrastructure projects affect bats through the removal or fragmentation of habitat, disruption of established flight lines, increased lighting, construction disturbance and changes to the wider landscape.

11. Linear features such as hedgerows, tree belts and woodland edges are especially important to bats as navigation and feeding routes. Any loss or severance of these connections can reduce the suitability of the landscape for bat populations and may impact their ability to move safely between roosting and feeding areas.

12. Given the strict legal protections afforded to bats, their importance to biodiversity and the sensitivity of their populations to disturbance, I believe a comprehensive assessment of the potential impacts on bat species, roosting sites and commuting corridors is essential before any development proceeds. Particular attention should be given to ensuring that the cumulative effects of habitat loss, lighting, construction activity and long-term operational impacts are fully understood and mitigated.

13. As the Church Warden of St Andrew's Church in Haconby, I know we have a large population of bats in the church, because we see the evidence of the bat droppings every time we go into the church. The bat droppings have to be cleaned off the chairs before every service. Haconby Church is going to be exceptionally close to some of the Pylons, regardless of the route chosen. Bats have a hunting distance of up to 15 miles, so all of the pylons around the local area will impact their hunting territory.

Badgers

14. I am also very concerned about the potential impact of the proposal on badgers and their habitats. Badgers are protected in the UK because they were historically subjected to persecution, habitat loss and activities that resulted in the destruction and disturbance of their setts. Although badgers remain relatively widespread, they continue to require legal protection due to their vulnerability to habitat fragmentation, infrastructure development and disturbance of breeding and sheltering sites.

15. Badgers play an important role within the ecosystem. Their digging activity helps to aerate soils, supports nutrient cycling and can create habitats that benefit a range of other wildlife species. They also form part of complex ecological communities and contribute to the overall health and diversity of the countryside.

16. Badgers live within well-established social groups and often rely upon networks of setts, feeding areas and regularly used pathways that may have been occupied for generations. Major construction projects have significant impacts through the loss of habitat, severance of established routes, increased traffic, construction disturbance and the potential destruction or abandonment of setts. Even where direct impacts on a sett are avoided, changes to the surrounding landscape can disrupt feeding patterns and movement corridors that are essential to the long-term viability of local populations.

17. The rural landscape along the proposed route provides suitable habitat for badgers, including woodland, field margins, hedgerows and agricultural land. The fragmentation of these habitats could adversely affect the ability of badgers to forage and move safely across their territories. Increased construction traffic may also increase the risk of road mortality, which is already one of the leading causes of badger deaths in the UK.

18. Given the legal protections afforded to badgers, their importance within the local ecosystem and their reliance on stable territories and undisturbed setts, I believe that a comprehensive assessment of potential impacts on badger populations, foraging areas, movement corridors and sett locations is essential before any development proceeds.

Birds

19. The potential impact of the proposal on protected birds of prey, including red kites and falcons is huge. These species depend upon extensive areas of unspoilt countryside for nesting, feeding and hunting. Red kites, in particular, represent one of the UK's most notable conservation success stories, having been driven to the brink of extinction through centuries of persecution, poisoning and habitat loss before being successfully reintroduced. Although their numbers have recovered, they remain legally protected because they are still vulnerable to illegal persecution, poisoning incidents, disturbance during breeding, and the loss or fragmentation of suitable habitat.

20. Likewise, falcon species such as peregrines and hobbies are protected because they occupy important positions at the top of the food chain and serve as indicators of the overall health of the ecosystem. Historically, peregrine populations suffered severe declines due to pesticide contamination and human persecution, while many falcon species remain sensitive to disturbance around nesting and feeding areas. Their continued protection recognises that population recovery does not eliminate the need to safeguard breeding success, habitat quality and long-term ecological resilience.

21. Major infrastructure projects affect these species both directly and indirectly through habitat loss, disturbance during construction, fragmentation of hunting territories, disruption of established flight paths and reduced availability of prey. Given the ecological importance of birds of prey and the legal protections afforded to them, I believe a thorough assessment of the potential impacts on red kites, falcons and their flight paths and supporting habitats is essential before any development proceeds.

Ancient Woodland

22. The potential impact on ancient woodland is already stark. Ancient woodland is an irreplaceable habitat that has developed over hundreds of years and supports complex ecosystems that cannot simply be recreated elsewhere. Once damaged or lost, the biodiversity, soil structure, fungi, invertebrate communities and ecological relationships associated with ancient woodland may take centuries to recover, if they recover at all.

23. Construction activities, access routes and associated infrastructure can have impacts extending beyond the visible footprint of development. Disturbance to root systems, soil compaction, changes in drainage and the introduction of disease can all affect woodland health. Given the recognised importance of ancient woodland within national planning policy, I believe the potential impacts require particularly careful scrutiny.

24. The possibility of habitat fragmentation, loss of mature trees and disturbance from construction activities could have lasting consequences for local ecosystems. I am also concerned that heavy machinery and construction traffic could introduce disease or invasive spores into sensitive ancient woodland environments.

Fallow Deer

25. The proposed works will impact on the local fallow deer population, which is understood to be one of the largest concentrations in England. These animals depend upon extensive and connected areas of countryside for feeding, shelter and movement.

26. Construction compounds, access roads, working areas and increased activity have the potential to fragment habitat and disrupt established movement corridors. Such impacts may alter the way deer use the landscape and could have long-term consequences for a population that has formed part of the local environment for many years.

27. The significance of this population means that its conservation should be afforded considerable weight when assessing the environmental impacts of the proposal.

IMPACT ON AGRICULTURAL LAND, FOOD SECURITY AND NATIONAL RESILIENCE

28. Another topic I am particularly concerned about is the impact this proposal could have on productive agricultural land and the wider implications for UK food security.

29. This proposed route passes through Lincolnshire, an area renowned for its agricultural productivity and its contribution to feeding the nation. The county supports a diverse range of farming enterprises, including the production of vegetables, cereals, potatoes, sugar beet and livestock, as well as the wider supply chains and food-processing industries that depend upon this output.

30. Productive agricultural land should be regarded as a strategic national asset. Recent global events have highlighted the vulnerability of international food supply chains to geopolitical instability, conflict, climate-related disruption and economic uncertainty. These challenges have reinforced the importance of maintaining the United Kingdom's ability to produce food domestically and reducing dependence on imports wherever possible.

31. While the direct footprint of individual pylons may appear relatively small, I am concerned that the true impact on farming has been underestimated. Construction compounds, access tracks, working corridors, heavy vehicle movements and ongoing maintenance requirements all have the potential to disrupt agricultural operations. Such disruptions can affect drainage systems, soil structure, field accessibility, crop management and the efficient use of agricultural land.

32. I am also concerned about the cumulative effect of infrastructure development across the region. Viewed individually, each project may appear manageable; however, when multiple developments are considered together, the resulting fragmentation of productive farmland can have a significant long-term impact on agricultural productivity and the viability of rural businesses.

33. Energy security is undoubtedly important, but food security is equally fundamental to national resilience. These objectives should not be viewed as competing priorities. Rather, they are both essential components of the nation's long-term security and prosperity. I therefore question whether sufficient weight has been given to protecting agricultural land and minimising impacts on food production when considering route options and alternative solutions.

34. Before accepting irreversible changes to some of the country's most productive farmland, I believe decision-makers should be satisfied that all reasonable alternatives have been thoroughly examined, particularly solutions that could reduce harm to agriculture, rural communities and the wider landscape. This goes back to my original point that there are other options to route these cables along the sea bed, and this seems to have been ruled out due to cost without fully appreciating the associated cost to the environment and our food security.

35. The long-term value of productive farmland extends beyond its current economic output. It represents a resource that future generations will depend upon for food production, environmental stewardship and national resilience. Once agricultural land has been fragmented or affected by major infrastructure development, the consequences can endure for decades.

CONCERNS REGARDING WATER RESOURCES

36. My understanding is that Haconby village relies on a borehole water supply, and I have not seen sufficient evidence demonstrating that the potential impacts on groundwater, the water table and local hydrology have been fully assessed.

37. The scale of excavation and construction activity proposed raises legitimate concerns regarding drainage, water quality and flood risk. Any disruption to groundwater systems or natural drainage patterns could have significant consequences for both residents and the surrounding environment.

38. I therefore believe these issues require much more detailed examination before any development proceeds.

IMPACT ON ROADS AND INFRASTRUCTURE

39. The local road network is already under pressure and is simply not designed to accommodate the volume and weight of construction traffic that this scheme would require. The A15 is a major route for a significant amount of north/south traffic, and has very limited alternative routes.

40. Many roads are narrow and suffer from existing issues such as potholes, poor surfaces and subsidence. The movement of heavy construction vehicles over a prolonged period would inevitably increase wear and tear, create road safety concerns and potentially result in significant additional costs to repair damaged infrastructure.

41. The disruption caused during the construction period could have a significant impact on those who live, work and travel within the area, particularly in smaller rural communities that have limited alternative routes.

IMPACT ON LOCAL COMMUNITIES AND BUSINESSES

42. I believe the proposal would have a significant impact on those who live and work in the area, including a local Stud Farm and Livery business for horses.

43. Construction activities would create disruption for an extended period, while the permanent presence of pylons and associated infrastructure would affect the countryside for rural businesses. The cumulative impact on the local community should not be underestimated.

44. I am also concerned that the proposal places a disproportionate burden on rural communities. Whilst the infrastructure serves a national purpose, the environmental, visual and economic impacts will be borne largely by those who live and work along the route. If such impacts are unavoidable, there should be clear evidence that less harmful alternatives have been fully explored and discounted on robust grounds, not simply because of financial cost.

CONCERNS REGARDING THE STAINFIELD COMPOUND

45. I am concerned about the proposed compound near Stainfield.

46. The scale of the facility, together with the likelihood of continuous activity, security measures and overnight lighting, would introduce a highly industrial feature into what is currently a peaceful rural setting. The impact of the compound appears to be significant in its own right and should not be viewed merely as an ancillary element of the wider project. The light pollution alone would have a serious ecological impact to all of the species discussed on pages 1 to 4 of this letter.

47. The visual intrusion, noise, traffic and operational activity associated with the compound would further compound the impacts already created by the transmission infrastructure itself.

CONCLUSION

48. Having considered the information currently available, I believe the ecological, environmental, agricultural and community impacts of this proposal outweigh any cost benefits of the proposed route.

49. Furthermore, I believe the proposal gives insufficient consideration to the long-term strategic importance of preserving productive agricultural land within Lincolnshire. Energy security is undoubtedly important, but food security is equally fundamental to national resilience. Future generations will depend upon both, and infrastructure decisions should not create avoidable harm to one in pursuit of the other when alternative solutions exist.

50. I therefore respectfully request that the proposal be rejected in its current form and that greater consideration be given to alternative solutions, particularly offshore transmission routes and other options that would reduce harm to the countryside, agriculture, wildlife and local communities.

51. Please register this letter as my formal objection and ensure that all the concerns I have raised are fully considered as part of the decision-making process.

52. I will be submitting a freedom of information request to understand all of the ecological reports associated with this proposal, and how each is intended to be mitigated.

Date: Sun, 1 Nov 2026 19:39
Subject: FORMAL OBJECTION TO THE PROPOSED WESTON MARSH TO EAST LEICESTERSHIRE ELECTRICITY TRANSMISSION PROJECT, AS PART OF THE GREAT GRID UPDATE

I am writing to formally object to the proposed overhead electricity transmission infrastructure and associated development forming part of the Weston Marsh to East Leicestershire project.

I recognise the importance of maintaining a secure and reliable electricity network and understand the role that new infrastructure will play in supporting the UK's future energy needs. However, I do not believe the current proposal demonstrates an acceptable balance between national benefit and the significant impacts that would be imposed on local communities, productive farmland and the rural environment of Lincolnshire.

Having lived in the village of Haconby for over 10 years, and witnessed its importance as a working agricultural landscape, I am concerned that the full consequences of this proposal for local residents, farmers and rural businesses have not been given sufficient weight, especially given how close the Pylons will be to passing homes and livelihoods.

Impact on Agricultural Land and Food Security

My principal concern is the impact that this development would have on productive agricultural land and the wider implications for the UK's long-term food security.

Lincolnshire plays a vital role in feeding the nation. The county contains some of the most productive agricultural land in the country and supports a wide range of farming businesses, food producers and associated industries. This land is not simply open countryside waiting to accommodate infrastructure; it is a strategic national resource that contributes directly to food production and economic resilience.

Whilst attention is often focused on the footprint of individual pylons, the wider impacts of construction are potentially far more significant. Temporary compounds, access roads, working corridors, heavy machinery and ongoing maintenance requirements all have the potential to disrupt farming operations, damage soil quality, affect drainage systems and reduce the efficient use of agricultural land.

Recent global events have demonstrated how vulnerable international food supplies can be to economic instability, conflict and disruption to trade routes. In this context, safeguarding the United Kingdom's ability to produce food domestically should be regarded as a matter of national importance. Energy security and food security are both essential components of national resilience, and the current proposal does not strike the right balance between these priorities.

Impact on Local Communities

The proposal would place a disproportionate burden on the communities required to host this infrastructure. Residents along the route would experience years of construction activity, noise, traffic disruption and landscape change, despite receiving little direct benefit from the development itself. Rural communities such as Haconby have developed around a distinctive countryside setting that contributes significantly to quality of life, local identity and community wellbeing.

I am concerned that the cumulative effect of the construction phase, combined with the permanent presence of large transmission infrastructure, has not been fully appreciated. Once built, these structures would become a lasting feature of the landscape and alter the character of communities that have remained largely rural for generations.

Impact on Landscape and Visual Amenity

The open landscape of Lincolnshire is one of the county's defining characteristics.

The proposed pylons would introduce large industrial structures across extensive areas of countryside, fundamentally changing the appearance of the landscape. Their visibility across long distances means that the impact would not be limited to the land immediately surrounding each structure but would extend across much wider areas.

Many people choose to live in rural Lincolnshire because of its open views, agricultural character and sense of space. The introduction of a major transmission corridor would inevitably diminish these qualities and result in permanent visual harm that cannot realistically be mitigated.

The countryside provides more than economic value alone. It contributes to recreation, tourism, wellbeing and the overall attractiveness of the area as a place to live and work. I do not believe sufficient weight has been given to these wider benefits.

Concerns Regarding Roads and Local Infrastructure

The local road network is ill-equipped to accommodate a prolonged period of heavy construction traffic.
Many roads in the area are narrow rural routes already affected by potholes, subsidence, verge damage and drainage issues. The volume and weight of construction vehicles associated with a project of this scale would inevitably place additional pressure on infrastructure that is already struggling to cope.

There are also potential safety concerns for residents, pedestrians, cyclists, horse riders and agricultural vehicles that regularly use these roads. Construction traffic could significantly increase congestion and safety risk across the local area.

I believe greater consideration should be given to the long-term effects on local highways and the costs associated with repairing any resulting damage.

Water Resources and Drainage

I remain concerned about the possible impacts on local water resources and drainage systems.

The surrounding area relies heavily on groundwater and carefully managed drainage networks that support both agriculture and local communities. Large-scale excavation and construction activity has the potential to affect groundwater, alter drainage patterns and create unforeseen consequences for nearby landowners and residents. Before development proceeds, I believe there should be clear and comprehensive evidence that these risks have been fully assessed and appropriately mitigated.

The Compound by Stainfield Village

I am particularly concerned about the proposed Stainfield construction and logistics compound, which appears capable of generating significant local impacts in its own right.
Unlike the transmission route itself, which passes through an area, the compound would create a concentrated centre of industrial activity within a rural setting. The establishment of a major construction hub would inevitably bring increased HGV movements, employee traffic, machinery, storage areas, security infrastructure, lighting and prolonged operational activity over an extended period.

Of particular concern is the cumulative effect this would have on nearby residents and local roads. Many of the surrounding routes are rural in nature and are not designed to support sustained heavy construction traffic. Increased vehicle movements could lead to congestion, deterioration of road surfaces, damage to verges and drainage systems, and additional safety risks for those using the roads for everyday travel, farming operations, cycling and horse riding.

I am also concerned about the impact of noise, dust, artificial lighting and visual intrusion associated with what would effectively be a temporary industrial site located within an agricultural landscape. Whilst described as a supporting facility, the scale and duration of activity suggest that its effects on the local area could be substantial. For these reasons, I believe the Stainfield compound should be assessed not merely as ancillary infrastructure, but as a significant development whose individual impacts on residents, local infrastructure and the rural environment warrant detailed and transparent scrutiny.

Consideration of Alternative Solutions

I am not persuaded that all reasonable alternatives have been fully explored.

It is reasonable to question whether greater use of offshore transmission solutions could reduce the need for extensive onshore infrastructure and the resulting impacts on communities and farmland.

Where significant harm is likely to occur, there should be compelling evidence that less intrusive alternatives have been thoroughly evaluated and discounted for sound reasons rather than primarily on the basis of cost.

Conclusion

My objection is based primarily on the disproportionate impacts that this proposal would have on productive farmland, food security, local infrastructure, rural communities and the character of the Lincolnshire countryside. Whilst I recognise the national importance of upgrading the electricity network, I do not believe the current proposal demonstrates that these impacts have been minimised or that the chosen route represents the best balance between national benefit and local harm.

I therefore respectfully request that my objection be formally recorded and fully considered as part of the decision-making process.

Date: Sun, 1 Nov 2026 20:17
Subject: Objection To National Grid's proposed pylon line route through Haconby, Dunsby, Stainfield and surrounding areas.

I object to the proposal to construct a pylon line through south Lincolnshire. It should be routed to the south of England on the seabed via subsea cables. I doubt that it will be, however.

So I particularly object to National Grid's proposed route through Haconby, Dunsby, Stainfield and surrounding areas.

This is the northern of the two potential routes indicated in Stage 1 Consultation. But with an inexplicable dogleg south over the A15 past SSSI Dunsby Wood then west at Stainfield.

The route proposed contravenes the 'Holford Rules' direction that the most direct line should be chosen (with no sharp changes of direction and thus with fewer angle towers) and that areas of scientific interest (such as Dunsby Wood SSSI) be avoided.

The route has been selected with insufficient direct consultation with the communities affected. National Grid was invited to hold a consultation event in Haconby but did not do so.

Such a consultation would have highlighted in advance the deleterious effects on local farmers, drivers on the A15 and B1177, residents in the villages and settlements whose views would be obstructed, and agriculture, wildlife and archaeology, amongst others, of the northern rather than the southern route.

The northern route has attracted opposition from most of those who have expressed a view and has caused divisions in the Parish's community spirit.

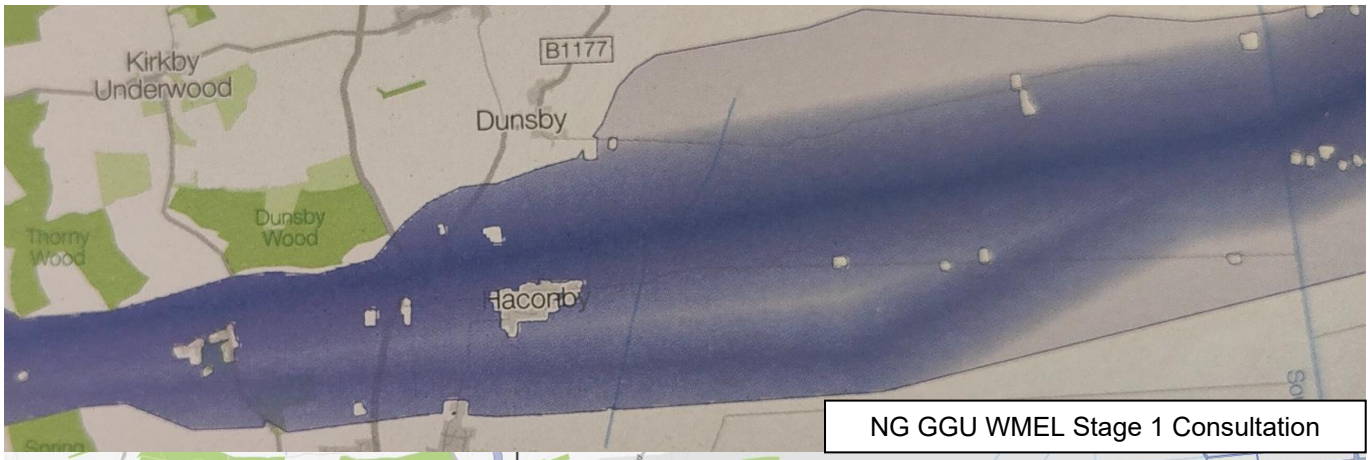
If National Grid had asked, it would have been told that the southern of the two Stage 1 Consultation routes is the shortest route, straight across open farmland and unconstrained by any obvious obstacles. It is not and never has been a riverbed. Farmers who work this land have expressed little or no objection to this route being selected. Residents who live south and north of the route whose views would be obstructed might take a different view.

The pylon line is going to spoil someone's previously uninterrupted view, wherever it goes. And no individual or community opinion should count for more than any other. So the final decision on the must be made on facts, on material considerations. These include:

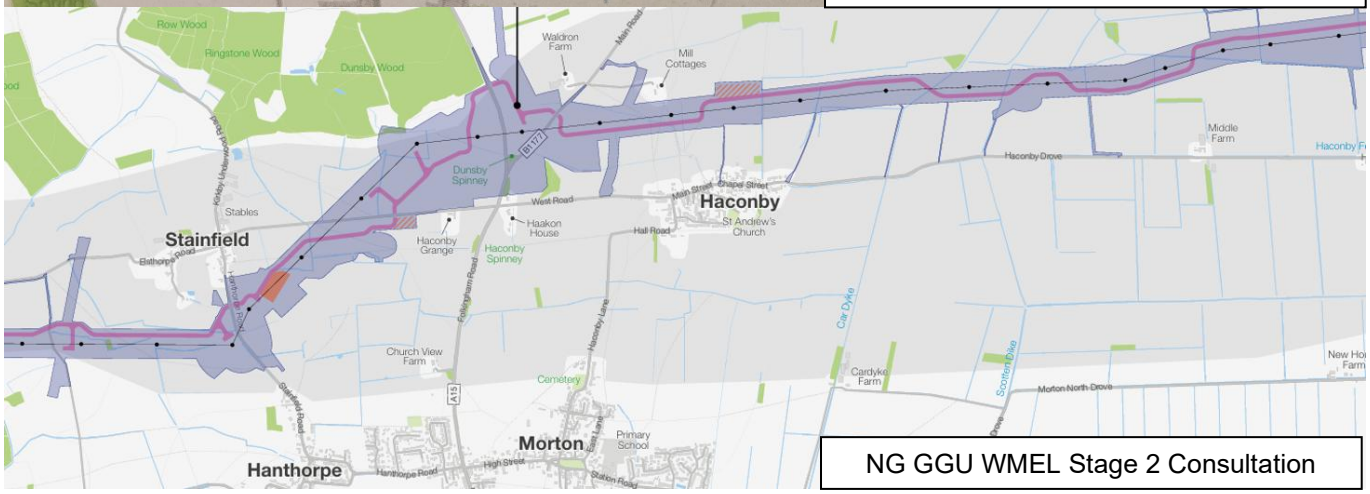
- Economic and public interest factors.
- Agriculture, wildlife, biodiversity and habitat connectivity.
- Dunsby Wood SSSI and surrounding woodland.
- Haul roads, construction traffic and highway safety.
- Fenland drainage, flooding and ground conditions.
- Groundwater, private boreholes and domestic water supplies.
- Landscape character and residential amenity.
- Archaeology – Roman Settlements in Hacconby Fen.
- Cumulative and long-term impacts.

National Grid should consider these facts in detail and engage more effectively with the communities in Haconby, Stainfield, Haconby Fen and surrounding areas (as it was invited to do by the Parish Council) in doing so. It should:

- Try harder than it has done to investigate, establish, understand and publish the material considerations and consequent effects of the project on this rural, predominantly agricultural environment and its people.
- Liaise more frequently and in greater depth with the communities through the Parish Council to explain in detail why it provisionally selected the current route and why it did not select the southern route.
- Work harder to engage with the communities involved through the Parish Council after it has made its final decision and explained, in detail, why.



NG GGU WMEL Stage 1 Consultation



NG GGU WMEL Stage 2 Consultation

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.

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

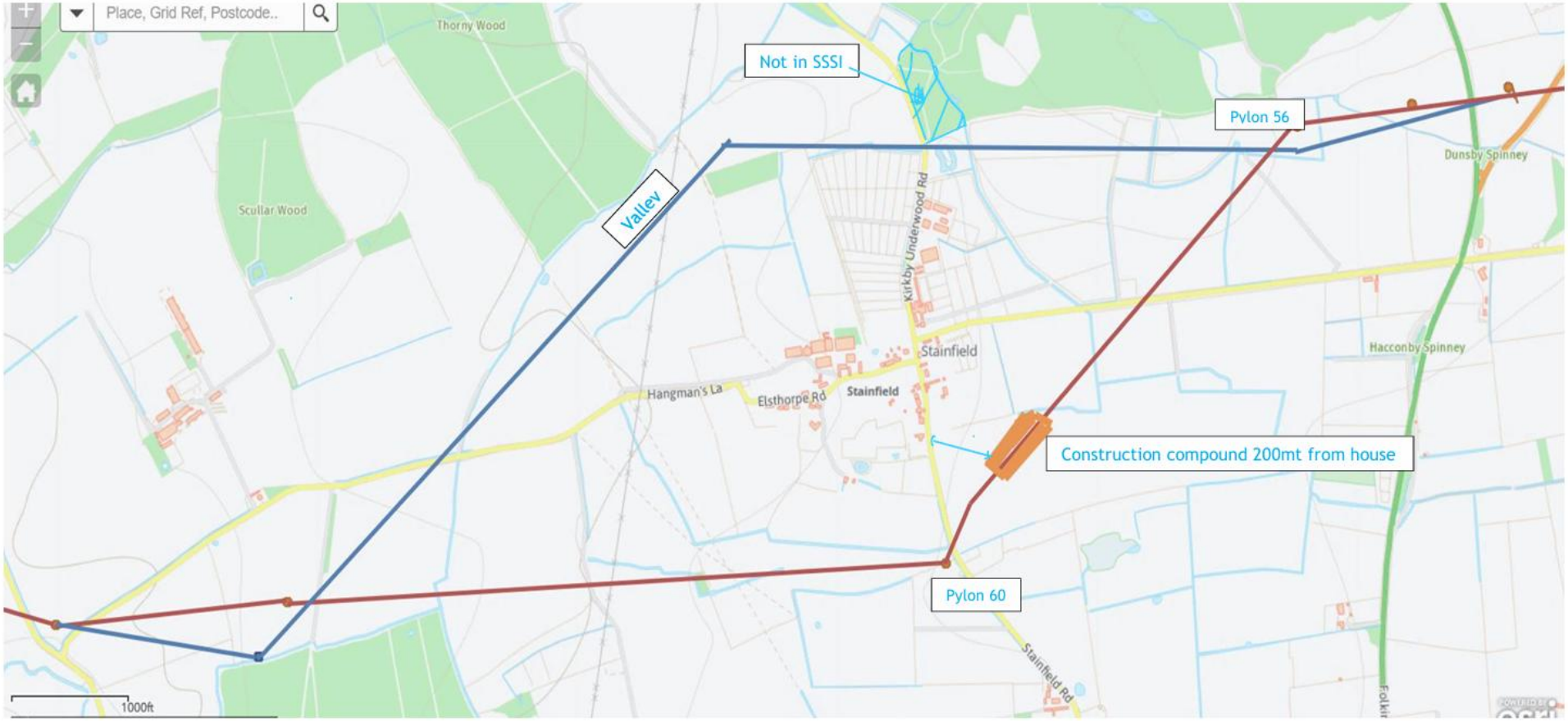
This joint response has been put together by Stainfield residents. The acting secretary, is the first point of contact. Email addresses of all the signatories are attached and they must be kept informed.

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.



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.

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:

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: Tue, 20 Oct 2026 10:27:51 +0100
Subject: National Grid Pylons - objection from Westhill House Stainfield PE10 0RS

I refer to the meeting this evening held in Haconby Church to discuss the proposed Stage 2 of the National Grid pylon project.

We purchased our property in Stainfield 2013. One of the main reasons for buying in this quiet village was the uninterrupted views seen from three sides of the property across open fields to the woods beyond, and especially looking south over farmland towards Bourne Woods, a view that is completely uninterrupted by any manmade structure. The house's proximity to these open fields and woodlands with their bird and wildlife was a hugely important factor.

In the first instance we object strongly to the whole project which greatly and negatively impacts on this area of Lincolnshire. We do not see why the power lines from the North Sea could not be fed southwards underwater, making landfall towards Suffolk and Essex, where the power is most needed and is intended to service. Once again Lincolnshire is being sacrificed to serve the south!

If the project has to pass through Lincolnshire - then we object to the alignment proposed in Stage 2 of the consultation for the following reasons:

The proposed alignment to the South of Stainfield will not only impact our view significantly as the pylons and power lines will be visible against a clear sky, but the value of our property will be significantly reduced, access to the woods and fields denied and the effects on the local wildlife will be significant.

Of the approximately 27 houses in Stainfield, 23 houses have views to the south and east; the power lines, pylons and construction compound will greatly impact their views and quality of life, whereas only 4 houses would be partially affected if the power line took a northerly route.

The proposed stage 2 route would cross the two busiest roads into Stainfield; the greatly increased traffic for the construction phase down these narrow roads will create noise, vibrations, light pollution and general interruption to the quiet village life currently enjoyed by Stainfield residents. If the line was to pass north of Stainfield it would only cross the road to Kirkby Underwood which is significantly less busy and would have a much reduced impact on the village as a whole.

The proposed construction compound site lies only 200 metres from the easternmost houses in the village, which will be greatly affected by the noise, traffic, lighting and general disturbance such construction will incur. Indeed the south alignment of the pylons and its proposed construction compounds will forever change for the worse the rural setting and quality of life for the residents of the village.

The farmland surrounding Stainfield is home to many species of birds and wildlife which will be negatively impacted by the construction of the power lines.

During this evening's meeting, it became apparent that most of the residents of Stainfield would prefer the power lines to pass to the north of the village, whilst some Haconby residents would prefer the lines to pass to the south of Haconby.

Perhaps the following proposal might satisfy both villages: the route could pass to the north of Stainfield (indeed as was originally proposed by the National Grid) then turn slightly southeast crossing the A15 to the south of Haconby Grange, then continuing to the south of Haconby village.

We strongly advise that this proposal should be made to the National Grid and thus be more palatable to both sets of residents.

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..."

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 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.[1] 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 0RR 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.

• 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.

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

[1] **Counter Comments**: “Reference to heavy timber and industrial noise for 7 days a week for several years is certainly not in Dunsby wood. No ‘shoots’ have taken place in Dunsby wood since January 2025. That was one afternoon and the only time in the 2024/2025 season.”

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.

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 clarity 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.

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.

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 employee 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 filed 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 Woolley

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.

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.

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 Hacconby 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.

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.

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 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: 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 is information is further help.

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 then than they are today.

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.

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 I s, 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.

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 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: 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.

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 riverbed 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, SSSSI 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, 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 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.

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.

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

Date: Fri, 30 Oct 2026 14:51:33 +0000
Subject: WMEL - Pylon Route
Hanthorpe Resident

I am writing following the parish council meeting yesterday evening to express my disappointment and concern at the suggestion made by the Chairman that residents contact National Grid to ask them to consider an alternative route shown as the blue, hazy line on the plans, which would push the proposed pylon route further south of Stainfield and even closer to Hanthorpe and Morton.

I found this particularly concerning given the significant impact that the current proposal already threaten to have on our communities.

Hanthorpe will already be affected both visually and physically by this development. Our rural views and landscape face considerable change, our footpaths and walking routes will be affected and our narrow country roads will face additional disruption and pressure.

We chose to live here because of the peace, open countryside and rural way of life. The ability to enjoy walks from our doorstep, particularly with our dogs and to appreciate the surrounding landscape is a huge part of what makes this place special to us. These are not insignificant lifestyle considerations; they are the very reason people choose to live in villages like Hanthorpe.

I appreciate that residents in other villages are equally concerned about the impact on their own communities. However, I do not believe the answer is to simple shift the proposed route further south and transfer that impact onto Hanthorpe and Morton. Our communities deserve the same consideration and protection.

I was pleased that the eventual proposal put forward at the meeting was that the entire route was unacceptable and that National Grid should investigate the possibility of putting the cable on the seabed. I fully support the investigation of alternative solutions that avoid placing this infrastructure through our rural communities.

My own position remains that the proposed route is fundamentally in the wrong area. If National Grid continues to pursue an overland route, my preference would be for the northern alignment, north of Stainfield which I believe would have less impact on residential properties, footpaths and our narrow rural roads.

I also feel strongly that the interests of residential communities should not be given less consideration than those of commercial landowners, including pig farms and horse studs. While I recognise that agricultural and equestrian businesses have legitimate interests that need to be considered the impact on people's homes, outlook, wellbeing and quality of life must carry equal, if not greater weight. The possibility of financial compensation or commercial land agreement should not result in residential communities bearing a greater burden. People should not be disadvantaged simple because they live in an area where a route may be more convenient for commercial interests.

I would respectfully ask that the Parish Council recognises the concerns of Hanthorpe and Morton Residents and does not encourage an alternative that would bring this infrastructure even closer to our homes without fully considering the consequences for those communities.

Date: Wed, 28 Oct 2026 10:58:49 +0000
Subject: FORMAL OBJECTION TO THE PROPOSED 400kV OVERHEAD TRANSMISSION LINE AND APPROXIMATELY 50-60 METRE PYLONS IN THE VICINITY OF HACONBY FEN
(Updated version)

Dear National Grid Consultation Team,

FORMAL OBJECTION TO THE PROPOSED 400kV OVERHEAD TRANSMISSION LINE AND APPROXIMATELY 50-60 METRE PYLONS IN THE VICINITY OF HACONBY FEN

I am writing to formally object to the proposed 400kV overhead transmission infrastructure and associated pylons in the vicinity of my home in Haconby Fen. My property is approximately 400 metres from the proposed alignment, and I consider myself a directly affected resident who would experience the consequences of this scheme on a daily basis.

I recognise the national need to maintain and improve the UK's electricity infrastructure and understand that major infrastructure projects are required to support future energy needs. However, this national requirement must not remove the obligation to select the most appropriate route or diminish the significant environmental, ecological, landscape, residential and infrastructure impacts upon the communities directly affected.

I ask that this objection is formally recorded, considered in full and taken into account before any decision is made to progress or confirm the proposed alignment.

1. Landscape character, visual impact and residential amenity

I moved to Haconby Fen specifically because of the character of this area: its open Fenland landscape, tranquillity, natural beauty, agricultural setting, sense of remoteness and exceptionally limited presence of major infrastructure.

The introduction of approximately 50-60 metre-high electricity pylons would represent a fundamental and permanent change to this environment. These would not be minor additions to the landscape. They would become prominent industrial structures extending through an otherwise open and relatively undeveloped rural setting.

The flat topography of the Fenland means that there are few natural features capable of screening structures of this height. The pylons and conductors could consequently be visible over considerable distances, affecting the wider landscape as well as individual properties. Their cumulative effect, alongside access tracks, construction compounds and other associated infrastructure, must be assessed as a whole.

My home is approximately 400 metres from the proposed alignment. The outlook from my property, including the garden and habitable rooms, would be affected by the introduction of this infrastructure. This would permanently alter the visual environment, residential amenity and tranquillity that I currently enjoy.

The concern is not simply whether the pylons would be aesthetically pleasing. It is the scale and permanence of the change to the place in which I live. The openness and absence of large-scale infrastructure are fundamental characteristics of this landscape and are precisely what make the area distinctive.

I request a site-specific landscape and visual assessment that properly considers the sensitivity of Haconby Fen, the visibility of the proposed structures from my property and neighbouring homes, and the cumulative effects across the surrounding landscape.

I also ask National Grid to demonstrate how the proposed alignment has been assessed against the relevant landscape principles of the Holford Rules and applicable national planning policy, including the need to minimise intrusion into sensitive landscapes and residential settings.

2. Local wildlife, swans, cranes and bird collision risks

I have serious concerns about the effects of the proposed overhead line upon the wildlife that inhabits and moves through Haconby Fen and the surrounding landscape.

This area supports a range of wildlife associated with its open fields, drainage channels, watercourses and agricultural habitats. Of particular concern are the swans and cranes that regularly use the local area, including during the breeding season.

I have photographic evidence of local wildlife, including swans and cranes, which I wish to submit in support of this objection. These photographs help demonstrate the presence of birdlife in the landscape that would be affected by the proposed infrastructure.

The proposed alignment raises concerns about the potential for collision with overhead conductors, disturbance, displacement and disruption to established bird movements. Tall pylons and overhead wires would introduce new physical obstacles into an otherwise open landscape. The potential risks must be properly investigated rather than assumed to be insignificant.

I am particularly concerned about the swans and cranes that regularly use this area. Their presence and movement through the surrounding landscape should be specifically investigated, including any breeding activity, regular flight routes, feeding areas and movements between habitats. The presence of cranes should also be included in the ecological assessment, with appropriate consideration of their movements and habitat use.

I request that National Grid undertakes comprehensive ecological surveys at appropriate times of year, including relevant seasonal surveys, and assesses breeding birds, wintering birds, migratory birds, swans, cranes, bats, mammals and other protected or priority species.

The assessment should consider the direct and indirect effects of construction and operation, including bird collision and displacement risks, disturbance, habitat loss, fragmentation and cumulative impacts.

I also request that the ecological evidence, survey findings and proposed mitigation measures are made available for public scrutiny. Where significant impacts cannot be adequately mitigated, the route should be reconsidered.

3. Borehole water supplies, groundwater and the Fenland water environment

I wish to raise a particularly important concern regarding the potential effects of the proposed development upon groundwater and private water supplies.

My home at 1 Western Cottage, Haconby Fen, is not connected to the Anglian Water mains water network. Our household water supply comes from a borehole. I understand that other properties in Haconby Fen and Dunsby Fen also rely upon borehole supplies rather than mains water.

This means that our access to water depends upon the continued availability and quality of the groundwater supplying these boreholes. Any adverse effect upon groundwater levels, groundwater flow, water quality or the operation of these supplies could have serious consequences for affected households.

The proposed infrastructure would require substantial foundations and associated construction works, potentially involving excavation, ground disturbance, temporary access routes, heavy machinery and changes to local drainage. Depending on the precise ground conditions, construction methods and hydrogeology, these activities may have the potential to affect groundwater pathways, local water levels, groundwater quality or the reliability of nearby borehole supplies.

I am not asserting that damage to these supplies is inevitable. My concern is that the consequences could be serious if an impact occurred, and that the absence of a mains water connection makes these households particularly dependent upon the protection of their existing water sources.

I therefore request that National Grid undertakes a detailed, site-specific hydrogeological assessment before finalising the route or construction methods. This assessment should:

- Identify private boreholes and other groundwater abstractions within an appropriate study area around the proposed alignment and all associated construction works.

- Establish baseline groundwater conditions, levels, flow pathways and water quality before construction.

- Assess the potential effects of pylon foundations, excavation, temporary works, access tracks, dewatering if required, and any changes to drainage upon groundwater and private water supplies.

- Consider the potential for contamination, sediment mobilisation and other changes to groundwater quality during construction.

- Assess cumulative effects upon local groundwater resources and properties that depend upon borehole water.

- Explain what monitoring, preventative measures and contingency arrangements would be implemented if a supply were affected.

- Provide clear proposals for protecting affected households, including how safe and adequate drinking water would be maintained if construction caused disruption or contamination.

The assessment should specifically recognise that properties in Haconby Fen and Dunsby Fen may not have access to an alternative mains water supply. This is a material consideration that warrants careful investigation rather than a generic statement that construction impacts would be controlled.

I request that the findings, proposed safeguards and monitoring arrangements are made available to affected residents. The protection of private drinking water supplies should be treated as a fundamental consideration in route selection and construction planning.

4. Drainage, flooding and agricultural land

Haconby Fen is part of a landscape in which drainage channels, groundwater and agricultural water management are important. The construction of substantial foundations, access tracks and temporary works could affect existing drainage arrangements, soil conditions and agricultural land.

I request that the Environmental Statement includes a detailed assessment of local drainage systems, groundwater interactions, surface-water runoff, flood risk and the potential effects of construction upon agricultural land and water management.

The assessment should demonstrate how existing drainage infrastructure would be protected and how any changes in ground conditions or drainage patterns would be prevented from adversely affecting neighbouring land and properties.

These issues should be considered alongside the borehole water concerns outlined above, rather than in isolation.

5. Construction traffic and rural highways

The roads surrounding Haconby Fen are predominantly narrow rural roads and 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 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 continued access for emergency vehicles.

I request a detailed construction traffic assessment identifying the roads that would be used, the expected volume and type of traffic, the duration of construction activity and the measures proposed to protect residents and other road users.

Where road improvements or temporary access routes are required, their environmental effects and consequences for the local community must also be assessed.

6. Construction disturbance and tranquillity

The construction of a major transmission line would involve heavy machinery, cranes, excavation, foundations, temporary access tracks, construction compounds and repeated movements of large vehicles.

These activities could cause noise, disturbance to wildlife, damage to habitats, disruption to agricultural activities and a prolonged loss of tranquillity for nearby residents.

The effects should be assessed cumulatively and in the context of the existing rural environment. Construction impacts should not be dismissed simply because they are temporary, particularly where residents may experience disruption over an extended period.

I also ask that the long-term maintenance and access requirements associated with the proposed infrastructure are considered.

7. Heritage and archaeological impacts

The historic and archaeological character of the surrounding landscape must also be considered. Even where pylons do not directly affect a designated heritage asset, structures of this scale may affect the setting of historic buildings, settlements and archaeological features.

I request that the assessment considers both direct physical impacts and changes to the wider historic landscape setting.

8. Cumulative impacts

The proposed pylons should not be assessed in isolation. The assessment must consider the combined effects of the overhead line, conductors, access tracks, construction compounds, substations, underground cabling, existing electricity infrastructure and other relevant developments in the surrounding landscape.

The combined effects upon landscape character, wildlife, residential amenity, groundwater, drainage, highways and tranquillity could be greater than those associated with any single component.

I request that these cumulative effects are properly identified and assessed.

9. Route selection and alternative alignments

I am concerned that the reasons for selecting the proposed alignment in the vicinity of Haconby Fen must be fully explained and supported by evidence.

National Grid should demonstrate which alternative corridors and alignments have been considered and why they have been rejected. This should include consideration of routes that could increase separation from residential properties, reduce intrusion into the open Fenland landscape, avoid sensitive ecological areas, protect private water supplies and make better use of existing infrastructure corridors where feasible.

It is not sufficient to state that a corridor is preferred without explaining why it represents the least environmentally and socially damaging feasible option.

Technical feasibility is only one consideration. The environmental, ecological, residential, water-resource and highways consequences must also be properly weighed when selecting the route.

10. Undergrounding alternatives

I request that undergrounding is properly considered for this section of the proposed route.

I recognise that undergrounding can be more expensive and technically complex than overhead transmission infrastructure. However, where an overhead line would cause substantial landscape and visual effects within an open and sensitive landscape, the potential environmental and community benefits of undergrounding should be assessed transparently.

National Grid should explain why undergrounding has been rejected at this particular location, what alternatives have been examined and how the comparative environmental effects have been evaluated.

Cost should not be the only consideration presented without a clear explanation of the competing environmental, residential and community impacts.

11. Residential property values and socioeconomic effects

The introduction of permanent, large-scale electricity infrastructure approximately 400 metres from an existing home raises understandable concerns about property values, marketability, outlook and residential amenity.

I recognise that potential changes in property value do not, on their own, determine whether nationally significant infrastructure should proceed. Nevertheless, these consequences form part of the wider effects experienced by directly affected residents and should not be dismissed simply because they may be difficult to quantify.

I request that the socioeconomic assessment properly considers the potential effects upon nearby residential properties and the communities in which they are situated.

12. Supporting photographic evidence

I have photographs documenting local wildlife, particularly swans and cranes observed in the surrounding area. I wish to submit these photographs as supporting evidence alongside this formal objection.

I ask that the photographs are considered as part of the consultation record and referred to the relevant ecological specialists undertaking the assessment of the proposed route.

I recognise that photographs alone cannot establish the full extent of wildlife movements or ecological significance. However, they provide evidence of local wildlife presence and reinforce the need for appropriate field surveys, seasonal assessments and a site-specific investigation of the potential effects of the overhead line.

Please confirm how I should submit the photographs so that they are formally associated with this objection and considered by the relevant project and environmental teams.

13. Requests for action

In light of the concerns outlined above, I formally request that National Grid:

· Fully assesses the landscape and visual impact of the proposed approximately 50-60 metre pylons upon the open Fenland landscape.
· Specifically assesses the impact in Haconby Fen, approximately 400 metres from the proposed alignment, and upon other affected residential properties.
· Demonstrates how the proposed alignment has been assessed against the relevant Holford Rules principles and applicable national infrastructure policy.
· Undertakes appropriate ecological surveys and assesses the presence, movements and potential risks to swans, cranes, breeding birds, wintering birds, migratory birds and other protected or priority species.
· Assesses bird collision and displacement risks associated with the overhead conductors and pylons.

· Undertakes a site-specific hydrogeological assessment of groundwater conditions, boreholes and private water supplies in Haconby Fen, Dunsby Fen and the surrounding area
· Establishes appropriate baseline groundwater and water-quality information and sets out measures to protect private drinking water supplies before, during and after construction.
· Assesses the potential effects upon drainage, flood risk, agricultural land and the wider Fenland water environment.
· Undertakes a detailed construction traffic assessment of the surrounding rural road network.
· Assesses construction disturbance, heritage and archaeological effects, and cumulative landscape, ecological and residential impacts.
· Provides clear evidence of alternative routes considered and explains why less damaging feasible options have been rejected.
· Properly assesses undergrounding as an alternative where the landscape and residential effects of an overhead route are significant.
· Assesses the socioeconomic and residential amenity effects upon nearby properties.
· Confirms that my photographic evidence will be accepted, recorded and considered by the relevant environmental specialists.
· Reconsiders the proposed alignment if the assessments identify significant environmental, ecological, groundwater or residential impacts that cannot be adequately avoided or mitigated.

14. Conclusion

My objection is not based upon opposition to the principle of improving the UK's electricity network. I recognise the importance of future electricity infrastructure. My objection is based upon the significant and permanent consequences that this particular alignment could have for an existing rural community, its landscape, its wildlife and the homes situated close to the proposed route.

As a resident of Haconby Fen, I would be directly affected by the proposed development. The potential introduction of approximately 50-60 metre pylons into this open landscape would fundamentally change the setting of my home and the character of the place in which I live.

Of equal importance, my home and other properties in Haconby Fen and Dunsby Fen rely upon borehole water supplies rather than mains water. The potential consequences of any adverse impact upon these supplies must be properly investigated before the route and construction methods are finalised.

The presence of swans, cranes and other wildlife in this landscape is another reason why a thorough, evidence-based ecological assessment is essential. I have photographic evidence that I wish to submit in support of these concerns.

The national need for electricity infrastructure does not mean that every possible route is equally appropriate. The objective should be to deliver the necessary infrastructure whilst avoiding or minimising harm to residents, wildlife, water resources and the wider environment.

Once constructed, these pylons would represent a permanent change to the landscape. Their effects upon the surrounding community, the natural environment and the character of Haconby Fen must therefore be considered with the seriousness they deserve.

I respectfully request that National Grid gives full and proper consideration to this formal objection, investigates the matters raised, provides clear evidence supporting its route selection and reconsiders the proposed alignment in the vicinity of Haconby Fen before proceeding further.

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.

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

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 Hacconby Fen

The Parish Council notes that no National Grid report on the archaeology of the Hacconby 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 Hacconby 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.

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.

- 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.