HACONBY AND STAINFIELD PARISH COUNCIL

Formal Objection to National Grid's Weston Marsh to East Leicestershire (WMEL) Upgrade

Stage 2 Consultation – Proposed 400kV Overhead Transmission Line and Associated Infrastructure

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*…".

To: National Grid Electricity Transmission – WMEL Project Team

1. Introduction and Parish Council Position

Haconby and Stainfield Parish Council, representing the interests of residents across Haconby, Stainfield and the surrounding area, formally objects to the proposed WMEL overhead transmission line and its associated infrastructure.

The Parish Council recognises the importance of a secure, reliable electricity network and the need to consider future energy demand. However, the national importance of the project does not remove the obligation to assess its local consequences thoroughly or demonstrate that the proposed route represents the least harmful practicable option.

Following consideration of residents' representations, the Parish Council has identified significant concerns regarding environmental protection, wildlife, drainage, water supplies, agriculture, highway safety, heritage, residential amenity and the long-term future of our rural communities.

The Parish Council considers these concerns substantial, interconnected and deserving of full investigation. We therefore call for the current overhead proposal to be reconsidered and for alternative routes to receive a transparent, evidence-based assessment, including offshore subsea and underground options.

2. Consultation, Route Selection and Alternatives

Residents have questioned whether the Stage 2 consultation has adequately examined the full range of reasonable alternatives, including different landfall locations, subsea cabling, underground transmission and routes following existing infrastructure corridors.

The Parish Council requests a transparent explanation of the criteria used to select the proposed alignment, including engineering constraints, environmental considerations, land conditions, cost and the weight given to residents' feedback. All reasonable alternatives should be evaluated consistently, with supporting evidence published.

Three broad route options have been discussed locally: the current National Grid proposal, the southern route shown in the Stage 1 Consultation and an alternative advocated by residents through a Stainfield petition. Residents hold differing views on the relative merits of the three options. Some consider a southern route more direct, less costly and avoiding the A15 / B1157 junction and Dunsby Wood SSSI and its associated habitats; others raise concerns about wet ground, drainage, agricultural land, landscape effects and the impacts on properties and businesses around Stainfield.

The Parish Council does not consider that these differing views can be resolved by simply transferring impacts from one community to another. National Grid must undertake a fair, comparative assessment of each reasonable option, including the consequences of the proposed dog-leg alignment, the potential to move individual pylons and construction areas, and the feasibility of targeted undergrounding or alternative support structures.

The offshore subsea option should be assessed against the onshore proposal in terms of technical feasibility, environmental effects, construction impacts and whole-life costs. The Parish Council requests clear evidence explaining why alternatives are accepted or rejected.

3. Wildlife, Biodiversity and Dunsby Wood SSSI

The countryside around Haconby, Stainfield and Haconby Fen supports a diverse range of wildlife and habitats. Residents have reported deer, badgers, bats, hares, owls, red kites, buzzards, kestrels, peregrines, hobbies, breeding birds, reptiles, amphibians, invertebrates and other species. Concerns have also been raised about natural springs, ponds, hedgerows, field margins and the habitat corridors connecting feeding, breeding and sheltering areas.

Particular concern centres on Dunsby Wood and the contamination of this Site of Special Scientific Interest (SSSI) and the surrounding woodland, fen and fields that support its ecological function. Residents are concerned that moving pylons away from the designated boundary may not prevent harm to the wider habitat on which wildlife depends.

Construction would involve vegetation clearance, soil compaction, noise, lighting, human disturbance and habitat fragmentation. The completed lines are also likely to create risks for

birds, while disturbance to deer would increase crossings of the A15 and other roads, with consequences for animal welfare and highway safety.

The Parish Council requests comprehensive, site-specific ecological surveys covering all proposed routes, pylon positions, haul roads, compounds, working areas and associated infrastructure. Surveys must account for seasonal use, protected and priority species, breeding and foraging habitats, ecological connectivity and cumulative effects.

The findings must inform route selection and design. Avoidance of harm should take precedence over reliance on compensatory planting or biodiversity enhancements where a less damaging practicable alternative exists.

4. Landscape, Heritage and Residential Amenity

The proposed large-scale overhead infrastructure would permanently alter the open Fenland landscape and the rural character of the parish. Residents value the countryside for its tranquillity, open views, walking, running, dog walking, horse riding and everyday recreation.

Pylons, conductors, access tracks, compounds and associated infrastructure could affect views from homes, gardens, roads, public footpaths and the wider countryside. Particular concerns have been raised about the elevated ground north of Haconby, views towards Dunsby, properties along Main Street and Chapel Street, and the proximity of infrastructure and the location of site compound to homes in Stainfield.

Residents have also raised concerns about construction noise, dust, lighting, potential operational noise, loss of privacy, the attractiveness of local properties and the effect on property values.

National Grid should provide realistic visualisations from representative residential and public viewpoints, assess the cumulative landscape impact and explain how topography, existing vegetation, route alignment, pylon height and individual tower positioning have been considered.

Where overhead infrastructure remains under consideration, targeted undergrounding and alternative support structures should be assessed at the most sensitive locations. Any proposed screening should be properly designed, funded and maintained, with appropriate planting established as early as practicable. Screening must not be treated as a substitute for avoiding unacceptable impacts.

The Parish Council also requests a comprehensive archaeological and heritage assessment. Haconby Fen contains multiple Romano British sites, mainly small enclosures and salt working salterns identified through cropmarks, pottery scatters, and briquetage. Stainfield is closely connected to the fenland sites, with evidence of a substantial Roman town or settlement with abundant pottery, wall foundations, and a metalled road surface.

Residents have raised concerns about archaeological discoveries and potential remains along the proposed routes. The wider historic landscape, including the setting of heritage assets and the surrounding estate landscape, must be considered, not solely designated buildings or already recorded sites.

Appropriate archaeological investigation should be completed before route approval and ground disturbance. See Annex B.

5. Drainage, Flood Risk, Ground Conditions and Water Supplies

The low-lying fenland landscape is sensitive to changes in drainage and ground conditions. Residents and landowners have reported waterlogged fields, wet ground near Dunsby Wood, natural springs, drainage dykes and existing flooding or surface-water pooling during periods of heavy rainfall.

Concerns have been raised that pylon foundations, compacted ground, temporary haul roads, compounds, vegetation clearance and altered drainage patterns will affect water infiltration and runoff. Depending on the location and design, these changes would increase flood risk or transfer water towards neighbouring properties, farmland, roads and settlements, including Haconby, Stainfield and Neighbouring Morton.

The Parish Council requests a comprehensive, site-specific flood-risk and drainage assessment covering all reasonable route options and the cumulative effects of the complete construction and operational scheme. This must consider winter conditions, extreme rainfall, groundwater, soil permeability, drainage capacity and the implications of both temporary and permanent works.

Residents have also raised concerns about private boreholes, groundwater and domestic water supplies. These require particular attention because disruption or contamination could have serious consequences for affected households.

National Grid should identify private water supplies and existing water, gas, electricity and other buried infrastructure before construction. It should establish baseline conditions, assess the risk of damage or contamination and provide clear, enforceable arrangements for prevention, monitoring, emergency response and remediation. Where a private water supply is affected, residents must have an effective and fully funded remedy.

6. Construction Traffic, Roads and Public Safety

The local road network includes narrow rural roads, single-track sections, constrained junctions and bridges over drainage channels. Residents have expressed serious concerns about the ability of these routes to accommodate heavy goods vehicles, abnormal loads, cranes and construction machinery over an extended period.

Particular concerns relate to the A15, B1177, Elsthorpe Road, Hanthorpe Road and other rural access routes, including proposed haul-road crossings and junctions where visibility or safe access has been questioned. Residents have also highlighted the potential effects of increased traffic on pedestrians, children, cyclists, runners, dog walkers, horse riders, agricultural vehicles and emergency access.

The Parish Council requests a detailed construction traffic management plan, supported by appropriate highway and structural assessments. This should identify every proposed access route, vehicle type and movement, road crossing, bridge, compound and delivery point. It should assess visibility, turning movements, road capacity, existing overhead cables, buried utilities and the suitability of the proposed routes for the intended loads.

Alternative access arrangements, including the use of more suitable major-road corridors such as the A52 where practicable, should be assessed. The Parish Council also requests that National Grid examine whether construction traffic can be kept off unsuitable village roads, particularly single-track sections such as Elsthorpe Road.

The plan must include enforceable arrangements for traffic management, safe access, working hours, dust and mud control, road cleaning, noise, emergency access and the protection of vulnerable road users. Road and bridge conditions should be recorded before construction, monitored during works and restored where damage is attributable to the project. Responsibility for repair and reinstatement must be clearly established.

The potential for wildlife disturbance to increase animal crossings of the A15 and other roads must also be included in the safety assessment.

7. Agriculture, Landowners and Local Businesses

The affected area contains productive agricultural land, established farms and rural businesses whose operations depend on access, workable soils, drainage and the ability to use machinery safely.

Residents and landowners are concerned about permanent and temporary land take, soil compaction, damage to field drainage, the loss of hedgerows, the severance of fields, restricted access and the potential for lasting reductions in agricultural productivity. Experience of previous utility works in the area has reinforced concerns about soil restoration and visible ground disturbance.

Overhead lines and construction activity also raise questions about the safe operation of combines, tractors, sprayers, telehandlers and other tall machinery, as well as the management of livestock and work beneath or near the lines.

The Parish Council requests a detailed agricultural impact assessment and clear commitments regarding soil handling, drainage, access, restoration, compensation for demonstrable project-related losses and the safe continuation of normal farming operations.

Specific concern has been raised about the proposed infrastructure and compounds near Stainfield, the routing of the pylon line across the A15 / B1177 junction and proximity to SSSI Dunsby Wood, and the potential impact on Brackenspa Stud and other rural enterprises. The assessment must consider equine welfare, biosecurity, horse movements, operational safety, security, noise, lighting and the potential economic consequences for businesses. These effects should be assessed individually, rather than assumed to be adequately addressed through general construction mitigation.

8. Specific Concerns Relating to Stainfield

The Parish Council considers it essential that Stainfield's concerns are expressly recognised within this submission, alongside those raised by Haconby and the surrounding area.

Residents of Stainfield have expressed strong opposition to the proposed alignment and its concentration of infrastructure around the hamlet. Concerns include pylons to the east and south, construction compounds and material storage areas close to homes, heavy haul roads, and the potential for the proposed layout to place a disproportionate construction and operational burden on a small rural community.

Residents have raised particular concerns about the proximity of welfare and material compounds to residential properties, the visibility of structures from elevated homes, construction noise, security lighting in an otherwise dark rural setting, privacy, security and the potential attraction of theft or unauthorised access. The proximity of construction activity to Brackenspa Stud and other local businesses also requires specific assessment.

The Parish Council requests site-specific assessments of compound locations, residential separation distances, noise, lighting, security, traffic and equine-business impacts. National Grid should demonstrate whether compounds and haul roads can be relocated or redesigned to reduce these effects. Any necessary security, lighting and noise controls must be specific, enforceable and monitored.

Where residents request screening, micro-siting or undergrounding, these measures should be assessed against the actual topography and views of the affected properties. Where significant residual impacts remain, National Grid must explain why they cannot reasonably be avoided.

The Parish Council does not assume that every resident of Stainfield supports the same alternative route. It does, however, require National Grid to give the hamlet's particular circumstances and representations proper, identifiable consideration rather than subsuming them into a general assessment of parish-wide impacts.

9. Specific Concerns relating to A15 / B1177 Junction and Dunsby SSSI

The Parish Council considers it essential that the potentially ruinous effects of the pylon line on agriculture, wildlife and ecology in the areas around Haconby, the A15 / B1177 road junction and Dunsby Wood SSSI be expressly recognised.

Farming is not simply a business; it is the farmers' home, their livelihood and family heritage. They farm this land and are committed to the next generation of farming. The construction and existence of power lines and associated infrastructure over fields adjacent to the A15 near Haconby pose a significant threat to local agriculture, the largest deer herd in UK, wildlife such as badgers, bats and birds, and "…an irreplaceable landscape and habitat that is significantly important for Wildlife and Dunsby Wood Ancient Woodland SSSI…". See (https://www.protectdunsbywildlife.com/).

The pylon line would encroach almost into Waldron Farm east of the A15, fragmenting fields and rendering them useless for sensible arable farming. It would cut through hedges currently blocking intrusion, undermining farm security and the ability to counter rural crime. It would cross the A15 through fields functionally linked to Dunsby Ancient Woodland SSSI.

These fields are immensely important to this ancient woodland and its wildlife. The construction phase will disturb wildlife, their breeding and feeding, possibly irretrievably. It will risk bringing in foreign soil-borne diseases and pathogens. Forestry operations sharing ground with National Grid traffic would increase the risk of cross-contamination to a high level for a SSSI. Mitigation is unlikely to avoid this risk.

Grassland fields, habitat, rewilding, ponds and ancient hedge-lines to the south of the woodland are crucial links to the woodland's wildlife, which includes the highest population of fallow deer in the UK. Heavy industry and its footprint cannot have other than a serious effect on wildlife behaviour, especially deer. Their movements would change. Inevitably, wildlife would head east over the A15 and B1177 to seek new pastures and avoid the disturbance of construction. A greatly increased risk of traffic accidents on the A15 is inevitable.

The Parish Council requests in-depth liaison with local farmers to confirm risks, likely effects and mitigation of proposed activities. This includes site-specific assessments of compound locations, noise, lighting, security, traffic, and mitigation measures to protect agriculture, wildlife and ecology.

10. Community Wellbeing, Security and Cumulative Effects

Residents have described concern about the effects of the proposal on tranquillity, daily life, mental wellbeing and their enjoyment of the countryside. The anticipated duration of construction, together with the permanent presence of the infrastructure, means these concerns cannot be dismissed as a short-term inconvenience.

Residents have also raised concerns about security at farms, woodland and isolated properties during construction, including risks associated with compounds, machinery, timber, livestock and increased site access. The Parish Council requests that appropriate site-specific security arrangements are incorporated into the construction plans.

The effects of the scheme must be considered cumulatively. Landscape change, ecological disturbance, drainage alterations, agricultural disruption, construction traffic, noise, lighting,

heritage impacts and risks to local infrastructure may interact and create a greater overall effect than assessments of individual issues suggest.

The Parish Council requests a comprehensive cumulative-impact assessment covering all construction phases, temporary works, permanent infrastructure and relevant interactions with other existing or proposed developments.

Residents have also questioned the wider public-interest justification for imposing significant local impacts where benefits may principally be experienced elsewhere. They have raised concerns about the relationship between new transmission infrastructure, future energy demand and potential large-scale developments such as hyperscale data centres.

The Parish Council is aware of 44 individual connections linked to this National Grid WMEL upgrade and strongly objects to all the connections, as well as the WMEL routing. The Parish Council requests clear information about the WMEL project and the purpose of those 44 individual connections, the anticipated demand, capacity requirements and the extent to which these matters have informed the proposed design. This is a request for transparency.

11. Required Actions and Conclusion

For the reasons set out above, Haconby and Stainfield Parish Council formally objects to the proposed WMEL overhead transmission line and associated infrastructure in its current form.

The Parish Council requests that National Grid:

1. **Reconsider the current overhead proposal** and undertake a transparent, evidence-based assessment of an offshore subsea alternative, underground cabling and all reasonable onshore route options.
2. **Publish a clear comparison of route alternatives**, including the northern, southern and Stainfield alternatives, the proposed dog-leg alignment and the consequences for each affected community, habitat, business and landowner.
3. **Complete comprehensive environmental, ecological, archaeological, landscape, agricultural, drainage and flood-risk assessments**, including the effects on Dunsby Wood SSSI, associated habitats, protected species, groundwater, private boreholes and historic remains.
4. **Provide a detailed highway and construction assessment**, including haul roads, compounds, major-road crossings, bridges, local road capacity, vulnerable road users and the potential for wildlife-related collisions.
5. **Assess targeted undergrounding, lower-height or alternative support structures, and individual pylon relocation** where these could materially reduce harm.
6. **Address Stainfield's distinct concerns** through specific assessment of compound locations, residential amenity, security, lighting, noise, construction traffic and impacts on Brackenspa Stud and other local enterprises.

7. **Provide enforceable mitigation and restoration commitments**, including protection of water supplies, drainage, agricultural soils, roads, bridges, wildlife habitats and residential amenity, with clear responsibility for monitoring, repair and remediation.
8. **Explain how residents' representations have influenced the design**, identifying which changes have been made, which reasonable alternatives remain under consideration and the evidence supporting any decision to reject further changes.
9. **Assess the cumulative and long-term consequences** of the entire scheme, including temporary construction infrastructure and the permanent operational effects.
10. **Provide full and transparent costings**. Residents have requested that National Grid provide access to full and accurate costs of the WMEL project.

The Parish Council's objection is based on the scale and potential consequences of the current proposal for this particular rural landscape and its communities. The Parish Council recognises that residents hold differing views about the relative merits of alternative onshore routes. Those differences must be acknowledged fairly and must not obscure the common requirement for a rigorous assessment of the available alternatives and their consequences.

The Parish Council does not consider that general assurances or mitigation measures alone are sufficient to resolve the concerns raised. Decisions must be supported by robust evidence, transparent comparisons and clear, enforceable commitments.

We therefore ask National Grid to reconsider the proposed overhead route, give serious and demonstrable consideration to an offshore subsea solution, and ensure that the environmental, agricultural, heritage, highway, hydrological and community consequences are fully assessed before any final route is selected.

Please record this submission as the formal response of Haconby and Stainfield Parish Council to the Stage 2 consultation and ensure that all matters raised are considered in the development of the proposals and any subsequent Development Consent Order application.

Haconby and Stainfield Parish Council 1 November 2026

Annexes:

A. Site of Special Scientific Interest (SSSI) notified under Section 28 of the Wildlife and Countryside Act 1981 – Dunsby Wood.

B. Roman Settlements in Hacconby Fen.

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Annex A

File ref:

County: **Lincolnshire (South) Site name: Dunsby Wood**

District: **South Kesteven**

Status: Site of Special Scientific Interest (SSSI) notified under Section 28 of the Wildlife and Countryside Act 1981

Local Planning Authority: South Kesteven District Council

National Grid Reference: TF 085260 **Area:** 54.7 (ha) 135.2 (ac)

Ordnance Survey Sheet 1: 50 000: 130 **1: 10 000** TF 02 NE

Date Notified (Under 1949 Act): 1968: **Date of Last Revision:**

Date Notified (Under 1981 Act): 1986 **Date of Last Revision:**

Other Information:

1. The boundary of the site has been modified at renotification by a partial deletion to exclude a conifer plantation.

2. The stream course on the western edge of the wood is included within the site.

Description and Reasons for Notification:

Dunsby Wood is an example of wet ash-maple woodland, especially characteristic of the calcareous soils of the Midland Clay Belt. It is one of a group of ancient semi-natural woodlands lying on the Kesteven Plateau. Such woodlands are increasingly threatened by modern forestry and agricultural practices.

The woodland canopy is dominated by ash *Fraxinus excelsior*, field maple *Acer campestre* and pedunculate oak *Quercus robur*, all grown from former coppice. A large stand of wild cherry *Prunus avium* occurs in the north-east corner and wild service-tree *Sorbus torminalis* is common along the southern edge of the wood. High forest, dominated by pedunculate oak, occurs at the western end of the wood, where the soil is more acidic.

A rich shrub layer is present, including hawthorn *Crataegus monogyna*, midland hawthorn *C. laevigata*, wild privet *Ligustrum vulgare*, spindle *Euonymus europaeus*, blackthorn *Prunus spinosa*, field rose *Rosa avensis* and guelder-rose *Viburnum opulus*.

The woodland floor is generally wet, with the exception of two well-drained areas where bracken *Pteridium aquilinum* and creeping soft-grass *Holcus mollis* are dominant. Meadow-sweet *Filipendula ulmaria* and lesser pond-sedge *Carex acutiformis* occur in the very wet areas and, elsewhere, other characteristic plants include early purple orchid *Orchis mascula*, anemone *Anemone nemorosa*, bluebell *Hyacinthoides non-scripta*, yellow archangel *Lamiastrum galeobdolon*, water avens Geum rivale and wood-sorrel Oxalis acetosella. Rather more uncommon plants include small teasel *Dipsacus pilosus*, nettle-leaved bellflower *Campanula trachelium*, hart's-tongue *Phyllitis scolopendrium* and thin-spiked wood-sedge *Carex strigosa*.

Dunsby Wood is also very rich in fungi, with over 120 species having been recorded.

Annex B – Roman Settlements in Hacconby Fen

Extracts from 'The Fenland in Roman Times', edited by C.W. Phillips – R.G.S. Research Series No. 5

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TF 12 SE (*see Map 3) (cont.)

their predominantly domestic nature. At least 2ndC (BRH 1958). Lincoln Mus. A16a–f (*LAASR* **8**, 46, 62; Nenquin, *Salt*, 66).

196223 ***1922E (IL)**

PINCHBECK, Holland's Chase, east: Industrial site. Jan., 1952; distinct "red hill" of soft pulverized baked clay, with few baked clay and vessel crumbs, in meander of silty levee; crossed by parallel lines of clay and silt along hollow; no domestic debris. Lincoln Mus. A16p. (*LAASR* **8**, 46 62; Nenquin, *Salt*, 66).

194234 ***1923 (P, QQ, IL)**

PINCHBECK, South Fen, Bank House: Large compact and complex settlement with industrial sites. Tight group of small irregular ditched enclosures closely related to network of meandering watercourses, followed and linked by droves, within wider mesh of straighter field ditches; adjacent to the NW a block, 450 by 360 ft, of small square enclosures; all under plough [RAF/1431/5387–8, detail on centre only; JE94, N field clear]. March, 1951; Jan., 1952: marked differences of soil and relief persisting after 20 years of ploughing, no detailed ditch lay-out, extensive raised silt areas flanked to W and E by lower clays; separate NW flat sandy silts crossed by dark ditch lines. Sparse sherd scatter **s** over most of NW area. Well-defined patches **p**, **q**, **r** of dark occupation soil with abundant domestic debris (bones, teeth, shells, grit quern fragments and pottery) on row of silt hillocks along E side of central hollow of the main extinct watercourse. Sparse scatters of baked clay and vessel debris, **h** and **k**, extend down the channel slopes of **p** and **q**. Wider scatters of similar industrial debris, **c**, **e**, and **f**, lie on the opposite levee, **e** being an abundant mass of supports, support fragments, other baked clay debris and vessel pieces in loose red soil making a definite "red hill"; small flat scatters of baked clay and vessel fragments at **a**; **b**, a 20-ft zone round a 60 by 60 ft patch of clean silt; **d**, a 5-ft zone round a 30 by 30 ft silt patch; and **g1**, **g2** and **g3**. Area **s** occupied from early 2nd to early 4thC; **p**, **q**, and **r** from mid 2nd, through 3rd, probably into 4th; few sherds from industrial sites indeterminate and atypical (BRH 1958). Mostly grey ware (60%), roughly equal small quantities of calcite-gritted and colour-coated (10%). Lincoln Mus. A10. (*LAASR* **8**, 46–7, 62; Nenquin, *Salt*, 65).

TF 12 NW (*see Map 2)

113249–128292. ***Car Dyke** through Hacconby and Dunsby is a deep, wide dredged ditch flowing N with no trace of original banks. N of Hacconby Drove where it veers briefly NE a few RB sherds in recent dredgings and top stone of a rotary quern suggest settlement alongside (*v.* **1125**). A line just E of N is resumed for the next 2½ miles. For 100 yd N of 122270 where the modern drainage flows off to join Rippingale Running Dike there is only a slight ploughed hollow between almost levelled banks. Through Rippingale the ditch is wide but stagnant with variable and slight traces of banks and recent upcast. A main drainage channel flows S on a short stretch of Rippingale–Dowsby boundary, with a lane on the W berm, and slight ploughed W bank. Winter, 1950–1, SJH and HEH.

127286–150278, 127289–141284. ***Rippingale minor canals** running just S of E from the Car Dyke, approximately straight. The smaller northern feature joins into a small meandering

TF 12 NW (*see Map 2) (cont).

145256 ***1425 (P, Q)** (Pl. XIa, b)

HACCONBY Drove: Large loose settlement. Small enclosures, some arranged concentrically within larger enclosures, mainly rectilinear, linked by droves over wide area. A main W–E drove runs through and on to **1525N** and **1626**; SE branch towards **1525S** and neighbours; S branch down levee through **1424**; two N branches join to run upstream to **1326S** and **N**; network of field ditches over wide area to N. 1946, 1952, mainly under plough, SE field grass [RAF/1431/5046; JE90, very clear on grass, blank on plough]; March, 1956 [RS1] same field ploughed, very clear soil colour marks revealing additional features. Feb. 1952: SE field grass, others ploughed smooth, no details. SW portion of grass field lowlying but higher small enclosures along E edge (raised silt continues S to **1424**) and along N, raised silts continuing W into the plough. The S and W margin of the higher occupied area was very plain in the grass and [JE90] as a sharp drop, bounded by a narrow bank with a ditch each side, a definite flood defence. There are traces of (earlier?) occupation S of this barrier. Not examined since ploughing. Few indeterminate sherds, shells and "vessel" fragments over ploughed W field, and nothing from fields N of Drove, suggested main occupation lay under grass. Lincoln Mus. A3.5. (*LAASR* 8, 44, 62).

147257: top stone of rotary quern from trenching clamp, Nov., 1951; asymmetrical truncated cone of limestone, base diam. 14–14½ in, top diam. 11–11½ in, height 5 in with basin 2½ in deep, diam. 10 in, hollowed out of the top; narrow pivot hole with traces of rust and handle-hole in side. Inf H. B. Atkinson, Spalding. T. W. Atkinson collection, Hacconby Hall.

147267 ***1426?**

DUNSBY Fen, south: Small group (c. 500 by 250 ft) of rectilinear enclosures, each containing one or two small internal enclosures [LH9, very clear]; quite separate from **1427**; clear unmodified lay-out suggests brief occupation.

148271 ***1427 (P, QQ)**

DUNSBY Fen, north: Compact settlement. One grouping of central, roughly rectilinear enclosure plus surrounding compounds, in each angle of meeting of four droves; three minor, the fourth links with **1326** to W; branch droves, watercourse and network of fields extend NE, and wider mesh of drainage ditches E; all under plough [RAF/1431/5209; JE92; RS7, some new details]. Feb. 1952: centre bare plough, ditch lines clear, areas of very dark soil well defined; no ditch lines traceable across sown fields N of Dunsby Drove. Wide (600 ft) silt levee approaches from SW, runs N to Dunsby Drove with the domestic sites grouped on it, and lower clays to E and W, and turns NE, taking the whole width of a field where it is cut by Rippingale Running Dike and joined by natural and artificial streams from NW (*v.* **Minor canals**, above). Levels vary from about 5 ft on clays to about 8·5 ft OD on silt levee. Scatter of domestic debris (shells, teeth, two

Mus. A5.

TF 12 NW (*see Map 2) (cont.)

small pieces of grit disc quern, few "vessel" fragments and sherds) over well-defined area of dark soil, each on its own ditched hillock (**b**, 40 by 40 ft; **c**, 100 by 60 ft; **d**, 120 by 80 ft plus 60 by 60 ft; **p** and **q** each 25 by 10 ft); and in greater quantities over less well-defined but more extensive area of deep dark soil, **a**, formed by the amalgamation of areas on adjacent hillocks, 180 by 120 ft, 100 by 80 ft and 50 by 30 ft. All sites lie within 600 by 400 ft on levee, **b** and **d** NW of the "crossroads", **c** NE, and the **a** complex, with **p** and **q**, SW. Enclosures SE of "crossroads" are off the levee, no debris. Late 2nd to 3rdC, continuing into 4th on **a** and **b** (BRH 1958). More calcite-gritted ware than colour-coated (20% and 12%). Lincoln Mus. A7. (*LAASR* **8**, 44, 62).

TF 12 NE (*see Map 2)

153258 ***1525N?** HACCONBY Lode, west: Five rectilinear enclosures strung along 400 ft of double drove, block of four and pair to S; ploughed [LH7, W clear, E vague].

157252 ***1525S (P, Q)** HACCONBY, Short Drove, west: Small settlement. Group of 8 small rectilinear enclosures at NW of loose complex of fields and settlements (**1624S** and **N, 1625?, 1525S**) grouped about northern tributary of Morton Fen watercourse [RAF/1431/5043, poor]. Feb., 1951: silty; well ploughed, ditch lines and occupation areas not distinguishable; sherd scatter with quern fragment over raised area of enclosure group. Late 2nd to 3rdC (BRH 1958). Lincoln Mus. A2.3.

159279 ***1527 (P)** RIPPINGALE Running Dike: Long settlement along 1000 ft of N side of drove running S of E towards Dunsby Fen Farm. Four adjacent enclosures, each about 150 ft across, and a tight group 250 ft across of small irregular polygonal enclosures; rectilinear field ditch network stretches S towards parallel drove (continuing E the alignment of **minor canals**, *v.* TF 12 NW) [RAF/1489/4057, clear in parts]. April, 1952: W ridged for potatoes, E young wheat; ditch lines not distinguishable, relief and occupation zones clear. Sites all on N flank of wide raised silt zone between droves, with clay hollow to N; further N slight gravel rise carries **1528S** and its fields. Scatters of domestic debris over areas of very dark soil (**a1, a2, b,** and **c**) within neighbouring enclosures along drove, and over larger, less defined dark area **d** on top and N flank of hillock with enclosure cluster. All sites began near end of 2ndC; **d** survived into 4th, probably late (pottery not available for BRH). Mainly grey ware (60%), little calcite-gritted (14%) and less colour-coated (8%). Lincoln Mus. A23.

155283 ***1528S (P, QQ)** RIPPINGALE Long Drove: Large compact settlement. Tight group of small, mainly rectilinear enclosures at meeting point of droves going E and S, surrounded by angular field blocks, towards W of low gravel ridge among later alluvium [RAF/1489/4057; RS9, detail E edge only].

TF 12 NE (*see Map 2) (cont.)

Feb. 1952: ploughed at least 50 years; mainly bare plough, E young wheat, ditch lines barely traceable, dark occupation areas sharply defined. The silty clays N of **1527** give way to gravelly soils over the occupied area, gravels extend more widely E. Abundant sherd scatters with many grit disc-quern fragments and bone over western patches of very dark deep soil on tops of small hillocks separated by hollows, sometimes extending down towards the ditch (*e.g.* **a** and **d**); while eastern sites **e, f, m, n, o** are flat areas of dark soil and debris. Occupation areas provide clear example of site sizes, varying from 20 by 30 ft (**o**) to 20 by 40 ft (**n**), 60 by 40 ft (**e** and **h2**), 90 by 40 ft (**f**), 80 by 50 ft (**c1** and **c2**), 80 by 60 ft (**b**), 100 by 60 ft (**k**), 120 by 50 ft (**m** and **d**) and 120 by 60 ft (**h1** and **a**). Sites **a, b** and **c** began in later 2ndC, most others in late 3rd, nearly all were occupied into late 4th (BRH 1958). A very high proportion of the predominantly late pottery is colour-coated (40%), little calcite-gritted (7%). Lincoln Mus. A8.

157288 ***1528N?** DOWSBY, Bottom Fen Farm: Some straight ditches continue N from **1528S**; field ditches and irregular polygonal marks, probably frost-cracks in gravel, lie E of these; and N again rather irregular enclosures related to curving watercourse and drove [RAF/1431/7208, vague].

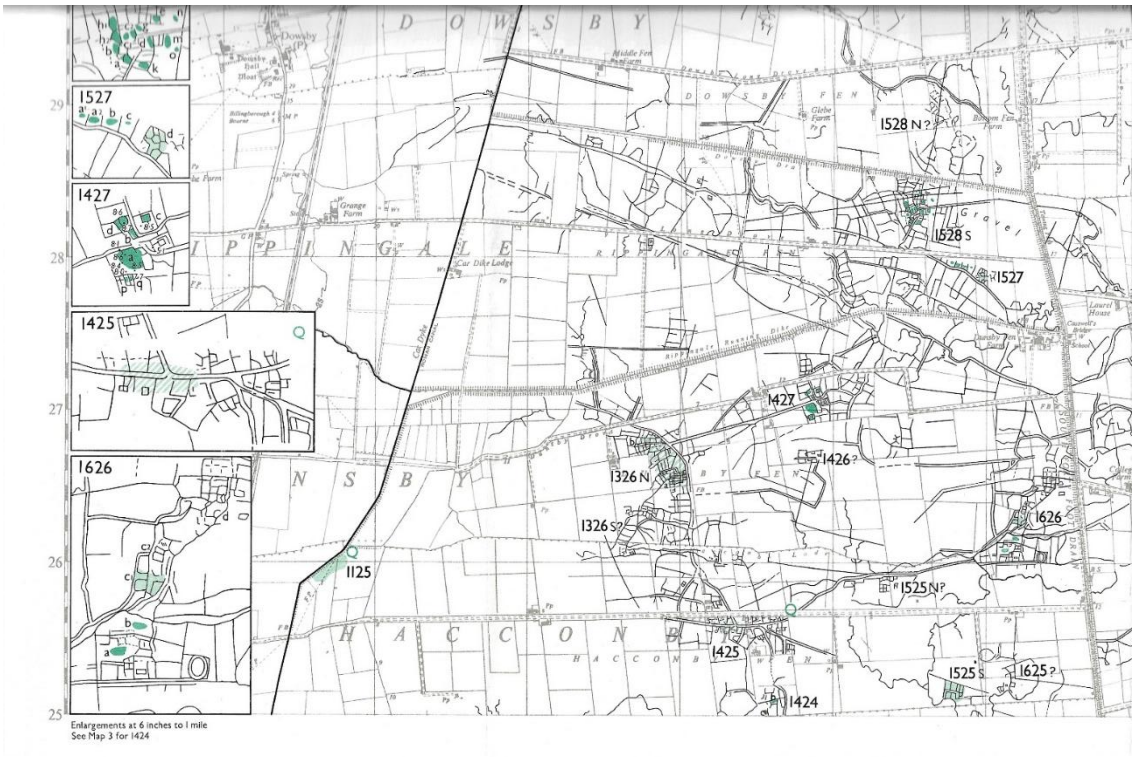
159298 ***1529?** ASLACKBY, Short Drove: Tight cluster of small enclosures, 800 by 500 ft [RAF/1431/7207, vague].

162253 ***1625?** HACCONBY, Short Drove, east: Small scatter of 6 or 8 small enclosures, mostly irregular rectangles [RAF/1431/5043, poor definition]. Under stubble, Feb., 1951. On E offshoot of same tributary as **1525S**.

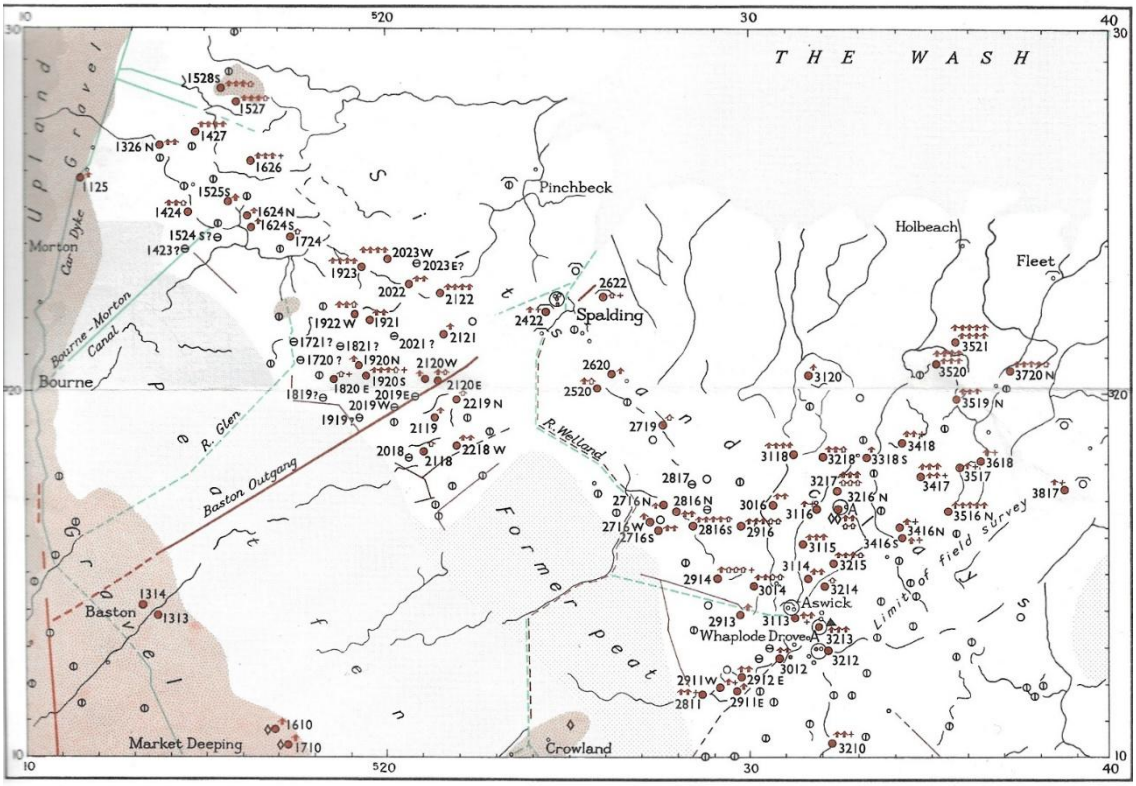
163263 ***1626 (P, QQ)** HACCONBY Lodge, East: Large loose settlement. N–S string of three tight clusters of small irregular enclosures along watercourse tending NE from Hacconby Lodge towards seaward complex of silted channels E into Pinchbeck, joined by wide silt levee from Dunsby Fen. Drove links W to **1525N** and' **1425**; complex network of branch droves runs through and around group and NE, with loose field ditch network in interstices [RAF/1431/5043, detailed for S, vague for NE]. Feb. 1951: E–W raised silt band across S, main channel devoid of all settlement material. Sherds, quern fragments and shell over areas **a** and **b** of very dark occupation soil, each on a low silty ridge N of main levee, with low wet clay areas E, W and between; general sherd scatter **c** over part of top and E and W flanks of small levee to N (perhaps continuing N under wheat), **d** still further NE not examined, under stubble. Mid 2nd to 4thC, including a little late 4th from **a** (BRH 1958). Samian includes Dr33 base stamped GENIALIS F, Lezoux or Rheinzabern. Colour-coated and calcite-gritted ware (both 17%). Lincoln Mus. A4. (*LAASR* 8, 45, 62.)

TF 13 Lincolnshire

APs plotted 1951, with later additions 1956, SJH. Compiled SJH, partly from field survey 1951–2, for Car Dyke; with additional local information, especially from C. M. Aram, A. G. May, and Miss P. W. Wheatley of the Boston Archaeology Group.



SETTLEMENT PATTERN IN THE LATE 2ND CENTURY



Settlements :—
- Possible, probable or undated
- Ground survey negative
- Not occupied in the late 2nd century
- Occupied in the late 2nd century
- Below later deposits

Number of component sites in each settlement group in the late 2nd century
Certain ◇ Probable
(NB These are minimum figures, see text)
+ More sites likely under grass, crop or later deposits

- Substantial building
- Probable kiln
- Altar
- Important group of finds
- Other finds

- Roman artificial watercourses
- Possible artificial watercourses
- Roman roads
- Probable roads
- Roman droves and banks
- Possible droves and banks

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SHEET K

GENERAL DISTRIBUTION MAP

ROMAN OCCUPATION OF THE FENLAND

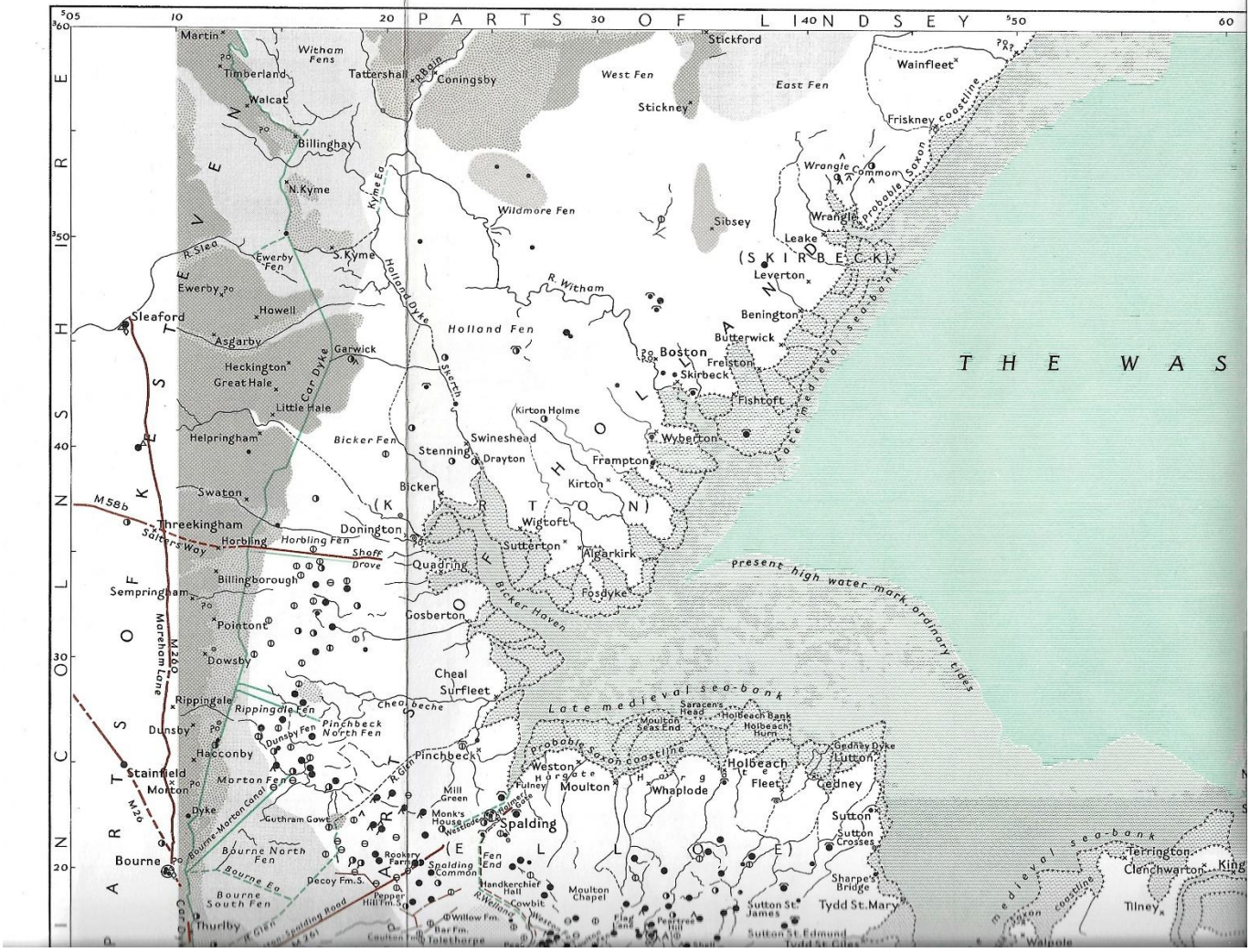
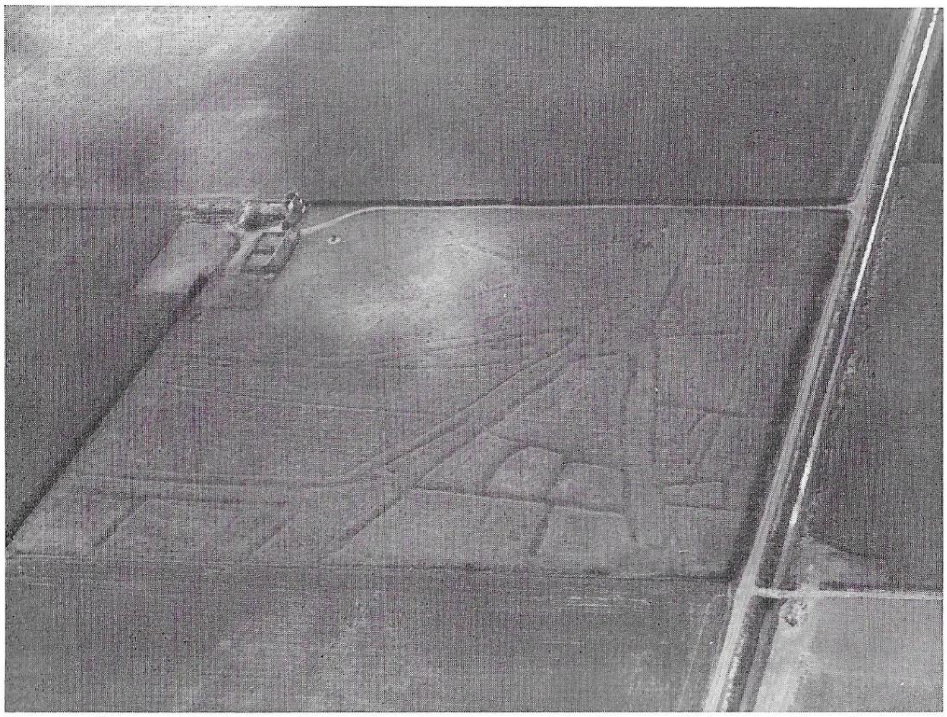


PLATE XI

Settlements under grass and plough



JE90 *Photograph by J. K. St. Joseph: Crown copyright reserved, Ministry of Defence (Air Force Department)*

a) Hacconby Drove, looking west, showing part of settlement **1425** *under grass. June 1952, Map 2*

