

Following on from the comments submitted by Catherine Booth, we would like to say that we fully agree with all comments submitted by herself.

We would also like to add that [REDACTED] has commenced building work for the development of the barns alongside the single carriageway farm track (ref 14-299) after planning permission was granted for 4 further properties using the same single carriageway farm track access. The proposed cable route will be less than 5 metres from 2 of the properties. During conversations after the planning inspectorate open hearing in September, we have been led to believe that the area in yellow (ref 14-298) in the field behind West Farm Cottages is to be used for portacabins/storage of machinery for use whilst constructing the cable route. This area will be accessed from the single carriageway farm track which we use to access our home (WFC driveways ref 14-297). This track is the only access to the main road, the B1241. We have lived at [REDACTED] for 29 years and we have seen numerous incidents of poor driving due to the speed in which vehicles approach/take the bend. Our concern is that the extra volume of vehicles using the access will result in having to wait on the road whilst construction vehicles exit the track. This potentially puts all residents, construction staff, and visitors at a greater risk of a collision due to the bend in the road to the north, and the curve of the road if approaching from the south. This could also affect properties, should vehicles swerve, as has happened in the past. There have been 3 accidents in the last 2 years causing damage to hedges, gates, walls, and property which have been attended by the emergency services and PCSO's. The exit from the single carriageway farm track onto the main B1241 road (ref 14-292), with a 60mph speed limit, is restricted visually by the proximity to the bend in the north, and property hedges and fencing in the north and south also.

Area 14-298 is also part of a DMV (Deserted Medieval Village ML152445) which is mentioned in the Domesday Book (opendomesday.org/place/SK8883/normanby-by-stow) Also as stated by West Lindsey District Council documentation 'Sturton by Stow and Stow Heritage assets' DMV is bounded by the River Till to the north, the farm track to the south, the drain to the west and the B1241 to the east.

Lincolnshire Heritage Explorer states 'The tiny township of Normanby, reckoned in 1839 to amount to 520 acres, extends in a narrow strip along the north boundary of Stow for the full east west dimension of the parish and is generally no more than 500 metres north to south. No form of separate ecclesiastical provision is recorded. The earthworks are fragmentary but sufficient survives to suggest that Normanby in Stow was a planned village consisting of a rectangular block divided axially by a central north to south street, which for much of its length is still a road. Probable shrunken medieval earthwork crofts, hollow ways, field system and boundaries and medieval ridge and furrow' (heritage-explorer.lincolnshire.gov.uk/Monument/ML152445)

Therefore, can I ask why the small hamlet of Normanby by Stow has been selected as the cable route for the main high voltage cable link to Cottam power station? It is steeped in history. At present there are 8 properties in Normanby by Stow, with permission granted for a further 4. Why has a high voltage cable route been selected so close to residents' homes when there are open fields available to the north, and south of Normanby by Stow, well away from all properties? Why has a route away from the hamlet and its medieval roots not been selected? This is not the only application for a cable route to select Normanby by Stow as a preferred route.