Submission ID: SBE44B6EB

Project Reference: EN010148 – Tween Bridge Solar Farm
Submission Type: Written Submission / Further Representation
Objection Topic: Personal impacts on homes, local flooding risks, regional over-development, and loss of productive farmland

To the Examining Authority,

I am writing to share my deep personal concerns about the overwhelming scale of the Tween Bridge Solar Farm. While I understand the national drive toward green energy, I believe this specific project will cause long-term, irreversible damage to our homes, our safety, and the daily lives of everyone living in our community.

This project is not being built out of sight in an isolated area; it wraps directly around the edges of our community and encroaches right up to the doorsteps of local families. Many of us face having our homes permanently blighted by a sprawling sea of security fencing, CCTV poles, and dark glass panels. The quiet, open rural views that made us choose to live here will be completely destroyed for a generation. Beyond the visual damage, the threat to our quality of life is exhausting to contemplate. We face years of relentless construction noise, dust, and heavy truck traffic passing right outside our windows. Simple daily tasks like driving to work, doing the school run, or getting into town will become a stressful logistical nightmare, trapping local families inside an industrial construction zone.

I am also incredibly worried about the heightened flood risk this development brings to our doorsteps. The low-lying land west of Crowle and around the Stainforth and Keadby Canal is historically reclaimed marshland. Ever since the complex drainage works initiated by Cornelius Vermuyden in the seventeenth century, the entire Isle of Axholme has relied on an incredibly delicate, artificial system of drainage ditches, dikes, and pumps to keep our homes and roads dry. Covering thousands of acres of this unique lowland with millions of solid solar panels ignores this fragile history. The heavy machinery used during construction will severely compact the soil, destroying its natural ability to absorb water. Instead of sinking into open fields, rainwater will sheet off millions of impervious glass panels, overwhelming the historical boundary ditches. Any failure in this delicate system directly threatens to back water up into our residential properties and close vital local roads that are already prone to pooling.

It feels as though our region is being treated as an easy target for giant utility companies, and the sheer volume of projects currently targeting our area has reached a breaking point. We are not just dealing with Tween Bridge; we are being squeezed by the proposed Fenwick Solar Farm pipeline, the nearby Little Crow Solar Park, the Mareham Lane development, and the massive Drax Bioenergy with Carbon Capture and Storage project. To facilitate all this generation, National Grid is imposing massive infrastructure upgrades across our landscape, including a new substation to tie into the Drax to Keadby overhead line and the extensive industrialisation of the Mareham to Little Steeping grid transmission corridor. Taken together, these overlapping energy proposals and sprawling grid infrastructure projects will wipe out close to ten percent of our region's finest agricultural land. Our village infrastructure and narrow local roads simply cannot cope with the noise, environmental pressure, and traffic gridlock of multiple massive developments happening at the exact same time.

These fields are not empty space; they are actively farmed, highly productive arable land that helps feed the country. Covering this beautiful countryside with solar panels for the next forty years is a massive blow to our local farming economy and UK food security. The developer claims the impact is low because they might put sheep under the panels, but sheep grazing cannot replace high-yield food crops. Furthermore, decades of heavy construction traffic and deep cable trenching will severely degrade the soil quality, meaning it may never be easily farmed again even after the project is decommissioned.

Finally, it feels completely counterproductive to call a project green when there is no clear plan for what happens to the equipment at the end of its life. In their own paperwork, the developers admit they are just expecting a panel recycling industry to exist in forty years. Passing the buck like this is irresponsible and risks leaving a legacy of thousands of tons of electronic waste right here on our doorstep. Furthermore, importing millions of panels manufactured using carbon-heavy energy grids abroad and shipping them thousands of miles completely undermines the project's environmental claims. If the developer cannot guarantee a transparent, low-carbon supply chain and a legally binding recycling plan today, this project should not go ahead.

I ask the Planning Inspectorate to look past the corporate green branding and protect the real people who live here. Please take a stand against the saturation of energy projects and endless grid expansions in this specific region, protect our homes from catastrophic runoff and visual blight, and reject this application in its current.

E Thompson



Submission ID: S86657210

Project Reference: EN010148 – Tween Bridge Solar Farm
Submission Type: Relevant Representation / Written Submission
Objection Topic: Inadequate Construction Traffic Management and Unacceptable Pedestrian Risks at Crowle Primary School (Windsor Road / Marsh Road Corridor)
To the Examining Authority,
I am writing to formally object to the proposed Development Consent Order (DCO) for the Tween Bridge Solar Farm, specifically regarding the designated construction traffic routing through Crowle via the Godnow Road, Windsor Road, and Marsh Road corridor to access Land Parcel B.
As a local stakeholder, I hold severe concerns regarding the developer's Outline Construction Traffic Management Plan (CTMP) and Environmental Statement (Chapter 12: Transport and Access), which fail to provide acceptable mitigation for the significant safety risks posed to vulnerable pedestrians, specifically young children.
My objection is based on the following material planning grounds:
Direct Conflict with a Highly Sensitive Receptor:
The developer's Environmental Statement explicitly acknowledges that Crowle Primary Academy sits less than 100 metres south of the Windsor Road / Marsh Road junction. This junction is the primary gateway for construction HGVs accessing Land Parcel B. Forcing heavy industrial vehicles to navigate this exact pinch point creates an inherent and unacceptable safety conflict with school children and parents.
Inadequate Physical Infrastructure for HGVs:
The footways on Windsor Road and Marsh Road are highly restricted in width, dropping to approximately 1 metre in places. The developer's Swept Path Assessments demonstrate that large HGVs will require the maximum available road geometry to clear the Windsor Road / Marsh Road turn. This overrunning of the junction geometry leaves virtually zero margin for error, severely endangering young pedestrians on adjacent, narrow pavements.
Unenforceable Delivery Timing Mitigations:
While the developer proposes to manage HGV arrival windows, the reality of logistical delivery chains means that HGV queueing, idling, or arriving outside strict windows cannot be perfectly policed. Any failure in this management plan will result in heavy vehicles mixing with peak school drop-off (08:30–09:00) and pick-up (15:00–15:30) hours. The current 20mph flashing warning signs are completely insufficient to mitigate the physical presence of multi-axle HGVs at these critical times.
Failure to Explore Safer Alternative Access:
The developer has failed to adequately demonstrate why direct, alternative agricultural or temporary haulage access from major routes (such as the A18 or Low Levels Bank) cannot be completely segregated from Crowle's residential and school zones. Forcing construction traffic through a residential school zone to access Land Parcel B represents a failure to prioritize community safety.
Conclusion & Requested Action:
I urge the Examining Authority to reject the current traffic routing through Crowle. I request that a legally binding requirement be placed on the applicant to either:
Prohibit all HGV movements along the Godnow Road / Windsor Road / Marsh Road corridor entirely during the construction phase.
Or, at a bare minimum, implement an absolute black-out period for all project-related vehicles between 08:00–09:15 and 14:45–16:00, backed by mandatory automatic number plate recognition (ANPR) enforcement and heavy financial penalties for non-compliance.
Yours faithfully,
E Thompson
[redacted]