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Sent: 29 April 2025 14:32
To: Fenwick Solar Farm
Subject: Comments regarding proposed Fenwick Solar plans

Categories: Deadline Submission

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I hope you will consider my comments regarding the Fenwick Solar proposal. Unfortunately, I missed the original submission deadline and the opportunity to formally register, but I understand a further deadline has been set for 30 April, and that representatives for Boom Power have also been permitted to make additional submissions. I would therefore like to add my comments for consideration.

Concerns as a Resident of Fenwick

As a resident of Fenwick, I have significant concerns about the accessibility of the village and the impact increased traffic will have on the local community. The sheer scale of the proposed development will dwarf the village and severely affect our daily peace and accessibility.

The two roads serving the village are primarily single-lane carriageways. While Fenwick Common Lane has previously been extended, this has led to further issues—its edges have deteriorated due to heavy agricultural machinery and frequent use. Large potholes and roadside erosion now make it necessary to drive down the centre of the road, particularly in wet or muddy conditions.

Moreover, when the train crossing at Moss is closed—which occurs frequently—traffic is diverted to the narrow and winding Fenwick Lane. This road, with its blind bends and limited runoff areas, is already hazardous. I am deeply concerned about how safe these roads will be once the development begins, with a significant increase in traffic volume from construction vehicles and staff. It's worth noting that the number of people in the village may more than quadruple during the project's peak staffing phase.

Accessibility and Road Safety

Fenwick's only two access roads are already severely impacted during train delays or closures on the main London–Edinburgh line. When approaching Askern from Fenwick Common Lane, vehicles can be held at the train barrier for over 10 minutes. Once the barriers lift, there is no priority given to traffic from the village, often resulting in additional delays until the barriers close again.

These roads were never intended to accommodate such high volumes of traffic—they were originally rural lanes used for farming, and they have suffered from years of under-maintenance.

It is also troubling that most of the project's infrastructure is expected to be brought in through Askern—a small town with narrow streets and its own traffic and rail crossing issues. Long queues of vehicles are common here, often backing up onto the already congested A19. This situation will only be exacerbated by the demands of this large-scale development.

Planning Concerns

I watched parts of the Planning Inspectorate's meeting on 19–20 March and was surprised by the lack of detail provided by Boom Power on traffic and access planning. It was stated several times that such matters were "in hand," referencing previous similar projects. This generalized approach seems dismissive of the specific and significant constraints of the Fenwick site. Each location presents unique challenges, and I believe this site deserves a more rigorous assessment.

I would have expected greater reassurance regarding key logistical issues such as rail access, height and load restrictions, and detailed traffic flow strategies. Given the scale of the project, the current lack of clarity on these points is unacceptable.

Light and Noise Pollution

One of the reasons I chose to move to Fenwick was its peaceful environment and absence of light pollution. Shaw Lane and the surrounding areas have no street lighting, and the night-time sky is clear and dark. I have searched for information on the expected light impact of the development but have found no clear reassurance that this will not be significantly altered. I would appreciate it if any detailed assessments on this matter could be made available to the public.

I am also deeply concerned about the revised plans to install battery storage units across the site. Open fields allow sound to travel widely, and I worry about the ongoing noise levels these units may generate. This could seriously disturb village residents and affect well-being. A thorough assessment of the likely sound levels and appropriate mitigation measures is essential.

Environmental and Socio-Economic Impact

While this may fall outside the direct scope of the panel's review, I feel compelled to raise a broader point. Like many others, I support the transition to net zero as a necessary environmental goal. However, it must not become a superficial exercise. Projects like this cannot claim to support net zero targets while relying heavily on materials manufactured and shipped from countries that do not adhere to comparable environmental or labour standards.

To suggest that this project will significantly contribute to the UK's net zero goals is, in my view, misleading—especially when its full environmental cost, including international supply chains, is taken into account.

Thank you for taking the time to consider my submission.

Kindest Regards

Sarah Thompson

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