

## **Written submission for Deadline 1 from Ann Kennedy, resident of Keysoe Brook End**

In my relevant representation (RR-0075), I set out several reasons why I strongly object to this development.

I am aware that the submission from Stop East Park Energy will address most of these in detail and I support their stance on these matters. I have also made submissions on behalf of the British Horse Society and the Borough of Bedford Local Access Forum regarding rights of way matters.

In this submission, I will focus on two aspects that will directly impact on me – the increased risk of flooding of my property in Brook End and the use of the Great Staughton Road and Green End by construction traffic, including over 4000 HGV trips.

### **Flooding**

My husband, [REDACTED], spoke on this issue at the Open Floor Hearing and is making a further submission for Deadline 1.

I have read and agree with his submission and will not repeat it here.

But I do want to stress that the three properties on the B660 to the south of where the Keysoe Brook flows below the road are already under risk of flooding, both from the brook and from surface water flash flooding. This risk appears to us to be significantly increased by the development, with the land in the field that currently acts as an informal flood plain becoming less able to absorb the rain due to the lack of mole-draining and regular cultivation leading to more compacted land over time.

The implications of increased flood risk are potentially very significant – not only in terms of the concerns about damage to our property but also the financial implications for insurance cover and premia (on a Grade 2 listed building) and for potential future saleability – we are after all [REDACTED] and had been envisaging down-sizing within the next decade or so.

### **Traffic, particularly HGVs**

As I have set out in my submission for the BHS, in my opinion there is no need for construction traffic to use roughly a total of 3km of narrow country roads to access Sites B and A. I accept that a couple of crossings near Kangaroo and one of Green End would be required. In that submission I was focussing on the impact on equestrians but now I would like to explain my personal perspective as a cyclist who uses these roads regularly.

My husband and I cycle from Great Staughton to Pertenhall (and then to our home) or vice versa roughly twice a week, particularly during the spring to autumn months. Our [REDACTED] [REDACTED] is in Great Staughton, and we use both the butchers and the small farm shop in the village. We also do a number of leisure/exercise circuits that involve these

routes – including visiting the pubs in Great Staughton, Perry and Little Staughton and the golf club in Colmworth.

As I [REDACTED]  
[REDACTED] cycling has been an important part of my rehabilitation and return to normal mobility. We cycle every day that we can, if the weather is acceptable.

During these bike rides, we do occasionally encounter HGVs on these roads – mostly deliveries to or collections from local agricultural businesses such as Bird Bros eggs and local farms plus some traffic going to the industrial estate south of Little Staughton. But these encounters are few and we have never seen a situation with two HGVs seeking to pass each other.

It is certainly intimidating to be passed by an HGV on these roads – they tend to hug the centre of the road in many places due to the camber of the road, and the margin of the roads have many potholes or eroding sides to the tarmac. And of course they are very big!

HGVs present a clear danger to cyclists and even more so on rural roads where the more deaths occur. According to RoSPA (<https://www.rospa.com/siteassets/pages/road-safety/active-travel/research-and-policy/cycling-policy-paper-september-june-20232.pdf>) 81 per cent of all casualties happen on urban roads where most cycling takes place, but 56 per cent of cyclist deaths occur on rural roads.

As it is totally unnecessary to use the roads for construction (and repowering and decommissioning) I object very strongly to being put into this increased level of danger when going about my every day activities.

If the development is to be approved, it should be on the basis that all traffic movements are within the development sites and that the designated routes are followed.