

As ward councillor I'm making representation by the following comments on behalf of the great many residents of Lavendon who reached out to me in order that their voices be heard.

The Warrington-Lavendon area (Zone G) was not added until May 2024, some time after the other zones as though it were an after-thought.

The Three Shires Way is documented as far back as the Domesday Book and well used by walkers, riders, cyclists and so to remove this amenity would have a detrimental effect on the wellbeing of many users.

The proximity of the proposed solar farm to Lower Farm will have dire consequences for the owners who run stabling and equestrian activities.

During the period of construction, the impact on local traffic will undoubtedly be enormous.

In 2024, as part of the preparation for this project, a traffic survey was conducted. The A509 and A428, respectively, had the highest and third highest number of HGV vehicles which came through Olney and Lavendon and again, first and third highest annual average daily traffic of any of the other roads likely to be impacted by the project.

The roads through both Olney and Lavendon will be significant parts of the construction traffic route.

The volume of traffic will increase substantially and the living conditions of residents will be severely impacted, not just by the huge increase in daily traffic, but by the sheer size of some of the construction vehicles: The centre of Olney which is already prone to traffic queues, will be seriously congested. Some of the construction vehicles will be very large loads, which the local roads are simply not designed to accommodate.

The proposed route of construction transport ( using High St Olney ) - a cause for concern by Olney Town Council.. - OTC clerk was assured at a consultation event in May 2024 in Turvey village, Bedfordshire that this would not be the case - therefore understandably deeply concerned and disappointed that these proposals go against something that was stated and concerns raised some 18 months prior.

It will be difficult and dangerous for pedestrians to cross the road safely, effectively severing one side of the town from the other. The same applies to Lavendon.

The junctions, especially at the Sainsburys and Warrington roundabouts, will be at or above capacity, further exacerbating delays and causing irritation and frustration leading to impatient drivers who this become a danger on the roads.

The A428 through Lavendon has a significant weak spot on the bend by the church. A big increase in traffic, particularly wide HGVs, will increase the danger for drivers and pedestrians in the village.

The volume of traffic and noise from the vehicles, not to mention the debris likely to be left on the roads, will have a huge impact on the quality of life for local people.

The hydrological soil subgroup for Zone 13 is HSG D, which means the soil has low infiltration capacity and high potential for runoff.

The fall of heavy rain onto an angled impervious surface ( the panels) will increase the velocity and volume of flow onto a soil which will not be able to absorb it.

The illustration of rainfall monitoring data since 1900 shows clearly that there has been an increase in flooding in Lavendon, with five major incidents in the last ten years, therefore I'm sure most people will totally

understand just how deeply concerned the residents of Lavendon are that the soil would not be able to absorb the run off from the panels here leaving the potential of flooding - this simply has to be avoided.