

**From:** [REDACTED]  
**To:** [Cleve Hill Solar Park](#)  
**Cc:** [REDACTED]  
**Subject:** Open Meeting 2 and Accompanied Site Inspection  
**Date:** 10 June 2019 12:32:29  
**Attachments:** [REDACTED]

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Attention of Hefin Jones

I attach a submission from the Faversham and Swale East Branch Labour Party for the second open hearing on Monday 22<sup>nd</sup> July at Hempstead House, Bapchild. I intend to attend this Open Hearing to present this representation.

With regard to the Accompanied Site Inspection, I am concerned that a convoy of cars going from Faversham and other places to Graveney Village Hall is not very 'green' or inclusive. It would be more inclusive and ecologically better if the meeting point could be in Faversham which has better parking and better access by public transport since not all participants (including myself) drive or have access to a car.

I will be able to get a lift by car to Graveney Village Hall on the day, but it is not clear from the joining instructions whether the onward journey around any sites we have to visit which might include Harty in Sheppey, Whitstable, parts of the sea wall around Oare, and Nagden, Cleve Hill cottages and other houses near the site and other wider viewpoints such as Victory Wood would be in a convoy of cars or by a minibus or other shared transport. Not all the sites would have parking for many vehicles and not all vehicles would be suitable to access all the sites required. Could you please advise?

Thanks

Anne Salmon BA MCD MRTPI  
On behalf of Faversham and Swale East Branch Labour Party

## **Cleve Hill Solar Park Project Development Consent Order application**

### **Accompanied Site Visit from Graveney Village Hall, Wednesday 24<sup>th</sup> July 2019**

Anne Salmon BA MCD MRTPI wishes to attend the Inspector's Accompanied Site Inspection on 9.15am on Wednesday 24<sup>th</sup> July 2019.

It is assumed that the sites intended to be visited include the churchyard of Graveney Church and other historic buildings around it including Graveney Court Farm and Sparrow Hall; Cleve Hill including Crown Cottages: Warmhouse, Coney Banks and Nagden Cottages which abut Graveney Marshes: the track from the sea wall at Nagden to Castle Coote through the site which is a public footpath (only accessible on foot or by off-road vehicle)

The entire sea wall from Nagden Cottages to the Sportsman public house which forms part of the Saxon Shore Way footpath ZR484 will be affected by the proposals because of the impact of views and impact on habitats for wildlife but none of this footpath is accessible by road vehicles and would take over one hour to walk in each direction.

Other areas that will be affected by views during construction and when structures have been erected are the sea walls around Faversham Creek between a location opposite Nagden Cottages and the Shipwright's Arms at Hollow Shore. Only the pub itself is accessible by road and the walk would take approximately 30 minutes in each direction from Hollow Shore.

The site that Faversham and Mid Kent Branch Labour Party would particularly wish the ASI to visit is the junction of the combined Oare and Faversham Creek with The Swale near the existing bird hide. This is at Grid Reference 018 646. The nearest access by road is to a car park on the minor road past Harty Ferry Cottages which is a continuation of Church Road, Oare at Grid Reference 013 648. The walk takes approximately 10 minutes each way on a semi-surfaced sea wall which is not very rough for walking. This is because in winter, flocks of Brent Geese fly from the southern side of the Isle of Harty on Sheppey over the mouth of the creek near this location over the sea wall to feed or settle on the fields at the west end of Nagden Marshes, or fly along the shore to Castle Coote, a frequent roosting site from which they also often fly over into the marshes. Lapwing and golden plover together with other waders including oystercatcher, redshank and godwit also use the intertidal mudflats and wetland areas within Oare Marshes and access the western part of the application site over the sea wall near this location. In all cases, the sites on which they land will be within the site taken up by solar panels. This will assist in identifying sites to be referred to in the hearing on Biodiversity including birds to take place on Thursday 25<sup>th</sup> July.

Anne Salmon BA MCD MRTPI

On behalf of Faversham and Swale East Branch Labour Party

## **Cleve Hill Solar Park Project Development Consent Order application**

### **Submission for Open Hearing 2, Monday 22<sup>nd</sup> July 2019 at Hempstead House, Bapchild, Sittingbourne**

Anne Salmon BA MCD MRTPI will present comments on two subjects:

#### Cultural Heritage and Archaeology

1. The Graveney marshes are an artificial land scape created during the 12<sup>th</sup> to 15<sup>th</sup> centuries to prevent marine transgressions. They feature salt mounds, sheepfolds and former sea walls, likely to be medieval in age, and early post-medieval decoy ponds with a decoy house, Kye Cottage (now demolished). This archaic landscape has never been investigated and recorded except in the most superficial aerial-photo spotting way (see KCC HER). An example of what could be there is the Graveney boat, an Anglo-Saxon clinker-built vessel found in the neighbouring Seasalter marsh during ditch widening in 1970.
2. Underneath the marsh at a depth of around 2 metres, lies a Saxon/ Roman/ prehistoric land scape of great importance, of which only minute glimpses have been achieved so far: this too must be protected, and investigated using modern methods before this area goes under the fast-encroaching sea or eradicated by the pile driving across the site.
3. The section of the Graveney marshes east of the lower part of Faversham Creek is especially important historically and culturally, having seen Bronze Age, Roman, Saxon, Viking, medieval, modern ships come and go via a channel that has varied in extent over many years so that the modern course is the narrowest of its forms..
4. There are also the remains of a German plane brought down during the WWII Battle of Graveney and underground evidence of the World War II decoy site which have not been investigated.
5. All of these archaeological resources, most of which are subterranean will be lost as a result of the development of the site as a solar power station as a result of pile driving to level the site and make it suitable for the installation of the panels, battery enclosure, roadways, fences and other infrastructure.

#### Transport and traffic

1. The route to be used to the site from the M2 is the A299 to the Whitstable Road junction then via Head Hill Road to Seasalter Road through Graveney including over the narrow bridge over the railway line close to Graveney

Primary School. Construction work includes bringing in all new materials and equipment, creation of a main construction compound, creation of the spine road which will have to be constructed first to reach the furthest extent of the site, other tracks and culverts over the ditches, marking out the locations of the infrastructure, construction of the solar array including piling for the module mountings, trenching and installation, construction of a flood protection bund and site protection for the sub-station and development of the sub-station. During the operational phase, any replacement batteries or other components will need to use this route. When the site is eventually decommissioned, at a time when there is likely to be more development outside Faversham closer to Brenley Corner increasing general traffic levels, large quantities of equipment and materials will need to be taken from the site via the same route in reverse to suitable sites for disposal or re-use as appropriate.

2. All vehicles accessing the site will be going past a school, a public house, houses fronting onto the road and a grade I listed church, quiet junctions from minor roads including the route to a village hall and the accesses into a small housing estate and a caravan park and over a narrow, angled railway bridge. There are no parts of the road suitable for passing places for lorries and it is likely that on any trip along the road a motorist or walker would meet a lorry. Buses also use the route and there is nowhere on the route that a bus could safely pass a lorry, so that lorry traffic is likely to disrupt bus timetables. The school playing field, local public house, village hall and the church are all on the opposite side of the road from most of the houses in Graveney village. This will make the character of the road feel very different for users in cars or the occasional bus and for residents and will be more dangerous since there are no pavements at all except in short stretches in the central part of Graveney village and the road at present generally has the appearance of a quiet country lane.

Anne Salmon, BA MCD, MRTPI

On behalf of Faversham and Swale East Branch Labour Party