

From: [REDACTED]
To: [Cleve Hill Solar Park](#)
Cc: [REDACTED]
Subject: Deadline 3 Submission - Impact on Local Businesses
Date: 31 July 2019 14:36:34
Attachments: [REDACTED]

Dear Hefin,

Please find attached our submission on the impact on Local Businesses following the Open Floor Hearing on 16 July 2019.

Please let us know if there is any further information you need.

Kind regards,

Marie and Lut

Open Floor Hearing 1 – 16 July 2019

Impact on businesses, including tourism

GREAT representing the villagers

In respect of this topic, it is important to note that the construction of the solar plant and battery storage are likely to be undertaken as two phases. Phase 1, the solar plant development, is expected to take around 24 months to complete and Phase 2, the energy storage facility, will potentially take another 6 months. This means that this project will take at least 2 and a half years to build – not 2 years as most people believe. This is an unreasonably long period of impact on villagers, businesses, walkers, cyclists and tourists and having two phases will add to the disruption.

The operational times have also been extended to 14 hours on weekdays, starting at 06:00 and finishing at 20:00, to provide time for site workers to prepare in the morning and clear up in the evening. There will also be an extra two hours for these purposes on Saturday mornings.

The primary route for traffic is from the top of Head Hill Road to the London Array substation access road - a distance of some 2 miles. The ‘Sensitive Receptor’ map produced by the applicants (Environment Statement Volume 2, Figures – Access and Traffic) identified just 6 receptors impacted by the development (see Figure 1 below). Along this short distance there are actually 23 quite diverse local businesses that use this route (see Figure 2 below). They include a number of farms, a removal firm, a transport services company, the village school, two further educational care facilities, an equine centre, a holiday park, the Church, the village hall, London Array, National Grid and a skip company. All of these rely on good and unhindered access.

Many of these long established businesses have already experienced the inconvenience associated with the additional traffic during the London Array substation construction. However, the scale of both light and heavy goods vehicle movements associated with this application is unprecedented in its scale and intensity.

What has not been included on the applicants Sensitive Receptors map are the businesses beyond the London Array entrance which also use Headhill Road and Seasalter Road. This includes the Michelin star Sportsman restaurant, the Seasalter Chalet owners, Seasalter sailing club, Waldens shop, Forget Me Not café, Waldens caravan park, Alberta holiday park and the Oyster Pearl pub. Due to the low bridge in Seasalter all large vehicles bound for these businesses have to come through Graveney, including caravans being transported to and from the caravan parks.

The villages have not forgotten the disruption that London Array development brought some 10 years ago and, although many employment opportunities were promised, only 1 local engineer benefitted. The much more significant workforce planned for the Solar Park, a five-fold increase of some 400 people, is going to bring no meaningful employment benefits to the village. But the villagers will have to endure all the disruption associated with the workers commuting to and from the site along with the construction traffic.

The impact on the operation of the businesses can never be resolved and there will be clear conflicts with vehicular movements six days a week through the villages. For instance, Langdon Manor wholesale fruit farmers operate on a continuous basis and rely on easy passage to be able to store, refrigerate and have packed fruit collected by lorries all day long, every day of the week, in the season. Also their sizeable workforce needs to be moved from one field to another and from one task to another.

Hilderbrands removals are very concerned as the company operates HGVs and says it is already impossible to freely pass with one HGV and one car in the stretch of road from their depot to the top of Head Hill Road. They said this is particularly difficult on the 2 areas of road that narrow where there are double bends. They also pointed out that they only work 9 to 5 so as not to disturb the villagers - there is no such consideration from the developers who will be operating from 6 am to 8 pm. They expressed concerns that the road does not have capacity to take further traffic, particularly as it is further exacerbated when a traffic incident occurs on the A299 Thanet Way, resulting in complete chaos when diverted traffic funnels through the village.

The school recognises that the construction traffic will not impact on their start and finish time but they are very concerned about the air pollution, and the noise and vibration the construction traffic will bring. The other care and educational facilities are concerned about health and safety, and also about safeguarding their children.

All businesses consulted report that these construction phases will have a negative impact on their ability to run their businesses, both operationally and financially.

What also needs to be considered is the home to work traffic and home to school traffic. The operating hours and the length of this construction work will impact on all villagers who work and young people at school, college or university. This is not only related to their transport in the morning but also in the evening – and of course this continues on Saturdays when the construction workers will not finish until 2pm.

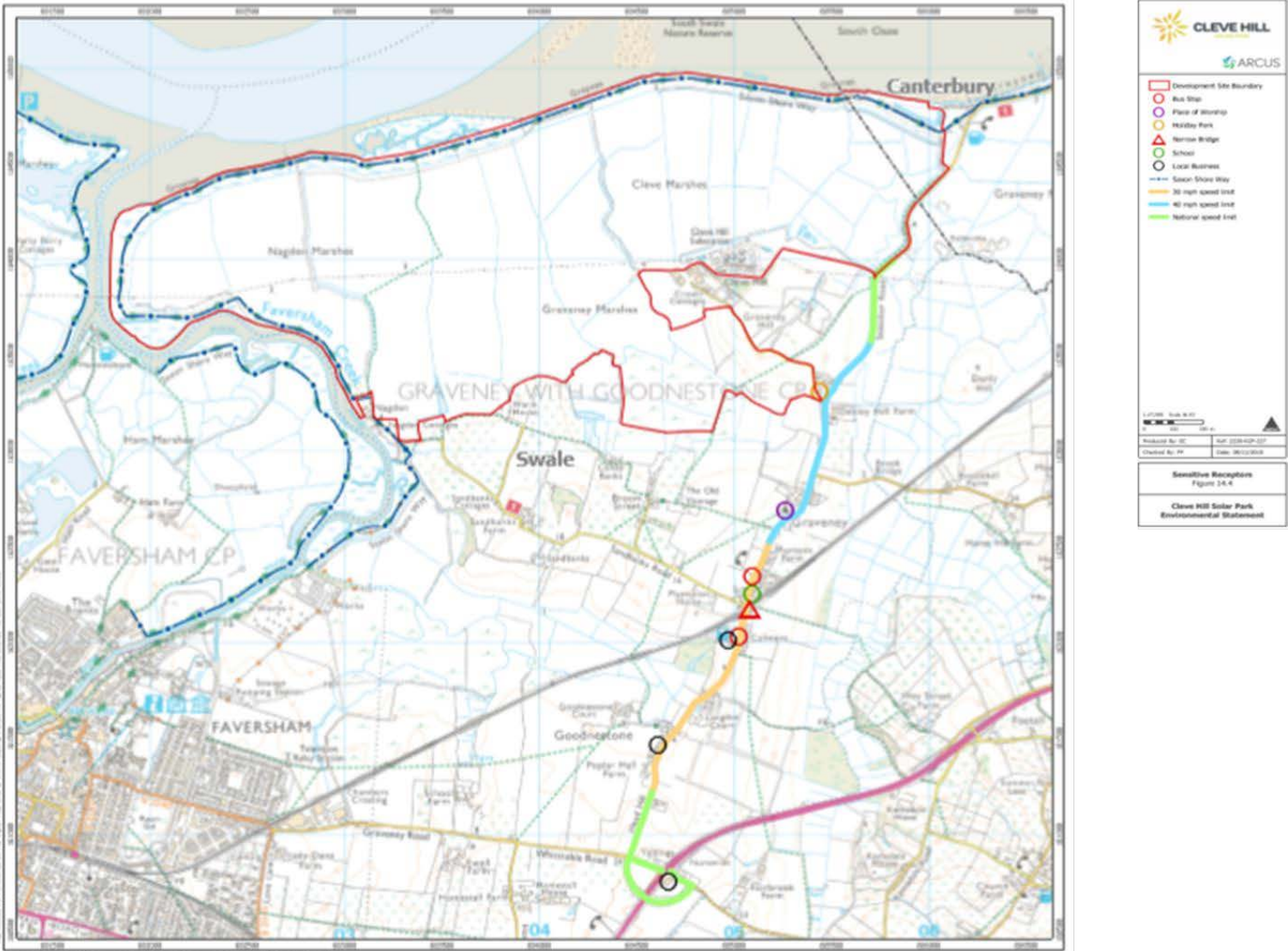
And of course there are the many 100's of tourists from far and wide that stay in the beach huts, the caravan parks and the many more 100's of tourists that walk the Saxon Shore Way, visit Whitstable, frequent the Sportsman restaurant, engage in bird watching, cycle on

National Cycle Route #1, and visit the touristic cities of Faversham and Canterbury. All of these will be hindered by the construction traffic and, for the walkers and cyclists, potentially put at increased risk. This will no doubt affect their experience of the area and may reduce future visits, leading to financial impacts on local businesses.

The inaccuracy of the Sensitive Receptors map also includes a public telephone in the village that no longer exists. It is evident that the applicant's overview evidences the lack of real engagement with the community as the information presented bears little resemblance to reality.

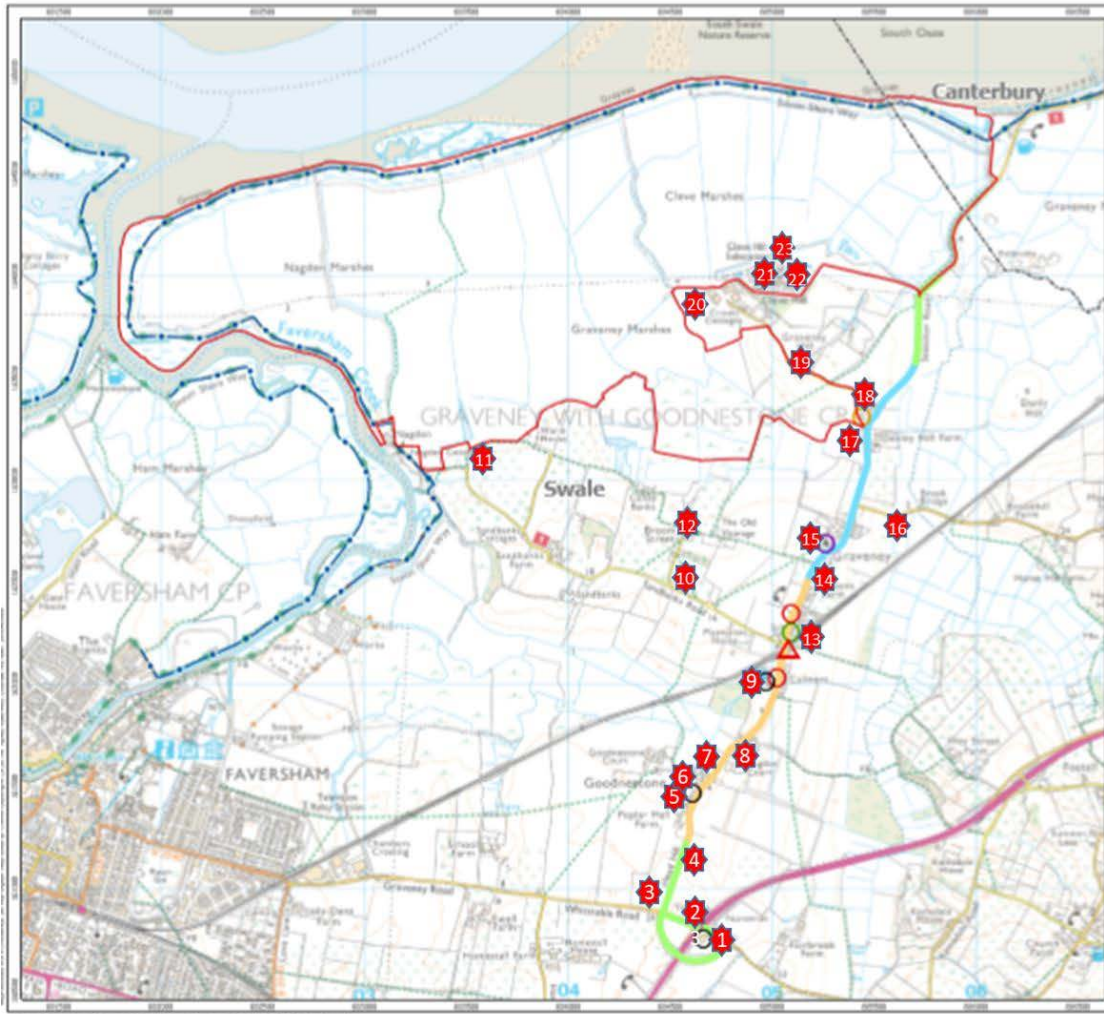
We are very concerned that this information has been used to inform other organisations or documents. For example, if the traffic management plan is based on the applicant's incomplete and inaccurate information then the villagers should be given an explanation on who submitted this information, how it was obtained, and why it is so incomplete.

Figure 1 Sensitive receptors as determined by the Applicant and included as Figure 14.4 in their Environment Statement



F:\Projects\Engineering\Engineering CAD\219 - Draw\18.april\2219-107-117 Pa.1.4 Sensitive Receptors

Figure 2 Sensitive receptors identified by Graveney Rural Environment Team overlaid with Applicants map



Business list (GREAT)

1. Dunster House
2. Showground
3. Fruit stall (seasonal)
4. Nursery (wholesale)
5. Hilderbrands removals
6. Shop /car sales
7. Horse eventing arena
8. Langdon Manor Farm
9. Four Horseshoes Pub
10. Village Hall
11. Edward Vinson Farm
12. Graveney Landscapes
13. Graveney village school
14. Ben Bowles (Farmer)
15. Graveney Church
16. Transport services
17. SEN schooling
18. Holiday chalets
19. Children's home
20. Gun shop
21. London Array
22. National Grid
23. East Kent Recycling

Businesses not included on map that use road through village

1. Sportsman restaurant
2. Seasalter Chalet Owners
3. Seasalter Sailing Club
4. Waldens shop
5. Forget Me Not café
6. Waldens Caravan Park
7. Alberta Holiday Park
8. Oyster Pearl pub

