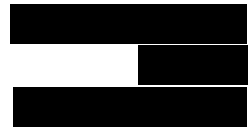


From: [REDACTED]
To: [Cleve Hill Solar Park](#)
Subject: EN010085 Final Deadline
Date: 11 November 2019 14:04:30
Attachments: [REDACTED]

Please find attached letter with regard to this development
Thankyou
J Cutts



11 November 2019

Dear Sirs,

Cleve Hill Solar EN010085

As the examination process nears its completion I am writing to continue my opposition to this development.

- Throughout the consultation and planning process CHSP Ltd have shown a complete lack of transparency in their application. This is particularly evident with the battery storage facility. During consultation the size and positioning of this facility has been evaded as have the health and safety issues of such a storage facility close to towns, agricultural land and marine habitats. Recent car battery fires have highlighted the difficulty in putting out lithium ion battery fires as the chain reaction of thermal runaway takes over. Unprecedented amounts of water are required to extinguish these fires and this is just a car battery. The ions released are also toxic to plant life.
- The proposal to develop CHSP on the North Kent Marshes adjacent to a Ramsar site and areas of conservation is so clearly in the wrong place. The North Kent Marshes represent one of twenty two sites in the UK recognised by the government for their sensitivity for the environment, food and rural affairs. It is not necessary to destroy a unique habitat when there are car parks, industrial estates, disused brown field sites etc. that are able to provide suitable applications for solar panels.
- Demand for electricity is actually decreasing at the present time and surely the strategy should be for businesses, local authorities and the general public to continue to reduce their energy consumption. Renewable energy in the context of CHSP is not a 'green option' when the impact to the countryside is so detrimental.
- The access to the proposed development via Head Hill Road is totally inappropriate. This is a narrow road barely wide enough in places for two cars to pass let alone fleets of HGVs. The volume of traffic and the length of the operational days will render this road almost impassable and dangerous to the extreme for walkers, cyclists and other road users. I note with interest the traffic management for lorries to park at the M2 services at Gillingham. If the panels and other associated materials are being brought in from the Isle of Sheppey this will result in the lorries travelling south on the A249 before joining the M2 westbound to the services and then returning on the M2 eastbound. All this compounds the fact that the proposal by CHSP Ltd is in the wrong place.

- The risk to tourism and other businesses in the area are substantial. The detrimental impact will not only be felt by those operating from Head Hill Road but also the rural farm shops, caravan parks, and public houses in the Seasalter area.
- Flood Defences – Under no circumstances should the responsibility for the flood defences in this area be relinquished to CHSP Ltd by the Environment Agency. There is a clear conflict of interest in this proposal.
- Opposition to the scheme is, as you are aware, substantial with environmental groups, MPs, councillors, businesses, residents, the church and local societies voicing their objections. The application has, by its size, circumvented the normal democratic planning processes. If democracy is to be shown to be working the DCO must not be provided.

Yours faithfully,

Jennifer Cutts