

From 'NIMBY' to 'NITBY'

It is very easy to accuse anyone involved in objecting to this proposed 'Solar Factory' covering a vast area of marshland of being a NIMBY (Not In My Back Yard). Of course there is an element of 'nimbyism' involved but the back yard, in this case, happens to be a big chunk of marshland which has historic value, wildlife value and is of importance both to people living in the area and value to the many thousands of visitors (walking the Saxon Shore Way, holidaymakers, cyclists etc..) who spend time in the area or simply pass through this wild part of Kent.

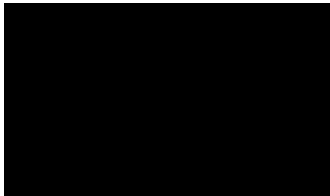
This NIMBY is also attempting to protect a valuable part of our wildlife heritage for the benefit of future generations - OK!

We note with interest that none of those who promote this scheme actually live in the area or will be affected by either its construction or future presence... Interesting isn't it?

As frequently happens in this type of controversy there is the hypocrisy of those seeking to profit from the scheme insisting that their main concern is 'for the general good'; these we can put in the 'NITBY' category (Not In *Their* Back Yard)!!

We also have to face up to the fact that most of those making the decisions are also going to be in the 'NITBY' category as well - but do not despair!

Had it not been for a healthy element of British 'nimbyism' this country would be just one huge concrete car park by now!



Roger Josty
01.10.2018

MAJOR PROBLEMS WITH SOLAR FARMS

Three major concerns that I would add to the above list of objections to the Cleve Hill proposals are:-

Knowledge - it's early days in solar technology, particularly on this scale, and the apparent lack of published, proven research that is available about the effects that this type of scheme could have on the local ecology is remarkably little. Either the scientific evidence does not exist and the necessary work has not been carried out, or there is a lack of transparency and relevant reports are not being made available. I don't think that we have enough information to support many of the claims made by the developers on the potential of this design and its long term effects on the ecosystem.

Timescale - Obviously the period for construction and commissioning would cause considerable disruption for local residents as well as threatening the health and welfare of our children. However of more long-term significance is the need to know how long the anticipated Operational Phase would last. This is vital information because the land would be out of commission for all other purposes during this period and subject to degradation and loss of amenity. It would be essential that guarantees are in place to eventually return the land to its former state at the cost of the developer.

Decommissioning - The developer states - '*When the operational phase ends (?) the development will require decommissioning.*' They claim that all the PV modules will be recycled or '*disposed of in accordance with good practice*'. It is essential that this is clarified in terms of cost, recyclability and timing. As far as I am aware, at this time, there is no effective clean technology for destroying or recycling these panels and I think that it is essential, given the development would have a finite operational life, that it should not be constructed unless there is demonstrably efficient and clean technology in place to handle its demise. If this problem is ignored at the planning stage one can envisage the problems and costs that could be faced by future generations. Assuming this is successfully answered we also need to know the details of the state of the land at this decommissioning stage because the prospects of the developers simply leaving a virtual desert are strong.

I am deeply concerned about our wild life heritage and the preservation of our unique landscape for future generations. I think that all solar developments should be subject to close scrutiny. This proposition serves to highlight these matters simply by its size and location.

Roger Josty

SOLAR PARK CLEVE HILL

2019 REVIEW

Private enterprise or simply the exploitation of our coastline for profit.

Rocky coastlines are useless for this type of exploitation and so can be marked on the map as sites of natural beauty which can be protected as Natural Heritage Sites etc....

Our marshes are as important for the protection of wildlife; general ecological welfare of our land and its preservation for future generations; being flat and muddy they are not as fashionable as the Cornish coastline, but just as vital to the welfare of the land and the general environment.

It is used by wild birds; it is used by cattle; much of it is used for arable crops; it is used for recreation. The countryside of concern here is probably put down as wilderness but surely it should be preserved rather than being treated just as a 'brown-field site' and swallowed up by those who simply want to wander in, spoil these wild areas and walk away with pockets full of gold.

Is this a decision that will be made by central government regardless of local opinion? This principle of 'government by Westminster' has already been demonstrated by our experience of the London Array sub-station debacle. After all the effort, resources and time that was put into questioning this development; after all the meetings, debates, site visits by high powered inspectors, presentations in council offices etc... we lost.

You could say that's fair enough but, when all was said and done, if central government had simply said at the beginning of the process - "this is the easiest and cheapest site to exploit and, although it might upset the community for six months or a year while it is being constructed, you'll soon get over it and vote for us again at the next election", we would have moaned but not have wasted so much time and money on questioning what we all agreed later was a foregone conclusion.

So once again we are forced to consider the fate of this invaluable area of wetland. This time it is more extreme because this 'solar farm' threatens to eradicate a huge area.

First don't be fooled by the language. 'Solar park'; 'Solar farm'; it all sounds very rural and green. We are actually referring to huge areas of plastic panels. If you want to see what we are talking about there are a couple of examples just outside Faversham; go take a look.

Let's have a look at the presentation documents and translate some of the jargon... *Non subsidised by Government money...* means that a company has been set up by two holding companies to front the operation. All the profits go to these two shareholders otherwise there is no point in setting up a third company.

Keeping the lights on ... this is meaningless jargon. Anybody who knows anything about the history and workings of the National Grid will tell you that it is connected to grids in Northern France, Northern Ireland, the Netherlands, the Republic of Ireland, the Isle of Man and future plans are to extend this with a second link to France and new links to Belgium, Norway, Denmark and Iceland. Regardless of *Brexit* you don't have to worry about the lights going out!

How will the local community benefit?... well it won't! £27.25 million investment over the next 25 years will not provide any employment; it will not lower the price of electricity because it goes into the National Grid; ah yes but they will contribute £1,080,000 per year to local government!.. Big deal, this sum is merely paying Business Rates. Every property owner in the land pays Council Tax anyway...

Kent County Council wants to save £4M by cutting local bus services and claims that it has to save £65m to balance its books! Dear little old Swale has got to save £1.6M alone. A contribution of just over a million a year, will hardly save a couple of busses once the cost of collection and all the overheads have been paid.

Predicted to save 150,000 tonnes of CO2. This is about as meaningless as '*keeping the lights on*'. How can you save what you haven't produced? 29,400 car emissions is rubbish because nobody can predict or specify the future emissions from motor cars over the next twenty years (and what about HGVs, busses, tractors etc... but that's another story).

On the surface the scheme appears to be planet-saving but look a little deeper.

It should also be noted that this is *comparatively early days for the development of 'solar parks'* and nobody has published any research to find out how the construction of these panels, which create vast areas of shade from sunlight, will effect the soil, plant life and wildlife.

Rapid development seems to be taking place in an environment of scientific ignorance.

Interaction between the soil and green matter such as plants and trees regulates the storage of carbon and the release of greenhouse gas emissions.

We also don't know what effect the interruption of wind flow could have in such developments.

The Government should be investing in research and getting some answers before giving the go-ahead on schemes covering such a massive area.

Putting a vast area of solar panels in the middle of the Sahara Desert is one thing but parking them on the lush marshland of Kent, or indeed in greenfield sites in any UK county, is entirely a different matter.

Where are the panels made? Research manufacture of new panels.

How long do they last and how can they be disposed of? Research recycling of scrap panels.

One wonders if, had this scheme been proposed for the gardens of Windsor Castle or Buckingham Palace, it would have been pushed forward with such unseemly haste. Yet the land we are discussing is probably of more use to the community and the environment without a garden party in sight (not that I've got anything against garden parties)!

Why should this application be processed faster than any other? Basically I agree with every objection that has been put forward. There are some broader issues that arise here which deserve wider public discussion and about which the local parishioners should be made aware :-

- I. Many local people objected to London Array project on the basis that it was obviously the short end of the stick. Once this had bludgeoned its way into place, regardless of local public opinion and objections from wild life and rural and countryside preservation societies, the door had been broken open for those solely concerned with lining their pockets, to bully their way in regardless of the environment.
- II. Why should we allow our kids to study history? In fact, if today's leaders were half as bright as they claim, they would ban every history book that hadn't been approved by the government in power. But if you read your history books from more than the official, approved angle, you could surely not be forgiven for suspecting that we've been through all this before as have the French and the Germans and the Dutch and the Belgians and the Italians and the Polish (several times) and the Italians (several times) and the Spanish and on... and on... and on... the avid follower of this pattern would find that it leads him or her round and round the world following this path of greed and bullying and thirst for power.
- III. But not so fast my little *NIMBY*. Look in your own back yard and you can see the egotistical bully right there - but we can accept this when we understand that we are fighting for the general good.
- IV. Everybody's gone green and I'm sure that is both politically correct and a desirable principle. But be careful what you vote for - we could cover every field (or those without poly-tunnels) with solar panels - we could smother our coastline and higher ground with wind turbines - we could flood every valley and barrage every tidal estuary and be certain that our electrical power never fails. We could fill our seas with plastic, our forests with concrete, our rivers with chemicals, our beaches with sewage and our TVs with porn - be careful what you vote for; you're a turkey and Christmas is only a few months away.



1,000 acres of North Kent marshland covered by solar panels! Roger Josty, retired magazine editor, member of Kent Wildlife Trust and Faversham Creek Trust, asks... 'is the price just too high?'

On the edge of the solar dream

Romantics can see the beauty of the 'solar dream'. The power of the Sun's rays reaching down to the surface of the Earth to warm it and provide life-giving energy. Our flora and fauna know how to use it, harness it, convert it into life, growth and colour. Plants adapt to the seasons both creatively and defensively. Wildlife and the soil itself seem to have the hang of it and, with a few hiccups along the way like heatwaves, storms and floods, it could all have rolled along quite happily, controlled by the balance of nature and a cyclical pattern smoothing out the gains and losses over time.

Unfortunately it's not so simple when you throw mankind into the mix. Now it's a different ball game and one which we don't necessarily get the hang of. Sure our purists can still see the beauty of equilibrium and look to a future of self-powered homes and electric cars. We are nowhere near that yet, but the sensitive installation and use of solar panels could become a significant part of the sustainable power generation mix. It won't save the planet but could contribute to the future comfort or even survival of mankind.

A sailing vessel can be a good example. Here we have an independent, self-contained unit which combines various resources to power itself through the water and provide all the electric energy required on board. We have the power of the wind through sails and turbines, solar panels and hydro-generators and we have batteries for storage. But the system is far from perfect - simply stated 'if the wind doesn't blow - the ship doesn't go' and furthermore 'if the sun don't shine.. the lights go out'! So, at today's level of technology, we add diesel engines into the mix to provide reliability, convenience and, of course, speed. Inevitably, we are back to burning fossil fuels.

Like our land-based efforts, it's still a 'work in progress' but the effort is going in to make the whole thing more efficient, more convenient and less polluting. One solution could be to cover every surface above the waterline with PV panels, line up a bank of wind generators, trail a line of hydro-generators from the transom and fill the 'engine room' with noisy, heavy batteries (storing power involves a chemical process which produces heat and demands strong, noisy cooling fans to remain safe). Polish it up, put it in the Boat Show and they'll be queuing round the block to marvel at the technology. But you'll be hard pressed to find the hearty sailors to step forward and proclaim, with tears in their eyes, that it's just what they've been searching for. We can stack up the technology, we can make it all work and even make it float but, in the process, we must not forget the objectives. We want to produce cheap, competitive and profitable solar power but at what price. Well we want our boats to look like boats, we want our wild life to survive and prosper and our ecology to be healthy and balanced; we want our 'green and pleasant land' to continue being 'green and pleasant'.

We have the skills; we have advancing knowledge and refinement; all we need are resources and good intent. So that's fine - keep up the R&D; make our designs more sympathetic to the environment; be sure that we all understand that our objective is to save the planet and its plants and creatures rather than just use them; stop throwing plastics into the oceans; stop poisoning our streams and rivers; stop polluting the air that the planet breathes and salvation will surely be ours! Our big problems are clearing up the mess we've already made and slowing global warming. Some scientists warn that, if we fail to contain global warming to below a rise of 2 degrees in the next three decades we will have passed the 'tipping point' (we are running out of time!)

Crossing the line

Of course there's a huge 'BUT' that comes galloping over the horizon. The problems start as soon as mankind steps into the scene. We may look at the problems and find philanthropic solutions to save the planet and all things that do dwell upon it. But, with the development of solar power generation and all other forms of renewables, we have to be careful that we don't get carried away with enthusiasm and finish up destroying the very things that we set out to preserve. There is a fine line between catering for our needs and exploitation.

We must learn from history which tells us that we are responsible for the extinction of much of the planet's flora and fauna (groups of indigenous plants and animals in a given geographic location) and there lies the fine line between conservation and carnage.

This line will be crossed by man's insatiable desire for wealth and power. Regardless of the effects on the environment or, indeed, on those unfortunate enough to be immediately affected - at the end of the day any scheme has to show a monetary profit.

The 'solar or bust' brigade insist that we can't sustain any project that will not show a profit otherwise the industry relies on politicians and government subsidies and never attracts investment from the money markets. Judging by our experience of politicians squabbling among themselves about 'global warming', both nationally and internationally, one can sympathise with much of this feeling.

Consequently we are now beginning to see plans for massive developments being put forward which threaten vast areas of our wild landscape. One such scheme is called Cleve Hill Solar Park which has been submitted for Government approval. But look at the spec. and the design and you can quickly see why this proposal is creating strong opposition both locally and nationally.

First shock is the sheer size of the proposal - 1,000 acres of wild, greenfield marshland will house 880,000 PV solar panels (that's shiny black plastic sheets to the layman) and the rich soil beneath this canopy will probably become sterile and unused for the following 25 years. As the campaigners are quick to point out this is a footprint the size of the local market town of Faversham.

The second shock is the proposed location. Surely a scheme of this nature and of such a size must be destined for a redundant industrial or a 'brown field' site - wrong. The proposal is to swallow the historic marshlands on the North Kent Coast. In the first place it would seem preposterous that such an area of wild, flat marshland should even be available for such a purpose but, according to the developers, this is poor quality farmland and of little importance for wildlife! Tell that to all the local wildlife that will be wiped out.

Third - I heard that the plan was to allow this area of marshland to become tidal again to convert it into salt marshes and provide some added flood protection for Faversham and Whitstable, learning a lesson from the 1953 floods along the North Kent Coast. Maybe that was just a rumour waiting for a more profitable idea to come along!

No such thing as a 'free' meal

Equally we cannot afford to bury our heads in the sand. At the moment we are creeping inexorably towards that tipping point.

On first sight 'renewables' look like a free meal but we know that such a beast rarely, if ever, exists. There is the immediate price to pay - the cost of technology and materials, of construction and installation and management, of transport and maintenance; then come

the running costs and financing and insurance and depreciation (in fact everyday business expenditures). All these apply to this scheme as they would to any industrial development.

The problem with the Cleve Hill scheme is that it demands so much more and threatens to destroy the very things that we are trying to save. In this case it's a huge extra ask - it would demolish a valuable part of the planet simply to exploit it.

Keeping an eye on Brexit

The European Union is a leader in international environmental diplomacy. The UK was one of the most influential countries in shaping these policies which, at the moment, apply to its own national environmental wealth.

EU directives ensure that member states use a common approach when solving cross border environmental problems. The 'Habitats and Birds Directives' and the 'Natura 2000' scheme provide a framework of conservation areas, SPAs and SACs, for research in ecology and conservation biology.

It is essential that, once BREXIT negotiations are complete - we keep asking the questions and that our strong educational policy, both for children and adults, continues and strengthens for the long-term future. If a strong and united Europe can be of any significant benefit to the planet it is surely in the area of wildlife conservation and, BREXIT or not, we should be applying the same rules to our countryside.

Is biodiversity really the answer or just a dream?

Seeking biodiversity is only a start but at least it is better than hurtling towards the future out of control. We can't do it all as individuals but we should have the opportunity to understand and be involved as groups.

As adults in the 21st century we have to understand that future generations will not enjoy the riches of the natural world if we fail to protect our wildlife resources. Scientific research tells us that this planet is slipping into a state of imbalance both on land and at sea. We can predict a very troubled future if we take no heed and continue along the same path.

Surely our strongest influence is through education. Most children and young people are naturally curious and it is vital that they are given an environment which will stimulate their need to discover. Learning about the flora and fauna and how it fits into the biotic scheme of an area, a region or indeed a planet, is basic stuff deserving a permanent place on any school curriculum. This surely is part of our culture, our heritage and, vitally, of our future.

If we are hell bent on destroying so much of this vital environment I can't see how our children can learn and benefit from it. The problem is that it can appear to be a bit 'puffer jackets and green wellies'. We need to get the message out that it's not just for bird watchers and middle class mums - this is important stuff which affects us all. This is your wildlife and your environment and your countryside; it's exciting and fulfilling; too good to miss, too good to lose.

The bigger picture

The human race has increased, since 1800, from just 1 billion to over 7.5 billion and is rising exponentially. We are without doubt the most progressive and successful species on the planet but this success could be the precursor of our demise.

We occupy a planet with finite resources where our very success threatens our survival. Understanding and promoting biodiversity could not be more significant.

Conservation organisations come into sharp focus as part of the effort to bring our ecosystem back into some sort of balance. Judging by the strength of local feeling against the Cleve Hill Solar Park, the message is going out to the nation that conserving Wild Britain will play a vital role in shaping the development of reusable energy and particularly the solar sector.

The Wildlife Trusts, the RSPB, National Heritage, Greenpeace, and a myriad of smaller organisations are being challenged to step up to the plate and declare their colours - after all one would expect them to be the standard bearers in the campaign against mega solar factories.

What's the point of subscribing to the Kent Wildlife Trust if your great marshland areas are covered in black CV panels? Or supporting the RSPB if your rarest wild birds are driven away? What's the point of joining National Heritage when your grandchildren's wild heritage is gone and long forgotten?

There are more effective answers but are we willing to confront them? - population control - cutting back our standard of living - reducing over consumption - attacking greed and waste - attacking pollution - stop depleting the planet's finite resources.

The landscape of our ancestors

Standing on the edge of the marshlands allows the big skies and the low reed banks to link the past, with the present, with the future. Destroy all this and you destroy our heritage. We are locked into the soil and must accept its trust. We are responsible for the future of uncomplicated marshlands where the free birds fly.

Our natural, wildlife heritage can so easily be bulldozed in the cause of progress - we have to decide if the price is worth paying in terms of our mental health and our physical freedom.

Our past; our present; our future; all creatures great and small - if we let them go through neglect; if we destroy them through avarice; then the prospects for mankind are depleted; we cannot wake the following morning to see so many green acres enrobed in black plastic.

The relationship between man and his environment is built on trust. We abuse this trust at our peril. There comes a time to take stock; to evaluate; to learn from the lessons of the past and look to the future.

It is essential that the wildlife conservation message is understood and valued. We will happily subsidise our farmers to allow agricultural land to go fallow for the benefit of our wildlife. On the same basis it is worth fighting for the North Kent Marshlands, which are accepted as one of the most important natural wetland areas in Europe.

Beware all you politicians, financiers and profiteers - you tamper with the marshes at your peril. The wrong decision on this one could make the 'anti-fracking' campaign look like a tea-party in the vicarage gardens!



Above - routine traffic chaos at Murton Place on Seasalter Road caused by the London Array development.

TRAFFIC MANAGEMENT

If the Cleve Hill Solar Farm proposal gets the go-ahead, traffic management on Headhill Road and Seasalter Road will create an impossible task for the developers, a nightmare for the householders and businesses of Goodnestone and Graveney and a logistical and financial burden for the local authorities.

First let's look at all the obvious objections to trying to use the existing country road. Each on it's own is valid; combined they put forward a strong enough case to question the validity of the whole scheme :-

Road maintenance - this route is currently maintained to a level whereby it just about copes with the current level of use. The route from Head Hill down to Seasalter Road and through to the London Array turning was originally created to take agricultural workers on foot and the odd horse and cart. These days it takes tractors and heavy agricultural equipment, HGVs picking up fruit and produce, combine-harvesters and grain carriers at harvest time, buses, foreign HGVs that are lost and even the odd house or two. Add to this holiday traffic in summer and its use as a diversion route when there are problems on the A299 (which can create bumper-to-bumper traffic jams) and one can easily see the chaos that any added 'solar farm' traffic will create.

To this one has to add the affects of increased noise, the potentially disastrous effects on the safety of all its users including cyclists, pedestrians and equine use and depriving rapid access for emergency vehicles

Weather (on average this area experiences three or four days of snow and ice a year)

Air pollution (latest research indicates that traffic pollution, particularly from HGV diesels is a major contributor to the onset of dementia and Alzheimer's etc..)

Affect on the schools and village children's health and welfare (diesel fumes, noise, vibration and road safety bearing in mind that the school playing field is on the other side of the road)

Vibration (evidence noted from the Array experience - damage to the Church and private property and general disturbance through the villages. If this scheme goes

ahead we can expect it all to happen again but to a far greater degree and resulting in a higher level of compensation).

Let's face it, Head Hill and Seasalter Road are not suitable for the traffic that they take now without a project like this adding to the problems. The road is not wide enough and has numerous sharp corners; it has inadequate paths (most of the road has no pedestrian paths at all) and it is poorly maintained so the surface develops dangerous potholes.

These are the current problems and if you look back at the 2003 Parish Plan (which had an 86% response) and the 2014 Parish Plan (which had over 50% response) the vast majority of parishioners asked for better road maintenance, traffic calming measures and extended pavements. Fifteen years later and nothing has changed! The existing road is unsuitable for the existing traffic and any increase will surely be untenable.

We also discover that there is a proposal to obtain slivers of land, for 'compulsory usage', in order to create 'passing points'.

This project is fundamentally flawed and the arrogance being shown over this vital aspect of the proposal demonstrates that which is predominant throughout the whole scheme.

CYCLISTS AND PEDESTRIANS

This is a particularly popular route for touring cyclists and cycling clubs. Over three million bicycles are sold in the UK every year. There is however a downside in that over three and a half thousand cyclists are seriously injured or killed every year. Drivers know that, because of the popularity of this stretch of road for cyclists, particular care has to be taken when overtaking which inevitably slows the traffic flow.

We also teach our children from the village school to cycle on part of this road and two or three times a year the whole school parades to walk two abreast along the road from the school to the church and back.

This is a particularly popular area for ramblers and dog walkers who again require attention from drivers owing to the lack of pavements. None of these activities are compatible with the passage of 150+ HGV movements per day.

BLACK SPOTS

There are many 'black spots' along this route which regularly create problems even with today's traffic flow. The following are the most notable (travelling north)-

1 Narrow road (where two vehicles, one being commercial and the other a car or larger, cannot pass)

- a/ Headhill - the road from the top of the hill down to the 'Z' bend has steep banks either side and is only wide enough to take one HGV.
- b/ Through Goodnestone again with a number 'unsighted' bends
- c/ After Cleve Hill junction where the road is particularly narrow and 'unsighted'.

2 'Unsighted' bends (defined as extreme bends where the road is narrow and there is no view of oncoming traffic)

- a/ Bottom of Headhill
- b/ through Goodnestone Village
- c/ Farm bend

- d/ Railway Bridge
- e/ Church bend
- f/ Churchview junction
- g/ Cleve Hill junction

PICTURE GALLERY



These pictures show some of the traffic which typically uses Head Hill Road and Seasalter Road. The nature of the traffic demands that drivers are careful and respect other road users.



This series of pictures shows the turning place for the local bus at Murton Place which is the widest part of the route between Head Hill and the London Array turn. The village has 8 buses a day 6 of which turn round at Graveney. Each makes 3 stops on this route.



Hilderbrands have operated a removals and storage business from Goodnestone for many years which entails the regular daily movement of pantechnicons and HGVs.

Hedges and high verges along the route are cut back twice a year and a number of houses also follow this route.



LATEST UPDATE

From our latest meeting (Friday 21st September, 2018) we learn that the recent meeting with CHSP on traffic management (attended by Michael Wilcox and Lut Stewart) resulted in very little progress.

First - CHSP claimed that an HGV would take 5 minutes to complete the route. In fact, in a car, sticking to the speed limits along the route (which makes it a 'hairy' ride in some of the 40mph stretches) and with a clear road, it is possible to achieve this passage in 4 minutes and 55 seconds (*note that during the London Array debacle a 20mph speed limit was imposed on the stretch of road from the bridge, past the school and up to Murton Place*). From our experiments we conclude that the time an HGV would take to complete this course in safety would be well over twice this estimate on a clear road. It is impossible to define the average local and through-vehicles, cyclists, pedestrians and odd loads (harvest machinery, houses etc...) per day so, for the following calculations, we have assumed that they don't exist!

Second - the intention is to control the traffic with a series of traffic lights in order to stop HGVs meeting head-on in the narrow parts of the route - (I wonder if Hilderbrands Removals or local farmers and farming contractors have heard about this; their reactions will surely be interesting!!)

We now have some projected traffic figures published by CHSP (19/09/2018) which are also very interesting. Bear in mind that we are starting with the following assumptions - a) there are 24 hours in a day, - b) every vehicle has to make one journey to the site and one journey back. Therefore one vehicle = 2 journeys, - c) we have allowed 8mins /journey (*in practice this average would be virtually impossible for an HGV to achieve safely and consistently*).

During week 101

they plan for 97 vehicles per day = 194 journeys = 1,552mins = 25hrs (long days!)

During week 31

they plan for 75 vehicles per day = 150 journeys = 1,200mins = 20hrs per day

Average week (over a 2 year / 24 month period)

they plan for 59 vehicles per day = 118 journeys = 944mins = 16hrs per day

The meeting with CHSP added little to the discussion and the strength of CHSP's case on dealing with 'Traffic Management' was described as extremely weak. The figures used above became available on-line after the meeting.

(Judging by the conclusions drawn one must assume that the consultants used by CHSP have little experience in this type of country road usage)

Conclusions

We all know that transport is a major problem and that it threatens the whole viability of the project. If it is not properly addressed with detailed, realistic and costed answers given, then this proposal is surely not ready to seek even preliminary planning approval. As it stands very little accurate or genuine information has been made available but, from what little we can ascertain, it is reasonable to draw the following conclusions:-

- 1 The construction period could be doubled simply through delayed and postponed delivery schedules.
- 2 Local businesses such as farming, horticulture, removals, agricultural contractors, equestrian events, shooting etc... will be threatened.
- 3 Local sporting activities (cycling, dog walking, rambling, jogging..) and local community events in the church, village hall and pub will end or be severely curtailed.
- 4 Health and welfare of the local community will be seriously affected over an extended period of time. This will specifically effect the mental and physical health of children and the elderly.

We suggest that there are only three courses of action that would solve these problems -

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| First | The construction of a completely new access road taking a direct route cross-country, from Brenley Corner Roundabout to the site. |
| Second | All supplies and equipment brought in by sea, air or combination of the two. |
| Third | The whole scheme is abandoned on the basis that it is impractical to achieve and would create an anti-social and unhealthy environment for Faversham and surrounding area for an unspecified extended period in the knowledge that the existing country road is incapable of handling the anticipated volume of traffic and there is no viable alternative. |