

NOTES ON FAVERSHAM FUTURE FORUM

23rd July 2018

Geoff Wade (GW) reported on actions undertaken since the previous meeting.

He had met with Cllr Gerry Lewin regarding the Local Plan progress and the Duchy site etc. Several expressions of interest had been submitted as part of the process with the deadline in August. GW will keep in touch with James Freeman, Head of Planning. Shiel Campbell (SC) asked if public opinion was being taken into consideration. GW thought, yes and no, emphasis was on the community pull and Bimby, but only the Duchy were following that idea. Harold Goodwin (HG) confirmed that the Duchy had agreed another meeting on 15th October at St Mary's Church, which would be an open meeting for all residents.

GW had also spoken with highway officers, and advised that no development was taking place until highway issues were resolved. There had been no further decision on whether there would be a roundabout or traffic lights at the junction of A2/A251. GW was advised that there were problems with building in capacity, with issues in future proofing. David Simmons (DS) stated, whatever the solution it need to last to 2031 and felt officers had finally woken up to the need to build more capacity in for housing and thought the matter was regrettable and there needed to be a decision as soon as possible. CW felt traffic signals were the only option. SC thought once the decision had been made it would be the death knell for any chance of a by-pass through Perry Court and it would be a missed opportunity. Chris Oswald-Jones (COJ) reminded everyone of 20's Plenty and AR asked if there was going to be any provision for alternative transport, ie cycling.

It was thought that competency didn't exist in KCC to make decisions and we needed to press for a by-pass now. EKR were causing heavy traffic on residential streets through Ospringe and Teynham which was undesirable. KCC had a small pot of money to appease and not fix long term issues . GW confirmed the Duchy's approach was to look at cycling and buses and reducing the need to move about. Although this was thought to be good, it was only one of several developments and the others were not listening.

It was agreed that with all the heavy transport through villages, there was a need for a by-pass and that the industrial sites were the 'wrong side' of Faversham.

Linda Morrison (LM), Chair of UPROARE, said their lawyer had written a damning report on air quality, which had led to the withdrawal of EKR's initial application. EKR had been sending lorries through Bysing Wood Road and Davington.

Air Quality

Chris Wright (CW) reported that the Faversham Society is working with Professor Stephen Peckham of the University of Kent and hope to set up an agreement to use their air quality measuring equipment in order to send signals from portable equipment. Working in Ospringe and West Street, it will go on for several months. CW will add Ashford Road to the list. GW wondered if volunteers could feed into the process for testing AQ. DS confirmed it's a major concern, Swale has five AQMA and does more measuring than any district in Kent. Formed an Air Quality Action Steering Group with a view to producing a strategic plan, rather than looking at the five areas in isolation it will look at the A2 as a whole. The problem is too many of the wrong type of vehicles, wrong layout of roads and nature of the buildings in the areas where air quality is worse. The problem is exasperated by the additional planned housing. SBC has carried out detailed survey work, including ANPR (Automatic Number Plate Recognition) to know the number and type of vehicle and gauge what the future will look like in 2020 and 2022. Data from KCC on projected traffic volumes over that period of time and feeding into likely changes from Local Plan. Producing a consultation document in October regarding the actions they can take. Actions are quite limited. The Leader of KCC acknowledged the need to all work together. Swale can encourage taxis to use electric cars etc, need the government help and disappointed they have (not?) gone ahead with a scrappage scheme. The modern lorries are not the problem, it's the older type. Swale came up with the idea that every new house had to be built with the facility to charge electric cars, but the National Grid would not be able to cope with the demand for electricity. DS gave a report to Swale BC Cabinet with ideas for what could be done, but there are no short term fixes.

COJ felt the PRG and Faversham Society need to work together. CW confirmed they have been in touch with Swale and will be sharing data to fill in gaps and provide complimentary measurements. They will be able to get data very close to areas where children stand, which will show readings are a lot higher and are very localised. He also reported the lorries will remain diesel for some time as they would not be able to carry enough batteries. If KCC gives planning for an industrial site they need to take into consideration the traffic, they have not been doing that as they are using out of date guidance. They no longer have a traffic group, all engineers have gone.

Need to allow local people to be part of decision making. GW stated we need to learn from Perry Court in that objection doesn't necessarily get what you want.

Bob Morrison (BM) had concerns about SBC looking at all areas as a whole, and that figures will be divided by 5 and not look so bad. EKR are not recycling they are a redistribution centre. They already have a site doing this in Aylesham but they want to close that down and redevelop into housing, where 30 people will lose their jobs. BM also confirmed that no one counts the number of vehicles and he had been

advised if he wanted to set up an accredited lorry count they would have to wear hi-viz and it would simply mean that lorries were diverted to Aylesham.

DS confirmed that there would be specific figures for each location and they would not be divided by 5. BM says EKR lorries are now applying to double the size of the lorries, rather than the number of lorries. TI suggested video evidence was taken, so it could be shown as evidence. AR reported that 20mph would give a slower and smoother drive through an area. With regard to air quality 75% of particulates are produced from tyres and brakes.

It was noted that Highways no longer has the technical capacity and everything went out to consultants, so it was difficult to get any support from KCC. The Duchy development would be too far ahead to have any influence or impact on 2022.

Concerns were raised regarding the air quality data being divided by 5, for the areas, but DS confirmed that would not be the case. LM said the lawyers working on the EKR case were interested in air quality.

It was agreed that there should be a pooling of effort.

Footpath Consultation

The consultation was noted with the deadline of 12th September.

Bus Report

Item deferred.

BIMBY and Planning Guidelines

CW said there were not effective traffic management services and developments had not been considered as a whole and had only been compliant with KCC guidelines. He proposed the setting up of a sub group to look at planning guidelines.

Date of Next Meeting

Monday 24 September 7pm, The Guildhall