



Maidstone Borough Council
Maidstone House
King Street
Maidstone
ME15 6JQ

01 September 2022

To whom it may concern,

Our Ref: 21-0354

Re: Planning Application at Land North of Little Cheveney Farm, Sheephurst Lane, Marden, Kent (ref: 22/501335/FULL)

I am writing with regard to the planning application for the “*installation of a renewable energy led generating station comprising of ground-mounted solar arrays, associated electricity generation infrastructure and other ancillary equipment comprising of storage containers, access tracks, fencing, gates and CCTV together with the creation of woodland and biodiversity enhancements,*” at the above-mentioned site.

Rappor Consultants Ltd (formerly Cotswold Transport Planning Ltd) has been instructed to provide highways and transport planning consultancy advice in respect of the development and prepared the Construction Traffic Management Plan (CTMP) in support of the application. A highways consultation response has now been provided by Kent County Council (KCC), as local highway authority, who have raised a holding objection and this letter therefore sets out the responses to address their concerns.

To summarise, the following additional information has been requested by KCC:

1. Confirmation if the proposed temporary construction access will be retained in perpetuity and form the primary site access onto Sheephurst Lane;
2. An update site plan, preferably at scale 1:500, demonstrating the location of the site compound area;
3. Confirmation of the number of parking spaces that will be provided in the site compound area;
4. Amendments to the proposed route strategy so that all HGV's travel via the B2079, West End Goudhurst Road.

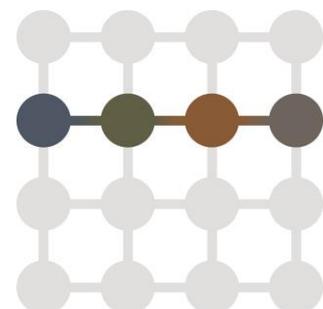
The CTMP has now been revised to address the four points above and is provided under separate cover.

It is also noted that additional comments were received from Marden Parish Council (MPC), as statutory consultee, with regard to the proposed routing for construction traffic to / from the application site as follows:

“Cllrs wished to make comments relating specifically to traffic routing at Section 4 of the Construction Traffic Management Plan.

The proposed route takes the vehicles through the built-up centre of Marden and along narrow country lanes with single track in places and where there are very limited passing places.

Both Plain Road and Sheephurst Lane have single track bridges, and both are on the bus route.



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Cllrs proposed that an alternative route is adopted which is half a mile shorter in length, has less bends, is double carriageway for its entire length and passes far fewer properties.

The suggested route proposed would from the A229 at Stilebridge onto the B2079, onto Underlyn Lane, Hunton Road, left at Green Lane, B2162 and into Sheephurst Lane at Claygate.

Hunton Road, Green Lane, B2162 and Sheephurst Lane are all within the 7.5 tonne weight limit but as the vehicles will be delivering in this zone it would be permissible to use this route."

KCC have provided comments on the routing for construction traffic and have suggested that all HGVs should travel via the B2079 and West End Goudhurst Road to gain access to Sheephurst Lane via the east. The amended CTMP has been updated to reflect this preferred route.

When considering the route proposed by MPC (A229 at Stilebridge onto the B2079, onto Underlyn Lane, Hunton Road, left at Green Lane, B2162 and into Sheephurst Lane at Claygate), it is noted that there are tight bends along the route with restricted forward visibility at these locations. A review of Google Maps suggests that the junction visibility splays where Green Lane meets the B2162 Collier Street is restricted to both the north and south.

In addition, and more notably, the junction visibility splays at Sheephurst Lane / B2162 Collier Street to the south are severely restricted in both directions. The B2162 is subject to a 50mph speed limit in this location meaning vehicle speeds will be higher than at the junction with Green Lane.

This could create potential conflicts at this junction for vehicles exiting the site, who would be required to turn right at this junction. This would be of particular concern for large, slow-moving HGVs. For the route suggested by MPC to provide a safe route for construction vehicles, it is considered that temporary traffic signals would be required at this junction. Given KCC has suggested an alternative route that would not require such traffic controls, this is considered preferable.

In light of the above, we consider the construction route proposed by KCC as being the most appropriate and suitable to serve the application site but would welcome additional commentary from KCC in this regard.

In conclusion, it is considered that the revised CTMP satisfactorily addresses the comments raised by KCC in their consultation response such that there are now no transport or highways reasons why the planning application cannot be approved. The alternative construction vehicle route suggested by MPC is not considered appropriate due to restricted visibility at key junctions.

Yours Sincerely,

Kevin Sykes
Associate Director
MEng, MCIHT

