

# Comments for Planning Application 20/01514/FUL

## Application Summary

Application Number: 20/01514/FUL

Address: Wilmington Hall Farm Broad Lane Wilmington Kent DA2 7AG

Proposal: Use of the site as a Construction Yard to store specialist foundation products together with installation of new modular office building, car parking provision and new sliding gate to existing entrance

Case Officer: Matthew Apperley

## Customer Details

Address: [REDACTED] Broad Lane Wilmington DA2 7AG

## Comment Details

Commenter Type: neighbour letter

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We are writing to object to the proposed planning application as we do not consider that the proposed use of the land is suitable to the area. The planning application needs to address a number of specific points.

## Vehicle Movements

The planning application states that the site will only be used for parking cars. In the application there will be parking for 10 cars only and does not mention parking of a HIAB vehicle, referred to in their and shown on the site plan. There is a letter from Ian Alcorn of Roger Bullivant Ltd stating that they intend to park one vehicle in the yard. The vehicle is described in the Design and Access statement as a 11m long vehicle. There is space for more than one 11m vehicle on the premises, which may occur in due course.

Vehicles travelling from Hook Green Lane towards Broad Lane, even though it is a 30MPH limit, often speed along the road and there maybe an accident in Broad lane. Where vehicles turn out of the premises into Broad Lane the road measures 4.6m (excluding the width of the foot path), which is between a single track road and two way road. Given that the HIAB will be turning into Broad Lane to drive into the village, there is no width available for a car coming from Hook Green Lane direction to safely overtake a slow moving/turning vehicle out of the premises.

Trees and hedges along Broad Lane restrict views from on coming traffic. We do not think that there is a clear line of sight for on coming traffic, from Hook Green Lane, to take corrective action from a HIAB vehicle turning out of the premises into Broad Lane towards the village.

Ian Alcorn, in his attached letter says that they work on rail projects and that plant movements are

required to suit these needs. Railway work is often carried out at night or at weekends and so it would be reasonable to assume that there will be HIAB movements in the evenings and early mornings, which will be more dangerous than during the day when drivers are not expecting HIAB