

**From:** [Bown, Kevin](#)  
**To:** [Planning Applications](#)  
**Cc:** [Planning SE; growthandplanning](#)  
**Subject:** FAO Case Officer Matthew Broome: Highways England response (our ref 83679#9576) re application TM/19/00014/OAEA Land North Of Lower Haysden Lane Tonbridge Kent  
**Date:** 26 February 2020 18:33:20  
**Attachments:** [20200226 HEPR 19\\_00014\\_OAEA Land North of Lower Haysden Ln.pdf](#)

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<b>For attention of:</b>	Matthew Broome
<b>Site:</b>	Land North Of Lower Haysden Lane Tonbridge Kent
<b>Proposal:</b>	Outline Application: The construction of up to 125 new homes, a 2 form entry primary school, the formation of new means of access onto Lower Haysden Lane, new pedestrian and cycle links (including links to the existing playing fields and Country Park to the west), the laying out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works and infrastructure
<b>Your Reference:</b>	TM/19/00014/OAEA
<b>Highways England's Reference:</b>	83679#9576

Dear Mr Broome,

Thank you for your email dated 29 January 2020, inviting Highways England to comment on the above planning application and indicating that a response was required by 26 February 2020.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A21 Tonbridge Bypass where it meets the A26.

Having reviewed the application and the TA that supported this, Highways England notes:

1. The site is within allocated land within the Tonbridge and Malling emerging Local Plan, and that the application is part of an overall site allocation. While this Transport Assessment (TA) includes assessment with the wider allocation and

we understand that expected trips will be increased as the rest of the allocated site is delivered, our assessment and review is on only the two options presented in the planning application:

*Option A: 125 dwellings on application site*

*Option B: 100 dwellings together with a 2FE primary school on the application site*

The rest of the allocation will be reviewed at a time when further planning application has been submitted.

2. We are satisfied with the TRICS methodology and parameters selected to assess the trip generation. Option B includes the school and therefore will generate greater trips than the residential units alone. This will have greater impact on the network during the AM peak than during the PM peak hour.
3. The trip distribution and traffic flow assessment shows there will not be a significant flow of traffic from the development onto the A21 via the A26. Based on the submitted traffic assignments, Option A will increase flow onto the SRN by 16 vehicles in AM peak and 7 vehicles in PM peak, whilst Option B will increase flows by 26 during the AM peak, and 8 in the PM peak.
4. That there is no inclusion of the SRN junction within the junction modelling. However, having examined the traffic assignment information provided, we are satisfied that the development will not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and DCLG NPPF particularly paragraph 109) in this location and its vicinity.

I therefore attach our formal HEPR response of No Objection. Should you have any queries regarding this response, please contact us at:

[PlanningSE@highwaysengland.co.uk](mailto:PlanningSE@highwaysengland.co.uk).

Regards,

**Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial (Town) Planning Manager  
Spatial Planning Team, South East Region Operations Directorate**

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## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director, South East)  
Operations Directorate  
South East Region  
Highways England  
[PlanningSE@highwaysengland.co.uk](mailto:PlanningSE@highwaysengland.co.uk)

To: Tonbridge and Malling (FAO: Matthew Broome)  
[Planning.applications@tmhc.gov.uk](mailto:Planning.applications@tmhc.gov.uk)

CC: [growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: 19/00014/OAEA

Location: Land North Of Lower Haysden Lane Tonbridge Kent

Proposal: Outline Application: The construction of up to 125 new homes, a 2 form entry primary school, the formation of new means of access onto Lower Haysden Lane, new pedestrian and cycle links (including links to the existing playing fields and Country Park to the west), the laying out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works and infrastructure

Highways England Reference: 83679#9576

Referring to the planning application referenced above (consultation received 29 January 2020) in the vicinity of the A21 Tonbridge Bypass that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

a) offer no objection\*;

*\*this is on the basis that based on the evidence submitted and our own assessment, we are satisfied that the development will not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and DCLG NPPF particularly paragraph 109) in this location and its vicinity.*

- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B (covering new access to the SRN) is not relevant to this application.<sup>1</sup>

HIGHWAYS ENGLAND (“we”) have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This represents Highways England’s formal recommendation (prepared by the Area 4 Spatial Planning Team) and is made available to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority disagree with any recommendation made under b), c) or d) above, the application must not be determined before they have:

- i) informed Highways England; and
- ii) consulted the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

<b>Signature:</b>	<b>Date:</b> 26/02/2020
<b>Name:</b> Kevin Bown	<b>Position:</b> Spatial Planning Manager
<a href="mailto:PlanningSE@highwaysengland.co.uk">PlanningSE@highwaysengland.co.uk</a>	
<b>Highways England:</b> Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	

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<sup>1</sup> Where relevant, further information will be provided within Annex A.