

From: [Bowie, David](#)
To: [Planning Applications](#)
Cc: [Planning SE; Bradley, Alistair J; Fisher, Rachael](#)
Subject: TM/19/00014/OAEA - Land North Of Lower Haysden Lane Tonbridge Kent - FAO Matthew Broome
Date: 08 February 2019 15:58:01

For the attention of: Matthew Broome

Planning Application No: TM/19/00014/OAEA

Site: Land North Of Lower Haysden Lane Tonbridge Kent

Proposal: Construction of up to 125 new homes, a 2 form entry primary school, the formation of new means of access onto Lower Haysden Lane

Highways England Ref: 83679 #6681

Dear Matthew,

Thank you for your email dated 21 January 2019, inviting Highways England to comment on the above planning application and indicating that a response was required by 11 February 2019.

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 Transport Assessment (TA) that supported this, Highways England would like to make the following comments for consideration by the applicant.

Although junction assessment has been limited to the locations where Kent County Council are Highway Authority, it is noted that there is no validation of baseline junction models. This is required to ensure they are reflective of current conditions to form the basis for assessing the impact of the development in the future year considered.

TRICS has been used to derive trip rates for the proposed development. The output for the residential land use has been provided and is acceptable but the TRICS assessment for the primary school and health centre is missing and should be provided for Highways England to review. Additionally, details of the health centre should be provided.

Internalisation of primary school trips has been applied on the basis of the full site allocation (identified in the TA as 480 dwellings) but the application is for up to 125 dwellings and so any internalisation should be based on this.

The distribution of residential development traffic is acceptable. However, this has also been applied to the primary school and the applicant may wish to review whether this is appropriate for education based vehicle trips with reasoning to be justified.

On the basis of the development trip generation estimated in the TA, the applicant should extend their development traffic assignment assessment to the A26 / A21 junction so that Highways England can understand development related traffic movements at this junction to determine whether any further assessment of this junction is required to ensure that the proposals will not result in a 'severe' impact on the SRN and therefore will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 109).

Accordingly, we formally request that the Planning Inspectorate refrains from determining this application, (other than a refusal) until such time as we have received and considered all the requested information. Once we are able to adequately assess the above and its potential impact on the SRN, and this has been agreed with the applicant, we will provide you with our final formal response.

If, in the meantime, you wish to determine the application, please let us know and we will provide you with a formal response based on the information available at that time.

Should you have any queries regarding this matter, please contact us.

Kind regards

David

David Bowie

Area 4 Spatial Planning Team

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