

## **Highways England**

**From:** Bown, Kevin

**Sent:** 01 November 2017 12:22

**To:** Cheryl Poole

**Cc:** Planning SE

**Subject:** Highways England response re Salehurst & Robertsbridge Neighbourhood Plan Consultation on revised Strategic Environmental Assessment (SEA)

Dear Ms Poole

Thank you for consulting Highways England regarding the above.

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 through the Salehurst and Robertsbridge areas.

Highways England submitted representations on the draft and submitted plan which I attach for your convenience.

In summary, we raised concerns about the possibility of sites seeking direct access to the A21. Any sites wishing to do so would have to satisfy the policy set out in Department for Transport Circular 02/2013 *The Strategic Road Network and delivery of sustainable development*, in particular paragraphs 37-44.

In this context we note that the SEA/SA includes reference to a site "Slades Farm" that would require direct access to the A21 but does not mention the need to satisfy this national policy, nor the SEA/SA implications of either doing so or seeking not to do so.

We also note that several sites are suggested as potentially impacting on the safety and/or operation of A21 junctions. Any allocation/ application will need to assess their individual and cumulative impacts on the A21 and, as appropriate, bring forward mitigation. Any assessment and mitigation will need to comply with the Design Manual for Roads & Bridges.

I hope that these comments assist, but if the Examiner has any queries, please contact us.

Regards

**Kevin Bown, Spatial (Town) Planning Manager BSc(Hons) MPhil CMS MRTPI**

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

**Attachment:**

**From:** Cleaver, Elizabeth

**Sent:** 24 March 2017 11:37

**To:** 'planning.strategy@rother.gov.uk'

**Cc:** Planning SE

**Subject:** Highways England response: Consultation on Submission Salehurst and Robertsbridge Neighbourhood Plan 2016 - 2028

**Consultation:** Public Consultation on Submission Salehurst and Robertsbridge Neighbourhood Plan 2016 – 2028

**Highways England reference:** #2014

Dear Mr Marlow,

Thank you for notifying Highways England of the public consultation on the Submission Salehurst and Robertsbridge Neighbourhood Plan 2016 – 2028.

We previously commented on the Salehurst and Robertsbridge Neighbourhood Development Plan in our email of 1 November 2016. I can confirm that the comments in that email are still relevant and so I have copied it below.

Kind regards,

**Elizabeth Cleaver, Assistant Spatial Planning Manager**

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**From:** Bowie, David

**Sent:** 01 November 2016 10:40

**To:** 'feedback@robertsbridgeneighbourhoodplan.org.uk'

**Cc:** Planning SE; Cleaver, Elizabeth; Franklin, Richard

**Subject:** Salehurst and Robertsbridge Neighbourhood Development Plan - FAO Stephen Hardy

Dear Stephen,

**Consultation:** Salehurst and Robertsbridge Neighbourhood Development Plan

**Highways England Ref:** #1278

Thank you for your email of 26<sup>th</sup> September 2016 consulting Highways England on the above consultation.

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.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the strategic road network, in this case the A21.

Having reviewed the plan, the following comments should be noted

- In relation to Policy EC6 point 3 on page 28, please note that Highways England will be concerned with developments that result in intensification of use of an existing access on to the A21. Any such proposals would need careful consideration in relation to the type of access already provided and whether or not it would still be suitable for use following re-development of the site. The Design Manual for Roads and Bridges document TD 41/95 'Vehicular Access to all Purpose Trunk Roads' gives guidance on the appropriate type of access for smaller development sites. The creation of a new access to the A21 is likely to be resisted by Highways England unless there is significant economic benefit in doing so and that the new access would not be detrimental to the safe and efficient operation of our network.
- Policy HO3 point 3 on page 38, Highways England would seek to resist the creation of new direct access to the A21 unless there is significant economic benefit in doing so and that the new access would not be detrimental to the safe and efficient operation of our network. The cumulative traffic effects of development will need careful consideration in relation to the efficient operation of the A21 specifically the roundabout junction with Northbridge Street and Church Lane as well as the priority junction with George Hill. Detrimental effects on the operation of these junctions may necessitate highway improvements which will need to be funded by development.
- We note that a Traffic Management Plan is proposed on page 56. As such, we recommend that early consultation is undertaken with Highways England in development of this plan,
- On page 7 of Annex 2: Site Assessment Document, we note that access to/from the A21 may be required for the Slides Farm and Grove Farm Phase 2 sites. Please note that Highways England would seek to resist creation of new direct access to the A21 unless there is significant economic benefit in doing so and that the new access would not be detrimental to the safe and efficient operation of our network. The cumulative traffic effects of development will need careful consideration in relation to the efficient operation of the A21 specifically the roundabout junction with Northbridge Street and Church Lane as well as the priority junction with George Hill. Detrimental effects on the operation of these junctions may necessitate highway improvements which will need to be funded by development; and

- The cumulative traffic effects of all development being brought forward as a result of the Neighbourhood Plan will need careful consideration in relation to the efficient operation of the A21 specifically the roundabout junction with Northbridge Street and Church Lane as well as the priority junction with George Hill. Detrimental effects on the operation of these junctions may necessitate highway improvements which will need to be funded by development.

I trust that the above information is of assistance and thank you again for consulting Highways England.

Kind regards,

**Sent on behalf of Elizabeth Cleaver Assistant Spatial Planning Manager**

Regards

David

**David Bowie**

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