

## **A21 TONBRIDGE TO PEMBURY DUALLING**

### **Full Statement of Case**

### **In Respect of Applications for the Demolition of Listed Buildings under the Provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990**

**Appeal References: APP/M2270/V/10/2126410 & APP/M2270/V/10/2127645**

**April 2013**

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## 1 INTRODUCTION

- 1.1 This Full Statement of Case replaces the version that was published in May 2010 (Deposit Document C4) prior to postponement on 10 June 2010 of the proposed Public Inquiry (the PI) pending the outcome of the Government's October 2010 Spending Review. (See paragraph 1.13 below for the definition of Deposit Documents and Appendix A for a list of Deposit Documents).
- 1.2 In December 2009 the Secretary of State for Transport ("the Secretary of State") published proposals for the A21 between Tonbridge and Pembury ("the A21 Tonbridge to Pembury Dualling") in Kent, including an application for the demolition of Listed Buildings. He received objections, representations and letters of support with respect to the proposals and consequently determined that it would be necessary to hold a Public Inquiry. The PI was due to take place in July 2010 but was cancelled pending the results of the Government's October 2010 Spending Review (SR 2010).
- 1.3 In the SR 2010 announcement the scheme was listed as a 'pipeline scheme' for which development work would continue but construction would not start until the next spending review period in 2015 at the earliest.
- 1.4 In May 2012 the Roads Minister announced that work on the scheme would recommence to complete the PI process so that it would be possible to start construction in the next spending review period, or earlier, subject to the outcome of the Public Inquiry and the availability of finance.
- 1.5 On 14 December 2012 the Secretary of State published a notice of his intention to resume the statutory process and to hold a PI. Statutory objectors and other interested parties had previously been informed of this intention by letter or email dated 3 December 2012.

### **Purpose of the Inquiry**

- 1.6 The Public Inquiry will consist of concurrent Public Inquiries ("the Inquiries") for the scheme proposals contained in the draft Orders and Compulsory Purchase Order under the Highways Act 1980, described in the separate statement (DD C6) mentioned in paragraph 1.10 below, and the applications for the demolition of listed buildings under the Planning (Listed Buildings and Conservation Areas) Act 1990 described in this statement.

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- 1.7 The Inquiries will be held by an independent Inspector to be appointed by the Secretary of State on the nomination of the Planning Inspectorate and will be held under the Inquiry Rules mentioned in paragraphs 1.9 below and 1.10 below. The Inquiries will commence on 14<sup>th</sup> May 2013.
- 1.8 The Inspector will hear evidence relating to the draft Orders and the listed building consent applications from the Highways Agency (on behalf of the Secretary of State); from supporters and objectors and any counter objections to alternative proposals received and will report the proceedings, including findings and recommendations, to the Secretary of State for Transport and the Secretary of State for Communities and Local Government. The Secretaries of State jointly will consider all supporters and objections to the draft Orders and listed buildings applications and counter objections to alternative proposals together with the Inspector's Report of the Inquiries before deciding whether or not the draft Orders should be made and, if made, with or without modifications, and if consent should be given for the demolition of listed buildings.

### **Statutory Background**

- 1.9 This document is published pursuant to Rule 6(3) of the Town and Country Planning (Inquiries Procedure) (England) Rules 2000 ("the 2000 Rules"). It contains full particulars of the case the Secretary of State proposes to put forward at the Inquiries in respect of the applications for demolition of listed buildings in connection with the A21 Tonbridge to Pembury Dualling ("the scheme"). It is known as the Full Statement of Case ("the statement").
- 1.10 A separate statement (DD C6) has been published pursuant to Rule 6(1) (b) of the Highways (Inquiries Procedure) Rules 1994 ("the 1994 Rules") and Rule 7(1) of the Compulsory Purchase (Inquiries Procedure) Rules 2007 ("the 2007 Rules") (DD F6). This contains full particulars of the case the Secretary of State proposes to put forward at the Inquiries in respect of the A21 Tonbridge to Pembury Dualling and is also known as the Full Statement of Case.
- 1.11 The Full Statement of Case in respect of the applications for the demolition of listed buildings (this document) covers the following topics:
- a) Background to the Listed Building Consent Applications;
  - b) National, Regional and Local Policy in Respect of Listed Buildings;

- c) Description and Significance of the Listed Buildings;
  - d) The Need to Demolish the Listed Buildings;
  - e) Objections and Representations;
  - f) Conditions; and
  - g) Outline of Case.
- 1.12 Plans showing the location of the Listed Buildings are contained in Appendix A at the end of this statement.

### **Documents to be used in Evidence**

- 1.13 The documents which the Secretary of State will use in supporting evidence during the Inquiries are listed in Appendix B and are referred to in this statement as Deposit Documents ("DD") A1, A2, etc. The Deposit Documents can be seen at reasonable hours at the Highways Agency's office in Dorking and at Tunbridge Wells Public Library, Mount Pleasant Road, Tunbridge Wells, TN1 1NS from 2<sup>nd</sup> April 2013. On 13<sup>th</sup> May 2013 the set of documents at Tunbridge Wells Library will be moved to the Inquiries venue where they will be available from 14<sup>th</sup> May 2013.
- 1.14 Specialist proofs of evidence are being prepared by the project team in support of the Listed Building Consent Applications and will be presented at the Inquiries (although not necessarily in this order) as below:

<b>Title</b>	<b>Provided by</b>
Highways Agency Overview	Graham Link
Engineering	Diane Novis
Traffic Forecasting and Economics	Craig Shipley
Water Quality, Flood Risk and Drainage	Tom Rouse
Landscape	Alison Braham
Air Quality and Emissions	Sarah Horrocks
Noise and Vibration	Adam Lawrence
Ecology and Nature Conservation	Claire Wansbury
Listed Buildings	Dominic Lockett

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Planning	Sarah Wallis
Historic Environment	Brigitte Buss

### **The Proposals**

- 1.15 The need for the scheme, a brief history of the scheme, a description of the existing road and the new road and the treatment of side roads included in the draft Orders are included in the statement (DD C6) mentioned at paragraph 1.10 above. That statement also includes particulars of the results of the environmental and economic assessments carried out, including how the scheme complies with national, regional and local policies and plans. It also includes particulars of objections, representations and letters of support made to the Secretary of State with respect to the scheme.
- 1.16 In summary, the Secretary of State has published proposals to improve the A21 Trunk Road in Kent between Tonbridge and Pembury by constructing a dual carriageway road in place of the existing single carriageway road over a length of approximately 4.4km.
- 1.17 The scheme proposals have been developed over a number of years and are described in this Statement of Case. The proposals are those, which on the basis of careful appraisal by the Secretary of State's advisors on engineering, economic, environmental, and amenity considerations are considered to be the optimum solution to address the problems associated with the existing road.
- 1.18 The Secretary of State has appointed the consultant engineers Atkins to develop the scheme proposals and to prepare the draft Orders, the Environmental Statement, originally published in December 2009 (DD B1 – B4) and revised in February 2013 (DD B14 – B18) and the Listed Building applications which were published in December 2009 (DD A9), and April 2010 (DD A10).

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## 2 THE LISTED BUILDINGS APPLICATIONS

- 2.1 On the dates given below the Secretary of State made applications for Listed Building Consent to Tunbridge Wells Borough Council under section 10 of the Planning (Listed Buildings and Conservation Areas) Act 1990;
- a) On 11 December 2009, for the demolition of Grade II listed buildings, Burgess Hill Farmhouse (also known as May Day Farm) and Barn (ref: TW/09/03911/LBCDEM);
  - b) On 8 April 2010, for the demolition of buildings, the Oast House, Garages (also known as storage building) and the Stables (also known as the Byre), attached to or within the curtilages of Burgess Hill Farmhouse and Barn (ref: TW/10/01219/LBCDEM).
- 2.2 In relation to the A21 Trunk Road as proposed to be improved at Tonbridge, Fairthorne and Pembury in the County of Kent.
- 2.3 On 22 April 2010 the Secretary of State for Communities and Local Government notified Tunbridge Wells Borough Council that the applications will be called in under the provisions of section 12 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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### 3 NATIONAL, REGIONAL AND LOCAL POLICY IN RESPECT OF LISTED BUILDINGS

#### Legislation Relating to Listed Buildings

- 3.1 The principal legislation relating to Listed Buildings is the Planning (Listed Buildings and Conservation Areas) Act 1990 (DD 12).

#### Planning Policy Relating to Listed Buildings

- 3.2 The following national and local policies are relevant to Listed Buildings.

##### a) National Planning Policy Framework (2012)

- 3.3 Section 12 of NPPF (DD 125) recognises heritage assets as an “irreplaceable resource”, that requires to be conserved “in a manner appropriate to their significance” (Para 126). The level of detail presented in the application should be proportionate to the heritage asset’s importance (Para 128).
- 3.4 The relevant sections of the NPPF include Section 12, paras. 126, 128 to 136, and 141. Of particular relevance are the policy requirements set out in paras. 132 and 133 which are quoted below:
- 3.5 Paragraph 132 of NPPF states that:

*“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”*

- 3.6 Paragraph 133 of the NPPF states that:

*“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be*



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*demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- *The nature of the heritage asset prevents all reasonable uses of the site; and*
- *No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use."*

**b) Tunbridge Wells Borough Council Core Strategy (DD P16) (June 2010) and saved policies of the Local Plan (DD P15) (2006)**

3.7 Saved Local Plan Policy (DD P15) TP10 safeguards the land for the construction of the bypass:

*"The Highways Agency proposes to upgrade the A21 between Tonbridge Bypass and Pembury Bypass, through one of the schemes defined on the Proposals Map. The Local Planning Authority will safeguard both of these alignments by refusing proposals which would compromise the implementation of either scheme. Following confirmation of the preferred scheme, the Local Planning Authority will safeguard the preferred alignment by refusing any proposals which would compromise the implementation of the scheme."*

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## 4 DESCRIPTION AND SIGNIFICANCE OF THE LISTED BUILDINGS

### Description

- 4.1 The complex comprises the following buildings, as shown on the plans in Appendix A of this statement:
- a) The Farmhouse (Grade II listed)
  - b) The Barn (Grade II listed)
  - c) The Stables (also known as a Byre) (Grade II listed as attached to the Barn);
  - d) The Oast House (curtilage listed structure pursuant to section 1(5) (b) of the Planning (Listed Buildings and Conservation Areas) Act 1990); and
  - e) The Garages (also known as a storage building) (curtilage listed structure pursuant to section 1(5) (b) of the Planning (Listed Buildings and Conservation Areas) Act 1990).
- 4.2 All of these buildings were subject to a detailed historic building survey in 2009, undertaken to Level 3 in accordance with English Heritage's *Understanding Historic Buildings, a guide to good recording practice*, 2006 (DD T19). A Farm Characterisation Study has also been prepared for the farm.

### Description and Significance of the Listed Buildings

- 4.3 The Grade II listed Farmhouse is a two storey brick and tile faced building with an attic lit by two dormers. It has a partially surviving timber frame with two storey gabled rear extension and single storey extension to the north. The earliest parts of the building date to the 17<sup>th</sup> century. The brickwork was added to the front elevation in the 18<sup>th</sup> century and extensions were constructed between the late 19<sup>th</sup> and late 20<sup>th</sup> century.
- 4.4 The Grade II listed Barn is a three bay timber framed structure with south porch, weatherboard cladding, a brick plinth and gabled queen post truss roof. It is probably 18<sup>th</sup> century in date and has been extended to the south once in the late 19<sup>th</sup> century and again in the mid 20<sup>th</sup> century.

- 4.5 The Stables are a low timber framed weatherboarded building which is attached to the southwest corner of the barn's latest extension. They are listed as they are attached to the barn.
- 4.6 The Oast House was originally constructed in the 19<sup>th</sup> century but much of the structure was rebuilt in the late 20<sup>th</sup> century. It is a two storey building with circular brick tower and conical roof. It is a curtilage listed structure as it forms part of the farm complex.
- 4.7 The garage is a simple single storey weatherboarded structure with corrugated steel roof. It is a curtilage listed structure as it forms part of the farm complex.
- 4.8 The Farmhouse and Barn are of architectural and historic interest for their 17<sup>th</sup> and 18<sup>th</sup> century origins, the evidence of change displayed by the buildings (although this is not an uncommon feature for agricultural buildings of this date), the relatively intact nature of the farm complex group and its relationship with the local landscape. The Stables are a locally interesting example of an 18<sup>th</sup> century structure, although altered and of simple construction. The Oast House and Garages are of very limited historic value.

## 5 THE NEED TO DEMOLISH THE LISTED BUILDINGS

### **The Need for the A21 Tonbridge to Pembury Dualling Scheme**

- 5.1 The history of the scheme and the overall need for the scheme are set out in the separate statement mentioned in paragraph 1.10 above.

### **The Need to Demolish the Listed Buildings**

- 5.2 The alignment of the route of the scheme reflects the need to meet the requirements of design speeds and safety standards set out in the Design Manual for Roads and Bridges (DMRB) (DD H1 – H6).
- 5.3 The alignment has been designed to follow as closely as possible the alignment of the existing route while meeting the requirements of design standards. Towards the summit of Castle Hill this results in a pinch point between the Burgess Hill Farm complex to the east of the existing A21 and the Castle Hill Fort Scheduled Monument to the west.
- 5.4 An objective of the scheme is to minimise the adverse impact on the Scheduled Monument. The scheme would meet this objective and would not have a direct impact on the Scheduled Monument but as a result would require demolition and removal of all the buildings within the Burgess Hill Farm complex as they lie within the footprint of the Scheme.
- 5.5 In response to consultation in 2002 English Heritage recognised there would be a negative impact on one or other of the Scheduled Monument and the Burgess Hill Farm complex. English Heritage stated that while it is never easy to accept the proposed demolition of a listed building nevertheless the Scheme correctly addresses the relative significance of the two statutorily designated features, i.e. the Scheduled Monument and the listed buildings.

### **Relocation Options**

- 5.6 The DMRB Volume 11 (DD H5) Section 3 Part 2, Annex 6 Section 6.11.3 suggests range of options for mitigating the loss of historic buildings. These include.
- (a) Moving the entire building;
  - (b) Rebuilding for re-use (commercial/domestic) or as a museum exhibit;

- (c) Partial recovery of historic fabric for museum use; and
  - (d) Recording prior to demolition or damage.
- 5.7 These have all been explored. It should be noted that a full building recording programme will accompany the proposed demolition; this will build on the existing survey work.
- 5.8 The relocation of historic buildings presents particular technical and philosophical issues. The process of dismantling and re-assembly inevitably and unavoidably results in a loss of historic interest, including the building's relationship with its original location, the pattern, patina and alteration that the building has acquired over time, and elements of historic fabric, finishes and detailing. There is often a desire to 'restore' a building back to a particular period which can result in later elements being discarded and a degree of conjectural restoration and renewal. The resultant re-erected building may have a character and appearance somewhat different from that which it originally possessed on its original site, and in this regard the building's original significance can be eroded or lost. That said, however, some buildings do lend themselves more readily to relocation where they are of particular significance at the outset, are of a relatively simple structural form, are easily readable and accessible, and have particularly strong characteristics which would not be lost during the process of dismantling, relocation, and reconstruction.
- 5.9 In terms of relocation it is technically feasible to dismantle and re-build the Barn and at another location. This process would erode the building's special architectural and historic interest and would remove its setting and relationship to the historic landscape. It would however retain the majority of its fabric and a degree of the building's aesthetic significance, enabling the structural frame and character to be appreciated. In this regard it is considered a worthwhile option. A suitable location for rebuilding the Barn is therefore being sought and discussions are continuing with third parties to rebuild the Barn as a museum exhibit.
- 5.10 The Stables are of lesser significance to the barn; they have a much simpler timber frame and roof structure, have suffered greater alteration, and appear to be of later date. Aesthetically, the Stables form an integral part of the wider complex, but they have limited aesthetic value in their own right. The Stables appear to be listed by virtue of their physical attachment to the barn by a mid to late 20th century extension. Once removed from the context of the farm complex and current setting, the significance of the Stables would be further eroded. Given this lesser significance, the

dismantling and re-erection of the building is not considered a worthwhile option. The Stables would, however, be subject to detailed recording, and material from them would be salvaged for the future re-erection of the Barn.

- 5.11 The Oast House and Garages are of very limited value and their relocation cannot be justified.
- 5.12 The Farmhouse is a complex structure. It is not feasible to relocate it whole. The dismantling and re-erection of the farmhouse would result in the loss of significant elements of its fabric and character and would very substantially degrade its architectural and historic value and its authenticity and integrity. It would also remove its setting and group value. Given the technical issues, the complexity of the operation and the fact the resultant structure would be of very limited historic and architectural interest, the dismantling and re-erection of the building is not considered a worthwhile option.

## 6 OBJECTIONS AND REPRESENTATIONS

6.1 At the end of the objection period in March 2010 4 letters objecting to the applications and 1 representation had been received.

### **Objections**

6.2 English Heritage, by letter dated 3 February 2010, objected because of the omission (from the 11 December 2009 application) of a case for demolition in the terms required by PPG15 (DD I16) (then the relevant policy guidance).

6.3 3 members of the public objected to the proposed demolition.

### **Representation**

6.4 The Campaign to Protect Rural England, Kent Branch did not oppose the application but asked that demolition does not proceed until it is certain the road scheme will go ahead and that all the buildings are subject to preservation by record prior to demolition and that appropriate archaeological investigations is carried out at the site prior to construction of the road.

6.5 The Society for the Protection of Ancient Buildings (SPAB) did not oppose the application but similarly asked that demolition does not occur until it is certain that the road's construction will proceed.

6.6 The Ancient Monuments Society (AMS) did not oppose the application but asked that the historic building materials be salvaged for possible use or sale.

### **Subsequent, Correspondence and Discussion**

6.7 The application of 8 April 2010 (see Section 2) included a statement of the case for demolition of all buildings, including those of the 11 December 2009 application, in the terms referred to in English Heritage's letter of 3 February 2010.

6.8 In a letter to the Planning Inspectorate dated 27 May 2010 (see Appendix B), English Heritage stated that in view of the statement of the case for demolition of all buildings, they would be able to withdraw their objection, subject to agreement of a statement of common ground and the following conditions:

a) The proposed methodology for further analysis and recording of the buildings, including a farmstead characterisation study, should be agreed in writing by English Heritage and the Local Planning Authority.

b) The barn should be dismantled and recorded in such a way that it could be re-erected on a new site and that money is allocated to cover the costs of storage for a minimum of 5 years whilst a new location is sought and to cover the cost of re-erection.

c) The listed buildings would not be demolished until a contract has been made and work on site to implement the road scheme has commenced.

6.9 Prior to suspension of the scheme in June 2010 and since resumption of the Scheme in 2012, the Highways Agency has been in discussion with an open air heritage museum with the intention of being able to satisfy these conditions. The discussion has not yet been concluded.



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## 7 CONDITIONS

7.1 Should Consent be granted, the Highways Agency would be willing to meet standard conditions set out below. These conditions have been discussed and agreed between the Highways Agency, Tunbridge Wells Borough Council, and English Heritage.

7.2 *Sample Condition A*

A) As part of the demolition process further analysis and recording of the complex will be undertaken. The proposed methodology for this work will be agreed in writing with Tunbridge Wells Borough Council as well as English Heritage prior to the commencement of the works. This analysis and recording would include:

- Further desk-top study and archival research (including review of existing material);
- Further assessment of phasing and dating of different components, including dendrochronological analysis and intrusive investigations, where appropriate;
- The demolition of farmhouse, garages and oast house will be accompanied by a structural watching brief to record key building features as they are revealed; and
- The results of these studies/investigations will be combined with the findings of the existing historic building investigation of the farm complex, in a comprehensive historic building investigation report. Copies of the report will be supplied to TWBC, the Kent Historic Environment Record and National Monuments Record.
- A Farmstead Characterisation Study will be submitted to English Heritage and Tunbridge Wells Borough Council for approval prior to the commencement of the works.

*Reason: To ensure that full records are kept of the original form and content of the listed buildings.*

7.3 *Sample Condition B*

B): Prior to demolition, the methodology for the demolition of the barn will be submitted in writing to, and approved by, Tunbridge Wells Borough Council and English Heritage. The work will be undertaken in accordance with the methodology and in a manner that makes it possible for the barn to be re-erected at another site. This will include detailed recording and marking of timbers and other masonry units, the careful dismantling of the structure, its relocation to storage, storage for agreed

periods, and provided that a new site can be found, relocation to and reconstruction on that site; the applicant will set aside sufficient funds to meet these objectives.

Whilst in storage, the components of the dismantled structure will be stored in an organised way in an environment that ensures the items' stability and avoids deterioration and in such a way that the building could be re-erected on a new site. Where no agreed alternative site has been found the disassembled parts will be stored for a minimum of five years, with sufficient money to cover the costs of complete rebuilding and weatherproofing set aside at the date of demolition to be available at any time in the same period should a new location be found. If, at the end of five years, a new site has not been found for the Barn, the condition will not be discharged until it is demonstrated that reasonable attempts have been made to secure re-erection, including evidence of contact made with the Association of Preservation Trusts and relevant museums. Should it be found by Tunbridge Wells Borough Council and English Heritage that reasonable attempts at finding an alternative site have not been made after five years, the disassembled parts will be stored for a further five years while an alternative site is sought for the Barn.

Additional materials from the garages, oast house, stables and farmhouse will be salvaged and retained to provide a source of suitable matching materials to replace those damaged during the dismantling of the barn and to be made available for the Barn's re-erection.

*Reason: To aid the mitigation of the loss of the significance of the listed barn.*

#### 7.4 *Sample Condition C*

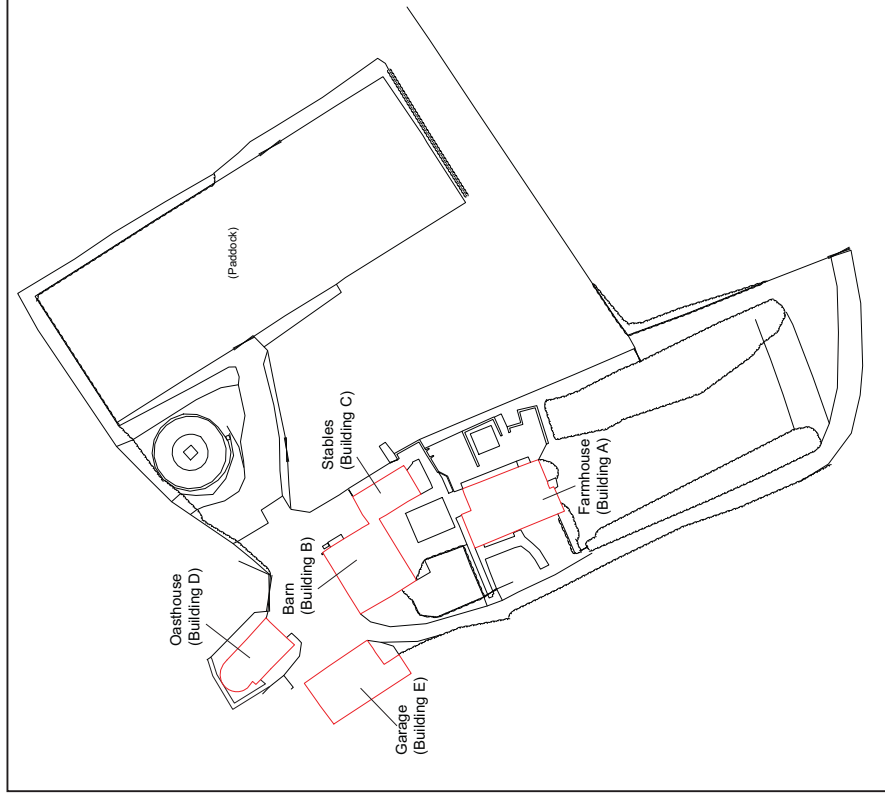
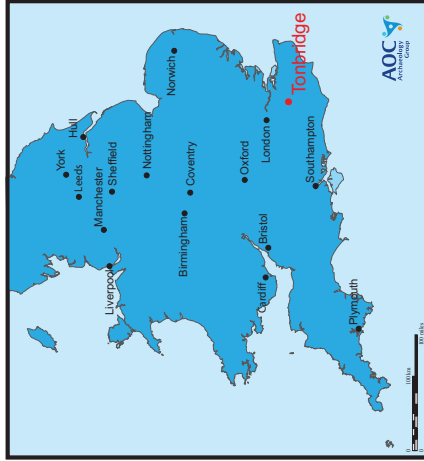
C) The demolition hereby permitted shall not be commenced before permission has been granted for the implementation of the Tonbridge to Pembury dualling, a contract for the commencement of the dualling work has been made, and work on site clearance to implement the dualling has commenced.

*Reason: To avoid premature demolition.*

## 8 OUTLINE OF CASE

- 8.1 The Scheme would require the demolition of two Grade II listed buildings, Burgess Hill Farmhouse and Burgess Hill Barn with attached Stables (byre) and two curtilage listed structures, which stand on the east side of the A21. This demolition would result in the total loss of their significance. It is proposed to demolish the Barn in a manner that would enable its re-erection at another location.
- 8.2 An analysis of the proposals in relation to national planning policy demonstrates that in this exceptional case the total loss of significance should be considered acceptable given the public benefits associated with the scheme and the need to avoid significant adverse environmental impacts on the Area of Outstanding Natural Beauty, the Castle Hill Scheduled Monument and other ecological assets. This view is supported by all of the statutory consultees including the English Heritage, Society for the Protection of Ancient Buildings, the Ancient Monuments Society and Council for the Protection of Rural England (on behalf of the Council for British Archaeology).

## APPENDIX A – SITE LOCATION PLANS



Site plan showing Burgess Hill Farm  
(plan provided courtesy of Atkins Heritage)



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Key



Location of Burgess Hill Farm

Figure 1: Location map to show  
Burgess Hill Farm, Tonbridge

## APPENDIX B – DEPOSIT DOCUMENTS



<b>A</b>	<b>DRAFT ORDERS AND LISTED BUILDINGS PLANNING APPLICATIONS</b>
A1	The A21 Trunk Road (Tonbridge to Pembury) Compulsory Purchase Order
A2	The A21 Trunk Road (Tonbridge to Pembury Dualling) Order 20..
A3	The A21 Trunk Road (Tonbridge to Pembury Dualling) (Detrunking) Order 20.
A4	The A21 Trunk Road (Tonbridge to Pembury Dualling Side Roads) Order 20.
A5	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling) Order 1996 (Revocation) Order 20.
A6	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling Side Roads) Order 1996 (Revocation) Order 20.
A7	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling Slip Roads) Order 1996 (Revocation) Order 20.
A8	The A21 Trunk Road (Tonbridge to Pembury Bypass Dualling) (Detrunking) Order 1996 (Revocation) Order 20.
A9	LBC application - December 2009 for Demolition of Burgess Hill Farm and Barn (plus supporting docs)
A10	LBC application - April 2010 for Demolition of Burgess Hill Farm, Barn and Curtilage Structures (plus supporting docs)
A11	Historic building survey and report on Burgess Hill Farmhouse, barn and adjoining buildings (AOC Archaeology Group, August 2009); supporting document for A9 and A10

<b>B</b>	<b>ENVIRONMENTAL STATEMENT</b>
B1	Environmental Statement 2009 - Volume 1
B2	Environmental Statement 2009 - Volume 2
B3	Environmental Statement 2009 - Volume 3
B4	Environmental Statement 2009 - Non Technical Summary
B5	Appraisal Summary Table October 2009
B6	A21 Tonbridge to Pembury Dualling - Baseline Model Report (Level 3 Flood Risk Assessment) May 2009
B7	A21 Tonbridge to Pembury Dualling - Level 3 Flood Risk Assessment Revision 1 August 2009 (Appendix 14 of the ES)
B8	A21 Tonbridge to Pembury Dualling – Flood Risk Assessment Addendum Modelling Assessment December 2009 (Addendum to the ES)
B9	A21 Tonbridge to Pembury Dualling - Level 3 Flood Risk Assessment Revision 3 March 2010
B10	A21 Tonbridge to Pembury Dualling – Flood Risk Assessment Revision 4 (Compilation of B7, B8 & B9)
B11	URS Flood Risk Assessment Review April 2010
B12	A21 Tonbridge to Pembury Environmental Scoping , 2006
B13	A21 Tonbridge to Pembury Environmental Scoping Update Report, 2009
B14	Responses from Statutory Consultees on Scoping Report 2006 and Update Report 2009
B15	Revised Environmental Statement 2013 - Volume 1
B16	Revised Environmental Statement 2013 - Volume 2
B17	Revised Environmental Statement 2013 - Volume 3
B18	Revised Environmental Statement 2013 - Non Technical Summary
B19	Environment Agency Response to FRA (2013) letter
B20	Appraisal Summary Table 2013

<b>C</b>	<b>STATEMENT OF CASE</b>
C1	Outline Statement of Case 2010
C2	Statement of Case 2010
C3	Outline Statement of Case for Listed Buildings 2010
C4	Statement of Case for Listed Buildings 2010
C5	Outline Statement of Case February 2013
C6	Statement of Case April 2013
C7	Outline Statement of Case for Listed Buildings February 2013
C8	Statement of Case for Listed Buildings April 2013
C9	Statement of Common Ground between SoS for Transport & English Heritage, April 2013
C10	Statement of Common Ground between SoS for Transport & Tunbridge Wells Borough Council, April 2013

<b>D</b>	<b>CORE LEGISLATION (Acts)</b>
D1	Highways Act 1980
D2	Land Compensation Act 1973
D3	Environmental Protection Act 1990
D4	Environment Act 1995
D5	Acquisition of Land Act 1981
D6	Ancient Monuments and Archaeological Areas Act 1979
D7	Countryside Act 1968
D8	Countryside and Rights of Way Act 2000
D9	Control of Pollution Act 1974
D10	Compulsory Purchase Act 1965
D11	Planning and Compensation Act 1991
D12	Planning (Listed Building and Conservation Areas) Act 1990
D13	Planning and Compulsory Purchase Act 2004
D14	Town and Country Planning Act 1990
D15	Land Drainage Act 1991
D16	Land Drainage Act 1994
D17	Noise and Statutory Nuisance Act 1993
D18	Protection of Badgers Act 1992
D19	Water Resources Act 1991
D20	Water Act 2003
D21	Wildlife & Countryside Act 1981
D22	Wild Mammals Protection Act 1996
D23	New Roads and Street Works Act 1991
D24	Natural Environment and Rural Communities Act 2006
D25	National Heritage Act 1983
D26	Climate Change Act 2008
D27	National Heritage Act 1983, amended 2003;
D28	Water Industry Act 1991
D29	Flood and Water Management Act 2010
D30	Water Framework Directive 2003

<b>E</b>	<b>REGULATIONS</b>
E1	Hedgerow Regulations, 1997.



E2	The Air Quality Standards Regulations 2007. Statutory Instruments No.64.
E3	Noise Insulation Regulations 1975
E4	Noise Insulation (Amendment Regulation) 1988
E5	Groundwater Regulations 1998
E6	The Conservation (Natural Habitats) Regulations 1994
E7	The Conservation (Natural Habitats) Regulations 1994, Amended England Regs 2000
E8	Surface Waters (River Ecosystem Regs) 1994
E9	Water Supply (Water Quality) Regulations 2000
E10	The Environmental Protection (Duty of Care) Regulations 1991
E11	The Conservation of Habitats and Species Regulations 2010 (2010 S.I. no 490)
E12	Environmental Impact Assessment (EIA) Regulations 1999
E13	Environmental Damage Regulations 2009
E14	Flood Risk Regulations 2009
E15	Anti-Pollution Works Regulations 2009
E16	The Air Quality Standards Regulations 2010. Statutory Instruments No.1001.

<b>F</b>	<b>RULES</b>
F1	The Highways (Inquiries Procedure) Rules 1994
F2	Highways (Assessment of Environmental Effects) 1988
F3	Highways (Assessment of Environmental Effects) 1994
F4	Highways (Assessment of Environmental Effects) 1999
F5	Compulsory Purchase (Inquiries Procedure) Rules 2007
F6	The Town and Country Planning (Inquiries Procedure) (England) Rules 2000
F7	The Town and Country Planning (Hearing and Inquiries Procedure) (England) (Amendment) Rules 2009

<b>G</b>	<b>DIRECTIVES</b>
G1	75/440 EEC Council Directive of 16 June 1975 concerning the quality required of surface water intended for the abstraction of drinking water in the Member States.
G2	76/160 EEC Council Directive of 8 December 1975 concerning the quality of bathing water.
G3	78/659 EEC Council Directive of 18 July 1978 on the quality of fresh waters needing protection or improvement in order to support fish life.
G4	79/409 EEC Council Directive on the Conservation of Wild Birds.
G5	80/68 EEC Council Directive of 17 December 1979 on the protection of groundwater against pollution caused by dangerous substances.
G6	85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment.
G7	91/441 EEC Council Directive of 26 June 1991 amending directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles.
G8	91/692 EEC Council Directive of 23 December 1991 standardizing and rationalizing reports of implementation of certain Directives relating to the environment.
G9	92/43 EEC of 21 May 1992 on the Conservation of Natural Habitats and of Wild Fauna and Flora.
G10	97/11/EC of 3 March 1997 amending Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.

G11	2000/60 EC Directive of 23 October 2000 establishing a framework for community action in the field of water policy.
G12	2008/50/EC of 21 May 2008 on ambient air quality and cleaner air for Europe
G13	2001/81/EC National Emissions Ceiling Directive
G14	2007/60/EC Floods Directive
G15	2006/113/EEC – EC Shellfish Waters Directive
G16	76/464 Dangerous Substances Directive
G17	91/271 Urban Waste Water Treatment Directive
G18	91/676 Nitrate Directive

<b>H</b>	<b>POLICY AND ASSESSMENT METHODOLOGIES</b>
H1	Design Manual for Road and Bridges. (DMRB) Volume 4 Relevant Docs
H2	Design Manual for Road and Bridges. (DMRB) Volume 5 Relevant Docs
H3	Design Manual for Road and Bridges. (DMRB) Volume 6 Relevant Docs
H4	Design Manual for Road and Bridges. (DMRB) Volume 10 Relevant Docs
H5	Design Manual for Road and Bridges. (DMRB) Volume 11 Relevant Docs
H6	Design Manual for Road and Bridges. (DMRB) Volume 12 Relevant Docs
H7	Highways Agency Interim Advice Note (IAN) 76/06 Environmental Assessment
H8	Highways Agency Interim Advice Note (IAN) 125/09 Supplementary guidance for users of DMRB Volume 11 'Environmental Assessment'
H9	Highways Agency Interim Advice Note (IAN) 63/05 Asbestos Management Applicable to the Strategic Road Network
H10	Highways Agency Interim Advice Note (IAN) 116/08 Nature Conservation advice in relation to bats
H11	Highways Agency Interim Advice Note (IAN) 69/05 Designing for Maintenance
H12	Design Manual for Road and Bridges. (DMRB) Volume 14
H13	Environment Agency Flood Estimation Guidelines 2012
H14	Strategy for Flood and Coastal Erosion Risk Management – Groundwater Flood Scoping Study (Jacobs 2004, on behalf of DEFRA)
H15	IAN 130/10 Ecology and Nature Conservation: criteria for assessment
H16	Highways Agency Interim Advice Note (IAN) 170/12 Updated air quality advice on the assessment of future NOx and NO2 projections
H17	Highways Agency Draft in advance of Publication of Interim Advice Note (IAN) Updated air quality advice on the application of the test for evaluating significant effects
H18	Design Manual for Road and Bridges. (DMRB) Volume 1 Relevant Docs
H19	Design Manual for Road and Bridges. (DMRB) Volume 2 Relevant Docs

<b>I</b>	<b>PLANNING POLICY GUIDANCE NOTES/PLANNING POLICY STATEMENTS</b>
I1	PPS1 Delivering Sustainable Development, March 2007
I2	PPS1 Planning and Climate Change - Supplement to PPS1, 2007
I3	PPG2 Green Belts 1995 (Amended 2005)
I4	PPS3 Housing
I5	PPS4 Planning for Sustainable Economic Growth
I6	PPS5, Planning and the Historic Environment, March 2010
I7	PPS5, Planning for the Historic Environment: Planning Practice Guide March 2010
I8	PPS6 Planning for Town Centres
I9	PPS7 Sustainable Development in Rural Areas, August 2004
I10	PPS9 Biodiversity and Geological Conservation. ODPM 2005

I11	PPS10 Planning for Sustainable Waste Management, July 2005
I12	PPS11 Regional Spatial Strategies
I13	PPS12 Local Development Frameworks
I14	PPG13 Transport, March 2001
I15	PPG14 Development on Unstable Land
I16	PPG15 Planning and the Historic Environment, September 1994
I17	PPG16 Archaeology and Planning, November 1990
I18	PPG17 Sports and Recreation
I19	PPG21 Tourism
I20	PPS23 Planning and Control Pollution, November 2004
I21	PPS23 Annex 1: Pollution Control, Air and Water Quality
I22	PPS23 Annex 2: Development on Land Affected by Contamination
I23	PPG24 Planning and Noise, 1994 HMSO
I24	PPS25 Development and Flood Risk, July 2001
I25	National Planning Policy Framework (NPPF) 2012
I26	National Planning Policy Framework (NPPF) Technical Guidance, 2012
I27	Adapting to Climate Change, UK Climate Projections 2009, DEFRA
I28	National Infrastructure Plan: update 2012

<b>J</b>	<b>INTERNATIONAL CONVENTIONS</b>
J1	Ramsar Convention on Wetlands (1971)
J2	Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
J3	Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
J4	Convention on Biological Diversity (1992)

<b>K</b>	<b>LANDSCAPE &amp; VISUAL DOCUMENTS</b>
K1	Transport Analysis Guidance: 3.3.7 The Landscape Sub Objective (DfT 2004)
K2	Guidelines for Landscape and visual impact Assessment 2nd Edition 2002

<b>L</b>	<b>NOISE &amp; VIBRATION DOCUMENTS</b>
L1	DfT, Calculation of Road Noise, 1988. HMSO
L2	British Standard 5228: Part 1- Code of Practice for noise and vibration control on Construction and open sites, Noise 2009.
L3	British Standard 5228: Part 2- Code of Practice for noise and vibration control on Construction and open sites, Vibration 2009.
L4	Noise Insulation Regulations 1975 (SI 1975/1763)
L5	Noise Insulation (Amendment) Regulations 1988 (SI 1988/2000)
L6	Watts, GR, 1987. 'Traffic-induced ground borne vibrations in dwellings' TRL Research Report 102 - Transport Research Laboratory, Crowthorne
L7	NoiseMap Server Edition User Reference Manual - Atkins Noise and Vibration - April 2007
L8	The Control of Pollution Act 1974 Section 61
L9	Environmental Protection Act 1990 Chapter 43
L10	Noise and Statutory Nuisance Act 1993 Chapter 40
L11	Land Compensation Act 1973 Chapter 26
L12	Huddart, L., 1990. 'The use of vegetation for traffic noise screening'. TRL Research Report RR238. Transport Research Laboratory, Crowthorne.

L13	NoiseMap Five User Reference Manual 2013
L14	The Environmental Noise Regulations 2006
L15	The Environmental Noise (Amendment) Regulations 2009
L16	The Environmental Noise (Amendment) Regulations 2010
L17	The Environmental Noise Directive 2002/49/EC
L18	Defra, Noise Action Plan Major Roads (outside first round agglomerations) March 2010
L19	Defra, Noise Policy Statement for England, March 2010

<b>M</b>	<b>AIR QUALITY DOCUMENTS</b>
M1	Department for Environment, Food and Rural Affairs (DEFRA) (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland Volumes 1
M2	Department for Environment, Food and Rural Affairs (DEFRA) (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland Volumes 2
M3	Department for Environment, Food and Rural Affairs (DEFRA) (2009) Local Air Quality Management Technical Guidance (LAQM TG (09))
M4	Air Quality Expert Group (AQEG) (2007) Trends in Primary Nitrogen Dioxide in the UK National Atmospheric Emissions Inventory 2007
M5	Tunbridge Wells Borough Council (2007) Air Quality Progress Report
M6	Tunbridge Wells Borough Council (2008) Air Quality Annual Progress Report
M7	Tunbridge Wells Borough Council (2008) Detailed Assessment for PM <sub>10</sub>
M8	Tunbridge Wells Borough Council (2009) Updating and Screening Assessment
M9	Tunbridge Wells Borough Council (2009) Detailed Assessment
M10	Tunbridge Wells Borough Council (2010) Air Quality Action Plan
M11	Tonbridge and Malling Borough Council (2008) Air Quality Progress Report
M12	Tonbridge and Malling Borough Council (2009) Updating and Screening Assessment
M13	Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England, Annex 1, Dust
M14	Environmental Protection UK (2010) Development Control: Planning for Air Quality – 2010 Update
M15	Tonbridge and Malling Borough Council (2012) Updating and Screening Assessment
M16	Tunbridge Wells Borough Council (2012) Updating and Screening Assessment
M17	Carlaw, D.C., Beevers, S.D. Westmoreland, E. Williams, M.L. Tate, J.E., Murrells, T. Stedman, J. Li, Y., Grice, S., Kent, A. and I. Tsagatakis (2011) Trends in NO <sub>x</sub> and NO <sub>2</sub> emissions and ambient measurements in the UK.
M18	Bureau Veritas for DEFRA (2012) Local Air Quality Management: Note on projecting NO <sub>2</sub> concentrations.
M19	Kent and Medway Air Quality Partnership (2011) Air Quality and Planning Technical Guidance
M20	Tonbridge and Malling Borough Council (2011) LAQM Draft Air Quality Action Plan
M21	Tunbridge Wells Borough Council (2012) Air Quality Action Plan Progress Report
M22	Sevenoaks District Council (2011) Air Quality Progress Report
M23	Department of Energy and Climate Change Statistical Release, 2010 UK Greenhouse Gas Emissions, Final Figures
M24	Institute of Air Quality Management (2012) Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance
M25	DEFRA LAQM Helpdesk Response, September 2010
M26	Highways Agency (2012) DMRB Air Quality Model Verification - A Good Practice Guide

<b>N</b>	<b>WATER ENVIRONMENT DOCUMENTS</b>
N1	Groundwater Protection: Policy and Practice, Part 1 Overview, Environment Agency 2006
N2	Groundwater Protection: Policy and Practice, Part 2 Technical Framework
N3	Groundwater Protection: Policy and Practice, Part 3 Tools
N4	Groundwater Protection: Policy and Practice, Part 4 Legislation and policies
N5	Atkins, 2008. Groundwater Monitoring Report (Piezometer)
N6	Atkins, 2007, Draft Stage 3 Environmental Assessment Report
N7	Atkins, 2009. A21 Tonbridge to Pembury Dualling: Ground Investigation Report
N8	Atkins, 2008. A21 Tonbridge to Pembury Dualling, Amphibian Surveys
N9	CIRIA publication (C648) Control of water pollution from linear construction projects: Technical guidance
N10	CIRIA Guidance C697 The SuDS manual 2007
N11	Level 2 SFRA for Tunbridge Wells Borough Council
N12	Thames River Basin Management Plan 2009, Environment Agency
N13	Environment Agency Data Request, January 2013 (appended to the FRA)
N14	Envirocheck Report, Landmark, 2009
N15	Site Investigation Report, A21 Tonbridge Bypass – Pembury Dualling, Norwest Holst, 1991

<b>P</b>	<b>PLANNING &amp; POLICY DOCUMENTS</b>
P1	A New Deal for Transport: Better for Everyone - The Integrated Transport White Paper, July 1998
P2	A New Deal for Trunk Roads in England, Guidance on the New Approach to Appraisal 1998
P3	A New Deal for Trunk Roads in England, Understanding the New Approach to Appraisal 1999
P4	A New Deal for Trunk Roads in England, July 1998
P5	South East Plan, adopted May 2009;
P6	Local Transport Plan for Kent 2006-2011.
P7	White Paper, Planning for a Sustainable Future, May 2007
P8	The Future of Transport: A Network for 2030 White Paper, July 2004
P9	Transport Ten Year Plan. Delivering Better Transport. Progress Report, December 2001
P10	Our Countryside the Future: A Fair deal for Rural England, DETR 2000.
P11	A Better Quality of Life - Strategy for Sustainable Development for the UK, DETR 1999.
P12	Transport 2010 - The 10 Year Plan
P13	Biodiversity Impact: A Good Practice Guide for Road Schemes, July 2000.
P14	Trunk Roads and the Generation of Traffic (The Standing Advisory Committee on Trunk Road Assessment 1994)
P15	Tunbridge Wells Local Plan, Saved Policies (2006);
P16	Tunbridge Wells Borough Council Development Plan Document (Core Strategy, June 2010)
P17	Tonbridge and Malling Development Land Allocations DPD (2008).
P18	Highways Agency Business Plan 2009-10
P19	Landscape Character Assessment, Guidance for England and Scotland (2002)
P20	Review of Highways Agency's Major Roads Programme (The Nichols Report) March 2007
P21	Roads - Delivering Choice and Reliability , July 2008
P22	Delivering a Sustainable Transport System, November 2008 (TWO DOCUMENTS)

P23	Highways Agency Major Roads Programme: Updated scheme cost estimates (July 2008)
P24	The Eddington Transport Study (weblink)
P25	Strategic Roads 2010 - Highways Agency 10 Year National Roads Strategy
P26	Tunbridge Wells Borough Council Committee Report - January 2010
P27	Britain's Transport Infrastructure: Motorways and Major Trunk Roads
P28	Department for Transport (DFT) 2007 Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World
P29	The Changing Climate: Impact on the Department for Transport
P30	The UK Low Carbon Transition Plan (DECC)
P31	Department for Transport (DFT) 2009, Low Carbon Transport: A Greener Future - A Carbon Reduction Strategy for Transport
P32	Securing the Future: Delivering the UK Sustainable Development Strategy
P33	Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System (ODPM 06/2005, DEFRA 01/2005)
P34	Investing in our future prosperity and quality of life. The regional funding allocation for South East England (SEERA /SEEDA Jan 2006)
P35	Minister's acceptance letter July '06 of RTB Jan 06 advice
P36	Refuelling the engine of the UK economy. The regional funding advice for South East England, February 2009
P37	Office of the Deputy Prime Minister Circular ODPM 06/2004
P38	DECC (July 2009) Carbon Valuation in UK Policy Appraisal: A Revised Approach
P39	Tonbridge and Malling Borough Council Core Strategy 2007
P40	Local Transport Plan for Kent 2011-2016.
P41	LDF Managing Development and the Environment Development Plan Document (MDE DPD) – Adoption, 2010
P42	The SELEP Business Plan
P43	Tonbridge and Malling Area Action Plan (2008)
P44	Department of Energy and Climate Change (2011) The Carbon Plan: Delivering our Low Carbon Future
P45	DEFRA (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services.
P46	Kent County Council (2011) Growing the Garden of England: A strategy for environment and economy in Kent, Implementation Plan 2011-2012
P47	Kent County Council (2011) Climate Change: A guide for Kent's decision makers
P48	Highways Agency Business Plan 2012-13
P49	Investment in Highways Transport Schemes
P50	Dft Business Plan 2011-2015

<b>Q</b>	<b>TRANSPORT &amp; TRAFFIC</b>
Q1	DMRB Vol 13 COBA 11 User Manual (11 documents)
Q2	TEMPRO User Guide
Q3	TEMPRO Planning data version 5.4 Guidance Note
Q4	National Transport Model
Q5	Transport Analysis Guidance (TAG) appraisal. Unit 1.1
Q6	WebTAG Unit 2.4 Summary advice on Modelling
Q7	Web TAG Unit 2.6 Applying the Multi-Modal New Approach to Appraisal to Highways Schemes
Q8	Web TAG Unit 3.5.6 Values of Time and Operating Costs



Q9	WebTAG 3.10.3 Variable Demand Modelling - Key Processes
Q10	WebTAG 3.15.2 Use of TEMPRO data
Q11	WebTAG 3.15.5 The Treatment of Uncertainty in Model Forecasting
Q12	TUBA User Manual (version 1.7b)
Q13	NATA Refresh (DfT Transport Appraisal Guidance)
Q14	Economic Assessment Report
Q15	New Approach to Appraisal (NATA)
Q16	Local Model Validation Report Oct 2009
Q17	Forecasting Report Oct 2009
Q18	WebTAG 3.19 Highways Assignment Modelling
Q19	WebTAG 3.5.7 The Reliability Sub Objective
Q20	Road Transport Forecasts 2011
Q21	NTEM Planning data version 6.2 Guidance Note
Q22	TUBA User Manual (version 1.9)
Q23	WebTAG 3.4.1 The Accidents Sub Objective
Q24	Data Collection Report March 2013
Q25	Social Distribution Impacts Report March 2013
Q26	Regeneration Report February 2013
Q27	Economic Assessment Report March 2013
Q28	Local Model Validation Report March 2013
Q29	Forecasting Report March 2013
Q30	WebTAG 3.10.4 Variable Demand Modelling - Convergence Realism and Sensitivity
Q31	WebTAG 3.17 Detailed Guidance on Social and Distributional Impacts of Transport Interventions
Q32	Guidance on Value for Money

<b>R</b>	<b>ECOLOGY</b>
R1	English Nature. (2001). Great Crested Newt Mitigation Guidelines. English Nature.
R2	IEEM, 2006. Guidelines for Ecological Impact Assessment in the UK (version 7, July 2006)
R3	JNCC. 2004. Common Standards Monitoring Guidance for Reptiles and Amphibians. JNCC.
R4	RSPB et al. (2009). Birds of Conservation Concern 3 – summary booklet. RSPB
R5	Tucker, G.M. & Heath, M.F. (Ed). (1994). Birds in Europe: Their Conservation Status. BirdLife Conservation Series No. 3. Birdlife International. Cambridge, UK.
R6	A provisional red data list of British Fungi Mycologist 6 (3) 124-128. Ing B. 1992
R7	Bat Conservation Trust (2012). Bat surveys: good practice guidelines (2 <sup>nd</sup> edition).
R8	Highways Agency (2013). Interim Advice Note (IAN) 172/13 Ash dieback – Chalara fraxinea.
R9	IEEM (2012) Guidelines for Preliminary Ecological Assessment

<b>S</b>	<b>GEOTECHNICAL DOCUMENTS</b>
S1	Atkins, August 2006. A21 Tonbridge to Pembury Dualling, Preliminary Sources Study Report
S2	Soil Mechanics, 2007. A21 Tonbridge to Pembury Factual Report on Ground Investigation (Report G6045)
S3	British Standards Institute, April 2007. BS EN 1997-2, Eurocode 7. Geotechnical design. Ground investigation and testing

S4	Landslip and Remedial works in Wadhurst Clay Pugh et al., 1991 – Geotech reference
S5	British Geological Society, 1:50,000 geological map for Sevenoaks (geology map sheet 287) and associated memoir for Sevenoaks & Tonbridge
S6	National Rivers Authority 'Policy and Practice for the Protection of Groundwater 'groundwater vulnerability sheet number 46, East Sussex

<b>T</b>	<b>HERITAGE DOCUMENTS</b>
T1	Report on Archaeological evaluation and topographic survey on land adjacent to Castle Hill Monument (Oxford Archaeology 2004);
T2	Report on an Archaeological Watching Brief during Geotechnical Investigations (Archaeology South-East 2006)
T3	IFA Standard and Guidance - introduction
T4	IFA Standard and Guidance - for archaeological archives
T5	IFA Standard and Guidance - for desk based assessment
T6	IFA Standard and Guidance - for stewardship of historic environment
T7	IFA Standard and Guidance - for field evaluation
T8	IFA Standard and Guidance - for watching brief
T9	IFA Standard and Guidance - for archaeological excavation
T10	IFA Standard and Guidance - for buildings and structures
T11	IFA Standard and Guidance - for collection of materials
T12	IFA Standard and Guidance - Appendix
T13	By-Laws Code of Conduct
T14	South-East Research Framework - Conference Notes
T15	Royal Commission on the Historical Monuments of England (RCHME), 1996, Recording Historic Buildings: A Descriptive Specification
T16	Geophysical and Walkover Survey report (Oxford Archaeology, May 2009);
T17	West Weald Landscape Project - Sussex and Surrey Historic Characterisation Projects Analysis
T18	Understanding the Archaeology of Landscapes: A Guide to Good Recording Practice
T19	Understanding Historic Buildings: A Guide to Good Recording Practice
T20	An Archaeology Survey of Tudeley Woods, Kent - Interim Report for the RSPB
T21	The Cultural Heritage of Woodlands in the South East Part 1
T22	Assessing the Effect of Road Schemes on Historic Landscape Character March 2007
T23	Recording Archaeological Field Monuments
T24	Historic Farmsteads - Preliminary Character Statement: South East Region
T25	Geophysical Survey in Archaeological Field Evaluation
T26	English Heritage Archaeology Division Research Agenda
T27	English Heritage Conservation Principles Policies and Guidance (2008)
T28	English Heritage Letter to PINS, 27 May 2010
T29	European Landscape Convention (2000)
T30	Central High Weald Historic Landscape character Area Vol 1 (2001)
T31	Scheduling Criteria (DCLG, 2010)
T32	English Heritage website on listed building statistics (14/03/2013 15:15)
T33	KAR website on hillforts (Thompson 1978 article) (14/03/2013 15:19)
T34	English Heritage Management of Research Projects in the Historic Environment (2009)
T35	English Heritage <i>The Wessex Hillfort Project</i> Chapter 3

<b>U</b>	<b>DOCUMENTS RELATING TO THE PUBLISHED PROPOSAL</b>
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U1	Road Safety Audits
U2	NMU Context Report
U3	NMU Audit Report
U4	Skanska Buildability Review
U5	Structures Options Report
U6	Departures Report and Summary

<b>V</b>	<b>MISCELLANEOUS DOCUMENTS</b>
V1	Guidance on the Methodology for Multi Modal Studies- Volume 1, March 2000
V2	Guidance on the Methodology for Multi Modal Studies- Volume 2, March 2000
V3	Biodiversity: The UK Action Plan 1994
V4	Biodiversity: The UK Steering Group Report, Volume 2 Action Plan 1995
V5	Transport and the Economy (The Standing Advisory Committee on Trunk Road Assessment 1999)
V6	Access to Hastings Multi-modal study - Final Report - November 2000
V7	Access to Hastings Multi-modal study - Final Report Appendices - November 2000
V8	Scheme Requirements (DfT)
V9	A21 Tonbridge to Pembury Dualling. Preferred Route Announcement. July 2003

<b>W</b>	<b>THE PREVIOUSLY PROPOSED SCHEME 'THE BLUE ROUTE'</b>
W1	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling) Order 1996
W2	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling Side Roads) Order 1996
W3	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling Slip Roads) Order 1996
W4	The A21 Trunk Road (Tonbridge Bypass to Pembury Bypass Dualling) (Detrunking) Order 1996
W5	A21 Tonbridge Bypass to Pembury Bypass Dualling Environmental Statement Volume 1 dated September 1992
W6	A21 Tonbridge Bypass to Pembury Bypass Dualling Environmental Statement Volume 2 dated September 1992
W7	The A21 Tonbridge Bypass to Pembury Bypass Inspector: FM Sexton Esq CB OBE MA (Oxon) Report dated 8 October 1993
W8	A21 Tonbridge Bypass to Pembury Bypass Dualling Secretary of State letter dated 10 November 1994