

Extract Draft Local Plan Report to Planning and Transportation Board 24 July 2018

TMBC Planners are selling us down the river- the Draft released 5th June required the Relief Road to be "completed and open" before the first 15% of the housing allocation was completed. We said that allowed Developers too much leeway, and TMBC agreed to look again.

Old Policy

4. The relief road linking the A25 in the west to the A20 in the east, as illustrated on the proposals map, will be required to be completed and open before or by no later than the completion of 15% of the total number of dwellings within the masterplan area. (15% 3000 = 450)

What they have now **agreed with Developers** actually makes the situation worse - if the Plan gets approved as it is now, they will build the short Bypass from Celcon to Wrotham Rd, and 200 houses, and then cherry-pick the bits they want to develop to the East, as the Greenbelt protection will already be gone, and TMBC will have lost control. In 20 years we might see the completion of the Relief Road. Greenbelt is the only lever TMBC have with the Developers. The only justification for building on Greenbelt is Provision of Infrastructure, and if the road is not completed there is no Infrastructure, and there can be no legal release of Greenbelt

New Policy

4. The relief road linking the A25 in the west to the A227, as illustrated on the proposals map, will be required to be completed and operational by no later than the completion of 200 dwellings.

5. The remaining section of the relief road from the A227 to the A20 in the east, as illustrated on the proposals map, will be required to be completed and operational by no later than the completion of 450 dwellings.

So the amount of housing they could dump on us without a completed road is 649.

The amount of houses they agree as a trigger has no effect on the financial viability of the whole site, but they will clearly want as many houses sold as they can bully TMBC into agreeing as a trigger. If they build 449 houses in the second tranche, how are TMBC going to stop them selling them and bugging off?

We were actually better off with the 15% for the completed road, they have to eliminate this loophole.

However they draft this it very simply has to require completion of the ENTIRE road before any housing is completed for sale . It is also important to Traffic and AQ to have the road complete before the bulk of the construction and landfill starts.

PS, I am also concerned about the change of the words "completed and open" to "completed and operational". The latter could be a tarmac strip through the site with no lights footways or cycle routes, that would make them "operational" but without delivering any traffic relief by opening the road to the public