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HIGHGATE
PLANNING + DEVELOPMENT

26/10/2026

Planning Policy Team
Tonbridge & Malling Borough Council
Gibson Drive
Kings Hill
ME19 4LZ

Dear Sir / Madam

RE: Tonbridge & Malling Borough Council – Regulation 19 Local Plan Consultation response on behalf of Wrotham Parish Council & The Parish Alliance.

Introduction

1.1 HIGHGATE Planning & Development Consultants have been instructed by Wrotham Parish Council & The Parish Council Alliance to review the Tonbridge & Malling Borough Regulation 19 local plan consultation. Specifically, the main focus of this representation is on policy BG1 (Borough Green Gardens site allocation), and concerns as to how this policy impacts the regulation 19 tests. This requires an assessment of whether the plan is positively prepared, justified, effective and consistent with national policy.

1.2 We have reviewed all the planning documentation associated with this application and write to raise the following concerns regarding policy BG1, which we consider does not meet those regulation 19 tests. Due to how critical this allocation is for the overall spatial strategy, the unresolved and serious issues with it therefore risks the whole plan being found unsound. This document should be read alongside the following appendices at the back of this statement:

- Appendix 1- Sewage & Infrastructure Analysis
- Appendix 2 - Borough Green Gardens & Quarry Analysis
- Appendix 3 - Transport & Infrastructure Analysis

Background & Policy Context

1.3 Policy BG1 is the Council's single largest allocation, for 2,000 houses and up to 33,200sqm of employment floorspace. It is located on land spanning almost the entire north of

Borough Green and wraps and amounts to a major urban extension of this existing settlement.

1.4 Wrotham Parish Council & The Parish Council Alliance remain significantly concerned with the scale of this proposal, its effect on the setting of the Kent Downs national landscape, and increased traffic impacting the wider area including across Wrotham Parish and the village.

1.5 It therefore raises the following concerns over the proposed allocation, specifically centred on the following main topics:

- Lack of sewage capacity at Borough Green, and difficulties with the delivery of a new network to bypass these problems and take waste directly to Ham Hill Treatment Plant
- Significant problems with the feasibility of developing a site comprised of no fewer than 10 different quarrying operations, including two with serious proven contamination, as well as other ecological sensitivities.
- Failure to consider cumulative traffic impacts from committed developments in the area.

1.6 These matters raise fundamental problems for the Regulation 19 local plan, demonstrating that it is not positively prepared, justified, effective or consistent with national policy.

1.7 In respect of policy context, the TMBC local plan would be submitted under transitionary arrangements, against the 2021 iteration of the NPPF. Paragraph 20 of the 2021 NPPF confirms that strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, and *wastewater*.

1.8 Paragraph 22 explains that strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.

1.9 It sets out that a sound spatial development strategy should satisfy the following tests at paragraph 35:

Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are 'sound' if they are:

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

1.10 In this context, the concerns of Wrotham Parish Council in relation to policy BG1 are set out as follows.

Sewage Capacity

1.11 There are a host of well documented problems with the capacity of the sewage network in Borough Green. It is a dated system and was never designed to cope with the number of houses it currently does, let alone further pressure from a major strategic allocation. Similar to the problems facing many parts of the country, the costs and complexity of replacing the entire sewage system of an existing settlement, whilst maintaining on-going use, is extremely challenging and likely insurmountable.

1.12 The authority responsible for foul sewage provision, Southern Water, has therefore taken to piecemeal repairs and upgrades on an ad-hoc basis. This has caused problems of its own, with modern pumping systems ill-suited to the historic pipework that remains within the town. Breaches of the network have been recorded year on year.

1.13 The effect of this is that the sewage infrastructure necessary to support the Council's largest site allocation simply does not exist. An entirely new sewage network, self-contained and unconnected to the existing network at Borough Green, would therefore be required. This would need to extend approximately 10km across the length of the site, all the way to the Ham Hill Treatment plant in Snodland, crossing multiple roads, the M20 motorway, the A228 and numerous different landowners.

1.14 In addition, this would need to weave around existing developments, including housing at Leybourne Chase, Ryarsh Park and Addington. It would need to circumvent sensitive areas including woodland, lakes, ponds and the Kent Downs national landscape. And this would need to be done prior to the occupation of any homes, since there is no interim solution, the existing network is at capacity, and houses cannot be occupied without appropriate sewage infrastructure.

1.15 In short, the problems with sewage capacity at Borough Green are so significant that providing the necessary infrastructure to deliver the allocation is a major project in itself. Wrotham Parish Council & The Parish Council Alliance remain deeply concerned that policy BG1 fails to understand these constraints, since sewage capacity is not mentioned

at all in the policy text, and there is no requirement to ensure sufficient sewage infrastructure is installed prior to occupation.

1.16 Returning to the relevant Regulation 19 tests, these problems conflict with the following statutory tests for these reasons:

- Firstly, the lack of adequate sewage capacity and no certainty whatsoever on the delivery of the necessary infrastructure, namely a major new pipeline from Borough Green Gardens to Ham Hill, threatens the delivery of the entirety of the allocation.
- On that basis, the strategy is not positively prepared, and would not as a minimum meet the area's objectively assessed needs. The 2,000 houses arising from BG1 (plus employment floorspace) are not deliverable and this is a matter critical to the entire spatial strategy.
- The local plan does not provide a justified or appropriate strategy. It has failed to consider reasonable alternatives in light of the insurmountable problems with the delivery of Borough Green Gardens.
- Most pressingly, the plan is not effective nor deliverable over the plan period. There is no evidence of effective joint working with Southern Water on this pressing issue underpinning the largest strategic allocation in the plan. The infrastructure delivery plan is silent on this critical issue.
- As a result, the plan is not consistent with national policy, falling short of the objectively assessed needs target and conflicting with paragraph 22 of the NPPF 2024, by failing to anticipate and respond to long-term requirements arising from major improvements needed in infrastructure.

1.17 For these reasons, policy BG1 and the Borough Green Gardens allocation fails the regulation 19 tests in respect of failure to adequately consider sewage capacity, and renders the plan unsound.

<u>Quarrying Operations & Contamination</u>

1.18 The land subject to the Borough Green gardens allocation is comprised of no fewer than 10 separate land holdings across multiple ownerships and totally different characteristics and history.

1.19 This includes quarrying operations, landfill, building waste reclamation, industrial estates, and restored / made ground. Contamination is a serious issue across several of the parcels, and there is no compelling evidence that policy BG1 has considered the extent of contamination or the viability of developing the land after infill and restoration, whilst also meeting the costs of affordable housing provision and other requirements of the allocation.

1.20 In addition, some plots are subject to restrictive overage agreements, disincentivising the current owners from pursuing a costly residential development scheme, whilst others still

benefit from active mineral deposits. At least one parcel contains severely contaminated asbestos deposits.

1.21 In short, the BG1 allocation includes some of the most heavily contaminated and constrained sites within the Borough. Despite this, there is no mention whatsoever of contaminated land as a risk under policy BG1, and no policy specific requirements regarding the remediation of the land, what that entails, the resulting timeframes or the impact on the viability and deliverability of the development. Neither does the allocation deal with the host of different land owners, or explain how the site will be delivered in that context with one masterplan. The lack of detail over these fundamental matters raises serious questions about the effectiveness of the entire spatial strategy.

1.22 Fundamentally, it appears that the Council have simply ignored all of these critical issues as inconvenient. Development viability is challenging enough in the current economic climate, before loading on complex costs from remediating highly contaminated land, and trying to deliver a major strategic development plus associated infrastructure across more than 10 different parcels of land.

1.24 Finally, a large population of GCN exists within the restored Ightham Sandpit. No evidence has been presented as to the ecological sensitivities of this part of the site, and whether translocation of these protected species would be feasible. No donor site has been identified, and the characterisation of the entire allocation as previously devolved land is inaccurate and misleading.

1.23 Accordingly, the regulation 19 tests are also failed on this matter for the following reasons:

- The serious unresolved questions about contamination and viability render the site undeliverable and mean that the Council has not positively prepared a plan that can accommodate its objectively assessed needs. None of the 2000 houses proposed under BG1 are deliverable within the lifetime of the plan, or beyond.
- The plan is not justified. The Council have failed to consider credible and detailed evidence on the seriousness of these constraints and failed to formulate an appropriate strategy in response.
- Effective – the plan would not be effective because it is not deliverable over the plan period, because of the insurmountable constraints arising from the sites that form the allocation.
- Policy BG1 would not accord with the NPPF, because no compelling evidence exists that after remediation, the land would not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.
- Neither has it been demonstrated that the site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as

well as potential impacts on the natural environment arising from that remediation), in conflict with paragraph 183 and 184 of the NPPF.

1.24 For these reasons, policy BG1 and the Borough Green Gardens allocation fails the regulation 19 tests in respect of a complete failure to engage with the serious contaminated land issues of the site, which amount to total constraints to the deliverability of the scheme. The spatial strategy is underpinned by its largest allocation, which is undeliverable.

Highways & Traffic Impacts

1.25 Integral to the delivery of BG1 is the proposed Borough Green relief road, emerging from A25 at the Darkhill roundabout in Ightham, traversing Ightham Sandpit and then Borough Green landfill and joining the A227 at a new roundabout. It then continues through Borough Green Sandpit, Park Farm Quarry, and Nepicar Quarry, then through currently undeveloped fields that form a critical mineral reserve. It ends on a new roundabout to be constructed on the A20, just to the south of the M20 junction (and the new Moto Lorry Park).

1.26 WPC agree that the relief road is critical if the allocation is to proceed, notwithstanding the previous concerns outlined in this statement. There is no scope to mitigate severe traffic impacts on the existing A25, due to it being hemmed in by large amounts of existing housing. The only way to limit the effect of such a significant increase in traffic is through the relief road, which must be operational before any houses are delivered.

1.27 However, for reasons already explained, there are serious problems with the feasibility and deliverability of the relief road, owing in part due to the successive different landowners, quarrying operations both existing and planned, and lengthy period of backfilling when current mining finishes.

1.28 Some of these quarries will take decades to backfill and remediate, and the relief road cannot be delivered until all remediation is completed. Even if residential development can commence on other parcels, the relief road could not completed until all of them are ready for development. Since that cannot happen due to the aforementioned timing constraints, the entire allocation is essentially undeliverable on highways grounds as well.

1.29 In addition, further concerns are raised with the scope of traffic modelling, and whether it has properly considered committed development in the area.

1.30 Firstly, the Jacobs traffic analysis appears to use a 2019 baseline. Some 7 years out of date and preceding significant increases in the population of the country, this is not a reliable basis to model traffic flows for such a major strategic allocation.

1.31 Furthermore, the span of the analysis in the Jacobs model is 23 years, which is not standard practice. The traffic analysis does not explain stress on the primary road

network at 5 and 10 years during the development phase, and reliance on very long-term modal shift is misleading and may underestimate the continued use of private cars.

1.32 In addition, the traffic impact reports do not acknowledge the serious increase in traffic from the Moto HGV truckstop north of the M20 junction. This will see significant vehicular traffic increases from heavy goods vehicles across the strategic road network including the A25 converging on Wrotham.

1.33 The Reg 19 plan cannot properly consider the requirements for infrastructure in the context of committed developments. In this case, there is no compelling evidence whatsoever that the Council's transport consultants are even aware of this scheme, let alone having confidence that they have factored in the significant amount of additional traffic it would generate.

1.34 The relief road was also stated in initial designs to conform to the Design Manual for Roads and Bridges 70kph specification. This would include 3 roundabout junctions and no residential strip development.

1.35 Downgrading the specification of the relief road in the latest iteration is counterintuitive, as the highway would be intrinsically safer than the current A25, which passes through two villages lined with residential development and has two T-junctions that are over capacity. The effect of this would be to undermine the point of the relief road and encourage traffic to continue along the existing A25, resulting in the severe cumulative traffic impacts it was supposed to avoid.

1.36 The Council's failure to properly grapple with traffic impacts arising from BG1 therefore renders the Reg 19 plan unsound for the following reasons:

- The plan has not been positively prepared, predicated on a major strategic allocation reliant on an undeliverable relief road. The strategy does not meet the area's housing, employment or infrastructure needs due to the undeliverability of the relief road.
- The strategy is not justified, because the evidence is not proportionate for the scale and complexity of the issues facing the deliverability of borough Green Gardens. Omission of key information on highways cumulative impacts arising from the Moto Lorry Park fatally undermines the justification for the highways modelling.
- The strategy is not effective, because the highways problems and subsequent mitigation arising from BG1 are not deliverable over the plan period.
- The plan would not be consistent with NPPF paragraph 110 which requires any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Conclusions

1.37 Wrotham Parish Council & The Parish Council Alliance continues to raise serious concerns over the soundness of the TMBC local plan, particularly in relation to policy BG1 relating to the allocation of Borough Green Gardens.

1.38 It is painfully apparent that TMBC have pushed this allocation forward without any real understanding of the serious contamination and complex land ownership structure of the site. These factors, together with the sewage network at capacity, render the site totally undeliverable for the lifetime of the plan and beyond.

1.39 As the plan's largest allocation, so much of the spatial strategy rests on its deliverability. There is no evidence that the Council has understood the significant obstacles that prevent this site from coming forward, and both the relief road and housing and employment development being severely constrained by the length of time it would take to backfill and decontaminate the land.

1.40 For these reasons, the plan fails the tests set out at paragraph 35 of the NPPF. It would not be a sound strategy for the Borough, and would fail to deliver the areas' objectively assessed needs.

Yours sincerely

Jessica Hampson BSc MRTPI

Associate Director

HIGHGATE Planning & Development Ltd

Appendix 1

Wrotham Parish Council & the Parish Alliance

Response to Regulation 19 Consultation by TMBC
Chapter 13 – Infrastructure and Service – Policy BG1

Author: Pete Gillin BSc Hons

Date: October 2026

Index

1. Origins of the Borough Green and Wrotham Sewer Network
2. The Consequences of Sewage Network Expansion without Investment
3. Conclusions - Borough Green Network of Sewers
4. Conclusions - Policy BG1 Sewage Infrastructure Requirement

Author Credentials

My name is Peter Gillin BSc Hons, and I have a degree in Physics and Applied Sciences. I have been Vice Chairman and later Chairman of Wrotham Parish Council (WPC) since being elected in 2005. I also served as Hon Secretary to the Tonbridge and Malling branch of CPRE for twelve years.

I attended the call-in Planning Inquiry into the H+H Celcon proposal to build an aircrete factory and bypass road in the AONB in Ightham Sandpit in 2007 as a Rule 6 member of WPC, and I observed proceedings throughout. WPC retains all of the expert evidence presented to the Call In Inquiry

1.0 Origins of the Sewer Network

1.1 The system was planned and implemented by the Wrotham Urban District Council (WUDC) and was completed in 1932.

> *"We understand this ran from the west of Borough Green, following the A25 as far as the Maidstone Rd pumping station opposite the Recreation Ground, where it went north and followed the railway as far as Platt Industrial Estate where it rejoined the A25 at Whatcote Cottages, following it to Wrotham Heath and onward to Ham Hill Sewage Works. Wrotham was connected via a main following the A227 to Borough Green where it connected to the east/west main, probably at Western Rd.*
>
> *The pipe used was 18" spun concrete, probably produced by Milton Pipes in Sittingbourne, but was made from Ordinary Portland Cement (OPC) being the days before Sulphate Resisting Cement (SRC) was developed. As a consequence, it is vulnerable to sulphate attack from the effluent gases. Hydrogen Sulphides produce Sulphuric Acid when mixed with water, which dissolves both concrete and the reinforcing mesh.*
> ***REF: WUDC Sewage System 1929 - 1932 copied from original WUDC/MUDC maps***

1.2 The following is a graphical representation of the system, denoted in black as originally installed. Copied from the original large-scale mapping. The system served only Wrotham, Borough Green, and Platt, and at the time the three villages had approximately 1071 houses.

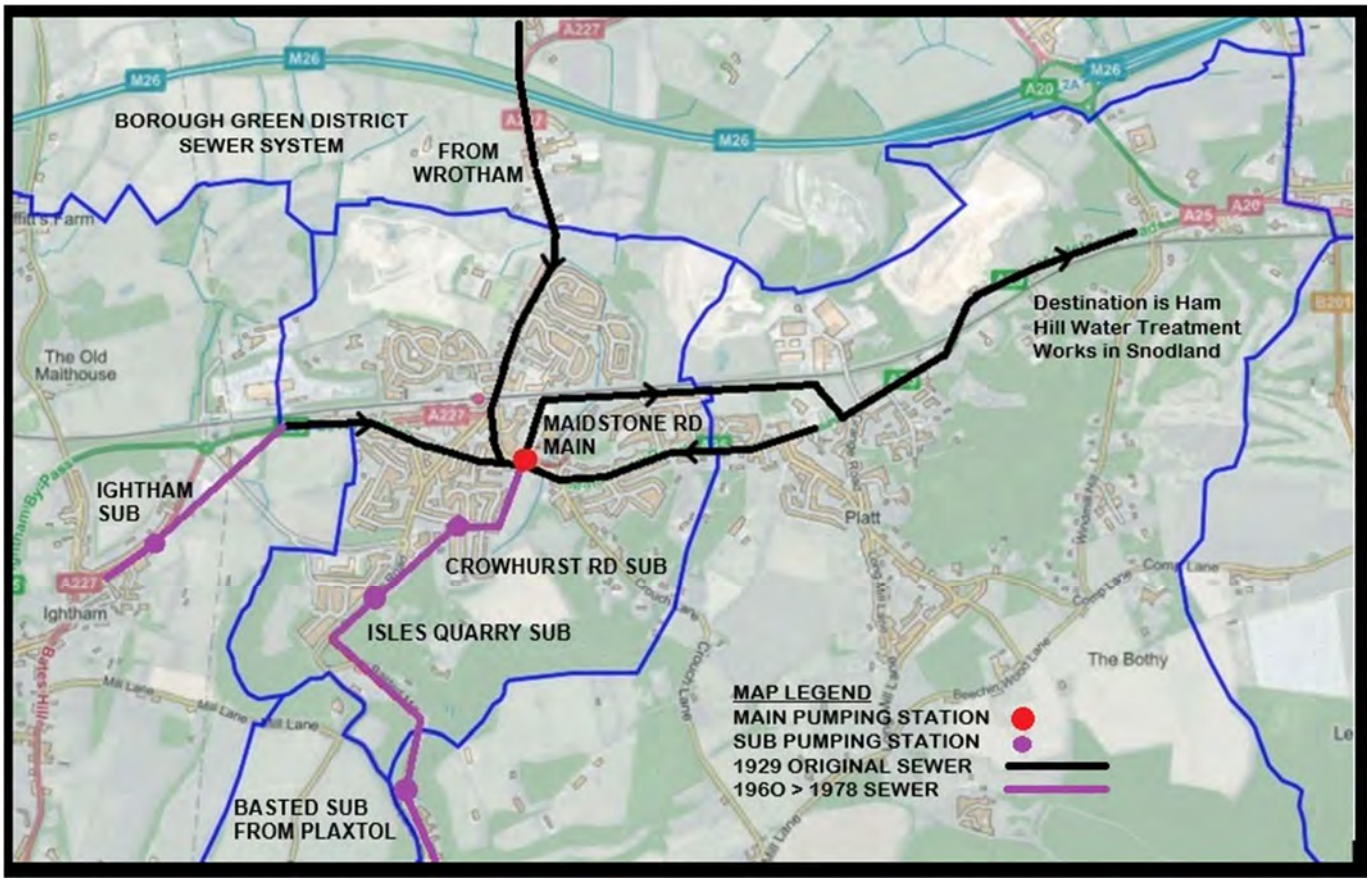


Figure 1: Graphical representation of the Borough Green District Sewer System (from WUDC Maps)

1.3 Basted Pumping Station was connected to the network in 1967 to provide a sewage connection for the new housing development that replaced the paper mill.

1.4 There is a new sub-pumping station on Crowhurst Road that serves the new Woodlands and Valley View Estates.

1.5 Shortly after this, a new pumping station was installed near the Spoute Recreation Ground in Plaxtol, collecting sewage also from Shipbourne and Dunks Green, and sending it up a new pipe installed on the banks of the Bourne River to join the Basted Pumping Station, and thence to Borough Green.

1.6 At a similar time the whole of Ightham and Ivy Hatch were put on main drainage and connected through a new Ightham pumping station on Borough Green Rd. From there, a new sewer crossed Darkhill Farm, joined the original 1929 sewer on Sevenoaks Rd, which connects to the Maidstone Rd Main Pumping Station.

1.7 By the late seventies, the Borough Green Sewer System had expanded, with all the purple sewer connections shown in the network in Figure 1. Villages such as Ightham, Plaxtol and Shipbourne had been linked in, as had numerous new housing estates.

2.0 The Consequences of Sewage Network Expansion without Investment

2.1 By the late 1970s, a further 1481 houses were added from the newly connected villages, but with no investment in the 1929 sewer backbone.

2.2 New developments continue to be added to the network by adding a further sub-pumping station and a new feeder sewer to the Maidstone Road Main Pump Station. Isles Quarry West added circa 171 houses around 2013.

2.3 In the 21st century, sewage failures occur regularly in the network and are patched up as they occur. Some examples follow.

1. In the 1970's a large sinkhole opened up near The Crossroads, caused by a "washout" when the sewage main burst some 15m below ground.
2. In the 1990s, the Maidstone Rd Recreation Ground manhole burst in the car park, flooding the Rec, which had to be closed for several weeks for decontamination. Sewage flowed down the River Bourne into Basted Millpond, and a 2002 Basted Millpond survey found high levels of sewage residue in the pond silt and banks.
3. In about 2008 the sewer from Basted blew out in Thong Lane, and sewage flooded back down the hill into the Bourne and Basted Mill Lake.
4. In 2008, a small sinkhole opened up above the sewer line at the Maidstone Rd junction with Hillview.
5. Between 2012 and 2015, there were multiple breaches adjacent to Church View, Sevenoaks Road due to sewage bursts at a manhole, which flooded multiple properties.
6. In 2013, the Rock Road connection into the main sewer was blocked, causing flooding across Sevenoaks Road.
7. In late December 2013, the Maidstone Rd Pump House power failed, and the backup generator failed to start. The subsequent flood inundated gardens and properties in Hillview Close and Maidstone Rd. Subsequently, the Main Pump House failed in 2014 and 2015, causing further sewage floods.
8. In 2014, 51 Maidstone Rd, also adjacent to the main pumping station, flooded on several occasions with sewage backwash and is now fitted with sealed manholes.
9. There were multiple blowouts of manholes on the sewer from Plaxtol when the Basted Pump Station failed. This floods a resident's garden before flowing directly into the Bourne River.

10. Hillview Close is the lowest point adjacent to the Maidstone Road Main Pump, which results in those properties being inundated with sewage when the pump failed, along with 51 Maidstone Road. This happened in 2013, 2014 and 2015. All of these properties have had to be fitted with non-return valves to keep the sewage contained when the pump fails.
11. In 2020, the failure of the Maidstone Road Pumps caused a pressure build-up in the sewer from the sub-pumping stations that feed the main pump station. Sewage burst through the tarmac and flooded the recreation ground. This was repeated in 2021.
12. In 2020, part of the original sewer blew out in Borough Green Road, just south of the M26.
13. In 2021, Southern Water gave up on the 100-year-old pumps in the Maidstone Road Pump House and replaced them along with all the control gear.



Figure 2: Recreation Ground flooded by sewage

When the new pumps were started, the pressure was too much for the ancient sewer, and it blew in Sandy Ridge, flooding the Rec and River Bourne. Multiple repairs and trials followed, and at least 5 more breaches.

14. In the same year, an overnight BT crew discovered sewage in their telecoms manhole. Further investigation revealed a sinkhole under the A25, as big as a Transit van. Southern Water CCTV'd the pipe and found a major blockage caused by pipe rot and earth collapsing into the pipe. That earth washed away, leaving the sinkhole. The A25 was closed, and traffic had to be diverted up the A20 and down the A227, causing traffic chaos on the Primary Road Network in surrounding villages.



Figure 3: Sewage pipes diverting the flow around the sewer failure

15. The A25 remained closed for months while Southern Water investigated the state of the 100-year-old sewer. Eventually, a 10m section of pipe was replaced, and a fibreglass liner was inserted over a large section. A pipe liner insert is an effective repair, but it decreases the pipe's capacity to move sewage. The A25 was reopened after 3 months.
16. In 2022, there was another breach on the original sewer outside 121 Maidstone Road.
17. In 2024, there was a failure of the original sewer on Wrotham Road, adjacent to Tolsey Mead.
18. In 2025, a section of the 1929 pipe had to be replaced outside Whatcote Cottages on Maidstone Road due to concrete disintegration.

3.0 Conclusions on the Borough Green Network of Sewers

3.1 In 2006, Southern Water stated in their consultation response to TMBC's Local Development Framework that the Borough Green Region Sewer System was 'at capacity'. As a result of that Local Plan, an additional 171 houses were added to the network via a sub-pump station at Isle Quarry West.

3.2 Having to repair some of the 100-year-old system by inserting a fibreglass liner results in reduced capacity overall.

3.3 The sewer backbone has suffered decades of underinvestment and is now unfit for purpose. The multiple sewage spills are a testament to a failing system and are potentially a serious risk to public health.

3.4 The system was originally designed to service around 1071 dwellings. It is now pumping sewage from approximately 4,721 dwellings.

3.5 Surge storage tanks in the system are required to increase resilience.

3.6 The multiple failures resulting in sewage spills would indicate a lack of telemetry between the sub-pump network and the main pumping station in Maidstone Road. That is a serious control and fail-safe failure: downstream or upstream pump stations are operating without receiving a reliable "stop," "high level," "station unavailable," or "rising main failure" signal from Maidstone Road. If one station stops while others continue pumping, the resulting overpressure or uncontrolled inflow can cause a sewer burst, flooding, pollution, and potentially a public-health incident.

3.8 The immediate engineering controls should include:

- A hardwired or independently networked interlock so stations stop or switch to a safe mode when Maidstone Road is unavailable.
- High-level, pump-failure, power-loss, communications-loss, and overflow alarms transmitted to a continuously staffed control room.
- Fail-safe communications logic: loss of telemetry should not be treated as "everything is operating normally."
- Flow and pressure monitoring on the connected rising main, with automatic shutdown for abnormal pressure, flow, or emptying-time changes.
- Adequate emergency storage and standby power at affected stations.
- A tested escalation procedure, including automatic callouts and manual confirmation that downstream stations have stopped.
- A full cause-and-effect review and functional test, not merely an inspection of individual telemetry panels.

4.0 Conclusions - Policy BG1 Sewage Infrastructure Requirement

4.1 This allocation would deliver a major urban extension to Borough Green and Platt, comprising approximately 2,000 homes and around 33,200 sqm of employment floorspace.

4.2 Development would need to start in the west simply because the eastern quarries have years of quarrying outstanding.

4.3 There is no capacity in the existing Borough Green Sewer Network, which utilises the Maidstone Road Main Pumping Station and remains connected to a 100-year-old sewer on the A227 and the A25, to convey waste from development arising under Policy BG1.

4.4 If the Policy results in attempts to divert waste effluent into a hundred-year-old system rife with raw sewage outages that frequently contaminate the public realm, then public health would be seriously at risk.

4.5 The BG1 Policy includes an end-to-end Relief Road running from Ightham to Nepicar on the A20. The Policy must also include its own independent sewer infrastructure to carry all waste arising from development at all stages of the BG1 allocation.

4.6 Full connectivity to the Ham Hill Sewage Treatment Works near Snodland will be required before any development is occupied, in order for the policy to be deliverable.

4.7 Given the current stage of quarrying across multiple quarries, it seems very unlikely that such a sewer network can be established to take the waste arising from development within the policy. The easy option is to further overload existing infrastructure and given the potential risks to public health, this would not be acceptable.

4.8 This further demonstrates that the BG1 Policy is premature and currently undeliverable. It should be brought forward in a future plan when the restoration of the quarries nears completion.

Appendix 2

Wrotham Parish Council & the Parish Alliance
Response to Regulation 19 Consultation by TMBC
Chapter 14 – Development Allocations – Policy BG1

Author: Pete Gillin BSc Hons Date: October 2026

Section 1: Ightham Sandpit

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1. Borough Green Gardens and the Component Quarries
2. Topography
3. BG1 Policy and the 'Soundness Test'
4. Conclusions on the BG1 Policy

Author Credentials

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1.0 Borough Green Gardens and the Component Quarries

1.1 The land comprising Borough Green Gardens (BGGC) comprises development across around ten disparate land holdings, each with unique historical characteristics and in different ownerships; see Figure 1.

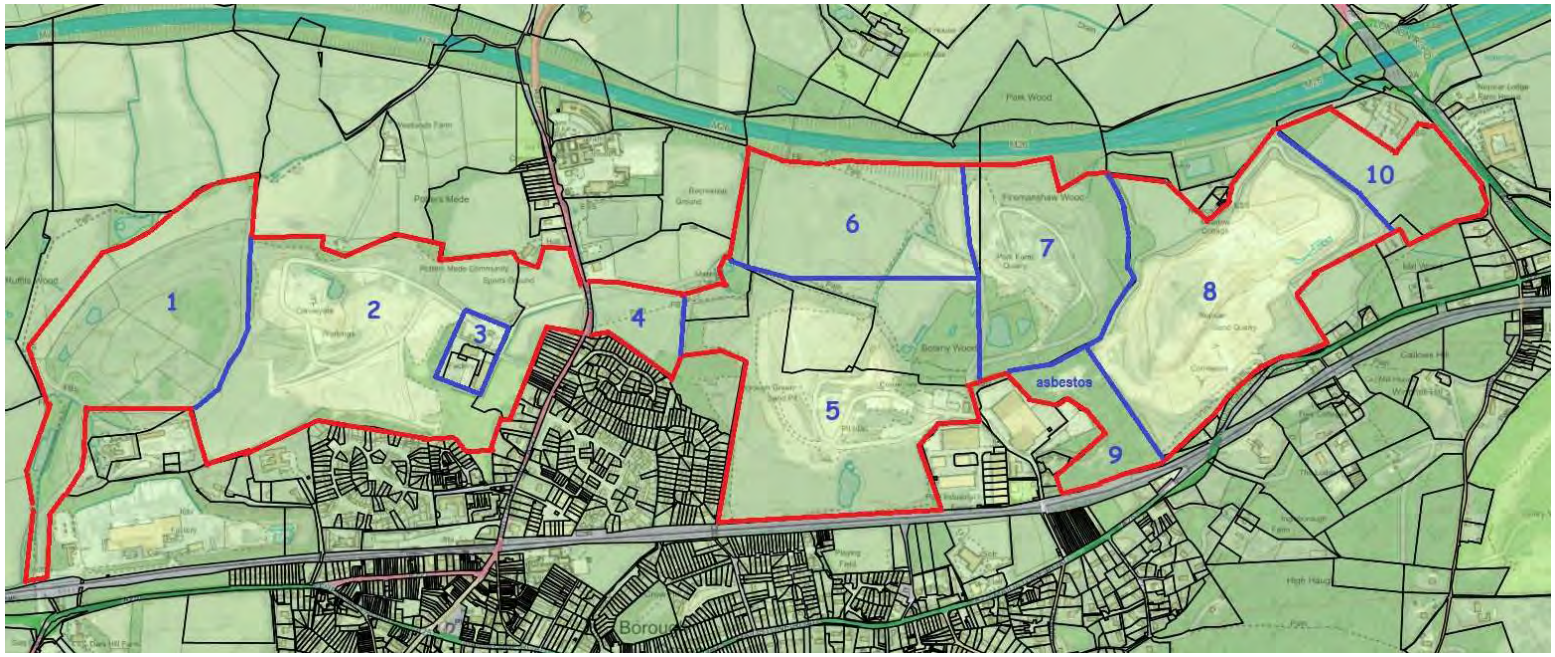


Figure I – Land areas with distinct histories and characteristics

1.2 In Figure 1, the red outline defines the BG1 Policy extent, and the blue numbered areas denote unique characteristics and history that are relevant to the policy. The names and brief descriptions of the areas are as follows.

1) Ightham Sandpit is a quarry within the National Landscape where the sand reserve has been exhausted and the site backfilled and restored. It is now a beautiful and seemingly natural area within the National Landscape. The ground is heavily contaminated by petrochemical pollution, but this is not apparent on the surface. Neither the Environment Agency nor the Mineral Planning Authority registered or regulated any backfilling operations, and toxic, polluted waste was tipped illegally over decades. For proof, see Appendix A. The Policy states, “land at Ightham Sandpit, excluding any proposed access/new road, shall be safeguarded for natural and amenity green space to preserve the National Landscape”. This implies considerable overall costs with no profitable development.
2) Borough Green Landfill is also an exhausted quarry that is operated by the family owners as a successful recycling operation. They take in demolished buildings and crush the concrete, which they export as recycled building material. All the business requires is space (an expansive hole in the ground) and the existing consents it benefits from. The previous owners sold the land with an onerous overage condition in the Land Deeds that disincentivises the current owners from building houses.

The huge hole in the ground will take a very long time to fill, given the whole business model is based on a successful recycling operation and the current owners have little to gain from development.

3) A historic industrial estate that the current owners have invested in and benefit from.
4) Locally known as 'the horse field' with a footpath as a diagonal across it. The upper triangle is National Landscape and the lower is Green Belt. The Policy would require a roundabout and an ongoing easterly bypass road to intersect it and presumably considerable development to fund the road and new roundabout.
5) Borough Green Sandpit, including the ancient woodland of Botany Wood, remains an active quarry but is backfilling considerable areas, and most of its extraction operations are scheduled to complete around 2030/2031. That is assuming they do not move into the sand-rich area (6) to the north by agreement with the owners. Policy BG1 assumes that active quarries will not capitalise on adjacent lucrative sand reserves, in this case, in the northern adjacent field.
6) The northern field is a strong sand resource. The clay overburden varies between 3m and 5m, based on the historic record of Park Farm Quarry, which is adjacent and immediately to the east. Clay is a useful mineral used in brick manufacture, and its impervious nature is also used in quarry backfill to form cells when contaminated material needs to be isolated. Perversely, the field remains a greenfield and an untapped resource, although this would not be the case if the lucrative prospect of Borough Green Gardens had not been muted. Policy BG1 stifles the natural quarrying business cycle.
7) Park Farm Quarry was historically mined for the clay overburden, which was used in the Rugby Cement Works at Halling. The site still has sand, and an extant permission for sand extraction remains in place until 2042. It was abandoned decades ago, not backfilled or restored, which presents a significant and unaddressed problem for Policy BG1. It remains a large basin of considerable depth, sits north of the allocation, and is in the line of the Bypass Road. This will be considered in more detail under the heading of 'topography'.
8) Nepicar Sandpit is a vast excavation in the ground from which various types of sand are won and then blended ready for resale. This is a huge excavation, and I urge the Inspector to view the quarry for themselves to fully appreciate the scale of the remaining quarrying and restoration task.
9) In addition, the Nepicar Western Sand Extension is under active consideration by the KCC Mineral Planning Authority. Part of this area consists of 'made ground' containing asbestos fibres, deposited over the original sand deposit. A Remediation Strategy has been agreed, under which the contaminated ground is removed in layers and stored in the existing void in a condition that prevents asbestos fibres from being released. The sand deposits can then be mined from beneath the area known as 'The Pit'. The ultimate aim is to rebury the asbestos-contaminated ground at a deeper level and seal it with gault clay. The applicant cannot be certain how long this process will take, as the extent of the contaminated 'made ground' is currently unknown, but mining and subsequent restoration will likely take at least ten years. During all works to the Western Extension, it will not be possible to restore the main quarry void, as this is where the asbestos-contaminated land will be temporarily stored. This is likely to delay construction of the bypass road for decades. How will two thousand houses be built within the lifetime of this plan? The problems have been ignored, even though the Regulation 18 Consultation highlighted them. Application Reference: M/25/1791 (KCC/TM/0138/2025)
10) This area comprises untouched green fields awaiting quarrying and is reserved under KCC's Strategic Sand Reserve. It is far more logical to win all available minerals in a given area, where plant and expertise already exist to process them, than to halt quarrying prematurely, move all the equipment, and decimate a new area. A huge house-building programme, as currently set out by government targets, requires significant quantities of sand. Why sterilise sand prematurely when housing is partly built from sand? Diesel costs are astronomical at present; it makes no sense to halt sand production and import the mineral.

2.0 Topography

2.1 Using Google Earth, it is possible to trace the approximate line of the BG1 Relief Road in white and produce an elevation profile showing distance on the x-axis and the AOD height in metres on the y-axis. AOD is the height above mean sea level.



Figure 2 – The line of the western bypass showing the area between Darkhill in Ightham and the A227 south of Wrotham

2.2 This technology gives a unique view of topographical issues that face the BGGC proposal that have not been addressed by the policy. The restored but badly contaminated Ightham Sandpit forms a basin about 492m long (in road terms) with a variation of 13 m AOD. The problems start at the border with

Borough Green Landfill, which subsides into a steep crater which is used for a recycling operation by BG Landfill. The land drops 18m AOD over 116m. This is an asset for a recycling operation, as it suppresses noise to adjacent dwellings.

2.3 Figure 3 is a north/south cross section that shows that Westlands Farm to the north is at 93m AOD, the quarry floor is 67m AOD, and Westbank to the south is 97m AOD. The consented restoration is to build up to the surrounding levels to maintain a natural landform. This indicates that a vast void remains to be filled. Newly laid 'made ground' is inherently unstable and would significantly increase the cost of constructing the road and new housing. The consented levels will require considerable quantities of backfill.

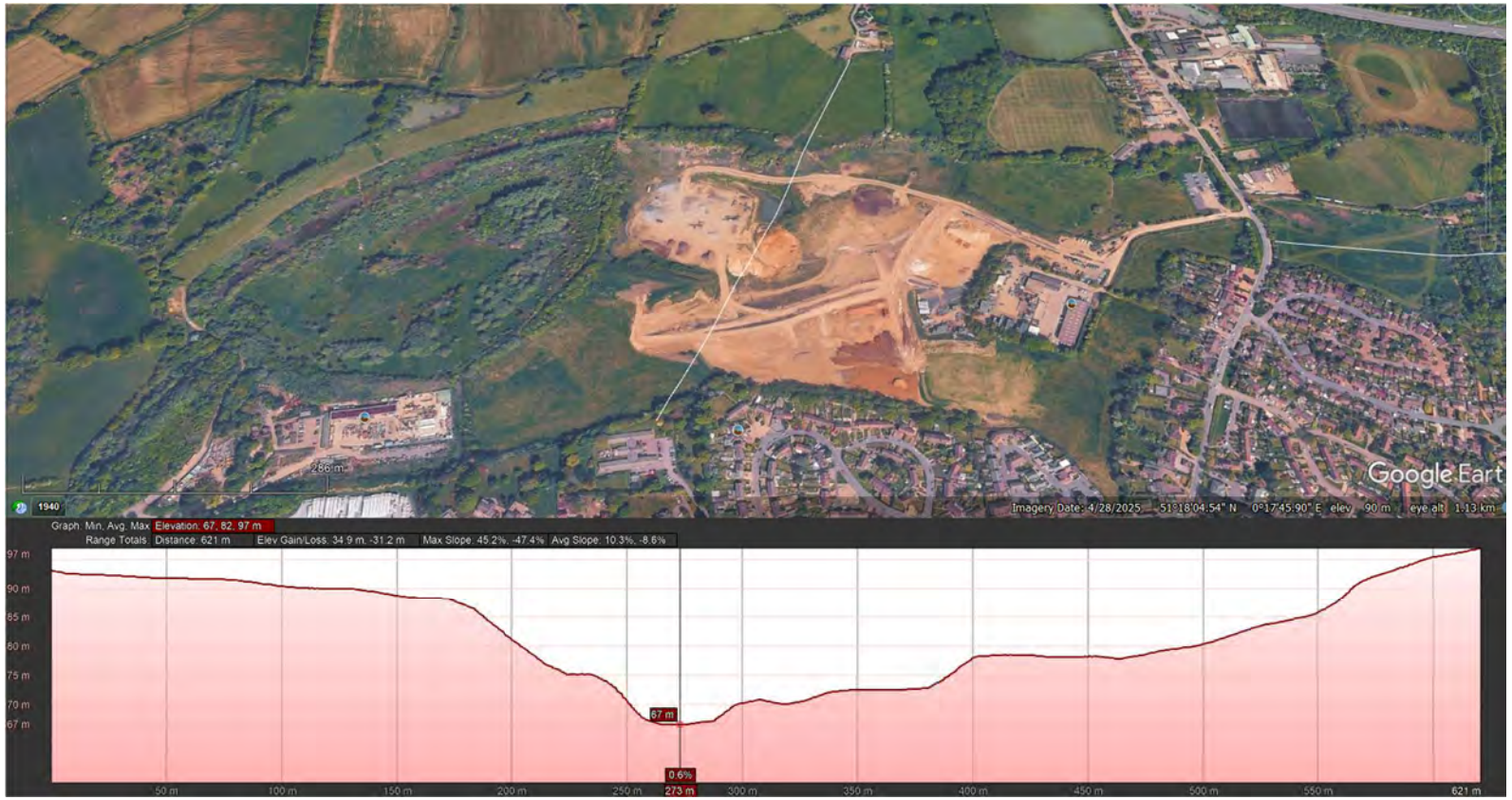


Figure 3 - A cross-section of the Borough Green Landfill Quarry void running north to south

2.3 The business model of BG Landfill is one of recycling waste to produce new aggregates. The company carefully sorts each tipper for materials like metal and concrete/bricks that can be reprocessed into useful aggregates and resold. The company will only fill the void as a last resort.

2.4 It is not in their interest to backfill and build houses due to the onerous overages in the deeds in favour of the original quarry owner who sold the land on after extraction of the mineral was complete. None of these issues are addressed in the BG1 Policy.

2.5 Moving on to Figure 3, the topology to the east of the A227. The area through BG Sandpit is quite regular for a quarry nearing the end of extraction. The business model has been one of segmented extraction and backfill across the quarry. Recycling operations exist, but they are not the overall driver, as at BG Landfill. The company has an agreement to extract sand in the greenfield between Nepicar Quarry and the A20, which is a strategic reserve under the Mineral Plan. Mining that area completely undermines the timing of policy BG1.

2.6 The road progresses through Area 6 in Figure 1, which is a greenfield that contains sand and clay overburden but is outside the ownership of BG Sandpit. This would be a logical progression for BG Sandpit's quarrying. The lack of mining interest in this field shows how lucrative housing development disrupts the natural quarrying business model, to the detriment of local aggregate mining objectives.

2.7 The road progresses through a small belt of woodland and into Park Farm Quarry. The mine stripped the clay above the sand and then abandoned the quarry, presumably because it predated planning regulations that enforce restoration. In Figure 3, the red pointer denotes the lowest point of Park Farm Quarry at 82 m AOD.

2.8 The topography of the quarry is unfavourable for road and housing development. The land steadily rises eastward to the quarry perimeter at 101m AOD, then falls rapidly over just 114m to 83m AOD, and then rises rapidly over 190m to 97m AOD. If you examine the terrain cross-section in Figure 3, it is immediately apparent that the quarry was abandoned.

2.9 The fact that the quarry is historic and has never been restored by planning conditions indicates that the owners are under no legal obligation to do so. They have not agreed to consented sand extraction or applied for backfilling consents. The land is left in limbo and impedes the road and housing. In short, this is a problem for the deliverability of Policy BG1, which remains unaddressed.

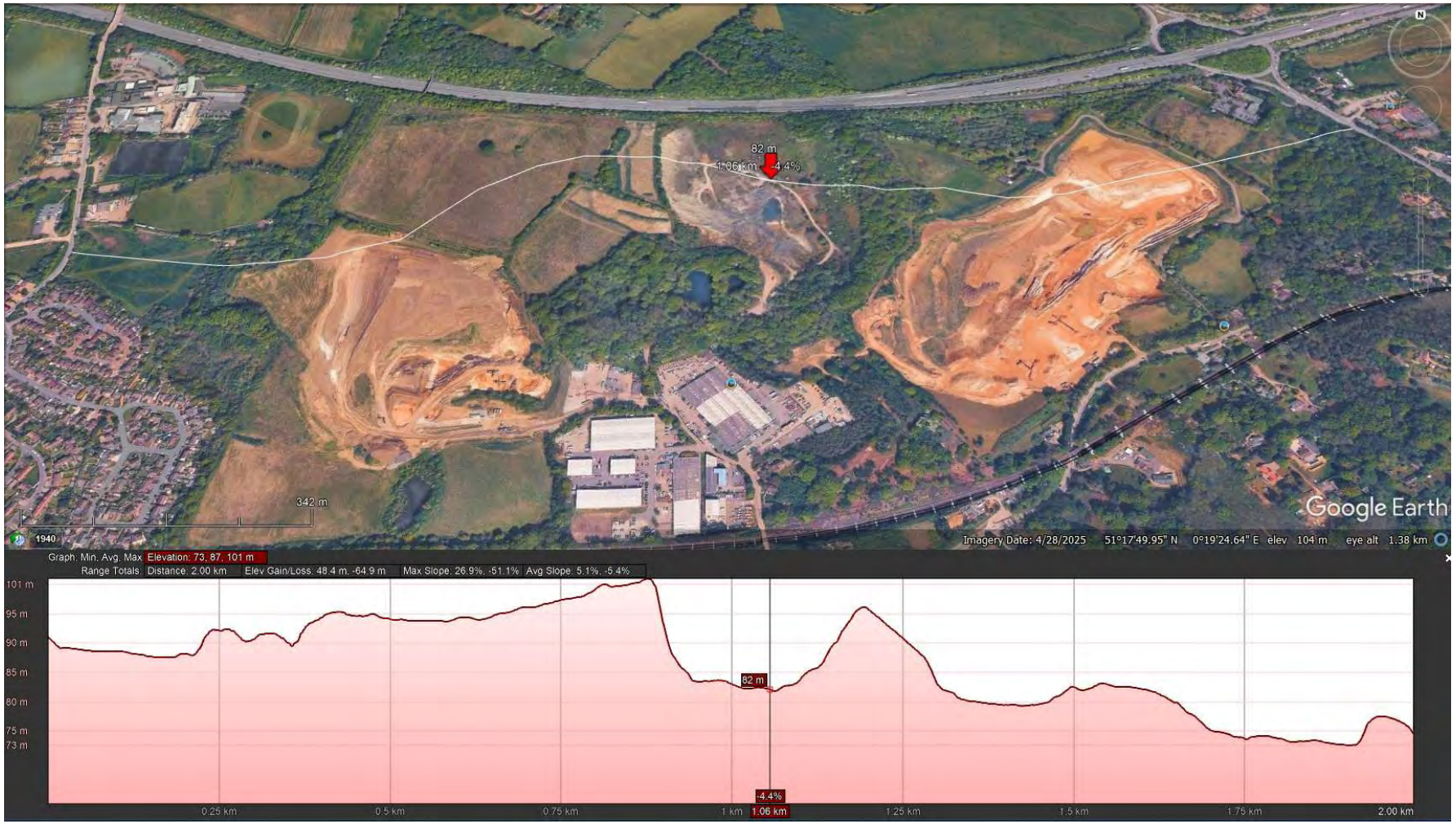


Figure 4 – The line of the eastern bypass showing the area between the A227 south of Wrotham and a new roundabout on the A20 at Nepicar

2.10 It can be observed in Figure 3 that there are three large quarries: -

1) BG Sandpit to the west.
2) The abandoned Park Farm Quarry in the centre, with the red arrow denoting the lowest point.
3) The massive Nepicar Quarry in the east.
4) The western extension to Nepicar Quarry awaits approval and remediation for asbestos fibre contamination.

5) Green fields sandwiched between Nepicar Quarry and the A20, reserved under the KCC Strategic Sand Reserve for quarrying.

3.0 Policy BG1 and the 'Soundness Test'

3.1 WPC submitted a comprehensive response to the Regulation 18 consultation, which outlined the unique challenges of attempting to develop across ten quarries at many different stages in the lifetime of a quarry. The report identified some unique problems, often associated with development on 'made ground'. These are not insignificant challenges and include, for example.

1. Serious and proven ground contamination over a complete quarry that requires large-scale remediation.
2. The presence of protected species across a large area.
3. Made ground instability issues.

The BG1 Policy failed to acknowledge these serious, substantiated issues, instead treating them as "too difficult" to address and excluding them from the policy's development. WPC's response under Regulation 18 is included in Appendix A of this report.

3.2 The policy is proposed as follows.

> *"Development proposals shall be informed by and accord with a comprehensive site-wide Strategic Framework Masterplan to ensure coordinated and comprehensive delivery of development and infrastructure"*

This statement sets out the policy strategy and explains why it's fundamentally unsound. Ten quarries are not the average ten green fields that make up a significant urban extension into farmland. For a Local Plan Policy to advocate building over active quarries, some with unpredictable costs, it is completely inadequate not to address the significant problems that arise. The LPA should have assessed each quarry individually, considered informed comments from Consultees, and evaluated whether it is indeed possible to produce a Strategic Framework Masterplan. Officers should have contacted the individual decision-makers at each of the ten quarries to assess the timescales each operation is working to and when they expect the land to be ready for development. This could have been cross-checked with MPA Officers, who have far more experience dealing with quarries. The LPA does not have a timeline for completing large quarrying operations, which operate individually and under different business models, across the policy allocation. The assumption above that a 'comprehensive site-wide Strategic Framework Masterplan' is even possible has not been justified by any due diligence.

3.3 The policy further states that.

> *"Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road will be coordinated with the occupation of the development and shall ensure that the new road is delivered and fully operational at an early stage of that phase of development, including shared services with other phases or parcels."*

This part of the policy appears to assume that the plan will be 'application-led' and that applications will come forward in a logical progression such that the 'next' application will be in a position to construct the Bypass Relief Road and shared services, like sewers, electricity and gas, will be readily available for the next stage of logical progression along the line of development.

3.4 Given that the LPA has failed to provide any information on the completion dates of the ten quarries within the policy, and probably doesn't know them, it is difficult to understand how this statement can be considered sound and the policy deliverable. As set out in Section 1, the quarries operate under different business models; some are contaminated or have other problems, and none of this suggests an organised line of development feeding a road and services to the next.

3.5 The Local Plan preamble to Policy BG1 states as follows.



14.42 The west of the allocation site, as shown in the green hatching on the policy map and specifically land at Ightham Sandpit, excluding any proposed access/new road, ***is to be safeguarded for natural and amenity green space to preserve the National Landscape. Any use or development within this part of the site must accord with the requirements of the Kent Downs Management Plan, and any associated guidance, to improve the quality of the land and demonstrate how the overall development can demonstrate conserving and enhancing the National Landscape in line with the duty.***

Reference: Policy preamble, WPC emphasis

The National Landscape area hatched in green is to be 'safeguarded for natural and amenity green space to preserve the National Landscape'.

WPC provided irrefutable evidence at the Regulation 18 Consultation (Appendix A) that this land is heavily contaminated. BG1 Policy fails to acknowledge this, and it does not discuss whether providing public access to this space, where none was provided before, would be safe. If the land should be remediated, and WPC has expert testimony that it should be, then the policy should have highlighted this and considered the implications.

3.6 The policy advocates a natural progression of development, and given the timing of the various quarries, this should progress from west to east, if at all possible. This would require a road through Ightham Sandpit from the Darkhill Roundabout into Borough Green Landfill, then to the A227, where a new roundabout would be required. This is immediately problematic for the following reasons.

1. The Ightham Sandpit did not register as a landfill and was not regulated by the MPA or the Environment Agency. Consequently, the MPA never inspected the backfill. The consent was for inert waste and hassock along the bypass route, but because it was not regulated, contaminated waste from the Isle of Grain and other areas was illegally dumped. See Appendix A for evidence.
2. There is now a huge cost of remediation, and the LPA has not considered this in their Plan

3. There are also a large population of Great Crested Newts ranging across Ightham Sandpit. Providing temporary habitat while the land is remediated and then translocating them back to the hatched green area will be costly, and the amount is unpredictable
4. The land is advocated for largely recreational use in line with the duty to enhance the National Landscape.
5. How will the temporary translocation of a protected species, remediation of the contaminated land, and relocation of the newts into the hatched area be financed? The land belongs to H+H Celcon, who do not gain from development sales, but remediation and road infrastructure are eye-wateringly expensive.
6. The ground is unstable, and the road will likely require piling. None of these high extra costs has been estimated. Under Policy BG1, there is no development revenue, and the project costs are critical to deliverability, but unknown.

3.7 Borough Green Landfill has a recycling business in the huge quarry void. It has all consents and is sustainable within the community. It is a family business that wants to continue as long as possible, as recycling is profitable and it fills the crater as little as possible. There is no incentive to sell off land for housing because of the onerous overage agreements the mining company included in the deeds when it sold the land to the current owners. There is no doubt they will eventually want housing on the land, but not at the expense of a profitable recycling business that depends on the quarry void and existing consents.

3.8 The timing of all of the above has not been considered by the LPA and will significantly delay the ongoing development envisaged.

3.9 These are the first two sites in BGGC and need to finance remediation, protected species, a new road, junction improvements and significant infrastructure. This is clearly completely unviable and undeliverable. The LPA has not adequately considered any part of the first section of BGGC and, as a result, it is unsound.

3.10 Immediately to the east of the A227 lies a field locally known as The Horse Field, Area 4 in Figure 1. Half of the land is within the National Landscape, and half within the Green Belt. The Policy does not state whether building in the Green Belt up to the NL land, in addition to the road, is proposed. The Policy may need to generate revenue to pay for infrastructure, and this could be to the detriment of the KDNL Duty.

3.11 After the Horse Field is the Borough Green Sandpit quarry, which has extracted most of its sand and backfilled many segments. According to outstanding consents, it should complete operations around 2030/2031, assuming it does not extend mining by a new application. To the north is an unquarried field with likely clay overburden and sand beneath. This is one possible expansion that could extend quarrying.

3.12 To the east is Park Farm Quarry, Area 7, where the clay was quarried, leaving sand beneath; then the mine was abandoned. This site presents significant problems for the BG1 policy. It is neither exhausted nor restored and presents as a huge basin with very difficult topography. (Refer to paragraph 2.10-2) It is difficult to see how it can be left as a massive basin which will be out of context with all the surrounding topography. Does the road progress as an elevated concrete flyover, with housing nestled below? It can't go through the Platt Industrial Estate to the south.

3.13 Nepicar Sand Quarry has roads with direct access into the basin. It could be used as a void for backfill of inert materials, but that would pointlessly sterilise the sand beneath. Logically, Nepicar Sand Quarry should extract the sand and then backfill it as a northern extension, as the existing consents run to 2042. The LPA has not asked any of these questions, and I doubt any of the Officers have ever walked through these lands on the network of existing footpaths, much diverted but still intact. Clearly, Policy BG1 is undeliverable in the lifetime of this Local Plan and, as such, unsound.

3.14 Nepicar Sand Quarry is a vast void and will have a new western extension because the made ground next to the Platt Industrial Estate has lots of asbestos fibres contaminating it. The problem is that this contamination becomes airborne in the wind and endangers local workers and residents. The only practical solution is for Nepicar Quarry to safely remediate the site and allow them to mine the sand beneath the contaminated made ground, known locally as ‘The Pit’.



Figure 4 - Photograph of Nepicar Sand quarry, taken from the Western Extension on Sunday 4 October 2026

3.15 The remediation plan utilises the huge quarry void to selectively take out the contaminated backfill in layers, store it in the void, and then mine the sand. This means most quarry resources will be directed to this new endeavour, halting quarrying and backfilling at the main quarry. This is because each quarry is limited by the number of HGV vehicle movements it can make a day, and the void contains the contaminated backfill. This could easily extend the quarry's life by ten or more years. Then they may

have to mine and backfill Park Farm Quarry; we just don't know. What is certain is that the LPA either doesn't understand these issues or has ignored our Regulation 18 submission. Either way, none of this has been considered in the Policy BG1 and, as such, it has resulted in indeterminate completion dates and an unsound policy.

3.16 The green fields sandwiched between Nepicar Quarry and the A20 primary road have not seen a spade in the ground, despite BG Sandpit having an agreement to mine the area. The area forms part of the Mineral Authority's strategic sand reserve under its current Mineral Plan. The BG1 Policy states as follows.

> *"17. Where development proposals may conflict with safeguarded mineral resources or safeguarded minerals and waste management infrastructure, they shall be supported by an appropriate assessment to demonstrate whether there are justifiable grounds for exemption from the presumption to safeguard, in accordance with minerals planning policy." Reference Policy BG1*

3.17 The Mineral Planning Authority have been consulted on this proposal and has pushed back with this robust response.

- TMBC needs to evidence that it has considered the Waste and Minerals Local Plan in relation to safeguarding sites. It notes the safeguarding of the Folkestone Formation belt is of great significance.

- Borough Green will need to be assessed against the presumption to safeguard this mineral deposit from sterilisation; prior extraction is one potential solution that should be explored.

- Long-term conservation of minerals should be recognised by the Local Plan.

- Further work within the TMLPD could be done to demonstrate the plan's ability to meet the County Council's position on mineral safeguarding in general and with regard to the Folkestone Formation in particular.

3.18 Prior extraction of the mineral and the consequent backfill restoration programme would effectively prevent full deliverability of the policy within the timeframe of the Local Plan and leave the Ightham to Nepicar Traffic Relief Road inoperable for decades, as it would prevent the construction of the final link and roundabout junction with the A20. This would add thousands of extra local vehicles to the existing Primary Road Network for decades.

3.19 Policy BG1 is undeliverable, as there can be no certainty that the works can be delivered in the lifetime of the plan. Further, it fails to cooperate with the KCC Mineral Safeguarding Plan.

4.0 Conclusions on the BG1 Policy

4.1 Difficult problems like the presence of protected species and site contamination, raised at the Regulation 18 Consultation, have been ignored. As a result, there is a hopeful objective for a 'Masterplan of Development', without ever establishing whether that is a realistic prospect.

4.2 A realistic development timeline has not been established; there are too many factors that cannot be quantified at the various stages of development. Quarrying and/or remediation could quite possibly continue after the lifetime of the Local Plan. This is because the output from quarries is regulated by the consented HGV daily movements.

Delivering the development within the time frame appears impossible, given the large quarry voids to be filled and others yet to be opened.

4.3 The infrastructure required for the project includes two new roundabouts, an end-to-end road, and multiple junction improvements. Many of these works are considerably more expensive because they are carried out on made ground. No attempt has been made to quantify the costs or assess the project's viability.

4.4 Given time, the quarries will work through the multiple stages of the business model, but this is highly unlikely within the time frame of this Local Plan. In fact, Policy BG1 disrupts the multiple stages of quarrying.

4.5 The obvious conclusion is that this proposal is premature. Quarrying is not advanced enough to give any realistic prospect of the Policy being deliverable within the necessary timeframe. BG1 Policy should be set aside and come forward as part of a future Local Plan.

4.5 For all of the above reasons, the Policy is unsound.

Appendix 3

Wrotham Parish Council & the Parish Alliance
Response to Regulation 19 Consultation by TMBC
Chapter 13 – Infrastructure and Services – Policy INF1 & BG1

Author: Pete Gillin BSc Hons Date: October 2026

Section 1: Transport and Infrastructure relevant to Borough Green Gardens

Index

1. Borough Green Gardens Traffic Relief Road
2. Scope of the Jacobs Transport Traffic Analysis, Active Travel Plan and Modal Shift
3. Funding, Viability, and Deliverability
4. Development Within the Vicinity – Moto Truck Stop
5. Conclusions

Author Credentials

My name is Peter Gillin BSc Hons, and I have a degree in Physics and Applied Sciences. I have been Vice Chairman and later Chairman of Wrotham Parish Council (WPC) since being elected in 2005. I also served as Hon Secretary to the Tonbridge and Malling branch of CPRE for twelve years.

I attended the call-in Planning Inquiry into the H+H Celcon proposal to build an aircrete factory and bypass road in the AONB in Ightham Sandpit in 2007 as a Rule 6 member of WPC, and I observed proceedings throughout. WPC retains all of the expert evidence presented to the Call In Inquiry.

1.0 Borough Green Gardens Traffic Relief Road

1.1 The Traffic Relief Road (TRR) splits from the A25 at the northern arm of Darkhill Roundabout in Ightham, traversing Ightham Sandpit and then Borough Green landfill and joins the A227 at a new roundabout. It then continues through Borough Green Sandpit, Park Farm Quarry, and Nepicar Quarry, then through green fields that are a critical mineral plan reserve. It culminates on a new roundabout to be constructed on the A20.

1.2 Figure 1 is copied from 'Local Plan Test Report Figure 3', Jacobs 'Local Plan Tests'. It divides the land east of the A227 into 'Phase 1' and the land west of the road into 'Phase 2'.

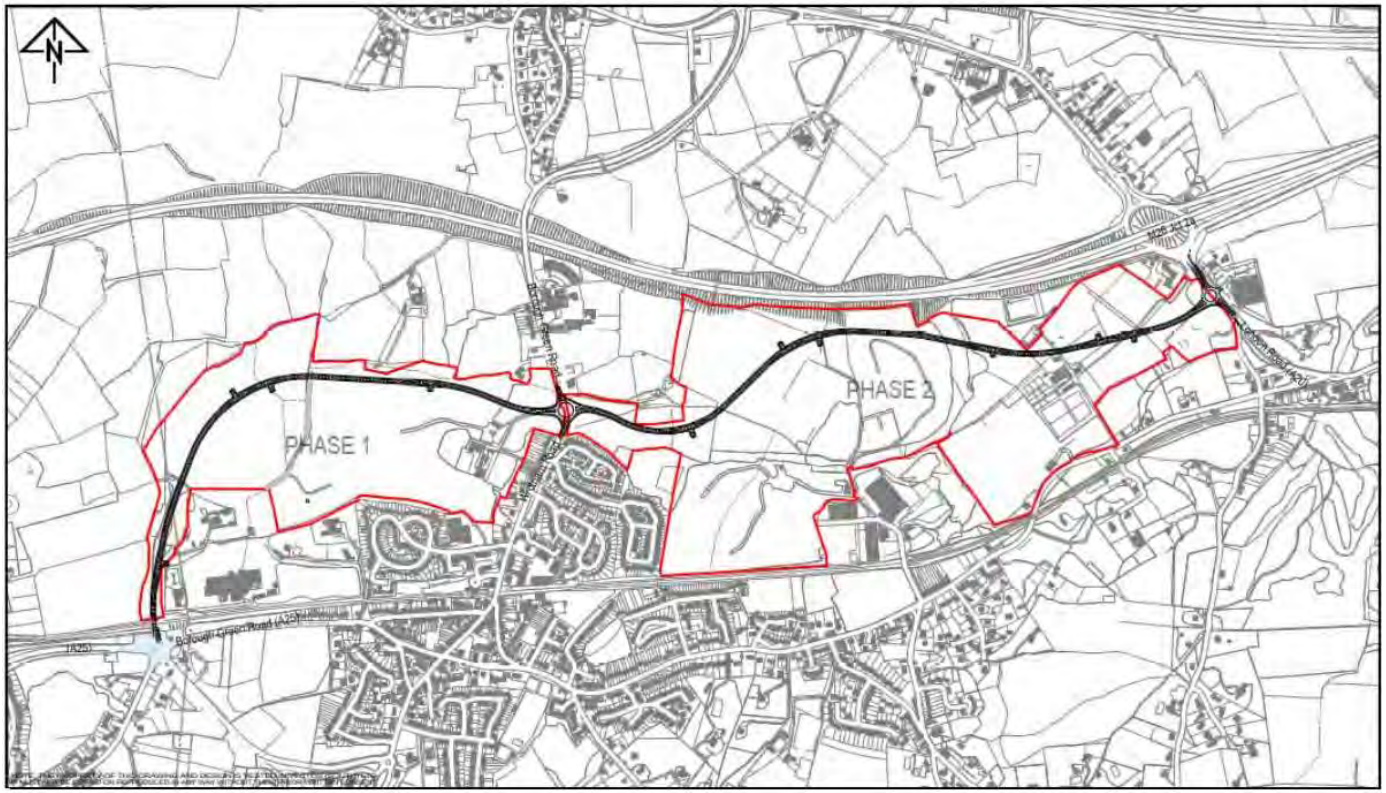


Figure 1**:** Borough Green Link Road – Indicative Layout

1.3 In its entirety, it was promoted as the Borough Green Relief Road because it provides an alternative route to the A20 that avoids Borough Green and Platt and the existing poorly functioning Junction 3 (A25/A20), which requires mitigation. The plan expressly states it is designed as a 40 MPH road. Its three roundabouts are infinitely better

junctions than the T-junctions along the A25 will ever be, mitigated or not. In the long term, there is no land capacity to improve the A25 junctions; residential development lines most of the road, and the Relief Road should become the A25 because modern highway design will make it far safer for pedestrians and road users.

1.4 The problem with the road and the whole concept of Policy BG1 is that there can be no logical progression to its construction currently, with so much disparity in the timing of active quarries with differing business models and at different stages in the quarry process.

1.5 BG1 Policy states that each stage of construction will neatly hand over a finished section of road and multiple services to the next one, which will logically progress across the site. In reality, the order will be chaotic and unpredictable because no due diligence has been completed to determine the end dates of multiple highly complex quarrying operations, some requiring long-term remediation, some involving protected species, and some with decades of quarrying and backfill remaining.

2.0 Scope of the Jacobs Transport Traffic Analysis

2.1 The current analysis has used a *'2019 base year as a benchmark of current junction performance'*. This is already between 7 and 8 years out of date.

> *"2.2 Flow Development*
> *Forecast traffic flows were developed using the strategic Tonbridge and Malling Local Transport Model (T&MLTM), which incorporates land use, trip generation, and network assignment components. These flows formed the basis for assessing future junction performance under two distinct development scenarios:*
> - *2042 Forecast Baseline: Represents future traffic conditions assuming committed developments, highway schemes and background growth, but without the additional Local Plan allocations.*
> - *2042 Local Plan High: Includes the full extent of proposed residential and employment growth under the Local Plan high development scenario, reflecting the maximum land use assumptions.*
>
> *The strategic model outputs were used to extract turning movement flows for each junction, which were then input into local junction models. This approach ensures consistency between strategic and local modelling and enables a detailed understanding of how future demand affects junction capacity and operation."*
> ***Reference: Tonbridge and Malling Local Plan Junction Modelling Report - 2.0 Modelling Methodology***

2.2 The span of the analysis period is 23 years, which is not normal industry practice. The chosen dates do not show stress on the Primary Road Network at 5 and 10 years during the development phase.

2.3 The final end date, to the exclusion of interim dates, could give a false representation of the reality over many years. By then, all necessary active travel plans, including cycle and footpaths, will be complete. The various 'Relief Roads' will be completed, which would have a considerable effect on traffic flows on the Primary Road Network. If the assumptions about an optimistic 10% modal shift are correct, they could be applied then.

2.4 There could be a chaotic Primary Road Network up to the completion of the Borough Green Relief Road, which would be completely unpredicted by this flawed analysis.

3.0 Funding, Viability and Deliverability

Phase 1- Ightham Sandpit

3.1 The progression of the road starts with the Darkhill Roundabout and the bridge under the railway, which was perversely built for an original 'Borough Green Bypass' and supported by KCC, until the costs became prohibitive.

3.2 It then has to progress through Ightham Sandpit, which was never registered as a backfill quarry and hence was completely unregulated. WPC has significant evidence from a previous Planning Inquiry, including intrusive testing reports, that the whole site is toxic with petroleum and bitumen residues. Undeniable evidence shows oil drums containing 'unknown chemicals' beneath the ground. The remediation cost is highly unpredictable.

3.3 Topsoil was laid over the polluted material, and numerous plantings of grass and whips have created a pleasant-looking natural basin that belies the toxicity beneath. Great Crested Newts take advantage of the flora and natural hollows that create temporary and, in some cases, more permanent ponds. In fact, it is a perfect habitat. For further information, please refer to the WPC Regulation 18 submission for all of the above.

3.4 The backfill was chaotic and effectively a reservoir of toxic material, not structurally sound like modern, regulated quarries. The road cannot simply be foundation-piled into toxic ground containing significant unknown materials in oil drums. A road through Ightham Sandpit will be expensive and unpredictable. No planned development in Ightham Sandpit offsets these costs, as the Local Plan wants the area to fulfil the Duty for National Landscapes.

3.5 The lack of funding for this section of road was ignored by TMBC at Regulation 18 but cannot be ignored when viability and deliverability need to be established.

Phase 1- Borough Green Landfill

3.6 There is a large void in the ground (see the Topography section in the previous submission). The Family Company has a profitable recycling business and little incentive to backfill because the quarry company that sold the land imposed onerous overage clauses. No end date for this family business enterprise has been established in advance of Reg 19.

3.7 We are now at the roundabout stage on the A227, which, according to Jacobs' map in Figure 1, completes Phase 1. There are no financial incentives for this section of the road to be completed early or ahead of Phase 2.

Phase 2 - Borough Green Sandpit

3.8 This quarry could complete quarrying by 2030/2031 under current consent timetables. Further sand reserves lie to the north and further northeast below Park Farm Quarry. If the quarry owners perceive that other quarries in the Borough Green Gardens Consortium are not ready to progress in a timely manner, and they are not, they are likely to take advantage of those adjacent reserves through negotiation with the landowner.

3.9 If Borough Green Sandpit (BGS) completes quarrying on schedule, they would naturally want to progress a planning application for their quarry, but they cannot. They lack a 'Master Plan of Development', which Policy BG1 requires. Such a plan would require the cooperation of many disparate quarry businesses, who would have to agree on the exact route of the road, the location of services such as a GP surgery, community halls and parks, and the positioning of green areas. It would also require sharing the cost of remediating Ightham Sandpit and relocating protected species, both of which are unquantifiable.

3.10 If BGS are unable to capitalise on the quarry restoration completion for many years, which, given the other quarries are decades away, then why would they halt quarrying on existing consents, when they are surrounded by opportunities?

3.11 A development on BGS in isolation would be completely unsupported by infrastructure. It would have to load the fragile Borough Green Sewage Network; see previous submission. The constant sewage outages are a public health risk in Borough Green and Platt.

3.12 It would not fund any required junction mitigation that is a prerequisite for the occupation of development.

3.13 Part of Policy INF1 states as follows.

> ***"Policy INF1: Paragraph 5. Provision of Infrastructure and Services***
> *Planning permission will only be granted where it can be demonstrated that there is, or will be, sufficient infrastructure and services to meet the requirements that would arise from the proposed development. Applicants must demonstrate that sufficient infrastructure capacity exists to accommodate their proposed development in addition to other consented development or that new infrastructure can be funded and delivered in time to support the proposed development. Development that would result in unacceptable pressure on existing infrastructure and services and that would harm its functionality by taking it over capacity, or that would prejudice the delivery of already planned and consented infrastructure, will be refused planning permission."*

As previously demonstrated, the existing Borough Green sewage network is ageing, at capacity, and prone to burst sewage pipes that endanger public health. Sections can be replaced, but the last time this happened, the A25 was closed for three months. The obvious answer is to bypass the whole system with a new pipe laid along the length of the relief road. However, this cannot happen through Park Farm Quarry and Nepicar Quarry, which have huge voids that haven't been backfilled and still hold significant sand reserves.

3.14 For BG1 to be a sustainable, deliverable policy, all the quarries would need to be considerably more advanced, to the point where the Traffic Relief Road was an entity across the site and the new sewer system and water mains had been installed in service ducts alongside the road. The policy states a 'vision' in which, once a quarry development is completed and occupied, it passes services to the next quarry, conveniently located next door. This is delusional when all the quarries run on different schedules, and it ignores problems such as protected species and contaminated ground.

Phase 2 – Park Farm Quarry & Nepicar Quarry

3.15 Park Farm is an abandoned void where clay was quarried, and the sand remains to be mined. Nepicar Quarry is decades from restoration because sand is still being mined in the main quarry, and they are about to begin the Western Extension, which requires asbestos remediation. The Extension will delay the main quarry by an

estimated 10-plus years; meanwhile, the void is used to store contaminated material. Park Farm and Nepicar Quarries are unlikely to be restored within the Local Plan's lifetime. This effectively renders the BG1 Policy undeliverable.

Phase 2 – Green Fields between Nepicar Quarry and the A20

3.16 These are an essential part of KCC's Strategic Reserve, and the MPA, when consulted, suggested that they should be developed after extraction and restoration. The fields are where the Traffic Relief Road will terminate in a roundabout on the A20. Currently, no spade has turned the soil.

4.0 Development Within the Vicinity

MOTO's 197 HGV Truck Stop

4.1 On the adjacent site to the north of the M26 there will be a 197 HGV Truck Stop that has been granted outline consent on appeal. The developer is currently finalising the design and working through the conditions. It will include a restaurant, accommodation and a fuel station. It will have parking for 197 trucks, but many more HGVs will use the facilities for rest breaks and refreshments during the day. This will clearly have a profound effect on the primary road network. A new roundabout will be built just north of the Nepicar M26 roundabout, and a Borough Green Gardens roundabout will be built just south of the M26. Three roundabouts in a row need consideration by traffic engineers.

4.2 This is the text of Policy INF1:3. (our emphasis)

> ***Policy INF1: Paragraph 3***
> ***Any discussions in relation to the planning of future infrastructure and services need to consider any other developments within the vicinity that are already under construction, have planning consent, are subject to a current planning application or planning appeal****, or are included as an allocated site within an adopted Local Plan including those located in neighbouring local authorities which are served by the same infrastructure*.

It is surprising that all Jacobs Traffic Impact reports have ignored this major development, which will place significant HGV Truck loading on all nearby roads, contrary to Policy INF1.Para3. None of the reports or maps mentions this consented, but currently unbuilt development.



Figure 2: Outline of the plans for a MOTO 197 HGV Truck Stop in Wrotham

4.3 This omission, in combination with the lack of interim traffic modelling before 2042, calls into question the veracity of any conclusions that Jacobs makes regarding the impact of the Local Plan.

5.0 Conclusions

5.1 The Borough Green Traffic Relief Road was visualised in the first iteration of the BG1 Policy as the future A25, as the road would conform to the **Design Manual for Roads and Bridges 70kph specification.** It has 3 high-quality roundabout junctions and no residential strip development. Reversing that policy in this latest iteration is counterintuitive, as the highway would be intrinsically safer than the current A25, which passes through two villages lined with residential development and has two T-junctions that are over capacity.

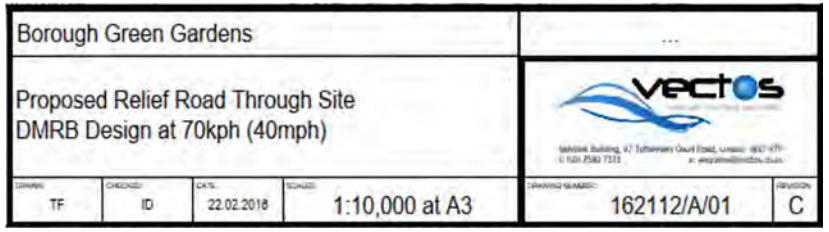


Figure 3: BG Traffic Relief Road, Plate from Jacobs 'Local Plan Tests', Aug 2026

5.2 The Phase 1 section of road first passes through Ightham Sandpit, which is highly contaminated, unstable land with a large population of Great Crested Newts (refer to WPC Reg 18 submission for evidence). No development is planned in this section, and viability has not been considered.

5.3 Substantial mitigation of three primary road network junctions is required prior to occupation, with no consideration of costs or viability.

5.4 The quarries after Borough Green Sandpit and particularly Nepicar Sandpit, which is about to embark on a Western Extension where remediation of contaminated asbestos is required, are decades away from restoration and will not be developed by 2042. The BG1 allocation is undeliverable.

5.5 Policy BG1 is premature because the component quarries are not far enough advanced in the quarry cycle and are at very different stages to one another. This makes it impossible to organise the necessary infrastructure. How do you run sewage mains, water mains and a road across unrestored voids?

5.6 Traffic modelling used a 2019 baseline and then jumped to 2042 when the development was finished. At that point, all Relief Roads, cycle routes, and footpaths are functional. The Primary Road Network is most challenging at 5 and 10 years into the Plan, when housing exists without all infrastructure.

5.7 Moto 197 HGV Truckstop has not been mentioned in reports or appears in plans. There is no evidence that the significant traffic impacts have been factored into traffic impact junction modelling.

5.8 The omissions listed in paragraphs 5.4 and 5.5 call into question the veracity of conclusions made on the basis of the Jacobs Traffic Reports.