

BOROUGH GREEN GARDEN CITY (Site 59830) - PROS & CONS *(sorry, couldn't find any pro's)*

- 1. Relief Road** - The volume of construction, and continuing extraction and landfill traffic will increase the already unacceptable levels of traffic on the existing A25 and A227, severely impacting the AQMA in Borough Green. This Relief Road must be built in its **entirely** before **any** housing is started. Local roads are already at capacity. The site will then deliver unacceptable levels of car traffic and service vehicles, so any suggested Relief will not happen.
- 2. Greenbelt** - the proposed Relief Road will not achieve any traffic reduction in Borough Green & Platt and so does not constitute **Exceptional Circumstances** or a contribution to infrastructure. Greenbelt's job is to maintain open space between settlements, it has to be open, it doesn't have to be pretty. Greenbelt cannot be used whilst other non-Greenbelt sites exist.
- 3. AONB** Views into and out of the North Downs AONB will be irreparably harmed by this urban landscape.
- 4. Traffic** -Alliance traffic reports demonstrate the impact on existing roads, particularly when the traffic from the rest of TMBC's Local Plan, and adjacent Local Plans at Sevenoaks, Maidstone and Tunbridge Wells are added in.
- 5. Time frame.** Much of the land has mineral permissions extending until 2042, some not even applied for yet.
- 6. Inadequate Services.** Medical and education provision need more detailed proposals, with local secondary provision. Rail and bus transport are already inadequate and failing fast.
- 7. Ightham Sandpit** is an illegal dump, it's 200,000tonnes of toxic waste needs proper remediation.
- 8. Historic Landfills** exist at BG Landfill and BG Sandpit, and also need intrusive investigation, and long term gas and vapour monitoring.
- 9, The Eastern End** of the site is not in the ownership of the Consortium, but is within the KCC Mineral Soft Sand Safeguarding Area and is unlikely to be released. This site blocks the completion of the Relief Road
- 10. H+H Celcon** have no financial benefit from any development, so will have to be paid by the Consortium for the remediation costs (7) and construction of the Relief Rd (1) across their land.
- 11. Borough Green Landfill** (Robert Body Haulage) have a successful groundworks business here , will make no gain from the housing, and are unlikely to release the land required for the first 400 houses.
- 12 Viability.** The cost of compensation to BGL/RB and H+H Celcon, plus the investigation and remediation of the various historic landfill sites, the cost of the Relief Road, coupled with the many other problems with the site will push it past the point of viability - it is simply too expensive to build and make their guaranteed 20% Profit.
- 13. Water** The contaminated and historic landfill sites are all within our Drinking Water Source Protection Zone
- 14 Water Supply.** The droughts of the past few years demonstrate local water supply is operating at close to maximum, with frequent outages at the ends of the local network, and reduced pressure elsewhere
- 15. Sewage** The existing Main Sewer is operating well in excess of design, and suffers constant blockages and breakouts, many into the River Bourne and the Medway.
- 16. Air Quality** Borough Green has an existing AQMA, based solely on NO2 measurements. Particulates (dust) have not been measured, but are likely to be far higher because of the high numbers of HGVs out of the sandpits
- 17 Rural Life.** We are a collection of small rural villages, and this development will turn us into huge urban area larger than Tonbridge itself.
- 18. Affordable Housing** is given as the driving reason for this excessive development, but there is no mechanism to ensure these houses will get out young people out of sub-standard housing, and onto the housing ladder. And 50% of these houses are being built for Developer's Open Market profit, not to house Local People.