Tonbridge and Malling Local Plan

Publication Stage Representation Form

Ref: (for official use only)

The Regulation 19 Local Plan consultation runs for six weeks from 11th September 2026 to 11.59pm on 26th October 2026. You can return this form to the Planning Policy Team at Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ. Alternatively, you can return the form by email to localplan@tmbc.gov.uk.

Data protection and confidentiality

We are required to publish and make publicly available all comments submitted in response to this consultation. As such, we are unable to accept anonymous representations or representations from individuals who do not wish for their comments to be made public. Please note that representations submitted to the Council cannot therefore be treated as confidential.

In accordance with Regulation 22(1)(c) of the Town and Country Planning (Local Planning) (England) Regulations 2012, all representations received during the Regulation 19 Publication consultation will be submitted to the Secretary of State. This requires the Council to make publicly available copies of all representations received, together with the name of the individual submitting the representation and, where applicable, the organisation they represent.

All other personal information, including postal addresses, email addresses and telephone numbers, will remain confidential and will not be published.

As responses will be published, respondents are asked to ensure that all representations are respectful and appropriate. Comments that are racist, derogatory, offensive or inflammatory in nature should not be submitted.

Information about how the Council processes personal data can be found in the Data protection policy https://www.tmbc.gov.uk/council/data-protection-policy Please also note that information held by public authorities is subject to the provisions of the Freedom of Information Act 2000 and the Environmental Information Regulations 2004. Information may be disclosed in response to a request where it is appropriate and lawful to do so.

Please provide your details below to confirm acceptance of our privacy notice

Name: Mike Taylor	
Signature: 	**Date: 28/02/2026**

This form has two parts:

Part A – Personal Details. This only needs to be completed once if you wish to make more than one representation and representations are returned together.

Part B – Your representation(s). Please fill in a separate Part B form for each matter you wish to make a representation on.

We have also published guidance to assist you in completing this form. This can be accessed via https://reg19tmbcconsult.commonplace.is where you can alternatively complete your representation(s). Completing your representation(s) via our consultation platform is our preferred way for you to take part in the consultation.

Part B – Please use a separate Part B form for each representation

Ref: (for official use only)

1: To which **part** of the Local Plan does this representation relate to?
This is important as it will be assessed by the Planning Inspector against the stated policy/section/site allocation. Reminder: If you would like to comment on more than one matter in the Plan, please complete a separate Form B for each matter you wish to make a representation on. We appreciate this takes additional time, but the Inspector requires comments to be submitted in this format.

Paragraph (please tick)	✓	Policy		Policies Map	

Which Chapter or Annex does this representation relate to? (e.g Chapter 4)	5
Which paragraph or Policy or aspect of the Policies Map would you like to make a representation on? (e.g Paragraph 4.1 or Policy CC1)	5.31
If your representation relates to a site allocation, please state which site. Please note you will need to make a representation for each site you wish to comment on. (e.g. Site AN1)	BG1

2: Do you consider the Local Plan to be legally compliant? (Please tick)

Yes		No	✓	Unsure	

3: Please provide your comments here. Please also provide a summary of any attachments, such as supplementary evidence, submitted alongside your representation.

Officers have continuously refused to amend the Members demands (among others) to include at 14.47 and 5.31 that the BG1 Borough Green Garden Relief Road must be completed before development begins. The Officer refusals have ranged from prevarication, misinformation, "errors", outright lies, and point blank refusal.

Question 4: Do you consider the Local Plan to be sound? (Please tick)

Yes		No	✓	Unsure	

5: If you do not consider the Local Plan to be sound, please specify on what grounds (please select one option).

Positively Prepared		Consistent with National Policy	
Justified		Unsure how to answer	
Effective	✓		

6: Please provide your comments here. Please also provide a summary of any attachments, such as supplementary evidence, submitted alongside your representation.

Complete record through time attached with evidence appendices

7: Please set out any modification(s) you consider necessary to make the Local Plan to be legally compliant or sound as relevant to the matter you have identified above. Please state why the modification you suggest will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

The Relief Road must be completed before development starts - there are decades of extraction and landfill operations before the site can be considered deliverable

Please note: In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions. This is because, after this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

8: If your representation is seeking a modification to the plan, do you consider it necessary to participate in the examination hearing session(s)? (Please tick)

No, I do not wish to participate in the hearing session(s)	
Yes, I wish to participate in the hearing session(s)	✓

9: If you wish to participate in the hearing session(s), please outline why you consider this to be necessary?

Simply cannot trust TMBC Officers or their legal representatives to give the truth

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in the hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination. If you wish to participate in the hearing, please ensure that you have provided your telephone number in Form A.

BG1 Borough Green Gardens (59830 CfS 2016 408) - Chapter 5 Para 5.31

Proposals by the Consortium and Planners trying to deliver a development without the Relief Road.

Local People have always supported delivery of that Relief Road because of the high levels of traffic through our villages, made worse by the local quarrying, sandpit and landfill activities we have suffered since the 1850s. The volume of traffic that will be required to go through our villages during rapid landfill, continuing extraction of sand and clay, housing and road construction, and eventual resident traffic would make our lives unbearable, and a return to the past levels of pollution that made Borough Green an AQMA.

The site running from H+H Factory in the west, to the A20 at Nepicar, was originally proposed in 2016 by a consortium of landowners. Their proposal was that as the Borough Green Bypass from Darkhill to Wrotham Road A228 had failed, they proposed a new Relief Road, but that it would have to be funded by housing development. They produced a leaflet and a website to promote the idea (Appendix 1).
The Kent Messenger article (appendix 2) at the time quoted Steve Humphries as saying:

> However a review by Tonbridge and Malling Borough Council (TMBC) and Kent County Council (KCC) determined the plans were "suitable but undeliverable" because of how long it will take to extract 1.8 million tonnes of minerals from part of the site.

Steve Humphries confirmed in other conversations that BGG was "undeliverable"
TMBC later tried to include an amendment to allow 400 houses to be built before the road was delivered. That plan failed at examination due to a failure to cooperate with neighbouring authorities.

The 2018 Call for Sites set out the problems with the site, and the conclusion was "Suitable but undeliverable" (appendix 3).

There then followed a long hiatus, partly as TMBC scrambled to try and redraft the Plan, but also the change of Government and uncertainty about their policies, which turned out to be even more drastic, with the ONS/OAN shooting up from around 7,000 to its current 20,000.

I became Cabinet Member for Planning when the Independent Alliance Kent entered into a partnership with the majority Conservative Group at TMBC.

OCTOBER 2025 The Plan developed again towards a meeting of the Housing & Planning Scrutiny Committee. I raised my deep concerns about the delivery of the Relief Road on multiple occasions. If Borough Green Gardens was to remain as an allocated site, the Relief Road MUST be built before any development.
When the Draft Plan was sent to me by the DPHEH on the 11th October 2025, I immediately noticed that para 5.1 said (appendix 4):
"*This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in advance of any dwellings* ***being occupied*** *based on the current transport evidence.*"
I immediately challenged this because it allows building to commence before the Relief Road and that is not acceptable. (appendix 4)
On the 16th October I challenged Ms Hoyle about this error, and with the support of the Leader Cllr Matt Boughton, and Chief Executive Damian Roberts, prevailed on Ms Hoyle and Mr Bailey to alter the words to:
"This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in ***advance of the development*** *based on the current transport evidence".*
Mr Bailey then instructed Kelly Sharp to alter the draft before publishing, and she replied she had already done it and submitted it for publication. (email trail appendix 5).
I subsequently discovered from the documents published for the HPSSC meeting on the 22nd October that the amendment had not been made. I challenged Ms Hoyle and Mr Bailey and they said it was an error by a junior officer who had now left. My response to that led me to being hauled before the Chief Exec and Monitoring Officer.

At the HPSSC the Chairman supported my suggested re-amendment and others requested by members. It was agreed that those amendments would be added after the meeting between the DPHEH and the Cabinet Member (me), (appendix 6)but that never happened and the minutes were published without the changes.

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AUGUST 2026 Preparation for Reg 19 (Appendix 6)
Mr Bailey sent me a confidential draft of Chapter 14 Development Allocations, which included the below paragraphs:

"*A key component of the vision is the delivery of a new road linking the A25 to the A20, providing an alternative route to reduce congestion through Borough Green and Platt. In addition, mitigation of nearby junctions is required prior to first occupation of dwellings at the site. This infrastructure is critical to the success of the development and will improve traffic flow, reduce pressure on air quality, and enhance environmental conditions and pedestrian safety within the existing settlements. The road will form the primary movement spine for the development.*
The new road must be delivered and fully operational at an early stage of the development. The phasing of the road will need to be carefully coordinated with the delivery of development to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted.

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 07 August 2026 17:07
To: James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Damian Roberts <Damian.Roberts@tmbc.gov.uk>; Mike Taylor BG <mike.taylor@boroughgreen.gov.uk>
Subject: Re: Chapter 14 - allocations Chapter

James
How many times are we going to have this same argument - every time I think I have finally got the message across, you tweak a few words that negates what has been agreed.
Let me state it again for the avoidance of doubt - the Borough Green Relief Road will be delivered in its entirety, PRIOR TO ANY APPROVAL FOR DEVELOPMENT.

Your words again introduce a deliberate loophole.
The new road must be delivered and fully operational at an early stage of the development. The phasing of the road will need to be carefully coordinated with the delivery of development to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted.

And by the way - the same argument I had with Ian Bailey and Steve Humphries - the land has been despoiled by quarrying, but that is a temporary situation until it is restored to Greenbelt agricultural land within the setting of the North Downs National Landscape, as required under all the mineral applications. You all use the word "despoil" to create a false picture and to devalue the land and its importance as Greenbelt/NDNL.

You also refer to "release of greenbelt". I thought it was just being classified as Grey belt to allow your development, and I do not recall it being raised at the Member Briefing where we discussed changes to the Greenbelt Boundary.

Mike

The response to this by Mr Bailey and Ms Hoyle was to totally ignore me, despite help from the Leader Matt Boughton, who also suggested an amendment. When they had delayed past the point of publication, we suggested a supplementary, which they also ignored.

This behaviour is totally unacceptable, it is Members Jobs to set policy, and Officers job to gather evidence to inform and advise us. Here we have Officers drafting policy despite explicit instructions from the Leader and the Cabinet Member.

APPENDICES

Appendix 1 Borough Green Gardens Website clip 2016



A group of local landowners and businesses have submitted preliminary proposals to Tonbridge & Malling Borough Council (TMBC) as part of the emerging Local Plan.

These proposals set out a potential vision for a network of new hamlets and areas of expansion to Borough Green that follow the principles of garden cities/villages. The proposals are an exciting, deliverable and sustainable solution for the housing and infrastructure needs of the local community.

The proposals are called **Borough Green Gardens**.

Use our interactive maps and graphics below to understand more about the proposals, planned phasing of the site and the surrounding area.

TMBC is currently consulting on the emerging Local Plan, entitled “The Way Forward”. TMBC’s public consultation period closes on the 25 November 2016 and we encourage you to have your say by responding directly to the Council. Our consultation is running in parallel with the Local Plan consultation, so let us know what you think of the plans by completing our survey here. We will collate all survey responses received via this website by 23 November 2016 and provide them to TMBC.

Borough Green Gardens would be split into three distinct phases and would deliver the Relief Road at the outset to maximise benefits to existing local residents. The illustrative video below shows how the site could come forward:

Appendix 2 KM Article 2016

Mineral dispute puts Borough Green relief road in jeopardy

Ali Iveson **Published:** 00:00, 01 July 2016 **Updated:** 14:00, 01 July 2016 Kent Messenger

The building of a relief road for Borough Green is under threat after a dispute over how long it will take to extract minerals from the site of a former quarry.

The road is part of wider plans to develop a new garden village called Borough Green Gardens, which would also see up to 4,000 homes, a doctor's surgery, schools and a sports centre built.

However a review by Tonbridge and Malling Borough Council (TMBC) and Kent County Council (KCC) determined the plans were "suitable but undeliverable" because of how long it will take to extract 1.8 million tonnes of minerals from part of the site.



Minerals are still being extracted from land included in the Borough Green Gardens proposal

The consortium behind the Borough Green Gardens plans say this calculation is a mistake, and that at the current rate of removal the minerals will be gone in nine years.

The minerals are mainly types of sand used in building works, and those behind the plans say even allowing for a slowdown in the economy, the ex-quarry will be excavated before 2031, the cut-off point for TMBC's Local Plan.

The Local Plan will shape the borough through to 2031.

Steve Humphrey, TMBC's Director of Planning, said: "The Council has received some further evidence on behalf of the landowners about the extent and timing of mineral extraction across a wide area around the north side of Borough Green and Platt. "This will be assessed in collaboration with KCC, the minerals planning authority.

"Whether or not the site, or part of it, ultimately features in the Local Plan as a development allocation will depend on many other factors, not least the results of public consultation to take place in the autumn," he continued.

The group behind the proposals say the relief road would reduce congestion on the A25 going through Borough Green.

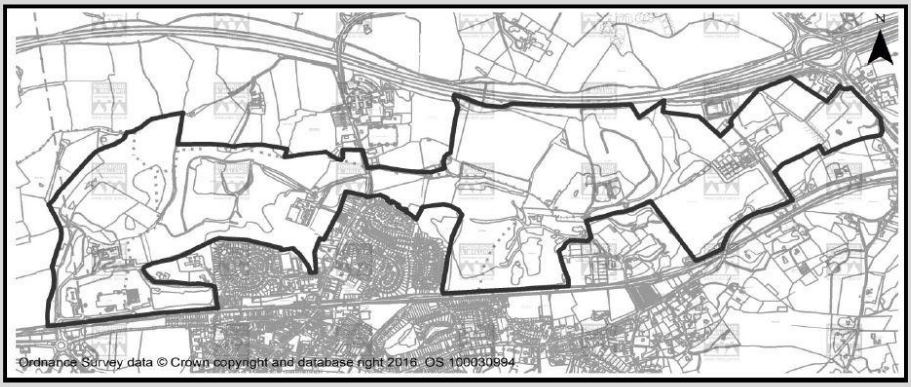
Speaking on the consortium's behalf, Martin Cavalier said the plans would "deliver the relief road that the people of Borough Green have been campaigning for," whilst also protecting green belt land elsewhere in the borough.

Malling Ali Iveson

APPENDIX 3 2018 Call For Sites

INTERIM SITE ASSESSMENT: CALL FOR SITES

SLAA SITE REF	SITE NAME	PARISH/SETTLEMENT
408	North of Borough Green and Platt	Ightham/Wrotham/Borough Green/Platt



Site Description

This very large site to the north of Borough Green and Platt comprises a series of former (now landfill) and currently operational quarries, together with agricultural land with blocks of woodland and a network of hedgerows and some farm buildings at Nepicar Farm. The topography is generally undulating, often as a result of previous quarrying activities, but overall rises gently towards the north. A block-making factory (H+H Celcon) occupies the southwest corner of the site. The site is overlooked by the Kent Downs which are highly visible throughout the site.

Surrounding Uses

The site lies between the railway line and A26 corridors adjoining the northern edge of Borough Green and the Platt Industrial Estate. There is agricultural land on all other boundaries.

Current/Previous Use:	Mixed: Quarries, landfill, block making plant and open fields
Type of Site:	Mixed
Gross Site Area (ha):	148.3

SUITABILITY

In terms of access to services, this site is in a sustainable location adjacent to the northern confines of Borough Green and Platt. A small area in the western extent of the site lies within the Kent Downs AONB which also provides the backdrop for the whole of the site to the north. Parts of the south-west corner of the site are in areas at high risk of flooding which could be an issue for safe access and egress from this point to more vulnerable uses. There are small areas of Ancient Woodland and clusters of trees in the centre of the site that are covered by TPOs. The site can be accessed at present from the A25 / A227 Dark Hill Roundabout and the A227 Borough Green Road (to the north of Borough Green). The eastern part of the site is more challenging to access, particularly from the A20 and A25. The size of the site means that more access opportunities could be assessed. The potential scale of development would impact on the existing local infrastructure and necessitate enhancements and additional provision, including a relief road north of Borough Green and Platt. The proximity of the site to the M26, the railway line, Platt Industrial Estate and the continued operation of some of the quarries on site means that noise is likely to be an issue in some parts of the site. A Minerals Assessment would be needed and surface water flooding issues would need to be addressed. Water resources would also need to be protected. The nature of previous and existing operations means that the topography is challenging in places and that contamination may be an issue. This assessment concludes that this site is suitable.

AVAILABILITY

The site has been promoted by various landowners. There are several operators and owners across the site with some mineral operations likely to continue well beyond the plan period. Therefore there is uncertainty in respect of the availability of the site.

ACHIEVABILITY

Subject to further consideration of the infrastructure required to support development, there is a reasonable prospect that development on the site could be provided. There is also a reasonable prospect of development in combination with adjacent sites. Site preparation/abnormal costs are likely to be associated with the requirement for some fairly significant land re-modelling to make some of the former quarry areas suitable for development, and on and off-site infrastructure costs.

Please note: Potential yield figures for each use are mutually exclusive, i.e. they represent what could be achieved for that single use across the site with no other uses. Mixed uses on a site would impact upon the potential yield for each use.

***Potential Residential Yield (units)*:**	4138
Potential Employment Area (ha):	141.64
Potential Other Use Area (ha):	141.64
Anticipated Start Date:	Not phased

Assessment Outcome:	**Suitable but undeliverable**

* As noted in the FAQs at the front of this document, these yields are a simple, overall estimation at an indicative density of 30

APPENDIX 4 email trail Oct 2025 requiring change to HPSSC Papers prior to meeting

CURRENT DRAFT LP

51 Housing delivery of 2,000 dwellings within the plan period takes into account the current constraints on the site, in particular the minerals extraction permissions that are live on parts of the eastern section of the site until 2030, as well as the requirement for significant infrastructure provision.

This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in advance of any dwellings being occupied based on the current transport evidence.

As part of our further transport modelling between Regulation 18 and 19 we wish to further understand the timing and funding for delivery of a relief road and the phasing and deliverability of development within the plan period.

52 Should this site not be deliverable / deliverable within the plan period, including a delay to housing delivery, then it may be the case that we would not be able to meet our housing need given the reliance on this site to meet our housing requirement.

11 Oct Word Draft

5.3 Housing delivery of 2,000 dwellings within the plan period takes into account the current constraints on the site, in particular the minerals extraction permissions that are live on parts of the eastern section of the site until 2030, as well as the requirement for significant infrastructure provision.

This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in advance of any dwellings being occupied based on the current transport evidence.

As part of our further transport modelling between Regulation 18 and 19 we wish to further understand the timing and funding for delivery of a relief road and the phasing and deliverability of development within the plan period.

5.4 Should this site not be deliverable / deliverable within the plan period, including a delay to housing delivery, then it may be the case that we would not be able to meet our housing need given the reliance on this site to meet our housing requirement.

AGREED words 16 Oct

Re our discussion this morning regarding substitution of wording at para 5.31 of the Draft Local Plan

Would the following be acceptable:

"This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in advance of the development based on the current transport evidence".

To my mind this achieves what is being sought without straying too far from the Transport evidence.

Oct 16 2025 Emails

From: Matt Boughton <Matt.Boughton@tmbc.gov.uk>
Sent: 16 October 2025 23:26
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>; Kelly Sharp <Kelly.Sharp@tmbc.gov.uk>; James Bailey <James.Bailey@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: RE: Proposed changes

Many thanks all, I am glad we have been able to resolve this

Matt

Matt Boughton
Leader, Tonbridge and Malling Borough Council
Councillor for East Peckham, West Peckham, Mereworth and Wateringbury

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From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 16 October 2025 17:45
To: Kelly Sharp <Kelly.Sharp@tmbc.gov.uk>; James Bailey <James.Bailey@tmbc.gov.uk>; Matt Boughton

<Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: Re: Proposed changes
Thanks, Kelly
I will sleep easier tonight
Mike

From: Kelly Sharp <Kelly.Sharp@tmbc.gov.uk>
Sent: 16 October 2025 17:11
To: James Bailey <James.Bailey@tmbc.gov.uk>; Mike Taylor <Mike.Taylor@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: RE: Proposed changes
Hello – Yes, already actioned for the consultation version.
Kind regards
Kelly

From: James Bailey <James.Bailey@tmbc.gov.uk>
Sent: 16 October 2025 15:14
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; Kelly Sharp <Kelly.Sharp@tmbc.gov.uk>
Subject: RE: Proposed changes
Thanks Mike
I will ensure this is changed for the consultation version.
Kelly – as discussed can we action this change for the consultation version please.
James

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 16 October 2025 14:34
To: James Bailey <James.Bailey@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: Re: Proposed changes
I can live with that - thanks
Mike

From: James Bailey <James.Bailey@tmbc.gov.uk>
Sent: 16 October 2025 14:32
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: RE: Proposed changes
Sorry re the Q&A regarding the reasons for the alignment of the relief road, I will circulate the draft response tomorrow morning if this is ok due to other ongoing priorities.
Thanks
James

From: James Bailey
Sent: 16 October 2025 14:15
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: Proposed changes
Hi all
Re our discussion this morning regarding substitution of wording at para 5.31 of the Draft Local Plan
Would the following be acceptable:
“This includes a relief road from the Ightham bypass (A25) to the A20, to be delivered in advance of the development based on the current transport evidence”.
To my mind this achieves what is being sought without straying too far from the Transport evidence.

Regards
James

From: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Sent: 14 October 2025 06:37
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>; James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Matt Boughton <Matt.Boughton@tmbc.gov.uk>
Subject: Re: Reg 18 docs

Hi Mike, I thought Matt's email explaining that changes couldn't be made to that version in the timescale since you raised this red line was clear on this point.

Depending on the H&P outcome, as well as the Cabinet one, minor amends could be made before publication for consultation.

For the avoidance of any doubt, please could you confirm where you wish to see this change so we can review that fully? I'm not sure from your emails whether this is one or many instances of that wording for example?

I will also be in touch asap this morning with some dates/times for your revised CM briefing ahead of H&P so we can review the detail; again, this is what I thought the position was from the previous email exchange.

Eleanor

Sent from Outlook for iOS

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: Monday, October 13, 2025 9:50:42 PM
To: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Matt Boughton <Matt.Boughton@tmbc.gov.uk>
Subject: Reg 18 docs

I have been quite clear that my only red line remaining was the change of "occupied" to "built", and I have just downloaded the documents from your site and this has not been done.
Why not?
Mike

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From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 12 October 2025 10:05
To: Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: Fw: Local Plan

Dear All,
My "Red Lines" are the road being built, and the SW sewage system being in place before any building, and Wendy also agrees on these specific points - we will not support the Plan, nor will I attempt to persuade Members to adopt it if those red lines are not met.

Whilst not my red lines, the greater visibility of Social housing in the documents will be one key to getting this approved by members, and the inclusion of "physical" infrastructure alongside "social" infrastructure. Officers have done well listening to Members and incorporating much stronger policies, listen to the rest of what they have said. Every time we discuss the Local Plan we are told we need the housing to deliver the infrastructure - the housing is in this plan, the infrastructure improvements do not get a mention. (Don't just tell me infrastructure is in the IDP, put that front and centre in these documents so people know

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APPENDIX 5 HPSSC 21 October 2025 Recommendation to Cabinet re Local Plan Reg 18

HPSSC 21 October 2025
HP 25/43 LOCAL PLAN REGULATION 18 CONSULTATION (10 NOVEMBER - 22 DECEMBER 2025)
The report of the Director of Planning, Housing and Environmental Health sought approval of the Tonbridge and Malling Regulation 18 Local Plan document to be published for public consultation. If the Local Plan was approved for consultation, then the consultation was proposed to run for six weeks from 10 November to 22 December 2025, meeting the statutory duty, allowing local communities and stakeholders to take part in the consultation and share their views on the emerging local plan before finalising the Plan for its last consultation in 1 21 October 2025 HOUSING AND PLANNING SCRUTINY SELECT COMMITTEE summer 2026 and before submitting the Local Plan to the Planning Inspectorate for Examination by December 2026.

RECOMMENDED*: That
(1) the Tonbridge and Malling Regulation 18 Local Plan consultation document, Interim Sustainability Appraisal and Draft Active Travel Strategy be approved for an 8-week public consultation period between 10 November 2025 and 2 January 2026;
(2) any minor changes to the Tonbridge and Malling Regulation 18 Local Plan document prior to consultation, be delegated to the Director of Planning, Housing and Environmental Health in consultation with the Cabinet Member for Planning;
(3) any minor changes to other supporting documentation shared with Members to date prior to consultation, be delegated to the Director of Planning, Housing and Environmental Health in consultation with the Cabinet Member for Planning;
(4) the agreement of other supporting material to be produced for consultation including a number of Topic Papers, be delegated to the Director of Planning, Housing and Environmental Health, in consultation with the Leader of the Council and the Cabinet Member for Planning; and
(5) the amended Local Development Scheme (October 2025), be approved.

***Recommended to Cabinet**
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APPENDIX 6 Email response to James Bailey August 2026

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 07 August 2026 17:07
To: James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Damian Roberts <Damian.Roberts@tmbc.gov.uk>; Mike Taylor BG <mike.taylor@boroughgreen.gov.uk>
Subject: Re: Chapter 14 - allocations Chapter

James
How many times are we going to have this same argument - every time I think I have finally got the message across, you tweak a few words that negates what has been agreed.
Let me state it again for the avoidance of doubt - the Borough Green Relief Road will be delivered in its entirety, PRIOR TO ANY APPROVAL FOR DEVELOPMENT.

Your words again introduce a deliberate loophole.
The new road must be delivered and fully operational at an early stage of the development. The phasing of the road will need to be carefully coordinated with the delivery of development to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted.

And by the way - the same argument I had with Ian Bailey and Steve Humphries - the land has been despoiled by quarrying, but that is a temporary situation until it is restored to Greenbelt agricultural land within the setting of the North Downs National Landscape, as required under all

the mineral applications. You all use the word "despoil" to create a false picture and to devalue the land and its importance as Greenbelt/NDNL.

You also refer to "release of greenbelt". I thought it was just being classified as Grey belt to allow your development, and I do not recall it being raised at the Member Briefing where we discussed changes to the Greenbelt Boundary.

Mike

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APPENDIX 5 Emails Aug 2026

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 07 August 2026 17:07
To: James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Damian Roberts <Damian.Roberts@tmbc.gov.uk>; Mike Taylor BG <mike.taylor@boroughgreen.gov.uk>
Subject: Re: Chapter 14 - allocations Chapter

James
How many times are we going to have this same argument - every time I think I have finally got the message across, you tweak a few words that negates what has been agreed.
Let me state it again for the avoidance of doubt - the Borough Green Relief Road will be delivered in its entirety, PRIOR TO ANY APPROVAL FOR DEVELOPMENT.

Your words again introduce a deliberate loophole.
The new road must be delivered and fully operational at an early stage of the development. The phasing of the road will need to be carefully coordinated with the delivery of development to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted.

And by the way - the same argument I had with Ian Bailey and Steve Humphries - the land has been despoiled by quarrying, but that is a temporary situation until it is restored to Greenbelt agricultural land within the setting of the North Downs National Landscape, as required under all the mineral applications. You all use the word "despoil" to create a false picture and to devalue the land and its importance as Greenbelt/NDNL.

You also refer to "release of greenbelt". I thought it was just being classified as Grey belt to allow your development, and I do not recall it being raised at the Member Briefing where we discussed changes to the Greenbelt Boundary.
Mike

From: James Bailey <James.Bailey@tmbc.gov.uk>
Sent: 07 August 2026 16:20
To: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Cc: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>
Subject: Chapter 14 - allocations Chapter

Hi Mike
Apologies for the delay in sending over the final chapter, which is the allocations chapter. This has been reviewed by the Barristers who have reviewed the Local Plan against the evidence that has been available at the current time. I understand that we may need some further discussions

on this but I would appreciate any comments on this chapter by Monday first thing so we review any suggested changes.
Thanks
James

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Emails Sept 2026

From: Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Sent: 02 September 2026 08:50
To: Eleanor Hoyle <Eleanor.Hoyle@tmbc.gov.uk>; James Bailey <James.Bailey@tmbc.gov.uk>
Cc: Matt Boughton <Matt.Boughton@tmbc.gov.uk>; Damian Roberts <Damian.Roberts@tmbc.gov.uk>; Wendy Palmer <Wendy.Palmer@tmbc.gov.uk>
Subject: BGGC Red Line URGENT

Firstly my apologies for taking my eye off the ball and assuming I could trust the officers to deliver the Red Line policy for BGGC that has been agreed, **no development until the Relief Road is complete.**

Every time I turn my back the policy is reversed or fudged.
I note that I have a formal complaint lodged because of the last time Officers did this.

I simply will not vote for a Local Plan that does not include a clear red line, and Wendy agrees with me.
Mike.

14.46 A key component of the vision is the delivery of a new road linking the A25 *at Darkhill* to the A20 *at Nepicar*, providing an alternative route to reduce congestion through Borough Green and Platt. In addition, mitigation of nearby junctions **is required prior to first occupation of dwellings at the site.** This infrastructure is critical to the success of the development and will improve traffic flow, reduce pressure on air quality, and enhance environmental conditions and pedestrian safety within the existing settlements. The road will form the primary movement spine for the development.
14.47 The new road must be delivered and fully operational **at an early stage of the development.** The phasing of the road will need to be **carefully coordinated with the delivery of development** to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/ mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted. **No - the legal agreements will be in place before any planning permissions**

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Mike's Edits

Original with marked changes

14.46 A key component of the vision is the delivery of a new road linking the A25 *at Darkhill* to the A20 *at Nepicar,* providing an alternative route to reduce congestion through Borough Green and Platt. In addition, mitigation of nearby junctions is required prior ~~**to first occupation of dwellings at the site**~~ *to any housing approvals* for the site. This infrastructure is critical to the success of the development and will improve traffic flow, reduce pressure on air quality, and enhance environmental conditions and pedestrian safety within the existing settlements. The road will form the primary sole movement spine for the development.

14.47 The new road must be delivered and fully operational ~~**at an early stage of the development**~~ ***prior to any approvals.*** The ~~phasing of the~~ design of the road will need to ~~be carefully coordinated with the delivery of development to~~ ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/ mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with prior to any planning permissions granted.

ACCEPTABLE VERSION
14.46 A key component of the vision is the delivery of a new road linking the A25 at Darkhill to the A20 at Nepicar, providing an alternative route to reduce congestion through Borough Green and Platt. In addition, mitigation of nearby junctions is required prior to any housing approvals for the site. This infrastructure is critical to the success of the development and will improve traffic flow, reduce pressure on air quality, and enhance environmental conditions and pedestrian safety within the existing settlements. The road will form the sole movement spine for the development.

14.47 The new road must be delivered and fully operational prior to any approvals. The design of the road will need to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/ mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements prior to any planning permissions granted.