

**From:** Steve Humphrey [<mailto:Steve.Humphrey@tmbc.gov.uk>]  
**Sent:** Friday, September 29, 2017 15:59  
**To:** Mike Taylor <[mike.truck@btconnect.com](mailto:mike.truck@btconnect.com)>; Ian A Bailey <[Ian.Bailey@tmbc.gov.uk](mailto:Ian.Bailey@tmbc.gov.uk)>  
**Cc:** Helen Racine <[Helen.Racine@tmbc.gov.uk](mailto:Helen.Racine@tmbc.gov.uk)>  
**Subject:** RE: Relief Road

Dear Mike,

The proposition is that a road from the A25 in the west to the A 20 at Nepicar would be constructed and made available during the first phase of development. That, of course, is dependent upon an agreement between all the landowners involved and such an agreement would inevitably include provision for financial profit and cost sharing and phasing arrangements between the parties.

Our view (and to be fair I believe the view of the landowners) has always been that the development demands a comprehensive approach and the advantage of the alternative route to the A25 has been held as one of the key reasons for pursuing the overall land allocation. The intention is that the policy in the Local Plan to accompany the site allocation would include the provision and phasing of the road construction as one of the criteria of the development. Subsequently, assuming the project went ahead at all, I would envisage the planning permission and associated legal agreements to secure that provision.

There is clearly a way to go to achieve that outcome, but that has been the basis of the approach taken to date.

Hope that helps.

Regards,

Steve

Steve Humphrey

Director, Planning, Housing and Environmental Health

Tonbridge and Malling Borough Council,

Kings Hill, West Malling, Kent

**From:** Mike Taylor [<mailto:mike.truck@btconnect.com>]  
**Sent:** 22 September 2017 10:12  
**To:** Steve Humphrey <[Steve.Humphrey@tmbc.gov.uk](mailto:Steve.Humphrey@tmbc.gov.uk)>; Ian A Bailey <[Ian.Bailey@tmbc.gov.uk](mailto:Ian.Bailey@tmbc.gov.uk)>  
**Subject:** Relief Road

Hi Steve,

I know you answered my question last night about the relief road being built prior to development, but can you clarify and confirm your statement. I need to know exactly what we are agreeing or disagreeing to.

In view of the fact that the Clubb's land to the east is a long way down the road before it can be released for development, possibly even into the next plan, how can the whole road to Nepicar A20 be delivered in time for the earlier two phases of BGGC in order to provide the infrastructure VSC to move the MGB boundary? Or are KCC/Clubb agreeing to sterilisation of some part of that area to allow prior construction of the road?

If the Relief Road can be mandated before any phase of BGGC can be commenced, that will put an entirely different slant on the argument - there are still many people in BG & Platt who hold a Bypass dear to their heart, and Wrotham's objections might disappear if the relief road did not depend on the first two phases that diverted traffic onto Whitehill roundabout via the A227, and took A25 traffic straight to A20 Nepicar. That might provide a few years traffic relief until housing gridlocked the whole system again.

Regards

Mike

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