

Meeting Between T&MBC Planners, Crest Nicholson and Crest's Consultants, and Mike Taylor, Chair BGPC. 16/7/2014

An extremely useful meeting : Peter Diffley, MD Crest, is happy to institute a weekly monitoring of the Bourne during piling and for 3 months afterwards, they will email that commitment to T&MBC this afternoon. I gave my assurance that I would not ask for the piling application to be called before planning committee, which leaves T&MBC free to issue the approval immediately, and for piling to recommence.

I tabled the Crest pictures of 5th Dec 2013, and our aerial pictures of the 8th, and explained why these pictures had led us to believe that the dark material was the contaminated ground from Area 1, which had been buried in the centre of the site. I also had concerns about the "quarantine bund" and when it had been built, and some discussion ensued. Peter Diffley offered to allow me on site whilst some random test pits were dug and sampled. I accepted.

We discussed tarmac, and I noted that since the ground obstruction report a lot of our previous questions were answered, but we had reservations about the coal tar tarmac now being excavated on the WRG access road. There was considerable discussion about the nature of tarmac. Peter Diffley advised that they had, and would continue, to test all layers of tarmac and either reuse on site in accordance with the current guidance or disposed of off site if necessary.

Peter Diffley challenged me about my unauthorised visits to the site, which must stop, and will now arrange regular accompanied visits, but whilst I do not envisage the need for any future unauthorised visits, I could not give that undertaking at present.

Peter Diffley expressed his strong disappointment at our use of the Press as he did not feel this necessary and wanted to deal with matters together in an open and honest manner, I countered that we had to use every available option, and doubted we would be sitting around a table today if we hadn't.

Impenetrable membranes in garden areas will be installed after scaffolding has been removed, and I will be able to monitor that during regular visits.

I am happy that the surface water runoff system is as described by Southern Water, and we await a planning application in due course.

I asked why the island being installed at the new access onto the Haul Rd seemed to allow right turns back into the village: this is still a matter for discussion and agreement with KCC. This also partly answered the question about the Quarry Hill 7.5 tonne limit: the Haul road should be ready for adoption in 2-3 month or so, when it will be subject to a one month consultation. If no objections are received, there is no bar to it being adopted straight away. I asked T&MBC if the weight limit process could be started now, and they agreed to pursue it with KCC.

I asked about the EA's recommendation to desilt/repair the Bourne bed and culvert under Thong Lane and CN agreed to look into the matter.

I asked about IQW Amenity land, IQE and the Thong Lane bridge, and our "country park vision". Peter Diffley announced then and there that the process towards demolishing the bridge would go on hold, and we would have further discussions soon. Crest would not want to be liable for the long term maintenance of the bridge

I finished by holding both parties equally liable for the anguish caused to the people of Borough Green by the lack of communication, and whilst it is too late for us, they have to ensure that lessons are learned for future communities. Peter Diffley tabled a Hazelbourne flyer giving a development update to local residents together with the Considerate Constructors scheme scores from their last visit. Steve Humphrey disagrees with my view.