





























## 3 Development Potential

### 3.1 Introduction

- 3.1.1 A critical question flowing from our earlier analysis is that the route; while a sensible (car led) transport solution with a good value for money case, will struggle to develop a strong business case for external funding. As the analysis above has shown, the limited funding for new road schemes has moved towards recognising wider benefits and especially housing.
- 3.1.2 In the current political and policy climate the delivery of housing is perhaps the main priority. Schemes that unlock new homes are viewed more favourably than those that do not and, pragmatically, new homes are expected to make a contribution to new infrastructure so making public funds stretch further.
- 3.1.3 So it is sensible to scope how much development capacity could be released by the new route.

### 3.2 Which route alignment to test?

- 3.2.1 At this stage there is no promoted route alignment within the area of search. So for testing purposes Stantec has costed an indicative route.
- 3.2.2 The Stantec alignment runs west of Langley Heath Village because any alignment east of the village would directly conflict with the ancient woodland immediately east of the Village. We have also included costs to bridge the Mill Pond in the north of the area of search. This is a cautious approach because alternative routes (to the east of the pond and using the existing road) are available but are obviously closer to Leeds Castle.
- 3.2.3 Also, to address a possible weakness in a simple bypass scenario, we have allowed for a separated cycle and pedestrian route along the length of the road. This is to respond the business case weakness identified above - relating to climate change and facilitating different modes of travel.
- 3.2.4 As a route to facilitate development – in addition to providing a relief road – we have assumed that the southern (around Langley Heath) and northern (south of the A20 and around the Mill Pond) sections serve a dual purpose – both to facilitate development along the route as well as meet the objective to deliver a local bypass. If developed this approach could deliver significant costs savings to an overall scheme because any major housing development would also require a similar distributor road – including purchasing the land.
- 3.2.5 For testing purposes Stantec has costed an indicative route at around £57m which includes a 30% contingency allowance but does not include land costs or any other non-construction costs<sup>4</sup>.

### 3.3 Estimating capacity

- 3.3.1 In this simple assessment we assume that no homes can be delivered in the 'area of search' without a new route.
- 3.3.2 In reality it is likely that some development is always possible, and the lack of the road is unlikely to be absolutely show stopping. But without the route development is likely to be limited to a local, non strategic scale.

<sup>4</sup> Care is needed if any comparisons are made with other schemes because these costs may/may not be included.













