



# Edenbridge Town Council

Town Clerk: Christine Lane CertHE Local Policy



To: Cllrs J Barnett, R Bell, T Bryant, Mrs J Davison, R Davison (Vice Chairman), A Layland, M McArthur, S McGregor (Chairman), B Orridge, M Robson, J Scholey, B Todd

**A meeting of the PLANNING & TRANSPORTATION COMMITTEE will be held in Rickards Hall at 7.30pm on Monday 23 January 2017**

**A note on councillor training for Monday 30 January is attached – before the meeting, members are requested to decide what topics they would like for the session.**

## AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATION OF INTERESTS OR PREDETERMINATION**, including interests not already registered  
  
*Members of the District Council wish to state that although they will be considering planning applications at this meeting they would be reconsidering them at the district level, taking into account all relevant evidence and representations there.*
3. **PUBLIC QUESTIONS**  
The members of the Council will receive questions and statements from the public (this is the only opportunity for members of the public to make a contribution during the meeting) and from members with interests on items in the Agenda. Both members and public are limited to 3 minutes per person to speak.
4. **TO RECEIVE AND SIGN THE MINUTES OF THE PLANNING & TRANSPORTATION COMMITTEE HELD ON Monday 19 December 2016**
5. **MATTERS ARISING FROM THE MINUTES NOT COVERED ELSEWHERE, FOR REPORT ONLY**
  - 5.1 **Lights on eastern side of old stone bridge**
  - 5.2 **TRO 2013 Amendment 18 - Statutory Consultation - Parking Proposal - Ashby's Close**
6. **PLANNING APPLICATIONS TO BE CONSIDERED**
7. **SDC PLANNING DECISIONS**
8. **PLANNING BUSINESS**
  - 8.1 **Planning Appeal APP/G2245/W/16/3159096**
  - 8.2 **Planning Appeal APP/G2245/D/16/3158947**
  - 8.3 **Planning Appeal APP/HGW/16/411**
  - 8.4 **Enforcement Notice relating to Gaywood Farm, Hole Lane, Edenbridge, TN8 6SL**
  - 8.5 **Appeal decisions**
  - 8.6 **Local Plan Review**
  - 8.7 **Green Belt Assessment**
9. **TRANSPORT BUSINESS**
  - 9.1 **Road issues**
    - 9.1.1 **Drainage**
    - 9.1.2 **Freight Action Plan for Kent**
  - 9.2 **Rail issues**
    - 9.2.1 **DfT funding available 'for enhancing the passenger experience'**

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- 9.2.2 Edenbridge & District Rail Travellers' Association Newsletter
      - 9.2.3 Update from Cllr M Robson
    - 9.3 Aviation issues
      - 9.3.1 Update from Cllr C Pearman
      - 9.3.2 Consultation on night flight restrictions
      - 9.3.3 Gatwick Airport Noise Management Board meeting
    - 9.4 Highways report
  - 10. PRESS RELEASE

Councillor Training, 30 January 2017

Members have put forward the following topics for the Councillor Training Session on 30 January

- CIL Payments
- The Planning Process - How it works from application through to appeals and judgements
- Committee membership, Terms and Conditions
- Promotion of the Council/Edenbridge Town Council Website/Twitter
- Code of conduct, behaviour at meetings, attendance and apologies
- Parking Survey - How will it be used and what questions should be asked
- Questions on the night

Information can be provided on most of these topics and within the Council there is a wealth of knowledge. One suggestion is that the evening starts with a round-the-table discussion to see what is already known, with the possibility of breaking into small groups to find out more and a round up at the end.

**Do members have further suggestions or wish the Clerk to organise something on these lines?**

Councillor Training January 2017

**5. MATTERS ARISING FROM THE MINUTES NOT COVERED ELSEWHERE, FOR REPORT ONLY**

**5.1 Lights on eastern side of old stone bridge**

Kent Highways recently had all the lanterns on the old stone bridge in light, although one is currently not working but scheduled for repair. On behalf of SDC, who own the land inside the railings, our groundstaff have now completely cleared all the foliage at both ends of the footbridge. The only thing remaining is a feature tree at the south east corner, and they've cut back the lower branches so the light from the lantern isn't obscured. Without the endeavours of Cllr C Pearman, this protracted project wouldn't have reached this stage.

**5.2 TRO 2013 Amendment 18 - Statutory Consultation - Parking Proposal - Ashby's Close**

The parking proposal went to the Sevenoaks Joint Transportation Board in December – attached. It was recommended that the proposal be abandoned.

**6. PLANNING APPLICATIONS TO BE CONSIDERED**

The planning applications to be considered are listed below. Paper copies are available to view at Doggetts Barn or they can be accessed electronically via the District Council website on the following link <http://pa.sevenoaks.gov.uk/online-applications>

Erection of a single storey side extension. Removal of shed and car port. Internal alterations and alterations to fenestration. **4 Sandstone Cottages Marsh Green Road Marsh Green Edenbridge KENT TN8 5PX** Ref. No: 17/00028/HOUSE

Variation of conditions 2,3,12,13,14,16,17 & 21 (pre-commencement conditions) of application SE/13/00134/FUL (Demolition of existing buildings and erection of food store, along with car parking, recycling centre, servicing arrangements, junction improvements, access and landscaping. Erection of petrol filling station.) to defer submission of certain matters until after demolition has occurred. **Land At Station Road & Fircroft Way Edenbridge TN8 6HQ** Ref. No: 16/03986/CONVAR

Erection of up to 20 new homes. **Hamsell Mead Farm Sunnyside Edenbridge KENT TN8 6HP** Ref. No: 16/03938/OUT

**For information**

Details pursuant to condition 7 (sustainable homes) of planning permission SE/14/01027/FUL **19A Springfield Road Edenbridge Kent TN8 5HQ** Ref. No: 16/03930/DETAIL

Details pursuant to condition 3 (soft landscaping) of planning permission SE/16/01543/MMA **Site Of Edenbridge Bowling Club Grange Close Edenbridge KENT TN8 5LT** Ref. No: 16/03859/DETAIL

A replacement conservatory to the rear of property. **Marlpit Cottage Pit Lane Edenbridge KENT TN8 6BD** Ref. No: 16/03753/LDCPR

**7. SDC PLANNING DECISIONS**

Addition of dormer to rear roof of property to incorporate a new loft conversion. **Yew Cottage Hilders Lane Edenbridge KENT TN8 6LD** Ref. No: 16/03529/LDCPR  
**Granted**

Erection of an outbuilding within the curtilage of a residential dwellinghouse. **Oakdene 5 Delaware Cottages Hever Road Edenbridge KENT TN8 7LD** Ref. No: 16/03518/LDCPR  
**Granted**

Details pursuant to condition 5 (biodiversity enhancements) of SE/13/03553/FUL. **Windmill House Mill Hill Edenbridge KENT TN8 5DA** Ref. No: 16/03249/DETAIL  
**Granted**

Details pursuant to condition 8 (post excavation) of application 15/03478/FUL. **Shell Gas Depot Hartfield Road Edenbridge Kent TN8 5NG** Ref. No: 16/02599/DETAIL  
**Granted**

Details pursuant to condition 7 (Archaeological works) of application 15/03478/FUL. **Shell Gas Depot Hartfield Road Edenbridge Kent TN8 5NG** Ref. No: 16/02598/DETAIL  
**Granted**

Formation of hardstanding area and dropped kerb. **16 Crown Road Edenbridge KENT TN8 6AW** Ref. No: 16/03198/LDCPR  
**Granted**

Conversion and enlargement of one wash bay and plant room into new tyre bay. Re-roofing of all bays. **Petrocell Holdings Ltd Petrol Filling Station Mill Hill Edenbridge KENT TN8 5NG** Ref. No: 16/03094/FUL  
**Granted**

Erection of single-storey rear and side extension. **25 Sunnyside Edenbridge Kent TN8 6HP** Ref. No: 16/02661/HOUSE  
**Granted**

Front, side and rear single storey wrap around extension. **25 The Plat Edenbridge Kent TN8 5BJ** Ref. No: 16/03044/HOUSE  
**Refused**

Demolition of existing house on the site of Barn Cottage, clearance of site and erection of two 3 bedroom detached houses. **Barn Cottage Crouch House Road Edenbridge KENT TN8 5ED** Ref. No: 16/03003/FUL  
**Withdrawn**

Demolition of part of 86 Cedar Drive in order to facilitate a new 3 bed end of terrace house on the neighbouring land. **86 Cedar Drive Edenbridge Kent TN8 5JT** Ref. No. 16/02970/FUL  
**Withdrawn**

## **8. PLANNING BUSINESS**

### **8.1 Planning Appeal APP/G2245/W/16/3159096**

Redevelopment of site comprising of the demolition of existing vacant industrial building and the erection of 36 affordable residential units, 50 car parking spaces, associated highways and landscaping works. **Westerham House Fircroft Way Edenbridge KENT TN8 6EL** Ref. No. 15/00376/FUL

An appeal has been made to the Secretary of State against SDC's refusal of planning permission for the above. Previously members said:

*Members object strongly for the following reasons.*

*SP8 of core strategy, as further confirmed with ADMP, allocated the land for employment.*

*SP3 of core strategy favours mixed housing development. Affordable, social and market value housing should be mixed to enhance social interaction – this plan is a social housing ghetto in an unattractive location behind industrial buildings.*

*Because the plan is proposed for social housing, there would be no contribution to CIL but stress would be put on schools, doctors, emergency services, etc.*

*Housing is not of high quality design.*

*Overdevelopment.*

*Issues with access on to the highway.*

*Industrial noise pollution for potential residents – environmental health.*

*Members suspect that the police will raise an objection because the developer does not appear to have included crime prevention in the design.*

Additionally, members commented:

*There is a busy railway line along the back of the site which is carrying an increasing amount of freight, day and night, and members request that the Environmental Health Officer determine whether the proposed noise attenuation is adequate.*

*Fircroft Way is extremely congested and even the buses have trouble getting along the road. Members request an up to date traffic survey to assess whether Fircroft Way can service the proposed houses.*

*Please could officers look at the totality of the affordable housing for this application and the St John's Way one, and whether this exceeds the local need as measured by the most recent Strategic Housing Market Assessment.*

At December's Planning & Transportation, the Chairman volunteered to represent Edenbridge Town Council at the hearing, which is being held on 24 January 2017 at SDC. Members also resolved to ask a local businessman if he had made an offer for the site to keep it in employment – it has since been confirmed that he did.

## **8.2 Planning Appeal APP/G2245/D/16/3158947**

Extension to existing dormer. Alterations to fenestration. **Burnwithian Stick Hill Edenbridge TN8 5NJ** Ref.No. 16/00962/HOUSE

The appeal to the Secretary of State against SDC's refusal of planning permission for the above has been dismissed – papers attached.

## **8.3 Planning Appeal APP/HGW/16/411**

Removal of two sections of hedgerow. **Chiswell Farn, Shernden Lane, Marsh Green** Ref. No. 16/00475/HDNOT

The appeal to the Secretary of State against SDC's refusal of planning permission for the above has been allowed – papers attached.

SDC's Committee & Appeals Administrator sent the following brief summary of the ruling.

'The application was refused by the Council on the grounds of the detrimental impact to the landscape character of the Area of Outstanding Natural Beauty and classification of the hedgerows as "important" under the 1997 Hedgerow Regulations due to age and ecological diversity.

Two principle matters were taken into consideration during the determination of the application. Chiefly, the age of the hedgerows and that it is possible to classify the proposed hedgerows as important, thereby protecting them from removal, with regards to a variety of different criteria set out in the 1997 Hedgerow Regulations.

In deciding the appeal, the Inspector concluded that the proposed hedgerows have not met prescribed criteria and neither are they important. The Inspector argues that although evidence put forward fulfil certain criteria such as the demonstrable age of the hedgerows and the presence of woody species, technically a lack of features and the fact that the species present have not been demonstrated in a methodical and very prescribed manner set out in the Hedgerow Regulations 1997, the hedgerows should not be retained.

The Inspector goes on to say that the Council has put forward insufficient evidence to support its view that the works would harm the local landscape character in accordance of development plan policies.'

#### **8.4 Enforcement Notice relating to Gaywood Farm, Hole Lane, Edenbridge, TN8 6SL**

SDC has issued an Enforcement Notice relating to Gaywood Farm, which takes effect on 28 January, and requires the following – to cease the use of land for the parking of cars, buses, caravans and other vehicles; to remove the hard surfacing from the land; to reinstate the land to its former condition before the development took place – within two months.

#### **8.5 Appeal decisions**

For members' information, there have been a number of recent examples of unusual Planning Appeal decisions. There appears to have been a move to exceed 50%, particularly where there's been a rebuild. More emphasis seems to be put on screening of extensions in the green belt. These, and a decision at a travellers' site in Kemsing, may lead to an increase in appeals.

#### **8.6 Local Plan Review**

SDC needs help updating a survey of local services and facilities – shops, schools, etc. A list of the current services in Edenbridge, which needs auditing, is attached.

**Which members wish to check and amend the list, as necessary? The audit needs to be completed by Friday 3 February.**

#### **8.7 Green Belt Assessment**

A document is being presented to the SDC Planning Advisory Committee, which has assessed a number of sites in Edenbridge as meeting the criteria for green belt. A small number of weaker performing parcels have been identified and further work is being undertaken to assess them. More information may be available from Cllr S McGregor, who will have attended the meeting on 17 January.

### **9. TRANSPORT BUSINESS**

#### **9.1 Road issues**

##### **9.1.1 Drainage**

Although gulleys were cleared late last year, outstanding issues and further investigations are to take place in Crouch House Road, and these have been provisionally programmed for 8 February 2017.

Letters to landowners in Marsh Green were delayed due to drainage issues elsewhere, but are expected to have been sent by the time of the meeting.

#### **9.2 Freight Action Plan for Kent**

KCC is currently updating its Freight Action Plan for the county. The consultation runs from 16 January to 12 March 2017, and is an opportunity for people and organisations within Kent to express their views, including the extent to which they agree with the actions and approach to freight issues.

Since the first Plan was adopted in 2012, they have implemented a number of measures to reduce the negative impacts of road freight on residents and visitors in Kent. The latest version outlines what they have already done and what they plan to do next to mitigate negative impacts, whilst still recognising the positive benefits to Kent's economy.

The Freight Action Plan for Kent and online questionnaire can be found at [www.kent.gov.uk/freightactionplan](http://www.kent.gov.uk/freightactionplan)

**Which members would like to respond to the consultation?**

#### **9.2 Rail issues**

##### **9.2.1 DfT funding available 'for enhancing the passenger experience'**

The application for DfT funding for the installation of disabled access at both Edenbridge stations, and increased parking including a 'double decker' car park at Edenbridge Town station, has been submitted, supported by KCC, EDRTA and Tom Tugendhat MP – his letter and the application are attached.

##### **9.2.2 Edenbridge & District Rail Travellers' Association Newsletter – attached**

##### **9.2.4 Update from Cllr M Robson – none**

### **9.3 Aviation issues**

#### **9.3.1 Update from Cllr C Pearman**

Cllr C Pearman will give a verbal update at the meeting.

#### **9.3.2 Consultation on night flight restrictions**

The email below is from the DfT regarding the Government's consultation on night flight restrictions at designated airports.

'As many of you will be aware, the current restrictions expire in October of this year and the consultation details our proposals for the restrictions that should replace them. We are proposing that these restrictions last for five years, and they are therefore separate to Heathrow expansion proposals.

The Government acknowledges that noise at night represents the least acceptable form of aircraft noise, however night flights are important to the economy – they create extra choice for passengers and are crucial for operation of the time-sensitive freight sector. The proposals in our consultation will ensure that we continue to balance these competing interests for the next set of restrictions.

We are proposing a cap set at existing levels for the number of night flights from Heathrow and Gatwick, and will end exemptions for almost 1700 night flights operating out of Stansted by including these in a new cap. This will be a strict limit which the airport cannot exceed. We will also examine options for how we can incentivise the use of quieter aircraft by reducing the noise each airport can make during the night.

Our consultation and the related impact assessment seek views and evidence relating to our proposals that will inform our eventual decision on the restrictions later this year. These documents can be accessed online at <https://www.gov.uk/government/consultations/night-flight-restrictions-at-gatwick-heathrow-and-stansted> and consultation responses can be submitted using our online response form at <https://www.smartsurvey.co.uk/s/J6KX6>

I hope that you will take the opportunity to examine our proposals and share details of this consultation with others who may be interested, and submit your views on the proposals before the consultation closes on **28 February 2017**.

Some of you may be interested to know that we today also published the annual noise reports for these three airports. These reports can be found online at <https://www.gov.uk/government/publications/noise-exposure-contours-around-london-airports>

A press release from Gatwick Area Conservation Campaign concerning night flights is attached.

#### **9.3.3 Gatwick Airport Noise Management Board meeting**

The next Gatwick Airport Noise Management Board meeting will be held on 31 January 2017 – the agenda is attached. This is a public meeting but anyone hoping to attend is required to pre-book by Friday 20 January at the latest. Email [arrivalsreview@gatwickairport.com](mailto:arrivalsreview@gatwickairport.com) with name, address, and who you are representing.

### **9.4 Highways report – hard copy available with the plans**

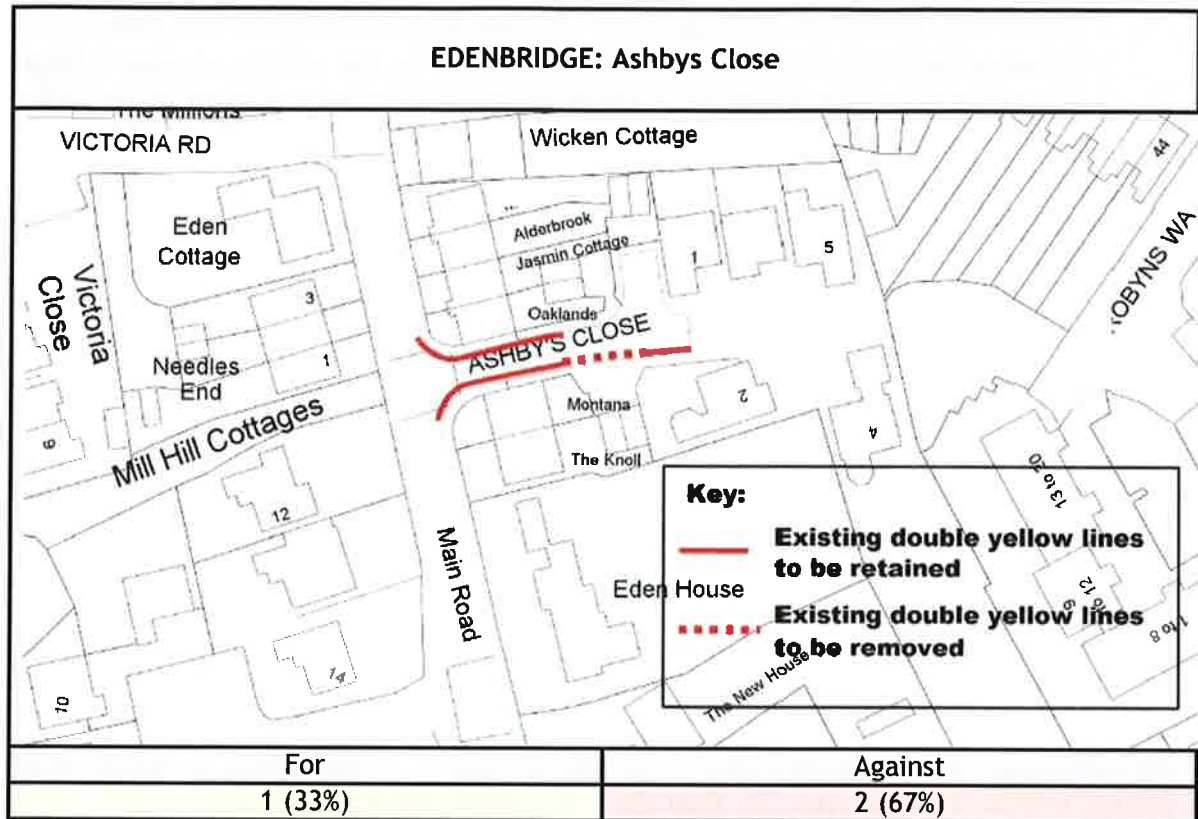
## **10. PRESS RELEASE**

Are there any items on the agenda for which members would like to issue a press release?

Lindsey Eaton  
18 January 2017



**APPENDIX 2 - EDENBRIDGE PARKING PROPOSAL**  
Statutory Consultation Responses and Officers' Comments/Recommendations



STATUTORY CONSULTATION RESPONSES	
1	Edenbridge Town Council - The members of Edenbridge Town Council have considered the consultation and support the removal of the double yellow lines from Ashby's Close. In addition, they also want the other double yellow lines on the south side of the road to be removed, although they don't want that to delay this current action.
2	The yellow lines were installed to ensure unrestricted access for emergency, service vehicles and residents. Rubbish in that area, plus trade vehicle parked is not helping with the often badly parked cars opposite. Removal of these lines will encourage parking on both sides stopping access in or out. Current arrangements have been working well. Therefore we object to the removal of the existing parking restrictions at the point indicated.
3	The parking restrictions in the Close are to enable full access for service vehicles and emergency vehicles to the houses at the end of the Close. Removing the length proposed will permit vehicles to be parked opposite each other in the Close thereby 'closing' large vehicle access. The access entry to the said houses is only 4.13m wide therefore anything parked in the line in front of the entry point blocks free access particularly for larger vehicles. In the winter Council vehicles will not reverse into the Close unless there is free access. The proposal will restrict the current access further. The Close is inhabited by elderly people at present for which ambulances are a regular occurrence. The current arrangements work well

## APPENDIX 2 - EDENBRIDGE PARKING PROPOSAL

### Statutory Consultation Responses and Officers' Comments/Recommendations

	for access, though we can appreciate that the drive across which it is proposed to remove the restriction does not provide parking for the present occupier's large white trade vehicle and a car - unfortunately that is the product of the situation that was the case when that occupier took up residence last year. I am a Chartered Surveyor and understand road traffic requirements.
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#### OFFICERS' COMMENTS/RECOMMENDATION

##### COMMENTS:

The parking proposal involves the removal of a short section of existing double yellow line restrictions, and is required primarily to improve the availability of parking spaces for carers of an elderly resident of Mill Hill, whose detached garage is accessed via Ashbys Close. The presence of the double yellow lines across the dropped kerb that serves the garage means that if the driveway is occupied, no other vehicles can park there, as the restriction applies to vehicles parked on the vehicle crossover, as well as those parked on the carriageway.

Edenbridge Town Council supports this proposal, but as suggested by the objectors, the double yellow line restrictions were originally introduced in 2015 as part of a package of restrictions aimed at reducing the likelihood of traffic using Ashbys Close being obstructed by parked vehicles. It is also acknowledged that, if a vehicle was to be parked wholly on the carriageway in front of the dropped kerb (as opposed to on the vehicle crossover) when another vehicle is parked opposite, then the road may become obstructed.

##### RECOMMENDATION:

Since alternative on-street parking is available locally to the carers of the elderly resident, it is recommended that the objections be upheld, and the parking proposal for Ashbys Close be abandoned.



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## Appeal Decision

Site visit made on 14 November 2016

**by D. M. Young BSc (Hons) MA MRTPI MIHE**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 21 December 2016

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**Appeal Ref: APP/G2245/D/16/3158947**

**Burnwithian, Stick Hill, Edenbridge TN8 5NJ.**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Robert Brown against the decision of Sevenoaks District Council.
  - The application Ref SE/16/00962/HOUSE, dated 29 March 2016, was refused by notice dated 28 June 2016.
  - The development proposed is to replace existing dormer window with improved and upgraded dormer structure.
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### Decision

1. The appeal is dismissed.

### Main Issues

2. The main issues in this case are:
  - Whether or not the proposal is inappropriate development in the Green Belt for the purposes of the *National Planning Policy Framework* (the Framework);
  - The effect on the openness of the Green Belt;
  - The effect of the proposal on the character and appearance of the area including the High Weald Area of Outstanding Natural Beauty (AONB), and;
  - If the proposal is inappropriate, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development.

### Reasons

#### *Whether inappropriate*

3. The appeal property is a large, split-level, detached residence standing on a spacious wooded plot in an area to the south of Edenbridge known as Stick Hill. Given its set-back, orientation and level of intervening tree cover, the dwelling is only seen in glimpsed views from the B2026 Hartfield Road.
  4. The proposal seeks to increase the size of the already large box-style dormer window on the north facing roofslope to facilitate the creation of an additional bedroom.
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5. The site is within the Green Belt and therefore paragraph 89 of the Framework is relevant. This states that new buildings are inappropriate unless, amongst other things, it involves the limited extension of an existing dwelling. This is provided that it does not result in disproportionate additions over and above the size of the original building.
6. At the local level, these aims are reflected in Policy GB1 of the Council's "*Allocations and Development Management Plan 2015*" (the ADMP) which states that extensions to dwellings will be permitted where they meet a number of criteria. Of particular relevance in this instance is criterion b) which states that the design of extensions should respond to the original form and appearance of the building and should be proportional taking into account previous extensions. Criterion c) goes on to state that the floor space of the proposal together with any previous extensions, alterations and outbuildings will not result in an increase of more than 50% above the floor space of the original dwelling.
7. The appeal property has already been extended twice. The Council's Officer Report sets out a clear analysis of the existing and proposed floor areas of the dwelling. The original building occupied 180.96m<sup>2</sup> and the existing extensions amounted to 84.75m<sup>2</sup>. The appeal scheme would add a further 16.23m<sup>2</sup>. Considered cumulatively, the overall floor area would be increased by 60% which materially exceeds the 50% threshold set out in Policy GB1.
8. However, these figures are disputed by the appellant who calculates the increase to be just within the 50% limit. According to the appellant, the difference between the two sets of figures is due to the inclusion, or not, of the external decking on level 1. The appellant suggests that the decking is likely to be part of the original dwelling and therefore the Council erred by including it in their calculations. There is no dispute that the decking has been in situ for some period of time. However as to whether it is part of the original dwelling, as it was first built or as it was on 1 July 1948, the evidence is inconclusive. In the absence of any agreement between the parties regarding the decking, I have taken a precautionary approach and conclude that it has not been satisfactorily demonstrated that it was part of the original building. Accordingly, I find that the Council were entitled to take it into account when calculating the increase in floorspace.
9. Irrespective of the above, the appellant has suggested that the removal of the decking and the front porch would see compliance with Policy GB1. Despite that, the suggested condition in paragraph 6.48 of the appellant's Grounds of Appeal only makes reference to the removal of the decking. Consequently and with cognisance to the Appellant's own figures in Appendix 3, there would still be a small breach of the 50% limit. The Council have also rightly pointed out that to secure the removal of the decking by condition would alter the substance of the proposal that was determined. Therefore having regard to the principles set out in the Wheatcroft judgement<sup>1</sup> and advice in the Planning Practice Guidance<sup>2</sup> I consider it would not be appropriate for me to deal with this issue by way of a planning condition.
10. Based on the foregoing, I conclude that the proposed extension on its own would be modest, however, when taken together with previous extensions, it would significantly increase the size of the original dwellinghouse. As a result,

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<sup>1</sup> *Bernard Wheatcroft Ltd v SSE* (JPL 1982).

<sup>2</sup> Planning Practice Guidance ID 21a-012-20140306.

the scheme would represent a disproportionate increase in the floor area of the original building contrary to paragraph 89 of the Framework and Policy GB1 of the ADMP. It would therefore be inappropriate development which is, by definition, harmful to the Green Belt. This harm carries substantial weight.

#### *Openness*

11. In this case, there would not be an increase in the building's footprint. The dormer would be enlarged and additional floorspace would be provided in the process but the overall increase in the bulk and mass the building as well as the development's visual impact would not be significant outside the boundaries of the site. The development would therefore have a broadly neutral impact on the openness of the Green Belt.

#### *The effect on the character and appearance of the area*

12. The site is within the AONB. Within such areas the Framework states that great weight should be given to conserving landscape and scenic beauty of AONB's which have the highest status of protection in relation to landscape and scenic beauty.
13. The scheme would increase the size of an already bulky and disproportionate box-like dormer. It would introduce additional height and appreciably greater width. Very little of the original roof would be visible either above, below or to the sides of the dormer and this would result in an awkward, top-heavy and urbanised built form. I accept that public views of the development would be limited particularly in the summer months. Nonetheless, the argument that the dwelling would be out of public view is not a good one in principle; it could be repeated too often to the overall detriment of the character and appearance of the area.
14. I therefore conclude that the development would conflict with Policy EN1 of the ADMP and the "*Residential Extensions Supplementary Planning Document*". These seek to ensure developments, including extensions, are of a high standard of design that would not have an adverse effect on the original property or the character and appearance of the surrounding area. There would also be conflict with the Framework in terms of AONB's.

#### *Other Considerations*

15. I appreciate that the proposal would be built to high environmental standards and would offer some benefits in terms of energy efficiency. However, the weigh I attach to this benefit is diminished as it seems there would be other ways to address this issue rather than extending the property. There would also be benefits to the appellant and his family in terms of additional living space. However, private benefits such as this would not amount to a significant public planning benefit and as such I give them little weight.

#### **Conclusions**

16. Although the proposed extension would only have a limited effect on the openness of the Green Belt, for the reasons given, it would be inappropriate development which is, by definition, harmful to the Green Belt. There would also be harm to the character and appearance of the area and AONB.

Collectively these harms carry significant weight and I have found no other considerations which would outweigh them.

17. Consequently, very special circumstances do not exist. For the reasons given above, I therefore conclude that the appeal should be dismissed

*D. M. Young*

Inspector

## Appeal Decision

Site visit made on 13 December 2016

by **G D Grindey MSc MRTPI. Tech.Cert.Arb.**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 05 January 2017

**Appeal Ref: APP/HGW/16/411**

**Chiswell Farm, Marsh Green, Edenbridge, Kent, TN8 5PR.**

- The appeal is made under Regulation 9 of The Hedgerow Regulations 1997.
- The appeal is made by Mr M Bennett against the decision of Sevenoaks District Council.
- The application Ref SE/16/00475/HEDNOT, dated 25 February 2016, was refused by notice dated 8 April 2016.
- The proposal is removal of 2 lengths of hedgerow totalling 420m on plan one.

### Decision

1. The appeal is allowed and I hereby direct that the Hedgerow Retention Notice be quashed.

### Importance

2. The criteria cited by the Council indicated that the hedgerows are considered to be 'important' under the terms of the Regulations by virtue of criteria 8.
3. To qualify as "important" under the Hedgerow Regulations 1997, 2 tests are set out in paragraph 4 of the Regulations. Firstly, a hedgerow has to have existed for 30 years or more. There is no dispute that this is the case – the Council has submitted evidence from maps of 1846 and later. Secondly, it must satisfy at least 1 criterion listed in Part II of Schedule 1.
4. Of these, one relates to 8: the hedgerow (a) is adjacent to a bridleway or footpath, within the meaning of the Highways Act 1980, a road used as a public path, within the meaning of section 54 (duty to reclassify roads used as public paths) of the Wildlife and Countryside Act 1981, or a byway open to all traffic within the meaning of Part III of the Wildlife and Countryside Act 1981, **and** (b) includes at least 4 woody species, **ascertained in accordance with paragraph 7(3) and** at least 2 of the features specified in paragraph 7(4)(a) to (g) [my emphasis]. This is the criterion referred to on the Council's decision notice.
5. Hedgerow no. 1 lies to the west of Shernden Lane; hedgerow No. 2 lies to the east of Chiswell Farm buildings and Shernden Lane. The Council has put forward evidence that hedgerow No. 1 is adjacent to the public footpath that runs south-eastward from the settlement of Marsh Green. Thus criterion 8(a) is met.
6. Moving on to criterion 8(b): hedgerow No. 1 is about 170m in length. Thus to be examined for woody species **in accordance with paragraph 7(3) the**

SEVENOAKS DISTRICT COUNCIL  
REC'D 09 JAN 2017  
COMMUNITY & PLANNING SERVICES

exercise must be done by counting "the number of woody species present in the central stretch of 30m within each half of the hedgerow and divide the aggregate by two". The Council does not appear to have done this, either before issuing the decision or following a request shortly before the site inspection.<sup>1</sup> Indeed, their response was to state "A random sample of species was taken along each side of each hedge".

7. Criterion 8(b) continues that, additionally, there must be "at least 2 of the features specified in paragraph 7(4)(a) to (g). These are, for example, banks, walls, standard trees, ditches or woodland species. Although this hedgerow contains 6 standard trees<sup>2</sup>, the Council was unable to point out any other feature specified in paragraph 7(4)(a) to (g).<sup>3</sup>
8. I therefore conclude that, for hedgerow No 1, the terms of criterion 8(b) are not satisfied.
9. Turning now to hedgerow No. 2, the Council has put forward evidence that hedgerow No. 2 is adjacent to the public footpath that runs north-south, lying to the east of Chiswell Farm. Thus criterion 8(a) is met.
10. Moving on to criterion 8(b): hedgerow No. 2 is about 230m in length. Thus to be examined for woody species **in accordance with paragraph 7(3)** the exercise must be done by counting "the number of woody species present in the central stretch of 30m within each third of the hedgerow and divide the aggregate by three". The Council does not appear to have done this, either before issuing the decision or following a request shortly before the site inspection.<sup>4</sup> Indeed, their response was to state "A random sample of species was taken along each side of each hedge".
11. Criterion 8(b) continues that, additionally, there must be "at least 2 of the features specified in paragraph 7(4)(a) to (g). The Council was unable to point out any feature specified in paragraph 7(4)(a) to (g), either in their statement or at my site inspection.
12. I therefore conclude that, for hedgerow No 2, the terms of criterion 8(b) are not satisfied.
13. I do not doubt that at least 4 woody species exist within both hedges, but this has not been demonstrated in the methodical and very prescribed manner set out clearly in the Regulations. The Council argues that the loss of the hedgerows will be detrimental to local amenity and that the site lies within the High Weald Area of Outstanding Natural Beauty. I understand the references to various policies in the development plan. However, the Council has put forward no evidence to demonstrate the fulfilment of the relevant criteria.
14. While I agree with the Council's arguments about the hedges' contribution to local landscape character and appearance raised in the representations, the Regulations and the government's policy, as expressed in *The Hedgerow Regulations 1997: A Guide to the Law & Good Practice*, do not directly and specifically address these factors.

<sup>1</sup> Email of 22 November 2016 from the Inspectorate.

<sup>2</sup> which would fulfil criterion 7(4)(e)

<sup>3</sup> I specifically put this question to them at my site inspection

<sup>4</sup> Email of 22 November 2016 from the Inspectorate.



## **Conclusion**

15. Since I find that the prescribed criteria of 8(b) are not met for either hedgerow 1 or 2, I must conclude that neither is important in terms of Regulation 4 of the Hedgerow Regulations. It is clear from Regulation 5(5)(a) that a Hedgerow Retention Notice should not be given in respect of a hedgerow that is not found to be important. Accordingly it is not necessary to examine the appellant's arguments for removal.
16. I have taken account of all other matters raised, but find nothing to outweigh my overall conclusion that the Hedgerow Retention Notice is not warranted. Lastly, regrettably, there was a significant delay in the processing of the appeal for which I apologise on behalf of the Inspectorate.

*Gillian D Grindey*

Inspector

## EDENBRIDGE

Reference	Number	Road	Business	Use Class	Further info
EDN007	16	High Street	The Coblers Shop	A1	
EDN008	14	High Street	Vanity Nails	A1	
EDN009	12	High Street	TN8 Computer Services	A1	
EDN013	4a	High Street	Vacant	A1	
EDN014	4	High Street	Off Licence	A1	
EDN015	2	High Street	Smith & Sons Funeral Services	A1	
EDN017	1	Station Road	Floor Designs	A1	
EDN018	3	Station Road	Hair for Men	A1	
EDN020	7	Station Road	Grandma's Attic	A1	
EDN021	9	Station Road	Daughter's Cellar	A1	
EDN027	9	High Street	Vacant	A1	
EDN039	34	High Street	Oxfam	A1	
EDN040	34	High Street	Eden Clean	A1	
EDN041	36	High Street	Paydens Chemist inc Post Office	A1	
EDN042	38	High Street	Debon Hair	A1	
EDN049	54	High Street	Contented Pets	A1	
EDN051	27	High Street	Boots	A1	
EDN052	29	High Street	Alex Jones Funeral Director	A1	
EDN053	31	High Street	Bladez	A1	
EDN054	31a	High Street	Vacant	A1	
EDN056	35	High Street	Options Hair	A1	
EDN057	37	High Street	Boyce's Bakery	A1	
EDN058	43	High Street	Tesco	A1	
EDN059	56	High Street	Day Lewis Opticians	A1	
EDN060	58	High Street	Cellar Wine Merchant	A1	
EDN061	60-62	High Street	Something Special	A1	
EDN064	45	High Street	Park Farm Produce	A1	
EDN066	49	High Street	T. Allman Butchers	A1	
EDN067	49	High Street	Your Good Health	A1	
EDN068	51	High Street	Vacant	A1	
EDN069	51	High Street	The Barbers	A1	
EDN070	53	High Street	Great Expectations & Promotion Printers	A1	
EDN074	63	High Street	Vacant	A1	Obvious Improvements
EDN076	67	High Street	Hospice in the Weald	A1	
EDN077	69	High Street	Vacant	C3	formally Edenbridge Galleries
EDN078	71	High Street	Edenbridge Galleries	A1	
EDN079	73	High Street	Edenbridge Galleries	A1	
EDN080	1	Church Street	Lennox Cato Antiques	A1	
EDN081	3	Church Street	TJ Amey Opticians	A1	
EDN084	68	High Street	Hospice in the Weald	A1	
EDN088	78	High Street	JT E-Cigarette Store	A1	
EDN089	80	High Street	Vacant	A1	
EDN090	82	High Street	Vacant	A1	
EDN092	1	Leather Market	Vacant	A1	
EDN093	2	Leather Market	Vacant	A1	
EDN095	77	High Street	Farrington	A1	
EDN096	79	High Street	Vacant	A1	
EDN098	83	High Street	Vacant	A1	
EDN099	83a	High Street	In Xteriors	A1	
EDN106	97	High Street	Off Licence	A1	
EDN110	91-91a	High Street	Edenbridge Florist	A1	
EDN111	89	High Street	Edenbridge Hair Studio	A1	
EDN112	87	High Street	Nautilus Yachting	A1	
EDN115	102	High Street	Community Link	A1	
EDN116	98	High Street	Bradfords	A1	
EDN118	94	High Street	Halo	A1	
EDN136	113-115	High Street	Kent Heating Solutions	A1	
EDN140	Co-op	Mont St Aignan Way	Waitrose	A1	
EDN011	8	High Street	Eden Lettings & Management	A2	
EDN016	2a	High Street	Jevans Riley & Pope	A2	
EDN025	5	High Street	Vacant	A2	
EDN028	11	High Street	Fox Wood Maclean	A2	
EDN029	13	High Street	Howard Cundy	A2	
EDN063	66	High Street	Coral	A2	
EDN065	47	High Street	Vacant	A2	formally Barclays
EDN071	55-57	High Street	Puzzle Monkeys Nurseries	D2	formally Natwest
EDN073	61	High Street	Just Mortgages	A2	Formerly Obvious Improvements
EDN085	70	High Street	Lloyds TSB	A2	
EDN103	90	High Street	LeGrys Estate Agents	A2	
EDN108	93a	High Street	Langford Rae O'Neill	A2	
EDN122	126-124	High Street	Accord Consulting	A2	
EDN126	141-143	High Street	NFU Mutual	A2	

EDN127	139	High Street	Genuine Care Agency	A2	
EDN142	107	High Street	Building Design Services	A2	
EDN044	42a	High Street	Bridges	A3	
EDN050	25	High Street	Labotte	A3	
EDN055	33	High Street	Longhouse	A3	
EDN062	64	High Street	Costa Coffee	A3	
EDN091	84	High Street	Fish & Chips	A3	
EDN101	86	High Street	Fade	A3	
EDN113	108	High Street	Quality Tandoori	A3	
EDN087	74-76	High Street	Ye Old Crown Inn	A4	
EDN097	81	High Street	King & Queen	A4	
EDN120	130	High Street	Vacant	A4	formerly the Star Inn
EDN134	121	High Street	The Old Eden	A4	
EDN006	18	High Street	Marinos Fish Bar	A5	
EDN045	42	High Street	Istanbul Kebab	A5	
EDN072	59	High Street	Magic Wok	A5	
EDN075	65	High Street	Dominos Pizza	A5	formerly vacant
EDN107	95	High Street	Hong Kong Diner	A5	
EDN109	93	High Street	Edenbridge Balti	A5	
EDN114	104	High Street	Ozzy's Place	A5	
EDN022	1	Stangrove Road	Routledge Laboratories	B1	
EDN023	2	Stangrove Road	Routledge Laboratories	B1	
EDN024	3	High Street	Vacant	B1	
EDN026	7	High Street	Vacant	B1	
EDN038	32	High Street	Royal Mail Delivery Office	B1	
EDN094	75	High Street	Mencap	B1	
EDN104	92	High Street	Vacant	B1	
EDN117	96	High Street	National Light Horse Breeding Society	B1	
EDN121	128	High Street	Prom	B1	
EDN132	127a	High Street	New Graphic	B1	
EDN002	2	Barn Hawe	n/a	C3	
EDN003	1	Barn Hawe	n/a	C3	
EDN004	3	Barn Hawe	n/a	C3	
EDN010	10	High Street	n/a	C3	
EDN012	6	High Street	n/a	C3	
EDN019	5	Station Road	n/a	C3	
EDN031	15	High Street	n/a	C3	
EDN032	17	High Street	n/a	C3	
EDN033	19	High Street	n/a	C3	
EDN034	21	High Street	n/a	C3	
EDN035	23	High Street	n/a	C3	
EDN036	23a	High Street	n/a	C3	
EDN037	23b	High Street	n/a	C3	
EDN046	44	High Street	n/a	C3	
EDN047	46	High Street	n/a	C3	
EDN048	48	High Street	n/a	C3	
EDN083	7-9	Church Street	n/a	C3	
EDN100	85	High Street	n/a	C3	
EDN102	88	High Street	n/a	C3	
EDN123	122	High Street	n/a	C3	
EDN124	120	High Street	n/a	C3	
EDN125	118	High Street	n/a	C3	
EDN128	137	High Street	n/a	C3	
EDN129	135	High Street	n/a	C3	
EDN130	133	High Street	n/a	C3	
EDN131	131	High Street	n/a	C3	
EDN135	117	High Street	n/a	C3	
EDN137	111	High Street	n/a	C3	
EDN138	109	High Street	n/a	C3	
EDN141	129	High Street	n/a	C3	
EDN001	22-30	High Street	Catholic Church of St Lawrence	D1	
EDN086	72	High Street	Eden Valley Museum	D1	
EDN105	99	High Street	Eden Church	D1	
EDN133	125-127	High Street	Eden Osteopaths	D1	
EDN139	Library	Church Street	Library	D1	
EDN005	20	High Street	Solar Tan	Sui Generis	
EDN030	Btw 13-15	High Street	Police Office	Sui Generis	
EDN043	40	High Street	Options Beauty Salon	Sui Generis	
EDN082	5	Church Street	Eden Beauty Therapy	Sui Generis	
EDN119	132	High Street	Vacant	Sui Generis	

**Edenbridge Town Council**

Settlement	Edenbridge	Disagree (Please provide updated details as appropriate)	Marlpit Hill	Disagree (Please provide updated details as appropriate)	Marsh Green	Disagree (Please provide updated details as appropriate)
Primary School	1					
Secondary School						
Doctors Surgery	1					
Dentist	2					
Post Office	1					
Bank/Building Society	2					
Superstore (over 2,500 sqm trading floorspace selling food and non-food goods)						
Supermarket (less than 2,500 sqm trading floorspace selling mainly food)	2					
Small local store	7					
Other Shops and Services (e.g. butcher/hairdressers)	67		0			
Pubs/Takeaways/Restaurants/Tea Rooms	19		1		0	
Community Hall	2		1			
Permanent Library	1					
Mobile Library						
Place of Worship	3		1		2	
Recycling Facilities	2		1			
Recreation Ground including Cricket Ground	2		1			
Synthetic Turf Pitch	1					
Children's Play Area/Provision for Young People (e.g. skatepark)	4				1	
Major Indoor Sports and Leisure Facility	1					

## Lindsey Eaton

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**From:** Lindsey Eaton  
**Sent:** 06 January 2017 15:19  
**To:** 'Roger Blake (Railfuture)'  
**Cc:** 'Sharon Gray'  
**Subject:** Application for funding from DfT for improvements to Edenbridge's stations

Dear Roger,

Below is Edenbridge Town Council's proposal for forwarding please to Paul Maynard. Obviously we have expertise in Edenbridge, through the E&DRTA, to work up a total scheme if this would help. Many thanks for your help.

Dear Mr Maynard,

Recently the members of Edenbridge Town Council resolved to apply for some of the funding for small projects, agreed between yourself and Railfuture. The three potential projects are the installation of disabled access at both Edenbridge stations, and increased parking including a 'double decker' car park at Edenbridge Town station.

Currently there is only step-free access to north bound trains on the Uckfield line at Edenbridge Town station, and east bound trains on the Tonbridge-Redhill line at Edenbridge station. The Council has tried for many years to resolve this situation but without success. It makes it extremely difficult, if not impossible, for some people to use the train service.

The longer trains on the Uckfield line are a huge improvement for that very busy service but bring their own problems, principally parking at and around the stations.

The Council's proposal is supported by Kent County Council, in the words of Stephen Gasche 'This application is aligned with the rail policy of Kent County Council which supports access for all at stations on the Kent rail network. The proposal to deck the car park at Edenbridge Town station also aligns with KCC's policy to increase provision for car parking at stations.' In addition it is supported by Tom Tugendhat MBE MP, Member of Parliament for Tonbridge and Malling, and the Edenbridge and District Rail Travellers' Association.

The following are excerpts from emails from local residents.

- I'm emailing to voice my support for disabled access at both Edenbridge stations, both of which I feel need these facilities. I myself have helped numerous individuals struggling with prams, carrying down and up again at Edenbridge Town station and I myself have experienced this having to lug my son's buggy up and down at Edenbridge station. I think in this day and age accessibility isn't too much of an ask, especially as Edenbridge Town has been upgraded not so long ago and work is currently been carried out at Edenbridge station.
- I am a father of two with a fiance who suffers with a head condition. We have been living in Edenbridge for four years now, travelling is very difficult due to the stairs. It is so hard to travel via local train stations because of this, carrying a double buggy up and down the stairs proves a challenge. This is a shame as other train stations the same size have more access than our own. I know there are a lot of people who would like to have better access to the stations than what we have. This limits a lot of people in how they get around. It would be lovely to see some change or the beginning of change.
- We've had real trouble using the station as a family, as it is nigh on impossible to navigate the underpass with a buggy and a small child in tow. Of course, we do have the option to enlist a passer-by, but it's not ideal. We have both remarked how hard this must make it for disabled travellers trying to use the station. We feel it's really important for the town's economic success that the station is accessible as it must put people off.
- I am both a commuter from Edenbridge town station and a Mum who uses the station (which proves difficult with a buggy!).

Kind regards,

Lindsey



HOUSE OF COMMONS

LONDON SW1A 0AA

6 January 2017

Christine Lane  
Clerk – Edenbridge Town Council  
Doggetts Barn  
High Street  
Edenbridge  
Kent  
TN8 5AR

Dear Christine,

I would like to add my voice to those in support of plans to improve rail access at both Edenbridge and Edenbridge Town Stations. The town has a lot of potential with two stations offering direct access to London and serves a significant commuter population. Furthermore, the Tonbridge-Redhill line passing through the town enables a lot of residents to travel between towns and villages in Kent and Surrey, increasing connectivity where road links are not necessarily as strong as they are elsewhere.

I understand that Railfuture had a meeting with Paul Maynard MP, Rail Minister at the end of November 2016 to highlight 'small' projects which could be delivered quickly locally, and both the installation of full disabled access at both stations and increased parking, through a double decker car park would be a good use of these funds.

Both stations are central to the town and an important part of Edenbridge. As the town sees an increase in population, and its High Street traders are working together to increase the range of shops available to us all, Edenbridge's stations must keep up with demand. Any funding which could help achieve this would be welcome by all in the town.

*Best wishes,*

*Tom Tugendhat*

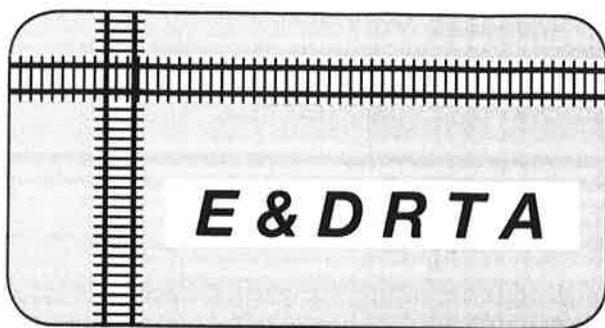
**TOM TUGENDHAT**

Member of Parliament for Tonbridge and Malling

130 Vale Road, Tonbridge, Kent TN9 1SP

01732 441 563 - [tom.tugendhat.mp@parliament.uk](mailto:tom.tugendhat.mp@parliament.uk) - [www.tomtugendhat.org.uk](http://www.tomtugendhat.org.uk)





16 DEC 2016

**EDENBRIDGE AND DISTRICT  
RAIL TRAVELLERS' ASSOCIATION**

*Hon. Sec: Geoff Brown  
20 Ridgeway, Edenbridge  
Kent, TN8 6AR*

**Newsletter 125**

**December 2016**

**Chairman's Comment**

It does seem Southern have more Scotrail diesel units working in the peaks, making 10 coach trains, but this could be masked by frequent cancellations; perhaps I have been lucky on my travels. The Association will be monitoring the provision of 10 coach trains now that the December timetable date has arrived and 10 coach trains are mandatory.

I now have to mention Driver Only Operation (DOO), now that the first increase in DOO trains are running from Haywards Heath to London Victoria with the driver in charge of opening and closing the doors. A very good comment came in Rail News a couple of months ago in respect of DOO, in view of the report from the Rail Accident Investigation Branch dated 30<sup>th</sup> June this year which concerns a woman passenger being dragged along the platform at Hayes and Harlington. Her hand was trapped between the doors, with the driver unaware of what had happened. Incidents also occurred at Huntingdon in 2006, Kings Cross and Brentwood in 2011 and West Wickham in 2015,

The article in Rail News proposed that, to break the logjam, an independent inquiry or commission be set up, to reassess the way in which DOO is properly implemented. Being involved as a Manager implementing DOO in the 1980's until the onset of privatisation in 1994 (when DOO seemed to go out of fashion with the private Train Operating Companies), I do have knowledge of the platform based CCTV and mirrors, and staff despatch of a train at larger stations like East Croydon. Further DOO is now being implemented, because the McNulty report, which was started by the Government of the day in 2009 but was not published until 2012 stated that DOO should be the normal operation of trains.

The problem is when the report was being compiled DOO was with platform based equipment as above, and station despatch by staff, but since this report was published, new trains on Southern from this year have cameras at the end of the coach with a Visual Display Unit in the drivers cab. The older trains from British Rail days still work with the DOO equipment as above. The explanation on DOO to the Parliamentary Transport Select Committee only explained the VDU system to the MPs, and they were very critical of Govia Thameslink Railway's management of DOO on Southern. None of the news reports or safety statements by the trade union point out the difference. In my view, this was a very sensible suggestion from Rail News to stop the industrial action and end the mayhem on our trains and I am sorry that this has not been taken up by the Department for Transport.

Can I thank you all for your support during the year, and let us wish for a sensible end to the industrial dispute and delays and cancellations to Southern trains. I wish you all a Merry Christmas and best wishes for 2017.

**Bob Howes**

**Uckfield Line Platform and Train Lengthening** The Train lengthening started in July is still not quite there, with some train faults persisting; some additional remedial work is being done to the Scotrail units. Current cancellations and short forms may be found on the Southern website at Home > Your journey > Plan your journey > Live running information> Delays/cancellations

**Compensation** 'Delay Repay 15' came in on 11 Dec giving 25% rebate for 15 mins delay. Existing provisions for 30+ mins are unchanged. In January, a compensation scheme will give season ticket holders the equivalent of a month's refund on annual seasons covering the period of disruption in 2016. Registered season ticket holders will be contacted.

**Southern Rail Project Board** Disruption resulting from the current dispute has been exacerbated by unrelated performance issues, with many the responsibility of Network Rail. Following Chris Grayling's appointment in mid July as Secretary of State for Transport, on 1 Sep he announced a £20m rapid improvement fund overseen by a task force under respected industry figure Chris Gibb. Two Passenger Representatives, from Horsham and Burgess Hill, were appointed to the Board having been nominated by their constituency MPs. Key benefits include; more rapid response teams close to hotspots (£2m); accelerated train maintenance (£2.5m); extra signal supervisors (£0.8m); measures to minimise the impact of bridge strikes (£0.9m)

**ORR station usage data** for Apr 2015- Mar 2016 was released on 6 Dec. Uckfield line totals were down 6% on the previous year- no doubt resulting from the platform works disruption, while Redhill- Tonbridge line usage was steady. Any resumption of growth on the Uckfield line following introduction of longer trains will not begin to be seen until release of the 2016/17 data (Apr 16-Mar 17), due in Dec 2017, but will be affected by the dispute, which has affected the whole period to date.

**2018 Timetable Consultation** Phase 1 of the 2018 timetable consultation, setting out indicative service patterns and frequencies, closed on 8 Dec. From 2018, capacity into London Bridge is increased by the swap from 6 through and 9 terminal platforms, to 9 through and 6 terminal. The increased throughput will allow all Thameslink services currently diverted via Elephant & Castle to be restored via London Bridge- including, for the first time, a full peak service. Also, some Southern services that currently turn back in the terminal platforms will be transferred into Thameslink, giving new direct journey opportunities to Central London, St. Pancras and beyond. These will include the peak E. Grinstead- London Bridge trains running through to Bedford. Total peak Thameslink service from E. Croydon will be 12 trains per hour (tph); off-peak will be 8tph. All Thameslink trains will consist of the new high capacity Class 700 trains in 8 or 12 car fixed formations.

No other change is proposed to Oxted line services. In our response, we reiterated our aspiration for gaps in the peak half hourly service to be plugged; however this will probably have to wait for a further increase in the diesel fleet, and we have suggested that DfT consider obtaining a further 6 vehicles in the next franchise- there are many more in Scotland due to be cascaded from electrification schemes. Meanwhile, we have called for better connections onto the peak Oxted shuttles, and more peak calls at Hever and Ashurst. We pressed for the Sunday service to start an hour earlier, bringing the first arrival time in London closer to that of other lines in the South East, while still providing time for engineering work comparable to that currently available on the E. Grinstead branch.

Proposed changes to the Redhill group of services alter off-peak stopping patterns north of Redhill. Thameslinks will be semi-fast with staggered stopping patterns, and the Tonbridge and Reigate to Victoria services will revert to calling at all stations to Purley.

With only Thameslink trains (all now via London Bridge) proposed from south of Redhill at most times, peak demand from Redhill to Victoria will rely on Reigate and Tonbridge services, while the inability to run 8 or 12 car trains from Reigate favours retention of Tonbridge portions. However, it is doubtful whether any will continue to serve London Bridge.



In our response, we generally supported proposals for London trains to go to Victoria all day and options for evening and Sunday services to align with these, and asked for careful attention to be given to connections at Redhill and Tonbridge.

We emphasised the importance of providing for Edenbridge- Tonbridge 'contra flow' journeys- including the 'school trains'- confirmed by the consultation documents' own data as overwhelmingly the most popular journey from Edenbridge station.

Phase 2, due in late spring/early summer 2017, will set out the draft timetable, enabling comments on detailed timings to be made. We must hope there will be meaningful consultation, with time for any concerns to be 'tweaked' before staged implementation starts in Jan 2018.

It is all about the expansion of Thameslink; the risk is that other services will be compromised to accommodate the Thameslink imperative. After years of disruption, £5bn spent on infrastructure, and a further £2bn on the new train fleet, this is perhaps not surprising.

**London Bridge** Of the 3 lines on the demolished viaduct, which were closed at Christmas 2014, the Down Sussex Slow will be the first to be restored, and the first to use the diveunder, from Tues 27 Dec. It can be seen rising up adjacent to the SELCHP plant. During 2017, it will provide more flexibility at times of congestion for regulating trains into the terminal platforms. Crucially, in Jan 2018 it will provide grade separation when the 2 former Fast Lines come into use as the Thameslink lines on the rebuilt viaduct.

New tracks can now be seen laid through the diveunder: of the 4 lines, the Charing X lines are the middle 2, the southernmost is the Down Sussex Slow, and the northernmost is the Southwark Reversible- originally intended for emergency use only, but now proposed to be used by Thameslink services from North Kent via Greenwich, and Maidstone via Chislehurst. These replace previously proposed Thameslink services from Caterham /Tattenham Corner. The focus will then be firmly on E. Croydon as the principal remaining bottleneck. Limiting the number of trains needing to negotiate both E. Croydon and the Thameslink core, by keeping Caterham/Tattenham services in Southern Metro, should reduce performance risk. Following the Hendy replanning of Network Rail's delayed programme, 'Windmill Bridge and Croydon Area Remodelling' is likely to be a further 5 years away- at least providing a respite from major engineering disruption after Thameslink.

**Dec Timetable / Xmas services** There were no significant changes to Edenbridge lines in the substantive timetable from 11 Dec. Confusingly, however, it coincided with introduction of the ASLEF overtime ban timetable, reducing both lines to hourly. The October early morning leaf fall timings from Tonbridge to Redhill are continued into the new issue. The line between Dover and Folkestone, closed by storms last Christmas, reopened on 5 Sep.

For first time in at least 7 years, there are no major engineering works on Southern over Christmas and New Year. However, industrial action is planned as follows:

Sat 31 Dec to Mon 2 Jan (RMT conductors' strike): Limited services.

Also the ASLEF drivers' overtime ban until further notice: Hourly services.

Last trains on Sat 24 Dec are 2008 London Bridge-Uckfield; 2209 Redhill-Tonbridge; 2113 Tonbridge- Redhill

A Saturday service will run on Tues 27- Fri 30 Dec

London Bridge High Level will be closed Sat 24 to Tues 27 Dec and Sun, Mon 1, 2 Jan.

Buses will run Tonbridge- Sevenoaks on Sat 24 and Tues 27 Dec.

From Sat 24 to Thurs 29 Dec Paddington will be closed, with GWR trains starting from Ealing Broadway, and no Heathrow services. Redhill- Reading services will run normally throughout this period. Passengers from/via London for Oxford can use the new Chiltern direct Oxford (City) service from Marylebone, which started on 12 Dec.

Liverpool St (East side) is closed from Sat 24 Dec- Mon 2 Jan

**Fares** Annual seasons from Edenbridge Stations to London Terminals via E. Croydon rise on 2 Jan from £2844 to £2896 in line with the July 2016 RPI of 1.9% (note CPI was 0.6%). Day fares rise by between 10p and 40p.

Penalty Fares were extended to the Tonbridge- Redhill line from 30 Sep, without consultation, and with the top station ticket vending machine (TVM) still being unreliable.

The leaflet map on the website is not yet updated with Tonbridge- Redhill stations still shown as exempt. Ashurst now has a TVM. All Uckfield line stations were already in the Penalty Fare area, so where there is no ticket office available, TVMs should be used (unless out of order) to avoid risking a Penalty Fare.

**Wealden Line Campaign (WLC) / London & South Coast Rail Corridor Study** The WLC AGM on 19 Nov was more upbeat than for many years, with much talk of support from financiers with interests in linking Canary Wharf to the South Coast- now styled 'BML2+' with the 'plus' yet to be revealed

Both WLC and Railfuture (who have come onto the local scene in recent years) base their proposals on reuse of the Uckfield- Lewes trackbed. Railfuture is a national organisation, of long standing as the Railway Development Society, to whom E&DRTA is affiliated. Railfuture effectively picked up on WLC's campaign of over 20 years for reopening to Lewes, while for the past 6 years WLC has switched its emphasis onto a direct spur continuing through a South Downs tunnel towards Brighton, as part of its BML2 project to provide an alternative to the overcrowded Brighton Main Line (BML).

Separate phases of BML2 are identified for Sussex, Kent (with access to Tunbridge Wells and Tonbridge to relieve the Tonbridge main line), and London (with emphasis on Canary Wharf), however a 'big bang' approach is not ruled out.

Meanwhile Railfuture adopts a more incremental approach with initial emphasis on local benefits to E. Sussex. Both campaigns, however, include options for accessing both Lewes and Brighton, also Canary Wharf and beyond (promoted by Railfuture as 'Thameslink 2').

Regrettably, it appears that WLC finds itself unable to collaborate with the 'newcomer'.

Hopes were placed in early publication of the London & South Coast Rail Corridor Study following the Airports decision, but which the government still only says will be published 'in due course', and in the Chancellor's Autumn Statement on 23 Nov, which only said that 'the Transport Secretary will set out more details of specific projects and priorities over the coming weeks'.

**Overground expansion plans** In July, TfL released a 'Mayor's Rail Vision' map indicating 'Prospective London Overground services' extending as far as Gravesend and Windsor- recalling the old London Transport (Country Bus) area, which also extended as far out as Edenbridge and E. Grinstead. Conspicuous by their absence, however, are any services through E. Croydon. GTR's proposal not to transfer Caterham/Tattenham. Corner Metro services into Thameslink might have changed this. However, on 6 Dec Chris Grayling blocked the Mayor's plans.

**Top Station embankment slip** Continuing movement, both vertical and horizontal, can be seen in the platform. All trees have now been removed, and a fence erected to screen Sunnyside residents from waiting passengers' view. Stabilisation work is expected to start in the New Year. Following a period of monitoring, the platform can then be rebuilt, but this is likely to be 2-3 years away. Meanwhile, please be sure to 'Mind the Gap'.

GB

# Gatwick Area Conservation Campaign

# GACC

Campaigning for a better environment  
for the whole area around Gatwick

Campaign Office  
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Press release 12 January 2017

## Night flights - same number but less noise

New rules for night flights for the next five years have been announced by the Government.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/582863/night-flight-restrictions-at-heathrow-gatwick-and-stansted.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/582863/night-flight-restrictions-at-heathrow-gatwick-and-stansted.pdf)

Chairman of GACC, Brendon Sewill, said: 'Gatwick has more night flights than any other London airport. We are disappointed that there is to be virtually no reduction in the number of flights. People across Britain are kept awake by aircraft and there is growing evidence that this has a serious impact on health, so GACC's aim is to see a ban on all night flights.'

GACC, however, welcomes and supports the suggestion by the Government that the permitted level of noise at night (the noise quota) at Gatwick may be cut by 20% over the next five years. That will not only have an obvious advantage but it will force airlines to buy and to use quieter aircraft - and that will also have a benefit during the day. 'We will need to fight hard to prevent the aviation rats getting at this plan.'

Also welcome is the proposal to reduce the noise quotas to the current level of use: that will not make any difference to the current situation but will prevent a potential sizeable increase in future years. It is something that GACC has argued for in the past.

Noise at night from aircraft taking off and landing at Gatwick disturbs tens of thousands of people in Crawley and Horley, and in villages around the airport. A new factor is the research by GACC, now accepted by the Government, that noise from aircraft is more disturbing in rural areas - up to 30 miles from Gatwick - where background noise levels are low. 'We believe,' says Sewill, 'that our research project has helped to persuade the Government to cut the noise.'

GACC will be consulting all its members on its more detailed response to the consultation.

*GACC, founded in 1968, has as paid-up members over 50 councils and over 40 community groups. We have built a reputation for sound judgement and reliable information and thus have the support of all local Members of Parliament.*

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## **GATWICK AIRPORT NOISE MANAGEMENT BOARD**

### **FOURTH MEETING**

### **AGENDA**

**31<sup>st</sup> January 2017**

**Ascot Suite, Hilton Hotel, Gatwick Airport, 10:00 – 13:00**

**09:30 Registration**

**10:00 Opening of NMB/4**

**Agenda item 1: History of the Independent Arrivals Review, Action Plan and introduction to the NMB,**

Bo Redeborn, Independent Chairman NMB

**10:15 Agenda item 2: Progress Report Arrivals Review Recommendations,**  
GAL Representatives and NMB Members

- Action Plan update

**11:15 – 11:45 *Coffee Break***

**11:45 Agenda item 3: Continuous Improvement - Future Work Plan 2017-2018,**  
Bo Redeborn

An overview of the expected focus of further work by the NMB, beyond the initial recommendations of the Arrivals Review

- Departure related issues,
- Improved steps to deliver a fair and more equitable dispersal of flights,
- Night noise initiatives,
- Institutional aspects

**12:00 Agenda item 4: Noise Management Board Panel,**  
Moderator: Bo Redeborn

Members of the audience will have the opportunity to seek clarifications from, and to pose questions to, Noise Management Board Members

**13:00 Close of NMB/4**

## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 256013

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Request for New  
**Site :** HAWTHORN CLOSE  
**Location :** At the junction of Moles Mead Hawthorn Close. The barrier has been driven over and broken. This is the 3rd time this has been removed by the local travellers so that it can be used as a rat run. Perhaps now a more permanent barrier can be put in place  
**Service :** Bollards  
**Recorded Date :** 24-Dec-2016 **Last Logged Date :** 05-Jan-2017  
**Response Date :** 26-Jan-2017 **Completion Target :** 21-Jan-2017

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**Enquiry Number :** 256674

**Outstanding :** Y **Enquiry Status :** Works being programmed  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** LINGFIELD ROAD  
**Location :** on footpath at bottom of driveway 46/46a  
**Service :** Drainage and Flooding  
**Recorded Date :** 03-Jan-2017 **Last Logged Date :** 09-Jan-2017  
**Response Date :** 03-Feb-2017 **Completion Target :** 30-Jan-2017

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**Enquiry Number :** 11203146

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :**  
**Subject :** Blocked Drain/Gully  
**Site :** STATION ROAD  
**Location :**  
**Service :** Drainage and Flooding  
**Recorded Date :** 03-Jan-2017 **Last Logged Date :** 09-Jan-2017  
**Response Date :** **Completion Target :** 30-Sep-2017

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**Enquiry Number :** 51950041

**Outstanding :** Y **Enquiry Status :** Works being programmed  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** LINGFIELD ROAD  
**Location :** At the junction with coombfield  
**Service :** Drainage and Flooding  
**Recorded Date :** 03-Jan-2017 **Last Logged Date :** 09-Jan-2017  
**Response Date :** 03-Feb-2017 **Completion Target :** 30-Jan-2017

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## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 258497

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Flooding Rural Areas  
**Site :** SWAN LANE  
**Location :** Outside Coovinda, TN8 6AT  
**Service :** Drainage and Flooding  
**Recorded Date :** 12-Jan-2017 **Last Logged Date :** 13-Jan-2017  
**Response Date :** 31-Mar-2017 **Completion Target :**

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**Enquiry Number :** 257099

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Manhole/Drain Cover Problem  
**Site :** FOUR ELMS ROAD  
**Location :** Drain in middle of road outside my property Crossways, before the railway bridge.  
**Service :** Road/Carriageway  
**Recorded Date :** 04-Jan-2017 **Last Logged Date :** 05-Jan-2017  
**Response Date :** **Completion Target :** 01-Feb-2017

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**Enquiry Number :** 10007014

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Road Surface Cracked  
**Site :** SWAN LANE  
**Location :** Please see letter in links  
**Service :** Road/Carriageway  
**Recorded Date :** 16-Jan-2017 **Last Logged Date :** 16-Jan-2017  
**Response Date :** **Completion Target :**

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**Enquiry Number :** 258237

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Road/Traffic Damaged/Missing  
**Site :** MONT ST AIGNAN WAY  
**Location :** outside the new build on the right hand side  
**Service :** Signs & Name Plates  
**Recorded Date :** 11-Jan-2017 **Last Logged Date :** 12-Jan-2017  
**Response Date :** 11-Feb-2017 **Completion Target :**

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## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 257979

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Not Working  
**Site :** ST JOHNS WAY  
**Location :** The Street light is not working, has not worked for many months.  
**Service :** Street Lighting  
**Recorded Date :** 10-Jan-2017 **Last Logged Date :** 10-Jan-2017  
**Response Date :** **Completion Target :** 07-Feb-2017

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**Enquiry Number :** 259123

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Not Working  
**Site :** GREENFIELD  
**Location :** Not working  
**Service :** Street Lighting  
**Recorded Date :** 16-Jan-2017 **Last Logged Date :** 16-Jan-2017  
**Response Date :** **Completion Target :** 13-Feb-2017

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**Enquiry Number :** 257858

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Fault  
**Site :** STATION ROAD  
**Location :** The amber light on the zebra crossing is on solid and not flashing. I initially reported a fault with this crossing before xmas as the light was not on at all. The repair has made the light come on solid and not flash. As I mentioned before, this is  
**Service :** Zebra Crossing Lights  
**Recorded Date :** 10-Jan-2017 **Last Logged Date :** 10-Jan-2017  
**Response Date :** **Completion Target :** 07-Feb-2017

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