



Edenbridge Town Council

Town Clerk: Christine Lane CertHE Local Policy



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

A meeting of the PLANNING & TRANSPORTATION COMMITTEE will be held in Rickards Hall at 7.30pm on Monday 23 April 2018

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 Committee 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 26 March 2018

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

6. PLANNING APPLICATIONS TO BE CONSIDERED

7. SDC PLANNING DECISIONS

8. PLANNING BUSINESS

- 8.1 Draft revised National Planning Policy Framework
- 8.2 Planning Appeal APP/G2245/W/18/3197312 Crouch House Farm Crouch House Road Edenbridge TN8 5LQ
- 8.3 SDC Housing Allocations Policy
- 8.4 Consultation on unauthorised developments and encampments
- 8.5 St John's Way
- 8.6 Listing for The Star Inn
- 8.7 Community assets
- 8.9 Rugby Club

9. TRANSPORT BUSINESS

- 9.1 Road issues
- 9.2 Rail issues
 - 9.2.1 Edenbridge & District Rail Travellers' Association
 - 9.2.2 New timetable from 20 May – 'Check before you travel' campaign
 - 9.2.3 SCRP Annual Review 2017
 - 9.2.4 Update from Cllr M Robson
- 9.3 Aviation issues

Council offices: Doggetts Barn, 72A High Street, Edenbridge, Kent TN8 5AR

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Email: townclerk@edenbridgetowncouncil.gov.uk **Web:** www.edenbridgetowncouncil.gov.uk

9.4 Highways report

10. PRESS RELEASE

REPORT PLANNING AND TRANSPORTATION – 23 April 2018

5. **MATTERS ARISING FROM THE MINUTES NOT COVERED ELSEWHERE, FOR REPORT ONLY – none**

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 2 bedroom dwelling. New double garage. **Land To The Rear Of 49 Ridge Way Edenbridge KENT TN8 6AU** Ref. No: 18/00745/FUL

A letter of objection from a resident is with the papers.

Erection of detached single garage. **Christmas Mill Shernden Lane Marsh Green Edenbridge KENT TN8 5PS** Ref. No: 18/01045/HOUSE

Single storey rear extension. Alterations to fenestration. **Merrydown 8 Orchard Drive Edenbridge KENT TN8 5ES** Ref. No: 18/01174/HOUSE

For information

Reduce the height of 1 Lime tree to remove decay. **St Peter And St Pauls Church Church Street Edenbridge KENT** Ref. No: 18/01100/WTCA

Various works to trees. **31 Crown Road Edenbridge KENT TN8 6AN** Ref. No: 18/01083/WTPO

Non-material amendment to SE/17/01625/REM **Land North Of Railway Line And West Of St Johns Way St Johns Way Edenbridge KENT** Ref. No: 18/01080/NMA

Details pursuant to condition 16 (boundary enclosures) of Appeal ref: G2245/W/3130787 relating to planning application ref: SE/14/03783/OUT. **Land North Of Railway Line And West Of St Johns Way St Johns Way Edenbridge KENT TN8 6HF** Ref. No: 18/00945/DETAIL

7. **SDC PLANNING DECISIONS – for noting**

Erection of a timber summerhouse to rear. **57 Ridge Way Edenbridge KENT TN8 6AP** Ref. No: 18/00526/HOUSE

Granted

Erection of an orangery to attach to both barn and small roundel. **The Oast House Lydens Lane Hever KENT TN8 7EP** Ref. No: 18/00411/HOUSE

Granted

Erection of an orangery to attach to both barn and small roundel. **The Oast House Lydens Lane Hever KENT TN8 7EP** Ref. No: 18/00412/LBCALT

Withdrawn

Erection of new Garage/Store Structure. **3 Skeynes Farm Barn Lingfield Road Edenbridge KENT TN8 5LQ** Ref. No: 18/00383/HOUSE
Granted

Proposed single storey front extension with structural alterations and remodelling. **7 Ashcombe Drive Edenbridge KENT TN8 6JY** Ref. No: 18/00257/HOUSE
Granted

Replacement of wooden framed windows and door to UPVC. **1 Holmden Court High Street Edenbridge KENT TN8 5DP** Ref. No: 18/00326/LDCPR
Granted

Erection of dormers to the rear, one velux rooflight to the front elevation and loft conversion into habitable space. **5 Katherine Road Edenbridge KENT TN8 5BN** Ref. No: 18/00405/LDCPR
Granted

Details pursuant to condition 10 (surface water drainage) of planning permission 15/00376/FUL **Westerham House Fircroft Way Edenbridge KENT TN8 6EL** Ref. No: 18/00388/DETAIL
Granted

Details pursuant to condition 9 (remediation report) of planning permission 15/00376/FUL **Westerham House Fircroft Way Edenbridge KENT TN8 6EL** Ref. No: 18/00387/DETAIL
Granted

Non material amendment to 17/02967/FUL. **Barclays Bank Plc 45 - 47 High Street Edenbridge KENT TN8 5AE** Ref. No: 18/00520/NMA
Non-Material No Conditions

8. PLANNING BUSINESS

8.1 Draft revised National Planning Policy Framework

The Government is consulting on draft revisions to the NPPF and last week most of the councillors attended a workshop on the proposals, led by Alan Dyer. The draft responses, with comments/amendments by Alan Dyer, are attached for members to discuss.

One point he missed in the discussion was a comment in para 74 in the draft document, regarding the relationship between adopted plans and housing needs assessments. As there was some discussion about this, he's asked for it to be highlighted, as it offers some limited reassurance. It says that the five year supply of deliverable sites should be based on their housing requirement, or against their local housing need where the strategic plan is more than five years old. In other words, it's based on the plan figure if there is an up to date plan. He still thinks the wording could be more explicit and has suggested comments to reflect this.

Do members agree to these responses, with any further amendments, being submitted to the consultation – the closing date is 10 May?

8.2 Planning Appeal APP/G2245/W/18/3197312 Crouch House Farm Crouch House Road Edenbridge TN8 5LQ

Because the original application was a Prior Notification for a change of use, SDC was not required to consult Edenbridge Town Council. The application was refused and has gone to appeal, so members can now make comments under permitted development rules. The delegated report from the Officer is attached.

Do members wish to make any comments or support those made by the SDC Officer?

8.3 SDC Housing Allocations Policy

Cllr J Barnett looked at the consultation from SDC on the Housing Allocations Policy. As it was an online survey, he had to complete it at the time. In general, they are looking to do

more to prioritise Armed Forces and Armed Forces widows, in line with the Council's support for this. If any other members wish to complete the survey, it's available at https://www.sevenoaks.gov.uk/info/20073/consultations/377/draft_housing_allocations_policy_consultation

8.4 Consultation on unauthorised developments and encampments

The Government has recently issued a consultation on powers for dealing with unauthorised developments and encampments. The consultation document can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/697354/Consultation_-_unauthorised_encampments.pdf

The following has been received from NALC.

"NALC will be responding to the consultation on behalf of the local councils that we represent. To help us we would like your council/county association to email us your thoughts on the consultation questions. These include:

1. What evidence is there of unauthorised development and encampments in your community, and what issues does this raise for the local community?
2. We would like to invite evidence of unauthorised encampments which have occurred in the last 2 years, as follows:
 - a. the number of instances where trespassers have occupied land without authorisation, including the location and scale of the encampment.
 - b. whether the land in a) required cleaning or repair once the encampment had left, and if so, what was the cost?
 - c. how was each unauthorised encampment encouraged to leave, how long did it take, and was the local authority able to move them on; or did the police become involved?
3. Do you think that the existing powers made available to local authorities to remove unauthorised campers from land are effective?
4. Do you think local authorities could improve their use of existing powers?
5. What other powers may help local authorities deal with unauthorised encampments?
6. Do you consider that the current powers for police to direct trespassers to leave land are effective?
7. Would any new or revised powers that enable police to direct trespassers to leave land make it easier to deal with unauthorised encampments?
8. Do you consider that the Government should consider criminalising unauthorised encampments, in addition to the offence of aggravated trespass? If so, how should a new offence differ, and what actions and circumstances should it apply to?
9. What barriers are there to the greater use of injunctions by local authorities, where appropriate, and how might they be overcome?
10. Do you have any suggestions or examples of how local authorities, the police, the courts and communities can work together more successfully to improve community relations and address issues raised by unauthorised encampments?
11. Are there ways in which court processes might be modified in a proportionate way to ensure unauthorised encampments can be addressed more quickly?

12. In your view, what would the advantages and disadvantages be of extending the IPO process to open land? Are you aware of any specific barriers which prevent the effective use of current planning enforcement powers?
13. If you are aware of any specific barriers to effective enforcement, are there any resourcing or administrative arrangements that can help overcome them?
14. Are you aware of any specific barriers which prevent the effective use of temporary stop notices? If so, do you have a view on how these barriers can be overcome?
15. How do you think the existing enforcement notice appeals process can be improved or streamlined?
16. How can Government make existing guidance more effective in informing and changing behaviour?
17. If future guidance was issued as statutory guidance, would this help in taking action against unauthorised development and encampments?
18. Are there any specific barriers to the provision of more authorised permanent and transit sites? If so, is there any action that the Government could take to help overcome those barriers?
19. What impact would extending local authority, police or land owner powers have on children and families and other groups with protected characteristics that public authorities must, in the exercise of its functions, have due regard to under their Public Sector Equality Duty?
20. Do you expect that extending the powers referred to above would have a positive or negative impact on the health or educational outcomes of Gypsy, Roma and Traveller communities? If so, do you have any evidence to support this view, and/or suggestions for what could be done to mitigate or prevent any negative impacts?
21. Do you have any other comments to make on the issue of unauthorized development and encampments not specifically addressed by any of the questions above?

Local councils are at the very heart of their local community and that is why NALC thinks it is vital we hear from them. The deadline for responses to us is 5pm Friday 25 May."

The Government deadline for responses is Friday 15 June.

Which members would like to assist the Clerk in responding to this consultation?

8.5 St John's Way

There have been a number of problems with contractors' vehicles going through St John's Way, and UKPN has caused disruption and left a huge amount of mud on the road. Cllr S McGregor has been liaising with residents, Enforcement at SDC, and UKPN. The Enforcement Officer has confirmed that the works being done by UKPN are under permitted development rights, so there is no power to intervene, however the company was going to carry out a road-cleaning programme. Cllr McGregor also pushed for signage telling construction traffic to use Enterprise Way, which has been installed. It is hoped the developers will use the correct access in future.

8.6 Listing for The Star Inn

An update is still awaited from the Conservation Officer on the possibility of listing The Star Inn.

8.7 Community assets

The Town Council has two community assets, St Paulinus Hall and the old library, which expire in June and July.

Do members wish to reapply for them to be listed? In light of the fact the library building is no longer used as a library, do members consider it's still valid to add to the list of community assets?

8.8 Street naming and numbering – Section 64 Town Improvement Act 1847

SDC have advised on a change of name – the conversion of an agricultural building at Chiswell Farm, known as the old cow shed, to a new residential dwelling called The Old Dairy, Chiswell Farm.

8.9 Rugby Club

Formal notification to the Town Council, as landowner, has been received from Edenbridge Rugby Club, regarding work they proposed at the Recreation Ground – for noting.

9. TRANSPORT BUSINESS

9.1 Road issues – none

9.2 Rail issues

9.2.1 Edenbridge & District Rail Travellers' Association – newsletter attached

9.2.2 New timetable from 20 May – 'Check before you travel' campaign

The following information, regarding changes to their timetables, has been received from GTR.

"A new timetable will be in operation on all our routes from 20 May, the culmination of several years of planning and public consultation. It will provide a more reliable service and much more capacity, responding to the phenomenal growth which has seen passenger numbers double in just 12 years on parts of our network.

The changes are a key element of RailPlan 20/20, our programme to modernise rail services in the south east, taking advantage of the new infrastructure and trains provided by the Thameslink Programme.

We are about to ramp up our awareness campaign asking passengers to check before they travel from 20 May. These timetables are completely new and therefore it is likely that the majority of passengers will see some change to times or patterns of their current, typical journeys. We would be grateful for your assistance in highlighting this change to your constituents, residents or members – perhaps through adding information in your newsletters, on your websites, on social media and in your buildings for staff.

The majority of services are now available to view via journey planners such as www.nationalrail.co.uk. However, you may be aware that Network Rail has not yet finished loading the full national timetable to journey planners, and we continue to support them to complete this for our part of the network. To allow passengers to check new train times as soon as possible, we have produced PDF timetables showing the full service and these are available on www.railplan2020.com/timetables. There are also route information factsheets by area which give an overview."

9.2.3 SCRP Annual Review 2017

The Sussex Community Rail Partnership's Annual Review for 2017 can be found at <http://www.sussexcrp.org/wp-content/uploads/2018/03/CRP-final-webpdf.pdf>

9.2.4 Update from Cllr M Robson – none

9.3 Aviation issues – none

9.4 Highways report – hard copy available with the plans

10. PRESS RELEASE – are there any items on the agenda for a press release?

Paragraph 6 clarifies that endorsed recommendations of the National Infrastructure Commission may be material when preparing plans or determining applications.

Q1 Do you have any comments on the text of Chapter 1?

No.

Q2 Do you agree with the changes to the sustainable development objectives and the presumption in favour of sustainable development?

Six months gives protection if plans are under development, gives a fairer balance before the presumption in favour kicks in.

Comment [AD1]: The six month period applies to the transitional arrangements. Should be under Q.40.

Q3 Do you agree that the core principles section should be deleted, given its content has been retained and moved to other appropriate parts of the Framework?

No comment.

Q4 Do you have any other comments on the text of Chapter 2, including the approach to providing additional certainty for neighbourhood plans in some circumstances?

Support wWhere a Local Plan has been accepted found sound even though it cannot fully meet its assessed needs because of the factors in the footnote to para 11 but can't fully meet assessed needs then Neighbourhood Plans should be bound by the adopted plan and required to stay with the Adopted Plan, not assessed needs. Subject to this, para 14 is supported.

Q5 Do you agree with the further changes proposed to the tests of soundness, and to the other changes of policy in this chapter that have not already been consulted on?

No comment.

Q6 Do you have any other comments on the text of Chapter 3?

The wording regarding cross border development should be clearer. Cross border development may be considered rather than must be, and you should have to prove why you can't meet the target in your own area before supporting development in other areas.

Q7 The revised draft Framework expects all viability assessments to be made publicly available. Are there any circumstances where this would be problematic?

Strongly support. Anti-democratic to keep them confidential. Greater transparency is good.
This could be further strengthened by requiring planning authorities only to take into account viability assessments that have been made public.

Q8 Would it be helpful for national planning guidance to go further and set out the circumstances in which viability assessment to accompany planning applications would be acceptable?

Yes. Viability should only be reviewed upwards! Only downside, developers may work as a cartel to show reduced viability.

Comment [AD2]: This is more relevant to Q.9. I wouldn't include the reference to developers working as a cartel. Instead you could comment that capturing increases in the value will have the benefit of enabling the development to contribute more benefits to the community when it can afford to do so.

Q9 What would be the benefits of going further and mandating the use of review mechanisms to capture increases in the value of a large or multi-phased development?

Support only if going up!

Q10 Do you have any comments on the text of Chapter 4?

The section on Enforcement should be strengthened with shorter time limits for compliance and time limits shortened.

Q11 What are your views on the most appropriate combination of policy requirements to ensure that a suitable proportion of land for homes comes forward as small or medium sized sites?

Want to encourage small sites – support 20% of sites, not 20% of developments. Helpful to have housing requirement figures set by District planning Authorities of numbered houses for Neighbourhood Plan areas.

Q12 Do you agree with the application of the presumption in favour of sustainable development where delivery is below 75% of the housing required from 2020?

No. Time scale of 2020 too short. Concerned that this will be a developers' charter – nothing to stop them holding back on developments to ensure other sites be allowed. Significant development should be required, not just building a trench. The assessment should take account of permissions granted. If sufficient development has been permitted to meet the Council's requirement then the Council shouldn't be penalised if the developer doesn't build the housing permitted allocation in the time limit, meaning council doesn't meet need there is a delay in meeting the need. It is unfair to penalise Councils when they have done everything within their power to meet their requirement.

Comment [AD3]: I've deleted the second sentence as it's more relevant to Q.14.

Q13 Do you agree with the new policy on exception sites for entry-level homes?

Needs to be limited. Not in Green Belt, except in small villages which are washed over by Green Belt. Should it include some market housing?

Comment [AD4]: The text of para 72 says that developments allowed under this policy should include a "high proportion" of entry level homes implying that the remainder would be market housing. Based on the seminar I think your position is either that you object to the inclusion of market housing or that "high proportion" needs to be more clearly defined. I think your councillors supported the former but if not the latter comment applies – It's too vague at the moment.

Q14 Do you have any other comments on the text of Chapter 5?

This chapter could set out more clearly that the housing requirement will be based on the adopted Local Plan where it has been found sound after consideration against the NPPF and not the assessed housing need if the housing need figure is different. There should be no ambiguity that could be exploited by developers. Permission raises false hope if development is then not built out. Buffer figure too onerous a requirement. Adopted Local Plan or housing need. It will be crucial that once the Plan is adopted, the number of homes required is based on the validated figure and that developers are not able challenge on the assessed need.

The principle of the proposal in para 78 regarding shorter timescales for implementing planning permissions is supported but it would have to be supported by a stronger compliance test based on substantial progress in construction. As things stand developers can "implement" the permission by digging a trench for foundations. We know of several cases where this has happened and the developer has then stopped work meaning there is no real progress towards building the permitted houses.

Q15 Do you agree with the policy changes on supporting business growth and productivity, including the approach to accommodating local business and community needs in rural areas?

83(d) Live-work accommodation should be removed as it almost always reverts to housing. Housing policy has to respect other regulations, this does not – see 72(b).

Comment [AD5]: Don't understand this.

Q16 Do you have any other comments on the text of chapter 6?

No.

Q17 Do you agree with the policy changes on planning for identified retail needs and considering planning applications for town centre uses?

Need to push developers where they're holding onto land that's in poor condition, for example by charging business rates on vacant commercial sites.

Comment [AD6]: I think this is what people were suggesting.

Q18 Do you have any other comments on the text of Chapter 7?

The change from site currently available, to ~~might be expected to become available within a reasonable period available~~, needs clarification – ~~might be available when?~~ Some guidance is needed on what would be a reasonable period.

Q19 Do you have any comments on the new policies in Chapter 8 that have not already been consulted on?

No.

Q20 Do you have any other comments the text of Chapter 8?

No.

Q21 Do you agree with the changes to the transport chapter that point to the way that all aspects of transport should be considered, both in planning for transport and assessing transport impacts?

No comment.

Q22 Do you agree with the policy change that recognises the importance of general aviation facilities?

No comment.

Q23 Do you have any other comments on the text of Chapter 9?

Parking requirement. Should look at introducing a minimum parking standard.

Comment [AD7]: Was it the view of your Council/MoA that planning authorities adopt minimum parking standards? At present para 125-127 contain no requirement to set standards.

Q24 Do you have any comments on the text of Chapter 10?

No.

Q25 Do you agree with the proposed approaches to under-utilised land, reallocating land for other uses and making it easier to convert land which is in existing use?

Employment land is crucial to sustainable development. Need powers to persuade developers to develop derelict land. Could introduce charging business rates on it. Limitation on use of employment land should be upheld.

Q26 Do you agree with the proposed approach to employing minimum density standards where there is a shortage of land for meeting identified housing needs?

No. Density has implications on the quality of life and health, it is vital to respect the character of the area. Minimum density is too blunt a policy.

Q27 Do you have any other comments on the text of Chapter 11?

This council will object strongly to para 123(c) authorities must not take a flexible approach in applying policies relating to daylight and sunlight. These policies are there for a

Comment [AD8]: We didn't discuss this but you've made a good point.

purpose, to ensure acceptable living environments for residents. Relaxing the policies risks creating sub-standard developments harmful to impact on quality of life.

Q28 Do you have any comments on the changes of policy in Chapter 12 that have not already been consulted on?

Para 130 – conflicting advice – being innovative, whilst being sensitive to surroundings. Is very restrictive, how would new designs ever get approval?

Q29 Do you have any other comments on the text of Chapter 12?

Advertising subject to control only for safety – this would need strong consent process to prevent abuse.

Q30 Do you agree with the proposed changes to enable greater use of brownfield land for housing in the Green Belt, and to provide for the other forms of development that are 'not inappropriate' in the Green Belt?

Might include other factors. Not to develop on grade 1 land. Best and most versatile land protected, even if brownfield.

'No substantial' affordable housing is difficult to quantify.

The reference in para 144g to affordable housing being acceptable on brownfield land in the Green Belt where there is no substantial harm to openness creates uncertainty over how "substantial" is to be defined. Without clearer guidance there are bound to be disagreements in interpretation.

Q31 Do you have any other comments on the text of Chapter 13?

No Para 136 sets out alternative options for meeting housing need that should be examined before releasing Green Belt land, then para 137 sets out the approach to deciding what green belt land should be released where it has been concluded that release is necessary. If there is a shortage of development land after the para 136 assessment then the NPPF should set out that there is a judgement to be made weighing up the importance of meeting the assessed need against the importance of protecting the Green Belt. It should not be implied that sufficient Green belt land must be released to make up the shortfall.

In para 137 some reference to the importance of protecting the best and most versatile agricultural land is needed when deciding what green belt land to release.

Q32 Do you have any comments on the text of Chapter 14?

No.

Comment [AD9]: Personally I disagree with this comment – being sensitive to surroundings does not require everything to be the same and I don't think it's very restrictive. We did also discuss the wording in para 124 regarding the role of neighbourhood plans. I think this paragraph was supported.

Comment [AD10]: Para 131 doesn't really say anything that departs from previous guidance. It says that adverts should be controlled "only in the interests of amenity and public safety" which has long been the position. In reality the vast majority of refusals for adverts are on amenity grounds.

Q33 Does paragraph 149b need any further amendment to reflect the ambitions in the Clean Growth Strategy to reduce emissions from buildings

No comment.

Q34 Do you agree with the approach to clarifying and strengthening protection for areas of particular environmental importance in the context of the 25 Year Environment Plan and national infrastructure requirements, including the level of protection for ancient woodland and aged or veteran trees?

Support the strengthening proposed and protect new woodland planted to create environmental corridors joining up areas of ancient woodland.

Q35 Do you have any other comments on the text of Chapter 15?

No.

Q36 Do you have any comments on the text of Chapter 16?

This needs a strong power to ensure developers comply.

Comment [AD11]: Is this a comment on the whole of Chapter 16 or the revised wording on protecting heritage assets? You need to clarify.

Q37

Do you have any comments on the changes of policy in Chapter 17, or on any other aspects of the text of this chapter?

No.

Q38 Do you think that planning policy on minerals would be better contained in a separate document?

Yes.

Q39 Do you have any views on the utility of national and sub-national guidelines on future aggregates provision?

No comment.

Q40 Do you agree with the proposed transitional arrangements?

No comment.

Comment [AD12]: Your answer to Q.2 should come here.

Q41 Do you think that any changes should be made to the Planning Policy for Traveller Sites as a result of the proposed changes to the Framework set out in this document? If so, what changes should be made?

Planning policy for Traveller Sites should be included in this document so that it is integrated with the rest of planning policy.

Q42 Do you think that any changes should be made to the Planning Policy for Waste as a result of the proposed changes to the Framework set out in this document? If so, what changes should be made?

See Q38.

Q43 Do you have any comments on the glossary?

A very useful section.

Comment [AD13]: Good! (At least I know my examiner was successful in one respect!)

File/Planning/Committee/2018/NPPF Response April 2018

DELEGATED REPORT

REFERENCE:	17/02202/PAC	DATE:	05.09.2017
SUBJECT:	Prior notification / Approval	NAME:	Mark Mirams
ADDRESS:	Crouch House farm buildings, Crouch House Road, Edenbridge		

Proposal - Prior notification for a change of use from agricultural use to dwellinghouse (C3) and associated operational development. This application is made under Class Q of The Town and Country Planning (General Permitted Development) (England) Order 2015.

Planning History

SE/87/02064 - conversion of barn A to a 4 bed dwelling - Refused
SE/87/02065 - conversion of barn B to a 4 bed dwelling - Refused
SE/88/02651 - Change of use and conversion into granny annex - approved

Constraints
Green Belt

Publicity Expires on: 10.08.2017

Representations

A petition has been received which contains eight signatures all of whom object to the application due to the concerns about traffic and the vehicle access.

Objections have been received from local residents, raising the following concerns -

- The drawings are incorrect
- Unacceptable increase in traffic on a single track road
- Lack of suitable visibility at entrance to road, in the middle of a double bend
- Concern over drainage arrangements
- Noise from construction work
- Noise from additional households
- No details of gardens have been provided
- Various works to the building are required
- An extension to the building was built around 3 years ago. Did this receive consent?

Parish / Town Council - N/A

Consultations

Kent County Council Transport and Highways - The access is proposed via the existing access to Crouch House Farm. The lane is very narrow, and there are informal passing places in the form of driveways. It is considered that the use of the lane for residential will not be an intensification of use, and therefore, no not object to the principle of the proposal.

Visibility along Crouch House Road is restricted, especially when turning right out of the lane. While it is considered that the splay can be achieved within Highway land, it is evident on site that there are hedges and a fence that severely restrict sight lines. I suggest that the visibility splays are conditioned to achieve full 2m x 43m. In order to allow two vehicles to enter and exit the access, it is suggested that the access is widened to 4.8 metres for the first 10 metres. This will prevent any vehicles having to wait on the highway, potentially causing a danger to other highway users. It appears that the lane does not fall within the ownership of the applicant. Therefore, agreement from the landowner will be required for this to take place. In line with the above, while I do not object the principle of the proposal, I suggest that the visibility splays and the width of the access are conditioned.

Environmental Health - Before commencement of the development, a contaminated land assessment, including a site investigation and remediation methodology (if necessary) shall be submitted to and approved by the Local Planning Authority. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority. The details shall be implemented as approved.

APPRAISAL

Description of site

The application site consists of two barns / farm buildings, consisting of brick elevations and a clay tiled roof. They form part of a collection of buildings, accessed via a long single track from Crouch House Road. This track serves 5 dwellings, the agricultural buildings, and also provides access to a building further west that is currently used as a maintenance shed in connection with the adjacent golf club. There is a direct access from this building to the golf course, although it is understood that vehicles also use the route subject to this application.

The buildings are connected to an L shaped building that now forms part of the property at Crouch House.

The site is located within the metropolitan green belt, around 250 metres from defined edge of the town settlement.

Description of proposal

This application has been made under the prior notification procedure to convert the buildings into residential use. The development would create two dwellings - a 4 bed unit in the northernmost building which benefits from a first floor, and a three bed unit in the single storey building to the south. It would provide a small area of land to each unit.

Principle issues

Schedule 2, Part 3, Class Q sets out the criteria under which applications to convert agricultural buildings to dwellinghouses are to be considered, subject to the following conditions-

Q.1(a) - that the site was in, or last in agricultural use as part of an established agricultural unit.

The buildings have been present on site for a long period of time, and appear to have been part of a larger farm holding in the past, which included the land now occupied by the golf course to the north. From historic planning records, it then appears that the buildings were owned by various parties, including the owner of the adjacent residential property, before being bought by the current owner.

The current owner has stated that the buildings and surrounding land (shown on an attached plan) were part of a separate agricultural holding up to 2010, when he then moved to Foyle Farm in Oxted. Since then, the applicant states that he has continued to use the surrounding land under his ownership and the barns for agricultural purposes, and that the land is currently grazing land. The land and buildings have been used for agriculture for 20 years, albeit that the barns have been used less with smaller amounts of agricultural storage since 2010.

“Established agricultural unit” is defined under Part 3 Class X as land occupied as a unit for the purposes of agriculture and, for the purposes of Class Q on or before March 2013 or for 10 years before the date the development begins.

Whilst the farm unit has been subject to change over the years, and is fragmented, on balance I would conclude that the buildings retain an agricultural use and that the land was part of an agricultural unit on or before March 2013, forming part of the wider farming practice by the applicant which includes Foyle Farm.

Q.1.(b) - that the cumulative floor space of the building(s) would not exceed 450sqm

The cumulative increase is shown by the applicant to be 437 sqm. I have calculated the increase to be 418sqm. Either way, the development would not exceed this threshold.

Q.1. (c) - that the development does not exceed 3 separate dwellings

This proposal is for 2 units

Q.1.(d) and (e) - that the site is / was not occupied by a agricultural tenancy unless terminated more than 1 year ago or with agreement from the tenant

The applicant has stated that the site is not subject to an agricultural tenancy

Q.1.(f) - that development under Part 6 of the GPDO has not taken place on the unit since March 2013

No development has taken place in connection with the above

Q.1.(g) - that development would result in the external dimensions of the building extending beyond the existing building

Whilst some alterations are proposed, the works would not extend beyond the elevations of the existing building.

Q.1.h - That the development would result in a building with more than 450sqm floorspace having a use under Class C3 (dwellinghouses)

The proposed floor space would be the same as existing and would not exceed this threshold.

Q.1..i - that the development would consist of building operations other than the installation or replacement of windows, doors, roofs or external walls, or water, drainage, electricity or other services to the extent reasonably necessary for the building to function as a dwelling, and any partial demolition reasonably necessary to allow such operations.

The application has been submitted with a brief engineers report, setting out the works likely to be required in relation to the proposed conversion. The report states that the walls and roof to Building A are in good condition, substantial, and capable of sustaining loadings for domestic use. It states that internal works would be required to replace the floor to meet thermal requirements, and fire protection to the steel work. As these would be internal works, they would be excluded from the definition of development under S55 of the TCP Act.

The report for buildings B and C (which would combine to comprise the second dwelling) states that the walls and roof to building C are structurally sound, but that building B will require some localised roof strengthening and the north-facing wall would require rebuilding due to foundation movement / roof spread. These works are relatively isolated and localised when the buildings subject to this application are taken as a whole, and I consider such repair / replacement would fall within the thresholds allowed under this section.

It should be noted that although the conclusion states that Building C will require significant strengthening, this would appear to be made in error given the detail in the earlier section of the report.

The conversion of buildings B and C would also require treatment to the ground floor slab as per Building A, and this is considered acceptable for the same reason.

The proposal would also include the installation of new and replacement doors / windows. These would largely replace existing openings, albeit that some would be larger in size.

I would take the view that these alterations are reasonably necessary to allow the buildings to function as dwellinghouses, and that they would comply with the criteria in the GPDO.

Q.1.(J)- (m) - the site is not on Article 2(3) land, nor does it fall under any other designations set out in this part of the GPDO.

Such development is subject to an application to the LPA to consider the impacts below. Part 3, Class W of the GPDO states that the LPA must take into consideration any representations made in respect of consultations relating to highways impacts and flooding, that it must have regard to the National Planning Policy Framework so far as is relevant to the subject matter of the prior approval, as if the application were a planning application, and should determine whether the site will be contaminated land and refuse to give prior approval if so.

Transport / Highways Impacts

The current buildings are relatively small in size and appear to be of low usage. At the time of my visit, there was some evidence of storage of farm equipment and small amounts of hay were stored in the buildings. Given the fragmented nature of the buildings and surrounding land, and the overall size of this land which amounts to around 6 hectares of grazing land, and the location of the applicant's main farm business elsewhere, it is likely that existing vehicle movements to and from the buildings would be low.

The proposed development of two dwellings would typically generate 12 vehicle movements per day, and this is likely to be greater than the existing movements in relation to the agricultural use. Kent County Council Transport and Highways have not objected in principle to the proposals. However, they have raised a concern that the visibility plays would need to be improved along Crouch House Road as it is restricted, especially when turning right out of the lane. There are existing hedges and a fence that severely restrict sight lines. They require visibility plays are conditioned on any planning approval to achieve full 2m x 43m visibility play. In order to allow two vehicles to enter and exit the access, They suggested that the access is widened to 4.8 metres for the first 10 metres. This will prevent any vehicles having to wait on the highway, potentially causing a danger to other highway users. However to achieve this would require improvements to the existing vehicle access to the site and this does not fall within the ownership of the applicant. It cannot therefore be subject to a planning condition, as it would fall outside of the site ownership of the applicant. The visibility plays and the width of the access as currently exist are not therefore acceptable.

In addition it would appear that, even if the buildings were converted, the applicant would still need to use the track to access his remaining agricultural land. As such, the additional vehicle movements from the conversion to dwellings may be on top of, rather than instead of, any existing agricultural movements.

The National Planning Policy Framework (NPPF) states that decisions should take into account whether safe and suitable access can be achieved for all people, and whether improvements can be made to limit any impacts arising. Development should only be prevented or refused on transport grounds where resultant cumulative impacts are severe.

In this instance, due to the limitations of the access described above, the development would not provide a safe or suitable access. The access cannot be improved, as areas need for the visibility plays do not fall into the applicant's ownership of the access does not appear to fall entirely within the applicant's ownership.

Due to the nature of the double bend on Crouch House Road and the fact that the applicant does not control surrounding land to improve visibility or provide passing places the proposal would have an adverse impact on the existing highway.

The NPPF test is whether impacts would be severe. Given the current limited use of the track by a small number of dwellings, the agricultural unit, and intermittently by the golf club, I consider the increase in movements arising from the 2 additional dwellings would be significant, and that given the shortcomings of the existing access onto Crouch House Road, this impact would be regarded as severe.

Noise Impacts of the development

The use of the building for residential purposes would not be regarded as a use that would generate, per se, significant noise. The buildings are sited close to the small number of surrounding residential properties, but far enough away from each dwelling to avoid any undue conflict with regard to noise.

The rear wall of Unit 1 forms the boundary to the garden to Crouch House Farm, and includes high level windows and rooflights facing this direction. These are shown to be retained at high level, and could be obscure glazed and fixed shut to avoid noise impacts.

Contamination

The EHO has recommended that a condition be imposed on any consent, to require a contaminated land investigation to be carried out. This would be precautionary, due to the agricultural use of the building.

Given the absence of any known contamination or comments from the EHO that the site is "contaminated land" as defined under the Environmental Protection Act, it is considered that a planning condition could be imposed as requested by the EHO.

Whether the location / siting of the building makes it otherwise impractical or undesirable to change use

Although the location of the site is in the green belt, it lies close to the built confines of Edenbridge and I am satisfied that it would not be undesirable to change the use on locational grounds, taking into account that the re-use of a building can be acceptable under the NPPF.

The siting of the building is directly next to the access road serving the buildings but also a neighbouring property and the golf club maintenance building. It is unclear how often the golf club uses this access, as they have access directly onto the course as well.

The conversion of rural buildings often raises quirky relationships, including access arrangements in relatively close proximity to other units. The access arrangement for this site is not uncommon, and whilst vehicular use of the access for the neighbouring dwelling and golf club would cause some noise impacts, I do not consider this to be so frequent to be materially harmful or unacceptable.

The building is, in part, sited hard against the boundary with Crouch House Farm, but as set out earlier, the existing windows can be maintained as high level and obscure glazed units to prevent any unacceptable impacts in terms of siting.

Design / External Appearance

Interpretation of Part 3

Part 3, Class X sets out a definition of terms for the purposes of applying Part 3 development. For the purposes of Class Q(a), curtilage is restricted to an area no larger than the land occupied by the agricultural building.

In this instance, the footprint of the existing buildings amount to just over 400 sqm, whereas the curtilage shown for the buildings would be around 389 sqm, therefore it would be no larger than the buildings in question. The alterations fall within the criteria

Community Infrastructure Levy

The applicant has submitted a CIL form to confirm that the development is CIL liable and that no exemption is sought.

Conclusion

The circumstances of the development, as set out above are such that prior approval is required for the development, given the highways impacts and precautionary contaminated land condition required.

The highways impacts are likely to lead to an increased use of the access onto Crouch House Road, which currently suffers from poor visibility on a double bend in the road, and a lack of passing places. The impact of this increase is considered to be significant and harmful to highways safety, increasing the risk of accidents at this point in the road. As such prior approval should be refused.

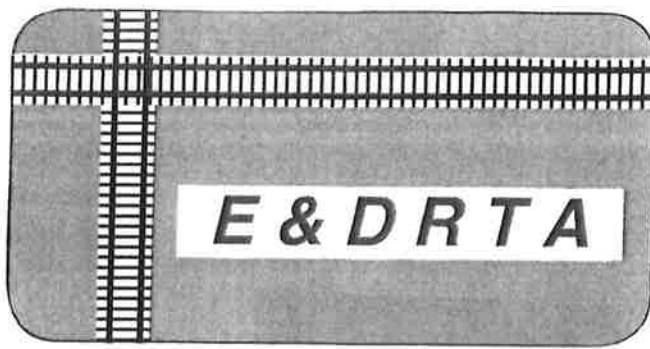
RECOMMENDATION

Case Officer: Mark Mirams

Date: 05.09.2017

Manager / Principal: Aaron Hill

Date: 5/9/17



**EDENBRIDGE AND DISTRICT
RAIL TRAVELLERS' ASSOCIATION**

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

22 MAR 2018

Newsletter 129

March 2018

Chairman's Comment

I normally do not enter into the world of politics in regard to the running of the railways as I was employed by British Rail for 37 years and then in the private railway for 13 years. The last proper years of British Rail before it entered the world of contracts and solicitors, the subsidy from the taxpayer was £800 million, inflation since 1994 has been 90% so that makes a present amount of approx. £1.5 billion. The subsidy from the taxpayer to Network Rail (via the Government) today is £4.5 billion; Network Rail has also borrowed £45 billion since it took over from Railtrack in 2004, which makes over £3 billion a year. Network Rail will never be able to pay this amount off, so the taxpayer will have to do so (total subsidy £7.5 billion a year). The reason I go on is because when I went to catch the 0909 From Edenbridge Town to London Bridge, in the colder weather one weekday morning, it was delayed due to a points failure at Blackham Junction (north of Ashurst). As I was the Operations Manager on the project for the singling of the Uckfield line in 1990, this failure in British Rail days would have caused a maximum delay of 20 minutes. A module had to be changed in the interlocking, probably because of the frost that morning; the train did not leave Blackham Junction until 1044 nearly two hours late. The next train was behind and also delayed and the one behind that was diverted to East Grinstead from Hurst Green so no train on the Uckfield line. So one simple points failure caused havoc all morning, I despair that so much money is now being lavished on the railway but a delay in British Rail days of 20 minutes was on that day nearly two hours. I gave up and did not go to London.

One has to thank our former Member of Parliament Sir John Stanley for standing out against his party in October 1993 and refusing to vote for a private railway, because he said that they would have a monopoly, increasing the fares on his constituents' travel. In the end, the Prime Minister agreed to regulate fares, so Sir John voted to privatise the railway. I am not sure if Sir John meant all fares or only fares towards London. In the end, the only fares regulated by the Government were season tickets, single tickets towards London and long distance tickets called Savers. These regulated tickets have increased roughly in line with inflation, 100% since 1995. Ones that were not regulated by the Government, like a single in the peak hours on Great Western or West Coast, have increased between 220% and 250%. If you can afford a first class single in the peak hours on these trains, they have increased between 260% and 280%. I am not sure how a passenger from Edenbridge to cities like Bristol or Manchester can afford these fares in the peak hours. So Sir John was correct that the private companies would rip off passengers.

The Association's Annual Meeting will be held on Thursday May 17th at the usual venue, Edenbridge WI Hall, Station Road, 19 30 (Doors open 1900). WI Hall is at the end of Edenbridge Town Station Approach. Our Secretary said at the last Annual Meeting he would not be looking to continue from the 2018 Annual Meeting. If you do feel able to help the Association to continue, my telephone number is 01732 862464.

Bob Howes (Mobile 07786 114 568)

New Timetable commencing Sun 20 May

This Newsletter is largely devoted to an introduction to areas of the new GRT timetable likely to be of interest to Association members. With the Tonbridge- Redhill timetable completely rewritten, most connections at either end of the line, not described here, have also changed.

The website transformingrail.com disappeared without warning in the New Year and was replaced by railplan2020.com: there are no full timetables posted to date, merely the statement 'More specific information will be available in the coming weeks'. However the new times were on Journey Planners at T-12 weeks, and appear to be accurate. GTR has acknowledged that the phased Thameslink introduction mentioned in the last Newsletter gives the opportunity to keep the whole timetable under review in the interim.

The enhanced Thameslink core frequency should also offer some relief from crowding for those still needing to use the Northern and Victoria lines, and with initial frequencies at E. Croydon of 10tph in the peaks and 7tph off-peak, there will always be a Thameslink from there within a reasonable time.

Oxted lines The Uckfield and E. Grinstead timetable structure is essentially unchanged, except that Mon- Fri peak E. Grinstead -London Bridge (LBG) services are transferred to Thameslink and extended to/from Bedford. The half-hourly E. Grinstead -Victoria service is extended to end of service on Sundays.

Uckfield line changes Detail changes since the June 2017 Phase 2 public consultation draft timetable: Mon-Fri changes result from the cancellation of the proposed additional morning and evening diagram, owing to continuing poor fleet availability. Weekend timetables are confirmed as proposed in Phase 3. Times are taken from the Journey Planner. Off-Peak and Super Off-Peak validity is unchanged

Proposed for withdrawal and since reinstated: 0540 EBT (LBG arr 0623)

Proposed additional trains since cancelled: 0639, 0939 EBT; 1837 LBG

Proposed additional trains confirmed: 1039 EBT (to E. Croydon (ECR)), 1737 LBG

Proposed as current and since cancelled: 1537 LBG

Current train withdrawn: 1908 Oxted shuttle. This would have been covered by the proposed 1837 LBG, since cancelled, so its omission appears to be an oversight.

Proposed additional Sunday trains confirmed: 0817 ECR- Uckfield, 1010 EBT- Oxted

Additional stops at Hever/Cowden/Ashurst

Proposed additional stops confirmed: 0607 EBT (already calls Cowden); 0739, 1039 EBT; 1707, 1737 LBG; 1807 LBG (already calls Cowden)

Proposed additional Mon-Fri stops, since cancelled: 2307 LBG (stops confirmed on Sats only)

Thameslink connections with Uckfield trains

In the morning peak and through the day there is an 8/9 min connection on a regular pattern from ECR (Plats 1/2) and LBG (Plat 5) onto the new Peterborough service calling Finsbury Pk, Stevenage, etc. With the restored choice of changing points, and the risk of trains on the Thameslink lines overtaking trains approaching the terminal platforms at LBG, regular users will learn by experience whether a change at E. Croydon is to be preferred. A similar connection applies in the reverse direction in the evening peak. In the morning there is also a connection at LBG with the new N. Kent service for local stations to Luton, however this is only 5 mins. Crowding of Uckfield trains at LBG in the evening by passengers to, or changing at, E. Croydon should also be relieved with high capacity Thameslinks to Brighton and the Redhill line preceding the Uckfields by 2 and 7 mins respectively.

Redhill- Tonbridge Line The decision to reduce the line to a shuttle service, following responses to the outline service patterns and frequencies in Phase 1, invalidated those so far as the Tonbridge line is concerned. The complete Mon- Fri timetable was never satisfactorily promulgated at the time of Phase 2, although individual times could be accessed by the quick journey check facility. Discussion of various drafts resulted in extension of the morning half-hourly service, compromises between off- peak connections at Redhill and Tonbridge, and an earlier start to the afternoon half hourly service, which accommodated reinstatement of the school train to 1617 from the proposed time of 1558 (the morning school train is similar to now, at 0739 from Edenbridge). Tom Tugendhat had pressed for an all-day ½ hourly service as compensation for the loss of direct London trains.

The later Phase 3 weekend consultation timetables are confirmed. Times on all days are generally different from current ones, but mostly follow even intervals and so can be readily listed in full, as below; it is worth noting that the number of Mon- Fri trains is actually increased from the current 26 to 29, in each direction.

Edenbridge -Redhill

Mon-Fri: 0455, ½ hourly 0543-0913, 0946, hourly 1016-1516, ½ hourly 1602-1932, hourly 2016-2316, 2351.

Sats: 0548, 0618, hourly 0716-2216, 2318.

Suns: 0715, hourly 0744-2244.

Edenbridge -Tonbridge:

Mon-Fri; ½ hourly 0538-0838, 0911, 0941, hourly 1016-1516, ½ hourly 1546-2016, hourly 2116-2316, 0015.

Sats: 0641, hourly 0716-2316, 0006.

Suns: 0806, 0904, 0927, hourly 1023-2323

Off-peak validity (current in brackets); Redhill 0946 (0933); Croydon/London via Redhill 0913 (0853); Tonbridge/Sevenoaks 0941(0937); London via Tonbridge/beyond Tonbridge 0911 (0915)
Super Off- peak London via Redhill 1016 (1033)

London connections at Redhill

The regular morning peak sequence makes use of the three Up side platforms now available. The new Plat. 0 is a 12-car through platform replacing Plat 1, which has been reduced to an 8-car platform for trains terminating/reversing from the south end. The Tonbridge shuttle terminates in Plat 1A at 01/31 mins past the hour. The front portion of the Victoria train arrives on Plat. 0 from Gatwick, Earlswood etc at 04/34. The Thameslink (Horsham- Bedford, fast from Gatwick) calls on Plat 2 at 09/39. The Reigate -Victoria portion (likely to be crowded) arrives in Plat 0 at 11/41 and the combined Victoria train leaves at 15/45 (no earlier Victoria connection from E. Croydon).

Evening peak shuttles leave from Plat. 1 on the hour and half hour; the 09/39 Victoria- Reigate arrives (Plat 3) at 45/15, and the Bedford-Gatwick (London Bridge Plat 4 at 21/51) arrives at 57/27. If the main line train is slightly late (although booked to leave first), the shuttle can be let go in front of it, before passengers have time to negotiate the subway. (Some will recall this being a frequent source of annoyance with the 1712 and 1812 shuttles prior to Dec 2012). In this case, no connection is advertised on the Journey Planner- and will presumably not be shown in pocket timetables.

Hourly Off-peak and Sat connections are 5 mins to Victoria (from Plat 1A to Plat 0), 13 mins to London Bridge/Bedford (no earlier London Bridge connection from E. Croydon). On return, the 09 past from Victoria has a 12 min connection at Redhill, and the 21 past London Bridge an 8 min connection (arrival times from London differ between peak and off-peak because of different stopping patterns).

Thameslink 'preview' trips via Canal tunnels

On Mons-Fri from 12 Mar, 4 public journeys in each direction have operated through the new Canal tunnels between St. Pancras and Finsbury Pk. The 2 northbound out-and-back trips are the 1000 Horsham-Peterborough (Redhill 1037, E. Croydon 1056, London Bridge (Plat 5) 1129), and the 1132 Brighton-Cambridge (E. Croydon 1218, London Bridge 1249).

Return times are 1317 Peterborough, and 1424 Cambridge. These are currently the only trains making public stops in the Thameslink platforms at London Bridge, while driver training continues.

Easter alterations Fri 30 Mar- Mon 2 Apr

All weekend: Tonbridge- Sevenoaks closed; Clapham Jn- Barnes closed; Paddington reduced service; Northern line from London Bridge terminate Moorgate; Liverpool St (E. side) closed.

Good Fri 30 Mar: Sat service.

Easter Sat 31 Mar: No trains E. Croydon- London Bridge; Euston reduced service.

Easter Sun 1 Apr: Euston Main Line closed. Tonbridge- Redhill shuttle. Limited service E. Croydon- London Bridge

Easter Mon 2 Apr: Sat service; Euston reduced service

Early May Bank Holiday Sat 5- Mon 7 May

All weekend: Cannon St / Lewisham area closed; Circle line closed; Euston amended service;

Sat 5 May: Paddington limited service

Sun 6 May: Paddington closed; Liverpool St (E. side) limited service

Mon 7 May: Paddington limited service

Spring Bank Holiday Sat 26- Mon 28 May

All weekend: Tonbridge-Orpington closed; Northern line from London Bridge terminate Moorgate TBC; Liverpool St (E. side) limited service

Mon 28 May: Sat service TBC

Additional compensation for train delays? Following a challenge by Which? who considered it to be contradictory, the wording in the previous National Rail Conditions of Carriage:

"Train Companies do not accept liability for any loss (including consequential loss) caused by the delay and/or cancellation of any train. However, they will consider additional claims in exceptional circumstances"

has been replaced, in what are now the National Rail Conditions of Travel (11 March 2018, Cl.32.2) by:

"...you can only recover up to the price of your ticket. However, in exceptional circumstances a Train Company may consider claims for other losses...this does not affect your Statutory rights [e.g. under the Consumer Rights Act 2015]"

The Rail Delivery Group said it was very unlikely that claims for compensation for additional losses would succeed in proving a train service was not provided with reasonable skill and care.

Newsletters This is due to be the last Newsletter you will be receiving from me. To those of you who will not be at the AGM, I would like to say thank you for your interest over the past 8 years. I hope you have found the content informative.

GB

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 342709

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : HIGHFIELDS ROAD
Location : It located outside number 42
Service : Drainage and Flooding
Recorded Date : 14-Mar-2018 **Last Logged Date :** 14-Mar-2018
Response Date : 14-Apr-2018 **Completion Target :**

Enquiry Number : 343544

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : CROWN ROAD
Location : At the cul-de-sac on Crown Road, TN8 6AN
Service : Drainage and Flooding
Recorded Date : 15-Mar-2018 **Last Logged Date :** 16-Mar-2018
Response Date : 16-Apr-2018 **Completion Target :**

Enquiry Number : 345537

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : LITTLE BROWNS LANE
Location : Outside Hazelglen
Service : Drainage and Flooding
Recorded Date : 22-Mar-2018 **Last Logged Date :** 11-Apr-2018
Response Date : **Completion Target :** 31-Jul-2018

Enquiry Number : 346846

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : STATION ROAD
Location : Outside Pinnacle - closer to the bridge than the existing logged issue.
Service : Drainage and Flooding
Recorded Date : 28-Mar-2018 **Last Logged Date :** 28-Mar-2018
Response Date : 28-Apr-2018 **Completion Target :**

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 347155

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : MEADOW LANE
Location : Blocked drain as you enter Meadow Lane on the left hand side, water is flooding from here down the main road towards Edenbridge. There is also another blocked drain just up from Albion Mews on the main road.
Service : Drainage and Flooding
Recorded Date : 28-Mar-2018 **Last Logged Date :** 29-Mar-2018
Response Date : 29-Apr-2018 **Completion Target :**

Enquiry Number : 348325

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : HILDERS LANE
Location : There is a blocked drain on the left of the road (outside Hamsell Cottage) with water running down left hand side of the road.
Service : Drainage and Flooding
Recorded Date : 03-Apr-2018 **Last Logged Date :** 13-Apr-2018
Response Date : **Completion Target :** 11-May-2018

Enquiry Number : 350468

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : HILDERS LANE
Location : A block drain, water to side of road covering three properties Hamsell Cottage, Brockbourne and Oakwood on Hilders Lane. On going problem since Christmas when I reported before but has become worse and continually flooding our front verge and garden
Service : Drainage and Flooding
Recorded Date : 10-Apr-2018 **Last Logged Date :** 13-Apr-2018
Response Date : **Completion Target :** 11-May-2018

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 350849

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Manhole/Drain Cover Problem
Site : MARSH GREEN ROAD
Location : o/s Rose Cottage The Village Marsh Green Edenbridge TN8 5PT
Service : Drainage and Flooding
Recorded Date : 11-Apr-2018 **Last Logged Date :** 13-Apr-2018
Response Date : **Completion Target :** 09-May-2018

Enquiry Number : 351857

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Manhole/Drain Cover Problem
Site : CROUCH HOUSE ROAD
Location : just by verge by the cottage
Service : Drainage and Flooding
Recorded Date : 16-Apr-2018 **Last Logged Date :** 16-Apr-2018
Response Date : **Completion Target :** 14-May-2018

Enquiry Number : 343614

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Multiple Potholes
Site : LYDENS LANE
Location : Outside of the entrance to Oast Farm the road has completely broken up with multiple deep potholes. The road is in a very dangerous state. This part of the road was so called repaired in January which was somebody chucking a bit of tarmac in the hole
Service : Potholes
Recorded Date : 15-Mar-2018 **Last Logged Date :** 09-Apr-2018
Response Date : **Completion Target :** 12-Apr-2018

Enquiry Number : 343928

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Pothole On The Road
Site : STANGROVE ROAD
Location : Plotted here on Fix My Street. No further description given other than to say it is on the westbound side.
Service : Potholes
Recorded Date : 16-Mar-2018 **Last Logged Date :** 27-Mar-2018
Response Date : **Completion Target :** 24-Apr-2018

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 344323

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Multiple Potholes
Site : LYDENS LANE
Location : From just before entrance to oast farm right along to the oast house entrance very deep holes the whole road seems to be cracking up not only cars use this road but part of the footpath runs along this road it appears dangerous to me as they are covered
Service : Potholes
Recorded Date : 19-Mar-2018 **Last Logged Date :** 19-Mar-2018
Response Date : **Completion Target :** 16-Apr-2018

Enquiry Number : 345866

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Pothole On The Road
Site : PINE GROVE
Location : Pine Grove at junction Crouch House Road.
Service : Potholes
Recorded Date : 23-Mar-2018 **Last Logged Date :** 23-Mar-2018
Response Date : **Completion Target :** 20-Apr-2018

Enquiry Number : 346726

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Multiple Potholes
Site : HEVER ROAD
Location : Plotted just east of Travellers site.
Service : Potholes
Recorded Date : 27-Mar-2018 **Last Logged Date :** 28-Mar-2018
Response Date : **Completion Target :** 16-Apr-2018

Enquiry Number : 347382

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Multiple Potholes
Site : PENLEE CLOSE
Location : Middle of road o/s Eadhelm Court
Service : Potholes
Recorded Date : 29-Mar-2018 **Last Logged Date :** 12-Apr-2018
Response Date : **Completion Target :** 17-Apr-2018

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 349346

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Multiple Potholes
Site : MARSH GREEN ROAD
Location : whole road
Service : Potholes
Recorded Date : 05-Apr-2018 **Last Logged Date :** 05-Apr-2018
Response Date : **Completion Target :** 03-May-2018

Enquiry Number : 349389

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Multiple Potholes
Site : WESTWAYS
Location : The whole Westways is covered in pot holes. The surface needs a replacement as it poses a risk of damage to residential vehicles-Plotted outside 6
Service : Potholes
Recorded Date : 05-Apr-2018 **Last Logged Date :** 06-Apr-2018
Response Date : **Completion Target :** 03-May-2018

Enquiry Number : 349522

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Pothole On The Road
Site : NEW HOUSE FARM ROAD
Location : Potholes either side of Lydens Lane about 200 meters from Hever road junction in Lydens Lane
Service : Potholes
Recorded Date : 06-Apr-2018 **Last Logged Date :** 06-Apr-2018
Response Date : **Completion Target :** 04-May-2018

Enquiry Number : 349799

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Multiple Potholes
Site : PENLEE CLOSE
Location : Multiple potholes in Penlee Close, on the side Eadhelm Court.
Service : Potholes
Recorded Date : 07-Apr-2018 **Last Logged Date :** 12-Apr-2018
Response Date : **Completion Target :** 17-Apr-2018

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 349530

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Manhole/Drain Cover Problem
Site : HARTFIELD ROAD
Location : Just outside White Lodge
Service : Road/Carriageway
Recorded Date : 06-Apr-2018 **Last Logged Date :** 10-Apr-2018
Response Date : **Completion Target :** 04-May-2018

Enquiry Number : 351566

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Mud On Road
Site : ST JOHNS WAY
Location : whole of the road
Service : Road/Carriageway
Recorded Date : 13-Apr-2018 **Last Logged Date :** 13-Apr-2018
Response Date : **Completion Target :** 11-May-2018

Enquiry Number : 12202949

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Obstruction to cway/ fway
Site : LINGFIELD ROAD
Location : JUNCTION WITH THE B2026 Mont St Aignan Way
Service : Trees
Recorded Date : 29-Mar-2018 **Last Logged Date :** 16-Apr-2018
Response Date : **Completion Target :** 26-Apr-2018

Enquiry Number : 11808499

Outstanding : Y **Enquiry Status :** Veh Crossing App Incomplete
Customer Type : Member of Public
Subject : Application - New Residents
Site : HAWTHORN CLOSE
Location : 3 Hawthorn Close, Edenridge. TN8 5JX
Service : Vehicle Crossing
Recorded Date : 14-Mar-2018 **Last Logged Date :** 10-Apr-2018
Response Date : 14-May-2018 **Completion Target :** 11-Apr-2018
