



# Edenbridge Town Council

Town Clerk: Christine Lane CertHE Local Policy



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

**A meeting of the PLANNING & TRANSPORTATION COMMITTEE will be held in Rickards Hall at 7.30pm on Monday 26 November 2018**

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## 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 22 October 2018**

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

**6. PLANNING APPLICATIONS TO BE CONSIDERED**

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

**8. PLANNING BUSINESS**

- 8.1 SDC Development Control Committee meeting re the Swan Inn
- 8.2 Planning Appeal APP/G2245/D/3205825
- 8.3 Application for a Stopping Up Order – Land at Enterprise Way, Edenbridge
- 8.4 Planning application for Covers Quarry, Westerham
- 8.5 Street naming and numbering – Melbourne House Station Road Edenbridge KENT TN8 6HQ
- 8.6 Street naming and numbering – 45 Springfield Road Edenbridge KENT TN8 5HH
- 8.7 Viewing planning constraints online
- 8.8 AONBs – Landscapes Review: Call for Evidence
- 8.9 Temporary closure of Public Footpath SR626

**9. TRANSPORT BUSINESS**

- 9.1 Road issues
- 9.2 Rail issues
  - 9.2.1 Station Approach parking charges
  - 9.2.2 Improvement works at Edenbridge Town station car park
  - 9.2.3 Cash machine firm set to charge at GTR stations

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

**Office hours:** Monday – Friday 9.00am – 5.00pm **Tel:** (01732) 865368 **Fax:** (01732) 866749

**Email:** [townclerk@edenbridgetowncouncil.gov.uk](mailto:townclerk@edenbridgetowncouncil.gov.uk) **Web:** [www.edenbridgetowncouncil.gov.uk](http://www.edenbridgetowncouncil.gov.uk)

- 9.2.4 Unblocking the Croydon bottleneck
- 9.3 Aviation issues
  - 9.3.1 Gatwick draft Master Plan 2018 consultation
  - 9.3.2 High Weald Councils Aviation Action Group meeting
  - 9.3.3 Gatwick Master Plan 2018 initial thoughts from HWCAAG
- 9.4 Highways report

**10. PRESS RELEASE**

## REPORT PLANNING AND TRANSPORTATION – 26 November 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>

Rear conservatory. **8 Minstrels Close Edenbridge KENT TN8 5GA** Ref. No: 18/03433/HOUSE

Demolition of existing single storey side extension. Erection of two storey side extension and a single storey rear extension. Alterations to fenestration. **1 Skinners Farm Cottages Skinners Lane Edenbridge KENT TN8 6LW** Ref. No: 18/03235/HOUSE

Removal of existing detached carport. Erection of two storey side extension and a new rear canopy. Alterations to fenestration and existing driveway re-laid with permeable block paving. **2 Foresters Cottages Mead Road Edenbridge KENT TN8 5DE** Ref. No: 18/03357/HOUSE

Single storey side extension to forecourt sales building. Alterations to fenestration. **Esso Petroleum Co Ltd Champion Filling Station Station Road Edenbridge KENT TN8 6HL** Ref. No: 18/03535/FUL

**For information**

4m lateral reduction of overhang of the Ash Tree (TPO). **30 Ridge Way Edenbridge KENT TN8 6AR** Ref. No: 18/03553/WTPO

Non material amendment to 18/00233/FUL. **Land At Station Road And Fircroft Way Station Road Edenbridge KENT TN8 6HQ** Ref. No: 18/03466/NMA

Formation of vehicular access including new hardstanding. **84 Springfield Road Edenbridge KENT TN8 5HQ** Ref. No: 18/03437/LDCPR

**The following planning application was considered outside the meeting**

Conversion of the former pub into 1No. two bed and 1No. three bed town houses with an extension into the roof. Demolition of out buildings linking the old stables to the pub along with a new extension to stables in order to create 1No. two bed house and 1No. one bed house. To the rear of the site a block of 3No. Flats consisting of 2No. one beds and 1No. two bed. Additional Plan for existing Proposed North Elevation (drawing Number P 2082-171) **Formerly The Star Inn 130 High Street Edenbridge KENT TN8 5AY** 18/02497/FUL

*Members' previous comments still stand, other than overlooking which they now consider to be overbearing.*

7. **SDC PLANNING DECISIONS – for noting**  
Reduction works to 1 Oak tree **Rainbows 42 Highfields Road Edenbridge KENT TN8 6JW** Ref. No: 18/03432/WTPO  
**Granted**
- Common Oak - Fell to ground level (TPO) **Capscape (Builders) Ltd Station Road Edenbridge KENT TN8 5NB** Ref. No: 18/03345/WTPO  
**Granted**
- Demolition of single storey rear extension. Erection of a single storey rear extension **88 Church Street Edenbridge KENT TN8 5BQ** Ref. No: 18/02982/HOUSE  
**Granted**
- Details pursuant to condition 5 (surface water drainage system) of planning permission 17/01034/FUL **Orchard Bungalow Four Elms Road Edenbridge KENT TN8 6AB** Ref. No: 18/02913/DETAIL  
**Granted**
- Details pursuant to condition 9 (hard and soft landscaping) of planning permission 17/01034/FUL **Orchard Bungalow Four Elms Road Edenbridge KENT TN8 6AB** Ref. No: 18/02915/DETAIL  
**Granted**
- Details pursuant to condition 11 (boundary treatment) of planning permission 17/01034/FUL **Orchard Bungalow Four Elms Road Edenbridge KENT TN8 6AB** Ref. No: 18/02916/DETAIL  
**Granted**
- Details pursuant to condition 3 (details of materials) of planning permission 17/01034/FUL **Orchard Bungalow Four Elms Road Edenbridge KENT TN8 6AB** Ref. No: 18/02891/DETAIL  
**Granted**
- Amendments to roof over workshop to form a new flat roof up to the existing boundary, replacing roof covering and existing roof lights. Removal of existing poly-carbonate roof to offices and replacing with slates to match the existing adjacent. **53 High Street Edenbridge KENT TN8 5AL** Ref. No: 18/02151/FUL  
**Granted**
- The conversion of agricultural buildings to create two residential dwellings, with the demolition of further redundant farm buildings. **Manor Farm Marsh Green Road Marsh Green Edenbridge KENT TN8 5QE** Ref. No: 18/00815/FUL  
**Granted**
- Demolition of single storey rear extension and outbuilding to facilitate erection of single storey rear extension with rooflights. **Ledbury Swan Lane Edenbridge KENT TN8 6AH** Ref. No: 18/02793/HOUSE  
**Granted**
- New signage scheme **The Old Crown Hotel 74 - 76 High Street Edenbridge KENT TN8 5AR** Ref. No: 18/02771/LBCALT  
**Granted**
- Change of use from office to residential and alterations to front elevation, repositioning of chained posts. **Eccles House Main Road Edenbridge KENT TN8 6HZ** Ref. No: 18/01979/FUL  
**Granted**
- Change of use from retail to dog grooming salon. **Formerly T J Amey Opticians 3 Church Street Edenbridge KENT TN8 5BD** Ref. No: 18/02498/FUL

**Withdrawn**

**8. PLANNING BUSINESS**

**8.1 SDC Development Control Committee meeting re the Swan Inn**

Development of a 3 storey Residential building. **Swan Inn Swan Lane Edenbridge KENT TN8 6BA** Ref. No. 18/00690/FUL

The Town Council has objected to this application on three occasions and Cllr S McGregor has asked for it to go on the agenda at the Development Control Committee meeting on Thursday 13 December 2018. In line with Council's policy, a 'ward representative who does not sit on the Committee should generally represent the Town Council's views at the start of the meeting. On occasions where stronger representation may be needed, or where there is a conflict of interest for the district members, the Chairman, Vice Chairman and Clerk should agree on who will speak on the Town Council's behalf.' As the Swan Inn is in the North & East ward, a district member from the South & East ward would represent the Town Council.

**Which district member wishes to represent the Town Council at the SDC Development Control Committee meeting?**

**8.2 Planning Appeal APP/G2245/D/3205825**

Construction of a conservatory. **Elphinstone Honeypot Lane Edenbridge KENT TN8 6QJ** Ref. No: 18/00560/HOUSE

The appeal made to the Secretary of State against SDC's refusal of planning permission for the above was allowed, and an application for costs was allowed.

**8.3 Application for a Stopping Up Order – Land at Enterprise Way, Edenbridge**

KCC intends to apply to extinguish highways rights on the grounds that they are unnecessary on land at Enterprise Way. There are two months to object to the proposal and the applicant has asked whether the Town Council is minded to – letter attached. Members have been closely following the progress of this development.

**Are members content for this application to go through?**

**8.4 Planning application for Covers Quarry, Westerham**

Stabilisation and restoration of Covers Farm Quarry using imported engineering materials to restore the site to grassland, including landscape planting and an ecological receptor area together with a temporary road and ancillary buildings. **Covers Quarry, Westerham, Kent** Ref. No. KCC/SE/0495/2018

Westerham Town Council is requesting support from neighbouring parishes against the above application. Public concerns arising from earlier proposals and implications for the WWW planning application include:

- The import of 800,000 cu m of infill from areas beyond Kent which would impact not only on Westerham but our neighbours to the North, East and West.
- The length of time it would take to import such quantities of infill – some 5 to 6 years and the amount of lorry movements a day.
- The location of a 'temporary haul road' between the London Road & Croydon Road which would pass very close to Churchill Primary School.
- The necessity to reinforce the northern embankment to support the proposed relief road under the WWW proposals.
- Westerham Town Council is looking at employing a specialist engineering advice and is exploring costings.

There may be implications for Edenbridge because of the increase in traffic flow.

**Members normally only respond to applications in their own parish – on this occasion do you wish to respond to the above?**

**8.5 Street naming and numbering – Melbourne House Station Road Edenbridge KENT TN8 6HQ**

SDC has advised that the units to be occupied on the above site by Lidl, Home Bargains and Greggs Bakers are to be named Unit 1, 2 and 3 Ramac Retail Park Station Road Edenbridge Kent TN8 6FU respectively.

**8.6 Street naming and numbering – 45 Springfield Road Edenbridge KENT TN8 5HH**

SDC has advised that the side plot development of 45 Springfield Road is now 45A Springfield Road.

**8.7 Viewing planning constraints online**

It is now possible to view planning constraints affecting Sevenoaks District on their website – <https://maps.sevenoaks.gov.uk/planning/> A short guide to help navigate the search options on the map is attached.

**8.8 AONBs – Landscapes Review: Call for Evidence**

The Council's representative on CPRE has been in touch about the Government's request for an independent review of England's National Parks and Areas of Outstanding Natural Beauty. Much of Sevenoaks is classed as an AONB, although not Edenbridge. DEFRA's consultation closes 18 December 2018. <https://consult.defra.gov.uk/land-use/landscapes-review-call-for-evidence/>

**Do members wish to propose any areas for consideration and to take part in this consultation?**

**8.9 Temporary closure of Public Footpath SR626**

KCC has issued a temporary closure for Public Footpath SR626, at the railway crossing, from 22 November 2018. It will be closed for a maximum of six months, although is expected to reopen before 17 January 2019. The path is closed because of a likelihood of danger to users – the steps up the railway embankment are deemed unsafe and are therefore being replaced. For detailed enquiries please contact Mrs N Biddall via the Contact Centre on 03000 417171.

**9. TRANSPORT BUSINESS**

**9.1 Road issues – none**

**9.2 Rail issues**

**9.2.1 Station Approach parking charges**

As members will be aware, ever since parking charges for Station Approach were introduced by Southern in April 2017, the Town Council has campaigned to have them removed. At the annual joint lines meeting of Uckfield & East Grinstead lines and Tonbridge to Redhill & Reigate lines on 26 October, the Admin Officer raised the issue and gave the Head of Service Quality at GTR a written report. The following good news has since been received from the Lead Facilities & Development Manager.

“The subject of parking is an extremely emotive one nationwide and I am acutely aware that this remains a frustrated purchase for our rail customers and those who use our parking facilities in their day to day lives. The most emotive subjects centre around the tariff and enforcement and I have been made aware of frustrations by users and local businesses at Edenbridge Town surrounding the policy of charging on the Station Approach Road. This area is within the station lease and with parking bays available the decision was taken to rightly charge in this zone. This applied consistency regarding the use of bays within station land and a daily patrol was actioned to manage this extended area.

Whilst we were correct to adopt this area as part of the station parking/charging zone we are aware that a number of previous users have chosen to park elsewhere within the station environs to avoid the low daily cost of £3.50. This has had an effect on

parking availability in other areas and as such we were contacted to ask what could be done.

Following a meeting between our new CEO, Patrick Verwer, and Tom Tugendat MP we have decided to remove the charging at the station car park and approach road on weekends and we are aiming to bring this in from Saturday 1st December.

Charging and enforcement will remain in place from 04.00hrs Monday to 03.59hrs Saturday at the peak daily rate but parking will be free to all users at all other times over the weekends.

We hope that this will go some way to reduce the alleged congestion in other areas of the town and that this move will be positively received.”

**Do members wish to thank GTR for this concession to the community and ask if they would also consider removing parking charges between 18.00hrs to 03.59hrs Monday to Friday – this would enable users of the WI Hall to park near the venue?**

#### **9.2.2 Improvement works at Edenbridge Town station car park**

Network Rail have advised residents in Grange Close that they are upgrading the station car park and road – removing the top layer of tarmac, laying a new surface, and upgrading the kerbs and drainage around the car park area. At times, principally during the night, they will be operating barriers – should a vehicle need to get through, they will move their vehicles out of the way and the barrier, and allow access. The works are due to run until 14 December.

#### **9.2.3 Cash machine firm set to charge at GTR stations**

Although there are no ATMs currently at Edenbridge stations, the following from GTR is for information:

“Cardtronics, the firm that owns all the cash machines (ATMs) at our stations, has told us they will begin charging people £1.99 for each withdrawal. Charges will be introduced at the first stations on Monday 6 August and at all stations by the end of October.

GTR has no control over this decision but we have made clear our concerns at a high level with the company. We could choose to remove each machine, however we felt it was better to retain them to give customers a choice.

The ATM market in the UK is under a cloud of uncertainty, largely caused by proposals made by key Link Network members to reduce the interbank Link fee paid to providers of cash machine over five years.

There has been speculation that as many as 10,000 ATMs are under threat across the UK. Stakeholders may be interested to read the following article which explains the background to this industry-wide decision.

<https://www.independent.co.uk/news/business/news/cash-machines-closures-which-research-link-atm-operators-a8421831.html>”

#### **9.2.4 Unblocking the Croydon bottleneck**

Network Rail is holding a consultation on proposals to unblock the worst bottleneck on the railway network at Croydon to provide more reliable, more frequent and faster services on the Brighton Main Line and its branches. To unblock it, they are proposing to remodel the ‘Selhurst triangle’, the junctions north of East Croydon, building new diveunders and flyovers. They also plan to rebuild East Croydon station to provide an expanded and modernised station, with two additional platforms and larger concourses, providing additional train and passenger capacity.

Their first round of consultation is now open and will run until the Monday 17 December [www.networkrail.co.uk/Croydon](http://www.networkrail.co.uk/Croydon)

### **Which member wishes to respond to the consultation?**

#### **9.3 Aviation issues**

##### **9.3.1 Gatwick draft Master Plan 2018 consultation**

At October P&T members proposed to consider the Gatwick consultation at this meeting, and to include support for Manston Airport. If the number of planes using Gatwick is to increase, there may be a return of noisy aircraft. In 2015 easyJet introduced a series of measures to reduce the noise of their aircraft, which included the introduction of 100 new A320 aircraft and a retrofit of all existing A320 aircraft with vortex generators to remove the characteristic whine. This might also be an opportunity to push for a direct train service to Gatwick from east Kent.

The full draft Master Plan 2018 consultation document is at <https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/gatwick-draft-master-plan-final.pdf> It is silent on a number of issues and members may wish to highlight infrastructure improvements which would be needed, if the proposal goes ahead, to accommodate the millions of additional passengers.

The consultation runs from 18 October 2018 to 10 January 2019, and responses to the five questions should be submitted one of the following ways:

- completing a response form online at [www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018);
- sending a response form to the freepost address: FREEPOST GAL DRAFT MASTER PLAN CONSULTATION; or
- sending a response by email to [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

“Please see the following questions that accompany our draft master plan consultation. As part of the Gatwick Airport draft master plan, we are proposing to grow Gatwick by making best use of the existing runways in line with Government Policy. The benefits of growing Gatwick would include more choice of destinations for passengers, as well as additional employment opportunities and benefits to the wider economy. We are proposing to make Gatwick a more efficient airport, while at the same time reducing or mitigating our impact on the environment.

Qu 1. Given the above, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy? Before answering, you will find it useful to read Chapters 4 and 5 in the full version of the draft master plan. Strongly support / tend to support / neither support nor oppose / tend to oppose / strongly oppose / don't know.

Qu 2. Please explain why you hold this view.

Qu 3. Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway? Before answering, you will find it useful to read Section 5.4 in the full version of the draft master plan. Strongly agree / tend to agree / neither agree nor disagree / tend to disagree / strongly disagree / don't know.

Qu 4. Please explain why you hold this view.

Qu 5. What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth? Before answering, you will find it useful to read Section 5.6 and Chapter 7 in the full version of the draft master plan.



Qu 6. What more, if anything, do you think should be done to minimise the noise impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5, 6.4 and 6.5 in the full version of the draft master plan.

Qu 7. What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5 and Chapter 6 in the full version of the draft master plan.

Qu 8. Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how? Before answering, you will find it useful to read Chapter 8 in the full version of the draft master plan.

Qu 9. If you make use of Gatwick, what areas of the passenger experience would you like to see improved?

Qu 10. Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they? Before answering, you will find it useful to read Section 4.4 in the full version of the draft master plan.

Qu 11. Do you have any other comments to make about the Gatwick Airport draft master plan?"

**How do members wish to respond to the consultation?**

**9.3.2 High Weald Councils Aviation Action Group meeting**

The minutes from the High Weald Councils Aviation Action Group meeting held on Tuesday 23 October are attached.

Their next meeting is at 7.30pm on 28 November at Chiddingstone Causeway Village Hall and they have said they would be delighted if councillors attended.

**Is a member available to attend?**

**9.3.3 Gatwick Master Plan 2018 initial thoughts from HWCAAG – attached for information**

**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?

Admin Officer

21 November 2018

**FIRST CLASS**

The Town Clerk  
Edenbridge Town Council  
Doggetts Barn  
72A High Street  
Edenbridge  
TN8 5AR

tel: 03000 422191  
ask for: Nicholas Vale  
email: nicholas.vale@invicta.law  
our ref: NVA/PH/KEN002:000200  
your ref:  
date: 19 October 2018

Dear Sir / Madam

**Application for a Stopping Up Order, Highways Act 1980 Section 116  
Land at Enterprise Way, Edenbridge, Kent**

In the exercise of its powers under Section 116 of the Highways Act 1980, The Kent County Council intends to apply to the local Magistrates Court on a date yet to be determined for an Order under Section 116 of the Highways Act 1980 to extinguish highway rights on the grounds that they are unnecessary on land at Enterprise Way, Edenbridge, Kent, shown hatched red on the enclosed plan. The Act requires that you are given notice of this and that you have 2 months to object to the proposal should you wish.

Would you kindly consider the proposed stopping up order and let me know as soon as is reasonable and in any event by no later than 20/12/2018 whether or not your Council intends to object to the application. If you wish to discuss any aspect of the application, please contact me.

I shall be very grateful if you can email me in any event to confirm that the land shown hatched red on the enclosed plan does fall within the boundaries of your Council.

Many thanks in advance.

Yours faithfully



**Nicholas Vale  
Trainee Solicitor  
For Invicta Law**

Invicta Law Ltd, Priory Gate  
29 Union Street, Maidstone, ME14 1PT

DX: 133544 Maidstone

t 03000 411100  
e info@invicta.law  
w www.invicta.law

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SHIRES WALK

ST JOHNS WAY

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Based upon the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office, (C) Crown Copyright & database right 2011. Ordnance Survey 100019238. Additional information copyright Kent County Council

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LAND AT ENTERPRISE WAY  
EDENBRIDGE  
TN8 6HF

**Kent**  
County  
Council  
kent.gov.uk



GEN2 PROPERTY LTD on behalf of KCC  
SESSIONS HOUSE  
COUNTY HALL  
MAIDSTONE  
ME14 1XQ

Drawn By

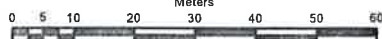
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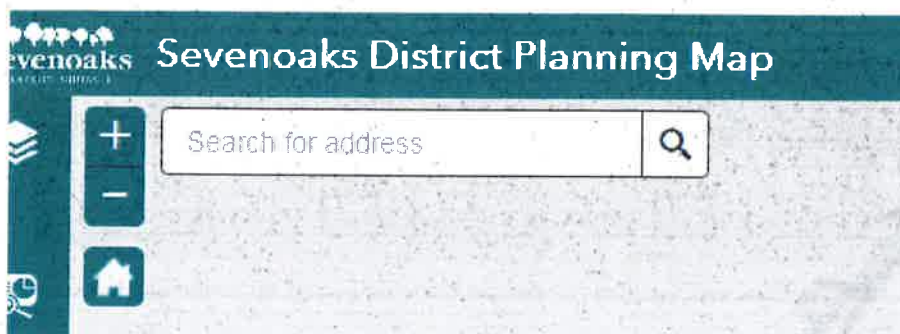
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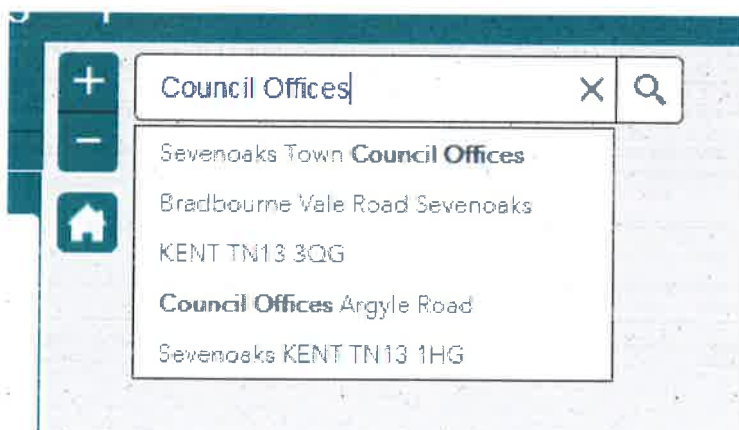
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### Viewing constraints online

When the map loads type in the relevant address in the 'search for address' box and then the enter/return key, you can use the first line of an address, a road name or post code.



From the search results click on the address you need and the map will centre on this address.

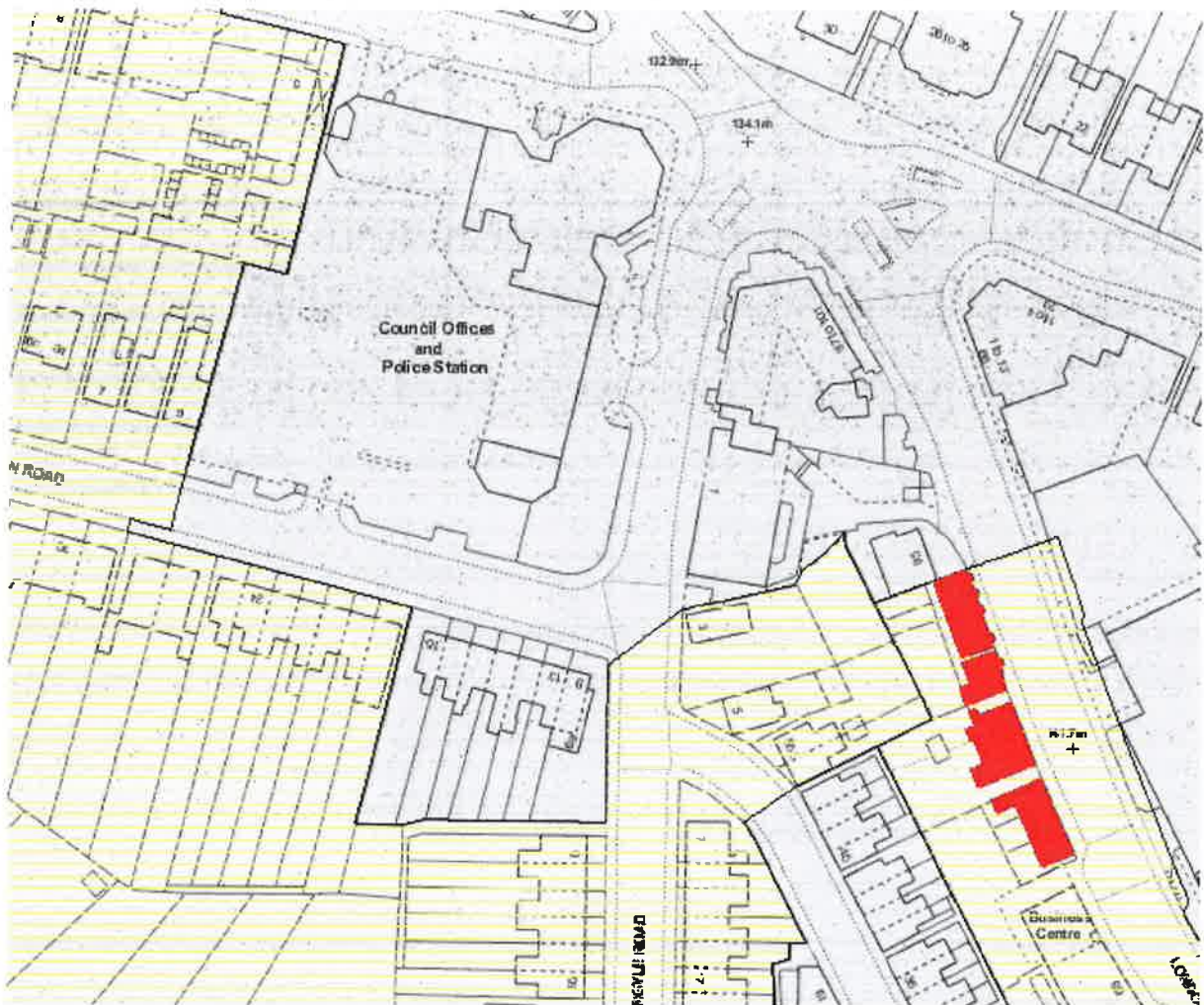


In the top left corner of the map there will be an icon called 'layers'. Click on this to show the list of planning constraints eg Public rights of way, Listed Buildings



Tick the boxes of the constraints you are interested in and the map will update to show these eg listed buildings will turn red and conservation areas yellow





To find out more information about a particular constraint choose the 'identify' icon from the menu on the top left corner of the screen



And then click on the constraint/listed building for example and a description of the constraint will appear on the left side of the screen

#### Identify Results

(1 of 2)

[Zoom to](#) [Clear Selected](#)

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**Conservation Areas:**Sevenoaks - Granville Road And Eardley Road

Name: Sevenoaks - Granville Road And Eardley Road  
Area: 184,273.54m<sup>2</sup>

#### Identify Results

(1 of 3)

[Zoom to](#) [Clear Selected](#)

...

**Listed Buildings:**

Reference: 172252  
Grade: II  
Address: 83 London Road,Sevenoaks,Kent,TN13 1AX,  
Listed Date: 9/29/1972 1:00 A.m.

**HIGH WEALD COUNCILS AVIATION ACTION GROUP  
MINUTES OF THE HWCAAG MEETING HELD ON TUESDAY 23<sup>RD</sup> OCTOBER 2018  
AT 7.30PM IN CHIDDINGSTONE CAUSEWAY VILLAGE HALL**

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<b>Present:</b>	<b>Chiddingstone Parish Council:</b>	<b>Richard Streatfeild (Chairman)</b> <b>Julian Menges</b> <b>Louise Kleinschmidt (Clerk, Chidd and Leigh Parish Councils)</b> <b>Judith Hayton</b> <b>Jane Vogt</b> <b>Damien Wellman</b> <b>Rick Brookes-Smith</b> <b>Stephen Lark</b> <b>Colin Stratton-Brown</b> <b>Sue Smith</b> <b>Neil Barrington Johnson</b> <b>Alan Rowe</b> <b>Marcus Tarling (also member ESCCAN)</b> <b>Michael Payne</b> <b>Peter Barclay</b> <b>Martin Barraud</b> <b>Derek Robinson</b> <b>David Baron (Hever)</b> <b>Jonathan Cook (Leigh)</b>
	<b>Chevening Parish Council:</b>	
	<b>Dormansland Parish Council:</b>	
	<b>Hadlow Down Parish Council:</b>	
	<b>Hever Parish Council:</b>	
	<b>Leigh Parish Council:</b>	
	<b>Speldhurst Parish Council:</b>	
	<b>Withyham Parish Council:</b>	
	<b>Kent County Council:</b>	
	<b>GACC:</b>	
	<b>GON:</b>	
	<b>Speldhurst Air Traffic Committee:</b>	
	<b>Local Residents:</b>	
<b>Apologies:</b>	<b>Clive Pearman:</b>	<b>Edenbridge Town Council</b>
	<b>Duncan Leslie:</b>	<b>Hever Parish Council</b>
	<b>Joe Kaye:</b>	<b>Leigh Parish Council</b>
	<b>Chris Lilly:</b>	<b>Mayfield &amp; Five Ashes Parish Council</b>
	<b>Rob Rees:</b>	<b>Penshurst Parish Council?</b>
	<b>Joy Podbury:</b>	<b>Speldhurst Parish Council</b>
	<b>Julian Soyke:</b>	<b>Speldhurst Parish Council</b>

1. **Apologies for absence** as listed above were accepted.
2. **To approve the minutes of the meeting held on 30<sup>th</sup> May 2018**  
Colin Stratton-Brown proposed that the minutes be approved, this was seconded by Neil Barrington-Johnson and all were in favour.
3. **To discuss the effectiveness of the Noise Management Board and to consider whether HWCAAG should remain a member or withdraw from the Board**  
Richard Streatfeild said that it was agreed at the last meeting that, unless there is a change in leadership of the NMB and a change in its constitution, the HWCAAG would seriously consider withdrawing from the board. He added that the NMB has achieved no benefit at all for the communities. The community groups sent a counter-proposal in August to the NMB and this started a review that does not include the community groups, the results of the review would be taken to the November NMB meeting. The community groups all showed dissatisfaction. There was a vote at NMB 12 on whether the review should go ahead and it was voted down 70 votes to 30. The community groups agreed that if a representative could sit on the sub-group, it could go ahead. The chair of the NMB sub-group agreed and a community group representative attended the last sub-group meeting. The community groups have been asked to respond to ten points, and Richard and Charles Lloyd have drafted a response in line with HWCAAG policy and in a way that the community groups can agree to. The draft response was discussed in detail. Colin said that he felt that some statements in the draft response were too aggressive and undertook to re-word them and send to Richard. Marcus said that GAL is creating a conflict of interest as it has nominated the chair, and Richard said that the groups have made the point that the DfT should nominate the chair, not GAL.

Richard said that the east vs west balance of community groups on the NMB was originally agreed as all the community groups had to vote on which community group would have a place on the board. There were no community groups to vote for in the 14nm area. Jane asked that reference to geographical distribution be included in the response. Colin said that there should be an arrivals and departures review so that the impact of aviation on all communities could be understood. Marcus felt that district and borough councils should have a seat on the NMB, and Peter said that in that case a lot of councils would have to be included and Michael thought that district and borough councils would have issues with pre-determination especially on planning issues.

Richard undertook to amend the draft response in line with comments made and circulate again for approval. He said that the HWCAAG still needs to decide whether to remain in the NMB or to withdraw. This will depend upon how the response is received and whether the points made are approved and recommendations are implemented.

**4. To discuss the policies of the other community noise groups and how these groups could work together**

Richard said that over the past six months there have been discussions as to whether the community groups should work together as one. By and large, the HWCAAG has extremely good relations with eight of the nine community groups. CAGNE and HWCAAG have policies that do not align, Colin felt that HWCAAG needs to try and understand CAGNE's viewpoint and it is worth trying to work with them. Neil said that, ordinarily he would agree and feels that generally if the groups are fragmented they are less effective, however in this case HWCAAG is working closely and proactively with the majority of the other groups and that could change airspace. One of the community groups is preventing this. Richard said that CAGNE's policy is concentration and the HWCAAG's policy is fair and equitable dispersal and it is this policy difference and not a personal difference that has meant that the two groups cannot work together. Richard suggested that HWCAAG discuss at the next meeting whether we keep the HWCAAG brand name but we come under the umbrella of GACC. GACC has a very focused approach and has influence with the DfT; it would allow the HWCAAG to step back from the NMB and to pursue its policies and aims which are in line with those of GACC.

**5. Additional runway capacity in the South-East, including Gatwick's use of their emergency runway**

Peter said that GAL's Master Plan contains the proposal to use the emergency runway, which is 190m north of the main runway. There is a legal agreement in place that expires in August 2019 preventing use of this emergency runway as a main runway. GAL proposes to build an extension to the emergency runway and move the centre line so that it is not so close to the main runway. The use of the emergency runway will increase the number of traffic movements over time by 30%, ie 15-20 more movements per hour. GAL say that they can do this without increasing the noise impact, but Peter said that the noise contour is likely to move. There will be an increase in overflight of 20-30%. GAL is talking about starting to plan this proposal in mid-2019 and that it will take five years to become operational. The proposal fits within the current Government policy of using existing airport assets and it is within the existing airport boundary, so is a more credible proposal than the previous second runway proposal. There will be a huge impact on local infrastructure, housing, health and education. Richard said that he is in the process of getting advice from To70 on how this proposal will affect the swathe. He added that this proposal would have an impact on HWCAAG's policy of maximum respite geographically as it will not be possible to have fair and equitable dispersal with 60 air traffic movements an hour. Richard asked whether the group should shift its policy priority from maximum dispersal to compensation. Compensation currently only extends as far out as Lingfield and gives up to £3000 per household towards insulation and triple glazing. Peter said that the aviation strategy green paper is coming out in December and there will be content on compensation, and the Government recognises that compensation is an important tool. Peter said that parallel arrivals or departures will not be allowed and GAL will be trying to eliminate Gatwick approach choke points. He added that trade-offs are being discussed, such as a reduction in night flights. GAL say that they have used the emergency runway 3000 times in the last year. Peter said that GAL is holding public exhibition events as follows:

Horsham: Saturday 3 November, 15:30-19:30, at The Barn, Causeway, Horsham, RH12 1HE

Croydon: Thursday 8 November, 15:30-19:30, at Centrale Shopping Centre, Croydon, CR0 1TY

Tunbridge Wells: Saturday 10 November, 11:00-17:00, at Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS

Brighton: Monday 12 November, 15:30-19:30, at Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG

Crawley: Saturday 17 November, 11:00-17:00, at County Mall Shopping Centre, Crawley, RH10 1FG



**6. GAL compensation scheme**

Richard said that HWCAAG looked at concentration when Fair & Equitable Dispersal was discussed. We agreed that wide swathe and maximum respite was the way forward. Richard suggested that we consider a policy on compensation for our next meeting.

**7. Noise Monitors**

Peter reported that GAL has bought another 40 noise monitors that were going to be used as part of the night noise trial but this has now been put into the long grass as the deadline was missed. It's now likely to be in January 2020. David Baron said that the Noise Lab has 85 noise monitors but there are only two in this area including one at Cowden. Richard said that he's asked Natmag for a noise monitor and was told that the monitors have been allocated for 2018, and he said he will ask for 2019. Peter undertook to ask Natmag at their meeting next week, and members asked if it would be possible to have one per parish.

**8. Finance**

Richard said that Louise has worked 48 hours on HWCAAG work since the last claim in May 2017. This equates to approximately £50 per member parish. Colin proposed that this be approved, this was seconded by Neil and all were in favour.

**9. Any other matters for reporting**

1. Julian Menges said that the World Health Organisation has produced its European noise health advice on different forms of transport. Aviation has a strong impact on health.
2. Jane said that Michael Gove has started a review on the AONB with possibilities under discussion on whether some areas should be National Parks. Jane undertook to write to Michael Gove to raise the impact of aviation on AONBs.
3. Colin thanked Richard for the huge amount of work he has done on aviation. Richard thanked Colin and said that Charles has put in a phenomenal amount of work and thanks must also go to him.
4. Michael Payne asked how you can tell how high a plane is travelling. Richard suggested he downloaded the app Flightradar24.

**10. To agree date of next meeting: Wednesday 28<sup>th</sup> November at 7.30pm in Chiddingstone Causeway Village Hall.**

The meeting closed at 9.15pm

\* \* \* \* \*

1.2.8 Growing by making the best use of the existing main runway If Gatwick remains a single runway airport then we are committed to extracting the maximum value from the existing infrastructure, whilst delivering a sustainable and resilient operation.

- Growing by bringing the existing standby runway into regular use alongside the main runway. This is an opportunity which we are still exploring but, based on current findings, it is one which we may choose to progress in the near future.
- Growing by building an additional new runway to the south of the existing airport. We are not currently progressing this scheme but believe it is one which is in the national interest to continue to safeguard for the future.

2.2.10 The maximum number of scheduled aircraft movements that can be accommodated on our runway has grown from 53 an hour in 2012 to 55 an hour today. This increase has allowed more flights, including

*Masterplan 2012 4.2.13*

*Over time the peak number of scheduled movements per hour has increased as we have found ways to operate the runway more efficiently. Our air navigation service provider, NATS, has been instrumental in making these improvements possible. For the summer 2012 scheduling season the maximum number of scheduled movements in any one hour is 53, although this only occurs in a single hour. We expect an average of 45 movements per hour over the 17 hour operating day on a typical busy summer day in 2012*

2.2.12 Disproportionate disbenefit to Kent 7.4 % of passengers 100% of overflight

3.4.5 This is a comprehensive and complex redesign project. It is currently envisaged by NATS that the first phase of implementation could not take place before early 2024. However this redesign offers a unique opportunity to address many of the legacy issues that have constrained the aviation industry's ability to minimise environmental impacts. For example, it has the potential to offer new ways of offering noise respite to communities currently overflown and to permit aircraft to climb more steeply and continuously to their cruising altitudes.

4.2 I would read this in toto in the document

<https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/gatwick-draft-master-plan-final.pdf>

4.2.7 As these operational improvements are introduced we will consider whether it is appropriate to increase the peak hour movement capacity of the runway. For the moment we have no immediate plans to increase this above 55 scheduled flights per hour. However it is possible that a small increase will be made within the next five years. We also expect there to be a limited release of additional slots in the evening off-peak period to allow for traffic growth.

*2012 4.2.17*

*We believe that some further, small, improvements in peak capacity may be possible over time but these will be limited to one or two additional movements in peak hours and a small increase in the number of hours of the day operating at this maximum level. Even this scale of capacity increase will require careful analysis and changes in processes and infrastructure. However, our intention is to make best use of the single runway which means optimising the capacity potential, while meeting our sustainability objectives and retaining a resilient operation.*

5.2.3 Because some of these initiatives are still at the development stages, there is uncertainty as to how quickly they can be introduced and the timing of any additional slot release that they make possible. If all the improvements deliver their expected potential, the scheduled runway movement rate could eventually increase from the current maximum of 55 movements per hour to around 60 movements per hour during peak periods

5.2.8 To support the growth of Gatwick making best use of the capacity of the existing main runway, with a throughput of around 60mppa, further investments will be required to ensure the infrastructure is adequate to meet our service standards and sustainability objectives. A significant element of this growth occurs through peak spreading, which means that the peak hour throughput will not grow at the same rate as annual passenger growth. We anticipate that the new infrastructure that will be required to accommodate this growth will be delivered through the standard Town and Country Planning Act processes, including the General Permitted Development Order and Environmental Impact Assessments processes where applicable.

5.3.9 This method of using the runways would mean that there would be no change to arrivals flight paths, although some departing flights would take-off slightly further to the north. Currently the centrelines of the main and standby runways are separated by 198m but we are considering widening the standby runway by 12m so that its centreline is separated by 210m to comply fully with international airport design guidance.

5.3.10 We do not consider that significant changes to Gatwick's departure and arrivals routes would be necessary to operate the standby runway in the method described. As is the case today, aircraft departing from the standby runway would be able to follow very similar flight profiles to those of aircraft departing the main runway. However, as explained earlier in Chapter 3, these flight paths may change in any case as part of a wider, government and CAA sponsored airspace modernisation programme called FASI(S). Our objective would be for any changes introduced as part of FASI(S) to be capable of supporting the standby runway scheme, as well as delivering operational and environmental benefits.

6.4.12 All arriving flights are vectored onto the final glide-path which forms a virtual extension of the runway centreline from the touch down point at the runway threshold with an angle of approach of 3 degrees. The point at which the aircraft joins this glide-path, and the route taken to reach the joining point, depends on a number of factors. These include the approach direction, the weather and the location of other aircraft in the vicinity.

6.4.26 We have a mature and comprehensive approach to noise management that complies with Government guidance and aspires to be best in class. It is underpinned by a Section 106 Legal Agreement with West Sussex County Council and Crawley Borough Council, and laid out in more detail in the airport's Environmental Noise Directive Noise Action Plan<sup>18</sup>.

6.4.27 In the last two years we have improved our engagement with noise affected communities through the work of the Noise Management Board that draws together Community Noise Groups, elected representatives, the airport noise management team and industry representatives on a work programme steered by the NMB and reported openly through detailed documentation, presentations and working groups

6.4.28 Actions to reduce noise impacts can take time to implement, but two NMB activities have already significantly reduced noise impacts from arrivals: moving the Instrument Landing System joining point to increase dispersal, and encouraging the implementation of a Fuel Over Pressure Protector (FOPP) modification to Airbus 320s that has removed their distinctive whining noise.

6.4.29 The draft Gatwick Noise Action Plan provides a comprehensive view of our planned noise management mitigations. Our plans aim to reduce noise at source, mitigate the impact of noise on the ground and improve the availability of our noise information to our communities.

6.4.30 In the longer term, further and potentially significant noise reduction opportunities may result from projects being considered, and initiatives that may be pursued, under the CAA's Airspace Modernisation Strategy. When this is finalised, we will look to see how Gatwick can make full use of Government and CAA sponsored endeavours to make procedural and airspace design changes that secure noise benefits for local communities.

What does a 30M to 55m passenger growth look like in road terms.  
Where are the GAL arrival choke points?  
Night maps should show 45db Leq

## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 393656

**Outstanding :** Y **Enquiry Status :** Works being programmed  
**Customer Type :** Member of Public  
**Subject :** Non Illuminated Damaged  
**Site :** STATION ROAD  
**Location :** station road mont aigan way  
**Service :** Bollards  
**Recorded Date :** 15-Nov-2018 **Last Logged Date :** 15-Nov-2018  
**Response Date :** **Completion Target :** 13-Dec-2018

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**Enquiry Number :** 391815

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** STATION ROAD  
**Location :** All the way down station road from St Johns Way, under the bridge. Bad drainage in road so cars splash water up over pavement. Pot holes on road which also causes this.  
**Service :** Drainage and Flooding  
**Recorded Date :** 07-Nov-2018 **Last Logged Date :** 07-Nov-2018  
**Response Date :** 07-Feb-2019 **Completion Target :**

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**Enquiry Number :** 391890

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** HIGH STREET  
**Location :** os 64a os costa  
**Service :** Drainage and Flooding  
**Recorded Date :** 07-Nov-2018 **Last Logged Date :** 07-Nov-2018  
**Response Date :** 07-Feb-2019 **Completion Target :**

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**Enquiry Number :** 391912

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** MAIN ROAD  
**Location :** From the roundabout in Station Road to the traffic lights by Stangrove Park.  
**Service :** Drainage and Flooding  
**Recorded Date :** 07-Nov-2018 **Last Logged Date :** 07-Nov-2018  
**Response Date :** 07-Feb-2019 **Completion Target :**

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## Parish Fault Report : Edenbridge, Sevenoaks

**Enquiry Number : 391947**

<b>Outstanding :</b> Y	<b>Enquiry Status :</b> Enquiry under investigation
<b>Customer Type :</b> Member of Public	
<b>Subject :</b> Blocked Drain/Gully	
<b>Site :</b> GRESHAMS WAY	
<b>Location :</b> On the left hand side by No 1 Greshams Way, the first drain hole	
<b>Service :</b> Drainage and Flooding	
<b>Recorded Date :</b> 07-Nov-2018	<b>Last Logged Date :</b> 07-Nov-2018
<b>Response Date :</b> 07-Feb-2019	<b>Completion Target :</b>

**Enquiry Number : 51973512**

<b>Outstanding :</b> Y	<b>Enquiry Status :</b> Enquiry under investigation
<b>Customer Type :</b> Member of Public	
<b>Subject :</b> Blocked Drain/Gully	
<b>Site :</b> PENLEE CLOSE	
<b>Location :</b> Penlee Close, Edenbridge.	
<b>Service :</b> Drainage and Flooding	
<b>Recorded Date :</b> 07-Nov-2018	<b>Last Logged Date :</b> 07-Nov-2018
<b>Response Date :</b> 07-Feb-2019	<b>Completion Target :</b>

**Enquiry Number : 392059**

<b>Outstanding :</b>	Y	<b>Enquiry Status :</b>	Enquiry under investigation
<b>Customer Type :</b>	Member of Public		
<b>Subject :</b>	Blocked Drain/Gully		
<b>Site :</b>	MAIN ROAD		
<b>Location :</b>	Between the roundabout and Esso garage. Both sides of the road.		
<b>Service :</b>	Drainage and Flooding		
<b>Recorded Date :</b>	08-Nov-2018	<b>Last Logged Date :</b>	08-Nov-2018
<b>Response Date :</b>	08-Dec-2018	<b>Completion Target :</b>	

**Enquiry Number : 392397**

<b>Outstanding :</b> Y	<b>Enquiry Status :</b> Enquiry under investigation
<b>Customer Type :</b> Member of Public	
<b>Subject :</b> Blocked Drain/Gully	
<b>Site :</b> PIT LANE	
<b>Location :</b> Plotted by customer	
<b>Service :</b> Drainage and Flooding	
<b>Recorded Date :</b> 09-Nov-2018	<b>Last Logged Date :</b> 12-Nov-2018
<b>Response Date :</b> 12-Dec-2018	<b>Completion Target :</b>

## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 393654

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Manhole/Drain Cover Problem  
**Site :** MAIN ROAD  
**Location :** near way side  
**Service :** Drainage and Flooding  
**Recorded Date :** 15-Nov-2018 **Last Logged Date :** 15-Nov-2018  
**Response Date :** **Completion Target :** 13-Dec-2018

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**Enquiry Number :** 393625

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Blocked Drain/Gully  
**Site :** OLD MARSH GREEN ROAD  
**Location :** approx location from fix my street  
**Service :** Drainage and Flooding  
**Recorded Date :** 15-Nov-2018 **Last Logged Date :** 16-Nov-2018  
**Response Date :** 16-Jan-2019 **Completion Target :**

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**Enquiry Number :** 391630

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Yellow Lines Req For New  
**Site :** ASHBYS CLOSE  
**Location :** o/s the knowle and montana  
**Service :** Lines  
**Recorded Date :** 06-Nov-2018 **Last Logged Date :** 06-Nov-2018  
**Response Date :** 06-Dec-2018 **Completion Target :**

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**Enquiry Number :** 393681

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Mud On Road  
**Site :** MAIN ROAD  
**Location :** jw enterprise way  
**Service :** Road/Carriageway  
**Recorded Date :** 15-Nov-2018 **Last Logged Date :** 15-Nov-2018  
**Response Date :** **Completion Target :** 13-Dec-2018

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## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 394196

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Mud On Road  
**Site :** ENTERPRISE WAY  
**Location :** near junction to enterprise way  
**Service :** Road/Carriageway  
**Recorded Date :** 19-Nov-2018 **Last Logged Date :** 19-Nov-2018  
**Response Date :** **Completion Target :** 17-Dec-2018

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**Enquiry Number :** 392156

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Road/Traffic Damaged/Missing  
**Site :** CROUCH HOUSE ROAD  
**Location :** o/s 1  
**Service :** Signs & Name Plates  
**Recorded Date :** 08-Nov-2018 **Last Logged Date :** 08-Nov-2018  
**Response Date :** 08-Dec-2018 **Completion Target :**

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**Enquiry Number :** 40201377

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Road/Traffic Damaged/Missing  
**Site :** HARTFIELD ROAD  
**Location :** from Edenbridge to County Boundary  
**Service :** Signs & Name Plates  
**Recorded Date :** 15-Nov-2018 **Last Logged Date :** 15-Nov-2018  
**Response Date :** **Completion Target :** 31-Mar-2019

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**Enquiry Number :** 393473

**Outstanding :** Y **Enquiry Status :** Enquiry under investigation  
**Customer Type :** Member of Public  
**Subject :** Not Working  
**Site :** STATION ROAD  
**Location :** zebra crossing near church  
**Service :** Street Lighting  
**Recorded Date :** 14-Nov-2018 **Last Logged Date :** 14-Nov-2018  
**Response Date :** **Completion Target :** 12-Dec-2018

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## Parish Fault Report : Edenbridge, Sevenoaks

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**Enquiry Number :** 393521

**Outstanding :** Y  
**Customer Type :** Member of Public  
**Subject :** Not Working  
**Site :** STATION ROAD  
**Location :** None of the street lights in the section of road which has roadworks on it are working making it dangerous for pedestrians. I tripped up the kerb in the dark tonight and hurt my knee and shoulder.  
**Service :** Street Lighting  
**Recorded Date :** 14-Nov-2018  
**Response Date :**  
**Enquiry Status :** Enquiry under investigation  
**Last Logged Date :** 14-Nov-2018  
**Completion Target :** 12-Dec-2018

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**Enquiry Number :** 393758

**Outstanding :** Y  
**Customer Type :** Member of Public  
**Subject :** Not Working  
**Site :** WELLINGTONIA WAY  
**Location :** regarding all the street lights covering the car park and the pavement  
**Service :** Street Lighting  
**Recorded Date :** 15-Nov-2018  
**Response Date :**  
**Enquiry Status :** Enquiry under investigation  
**Last Logged Date :** 15-Nov-2018  
**Completion Target :** 13-Dec-2018

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