



Edenbridge Town Council

Town Clerk: Caroline Leet CertHE Local Policy



To: Cllrs J Aldridge, A Baker, A Damodaran, V Jennings, A Layland, N Lloyd, M McArthur (Vice Chairman), S McGregor, J Scholey, A Smart, B Todd (Chairman)

A meeting of the PLANNING & TRANSPORTATION COMMITTEE will be held in Rickards Hall at 7.30pm on Monday 21 October 2019

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

Members of the public, and members with prejudicial interests on items on the Agenda, may make representations, answer, ask questions and give evidence at this meeting in respect of items on the Agenda. (This is the only opportunity for members of the public to make a contribution during the meeting.) Both public and members are limited to three minutes per person to speak and the total time designated for public questions shall not exceed fifteen minutes unless directed by the Chairman of the meeting.

4. TO RECEIVE AND SIGN THE MINUTES OF THE PLANNING & TRANSPORTATION COMMITTEE HELD ON Monday 23 September 2019

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

6. PLANNING APPLICATIONS TO BE CONSIDERED

7. SDC PLANNING DECISIONS – for noting

8. PLANNING BUSINESS

8.1 Planning Appeal APP/G2245/W/19/3227417

9. TRANSPORT BUSINESS

9.1 Transport for the South East (TfSE): Draft Transport Strategy Consultation

9.2 Road issues

9.2.1 Bollard request at the north end of the High Street

9.2.2 UPDATE – B2026 Station Road, Edenbridge – Road surface improvement

9.3 Rail issues

9.3.1 Edenbridge and District Rail Travellers Association Newsletter

9.3.2 Station Partnership

9.4 Aviation issues - none

9.5 Highways report – hard copy available with the plans

10. PRESS RELEASE

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 **Web:** www.edenbridgetowncouncil.gov.uk

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>

Demolition of existing bathroom extension, porch, outside toilet and lean-to roof. Re-build bathroom extension. Rebuild/relocate porch. Remove Laurel. Replace windows to south and west elev, carryout refurbishment to dwelling. **Riverside Cottage High Street Edenbridge KENT TN8 5AX** Ref. No: 19/02869/LBCALT

Details pursuant to condition 4 (window) of 19/01303/HOUSE. **Riverside Cottage High Street Edenbridge KENT TN8 5AX** Ref. No: 19/02873/DETAIL

Amendment to 18/02295/FUL **Marlbridge House Enterprise Way Edenbridge KENT TN8 6HF** Ref. No: 19/02864/MMA

Demolition of existing garage and the erection of a single storey side extension consisting of a garage and a utility room and a two storey rear extension **15 Ridge Way Edenbridge KENT TN8 6AU** Ref. No: 19/02803/HOUSE

Erection of 2 dwellings and new access road serving Hamsell Mead (related application 16/03938/OUT) together with associated parking, landscaping, open space and infrastructure. **Hamsell Mead Farm Sunnyside Edenbridge KENT TN8 6HP** Ref. No: 19/02854/FUL

Prior notification for change of use of a building from Office Use (Class B1(a)) to a Dwellinghouse (Class C3). Town and Country Planning (General Permitted Development) Order 2015 Schedule 2, Part 3, Class O. **Accord Consulting Ltd 124 - 126 High Street Edenbridge KENT TN8 5AY** Ref. No: 19/02896/PAC

Convert existing garage into habitable accommodation including raising flat roof height. **4 Streatfeild Edenbridge KENT TN8 5DF** Ref. No: 19/02840/LDCPR

Erection of a steel frame with powder coated box profile roofing. **Crown Oak Buildings Gabriels Farm Marsh Green Road Marsh Green Edenbridge KENT TN8 5PP** Ref. No: 19/02838/LDCPR

For information

Removal of 2 Oak trees. (TPO) **Amberwood Swan Lane Edenbridge KENT TN8 6AT** Ref. No: 19/02887/WTPO

Premises Licence for Home Bargains **Unit 2 Station Road Edenbridge Kent TN8 6HQ** Ref. No: 19/03525/LAPRE

7. SDC PLANNING DECISIONS – for noting

Single storey rear extension. **Huha Crouch House Road Edenbridge KENT TN8 5EE** Ref. No: 19/02222/HOUSE

Granted

Minor Material Amendment to 18/02295/FUL. **Marlbridge House Enterprise Way Edenbridge KENT TN8 6HF** Ref. No: 19/02019/MMA

Granted

Mature horse chestnut. Reduce crown by 30% shape and lift canopy, remove any dead or diseased branches **4 Eden View High Street Edenbridge KENT TN8 5FE** Ref. No: 19/02738/WTPO

Granted

Provision of 3 bedroom dwelling with detached garage consistent with application permitted under reference 19/0294/FUL but incorporating replacement, rather than conversion of existing outbuilding. **Ashcombe Hilders Lane Edenbridge KENT TN8 6LD** Ref. No: 19/02134/FUL

Granted

Proposed single storey rear extension with rooflights and alterations to fenestration. **11 Frant Field Edenbridge KENT TN8 5BB** Ref. No: 19/01696/HOUSE

Granted

Willow (T1) - Removal of tree . (CA)**The Laurels High Street Edenbridge KENT TN8 5AX** Ref. No: 19/02612/WTCA

No Objection Lodged

Alterations to ground floor front facade including replacement of existing garage door with new windows and relocation of front access. **8 Lucilina Drive Edenbridge KENT TN8 5HF** Ref. No: 19/02314/LDCPR

Refused

8. PLANNING BUSINESS

8.1 Planning Appeal APP/G2245/W/19/3227417

The application was a retrospective application for the retention of the extensions to the existing workshop building. **Crown Oak Buildings Ltd, Gabriels Farm Gabriels Farm Marsh Green Road Marsh Green Edenbridge KENT TN8 5PP** Ref No: SE/14/03820/FUL

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

9. TRANSPORT BUSINESS

9.1 Transport for the South East (TfSE): Draft Transport Strategy Consultation

TfSE has just issued a consultation on its draft Transport Strategy for the South East. At the heart of their transport strategy is the question "What kind of place do we want the South East to be thirty years from now?". There is a regional roadshow in Canterbury on Tuesday 22 October. The deadline for responses to their consultation is 10 January 2020.

<https://transportforthesoutheast.org.uk/wp-content/uploads/2019/10/TfSE-Draft-Transport-Strategy.pdf>

Which members wish to respond to the consultation?

9.2 Road issues

9.2.1 Bollard request at the north end of the High Street

The Administration Officer forwarded the questions from the Planning and Transportation committee meeting in September to Kent County Council Highways (KCC). The response is below:

1. I do not recall mention of a parking enforcement camera; I do recall the mention of speed indication devices which are shared amongst parish councils. KCC do not provide speed cameras and any parking enforcement should be carried out by Sevenoaks District Council. I am unaware of any cameras for this purpose.

2. The quote for trial holes is £327.70. This is due to the works having to be carried out during restricted working hours using 2 way traffic signals.

3. I am unable to provide any other solution for preventing the parking here. Sevenoaks District Council can enforce “no parking” in the area of the zig zag lining.

How do members wish to proceed?

9.2.2 UPDATE From Kent County Council Highways (KCC) – B2026 Station Road, Edenbridge – Road surface improvement

The following road maintenance notification has been received from KCC:

“We have now reprogrammed the works to begin on 19th October 2019 and they are still expected to take 4 nights including weekends to complete. These activities will be undertaken between the hours of 20:00 and 05:00.

This type of work can be affected by bad weather, so if it is not possible for us to carry it out at this time, we will arrange a new date and let you know via a letter drop to your home. We will also put up signs along the road, before we start, showing the date we plan to start work.

During these essential works **it will be necessary to close the road completely** so that we can carry out the works safely for both the workforce and road users. The diversion route will be via B2026 Mont St Aignan Way, Mill Hill, Hartford Road, East Grinstead Road, Witch Oak Lane, Ashhurst Road, Fordcombe Road, Spring Hill, New Road, Fordcombe Road, Penshurst Road, Station Hill, Moorden lane, B2027 Causeway Cottages, B2027 Clinton lane, Four Elms Road B2026 Station Road and Vice Versa.”

For more information, or to report faults visit www.kent.gov.uk or call 03000 41 81 81.

9.3 Rail issues

9.3.1 Edenbridge and District Rail Travellers Association newsletter – attached

9.3.2 Station Partnership

The Sussex Community Rail Partnership has teamed up with The Eden Valley Museum in an exciting project for Edenbridge Town Station. The project includes installation of a dedicated noticeboard for the museum to promote events, exhibitions, talks and walks, a series of old photographs from their archive that will be blown up to poster size and spaced around the ticket hall and a replica of a stained glass window of an old Edenbridge Town Station Master in the Parish Church.

9.4 Aviation issues – none

9.5 Highways report – attached

10. PRESS RELEASE

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

Appeal Decision

Site visit made on 25 July 2019

by **C Hall BSc MPhil MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 18 September 2019

Appeal Ref: APP/G2245/W/19/3227417

Crown Oak Buildings, Gabriels Farm, Marsh Green Road, Marsh Green, Edenbridge TN8 5PP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Hendriksen against the decision of Sevenoaks District Council.
 - The application Ref 19/00082/FUL, dated 9 January 2019, was refused by notice dated 20 March 2019.
 - The development proposed is for extensions to current workshop buildings.
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Decision

1. The appeal is allowed and planning permission is granted for extensions to current workshop buildings at Crown Oak Buildings, Gabriels Farm, Marsh Green Road, Marsh Green, Edenbridge TN8 5PP in accordance with the terms of the application, Ref: 19/00082/FUL, dated 9 January 2019, and the following plans: 32-18-100, 32-18-200, 32-18-201.

Procedural matter

2. At my site visit, I saw that the development has been completed and I note that the application has been submitted retrospectively. I have dealt with the appeal on this basis using the description on the appeal form, as the word "retain" on the application form is not an act of development.

Main Issues

3. The main issues are:
 - whether the proposal would be inappropriate development in the Green Belt having regard to the National Planning Policy Framework (the Framework) and any relevant development plan policies;
 - the effect of the proposal on the openness of the Green Belt;
 - if the development is inappropriate for the purposes of the Framework, would the harm by reason of inappropriateness, and any other harm, be clearly outweighed by other considerations. If so would this amount to the very special circumstances necessary to justify the proposal.

Reasons

4. The appeal property is a business unit within a larger rural industrial site accessed by a long driveway from the B2028. The premises currently operate for the manufacture and finishing of timber frames. The surrounding area consists of open countryside with a rural character and appearance.
5. Policy GB8 of the Allocations and Development Management Plan February 2015 (DMP) provides a local policy context and states that proposals to extend a non-residential building in the green belt will be permitted where, amongst other things, the design and volume of the extension (taking into account previous extensions) would be proportional and subservient to the original building and would not materially harm the openness of the green belt through excessive scale, bulk or visual intrusion. In paragraph 145, the National Planning Policy Framework (the Framework) gives various exceptions of where the construction of new buildings in the Green Belt would not be inappropriate. One such exception is the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
6. In this respect, the Council and appellant differ in their calculations as to the proportion by which the quantum of volume in the original building would increase as a result of the proposal. The Council calculate that the proposal would increase the original volume by about 55.25%, whereas the appellant calculates a 32% increase in original volume. Given this wide disparity and in the absence of any definitive evidence as to the size of the 'original building', I shall turn to examine the form, bulk and prominence of the proposed development. To this end I have had particular regard to the previous approval for extensions to the building under reference 14/03820/FUL.
7. Based on the appellant's comparative figures, which in themselves do not appear to be disputed by the Council, the difference between the current extensions and those formerly approved is an increase in length of between 0.5metres and 3.5 metres and a 0.1metre increase in the height of each ridge. To my mind, the form and design of the projecting extensions would reflect that of the 2014 scheme with monopitch roofs and open sides facing onto the central courtyard. The elements would be subservient to the existing building, would visually connect with the overall appearance without dominating it, and also respond to its design characteristics. They would be appropriately sited in relation to the property and would be unobtrusive when seen against the form and scale of the existing building.
8. Therefore, irrespective of whether the Council or appellant are correct in their assessments of the proposed increase in quantum of volume the form, bulk and prominence of the proposal over and above the previous proposal lead me to conclude that the proposal would not constitute disproportionate additions to the host building. For these reasons, I find that the proposal would not amount to inappropriate development in the Green Belt.
9. I conclude that Policy GB8 of the DMP the exception set out in paragraph 145 of the Framework are met. With respect to openness and the purposes of the Green Belt, given my findings that the proposal would not be inappropriate development in the Green Belt, the proposal would, by definition, not have an adverse impact on the openness of the Green Belt or the purposes of including land within it. As the proposal does not amount to inappropriate development,

there is no requirement to assess if there are other considerations that amount to very special circumstances.

Other Matters

10. The impact of the scheme on the nearby Grade II listed building did not form part of the Council's reason for refusal. However, I have a statutory duty under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the setting of the listed buildings. I have assessed this and agree with the Council that the setting would not be harmed by the proposal.

Conditions

11. I have considered the imposition of conditions in light of advice in Planning Policy Guidance and the National Planning Policy Framework. As the development has already been carried out, it is not necessary or possible to impose the standard plans condition, although I have listed the application plans in my decision so it is clear what was submitted.

Conclusion

12. Having regard to the above and all other matters raised, I conclude that the appeal should be allowed.

C Hall

INSPECTOR

Edenbridge and District Rail Travellers Association

Newsletter 132

October 2019

Chairman's Comment

May I give my apologies for this newsletter being 6 weeks late. I am sorry that our secretary who took over from Geoff Brown in 2018 resigned, just before the annual meeting in May and no one came forth to fill the role. I would like to thank all of the existing members who renewed and also a welcome to all of the new members that have joined the Association.

There are still a number of issues which still concern the Association. There was a consultation in February running to 47 pages on introducing a "Pay as you Go" area out to Edenbridge, like the Scheme which is operating at present in the Transport for London Area. This consultation did not include the Uckfield line. The closing date was May and in the rush to get the Annual Meeting papers out and arranging the WI hall and speakers the closing date was missed. So the Association did not respond to the Consultation. The scheme has to be revenue neutral and the consultation suggested in one of the questions that the weekly and longer season tickets which now have a big discount, that this discount should be reduced so increasing the cost of these season tickets, in order to pay to introduce two or three day tickets. We await the report and its conclusions.

What has just been reported in September in the railway press is that the diesel units (Class 171) which are now used on the Uckfield line are to move to the East Midlands Railway Franchise on the expiry of the Govia Thameslink (Southern) Management Contract in 22 months. GTR can only have the rolling Stock on lease to the end of their management Contract which is in 2021 so this enables the Rolling Stock leasing Company to keep obtaining lease rentals until 2027. I have to say upon introduction of these diesels 15 years ago the Uckfield line received a fast service to a London Terminal all day which had not been the case since steam days in the 1960s. Further detail in the Newsletter.

At the Annual Meeting in May I did say that to save Association cost, the newsletter may be distributed by e mail and thanks to all of the members who have given their e mail address. In the absence of a Secretary I have been very busy during the summer months with my other activities I have not had time to move this forward.

The Association does not have a full committee but we do attend the Surrey Community Railway Partnership meetings which are held for the Redhill Tonbridge Line in Edenbridge and the Uckfield line in Buxted. Also attended is the Parishes committee for the Uckfield Line held in Buxted. The Annual Stakeholders meeting for GTR is to be held in October. So hopefully it will not be as tame as last years

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Uckfield Line

The Association was indignant that although the May 2018 timetable consultation had an 1837 from London Bridge which replaced the 1907 from Oxted and a 1737 from London Bridge instead of a 1538 London Bridge, the 1837 London Bridge was not introduced in May 2018. The failure to implement the 1837 from London Bridge meant that the half hourly service from London Victoria changing at Oxted 1453 until 1853, had two of the hours when this did not occur. This was an assurance given in 2003 when the new diesel units replaced the old diesel mechanical units. The British Rail diesel units were 20 metres in length and used platform 19 at London Victoria where there were extractor fans situated. The extractor fans had to be there as London Victoria is classified as an underground station because of the shopping centre above platforms 9 to 19. The new diesel units were 23 metres in length and South Central Train Operating Company said it was far too expensive to move them. Before 2003 the Uckfield line had peak hour through trains to London Victoria but as these were not going to operate we were given the half hourly service changing at Oxted, GTR conveniently forgot this assurance. The Association complained to the Train Specification Manager at GTR but was told that they did not have enough coaches. The Association all last year from May had difficulty in obtaining the number of units at Selhurst Depot and also what the formation of our trains should be, as it seemed to vary every evening. During the summer this year the formation of the trains has settled down, the Uckfield line uses 36 coaches morning and evening in peak hours and the Ashford – Hastings line uses 8 coaches so giving 44 coaches in use each day and 12 coaches are spare each day as there are 56 diesel coaches at Selhurst Depot. Two of the evening trains use 10 coaches this was provision for passengers between London Bridge and East Croydon. The majority of these passengers are now going to Platform 5 at London Bridge and using the Thameslink services. So surely we could reduce the 10 coach trains to 8 coaches and with two coaches from the spare coaches the 1837 could be introduced as a 6 coach train the same length as the 1907. Rather than run the empty coaches out of Selhurst at peak time it would be better to run them out to form the 1537 from London Bridge as it would be the same rolling stock. It would then reinstate the half hourly service from London Victoria changing at Oxted. The Association will raise this at every opportunity.

In the last month the railway press have informed us that 38 of our diesel coaches out of an allocation of 56 are to move to East Midlands Railway. The GTR Management contract can only have the diesel units on lease until the conclusion of their contract in 22 months. They will then be out of contract so East Midlands Railway has taken them on lease, in order to replace the British Rail sprinter units from the 1980s. It is said in the railway press that all of the diesel units will be removed from Southern and replaced by Electric units. There have been trials of an electric unit using batteries on Greater Anglia on a branch line seven miles in length. This was 40 miles from London so had that time to charge the batteries for only the last 7 miles on batteries. Also we have the proposed new tram systems in Birmingham and South Wales having the electric lines not going under bridges and running on batteries for a short length, in order to save the cost of making the Bridge higher. Hurst Green is 21 miles from London and Uckfield another 25 miles so a round trip on of 50 miles on batteries. I am sceptical that battery technology is available at present to support 50 miles.

The day to day service of timekeeping and provision of the correct coaches during the summer has been better than in the past but we have the odd bad day when there is a

failure of a unit or a failure of the infrastructure which seems to cause a complete meltdown of the service. I was on the 1507 London Bridge on the hottest day of the year when the unit stood at Oxted for an hour, so you can guess the rest of the day had chaos. Then the other week a signalling failure at Ashurst caused another meltdown of the service. Should I say service or absence of a service. This is due to the abolition of the Operating Department when the railway was privatised in 1994. The Chairman at the end of September bent the ear of the new route manager at Network Rail for the Southern area concerning infrastructure signalling failures on the Uckfield Line.

Redhill Tonbridge Line

A member reported to the Association on three mornings the half hourly peak services had been reduced to hourly this was duly taken up with the GTR Stakeholder Manager but the Chairman must have misheard the date as on the date reported to the Stakeholder Manager all trains ran. The Chairman attempted to use the ticket vending machine at Edenbridge for tickets in conjunction with a family railcard, after two attempts he gave up and went down to the ticket Office at Edenbridge Town and purchased the tickets there. The Association would be grateful on any other reports by members using this machine.

December 2019 timetable.

No changes to trains on either of our lines. On Thameslink, GTR will connect existing Horsham to London Bridge and Peterborough to King's Cross Saturday services to create an additional two trains per hour in each direction cross-London service. This will result in new direct Gatwick Airport connectivity for stations to the north of London Bridge, new direct St Pancras international connectivity for stations to the south and increase the number of trains crossing London from eleven to thirteen per hour in each direction.

16-17 Railcard

The arrival on the 20th August of a new 16-17 Railcard is better news for some. The school age is now raised from 15 to 18 and schoolchildren had to pay adult fares when you had to still attend school. The new railcard offers a welcome 50 per cent discount that unlike other railcards applies to season tickets and on travel in peak periods – so it will help to take some of the edge off commuting to school and college. Transport Focus state that they want to see this card extended to cover the entire '6th form' period so that students turning 17 early in their second year of study don't find themselves having to pay full adult fares for the rest of their course.

Fare Rise January

The July's RPI is 2.8% so this is used to calculate regulated fares ie: Standard singles in the commuter area, season tickets in the commuter area and this includes off peak long distance tickets to cities such as Manchester. Transport Focus states they want CPI used as a basis for fare increases but the Train Operated Companies contract with the department of transport specifies RPI. If your salary is linked to CPI then this means your ticket price is going to rise at a higher rate than your pay. Transport Focus is pushing for reform of the

fares structure. They say the 'Easier Fares for All' consultation held in 2018 demonstrated a real desire among passengers for root-and-branch reform to maximise benefits and boost value for money. The problem with fares reform is that the Government have said that it has to be revenue neutral so some passengers will benefit with a reduction but other passengers will have to pay for this by an increase in their fares. A trial is to be held next year on London North Eastern trains out of Kings Cross but is this fair on commuter networks like ours. Also London Kings Cross mainline station is to close for three months next year for re-modelling.

£15 million for Network Improvements

Just a few words on this – the Association was advised that the list of improvements that has been agreed will be published in October.

Associations Annual Meeting

In respect of the annual meeting in May some clarification has been received as below:-

Ticket Vending Machine Edenbridge Station

GTR is in contact with the Geoff Brown directly who is clarifying the enquiry from your member regarding senior railcards and the ticket vending machines and we'll get back to him direct.

Cowden car parking sign

I will speak to our projects team and see if we can get something sorted to try and reduce approach speeds into Cowden

Edenbridge Town car parking evening charges.

As you know, at Tom Tugendhat MP's request, we removed weekend charges at Edenbridge car parking. We are aware there is interest from users and the local council in a free period in the weekday evenings as well. We will keep looking into this, but our view is that the charge is very reasonable, both pays for and makes enforcement possible and is therefore important in ensuring that parking is available for station users the following morning, which as we heard first-hand at the meeting, is increasingly an issue at Cowden where parking is free. I will also raise the request for an expansion of parking at Cowden and very aware there's been interest in this for some time. The difficulty here other than planning constraints is identifying funding.

Diesel fleet availability and the 18:37 London Bridge

Of the total fleet, at present we have 2X 2-carriage units and 2X 4-carriage units in for maintenance at any given moment. This is so that we can complete periodic maintenance and to give us a little bit of flexibility if a unit in service develops a fault, but it does mean unfortunately that the current diesel fleet is being used to its maximum. As you know, one of the main lessons from the May 2018 timetable was to only promise what we can reliably deliver and at present, while the possibility of an additional evening departure from London Bridge is high on the planning team's list, it's not something we can implement at the moment. There is a possibility of implementing an 18:37 departure,

Later departure from Edenbridge Town at around 06:39

We consulted on delivering this as an alternative to an earlier service, but the weight of requests was in favour of the early service.

1922 Tonbridge to Redhill (2A59) not calling at Leigh and Penshurst

At present there's a freight path "in the way" meaning there isn't time to add station calls. This is on the list for future changes if the path becomes available.

Pocket timetables Redhill Tonbridge supplied to Edenbridge Town

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 40201615

Outstanding : Y

Enquiry Status : Traffic Management In Place - Being Regularly Inspected

Customer Type : KCC Staff

Subject : Weekly Inspection

Site : MILL HILL

Location : Outside mill hill house

Service : Client Site Patrol

Recorded Date : 29-Aug-2019

Last Logged Date : 11-Sep-2019

Response Date :

Completion Target :

Enquiry Number : 40201610

Outstanding : Y

Enquiry Status : Works being programmed

Customer Type : KCC Staff

Subject : Blocked Drain/Gully

Site : STATION ROAD

Location : Next to the the crossing on the junction into Edenbridge high street. Left hand side if heading south.

Service : Drainage and Flooding

Recorded Date : 20-Aug-2019

Last Logged Date : 21-Aug-2019

Response Date : 20-Nov-2019

Completion Target : 23-Sep-2019

Enquiry Number : 449171

Outstanding : Y

Enquiry Status : Works being programmed

Customer Type : Member of Public

Subject : Blocked Drain/Gully

Site : WOODLAND DRIVE

Location : Outside the driveway of 18 Oxfield (TN8 6BN) in Woodland Drive

Service : Drainage and Flooding

Recorded Date : 02-Sep-2019

Last Logged Date : 17-Sep-2019

Response Date : 03-Dec-2019

Completion Target : 15-Oct-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 449532

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : SWAN LANE
Location : Work was done to renew the pavement in Swan Lane in the second half of August. However, the final section - on the north side of Swan Lane between Highfields Road and the track to Swan Lane Farm was only partially done. One section about 3 metres wide
Service : Drainage and Flooding
Recorded Date : 04-Sep-2019 **Last Logged Date :** 12-Sep-2019
Response Date : **Completion Target :** 30-Dec-2019

Enquiry Number : 450512

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : HIGH STREET
Location : The drains outside Nautilus Yachting and smells emanating in street drains and inside building.
Service : Drainage and Flooding
Recorded Date : 09-Sep-2019 **Last Logged Date :** 13-Sep-2019
Response Date : 10-Dec-2019 **Completion Target :** 20-Sep-2019

Enquiry Number : 446913

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : STATION ROAD
Location : Vegetation running along the Bray Road development, running parallel with Station Road
Service : Hedge
Recorded Date : 19-Aug-2019 **Last Logged Date :** 12-Sep-2019
Response Date : **Completion Target :** 03-Oct-2019

Enquiry Number : 448140

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : MONT ST AIGNAN WAY
Location : Footpath running along Mont St Aignan Way - report number 435265.
Service : Hedge
Recorded Date : 27-Aug-2019 **Last Logged Date :** 27-Aug-2019
Response Date : **Completion Target :** 24-Sep-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 45611735

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : LUCILINA DRIVE
Location : On footway outside 1
Service : Hedge
Recorded Date : 17-Sep-2019 **Last Logged Date :** 17-Sep-2019
Response Date : **Completion Target :** 15-Oct-2019

Enquiry Number : 45611733

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Obstruction to cway/ fway
Site : COOMB FIELD
Location : across the footway outside 3
Service : Hedge
Recorded Date : 17-Sep-2019 **Last Logged Date :** 17-Sep-2019
Response Date : **Completion Target :** 15-Oct-2019

Enquiry Number : 451280

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Pothole On The Road
Site : MAIN ROAD
Location : Outside the Swan Public House, Main Road,Edenbridge
Service : Potholes
Recorded Date : 13-Sep-2019 **Last Logged Date :** 13-Sep-2019
Response Date : **Completion Target :** 11-Oct-2019

Enquiry Number : 449367

Outstanding : Y **Enquiry Status :** Enquiry attended - more work required
Customer Type : Member of Public
Subject : Information Required
Site : MARSH GREEN ROAD
Location : Hello, I hope you can help me. Yesterday I rode my new motorcycle to the cemetery in Edenbridge from Crawley, where I live. It was only when I got home that I notice my motorcycle was covered in tar, which has now ruined my new motorcycle. This wa
Service : Resurfacing
Recorded Date : 03-Sep-2019 **Last Logged Date :** 10-Sep-2019
Response Date : **Completion Target :** 01-Oct-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 451544

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Road/Traffic Damaged/Missing
Site : FOUR ELMS ROAD
Location : There's a 40mph speed sign that has rusted through - its on Four Elms Road by the Council Public Car Park (Namads)
Service : Signs & Name Plates
Recorded Date : 16-Sep-2019 **Last Logged Date :** 16-Sep-2019
Response Date : 16-Oct-2019 **Completion Target :** 14-Oct-2019

Enquiry Number : 11004466

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type :
Subject : LED Project
Site : CROUCH HOUSE ROAD
Location : OPP CORDOBA
Service : Street Lighting
Recorded Date : 27-Aug-2019 **Last Logged Date :** 11-Sep-2019
Response Date : **Completion Target :** 27-Sep-2019

Enquiry Number : 451087

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Fallen/hanging not on cway
Site : STATION ROAD
Location : outside number 4
Service : Trees
Recorded Date : 12-Sep-2019 **Last Logged Date :** 16-Sep-2019
Response Date : **Completion Target :** 10-Oct-2019

Enquiry Number : 45611734

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : LINGFIELD ROAD
Location : east side of the garages - south of 75
Service : Weeds
Recorded Date : 17-Sep-2019 **Last Logged Date :** 17-Sep-2019
Response Date : **Completion Target :** 15-Oct-2019
