

ANNEX B

WEST MALLING CHARACTER AREA APPRAISAL SPD – RESPONSE TO CONSULTATION

Respondent	Representation	Response
<p>Peter & Veronica Cosier Town Hill</p>	<p>Area K1 – Ryarsh Lane/Railway Area</p> <p>The photo on page 67 shows the residential access yard attached to No 58 Town Hill. It is in fact in the Conservation Area and therefore outside of the area covered by the Character Area Appraisal. There is only a right of access for commercial properties over the access road. It is not, and never has been, a car park for the garage. There are planning conditions preventing commercial parking on the access road.</p> <p>The photo and text give the impression that the yard is commercial. It is not and two other houses at the end of the driveway also use it which does not appear to be recognised. It has a residential and not a commercial character. The commercial boundary corresponds almost exactly with boundary of the workshops. It is not the boundary of the garden of 58 Town Hill. The word “garage” on the OS base needs to be moved or removed because it is on the private driveway. The residential driveway forms a buffer between residential and commercial uses.</p> <p>Maps K1 and F1 incorrectly show the boundaries of the</p>	<p>There is a misunderstanding. The Character Area Appraisal does not form part of the Development Plan. It does not designate or allocate sites for a particular use. It therefore confers no formal land use designation on the site.</p> <p>The Character Area Appraisals do no more or less than identify and describe the character of the area. In this respect, Area K1 has an undoubted commercial character and the private driveway, albeit serving residential properties also serves the commercial properties and in appearance has a commercial character. This is primarily because the residential curtilages are visually separated from the driveway, whereas the commercial buildings are not. It is therefore correctly included within the commercial character area. However, it is accepted that at the western end the boundary in the draft Appraisal has not been correctly drawn and should include all of the approved parking/circulation area.</p> <p>Land ownership boundaries, particularly where they are not identifiable on the ground, are not relevant to</p>

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	<p>commercial area as they wrongly include the driveways which should not be classified as commercial. The turning bay, customer and staff parking area at the western end of the driveway has been wrongly excluded from the commercial area and included in residential Area F1.</p> <p>It is wrong to suggest that the site abuts the countryside.</p> <p>There is no mention of the two 8 metre high houses which have been approved flanking the driveway. Once built, these will be the dominant feature of the site dwarfing the single storey commercial buildings. These will determine the character of the drive.</p> <p>To classify the private residential driveway as commercial is in conflict with the need to enhance the setting of Listed Buildings. It potentially jeopardises the character of 58 Town Hill.</p> <p>The site on the south side of the railway is proposed for redevelopment for housing which leave the area to the north as a narrow area of commercial uses surrounded by residential.</p>	<p>defining the boundaries of a character area. Equally, the definition of Character Areas has no bearing at all on the ownership and legal status of the land.</p> <p>It is accepted that the photograph on page 67 shows part of the garage that lies outside of the Character Area. The photograph has been changed</p> <p>It is also accepted that only Area K2 lies adjacent to the countryside and the text has been changed accordingly.</p> <p>The two houses with permission were not there at the time the Appraisal was undertaken and when built will not so change the character of Area K1 that it is no longer of a commercial character.</p> <p>Text has been added to acknowledge the proximity of the area to the Conservation Area and to Listed Buildings and the importance of their setting.</p> <p>REVISE Section K1 to correct the boundary of the area at its western end, include reference to long views of the countryside, revise some of the photographs, include reference to the proximity of the Conservation Area and Listed Buildings and make it clear in the introduction to the Commercial Areas Section that only Area K2 is adjacent to the countryside – See Appendix B1</p>

Respondent	Representation	Response
<p>John & Sylvia Edkins Town Hill</p>	<p>Endorses the views expressed by Mr & Mrs Cosier.</p> <p>Map K1 incorrectly classifies the “lane” leading to Nos 60 and 62 Town Hill as commercial. The major part of the lane forms part of the cartilage of 60 Town Hill. The commercial premises only have a right of access. Commercial parking on the lane is prohibited by planning conditions. Classifying the “lane” as commercial will make it more difficult to enforce the planning conditions.</p> <p>Objects to part of 60 Town Hill (ie the access road) being classified as commercial. The photographs are misleading because they show the residential access road as being commercial.</p>	<p>See response to Mr & Mrs Cosier</p>
	<p>Nos 60 and 62 Town Hill are incorrectly shown as lying within the Town Hill Close Area. They do not form part of the Close. They have separate access directly to Town Hill via the “lane”.</p>	<p>It is acknowledged that there is no mention of the two properties accessed via Area K1 but they are correctly included within Area F1 because they are of similar character (ie Lower Density Detached housing). Properties within character Areas are often accessed from different directions.</p> <p>REVISE TITLE to read “F1- AREA TO REAR OF TOWN HILL Comprising: Town Hill Close and other individual properties to the rear, accessed from Town Hill”.</p>

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		Revise description to acknowledge the existence of Nos 60 and 62 Town Hill.
West Malling Parish Council	The Parish Council concurs with Mr Cosier's statement that the driveway has been incorrectly designated as industrial and should be designated residential. The driveway forms a vital buffer between industrial and residential use. It is important that the designation of this area should be corrected.	See response to Mr & Mrs Cosier
Karen Osborn Town Hill	Objects to the commercial classification of the driveway between the garage and the listed building so that any proposals for industrial development are less likely to be approved. The objector's house faces the driveway.	See response to Mr & Mrs Cosier
Jane Anderson Town Hill	The maps and photographs seem to indicate that the driveway down the side of the garage is commercial property and owned by West Malling Garage. She had previously been advised that this was not the case and that the driveway could not be built on. She is concerned about the loss of views if the driveway was built on.	See response to Mr & Mrs Cosier. The importance of long views down the driveway is now mentioned.

Respondent	Representation	Response
Bradley Dyer Town Hill	The driveway adjacent to 58 Town Hill and which serves Nos 60 & 62 Town Hill is incorrectly shown on the maps as being classified as commercial. It should be residential not commercial.	See response to Mr & Mrs Cosier
D B Lloyd Williams Norman Road	<p>Area G1 – Clustered Development - Norman Road (North)</p> <p>Agrees with the description of the area, the contextual features, the map, the positive and negative features and the section dealing with origins and development.</p>	Noted
Mrs M Potts The Malling Society	<p>Area E2 – Sandown Road Area</p> <p>Agrees with the description of the area, the contextual features and the map.</p>	Noted

K – COMMERCIAL AREAS



Of the two small commercial areas in West Malling one is located close to the railway line and the other abutts the countryside. Units are single storey with shallow pitched or curved roofs and built from comprises cream painted brickwork.

LOCALLY DISTINCTIVE CONTEXTUAL FEATURES

Age of buildings	Early 1900s onwards
Type of buildings	Small low rise buildings
Main uses	Business, storage and car parking
Building heights	1 storey
Prominent building materials	Painted brickwork
Predominant boundary treatments	Wall or hedging
Open spaces	None

Locally Distinctive Positive Features

- Unobtrusive development

Negative Features Worthy of Enhancement

- No significant detractors

K1 –RYARSH LANE/ RAILWAY AREA

Comprising: Ryarsh Lane/ Railway

This small, unobtrusive business area is located on two sites either side of the railway line.

To the south, low rise painted business units and car parking generally screened by site boundary trees make this an unobtrusive area. Development is elevated from Ryarsh Lane and is partially visible from this street.



Whilst the overall character of the northern area is commercial, the area abuts the Conservation Area and a Listed Building and is therefore sensitive to new development. The access road which serves both commercial and residential properties is private and belongs to adjacent residential properties.

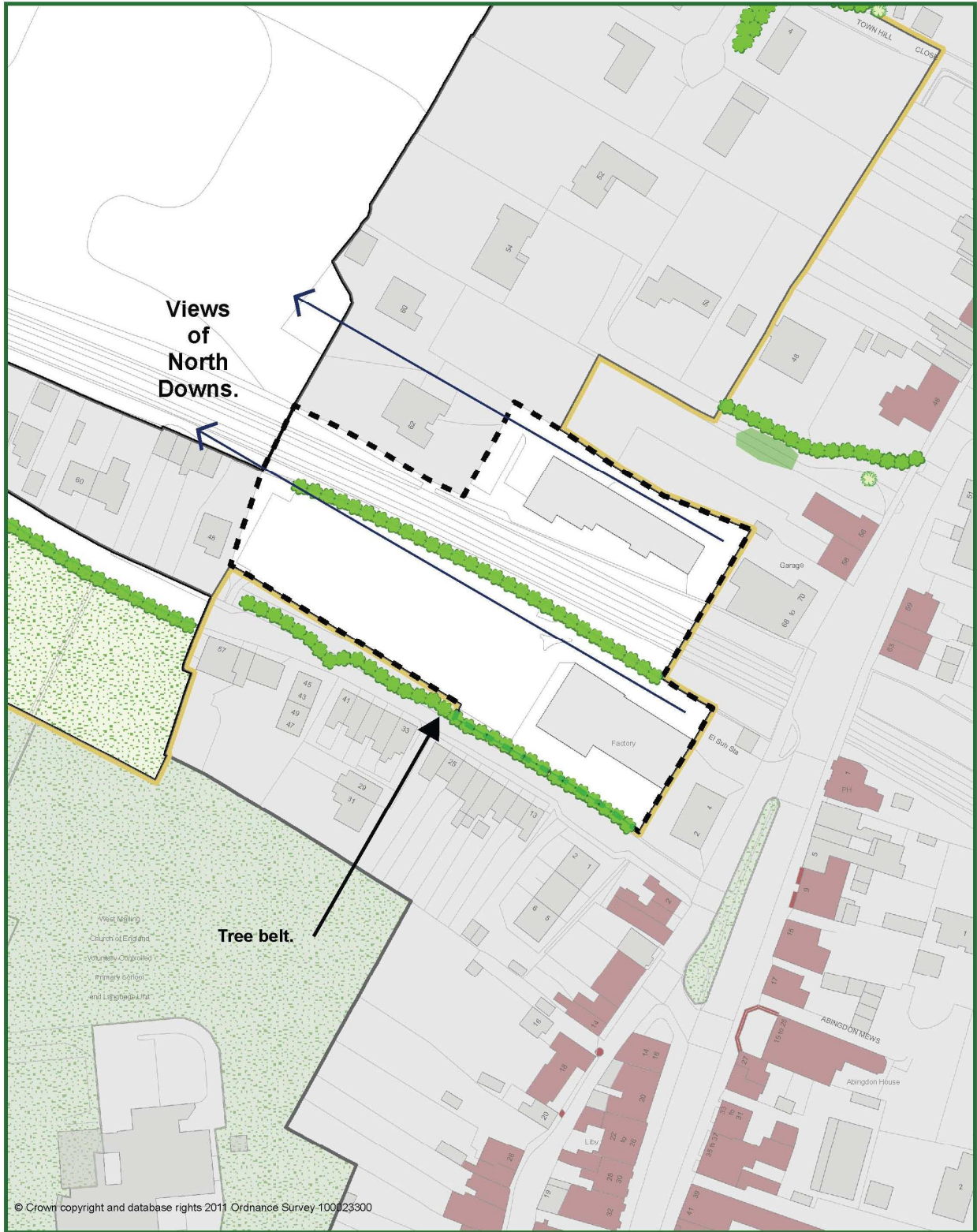


Locally Distinctive Positive Features

- Hedges/ trees surrounding the area

Negative Features Worthy of Enhancement

- No significant detractors



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0 10 20 30 40 50 100 Metres

Ref K1

West Malling Character Area Appraisal

Title Ryarsh Lane / Railway Area

