



By the Community, for the Community

31 January 2019

Ms Maria Brown
Tonbridge and Malling Borough Council
Planning Control
ME19 4LZ

Re: Planning Application Number: 18/03042/LB

Listed Building Application: Proposed partial demolition of a 14m section of curtilage listed boundary wall along with reducing the height of the wall to 0.6m for approx. 4.5m sections to the north and the south of the partial demolition to allow for a new vehicular, pedestrian and cycle access in connection with an outline planning application (Ref: TM/18/03008/OA) for residential development at land to the east of New Road

EMCG has the following comments on the above application, which is to remove a section of the red brick curtilage wall of a Grade 1 Listed property in order to form the entrance to the proposed 110 houses.

First, at the risk of stating the obvious, this application should only be considered if Application 18/03008/OA is approved.

The documents and drawings state that only 14 metres of the wall will be removed, but to achieve sight lines a further 4.48 metres on both sides would be reduced to 0.60 metres, a reduction of 0.90 metres, If the sculpturing of the top of the wall is

also taken into consideration, the cumulative effect will seriously impact the appearance of the Listed wall for an overall distance of 24.50 metres. The EMCG would like to see this distance reduced, as follows.

We note that length of the reduced height of the wall to achieve the sight lines is a KCC Highways advisory requirement and therefore not mandatory and of course the length of the wall requiring to be reduced is partly dependent on the speed limit of the highway.

The current speed limit on New Road is 40 MPH. The new development will significantly increase traffic, cycle and pedestrian movements not only along New Road but also on the number of pedestrians crossing it to visit the local schools, shops and takeaway restaurants etc. We therefore propose that the speed limit be reduced on safety grounds to 30 mph.

This reduction in the speed limit would have the incidental benefit of reducing the sight line requirements as they are calculated on the traffic speed. We therefore suggest that consideration of this application be deferred pending a traffic impact study, as proposed in our letter concerning application number 18/03008/OA.

Chair, East Malling Conservation Group