

SECTION '2' – Applications meriting special consideration

**Application No :** 12/00698/FULL1

**Ward:**  
**Penge And Cator**

**Address :** Rowden Works Rowden Road  
Beckenham BR3 4NA

**OS Grid Ref:** E: 536664 N: 169826

**Applicant :** Mr Tony Murray

**Objections :** YES

**Description of Development:**

Two storey block comprising 6 two bedroom flats with 6 car parking spaces

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Flood Zone 2  
Flood Zone 3  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

**Proposal**

The scheme has been amended since its original validation and proposes the erection of a two storey block comprising 6 two bedroom flats with 6 car parking spaces. The block would be roughly rectangular in shape and would be positioned 1m forward of the northern boundary. It would extend to a max. width of approx. 32.1m wide and a max. depth of approx. 8.8m and a max. height of approx. 8.8m. Three amenity spaces are shown one in front of the block and the remaining two at either end of the block. The six parking spaces are shown positioned to either side and opposite the entrance of the site, the bin store is located in the southern tip of the site.

The design of the block features 3 main gables with a part brick, part render finish and a traditional slate roof. Each gable would extend to approx. 8.8m in height and be linked by a lower 6.65m high ridged roof over the glazed stairwells. Two balconies are also proposed on the front elevation on the central gable and to the eastern half of the block. It is stated by the applicant's agent that the building has been conceived to be a modern take on a series of linked dwelling houses in order to appear to be more in keeping with the character and appearance of the surrounding area.

To the western and eastern side elevation facing Rowden Road there are 4 windows all of which provide secondary outlooks.

The northern rear elevation would contain 14 windows 6 of which would be obscure glazed.

The site will be developed at a density of 257 habitable rooms per hectare (hectare 18 habitable rooms / size of site 0.07 ha)

## **Location**

The application site is located at the confluence of Chaffinch Road and Rowden Road, which is effectively a cul-de-sac offering no through traffic routes. The locality is residential in character and the properties in these road comprise 2 storey period semi-detached houses.

Across the railway line Turners Meadow Way a more recent development is characterised by 2 storey terraced and semi-detached houses. These houses have rear gardens approx. 10m deep backing on to the railway line.

The site itself appears to be level and is roughly triangular in shape it is bounded on two sides to the north and the south-east by railway lines and embankments. It is currently in commercial use as a joiners yard and accommodates single storey workshop buildings along with ancillary parking and is accessed via Chaffinch Road/ Rowden Road.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and a high number of representations were received from local residents who objected to the proposal, including comments from West Beckenham Residents Association and Copers Cope Residents Association. The objections can be summarised as follows:

- proposal does not comply with policy EMP5 which requires business uses to be retained unless there are significant reasons why a business use is not feasible
- the refused 2007 application is in all material respects the same as the current application, there is no reduction in scale
- the proposed building is on a site 1.65m higher than the houses on Turners Meadow Way, this gives it an apparent height of 11.35m
- trees on the railway embankment were removed in 2007 by Network Rail due to a subsidence claim, trees will no longer be allowed to grow up to act as a screen between the site and houses in Turners Meadow Way
- properties in Turner Meadow Way will suffer a loss of outlook from ground floor rear windows and also within the garden where the proposed will appear overbearing and oppressive
- the block would dominate the outlook and obstruct a considerable amount of the view both horizontally and vertically from Nos.29-35 Turners Meadow Way

- the block would overshadow the principle rear windows and garden from late afternoon onwards in the summer
- at present houses in Turners Meadow way are not overlooked as Rowden Works is 1 storey high. The second floor windows of flat 6 and balconies on front elevation would look towards and down onto principle rear windows of Nos.29-35. This degree of overlooking would be unacceptable.
- No. 60 Rowden Road would also be overlooked, dominated and overshadowed being directly opposite the site
- a substantial amount of Chaffinch Road would be overlooked from all windows
- the flat sizes are the absolute minimum size permitted by The London Plan
- the proposed flats do not comply with the Unitary Development Plan (UDP) in terms of density for this location.
- it is standard for blocks of flats to have very substantial gardens set out in large single areas, there is no acceptable amenity space with the application
- the balcony at the end of flat 6 looks towards Nos. 29-35 Turners Meadow Way, from their side they overlook No. 103 Chaffinch Road and No.60 Rowden Road, they are also incongruous in roads of Victorian and Edwardian houses
- there are insufficient parking spaces proposed with no allowance being made for visitor parking with the proposal
- the noise impact assessment does not address vibration being caused by trains and trams
- the flats do not respect or reflect the surrounding character and appearance of the area
- in line with the arboricultural impact statement a comprehensive landscaping scheme should be developed to provide tree screening to Rowden Road, Chaffinch Road and Turners Meadow Way
- the flood risk assessment is from 2008 and needs to be updated especially as the site is within a flood warning area
- there is an inaccuracy in Plan No. 6211-PL-06 the railway line is shown level with the eaves of the proposed building, whereas it should be broadly speaking level with the join of the ground and second floor and just above it. This makes the building look much lower than it is
- the proposed building would be over twice the height of the proposed railway embankment
- emergency / utility services may be impaired due to insufficient parking
- flats tend to be rented to younger people with irregular working hours that will mean late night traffic on a road that barely see a car at night
- building works would cause noise and disruption
- the site sits on a sharp bend at the focal point of Chaffinch Road and Rowden Road. The proposed redevelopment would dominate and spoil the view for many hundreds of metres along both roads
- ecological impact on buildings inhabitants would be detrimental with high noise levels, lack of natural ventilation due to window remaining closed, necessary air conditioning units would add to energy costs

- outdoor amenity space would be too small, too public and too segmented
- noise report emphasis very high noise levels at the site yet, the site is situated in a tranquil suburban location in Beckenham well away from the town centre where it may be expected that high noise levels will be high. The proposed mitigation of acoustic fencing will only reduce the noise level in one amenity area
- due to the close proximity of the building to the railway embankment occupants of flat 5 would suffer a "strobbing" affect as trams and trains pass their window
- ground floor rooms of flat 2 would not have sufficient natural light
- there is no information to show how the proposed would be built to Secure by Design Standards
- the reasons for refusing the 2007 application (planning ref. 07/03845) have not been overcome by the current application

## **Comments from Consultees**

### Trees

The trees on the railway land to the north are protected by TPO, additionally there are trees on the railway land to the south east. The application is accompanied by an arboricultural report and its findings are concurred with. The development would not directly affect any significant trees. The report contains an arboricultural impact assessment as well as an arboricultural method statement. If permission is to be recommended please impose standard conditions B19 and K01 together with a landscaping condition.

### Drainage

The site is within the an area where the Environment Agency - Thames Region requires restriction on the rate of discharge of surface water from new developments into the River Ravensbourne or its tributaries (including storage if necessary)

This site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water.

Please impose Standard Conditions D02 and D06 on any approval to this application.

### Highways

The site is located at the end of Rowden Road at the junction with Chaffinch Road. The vehicular access is from Rowden Road via an existing vehicular crossover leading to a car parking area which is acceptable. There are no objections to this proposal subject to standard conditions regarding cycle parking , highways drainage.

### Environmental Health (Pollution)

The new acoustic report is an improvement on the previous. The report demonstrates that there are very high noise levels in this location. The report proposes an extensive scheme of acoustic glazing and passive acoustic ventilation to reduce internal noise to acceptable levels. Whilst the scheme would achieve adequate internal noise levels it is important to note that occupants would be unable to open windows and still retain a reasonable internal noise environment. They would be entirely reliant on windows being kept closed for a reasonable standard of amenity.

The proposed (passive) acoustic ventilators are unlikely to provide sufficient ventilation. mechanical rapid ventilation with sufficient capacity for a rapid air purge if needed would be preferable and has been used on other similar sites in this circumstance.

The external amenity space will not achieve recommended levels in BS8233 (although it is fairly common to breach these in cities). The standard states 'in gardens and balconies etc. It is desirable that the steady noise level does not exceed 50 LAeq,T dB and 55 LAeq,T dB should be regarded as the upper limit'. In this case noise levels are up to 66.4dB LAeq 1hr which would be perceived as around twice as loud as the specified upper limit. The proposed mitigation of acoustic fencing will only reduce the level in one amenity area and this is not quantified in any case. On balance subject to suggested conditions no objections are raised in relation to these issues.

In relation to other issues the site has potential for land contamination and lies within our air quality management area for NOx. If minded to grant permission it is recommended that the following conditions are attached:

- The Glazing Specification installed shall be fully in accordance with the recommendations of the submitted 'soundplanning' Acoustic Report J01503 dated Thursday 19th September 2013 and shall be permanently maintained as such thereafter.
- Details of acoustic fencing for the southern boundary shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented prior to the use commencing and shall be permanently maintained thereafter.
- The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh (To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan)
- (Additionally it is suggested that a condition to ensure that Electric Vehicle charging capacity is provided in line with the London Plan policy 6.13 requirement (20% of spaces) to minimise the air quality impact)
- K09 - Contaminated Land Assessment Remediation

Environmental Health (Housing)

1. All partitions leading onto the staircase enclosures and separating occupancies should be half-hour fire resisting to BS 476 where an LD2Type audible fire alarm system is provided in accordance with the requirements of BS 5839.
2. All fire doors should conform to BS 476 Parts 20-23 (half-hour resistance) and fitted with cold smoke seals and self-closers.
3. Bedrooms 2 to flats 1, 2 and 3 are provided with no outlook, due to the close proximity of the timber fence.

### Network Rail

Network Rail have been consulted on this application and at the time of drafting this report had not responded, they have been advised of the Plans Sub Committee date and invited once again to provide a comment by this date.

Comments from Network Rail in relation to previous proposals had raised no objections subject to construction of the development not affecting the safe working of the railway.

### Environment Agency

Comments were initially received from the Environment Agency on 24th April 2012 at which point they accessed the application as posing a low environmental risk and therefore had no comments to make. In view of residents concerns which have been exacerbated by recent inclement weather conditions an updated view was sought from the Environment Agency (March 2014) and is summarised as follows:

It is considered that this proposal would be at low risk of flooding. The Flood Risk Assessment prepared in 2008 indicated that the site lay partially in Flood Zones 2 and 3, the medium and high risk zones respectively. In 2010 we updated our flood model for the Ravensbourne catchment and the results showed this site to be entirely in Flood Zone 1, the low risk area. We would therefore have no concerns with respect to fluvial flooding at this site. We don't need to be re-consulted on this planning application.

### Thames Water

On the basis of information provided, Thames Water would advise that with regard to sewerage infrastructure and water infrastructure we would not have any objection to the above planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

## **Planning Considerations**

The development plan comprises the Bromley Unitary Development Plan (2006) and the London Plan (2011).

The development falls to be considered in accordance with the following Unitary Development Plan policies:

H1 Housing Supply  
H7 Housing Density and Design  
H9 Side Space  
T3 Parking  
T7 Cyclists  
BE1 Design of New Development  
NE7 Development and Trees  
ER8 Noise Pollution  
EMP5 Development Outside Business Areas

In strategic terms the most relevant London Plan policies are:

3.3 Increasing housing supply  
3.4 Optimising housing supply  
3.5 Quality and design of housing developments  
3.8 Housing choice  
5.3 Sustainable design and construction  
6.9 Cycling  
6.13 Parking  
8.3 Community Infrastructure Levy

National guidance is included in the National Planning Policy Framework (NPPF) paragraph 14 of which states a presumption in favour of sustainable development where development accords with the development plan.

## **Planning History**

In 2004 under planning ref. 04/00364 planning permission was refused for a three storey block comprising 3 one bedroom and 9 two bedroom flats, with 8 car parking spaces for the following reasons:

1. In particular by reason of its height, scale and design the proposal would constitute a cramped form of overdevelopment detrimental to the visual amenities of the street scene and the spatial characteristics of the area generally, thereby contrary to Policies E.1 and H.2 of the adopted Unitary Development Plan and Policies BE1 and H6 of the second deposit draft Unitary Development Plan (Sept 2002).
2. The proposed three storey block by reason of its height and scale would be harmful to the amenities of nearby residential properties by reason of loss of outlook and privacy thereby contrary to Policies E.1 and H.2 of the adopted

Unitary Development Plan and Policies BE1 and H6 of the second deposit draft Unitary Development Plan (Sept 2002).

3. The proposed development lacking in adequate car parking, would result in an intensification of the use of an existing vehicular access and fails to demonstrate that adequate visibility splays and turning areas can be achieved and as such would have an adverse effect on road safety for both vehicles and pedestrians, thereby contrary to Policy T.3 of the adopted Unitary Development Plan and Policy T22 of the second deposit draft Unitary Development Plan (Sept 2002).

A subsequent appeal was dismissed in dismissing the appeal the Inspector concluded that the proposed building would represent a marked increase in scale in comparison to nearby housing and would not respect the scale, form and layout of adjacent buildings. It was considered that the proposal would also result in loss of outlook for residents of Turner Meadow Way and overlooking from proposed balconies. It was also noted that the private amenity space was limited and accessible only to 2 of the 12 flats.

With regards to the principle of development the Inspector noted the following [para 5]:

"Notwithstanding its noisy situation and awkward shape the site is in my opinion an area of previously developed land which should in principle be given priority for housing..."

Also in 2004 under planning ref. 04/02307 planning permission was refused for a part two/three storey block comprising 3 one bedroom and 7 two bedroom flats with 7 car parking spaces. It was considered that the proposal failed to overcome the Inspector's concerns regarding visual and residential amenity and highway safety relating to the earlier application (ref. 04/00364).

In 2006 under planning ref. 05/04177 planning permission was refused for a part two/three storey block comprising 6 one bedroom and 4 two bedroom flats with 12 car parking spaces for the following reasons:

1. In particular by reason of its height, scale and design the proposal would constitute a cramped form of overdevelopment, detrimental to the visual amenities of the street scene and the spatial characteristics of the area generally, thereby contrary to Policies E.1 and H.2 of the adopted Unitary Development Plan and Policies BE1 and H6 of the second deposit draft Unitary Development Plan (September 2002).
2. The proposed three-storey block by reason of its height and scale would be harmful to the amenities of nearby residential properties by reason of loss of outlook and privacy, thereby contrary to Policies E.1 and H.2 of the adopted Unitary Development Plan and Policies BE1 and H6 of the second deposit draft Unitary Development Plan (September 2002).



In dismissing the appeal the Inspector who also accepted the principle of residential development on this site he concluded that the proposal neither reflected or respected the surrounding character and appearance of the area. While the proposal represented an improvement on the previous proposal its height, elongated form and mass with heavy fenestration would be visually discordant and represented a cramped form of overdevelopment, overambitious given the physical constraints of the site.

With regard to the impact upon No.60 Rowden Road and 103 Chaffinch Road opposite the front of the site. The Inspector accepted that it would be readily apparent from existing houses, he did not consider that it would be offensive in this respect or restrict any significant views or light.

With regards to occupants of Turners Meadow Way, whilst it was accepted that their rear outlook would be amended by the proposal, the Inspector did not consider it would be harmful in terms of outlook, overlooking or privacy. The reason given for this was the positioning of the block at the furthest point in the site away from Turners Meadow Way, the considerable separation distance between the locations and the line of trees and railway line.

In 2007 under planning ref. 07/03845 planning permission was refused for two 2 storey buildings comprising eight 2 bedroom flats with 8 car parking spaces/ bicycle parking/refuse store for the following reasons:

1. The proposal by reason of the visual impact of the car parking and manoeuvring area will be detrimental to the character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.
2. The proposal by reason of the amount of development and lack of usable amenity space will be an overdevelopment of the site out of character with the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.
3. In the absence of evidence to the contrary, the proposed development will compromise the Network Rail land adjoining the site.

## **Conclusions**

### Principle

It is considered that the principle of residential development on this site is not in question both Inspectors in previous appeals had considered this aspect and concluded that the principle was acceptable. Notwithstanding previous Inspectors conclusions on this matter the joinery yard represents a non-conforming use in an otherwise residential location paragraph 22 of the NPPF advises that applications for alternative uses should be treated on their merits.

### Density

The site has a PTAL rating of 3 and is within 800m of Beckenham town centre therefore for the purposes of density calculations it is considered to be an urban location.

The London Plan advises that for proposed residential developments in urban locations with an index of public transport accessibility of 3 the appropriate density range should be between 200-450 habitable rooms per hectare. The scheme proposes a density of 257 habitable room per hectare. Therefore the proposal is well within the level prescribed London Plan range. The levels are of course guidelines and should be measured against the merit of the scheme.

### Technical considerations

From a housing point of view the accommodation in terms of its size complies with the minimum standards (61sqm) set out in the London Plan. No substantive objections have been received from an Environmental Health (Housing) point of view with regards to the layout of the units proposed and subject to the imposition of conditions no objections are raised with from a noise, trees or highways point of view.

### Design, Positioning and Form

Policies BE1, H7 require new development to be of high standard of design, to be compatible with the scale and form of nearby buildings and to have regard to the relationship of neighbouring properties. The NPPF and the London Plan also encourage good design and emphasises the importance of developments being visually attractive as a result of good architecture and appropriate landscaping.

The form of the block has regard for the character of the locality and at two storeys generally reflects the scale of development in the surrounding area. The 3 gables and ridged roof proposed achieves a balance between a roofscape which does not appear too bulky whilst linking the 3 pseudo-terrace houses.

The proposed block is positioned to the northern boundary of the site so as to be angled away from properties in Turners Meadow Way and Nos. 60 Rowden Road and 103 Chaffinch Road closest to the site. Views of the block would not be of the expanse of the building in its entirety.

### Comparison with previous application ref.07/03845

The current application is equivalent to the previously refused application (ref. 07/03845) in terms of the maximum height of the roof. This does not account for the fact that the roof treatment now proposed incorporates a dual roof profile comprised of the 3 main gables and a lower ridged roof. However, the width of the block at approx. 32.1m in width (max) is c. 8.4m less wide, and c.4.2m less deep. The number of windows in the rear elevation has also been reduced from 22 to 14 and in the front elevation from 28 to 12. The number of units has also been reduced from 8 to 6.

## Residential Amenity

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of neighbouring buildings and ensure they are not harmed by noise disturbance, inadequate daylight, sunlight, privacy or overshadowing. A site visit has been carried out at a number of residents properties in Turners Meadow Way and Rowden Road and the site viewed from their perspective. It is considered that the current level of amenity enjoyed by occupants of these properties will be altered to a lesser or greater degree by the proposal. The fundamental issue therefore is whether this impact is considered to be material and therefore undue. Taking into account that occupants of properties in Turners Meadow Way appear to be on a slightly lower ground level, the building will be perceived as higher than the projected 8.8m max. height of the block. However because of the distances between the site and Turners Meadow Way which range from an average of 22m from south-eastern boundary of the site to the rear garden boundary of properties in Turners Meadow Way. The average distance between front elevations of the closest properties (Nos. 30-31 Turners Meadow Way) in this location being approx. 35m.

The distance between the side elevation of the block and the front elevation of Nos. 60 Rowden Road and 103 Chaffinch Road is much shorter at just over 12m however the building would not face one another directly and the secondary fenestration on the side elevation could reasonably be obscure glazed.

The current application is a much smaller scale than that which was most recently dismissed on appeal under planning ref. 05/04177. The development under consideration at that time extended 3 storeys in total up to 10m in height and was for a total of 10 units. The Inspector at this time was quite clear in stating that he did not consider that the impact on Residents of Turners meadow Way would be undue.

The current proposal offers a much lesser scheme in terms of the bulk and scale of the building and the number of units proposed. The scheme is not considered to lead to an undue loss of amenity because of the distances and relationships between buildings, and the non-direct angles between windows involved.

Whilst the scheme would undoubtedly alter the outlook for many of the residents in the surrounding properties this is not considered to cause material harm to existing residents outlook from the site. Any granting of permission would need to consider screening to the south-eastern side elevation of the balconies and obscure glazing to side elevation windows which would ameliorate any effects occurred to a satisfactory standard.

Whilst the scheme would increase the scale of development and the intensity at which the site is used the proposal is not considered to cause material harm to amenities of local residents. The technical aspects of the scheme have been considered and no substantive objections have been raised. Subject to

compliance with the recommended conditions the scheme is considered to be acceptable and thus is recommended for approval.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information

as amended by documents received on 24.03.2013 13.01.2014 28.02.2014

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs  
ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details  
ACA04R Reason A04
- 3 ACB19 Trees - App'ment of Arboricultural Super  
ACB19R Reason B19
- 4 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 5 ACH16 Hardstanding for wash-down facilities  
ACH16R Reason H16
- 6 ACH22 Bicycle Parking  
ACH22R Reason H22
- 7 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 8 ACH32 Highway Drainage  
ADH32R Reason H32
- 9 ACI21 Secured By Design  
ACI21R I21 reason
- 10 The Glazing Specification installed shall be fully in accordance with the recommendations of the submitted 'soundplanning' Acoustic Report J01503 dated Thursday 19th September 2013 and shall be permanently maintained as such thereafter.

**Reason:** In order to comply with Policies ER8 and BE1 of the Unitary Development Plan and to ensure a satisfactory standard of residential amenity.

- 11 Details of acoustic fencing for the southern boundary shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented prior to the use commencing and shall be permanently maintained thereafter.

**Reason:** In order to comply with Policies ER8 and BE1 of the Unitary Development Plan and to ensure a satisfactory standard of residential amenity.

- 12 The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh

**Reason:** In order to minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan.

- 13 ACK09 Soil survey - contaminated land  
ACK09R K09 reason
- 14 Details of electric car charging points shall be submitted to and approved in writing by the Local Planning Authority and the charging points shall be installed in accordance with the approved details prior to first occupation of any of the residential units hereby permitted, unless otherwise agreed in writing by the Local planning Authority and shall be permanently retained in working order thereafter.
- Reason:** In the interests of promoting more sustainable means of car travel and to comply with Policy 6.13 of the London Plan.
- 15 ACD02 Surface water drainage - no det. submitt  
AED02R Reason D02
- 16 ACD06 Sustainable drainage system (SuDS)  
AED06R Reason D06
- 17 ACC01 Satisfactory materials (ext'nl surfaces)  
ACC01R Reason C01
- 18 ACA07 Boundary enclosure - no detail submitted  
ACA07R Reason A07
- 19 ACI24 Details of means of screening-balconies  
ACI24R Reason I24R
- 20 ACI17 No additional windows (2 inserts) front, side and rear two  
storey block  
ACI17R I17 reason (1 insert) BE1
- 21 ACI12 Obscure glazing (1 insert) in the eastern and western flank  
elevations  
ACI12R I12 reason (1 insert) BE1
- 22 The 3 amenity areas indicated on approved plan 6211-PL04 rev A shall be made available for the communal use of all residential units within the block.
- Reason:** In order to comply with Policy H7 and to ensure a satisfactory standard of residential amenity.
- 23 ACK05 Slab levels - no details submitted  
ACK05R K05 reason

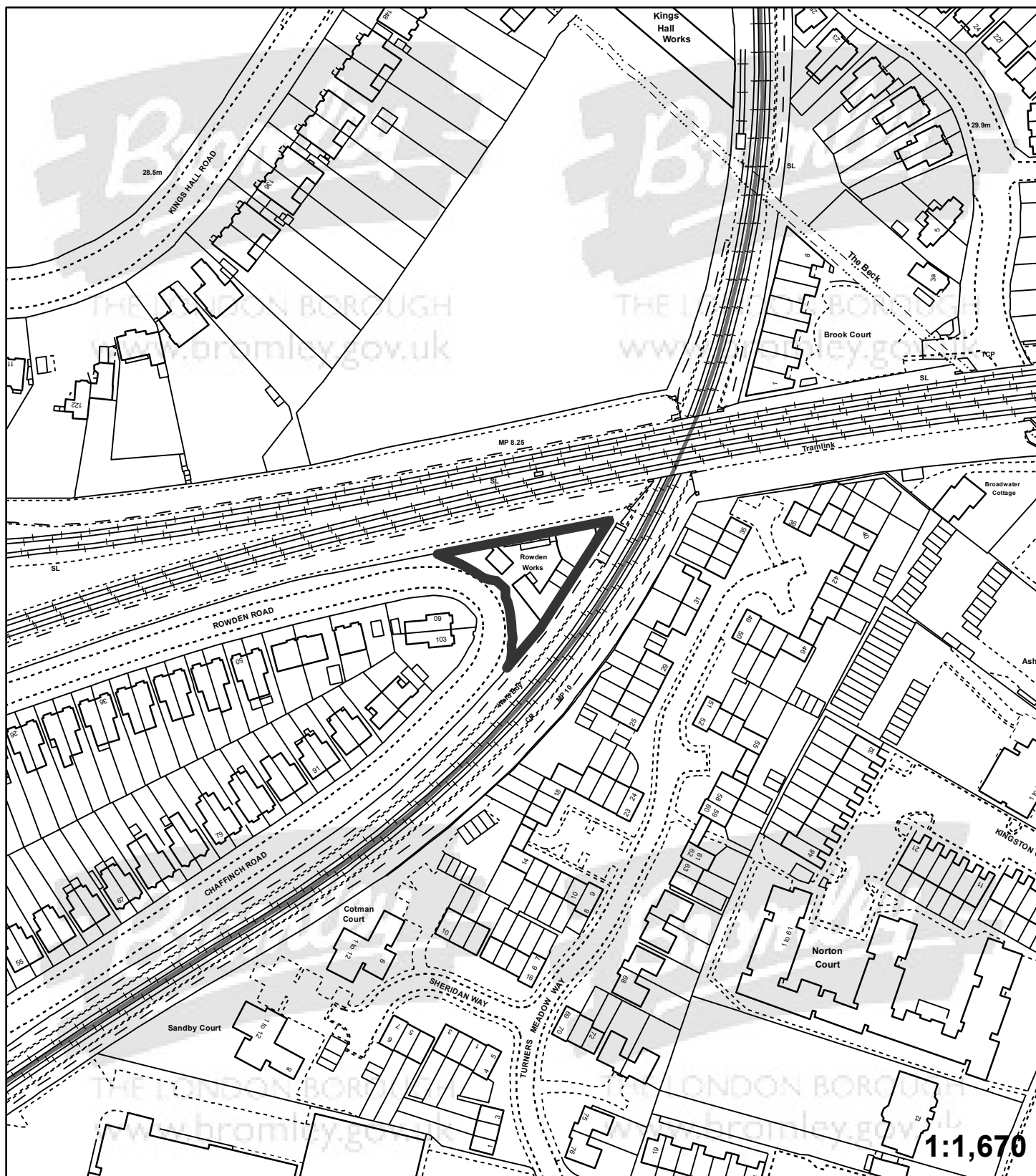
#### INFORMATIVE(S)

- 1 You are advised that it is an offence under Section 153 of the Highways Act 1980 for doors and gates to open over the highway.
- 2 Before the works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

**Application:**12/00698/FULL1

**Address:** Rowden Works Rowden Road Beckenham BR3 4NA

**Proposal:** Two storey block comprising 6 two bedroom flats with 6 car parking spaces



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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