

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 17/05535/FULL1

Ward:
Bickley

Address : 1 Bullers Wood Drive Chislehurst BR7
5LS

OS Grid Ref: E: 542556 N: 170123

Applicant : Mr Simon Catling

Objections : YES

Description of Development:

Demolition of No. 1, Bullers Wood Drive and Wootton, Bullers Wood Drive and erection of 2 pairs of semi-detached houses providing 4 no. 4/5 bedroom properties with integrated garages and associated car parking.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Sites of Interest for Nat. Conservation
Smoke Control SCA 10

Proposal

Demolition of existing dwellings at Wootton and 1 Bullers Wood Drive and to erect two pairs of semi-detached dwellings. The dwellings will be 4/5 bedroom, with accommodation in the roof space. The overall height of the dwellings will be 8.9m, with a fully pitched roof design. Each house will have a width of 6.5m and a length of 13.4m.

Each dwelling will be provided with vehicle access and car parking to the front of the buildings. Integral garages are also proposed for each house.

Location and Key Constraints

The site comprises two detached dwellings sited on generously sized plots. The wider area is characterised by similar detached residential development. The site and wider area has no particular planning constraints, although a small part of the rear garden of No.1 falling within Flood Zone 2.

Comments from Residents and Local Groups

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

Objections:

- Detrimental impact on the character of the area.
- Impact on residential amenity and overlooking/loss of privacy
- Excessive height, bulk and density of development on the site
- Inadequate car parking provision and additional congestion in the area
- Impact on structural stability of surrounding properties
- Impact on trees/hedging at the site
- Unsuitable materials that do not complement the area
- Excessive number of houses on the site - exceeding recent planning history
- Lack of accessibility for people with restricted mobility
- Impact on nature conservation
- Potential additional flood risk
- Additional noise and disturbance from the proposed use
- Development may form part of a larger scheme including properties on Yester Road and this should be considered collectively

Comments from Consultees

Highways - The previous applications were for the demolition of Wootton and this one now includes the adjacent property, 1 Bullers Wood Drive. Each existing property has an in & out drive. Bullers Wood Drive has mixed status and part of the site has a frontage to the adopted highway but mostly to the unadopted highway. If changes are need to the access from the adopted highway the applicant will need to contact Highways. Any works in the unadopted section of the road should be agreed with the Bullers Wood Drive Trustees who act as the Street Managers. Each proposed property has a garage (5m x 3m) and other parking spaces on the frontage. The proposed buildings are set back further from the road than the existing and the proposed drives would be about 9m deep and just over 5m wide, except for the southernmost house which has a larger drive. A depth of 9m will accommodate 2 small or medium cars in tandem although probably only one larger vehicle. The parking areas would therefore accommodate between 2 - 4 cars. Standard conditions and informatives are recommended.

Environmental Health (Pollution): no objections raised subject to a standard condition and informatives.

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

London Plan Policies

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Design and Quality of Housing Developments
- 3.8 Housing Choice
- 5.1 Climate Change
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture

Unitary Development Plan

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density & Design
- H9 Side Space

T3 Parking
T18 Road Safety

Emerging Local Plan

Draft Policy 1 - Housing Supply
Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 32 - Road Safety
Draft Policy 33 - Access For All
Draft Policy 37 - General Design of Development
Draft Policy 73 - Development and Trees

Supplementary Planning Guidance

Supplementary Planning Guidance 1 - General Design Principles
Supplementary Planning Guidance 2 - Residential Design Guidance

The Mayor's Housing Supplementary Planning Guidance (March 2016)

DCLG Technical Housing Standards (March 2015)

Planning History

Planning permission was refused under ref. 16/03427 for demolition of existing dwelling at Wootton and erection of 2 x detached 4 bedroom dwellings with associated car parking at front. The refusal grounds were as follows:

'The development would constitute a cramped form of development that would be seriously out of character with the surrounding pattern of development and would result in a retrograde lowering of the spatial standards to which the area is currently developed, contrary to Policies BE1 and H7 of the adopted Unitary Development Plan.'

Planning permission was granted under ref. 15/04612 for demolition of existing dwelling and erection of 2 semi-detached two storey dwellings with associated garages. (Amendments to permission allowed on appeal under ref: 13/01790.)

Planning permission was refused under ref. 13/01790 for demolition of existing dwelling and erection of 2 semi-detached two storey dwellings with associated garages. The refusal grounds were as follows:

'The development would constitute a cramped form of development that would be seriously out of character with the surrounding pattern of development and would result in a retrograde lowering of the spatial standards to which the area is

currently developed, contrary to Policies BE1 and H7 of the adopted Unitary Development Plan.'

The application was subsequently allowed on appeal. The Inspector states:

'The proposal would comprise a pair of two storey semi-detached dwellings with accommodation within the roof slope. The design of the dwellings, with one entrance to the front elevation and one to the side, aims to give the appearance of a single dwelling when viewed from the street. Their massing, building footprint and design would broadly reflect that of a previous permission to extend the existing dwelling (ref DC/07/01788/FULL6), while the ridge height would be slightly lower.

The parties dispute whether semi-detached properties are characteristic of the surrounding area. Whilst the appeal plot is relatively narrow at the road frontage, properties in the vicinity tend to cover most of the plot width, with only narrow gaps remaining to the sides of each dwelling. This means that the appearance of the dwellings would be broadly compatible with the prevailing character of the area. Moreover, at the time of my site visit there were two vehicles parked within the front curtilage adjacent to each access. This layout would be retained if the appeal were allowed, as the two existing vehicle accesses would remain, and would ensure that the existing character of the area is maintained.

Concerns were raised by neighbours that the dwelling would be a three storey property and would dominate the street scene, but the second floor accommodation would be contained within the roof slope with three modest rear dormers, and thus would appear as a two storey dwelling from the street. The ridge height would be slightly higher than No 1 Bullers Wood Drive and slightly lower than No 1 Bruton Close and would not therefore be overly dominant when viewed from the surrounding area.'

Planning permission was refused under ref. 06/04175 for partial demolition of bungalow and existing garages and erection of 1 three bedroom detached two storey house with car parking area. The refusal grounds were as follows:

'The proposed dwelling, by reason of its size, design and close proximity to the side boundaries, would result in a cramped form of development, out of character with the surrounding pattern of development, and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.

By reason of its size, height and close proximity to the southern boundary of the site, the development would have a seriously detrimental impact on the amenities of the occupiers of No. 1 Bruton Close through loss of outlook, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.'

Planning permission was refused under ref. 06/00534 for demolition of existing building and erection of 2 two storey four bedroom detached houses with integral garages. The refusal grounds were as follows:

'The proposed dwellings, by reason of their size, design and close proximity to the side boundaries, would result in a cramped form of development, out of character

with the surrounding pattern of development and thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).

By reason of its size, design and close proximity to the southern boundary of the site, the development would have a seriously detrimental impact on the amenities of the occupiers of No.1 Bruton Close through loss of outlook, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).'

The application was subsequently dismissed at appeal. The Inspector stating that the provision of two houses on the site would appear squeezed relative to the wider plots prevalent in the area. The Inspector also stated that the development would have a harmful impact on the amenities of No. 1 Bruton Close.

Planning permission was refused under ref. 05/04023 for demolition of existing bungalow and garages and erection of 2 two storey four bedroom detached houses with integral garages. The refusal grounds were as follows:

'By reason of size, design and proximity to the southern boundary of the site, the development will have an unacceptable impact on the amenities of the residents of 1 Bruton Close and as such would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (Sept 2002).

The development would result in a cramped form of development that would be seriously out of character with the surrounding pattern of development and as such would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (Sept 2002).'

Considerations

The main issues to be considered in respect of this application are:

- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Trees
- CIL

Principle

The principle of the demolition of the existing dwelling at Wootton and its replacement with a pair of semi-detached properties has been established by way of appeal allowed under ref.13/01790 and a further permission under ref. 15/04612. The proposal seeks to apply the principle to two existing dwellings at Wootton and No. 1. In light of the planning history, it is considered that the principle of the development would be acceptable subject to an assessment of the impact on the wider character of the area, the impact on neighbouring amenities and other material considerations.

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Under ref. 13/01790, the Inspector regarded the properties in the vicinity tend to cover most of the plot width, with only narrow gaps remaining to the sides of each dwelling. This means that the appearance of the dwellings would be broadly compatible with the prevailing character of the area. The Inspector also concluded that the roof heights would be comparable to the surrounding dwellings and therefore roof accommodation was not objected to.

The proposal seeks permission to extend the principle of semi-detached dwellings to a wider double plot, erecting 2 pairs in sequence. In light of the established position and the similarities in height and bulk, it is considered that the design and layout of the development would not impact detrimentally on the character of the area, subject to suitable materials and finishes.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable Residential Quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 2 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-80 dwellings per hectare. The proposed development would have a density of 22 dwellings per hectare. The proposed residential density would therefore be lower than the recommended threshold, however this should not be applied mechanistically and should take into account the prevailing character of an area. In this case it is considered that the spacious layout and form of residential development in the surrounding area would justify a density shortfall in order to preserve this established character.

Standard of Residential Accommodation

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Government's National Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

Policy 3.5 of the London Plan and the Housing SPG (2016) Standard 24 states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Technical housing standards - nationally described housing standard (2015).

The Technical Housing Standards published by the Department for Communities and Local Government requires a Gross Internal Area of 134m² for a five bedroom eight person dwelling over three levels. The proposed dwellings will each have a GIA of over 300m² and therefore would meet the minimum recommended London Housing SPG unit standards guidance. Individual double bedrooms should have a minimum GIA of 11.5 square metres and single bedrooms a minimum GIA of 7.5

square metres. The submitted plans indicate compliance with the floor area and room width guidelines. Each dwelling will have at least one double bedroom with a minimum width of 2.75m and single bedrooms will have a width of 2.15m. The general layout of the four houses is considered to be acceptable.

The houses have been provided with private gardens, car parking spaces and vehicular access via Bullers Wood Drive. The standard of accommodation provided is acceptable for future occupants.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

The proposed access and parking arrangements at the site are considered to be acceptable to serve the proposed development without causing detrimental impact to the local highway network or conditions of general highway safety, subject to appropriate conditions and informatives as outlined in the Consultee responses above.

Neighbouring Amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The proposed dwelling closest to No. 1 Bruton Close will be sited 6.3m from the side boundary and will be sited on lower ground than No. 1 Bruton Close. This relationship is considered to be similar to the two storey siting of the previously permitted pair of dwellings at Wootton and it is considered that the development would not result in a significantly harmful impact on the amenities of this neighbouring house. To the opposite flank, the two storey dwellings will be sited at the end of the gardens of Nos. 22-26 Yester Road, providing a separation of over 20m. This relationship is considered to be typical of a suburban area and acceptable on balance.

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies

advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Conclusion

Having had regard to the above it is considered that the proposed development is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. The proposal would provide an acceptable standard of accommodation for future occupants and would not impact harmfully in regards to highways safety.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990.

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 3** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 4** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 5** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 6** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

- 7** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the local planning authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: To ensure satisfactory implementation of the surface water drainage proposals and to accord with Policy 4A.14 of the London Plan.

- 8** Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 9** An acoustic assessment shall be submitted to the Local Planning Authority for approval in writing prior to the commencement of the development. The assessment shall determine the worst-case day time and night time ambient and background noise levels affecting this location and predict the internal noise levels in the proposed residential dwellings. A scheme of mitigation as necessary in light of the results of the assessment (covering facade, glazing and ventilation specifications to achieve suitable internal noise levels in line with guidance in BS8233:2014) shall be submitted to the Local Planning Authority for written approval prior to the commencement of the development and once approved shall be installed fully in accordance with the approved scheme and permanently maintained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to ensure the satisfactory standard of accommodation for future occupants.

- 10** No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 11 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the adopted Unitary Development Plan.

- 12 Prior to commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 13 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

You are further informed that :

- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 2 Before 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.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 3 The applicant is advised that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Bullers Wood Drive is laid out. Any works in the unadopted section of the road should be agreed with the Bullers Wood Drive Trustees who act as the Street Managers.
- 4 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 5 You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email address.management@bromley.gov.uk regarding Street Naming and Numbering.

