

36, Bracken Hill Lane,  
Bromley,  
Kent,  
BR1 4AJ  
24<sup>th</sup> May 2018

The Planning Department  
London Borough of Bromley,  
Civic Centre,  
Stockwell Close,  
Bromley BR1 3UH  
Attention: Ms Susanna Stevenson.

Dear Ms. Stevenson,

Reference: DC/18/01359/FULL1

Site Address: Land Adjacent To 9 Bracken Hill Lane Bromley

Reference: Erection of 2 storey two bedroom dwelling house with associated amenity space, landscaping, car parking and access onto Bracken Hill Lane, with cycle and refuse storage.

Please find a copy of my document date 24<sup>th</sup> May 2018 outlining my objection to the above application. These are based on the following:

1. Access not complying with Bromley Council's UDP Policy T18, Road Safety
2. Lack of detailing in maintaining neighbouring properties.

I find the lack of detailing in maintaining the integrity of the adjoining buildings and gardens would, I hope, mean that the application is refused, until these can be agreed with the adjoining owners.

I do not believe that the access shown can comply with the sight/visibility lines as defined in the M.o.T MfS, and as a resident of Bracken Hill Lane I am therefore concerned about the impact on road safety.

Yours faithfully,

Martin Ruddick

**OBJECTION TO PLANNING APPLICATION  
DC/18/01359/FULL**

**LOCATION : LAND ADJACENT TO  
9, BRACKEN HILL LANE,  
BROMLEY BR1 4AJ,  
AND TO THE REAR OF 16 BLYTH ROAD**

Subject – Full Planning Permission for the erection of a detached two bedroom dwelling house on land to the rear of 16 Blyth Road adjacent to No. 9 Bracken Hill Road, Bromley, Kent,

Details of person raising the objection:

Martin Ruddick.  
36, Bracken Hill Lane,  
Bromley BR1 4AJ

Date 24<sup>TH</sup> May 2018

## Vehicular Access

Under Bromley Council's UDP Policy T18, Road Safety states:

*In determining planning applications, the Council will consider as appropriate the potential impact on road safety and will seek to ensure road safety is not adversely affected.*

*5.51 Road safety considerations need to influence the design of any development. Where a proposal may have a detrimental effect on the safety of any road user, measures to remove that potential risk should be agreed with the Council. Where a proposal is situated in a location with an existing road safety problem, the opportunity should be taken to improve that situation as far as is possible within the scope of the development.*

Drawing 3077-17-PL001 rev P4, showing the exit from the proposed site, indicates the potential sight/visibility lines that the design would achieve, without actually demonstrating the dimensional sight lines.

As a vehicle exits from the proposed development, there is a neighbours wall on its' left hand side that is over 2 metres high.

My drawing BHL/18/001 REV, copy attached – dated 23.05.18 demonstrates the potential sight/visibility lines of 17.3 metres that are constrained by the 2 metre high wall.

The recommended sight/visibility line for a 30 mph vehicle is 40 metres as laid out in the Manual for Streets.

**EXTRACT FROM D.o.T  
Manual for Streets**

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

Furthermore there will be problems with parked vehicles on either side of the proposed access further restricting adequate sight/visibility lines, particularly on a Sunday morning when the parishioners park on this side of the road.

The owner of No. 9 Bracken Hill Lanes also has a van that is usually parked across his dropped kerb further compounding the issue.

**Conclusion**

The proposed access does not comply with the D.o.T Manual for Streets, and would compromise the highway safety of the traffic using Bracken Hill Lane and would be contrary to Policy T18 ( Road Safety ) of the Bromley UDP. It is for this reason that I object to the planning application.

## Further Notes

The proposed development shows an over site reduction of the current level of 70.00 by 1 metre, down to 69.08.

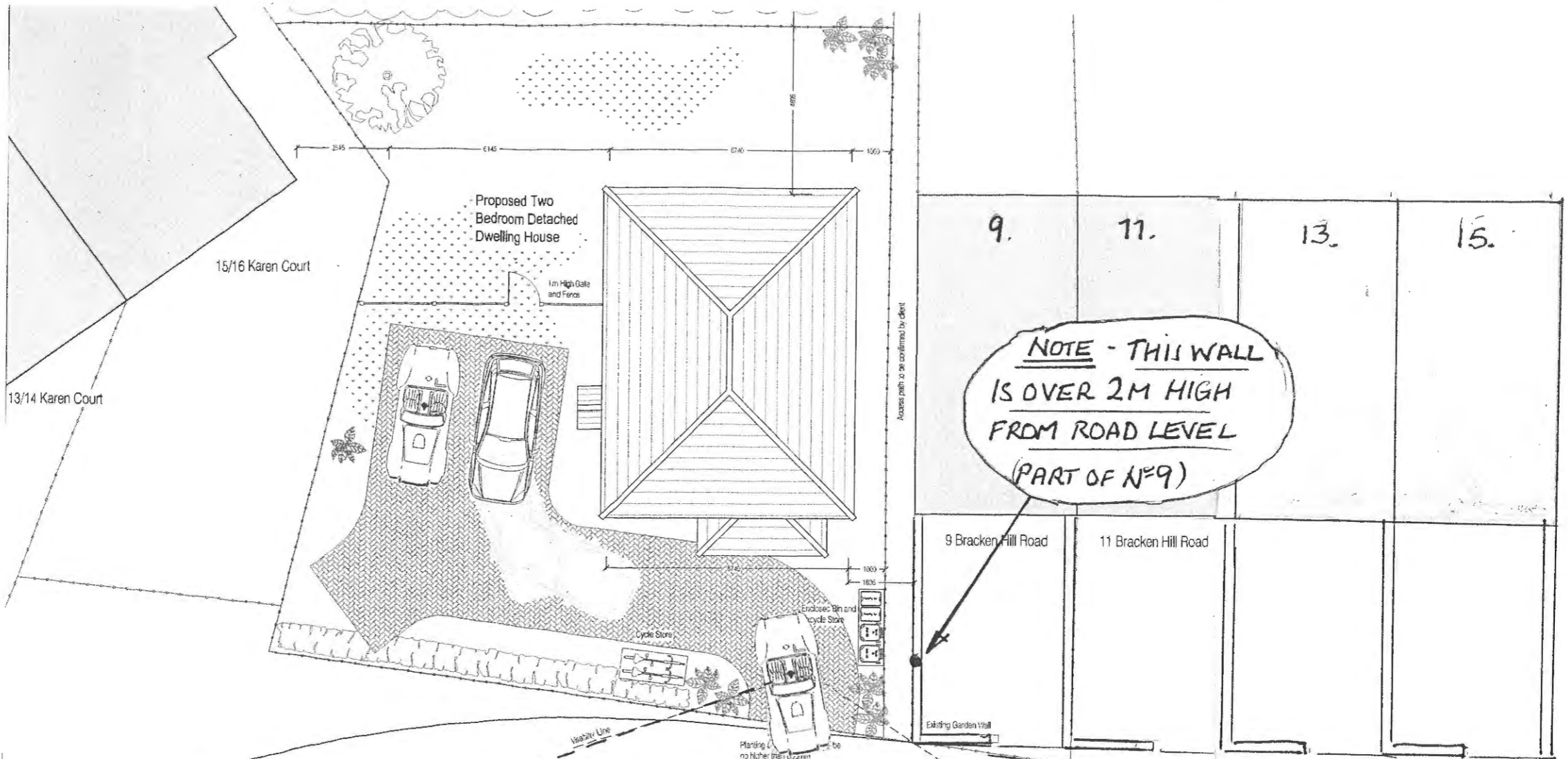
I refer you to my drawing BHL/18/002 Rev – dated 23.05.18, copy attached.

There are no indications of

- How the gardens to 13 to 16 Karen Court are retained.
- The effect of excavating, in places, within 2 metres of the existing footings to Karen Court.
- How the gardens to 16 Blyth Road are retained.
- How the current levelled walkway to the rear of No.9 Bracken Hill Lane is managed.

The application states that the Foul Sewage is to be disposed of via the main Sewer. As far as I'm aware there is no main Sewer in Bracken Hill Lane, and the nearest main Sewer is in Blyth Road. This would indicate a necessity of running a connection through No.16 Blyth Road, to the main Sewer located there. Invert levels would be incompatible.

I would urge the council to review the application in this light before granting any approval of the application.



**NOTE - THIS WALL IS OVER 2M HIGH FROM ROAD LEVEL (PART OF N<sup>o</sup>9)**



**PLANNING REF : 18/01359 FULL1**

**LAND REAR OF 16 BLYTH ROAD/  
ADJ. 9 BRACKEN HILL LANE  
BROMLEY  
KENT  
BR1 3RX**

**BHL/18/001 REV -**

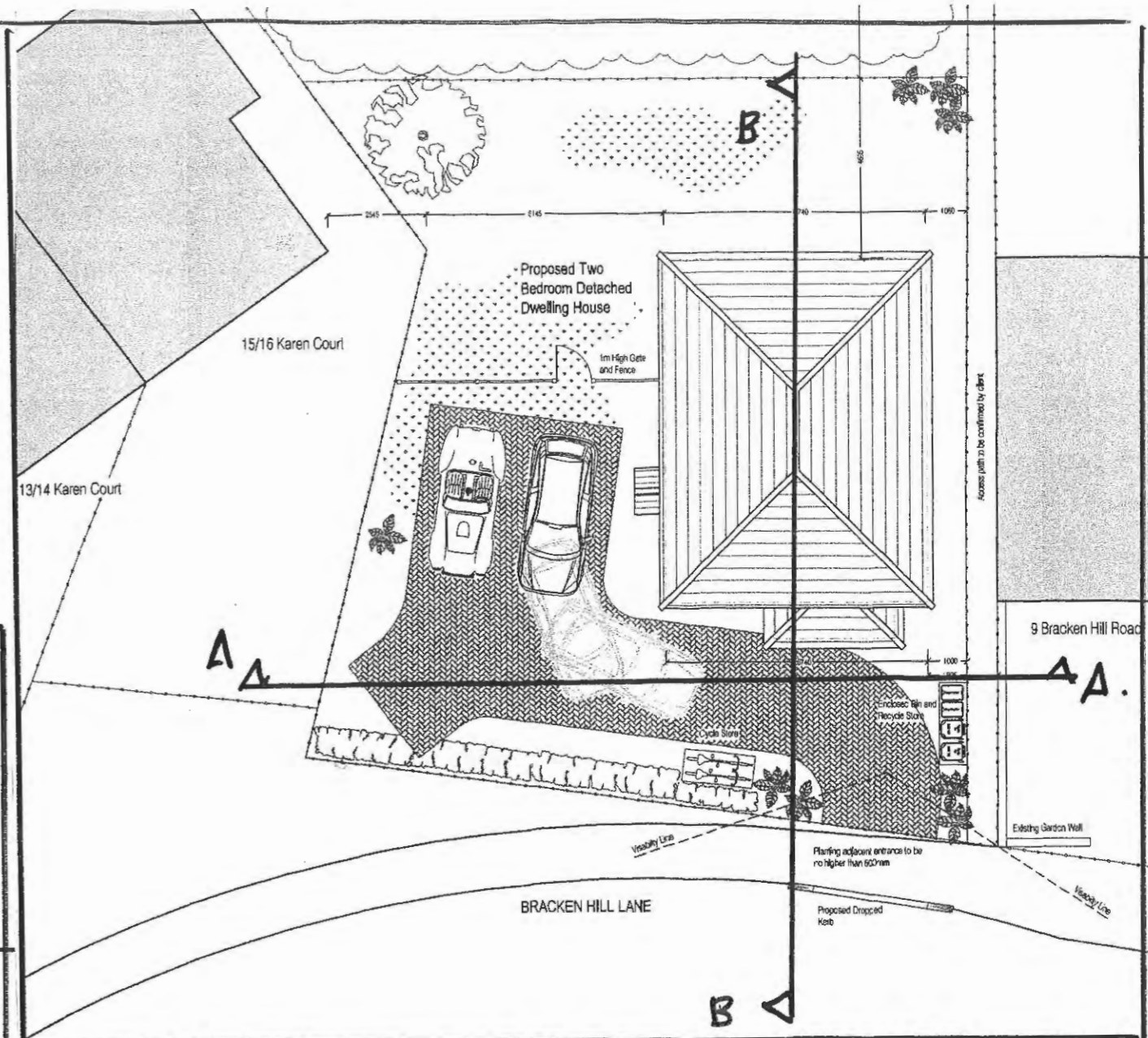
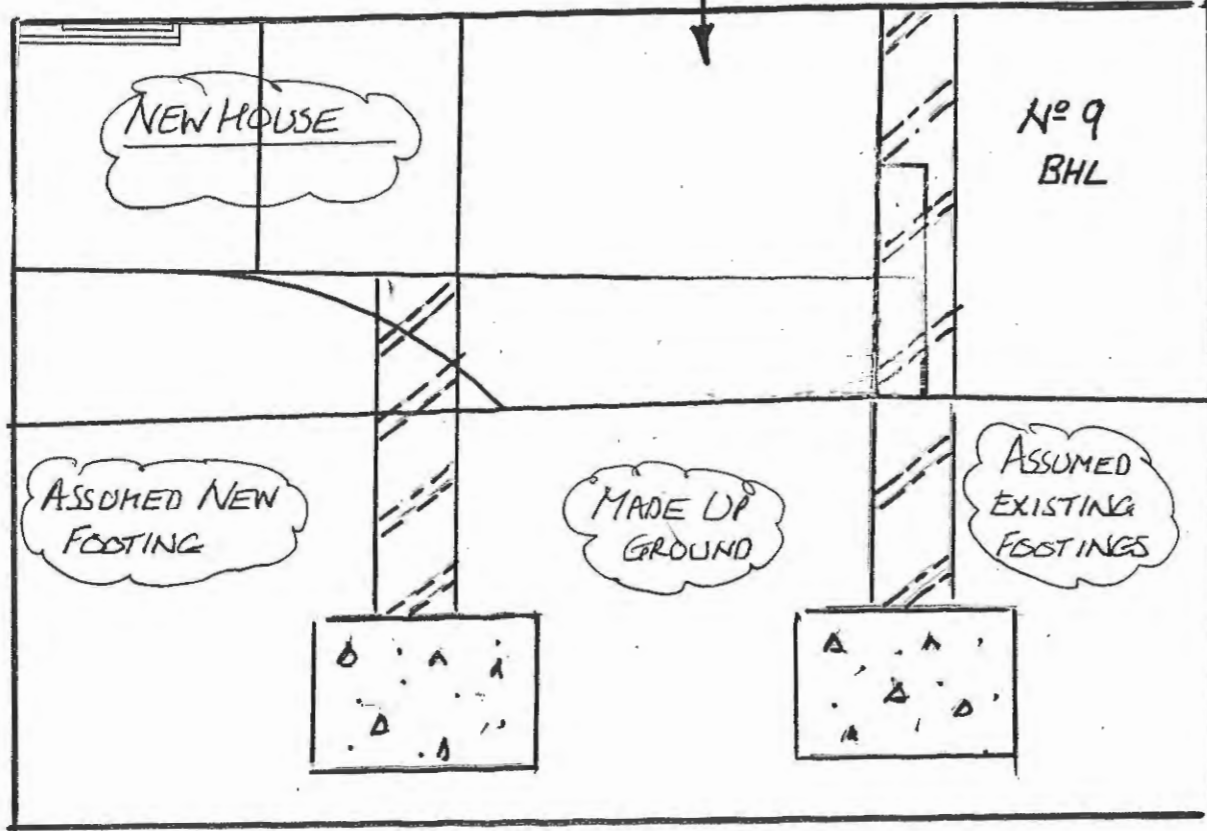
**OVERPRINT TO DRAWING  
3077 - 17 - PL001 P4,  
SHOWING SIGHT /VISIBILT  
LINES OF TRAFFIC AT 30 MPH.**

*BRACKEN HILL CLOSE*

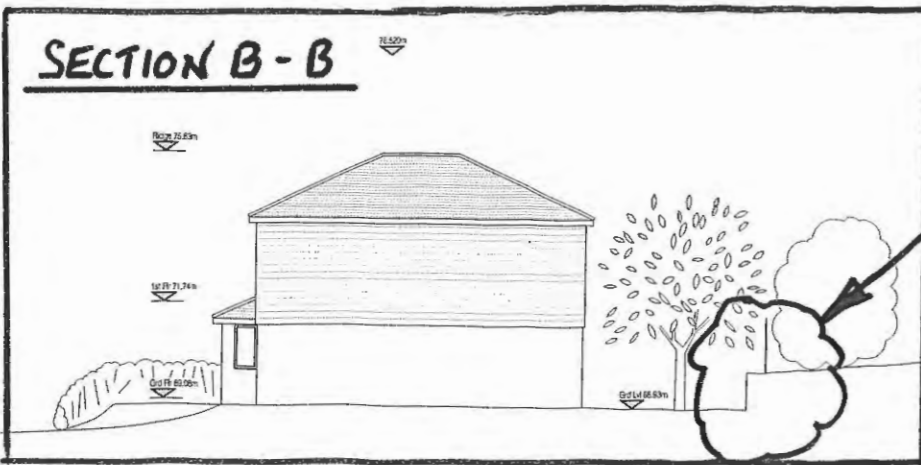
**SECTION A-A**



HOW IS THIS BANK STABILISED ?



**SECTION B-B**



HOW IS THIS BANK STABILISED ?

**PLANNING REF : 18/01359 FULL 1**

**LAND REAR OF 16 BLYTH ROAD/  
ADJ. 9 BRACKEN HILL LANE  
BROMLEY  
KENT  
BR1 3RX**

**BHL/18/002 REV -**

**OVERPRINT TO DRAWINGS  
3077 - 17 - PL002 P2,  
SHOWING DETAILING REQUIRED  
BEFORE WORKS COMMENCE.**