



19 August 2026

Stephanie Gardiner
Planning Officer
London Borough of Bromley Civic Centre
Churchill Court
2 Westmoreland Road
Bromley, BR1 1AS

Objection to Planning Application: 26/02597/FPA

Site: 4 Plaistow Grove, Bromley, BR1 3PB

Proposal: Change of use from residential dwelling (C3) to memorial house (Class F1) comprising the partial demolition of the modern rear extension, alterations to the front and rear elevations, new visitor pavilion in the rear garden, and associated works.

Dear Ms Gardiner,

The Plaistow Grove Residents' Association (PGRA) writes to formally object to Planning Application 26/02597/FPA.

We have carefully reviewed all forty-two documents supporting the Application and found faulty or misleading argumentation, gross exaggeration, and in a few instances, outright falsehood. We will enumerate the most concerning parts of the application below, highlighting areas in the supporting statements we feel deserve close attention from the Planning Committee.

Prior to that, it is worth stating the overall view of PGRA. We recognise the importance of David Bowie as a local, national, and internationally renowned musician and innovator, and we are very proud of his connection to our small street. We are not opposed in principle to the creation of some type of cultural site within No. 4 Plaistow Grove, and we are certainly not opposed to a formal recognition of Bowie's childhood home (it is currently marked only by an unofficial 'Blue Plaque'). Indeed, many of the residents were cautiously excited by the prospect of "Bowie's House" when it was first announced.

However, we do not feel a cultural site of the type proposed should come at the expense of the residents of Plaistow Grove, and their comfort and safety in their own homes. The terraced houses lining the street are very small (averaging 715 sq ft) and the walls are very thin. We can hear when our neighbours cough, watch TV, and flush the toilet. As a community, we all take care to minimise our impact on each other.

Moreover, residents of Plaistow Grove include an elderly person with Alzheimer's, a Senior with dementia, a young autistic adult with high level support needs, and many young children, all of

whom present serious safe-guarding concerns when considering the imposition of thousands of tourists to our close-knit, quiet neighbourhood each year.

For these reasons, any proposed change to No. 4, that would see its use change from a Class C3 (residential) building to an F1 (learning and non-residential) building, needs to be closely scrutinised and thoughtfully considered.

In the pages that follow, we demonstrate that the proposed development represents an over-intensification of use incompatible with its immediate residential context. We respectfully urge the Council to refuse this application in its current form.

Should the Council be minded to approve the application, we request that stringent, enforceable conditions be attached to limit operating hours, cap daily visitor numbers, and prohibit evening events to mitigate the harm to residents. We have outlined conditions we feel are reasonable in the attached document, under [VIII. Conditions for Approval](#).

Thank you for your consideration of this representation. Should you require any further information or wish to discuss this matter, please do not hesitate to contact me at chair@plaistowgrove.org.uk.

Yours faithfully,

A handwritten signature in black ink that reads "Julie Davies". The signature is written in a cursive, flowing style.

Julie Davies
Chair, Plaistow Grove Residents Association

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www.plaistowgrove.org.uk

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I. Public Consultation & Local Sentiment

Good engagement reduces conflict, results in better planning outcomes and most importantly allows communities to have an influence over the future shape of the places where they live.

– Planning Aid, “Good Practice Guide to Public Engagement in Development Schemes” (2010), p 5.

Residents of Plaistow Grove first heard of the Heritage of London Trust’s (HoLT’s) plans on 8 January 2026 when national and international news reported: “David Bowie’s childhood home in south-east London where he wrote one of his best-known songs, Space Oddity, is to open to the public as an ‘immersive experience.’”¹ Note the active tense, “is to open”.

Articles by the BBC, The Independent, AP News, Variety, The Metro, The Mirror, Rolling Stone, Billboard, The New York Daily News, US News, and more, continued in this fashion: “A terraced house in Bromley *is being transformed* into an immersive 1960s experience”²; “The property *is set to open* to the public late next year”³; “The musician’s former home in south London *is scheduled* to open to the public in late 2027.”⁴ It all sounds very concrete.⁵

We are sure the media attention was exciting for HoLT, but it was perplexing for residents of Plaistow Grove. The impression given was that a very consequential development on their street was seemingly underway without a consultation or public planning process. Many were further surprised to learn that then-Ward Councillors Alisa Igoe and Tony McPartlan also knew nothing of the development.

Needless to say, this was not the best way to begin. It is, instead, best practice to engage in a consultation process *before* all key decisions have been made, rather than *after* key decisions have been publicised internationally.

The *Statement of Community Involvement* (SCI) notes that “people who live on Plaistow Grove” / “residents in the vicinity” were “identified as key to the consultation process” (p 3).

Residents were invited to “Exhibition Events”, held at St. Mary’s Church hall on 20 January, 7 February, 15 May, and 16 May. Print-outs illustrating the plans were displayed around the room at the first two events; poster boards at the two in May. Only one event (on 20 January) ran into the evening (finishing at 7pm); all others finished by 4pm. This severely limited the ability for business owners along Plaistow Lane to attend.

¹ [David Bowie's London childhood home set to open to the public - BBC News](#)

² [David Bowie's South London childhood home set to open to the public – Southwark News](#)

³ [David Bowie's childhood home to open to public for first time offering 'immersive experience' for visitors | LBC](#)

⁴ [You Can Soon Step Inside David Bowie's Childhood Bedroom, Restored to the Way It Looked When He Was 16](#)

⁵ The Guardian presented a rare exception, noting that Planning Permission had not yet been granted: [David Bowie's childhood home to open to public after 1960s restoration](#)

At each event representatives of HoLT and key persons involved in the project mingled with residents, ostensibly to answer questions, but also to promote Heritage of London Trust, and to solicit donations.

The SCI states that HoLT provided “channels for the local community to express their views and ask questions, namely through a number of public exhibitions [and] physical survey forms” (p 3).

Residents were asked to complete a contact form – providing their name and email address – and encouraged to email HoLT with any concerns / questions / thoughts about the project. HoLT did **not** record any concerns / questions / thoughts communicated verbally at any of the Exhibition Events.

No “survey forms” were ever provided.

Additional concerns with the statements made in the SCI include:

- pp 4, 10 – Cllr. Kate Lymer was briefed about Bowie’s House on 7 Jan 2026 (the day before the news broke). The Plaistow Grove Residents’ Association (PGRA) feels that if Cllr. Lymer could have been briefed, so too could our ward councillors. Many confused and concerned residents reached out to (former) Cllrs Igoe and McPartlan for information and guidance upon hearing the news, as is appropriate and expected; Cllrs Igoe and McPartlan responded promptly and apologetically, explaining that they knew nothing of the plans. This was unacceptable and entirely unfair to Cllrs Igoe and McPartlan.
- pp 3-4 – *The following groups and individuals were identified as key to the consultation process and were engaged with...The Crown Pub.* This is patently untrue. See [2.3.1 Impact on The Crown](#) for more.
- p 4 – *In person meetings with...Chislehurst Society.* According to The Chislehurst Society, they were contacted by HoLT but informed them they are not a stakeholder and do not need to be engaged with. No meeting was had and they were surprised to learn they were included in this document.
- p 7 – *Since conversation was initiated between Heritage of London Trust and Southeastern Railway, we have recently been informed that Sunday service will resume from Sundridge Park Station and there will be additional hourly services during peak morning times on other days.* PGRA would like to see evidence of this extremely consequential information (conspicuously absent from the Planning Application).
- p 8 – *Individuals have expressed concern about the...proposed visitor access via the rear alley...Section 5.3 in the Design and Access statement addresses refinements to the design in response to these concerns, including a proposal to install a gate across the alley to discourage visitors walking beyond the site entrance.* Individuals who expressed this concern told HoLT emphatically at the time that a gate was *not* wanted and would not resolve the issue (see [2.3 Ingress and Egress](#) for more). Presenting it now as a “response” to the concern is misleading.
- p 9 – *We will continue to liaise with local residents...post submission to continue our engagement.* On 29 June 2026, PGRA contacted HoLT to invite them to a residents’ meeting in July. Many residents were unhappy with the format of HoLT’s exhibitions

(see below for further detail) and wanted another opportunity to speak with them. On 3 July Carolyn Addelman responded to say HoLT felt their chosen format worked best, that they had heard what they needed to hear from residents, that the application had been submitted, and that they “fully appreciate the importance of maintaining dialogue”. Ms Addelman did not have the decency to actually decline the invitation. Needless to say, no dialogue has thus far been “maintained”.

1.1 Plaistow Grove Residents’ Association Survey

The format HoLT chose for their public events led to a lot of confusion and mixed messages among the residents of Plaistow Grove. An “exhibition” style meant that some residents talked to some representatives of HoLT (or their project partners) and were given some information, while other residents spoke with other representatives and were given different, and sometimes-conflicting, information.

PGRA felt that it was important to understand, at a minimum, how residents of Plaistow Grove were feeling about the project. This would help ensure that as an organisation, we were acting in the interests of the majority, and could inform any further communication with HoLT.

There are 56 residences along Plaistow Grove.⁶ On Wednesday, 20 May 2026, a short survey was delivered to every residence along Plaistow Grove. Five questions were asked:

1. Do you support the Bowie House project in principle? Yes / No
2. Do you support the project opening 7 days a week, 10:00 – 18:00? Yes / No
3. Do you support the further prospect of evening events? Yes / No
4. Do you think the Grove would benefit from a collective, Question Time-style meeting with representatives from Heritage of London Trust and Bromley Council? Yes / No
5. If such a meeting were to proceed, what question(s) would you find helpful to be answered at the meeting? [Open comment box for responses]

Residents were given a week to drop their responses at a designated house along Plaistow Grove. Members of PGRA then followed-up with those residences that had not responded (via door knocking).

In total, 66% of residences (37 / 56) responded to the survey. Of those:

1. Only 43% (16 / 37) support the Bowie House project; 57% (21 / 37) oppose.
2. None support the proposed 7-day per week opening; 100% oppose.
3. 5% (2 / 37) support the prospect of evening events; 95% oppose.
4. 97% (36 / 37) wanted a public meeting with HoLT.
5. 56% (19 / 37) of responses included further questions. Concerns about parking, noise levels, and security were the most repeated.

⁶ An additional 11 addresses (including 7 flats) have their own off-street parking and face Plaistow Lane, rather than Plaistow Grove, and were thus excluded.

PGR A feels strongly that a consultation process for a project such as this should have involved some form of public meeting.

This sentiment was repeated in the responses to the survey, in conversations had when going door-to-door, and in PGR A meetings since. Many residents had assumed the initial events (on 20 Jan and 7 Feb) were going to be public meetings and were disappointed when they were not. This likely accounts for the low turn-out at the May “exhibitions”. Residents wanted to be consulted, not marketed to.

Although HoLT has lowered the proposed opening from 7 days per week (since conducting this survey), the reduction by one day has been met with disappointment. We expect that if a survey was conducted again, this too would have overwhelming disapproval.

The *Design, Access, and Heritage Statement* notes: “The vast majority of local residents who have commented on the scheme to date are supportive” (§6.2.viii, p 23).

PGR A is interested to know what the basis for this assertion is, and to see evidence in support of it. We would also like to understand HoLT’s definition of “local”. Our own opinion polling certainly would challenge its validity.

It is finally worth highlighting that the only direct quotes (i.e. evidence) in support of Bowie’s House included anywhere in the application come from school children (SCI, p 9).

II. Operational Management Plan (OMP)

The *Operational Management Plan* establishes the goal for the redevelopment of No. 4 Plaistow Grove, and how the proposed cultural site will function once open to the public. As stated: “The proposal seeks the **restoration of the property to its 1960s form** and its change of use from a private dwelling to a memorial house.”

By HoLT’s own admission, nobody definitively knows what No. 4 looked like when David Bowie was resident: there are no surviving photographs of the interior, nor are there any documented descriptions, or people alive today who can recall specifics.⁷ They do not have, and cannot source, the objects and items of furniture that once filled the space.

The terraced row of houses that No. 4 sits amongst was constructed in the late nineteenth century. In the decades that followed, the houses incongruously underwent modifications and redesigns, to meet the varied needs and desires of the residents of the street. In other words, the houses have lived inconsistent lives.

This is why the *Design, Access, and Heritage* statement grasps at details drawn from Ordinance Survey maps, and a couple of photographs that show small portions of the exterior. HoLT will, of course, attempt to uncover some information about the interior during renovations, as is standard practice. Perhaps they will find a fragment of wallpaper from the period in question, or maybe those layers have already been removed (as is the case for a number of houses along

⁷ PGR A recognises that there are some people, such as cousin Kristina Amadeus and friend George Underwood, who visited the house while David Bowie was resident and recall some small details. This is materially different from Paul McCartney’s involvement in the restoration of his own childhood home, for example.

Plaistow Grove). Everything else about the redesign will be fabrication and educated guesswork.

It is noted throughout the Design, Access, and Heritage statement that the house on its own – separate from its connection to Bowie – holds little historic, architectural, or aesthetic merit. Coupled with the overwhelming lack of information about what it really looked like when Bowie lived there, this is relevant. There is nothing but the personal connection to preserve. That actually gives HoLT a considerable amount of flexibility when choosing what to do with the property. They do not have to proceed with a design and management plan that demands a £400,000 annual budget (OMP §1.3, p 2). They could put together something far more modest. This is worth keeping in mind when considering the overall Operational Management Plan.

2.1 Days and Hours of Operation

The Operating Model for Bowie's House has been determined based on the staffing and maintenance costs of the proposed redevelopment of No. 4 Plaistow Grove, including: the addition of a large outbuilding (the Visitor Pavilion and Shop); and, the use of the rear alley to the property as the Visitor Entrance/Exit.

Proposed Opening:

March - Mid-November: Tue - Sun, 10:00 - 18:00

Mid-November - February: Tuesday mornings for school visits; Wed - Sun, 10:00 - 17:00

- The requested "Hours of Opening" on the Application Form specify 10:00–18:00, Monday through Sunday. Does this mean, despite not proposing to be open on Mondays, that they might open on Mondays in the future? If permission is given for 7 days, what is to stop HoLT from diverging from their proposal?

Capacity:

Pre-booked tours only, up to 12 people

School visits, 17 people (15 students plus 2 teachers, as the standard ratio of pupil to staff demands)

- HoLT maintains that the ticketing plan was determined to discourage loitering and minimise impact on the street: "Tickets to visit Bowie's House must be pre-booked online, so there will be no reason for visitors without tickets to congregate around the site or queue for entry." (OMP 4, p 15; also, 3.2, p 8)
- However, the *Transport Statement* notes: "Heritage of London Trust is working on a trail to link Bowie sites through the borough", and that HoLT intends to publicise this trail. (Table 6-1, pp 20-21) Such a trail would naturally lead people to Bowie's House with or without a ticket, and is thus *incompatible* with their stated aim of reducing loitering.
- At no point in any document, does HoLT state clearly that 17 is the actual visit maximum. Rather, they state: *For school groups or special tours, the capacity group size of the property is 15 people.* (OMP, p 6. See also: pp 8, 9, 11).

- The *Socio-Economic and Social Value Statement* states: *This outbuilding would provide a dedicated space for visitor orientation...with capacity for up to 15 visitors.* (§2.6, p 6.; also, §4.6, p 11) – Where are the teachers meant to be while the 15 students are in the Visitor Pavilion? If they were to squeeze into the pavilion to accompany their students (as they should), would this be Fire Safety compliant?
- Only once does HoLT acknowledge the additional presence of two teachers: *School visits will be limited to 15 students, with 2x teachers* (OMP §4.9, p 15)

Additional Openings:

10 “premium evening events” per year

- As previously noted, the requested “Hours of Opening” are 10:00–18:00. In other words, the formal application does not include any request for evening openings beyond 6pm. Will these “premium evening events” happen before 18:00 (we are assuming not)? Or will a further planning application be submitted?
- HoLT states that: *Evening openings will...maintain the same visitor capacities and procedures [as daytime operations]* (OMP §4.8, p 15). Presumably this would be the 12–15 maximum visitor capacity repeated throughout their supporting statements.
- It is elsewhere stated that “c. 450” visitors are expected across 10 evening events (OMP §3, p 8). 450 visitors across 10 events averages at 45 visitors per event, not the 120–150 visitors expected if “visitor capacities are maintained”. PGRA would like HoLT to explain this incongruity before any planning permission is granted.
- The planning application nowhere defines what constitutes a “premium evening event” apart from the brief statement that they *may* incorporate “public curator tours, private tours or special programmed events” (§4.8, p 15). What does a “special programmed event” mean? What might this include? Will there be food and beverages offered or sold, as is common at many museum Lates (c.f. Victoria & Albert Museum Lates programming), or on Historic Royal Palaces evening tours?
- PGRA takes extreme umbrage with the OMP’s claims that “premium evenings events” are part of the operational model as a direct consequence of Plaistow Grove residents expressing concern with HoLT’s original 7-day per week opening plan (OMP §7.1, p 18): *Feedback from residents on Plaistow Grove showed concern for that level of activity on the site, therefore the business plan has been re-modelled to offer a reduced operational model...To ensure a sustainable operation as a cultural attraction that can deliver all benefits for the community and Bromley, other revenue sources will need to be explored / amplified.* Representatives from HoLT discussed the possibility of evening events with residents of Plaistow Grove at each of the public exhibitions (“consultations”). It did not emerge as a possibility only *after* the “consultations” themselves.

If HoLT took residents' concerns with the intensity of their plans seriously, they would have rethought that intensity, rather than simply shifting it from daytime operational hours to evenings.

Visitor Tour Timing:

Visits to Bowie's House will commence on the hour (OMP §4.2, p 11) and will last 50 minutes (OMP §4.3, p 12)

- If HoLT wants to limit visitor loitering, and encourage the use of public transit, they should have looked at train schedules before determining tour start times. Assuming no significant timetable changes occur, south-bound trains currently arrive at Sundridge Park (SUP) at 5-past the hour, and 35-past the hour, every hour. North-bound trains depart SUP to Grove Park (GRP) at 14-past and 44-past the hour. It takes 3 minutes to walk from SUP to No. 4 Plaistow Grove.
- As it stands, visitors arriving by train, via SUP, would arrive 25 minutes early for a tour starting on the hour, and will be waiting for 25 minutes for a departing train, if the tour lasts 50 minutes (as planned). Shifting the tour schedule by 15 minutes would better coordinate with train times and thereby reduce potential loitering. If a visitor arrives at SUP at 5-past for a tour starting at a quarter-past, they will have 10 minutes to make the 3-minute journey to the property, and a 7-minute wait. If the tour concludes on the hour (thereby lasting 45-minutes, rather than 50), they will have 14 minutes to make the next departing train.
- That HoLT have not considered the train schedule is exemplary of much of their planning for this application.

2.2 Comparison Sites

Twelve heritage sites were selected by PGRA as comparable to Bowie's House:

- **Dennis Sever's House:** *Artistic reimagining of the building's 300-year history*
- **Charles Dickens Museum:** *Family home of Charles Dickens*
- **Handel/Hendrix House:** *Home of George Frideric Handel and neighbouring flat lived in by Jimi Hendrix*
- **Benjamin Franklin House:** *Former (and only surviving) home of American Founder, Diplomat, and Inventor, Benjamin Franklin*
- **Paul McCartney's Home:** *Childhood home of Paul McCartney; half of The Beatles' Childhood Homes tour*
- **David Parr House:** *Home of Victorian artist David Parr; rare complete survival of Arts & Crafts interior design*
- **Dr Johnson's House:** *Home of literary great Samuel Johnson, and the location in which he compiled 'A Dictionary of the English Language' (1755)*
- **Keats House:** *Home of poet John Keats*
- **Freud Museum:** *Final home of Sigmund Freud*
- **Red House:** *Arts & Crafts family home of William Morris and centre of the Pre-Raphaelite Circle*

- **Kew Palace:** *Family home of George III & Queen Charlotte, the smallest royal residence.*
- **Elizabeth Gaskell House:** *Family home of acclaimed writer Elizabeth Gaskell*

All comparison sites are former residences that draw local, domestic, and international visitors. Nearly all are visited due to the notoriety of their former occupant.

Six of the selected homes are mid-terrace, like Bowie's House; one is semi-detached (two, if you include John Lennon's childhood home, Mendips – the other half of the Beatles' Childhood Homes tour); and five are detached. We included fully-detached properties as it is useful to compare opening hours and operational structure from properties that have more of a natural "cushion" between themselves and their neighbours, as well as from those that have similar physical constraints to Bowie's House. Full details of the terraced and semi-detached sites are available in [Appendix A](#).

Eight of the comparison sites are located on, or very near, busy commercial streets, and thus neighbours experience heavy footfall and noise levels consistent with urban centres, irrespective of the presence of a heritage site on their road. Six of these are terraced or semi-detached:

- **Dennis Sever's House** is next to Spitalfields Market and Liverpool Street Station;
- **Charles Dickens Museum** is off Gray's Inn Road and around the corner from Great Ormond Street hospital;
- **Handel/Hendrix House** is on a commercial road (Handel's former house is between commercial properties, while Hendrix's former flat is above a storefront) in Mayfair;
- **Benjamin Franklin House** backs on to Charing Cross Station and is situated 700ft (less than 0.1 miles) from Trafalgar Square;
- **David Parr House** is near Cambridge Station (in the centre of Cambridge) and across the street from a small commercial area (including a brewery);
- **Dr Johnson's House**, just north of Fleet Street and two doors down from a large hotel, is across the road from the London Theatre.

Although the Freud Museum and Keat's House are detached homes, they too are in urban environments in North London (just south of Hampstead Heath).

None of the mid-terrace or semi-detached properties have constructed additional structures to house facilities as HoLT have proposed for Bowie's House. Rather, all operate what they can manage from within the original footprint of the property, even if that limits their offer.⁸ This positions HoLT's proposal for Bowie's House in stark contrast.

From a practical perspective, all of the selected heritage sites, except for Paul McCartney's childhood home (addressed more fully below), could take increased pressure – be that noise,

⁸ PGRA has not included the forthcoming Van Morrison House museum as it is not yet in operation, and we feel it is therefore presumptuous to include at this stage – we do not know if they will operate at the maximum permitted hours, or how it will impact residential neighbours. Still, it is worth noting that the planning permission for this mid-terrace home on a residential street does *not* include permission for any additional buildings / structures in the garden.

visitors, or traffic – due to either being cut off in some way from their immediate neighbours (by surrounding green space), or on the basis of their urban / mixed-use environment.

Despite this, HoLT is proposing longer opening hours for Bowie's House throughout the year than any of the comparison sites.

We have tabulated the opening hours for each of the 12 comparison sites against those proposed for Bowie's House. [Figure 2.1](#) shows each site's High Season opening hours against the proposed High Season hours for Bowie's House. As you can see, Bowie's House will have more open time per week than any other site. [Figure 2.2](#) shows each site's Low Season opening hours against the proposed Low Season hours for Bowie's House. During the Low Season, only Dr Johnson's House, located in Central London next to large commercial properties, is open for the same amount of time as HoLT is proposing for Bowie's House.

Note, we have represented Paul McCartney's Home in total operating hours rather than from opening to closing, because of the unique way it is run: staff and visitors are only there for a tour itself, and there are breaks between tours when the house is vacant.

PGRA also calculated the average opening hours per week (for each site) and considered them against the proposed opening times for Bowie's House. This is represented in [Figure 2.3](#). During the High Season, *Bowie's House is aiming to be open 48 hours per week*, far beyond any of the 12 comparison sites.⁹ Consider this against the 21 hours per week that McCartney's home sees visitors during its high season (less than half those proposed for Bowie's House).

The High Season for Bowie's House is also far longer than for any other site that has a High and Low season – eight and a half months for Bowie's House, compared to five months (June–October) for McCartney's, for example. Moreover, in terms of average opening hours, the high season for McCartney's Home sees a small increase from their mid-season averages (staying within the 10–27 hour bracket that their mid-season falls in).

	Property	Location	High Season						
			Mon	Tue	Wed	Thurs	Fri	Sat	Sun
Terraced House (or Flat)	Bowie House	Greater London		10 – 6	10 – 6	10 – 6	10 – 6	10 – 6	10 – 6
	Dennis Sever's House	London (Zone 1)					12 – 4	12 – 4	12 – 4
	Charles Dickens House	London (Zone 1)			10 – 5	10 – 5	10 – 5	10 – 5	10 – 5
	Handel/Hendrix House	London (Zone 1)			10 – 5	10 – 5	10 – 5	10 – 5	10 – 5
	Benjamin Franklin House	London (Zone 1)			11 – 4	11 – 4	11 – 4	11 – 4	11 – 4
	McCartney Childhood Home	Liverpool	3 hours	3 hours	3 hours	3 hours	3 hours	3 hours	3 hours
	David Parr House	Cambridge				10 – 4	10 – 4	10 – 4	
Semi	Dr Johnson's House	London (Zone 1)		10 – 5	10 – 5	10 – 5	10 – 5	10 – 5	12 – 4
Detached House	Keats House	London (Zone 2)			11 – 5	11 – 5	11 – 5		11 – 5
	Freud Museum	London (Zone 2)	10:30 – 5		10:30 – 5	10:30 – 5	10:30 – 5	10:30 – 5	10:30 – 5
	Red House	Greater London				11 – 4	11 – 4	11 – 4	
	Kew Palace	Greater London	11 – 4:30	11 – 4:30	11 – 4:30	11 – 4:30	11 – 4:30	11 – 4:30	11 – 4:30
	Elizabeth Gaskell House	Manchester			10 – 4:30	10 – 4:30			10 – 4:30

Figure 2.1 – Bowie's House High Season Opening Hours against 12 Comparable Site

⁹ Dr Johnson's House, in Central London, on a mixed-use street, is the next highest, at 39 hrs per week.

	Property	Location	Low Season						
			Mon	Tue	Wed	Thurs	Fri	Sat	Sun
Terraced House (or Flat)	Bowie House	Greater London		half-day	10 – 5	10 – 5	10 – 5	10 – 5	10 – 5
	Dennis Sever's House	London (Zone 1)	Unknown						
	Charles Dickens House	London (Zone 1)			10 – 5	10 – 5	10 – 5	10 – 5	10 – 5
	Handel/Hendrix House	London (Zone 1)			10 – 5	10 – 5	10 – 5	10 – 5	10 – 5
	Benjamin Franklin House	London (Zone 1)			11 – 4	11 – 4	11 – 4	11 – 4	11 – 4
	McCartney Childhood Home	Liverpool					2.25 hours	2.25 hours	2.25 hours
	David Parr House	Cambridge				10 – 4	10 – 4	10 – 4	
Semi	Dr Johnson's House	London (Zone 1)		10 – 5	10 – 5	10 – 5	10 – 5	10 – 5	12 – 4
Detached House	Keats House	London (Zone 2)			11 – 5	11 – 5	11 – 5		11 – 5
	Freud Museum	London (Zone 2)			10: 30 – 5	10: 30 – 5	10: 30 – 5	10: 30 – 5	10: 30 – 5
	Red House	Greater London							
	Kew Palace	Greater London							
	Elizabeth Gaskell House	Manchester			10 – 4:30	10 – 4:30			10 – 4:30

Figure 2.2 – Bowie's House Low Season Opening Hours against 12 Comparable Sites

Key (Figures 2.1, 2.2): Opening hours per day



	Property	Location	Average Opening Hours											
			Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Terraced House (or Flat)	Bowie House	Greater London												
	Dennis Sever's House	London (Zone 1)	Unknown										Unknown	
	Charles Dickens House	London (Zone 1)												
	Handel/Hendrix House	London (Zone 1)												
	Benjamin Franklin House	London (Zone 1)												
	McCartney Childhood Home	Liverpool												
	David Parr House	Cambridge												
Semi	Dr Johnson's House	London (Zone 1)												
Detached House	Keats House	London (Zone 2)												
	Freud Museum	London (Zone 2)												
	Red House	Greater London												
	Kew Palace	Greater London												
	Elizabeth Gaskell House	Manchester												

Figure 2.3 – Bowie's House Average Opening Hours per Week against 12 Comparable Sites

Key (Figure 2.3): Opening hours per week



2.2.1 The Beatles' Childhood Homes Tours

PGRA thought it was worth highlighting the operational structure for Paul McCartney's Childhood Home. 20 Forthlin Road is a small, mid-terraced house on a residential road in Liverpool (outside the city centre). Due to its size, location, and the phenomenal national and international fame of its former occupant, it provides a better point of comparison for a potential "Bowie House" than any other historic home in England.

The National Trust has been running tours to 20 Forthlin Road since 1998; in 2004 they incorporated 'Mendips' (John Lennon's childhood home) to create a joint "Beatles' Childhood Homes Tour".

There has never been any direct access to either property; all visitors must pre-book for a scheduled tour. Tours depart from Liverpool South Parkway train station in the morning, and from Speke Hall (another National Trust property) in the afternoon. Tours then finish in the same location they started from. Both locations are a 10–15 minute drive from the Beatles' Homes; the tour, therefore, uses a minibus.

By having a formal pick-up and drop-off point, at a distance from Forthlin Road and Mendips, the National Trust can actively control visitor transit and parking. In other words, there is no risk of tour participants parking or loitering on Forthlin Road.

The minibus used to facilitate tours does not park in front of the houses between dropping-off and collecting; the driver takes the minibus elsewhere during any waiting periods. The National Trust does not maintain any proximal parking.

According to Alexandra Muir, Facilities Manager for the Beatles' Homes, the National Trust works incredibly hard to minimise any impact on neighbours.¹⁰ In addition to a "pick-up/drop-off" point, they operate only 4 guided tours per day, 7 days per week, in their high season, dropping to 3 tours per day, 3 days per week in their low season. (See [Appendix A](#) for specific hours of operation.)

The tours last a total of 2 hours, but visitors are only at each property for 40 minutes. This means that residents of Forthlin Road experience any potential disruption or disturbance from tours for 2hr and 40 min per day, with a break midday. This is significantly less than the 8 hours per day proposed for Bowie's House.

In the Low Season, when only three tours operate, staff and visitors are on site (at either property) for a total of 2 hours per day. HoLT plans 7 hours per day for Bowie's House.

It should be noted that the National Trust operates a less-intensive schedule than their planning permission affords them. Ms. Muir shared the planning conditions with PGRA – these can be seen in [Figure 2.4](#).

¹⁰ PGRA contacted The National Trust regarding the Beatles' Childhood Homes Tours in March 2026, and again on 1 August 2026. The members of staff we spoke with on both occasions stressed the importance of respecting the residential neighbourhoods that both properties sit in, noting the particular care taken to minimise any disruption to neighbours on Forthlin Road. On 4 August, Ms. Muir emailed PGRA a comprehensive explanation of their operations. See [Appendix B](#) for a copy of this correspondence.

Finally, the National Trust has no facilities at either Beatles' Home: no ticket office / visitor welcome space, shop, interpretive or education space, café, or toilets. These facilities are available at the pick-up and drop-off location. This means there will be no delivery vehicles and a significantly reduced number of contractor vehicles at either location.

14F/2667	
<u>SCHEDULE OF CONDITIONS AND REASONS</u>	
Condition No	Condition
1	The premises shall only be open for viewing between the hours of - 10.15 and 17.30 between 1st March and 31st May, Wednesday to Sunday - 10.15 and 17.30 between 1st June and 31st October, 7 days a week - 10.15 and 17.30 between 1st November and 30th November, Wednesday to Sunday For the avoidance of doubt, all visitors shall have left the premises by the times stipulated above. REASON: In the interests of the amenity of nearby occupiers and in accordance with the application as submitted by the applicant.
2	There shall be no amplified music played at the premises at any time. REASON: In the interests of the amenity of nearby occupiers.
3	There shall be no more than 15 visitors to the premises at any one time, the number of tours shall not exceed 6 in any one day. REASON: In the interests of the amenity of nearby occupiers.
4	For the avoidance of doubt, the showing of the house to the public shall be in accordance with the statement submitted in support of planning permission 96P/1835 (the originating consent), in particular section 6 of that document outlining the proposed management of the property. REASON: it is in the interests of the amenity of nearby occupiers.

Figure 2.4 – The Beatles' Childhood Homes Planning Conditions (as of 2014)

2.3 Ingress and Egress

Visitors will enter and leave the property through the rear garden, with access provided to Plaistow Grove via the alley footpath.

– OMP §3.2, p 8

There is a privately-owned footpath that runs the full length of the relevant terrace, from no. 2 to no. 32 Plaistow Grove. As stated, HoLT intends to use this footpath as their primary point of ingress and egress from no. 4.

Representatives from HoLT informed Plaistow Grove residents that the owner of the footpath has agreed to this plan. Presumably, the owner is Mr Jeremy John Briant, named as an additional land owner in the Application Form (see: "Ownership Certificates and Agricultural Land Declaration").

Mr Briant will be aware that residents of the terrace, and those who back on to the footpath from Plaistow Lane (including The Crown pub), have legal “right of way” to the footpath. This right is stipulated in homeownership deeds (confirmed by the owners of nos. 6, 14, and 18) and in the tenancy agreement held by The Crown. This right is also signposted along the footpath itself ([Figure 2.5](#)).

Many residents use the rear alley as ingress and egress for gardeners, builders, and other contractors. Waste disposal related to these works often occurs via the rear alley as well. A constant stream of visitors six days per week would unduly impact safe and practical use of the rear alley for these purposes.

Legal advice has been sought, and PGRA has been informed that HoLT’s ingress/egress plan may constitute an obstruction to land owners’ / tenants’ “right of way”.

HoLT proposes adding a gate from no. 4’s fence-line, across the footpath, to prevent visitors from wandering down the footpath beyond the property line (Proposed Rear Alley Gate-Context Plan - 658-GA009A; Proposed Rear Alley Gate and Garden Gate Plan and Elevations - 658GA017A). This too may constitute an obstruction.



Figure 2.5 – Private property and right of use sign posted in the rear alley behind no. 4 Plaistow Grove.

2.3.1 Impact on The Crown Public House

HoLT does not acknowledge that The Crown uses the footpath 5 days per week for their necessary operations – receiving deliveries through the staff entrance (located along the footpath) – and as their bin store. The Crown has four 1100L bins and four 240L bins. See [Figure 2.6](#). There is nowhere else for The Crown to store these bins. Moreover, they need to be easily accessible for waste collection.

Nowhere in the site plans are these bins acknowledged, giving the impression of more access and freedom of movement in the alley than there is ([Figure 2.8](#)). The *Design, Access, and Heritage Statement* (p 18) provides an artist’s rendering of the approach to the site via the alley, with the bins conspicuously absent ([Figure 2.7](#)).

To rectify this important oversight, PGRA has added site plans with graphic representation of the bins included ([Figure 2.9](#)).



Figure 2.6 – Entrance to the rear alley, showing The Crown's eight bins



Figure 2.7 – *Design, Access, and Heritage Statement* visualisation without the eight bins (p 18)

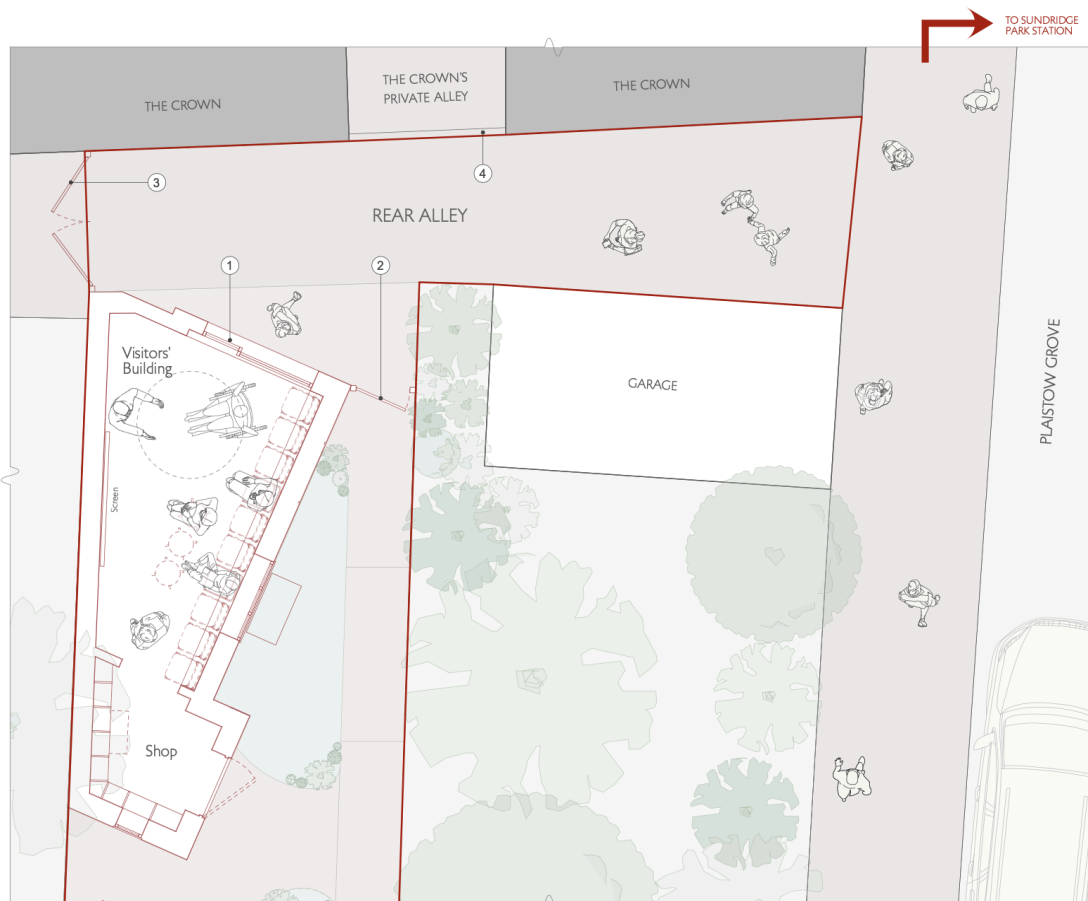


Figure 2.8 – Proposed Rear Alley Gate-Context Plan (658-GA009A) as submitted¹¹

¹¹ Similar visualisations of the rear alley without reference to the existing use of the alley as an essential bin store can be seen in: Existing/Proposed Ground Floor Plans - 658/GA004, Existing/Proposed Roof Plans - 658/GA006, Proposed Circulation Map, Proposed Garden Loss Ground Floor Plan - 658/GA016A, Proposed Section A-A through Main House and Garden - 658-GA026, Proposed Section B-B through Main House and Garden - 658-GA027, Proposed Site Plan - 658GA0019B, Site Location Plan - 658-SU001A

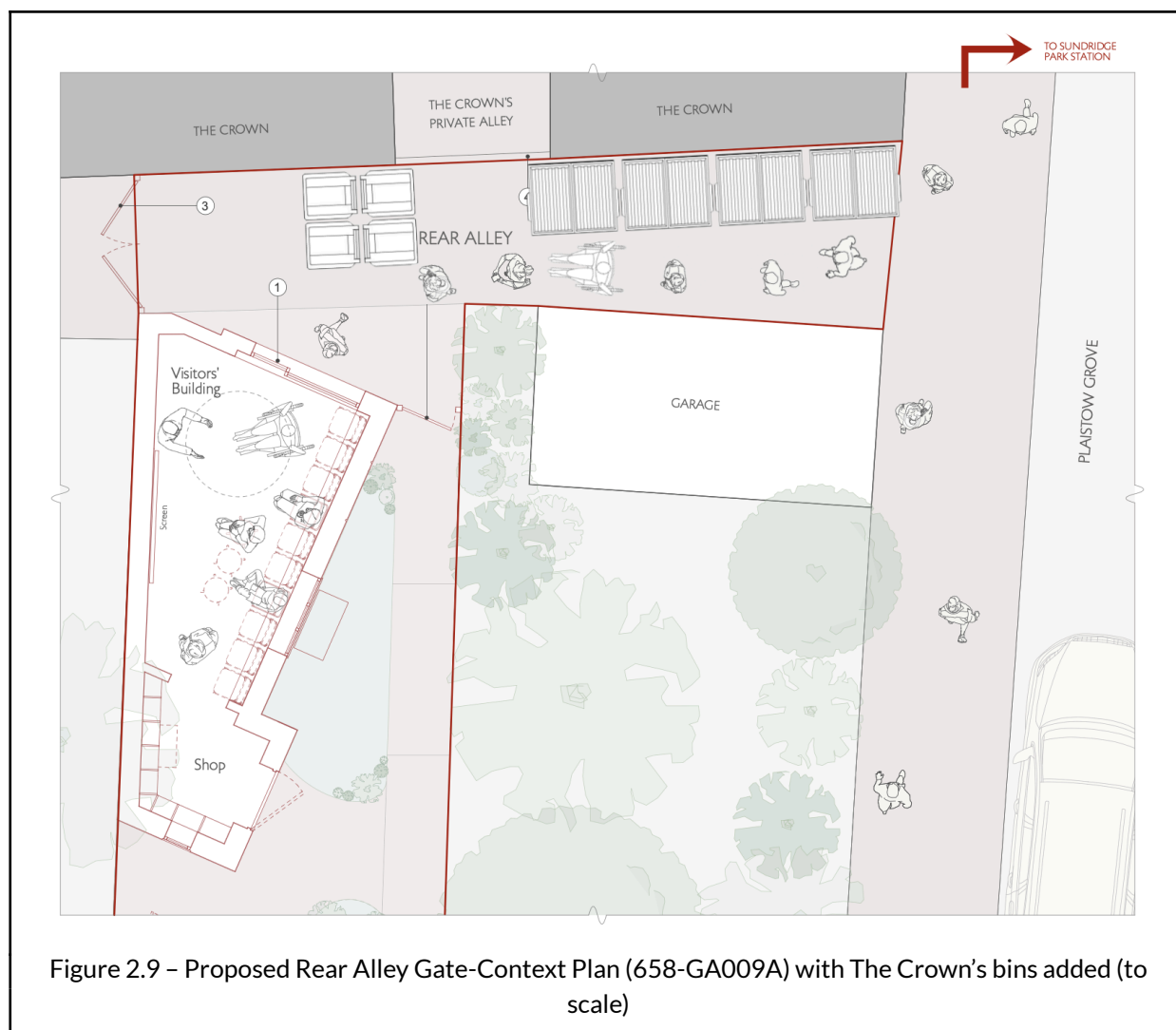


Figure 2.9 – Proposed Rear Alley Gate-Context Plan (658-GA009A) with The Crown's bins added (to scale)

Despite this obvious conflict between their desired operational model and The Crown's existing operations, HoLT have not made any attempt to meet with the manager of The Crown, Melanie Rose, or the owner, Punch Taverns, prior to the submission of the Planning Application. This was confirmed with Ms. Rose via email on Sunday, 12 July (see [Appendix C](#)), and through further verbal communication.

Still, the *Statement of Community Involvement* falsely states: *Throughout the pre-application process, we have contacted local stakeholders and elected representatives to offer briefings on the proposals. The following groups and individuals were identified as key to the consultation process and were engaged with...The Crown Pub* (pp 3-4).

At the public exhibitions on 15 and 16 May, multiple residents enquired about The Crown's bins and were similarly told by Nicola Stacey and Carolyn Addelman that HoLT were in communication with The Crown about the bins and delivery access. This statement appears to have been fabricated.

Ms. Rose has confirmed to PGRA that there is no compromise position as far as she can see – the bins cannot go anywhere else and access to them must be maintained.

2.4 Staffing

Bowie's House will have 4 paid staff members with support from a team of volunteers (OMP \$5, p 16). There is an expectation that approximately 15 volunteers will be needed.

The House Manager (one of the 4x paid staff) will be responsible for: *scheduling, volunteer recruitment, house maintenance and be the point of escalation of any incidents or complaints (some desk-based work carried out off-site)* (OMP \$5.2, p 16).

Presumably, the reason “some desk-based work” will have to be “carried out off-site” is because the plan does not include any facilities for staff of any sort. There is nowhere indicated for staff to store their personal belongings (including their lunches), or to have a break.

The Health and Safety Executive (HSE) states that “employers must provide welfare facilities and a working environment that's healthy and safe for everyone in the workplace, including those with disabilities.”¹²

“Welfare facilities” include: “drinking water; a place to store clothing (and somewhere to change if special clothing is worn for work); somewhere to rest and eat meals.”¹³

Apart from being a Health & Safety violation, the lack of staff facilities is a *choice*. If HoLT operated a museum out of the footprint of the building alone, they could erect an office in the garden. They could even give over a room within the house to staff, such as the master bedroom, which would appear a more appropriate use than a baseless interpretation of David Bowie's parents' bedroom.

III. Visitor Profile

The Bowie's House *Operational Management Plan* details the presumed visitor profile (\$1.4 Audience Profile, p 3). Two statements are made:

1. “Cultural sites in London attract audiences mostly in the 55+ age range”
2. “In conversation with a popular central London attraction with similar subject matter, we learned that only 5% of ticket buyers are international. The same site noted 45% of visitors were from London (majority inner-London boroughs) and 50% were UK-wide visitors.”

On the first statement, “audiences mostly in the 55+ age range”: the *Operational Management Plan* does not state where this statistic is coming from, nor do they define what they mean by “cultural site”. Visit Britain identifies thirteen separate “Attraction Categories”, within the broader sense of a “cultural site”, each with their own visitor demographics.¹⁴ The lack of

¹² <https://www.hse.gov.uk/simple-health-safety/workplace-facilities/index.htm>

¹³ <https://www.hse.gov.uk/simple-health-safety/workplace-facilities/welfare.htm>

¹⁴ These thirteen categories remain consistent across their various tourism surveys and reports. Their latest research on tourism in England is available here: <https://www.visitbritain.org/research-insights/england-visitor-attractions-latest>

substantiation for this statement is a problem found throughout the supporting documentation.

The statistic provided in the second statement, drawn from a single, unnamed, central London attraction, is repeated in the *Socio-Economic and Social Value Statement* (§4.8, p 12) and in the *Transport Statement* (§5.2.2, p 25) as the expected visitor demographic for Bowie's House. Without naming the "popular central London attraction" it is impossible to evaluate how "similar" it is to the proposed Bowie's House.

Moreover, conclusions about parking pressure, public transport use, and expected visitor expenditure in Bromley are then drawn from this expected visitor demographic. This seems wildly speculative. It is an unreasonable assumption that Bowie's House, based in Bromley, would experience the same visitor demographics and associated local expenditure (c.f. *Socio-economic and Social Value Statement*, 4.11–4.13, pp 12-13) as a site in Central London.

Cultural institutions with similar profiles, in similar locations, can have very different visitor demographics. Take, for example, the National Gallery and the National Portrait Gallery, two art museums, both located in Trafalgar Square. Fifty percent of visitors to the National Gallery are tourists from overseas, while only 35% of visitors to the National Portrait Gallery come from overseas.¹⁵ To get a more reasonable view of an expected visitor profile, therefore, it is best to use averages drawn from a number of comparable sites. For something like Bowie's House, located outside Central London, an average visitor profile drawn from comparable sites within both Inner and Outer London, as well as sites in Local Authority Districts that border Greater London, would be most beneficial and far more appropriate.

Location is incredibly important when it comes to visitor profiles. For example, Visit England notes that while 58% of visitors to historic sites in London are domestic, that rises to 88% of visitors to historic sites in the South-East.¹⁶ This is due to the much higher share of international tourists to London than to other areas of England. Given the location of Bowie's House, near the edge of Greater London and close to the South-East, it seems reasonable to expect a visitor profile that sits somewhere between these London and South-East figures.

Indeed, when a member of the Plaistow Grove Residents Association (PGRA) called heritage sites in South-East London to ask about visitor figures, a very different profile emerged from that presented in the *Operational Management Plan*.

Chislehurst Caves, Crofton Park Roman Villa, Hall Place & Gardens, and Red House (National Trust) all said that the majority of their visitors come from South-East London. Only Eltham Palace (English Heritage) noted a high level of visitors traveling from Central London (either domestic or international visitors). Although David Bowie's international fame may attract more audiences from Central London (domestic or international) than these other South-East

¹⁵ Percentages drawn from "DCMS-sponsored Museums and Galleries Annual Performance Indicators 2024/2025". Available: <https://www.gov.uk/government/collections/dcms-sponsored-museums-and-galleries-annual-performance-indicators>

¹⁶ VisitEngland and BVA bdrc, *Visitor Attraction Trends in England 2023: Annual Report for Heritage Counts*, Table A.9, p 14. <https://historicengland.org.uk/content/heritage-counts/pub/2024/visitor-attractions-trends-england-2023/>

heritage sites, it is our feeling that the Planning Application has not demonstrated a reasonable basis for the gross variance in visitor profile (i.e. why it should be *as* different as claimed).

Throughout the application, the value of Bowie's House for Bromley is stressed. Particular attention is paid to Bromley's over-65s demographic. And yet there is a presumption of very low visitor numbers from the local area: approximately 11% of visitors, according to the *Socio-Economic and Social Value Statement* (§4.10, p 12).

A visitor profile drawn from a single site in Central London, in which the majority of "local" visitors come from Inner London, and the majority of domestic visitors have travelled to *Central* London, is convenient for Heritage of London Trust, as it misleadingly establishes a visitor profile with high public transport use and very low car use.

IV. Transport Statement

4.1 Transport Mode

The *Transport Statement*, prepared by Momentum Transport Consultancy, concludes that 'the majority of [trips] would use sustainable methods of transport to reach the Site' (§7.1.6, p 36). Therefore, they argue, Bowie's House would produce minimal impact on traffic along Plaistow Lane (and connected streets), and add minimal parking pressure on Plaistow Grove, as car use from visitors would be low.

This conclusion is drawn from two main factors:

1. The expected visitor profile presented in the *Operational Management Statement* (discussed above) of 45% Greater London; 50% Domestic; 5% International (reiterated in the *Transport Statement*, §5.2.8, p 28; Appendix A, §2.5, p 1).¹⁷
2. The Trip Rate Information Computer System (TRICS) data compiled from "four similar museum and cultural sites to the Proposed Development" (§5.2.3, p 25).

4.1.1 Expected Visitor Profile (45% Greater London; 50% Domestic; 5% International)

As discussed above, this Visitor Profile has been taken from a single, unnamed site in Central London, rather than as an average drawn from the Visitor Profiles of numerous comparable sites within and outside Central London.

The transport methods that visitors would use to access a Central London attraction are fundamentally different to those available and convenient at the Bowie's House location.

¹⁷ *It is expected that most visitors will be national or international tourists visiting London and therefore car use is expected to be low as visitors will include this site as part of wider itineraries across London.*

All areas of Central London have a Public Transport Accessibility Level (PTAL) of 6a or 6b – the highest levels of public transport accessibility.¹⁸ Central London also has congestion charging, and is structurally difficult to drive and park in. These factors are all relevant to high public transit use, cycling, and walking to-and-from attractions in Central London (sustainable modes of travel).

The unnamed Central London site notes that most of their 45% Greater London visitors come from Inner-London Boroughs, but this is unremarkable given their proximity.¹⁹ It is also unremarkable that visitors to a Central London location, whether Domestic, International, or from Greater London, would predominantly use sustainable methods of travel. As noted, the nature of Central London (and its excellent transit networks) encourages sustainable transit while discouraging unsustainable transit. Outer London boroughs, of which Bromley is a part, present a different story.

If a Central London attraction finds that most of its local visitor demographic come from neighbouring areas, it seems equally likely, if not more so, that local visitors to Bowie's House would also come from neighbouring areas; the difference, of course, is that Bowie's House is not located in the centre of Inner London. This results in a divergent transit profile as well.

Bromley is bordered by Lewisham and Greenwich (Inner London)²⁰, Croydon and Bexley (Outer London), and the counties of Kent and Surrey. While Inner London may have high PTAL scores and low car usage, the same cannot be said of Croydon, Bromley, Bexley, or the areas outside of London. Moreover, Bowie's House itself is located in an area with a low PTAL of 2. While this is correctly noted in the *Transport Statement: Staff and Visitor Travel Plan* (SVTP), its relevance is quickly dismissed on the basis that “most visitors will be...travelling from Central London” (stated without substantiation; SVTP, §2.1.6, p 6).

Public transit in Outer London was predominantly designed to move people into, and out of, Central London (many direct radial routes with high efficiency). It has not been built to move people around and between Outer London boroughs (fewer orbital routes, less efficient). This often makes it far quicker to travel into Central London from Outer London than for Outer Londoners to make local trips via public transit.²¹

As *Travel in London, Report 15* states: “The orbital connections within inner and within outer London are not so well developed as the radial networks to central London.” (p 92). This comprehensive study produced by Transport for London (2022) also demonstrated that

¹⁸

<https://tfl.maps.arcgis.com/apps/instant/lookup/index.html?appid=5e6c89776213414f91262efdd9d41234>

¹⁹ The London Government Act of 1963 defines “Inner London” as: Camden, Greenwich, Hackney, Hammersmith & Fulham, Islington, Kensington & Chelsea, Lambeth, Lewisham, Southwark, Tower Hamlets, Wandsworth, and Westminster. The London Plan also includes the City of London and Newham.

²⁰ Technically Bromley also borders Lambeth and Southwark (both Inner London), but the combined boundaries measure less than 200 meters.

²¹ TFL, *Travel in London Report 15* (2022), pp 89–94.
<https://content.tfl.gov.uk/travel-in-london-report-15.pdf>

Bromley has the highest car use with the lowest likelihood of switching to sustainable modes of travel across *all* London boroughs (neighbouring Bexleyheath and Croydon also have high car use and low switchability).²²

ONS Census data (2021) gives a clear picture of car ownership, and thus, predicted car usage, per London Borough and in neighbouring local authority districts (LADs).²³ 77.1% of households in Bromley have access to at least one car or van. In Tandridge, it's 88.7%; Sevenoaks, 88.6%; Dartford 83.1%; and Bexley, 77.6%. These are all higher than the England average of 76.5% households with at least one car or van. Croydon (66.4%) is the only neighbouring Outer London borough with lower car ownership than the national average. The even lower rates in Greenwich (56.9%) and Lewisham (52.3%) reflect their proximity to Central London. As a point of comparison, no Inner London borough north of the Thames has a car ownership/usage rate above 50%; most are below 40%.

Moreover, over-65s (identified by HoLT as a "key demographic") do not have free rail travel within Greater London if they are resident in nearby LADs outside of Greater London.

The difficulty of sustainable travel between the Outer London boroughs and LADs both neighbouring Bromley and further afield; the expense of rail travel for groups / families; and high car usage in these areas should have been considered in the *Transport Statement*.

When researching transit methods used by visitors to cultural sites in and around Bromley, PGRA found that most visitors drive. This, of course, matches what would be expected based on the lower PTAL scores in South-East London, difficulty of sustainable travel between Outer London boroughs, and high car ownership rates. In conversation with five South-East London cultural sites, PGRA was told:

- **Bromley Arts Trust** (Ripley Arts Centre, Bromley BR1 2PX): Most visitors come by car. A minority come via bus or taxi from a nearby train station.
- **Chislehurst Caves** (Chislehurst BR7 5NL): Despite being adjacent to Chislehurst Station, most visitors come by car. It was explained that this is due to the fact that: (1) the station is not convenient for Visitors coming from within Bromley and neighbouring boroughs (it is a radial route and thus not best for orbital travel); and, (2) when traveling in pairs, or as families - as is the case for most visitors - it is more cost-effective to drive. The minority of visitors arriving by sustainable transit come via train, and less so, by bus.
- **Red House** (National Trust, Bexleyheath DA6 8JF): The majority of visitors drive, or take the train. The cost-effectiveness of travel by car for pairs or groups of visitors was again noted, as was the convenience for a large proportion of visitors who are over 50. The National Trust encourages drivers to use a free car park within an easy walk to Red House. However, many visitors park on the adjacent residential streets. This causes strain between Red House and local residents.

²² TFL, *Travel in London Report 15* (2022), p 93.

²³

<https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/1-or-more-cars-or-vans-in-household>

- **Hall Place & Gardens** (Bexley DA5 1PQ): The majority of visitors drive, though the site manages their own free car park. Some visitors come via bus. Very few travel via train. Visitors tend to be local (from Dartford, Bexley, or Bromley). They also tend to be families, or over 65s. This was noted as very relevant to their chosen mode of transit.
- **Eltham Palace** (London SE9 5NP): Could not provide much detailed information. However, they manage their own small car park which is regularly in use by visitors. Surrounding streets are heavily restricted in terms of parking, which discourages driving to the site. They also noted that proximity to public transit is good and is used by many visitors. They have a relatively high number of international visitors coming from Central London, who arrive via train.

It is also worth addressing the “50% Domestic visitors” and the notion that they would all come via Central London. Again, it is entirely logical that domestic visitors to a Central London site would travel via Central London – there would be no other option. It does not hold, however, that visitors to Bowie’s House coming from the South East (Kent, Sussex, Surrey, primarily), would bypass Bromley to then come back on themselves via Central London.

Although there are good train links from many South East areas to Bromley, driving from these areas to Bowie’s House should also be expected, given the high car ownership rates, the cost effectiveness of that mode of travel for a group (noted by most of the above sites), and the fact that there is nothing structural in the area of Plaistow Grove that would discourage driving (e.g. heavy parking restrictions, congestion zoning, improved sustainable transit, bike lanes, etc.).

Finally, as mentioned above ([2.1 Days and Hours of Operation](#)), HoLT’s plan to publicise a “trail” linking “Bowie sites through the Borough” is highly likely to encourage driving. Although the *Transport Statement* claims this will be a “walking and cycling trail” to “encourage sustainable transit” (Table 6-1, pp 20-21), Bowie sites in Bromley – Chislehurst Caves, Plaistow Grove, Burnt Ash Primary, Beckenham Bandstand – are very far apart from each other. Given rates of car usage in and around Bromley, this “trail” will almost certainly become a driving tour. PGRA is duly concerned about any publication / publicising of a “trail”.

4.1.2 Trip Rate Information Computer System (TRICS) data

The *Transport Statement* further builds a portrait of visitor transit method, and likely impact on local traffic, as well as likely added parking pressure around Bowie’s House, from TRICS data for “four similar museum and cultural sites to the Proposed Development” (§5.2.3, p 25).

Although these four sites are unnamed in the *Transport Statement*, the location information provided allowed for their easy identification. They are:

- **Hove Museum of Creativity** (Hove BN3 4AB) – 40,459 visits per year (2025); Free
- **The Whitworth Art Gallery** (Manchester M15 6ER) – 278,782 visits (2025); Free
- **Salford Museum & Art Gallery** (Salford M5 4WU) – 132,733 visits (2024); Free
- **Milestones Museum** (Basingstoke RG22 6PX) – 102,505 visits (2025); Paid²⁴

²⁴ Adult £18.50; free re-entry for 12 months.

Despite being labelled as “similar”, these four sites are all significantly larger and of very different character to Bowie’s House. Three are art museums (with free admission), while the Milestone is a large open-air museum; none are historic homes, and three can accommodate hundreds of thousands of visitors per year, having the external space and facilities to go with that (for example, cafes, toilets, education spaces, etc). All four museums provide enough content to keep visitors busy for a full day. These factors (admission cost, facilities, and quantity of content) impact the decisions visitors make when planning travel.

All four sites are also located within a 30-40 minute walk from their respective city centres. Although Bowie’s House is only 15 minutes from the centre of Bromley, it would take over three hours to walk to the edge of Zone 1, and nearly four hours (3h 50m) to walk to Charing Cross (a standard location for measuring distances to the centre of London – the appropriate point of comparison).

Both of the locations in Manchester (Whitworth and Salford) have a GMAL score (Greater Manchester Accessibility Level) of 8, the highest level of transit accessibility, and comparable to a PTAL grade of 6b. The Whitworth Gallery is located on a major bus route (Oxford Road) that does not permit cars from 6am to 9pm (buses, taxis, and permit holders only). High public transit use, and sustainable modes of transport, with very low car use, is to be expected.

Although Brighton & Hove does not have its own transit accessibility methodology, it does provide metrics on broader sustainable travel in and around the city. Only 62% of households have access to a car or van, significantly less than Bromley’s 77%, and indicative of higher levels of sustainable travel. 91% of households are within 400 metres of a bus stop with a maximum daytime wait of 15 minutes. The Museum of Creativity itself is a 17-minute walk to its nearest train station (Aldrington, 4 minutes to Brighton station), and only a 20-minute walk to Hove station, with mainline services to London.

Finally, the Milestones Museum is located in the old market town of Basingstoke - with a population one third of that of Bromley - and as such, is in a functionally different setting to the three other examples, and to Bowie’s House. Basingstoke does not have its own transit accessibility methodology, nor does it provide the kind of data Brighton & Hove do. We posit that the movement of people around Basingstoke is likely quite different in character to the movement of people around more urban environments.

In a call to Momentum Transport Consultancy, a member of PGRA was told that these four sites were *not* selected based on an appropriate comparability to Bowie’s House, but because they have accessible TRICS reports. The historic homes and cultural sites most appropriate for comparison do not. The availability of a mode share data set is not reason enough to use said data to form conclusions about a site with entirely different characteristics. It should be the right data for the questions being asked. In this case, it is not.

In SVTP Section 3. Mode Share (p 12), it is apparent that Momentum recognises the incompatibility between the TRICS data and the proposed Bowie’s House. Their report therefore makes several large adjustments based on conjecture, including:

- SVTP 3.2.1 states: “the modal split for pedestrians [in the TRICS data] is higher than is expected and has been redistributed to the rail and bus modes to reflect the wider catchment expected for the Site” because the majority of visitors are expected to be based in central London, and “therefore unable to walk to the Site”. As addressed above

(see [III. Visitor Profile](#)), the Applicant's assumption that the majority of visitors (international, domestic, and local) would come from Central London has not been well substantiated. There is, in fact, no reasonable basis for this line of thinking demonstrated anywhere in the planning application. Therefore, there is no reasonable basis for redistributing the pedestrian modal share to public transit alone.

- Conversely, SVTP 3.2.2 states: "staff at the Site are expected to have a more local (i.e. within the neighborhood or its immediate surroundings) catchment to the Site and therefore have a baseline higher pedestrian and cyclist mode share than visitors". As discussed above, Bromley has a very high car ownership rate (77.1%) and therefore high car usage, compared to other London boroughs and the national average. Transport for London also identified Bromley as the area in Greater London in which a switch to a sustainable mode of transit is the *least likely*. If staff for Bowie's House live locally, statistically, they are far more likely to drive than to use any other mode of transit.
- SVTP 3.2.5 states: "the car mode share has not been significantly amended to take into account the relatively low car use of tourists and visitors in London". The SVTP does not provide a strong or cogent argument for this choice, however. It fails to consider the points already addressed above about broader transport modality in South East London and wider South East England to cultural sites. As noted, tourists and visitors to cultural sites in South East London are most likely to drive.

4.2 Parking

Included in the *Transport Statement* is a Parking Survey, conducted using Lambeth methodology. The survey was conducted in March 2026 - on Tuesday, 10th and Sunday, 16th, between 10:00 and 18:00. This timing is presumed to align with Momentum being commissioned, and thus they cannot be faulted entirely for it; however, March does not provide a good benchmark against which to evaluate the parking pressure Bowie's House may create. Similarly, Friday and Saturday are the busiest days of the week, but neither were included in Momentum's survey.

According to the managers of both Lavender Cafe and The Crown pub, located at either end of Plaistow Grove, November and December are the busiest time of the year. Lavender Cafe noted a high level of trade also in April; while The Crown sees further increased trade in June and July. It is not reasonable to draw conclusion on the potential added parking pressure from Bowie's House without surveying these peak periods.

Further issues with the parking survey include:

- 16 March 2026 was a Monday, rather than a Sunday as written. It is therefore unclear as to whether the survey was conducted on Sunday, 15 March (an error in date), or Monday, 16 March (an error in day).
- Parking near the end of Minster Road (five spaces) is limited to 30 minutes and is thus unsuitable for visitors to Bowie's House. It cannot provide relief from potential parking pressure experienced by Plaistow Grove and therefore should have been excluded from the data set.

- All parking on Plaistow Lane is charged and thus is less likely to be utilised when free parking is located adjacent to the site.
- Lytchet Road restrictions are for two hours, offset from Plaistow Grove's one hour, meaning it cannot take overflow from Plaistow Grove during those hours. Lytchet Road restrictions also extend to Saturday, while Plaistow Grove's are only Monday – Friday.
- Station Approach is private land with *no parking* and thus should have been excluded from the data set.²⁵ Despite this, the survey refers to it as a “car park” with 12 available spaces (Figure 3.1, p 12). The inclusion of these 12 spaces that remained “almost entirely vacant...” (§3.4.7, p 11) when the owners/tenants of the property were not using it is misleading.²⁶ It produces a result with lower overall parking stress within the 200m “walking distance” from Bowie's House than exists in reality. Including these invented twelve spaces in the data set demonstrates either a lack of professional competence and due care or an alarming manipulation of facts. **The Lambeth Methodology explicitly states that “private roads and housing estate roads” should be “excluded from surveys” (Lambeth Residential Parking Methodology 2021, ‘Extent of Survey’, p 3).**
- The Sundridge Park Village Car Park is included – and cited frequently as the “solution” to any parking concerns – without mention of the fact that it is one of 28 car parks being considered for redevelopment in the Council's Extended Property Review (as of 11 February 2026). No consideration is made for the impact of potential redevelopment of the car park, nor from any change from free to paid parking, on parking pressure in the local area. PGRA urges the Planning Committee to consider both issues when evaluating the application.
- The Sundridge Park Village Car Park is listed as having 72 parking spaces. As 7 are reserved for DVSA use only, these should have been excluded from the data set and the number of available spaces considered as 65.
- There is no mention of the ongoing housing development on Plaistow Lane/Cambridge Road (Application 20/04706/FULL1). **The Lambeth Methodology requires that “the cumulative effect of other consented development in the immediate area is also to be taken into account when assessing the effect of parking on street.” (Lambeth Residential Parking Methodology 2021, p 1).**²⁷ This is because the baseline data fails to reflect the reality of the street's future capacity. There will be 22 bedrooms across 10 flats (1x 1-bed; 6x 2-bed; 3x 3-bed) in this new block. Although the development includes the creation of 10 parking bays, one is a Blue Badge bay and may never be

²⁵ According to the Lambeth Methodology, private roads should be excluded (p 3).
https://www.obtrada.co.uk/_files/ugd/1750a6_a8e79fc55abb4324b0a5e806fc90f5f6.pdf

²⁶ Sundridge Building Supplies, located alongside the station, uses Station Approach when operating. There were therefore vehicles in Station Approach during the Parking Survey on Tuesday, 10 March, when Sundridge Building Supplies is open, but none on Sunday, 16 March, when Sundridge Building Supplies is closed.

²⁷ On this point, the Planning Committee should also consider the recent approval of Application 13/03841/S73A1, permitting Betty's (32 Plaistow Lane) to operate until 2000 Monday – Thursday, 2200 Friday – Saturday and 1900 Sunday. This may further contribute to parking pressure on Plaistow Grove in the late afternoon and evenings.

used; a further two are EV bays and may also not be used; there are only 7 free-use bays. If occupants of any flats own more than one car, they will have to look for parking elsewhere. There is a high likelihood of spillover parking – Plaistow Grove provides the closest free parking for residents and their visitors.

- Although Momentum’s Parking Survey twice mentions parking stress above 80%, they do not explain why this is highlighted (*Transport Statement* 3.4.3, 3.4.4). Lambeth methodology considers 80% a “critical tipping point: “once occupancy exceeds this level, finding a parking space becomes difficult for residents, often leading to illegal parking or increased congestion.”²⁸ (see [Appendix D](#) for examples of illegal parking on and around Plaistow Grove when parking stress tipped over 80%)

To provide a more comprehensive view, PGRA conducted an independent parking survey using Lambeth methodology. We monitored parking on the same roads as Momentum, using the quoted maximum car count, excluding the “12 bays” on Station Approach. Although the 5 bays on Minster Road could reasonably be excluded as well (due to their time limit), these were included in the survey to reach a prudent conclusion. The car count was undertaken every hour between 10:00 and 18:00 (inclusive), in alignment with the proposed opening hours.

Additionally, PGRA chose to extend it into the evening, in response to HoLT’s proposed “10 evening events per year”.

4.2.1 PGRA Parking Survey Results

PGRA conducted a Parking Survey on Plaistow Grove, Plaistow Lane, Lytchet Road, Minster Road, Garden Road, and Cooden Close daily, from Monday, 3 August through Saturday, 15 August.

According to the Lambeth Methodology, parking surveys “**should not** be undertaken in weeks that include Public Holidays and school holidays” (Lambeth Residential Parking Methodology 2021, ‘Undertaking a Survey’, p 2). Although the timing of the application limited our ability to fully comply with this guidance, the numerous flaws in Momentum’s report made it apparent that further analysis was required. It is, however, important to stress that PGRA’s data is therefore **not representative of the busiest times of year** during normal operational patterns (according to Lambeth as well as the businesses on Plaistow Lane); our results do highlight how much variation there can be across the year though.

The survey results are presented in [Tables 4.1](#) and [4.2](#). We have included Momentum’s reported data in parentheses alongside PGRA data. PGRA found that six of the locations have an Average Weekday Stress equal or higher than that reported by Momentum. Minster Road and Plaistow Grove West show consistent parking stress well over 80% (95-96% and 99-102% respectively).

On Fridays, Plaistow Grove as a whole experienced parking stress over 80% at 10:00, 13:00, and 17:00 (as well as 19:00 onwards); this maps to immediately before and after parking

²⁸ *Lambeth Parking Survey Methodology: The 2026 Developer’s Guide to Planning Approval*
<https://mltraffic.co.uk/lambeth-parking-survey-methodology-the-2026-developers-guide-to-planning-approval/>

restrictions apply, as well as at the end of the working day. On Saturdays, the same levels of stress were experienced from 12:00 until 16:00 (and again from 19:00 onwards).

Supporting photographs are in [Appendix D](#).

It is crucial that a further parking survey be undertaken, during an appropriate period, to align to the Lambeth Parking Survey Methodology in full, and rectify the errors PGRA has identified in Momentum's report. A new survey should also provide concrete data on evening parking stress to align concretely with HoLT's proposed evening events.

Table 4.1 – Weekday Parking

Location	Weekday average stress %	Weekday average available spaces	Weekday minimum available spaces	Peak hour
Minster Road	95% (68)	1.2 (7)	-3 (5)	12:00
Lytchet Road	56% (56)	14.8 (15)	10 (10)	17:00
Plaistow Grove East	53% (43)	9.2 (10)	1 (7)	17:00, 18:00
Plaistow Grove South	73% (66)	11 (14)	4 (10)	10:00
Plaistow Grove West	99% (101)	-0.2 (0)	-4 (-3)	13:00, 14:00
Garden Road	68% (73)	1.4 (2)	0 (1)	12:00
Plaistow Lane North	42% (47)	2.2 (2)	-1 (0)	10:00
Plaistow Lane West	42% (33)	2.4 (3)	0 (1)	12:00, 17:00
Plaistow Lane East	65% (56)	1 (1)	-2 (0)	11:00, 12:00
Cooden Close	43% (59)	3.8 (3)	2 (2)	16:00, 17:00

Table 4.2 – Weekend Parking

Location	Weekend average stress %	Weekend average available spaces	Weekend minimum available spaces	Peak hour
Minster Road	96% (76)	1 (5)	-1 (2)	10:00, 17:00, 18:00
Lytchet Road	58% (64)	14.5 (12)	10 (8)	16:00

Table 4.2 – Weekend Parking

Plaistow Grove East	63% (69)	7 (6)	3 (4)	13:00–16:00
Plaistow Grove South	72% (76)	11.5 (10)	3 (6)	13:00
Plaistow Grove West	102% (103)	0 (0)	-5 (-2)	12:00
Garden Road	70% (92)	1 (1)	0 (-1)	12:00, 13:00
Plaistow Lane North	42% (61)	2.5 (2)	1 (0)	12:00, 15:00, 17:00
Plaistow Lane West	39% (56)	2 (2)	0 (0)	12:00
Plaistow Lane East	39% (74)	2.5 (1)	-2 (0)	12:00
Cooden Close	21% (56)	5 (3)	4 (3)	12:00–14:00

V. Accessibility

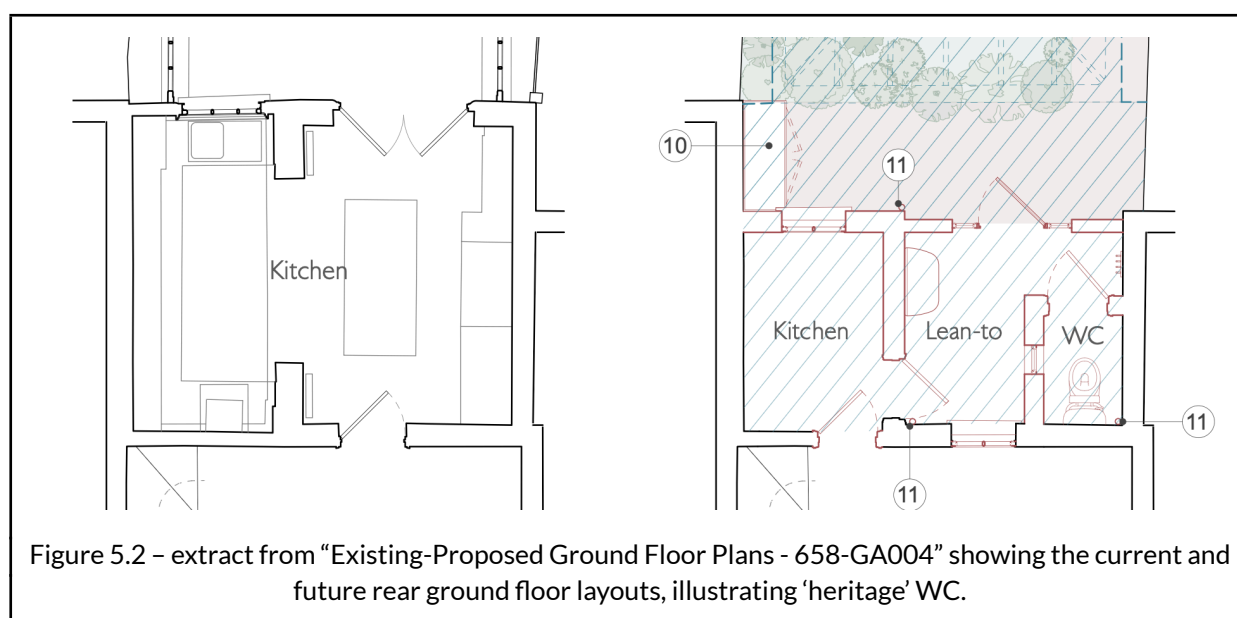
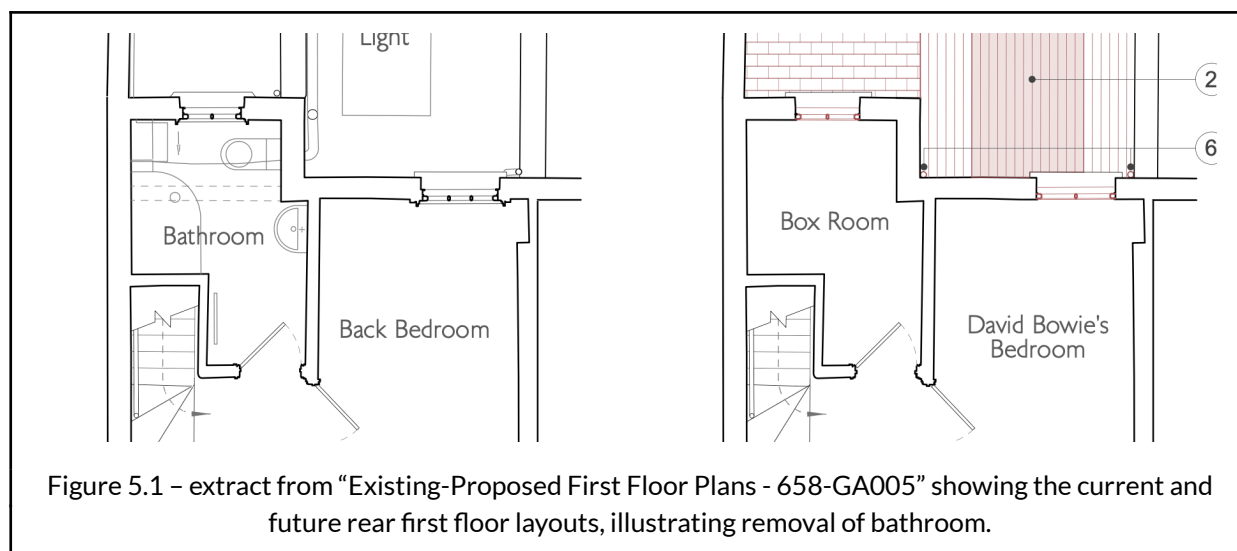
Building regulations are *legal requirements* aimed at achieving adequate standards of building work for the construction of domestic, commercial and industrial buildings. They are laid down by Parliament and are supported by separate documents containing practical and technical guidance on compliance, which are known as "Approved Documents". These are produced in several parts each relating to different parts of the regulations e.g. Part A (Structure), Part B (Fire Safety) etc.

– *Building Regulations - A Guide*²⁹

5.1 Toilet Facilities

The overall strategy for the project is to return the home to its appearance and layout during the 1960s. "As was normal for the time," the *Design, Access and Heritage Statement* states (§3.3, p 10), "the house had an outside toilet, no bathroom and heating would have been by coal fires." The applicant intends to retrofit the house to this arrangement, with the modern first-floor bathroom being completely decommissioned (see [Figure 5.1](#)), and a new, 1960s-style bathroom being built on the ground floor (see [Figure 5.2](#)).

²⁹ <https://www.bromley.gov.uk/building-control/building-regulations-guide>



In the original draft of the plans, an accessible toilet was proposed in the garden area near the new visitor pavilion. However, this facility was completely removed from the final planning submission as a direct concession to neighbours: "To respond to noise concerns, soundproofing and insulation has been designed into the scheme. The proposal also now excludes the previously proposed disabled toilet in the garden area." (Planning Statement §4.11, p. 11).

Between these various decisions, the only toilet available will be the reinstated, ‘historically accurate’ (but physically narrow and non-accessible) outdoor WC lean-to behind the kitchen, with the project explicitly stating that "there is no accessible toilet facility on the site" (OMP §4.6, p. 13). This creates a direct conflict with the London Plan 2021, which mandates that cultural attractions must provide suitable public toilets for the entire community:

London Plan Policy 4.6 § B.c:

“Developments should [...] be accessible to all sections of the community, including disabled and older people.”

Accessible London Supplementary Planning Guidance (2014):

4.7.9 – “At least one unisex accessible WC should be provided at each location where toilet accommodation is provided for the use of customers, employees or visitors.”

4.10.2 – “Disabled people should have the same opportunities to experience and participate in arts, culture and entertainment in London as nondisabled people, whether during the day

or experiencing the night time offering. Development proposals should be designed to ensure that disabled people can participate fully.”

4.10.7 – “Developers should ensure that any development proposals involving visitor facilities, arts, culture and entertainment facilities incorporate the highest standards of accessible and inclusive design.”

The proposal also fails to adhere to **Building Regulations 2010, Approved Document M Volume 2**. The 2015 edition with 2020 and 2024 amendments states:

5.5 – “Toilet accommodation needs to be suitable, not only for disabled people, but for all people who use the building. For disabled people, suitable toilet accommodation may take the form of a specially designed cubicle in separate-sex toilet washrooms, or a self-contained unisex toilet.”

5.7 – “The provision of toilet accommodation will satisfy Requirement M1 or M3 if: a. where there is space for only one toilet in a building, it is of a wheelchair-accessible unisex type, but of greater width to accommodate a standing height wash basin.”³⁰

5.2 Blue Badge Parking

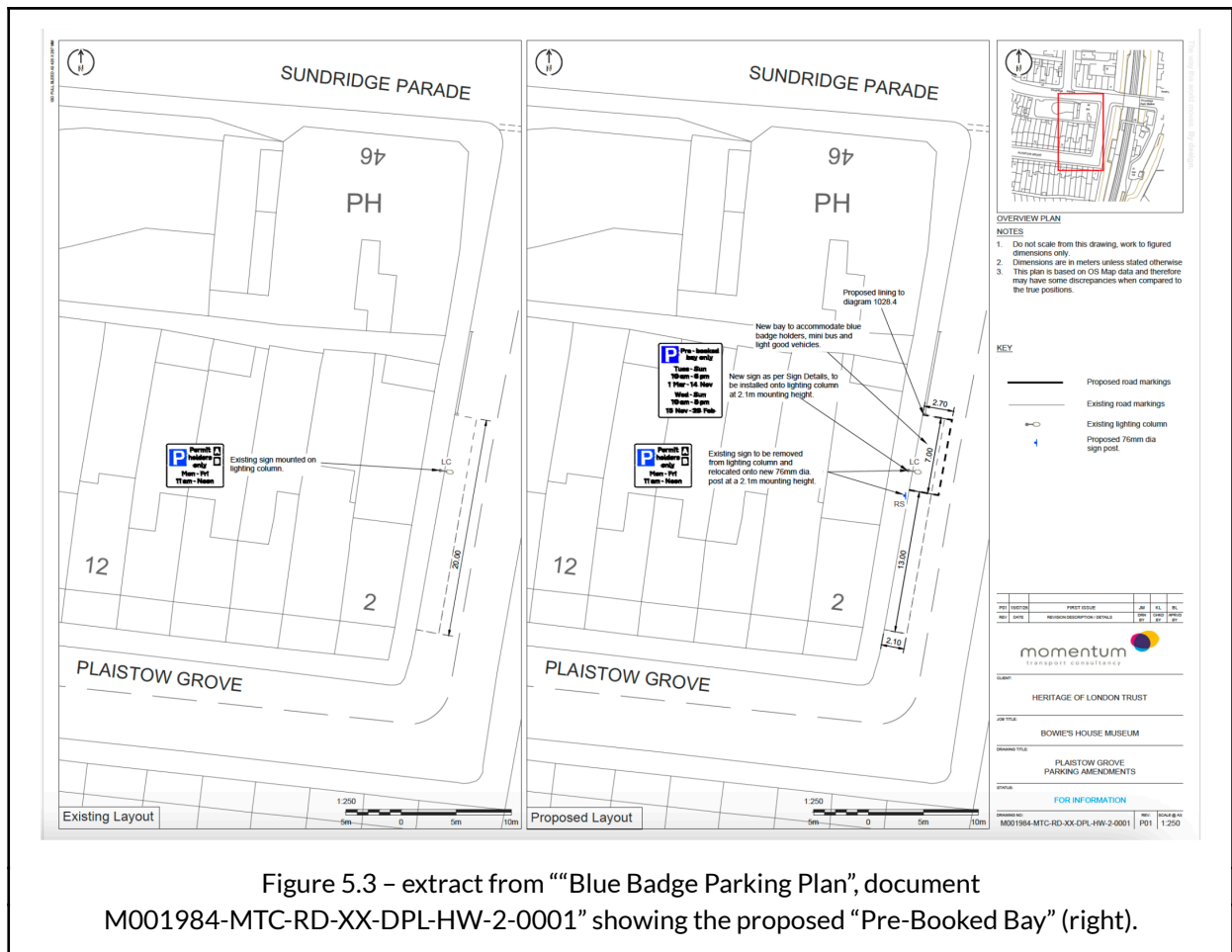
During the site operating hours, we propose to change one of the parking bays on the west side of Plaistow Grove, closest to the house entrance, to a shared blue badge / school drop off site managed by Bowie’s House through a booking system. (OMP §4.6, p 13; see also, §3.3, p 9; Transport Statement §3.2.4–3.2.6, p 8).

Despite being labeled a “Blue Badge Parking Plan”, document M001984-MTC-RD-XX-DPL-HW-2-0001 is nothing of the sort.

HoLT is proposing a 7-meter “Pre-Booked Bay” along the East portion of Plaistow Grove, against the entrance to the alleyway ([Figure 5.3](#)) as part of the site. As discussed above ([2.3.1](#)), this is where The Crown receives deliveries, and has their bins emptied, at least five times per week.

30

https://assets.publishing.service.gov.uk/media/66f6c5eec71e42688b65ee11/ADM_V2_with_2024_amendments.pdf



Granting Blue Badge owners permission to use this bay does *not* constitute a Blue Badge Parking Bay. This is in contravention of **London Plan 2021**, which states: *All proposals [for non-residential sites] should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided* (§10.6.23).³¹

Crucially, the London Plan addresses the type of bay necessary in Policy T6.5.a (Non-residential disabled persons parking), stating: *Designated bays should be marked up as disabled persons parking bays from the outset*.

The *Operational Management Plan* additionally notes (§4.6, p 13): *There are also two blue badge parking spaces available in Sundridge Park Village car park; the journey from the car park to Bowie’s House is step free*.

These two Blue Badge bays do not satisfy London Plan requirements to provide a Blue Badge Parking Bay. The Sundridge Park Village car park is ~200 meters from no. 4 Plaistow Grove. To travel from one to the other, you need to cross Plaistow Grove and Station Approach (a private road).

31

<https://www.london.gov.uk/programmes-strategies/planning/london-plan/the-london-plan-2021-online/chapter-10-transport#policy-t65-non-residential-disabled-persons-parking-171076-title>

According to British Standards 8300:1-2019, “designated accessible parking spaces should normally be within 50 m of an accessible entrance” (§7.5, p 20).³² This is reiterated by Visit Britain³³ and Active Travel England.³⁴

5.3 Broader accessibility concerns

There is a lack of active consideration for accessibility throughout the Planning Application. Presenting an entirely-retrofitted 1960s toilet as an “historic outdoor loo” (and therefore inaccessible) is contrived. Labeling a “Pre-Booked Bay” as a “Blue Badge Parking Plan” is exploiting the needs and rights of disabled people.

As Historic England rightly states: *the needs of disabled people must be a priority, [not least because] we also know that easier access will benefit almost all of us at some stage in our lives. Whether during pregnancy, as a parent pushing a buggy or an older person who is finding steps a bit harder to manage, we all value thoughtful and effective design for our access needs.*³⁵

The National Heritage Lottery Fund similarly states: *Making everyone welcome, especially audiences who have been under-served or have struggled to access heritage, is vital for heritage that is valued, cared for and sustained for everyone, now and in the future. Improving access to heritage will help your project increase its reach and impact and support a stronger and more relevant sector.*³⁶

Although the Planning Application makes a reasonable case for the heritage and cultural value of no. 4 Plaistow Grove, the building is not an Historic Building.

Historic Buildings are “listed buildings, buildings situated in conservation areas, buildings which are of architectural and historical interest and which are referred to as a material consideration in a local authority’s development plan, buildings of architectural and historic interest within national parks, areas of outstanding natural beauty and world heritage sites, vernacular buildings of traditional form and construction.” [Building Regulations 2010, *Approved Document M Volume 2 (ADM2)*, p 13]

As Bowie’s House is not an Historic Building, HoLT should be adhering to all legislation in ADM2 regarding accessibility. They are not. If HoLT would like to treat No. 4 as an Historic Building, they should, at a minimum, uphold industry “best practices” for accessible design in Historic Buildings. They also have not done this.

³²

<https://knowledge.bsigroup.com/products/design-of-an-accessible-and-inclusive-built-environment-external-environment-code-of-practice>

³³ Visit Britain, *Technical guidance for the built environment*.
<https://www.visitbritain.org/media/5370/download?attachment>.

³⁴

<https://activetravelengland.gov.uk/planning-active-places/accessible-car-parking-pick-and-drop-points>

³⁵ *Easy Access to Historic Buildings*, Historic England (2015),
<https://historicengland.org.uk/images-books/publications/easy-access-to-historic-buildings/heag010-easy-access-to-historic-buildings/>

³⁶ <https://www.heritagefund.org.uk/funding/good-practice-guidance/inclusion#heading-3>

In its guidance for Historic Buildings, ADM2 states: *In arriving at an appropriate balance between historic building conservation and accessibility, it would be appropriate to take into account the advice of the local authority's conservation and access officers, and English Heritage, as well as the views of local access groups, in order to make the building as accessible as possible.* (§0.18, p 13)

This is reiterated by Historic England: *Consultation with conservation and access officers is recommended, as well as taking into account the views of Historic England and local access groups in order to make the building as accessible as possible.* (*Easy Access to Historic Buildings*, p 7)

There is no evidence that HoLT has undertaken any accessibility consultation. PGRA strongly recommends that they be asked to do so prior to any approval. They may want to start with the Centre for Accessible Environments (<https://cae.org.uk/>).

5.3.1 Auditory and Sensory Assistance

The planning proposal for Bowie's House does not contain any mention of installing audio induction loops (permanent or portable), infrared, or radio systems to assist hearing-impaired visitors.

ADM2 Section 4.35 states that to obtain the full benefit of public buildings or discussions, visitors with impaired hearing require amplified signals. It recommends using one of three systems: induction loops, infrared, or radio systems, and notes that for smaller spaces, a portable induction loop is acceptable.

Rather than incorporating general acoustic assistance, the *Noise Impact Assessment* outlines a sound strategy using hyper-directional loudspeakers: "Hyper directional loudspeakers will be used within the house for commentary and soundscape effects. A typical example of this is the Waves System4 Cube which broadcasts clear, targeted sound within a cone of only 15°, which are ideal for creating independent audio zones without sound interference." (*Noise Impact Assessment* §6.23, p. 19)

While effective for acoustic control, this tight directional sound field can make it difficult for hearing-impaired visitors to clearly receive audio unless they are standing in highly specific locations; this can be incredibly difficult for visitors with motor-control issues to maintain.

5.3.2 Building access and navigation

The proposal's draft communication (OMP §4.1.1, p 11) states that "the garden pavilion, garden and ground floor of Bowie's House have step free access, although the historic layout of the house means that wheelchair users may find it difficult to navigate the house."

The *Design, Access and Heritage Statement* states that "entry will be through the rear lean-to door, leading through the kitchen and into the principal living spaces." (§ 7.7, p 26)

Proposed Ground Floor Plan - 658GA021A does not provide specific measurements, but at a scale of 1:75, it implies a rear door opening of approximately 750mm. Considering this is intended as the sole access point into the house, this door opening should meet the required minimum for external doors: 775mm for existing buildings, and 1000mm for new³⁷. At the

³⁷ While no. 4 Plaistow Grove is not in itself "new", the new construction aspects of the project could reasonably meet the more inclusive standards for new buildings.

current size, the opening may not accommodate wheelchair users, making the house entirely inaccessible.

HoLT's plan also fails to recognise the access requirements of a much broader set of disabled visitors.

As we have already noted, the rear lean-to door is estimated to be 750mm. However, the Department for Transport's Inclusive Mobility guide³⁸ states: A person navigating with a single mobility aide (stick) "requires...a minimum [width] of 750mm. A person who uses two sticks or crutches, or a walking frame, needs a minimum of 900mm, while a vision impaired person using a long cane, or with an assistance dog, needs 1100mm. A vision impaired person being guided needs a width of 1200mm" (p 19).

As is evidenced by these figures, it is not just wheelchair users that are potentially excluded from accessing the building. While non-wheelchair users may be able to enter, there is a high likelihood that they will not be able to move around within it.

It is worth looking again at industry guidance from Historic England: they advise all Historic Sites to formulate an access plan that should "consider the requirements of people with limited mobility, sensory impairments and learning disabilities, families with young children and older people" as well as wheelchair users. (Easy Access to Historic Buildings, p 14)

Historic England also notes that "in most cases access can be improved without compromising the special interest of historic buildings." (Easy Access to Historic Buildings, p 4) HoLT just needs to make the effort.

5.4 Matching the Needs of Your Audience

The attraction is likely to appeal primarily to middle-aged and older visitors with a strong affinity to Bowie's legacy.

– *Socio-Economic and Social Value Statement*, §4.9, p 12

The *Socio-Economic and Social Value Statement* correctly notes that "Bromley has one of the largest 65+ populations in London...(18% of the population, compared with 12% across London)...projected to increase by 27% by 2040, reaching approximately 77,100 residents" (§5.13, pp 19-20). The Statement goes on to discuss the various health and mental well-being benefits that participation in arts and cultural activity provide. PGRA readily acknowledges these points.

It is worth also noting however, that this key demographic, necessary for the success of Bowie's House, are also the most likely to have some form of disability.

According to *UK Disability Statistics: Prevalence and Life Experiences* (Commons Library Research Briefing, 17 November 2025), 25% of working-age adults have a disability. This rises to 45% in over-65s (p 10).

38

<https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

If we look just at mobility impairment, 31% of over-65s have one. (p 12) In Bromley alone this amounts to 18,600 people over the age of 65 (based on a population of 60,100). This is a large number of potential visitors who may require Blue Badge Parking, an accessible toilet, and the ability to navigate a cultural site using some form of mobility aid.

Bowie's House cannot contribute the stated health and mental well-being benefits to this demographic if the site is inaccessible to them.

VI. Heritage at Risk

The *Design, Access, and Heritage Statement*, Section 9: Relevant Planning Legislation & Policies, cites London Plan HC1, subsections A, C, and E, as directly relevant to the planning application for Bowie's House. (p 29)

HC1 relates to heritage conservation and growth for designated and non-designated heritage assets. Designated assets include World Heritage Sites, conservation areas, listed buildings, registered parks and gardens, scheduled monuments, and battlefields. No. 4 Plaistow Grove arguably constitutes a *non-designated asset*: a 'building of local interest' (due to its connection to David Bowie).

London Plan HC1.E states:

*Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.*³⁹

"At Risk" is capitalised because this is a formal designation. This is pertinent.

The *Design, Access, and Heritage Statement* explains that London Plan HC1.E is relevant to Bowie's House because, "There is a risk that the asset will remain a residential unit if the opportunity is not taken to allow public access to, and interpretation of, the heritage asset."

This is emphatically *not* what "Heritage At Risk" means.

Heritage At Risk is a formal designation applied by Historic England to Designated Assets that are "at risk of being lost as a result of neglect, decay or inappropriate development."⁴⁰ Historic England maintains a searchable register of At Risk sites, and invites anybody to suggest an addition if they feel that a site should be registered but has yet to be identified.⁴¹

If HoLT believes that no. 4 Plaistow Grove is an At Risk site, they are more than welcome to suggest its addition to the Heritage At Risk Register. Of course, they have not done that, and will not do that, because they know that as a non-designated asset in habitable condition, it would not qualify.

Arguing that No. 4 is "at risk" (note they do not capitalise it in their Statement) because the public may not have access, stretches both the category of "Heritage At Risk" and London Plan

³⁹

<https://www.london.gov.uk/programmes-strategies/planning/london-plan/the-london-plan-2021-online/chapter-7-heritage-and-culture>

⁴⁰ <https://historicengland.org.uk/listing/heritage-at-risk/types/>

⁴¹ <https://historicengland.org.uk/listing/heritage-at-risk/search-register/>

HC1.E beyond all reasonable interpretation. It presupposes a credulous Planning Board and an extremely naive public. PGRA feels this exemplifies HoLTs approach throughout this process.

6.1 No. 4 “At Risk” through Neglect

PGRA would like to highlight the total lack of care and attention paid to No. 4 Plaistow Grove since its purchase by HoLT in September 2025. We are now almost one year hence, and representatives from HoLT have been present only a handful of times (lining up with their Public Exhibitions).

Throughout the winter months, and more recently, through an extremely hot summer, the house has been left unheated and unventilated. This risks the buildup of mold, mildew, and wood-rot.

The front garden has been neglected and has therefore grown in a way that makes the house look abandoned. The front gate was also left unsecured.

Earlier this year, the owner of an adjoining property noticed people attempting to break into No. 4 via the front door. On other occasions, they witnessed people trespassing into the front garden to take selfies sitting on the windowsill, perching on the fence owned by the adjoining property, and other manner of inappropriate behaviour. The neighbour contacted HoLT to ask them to replace the front gate and install a proper lock. The lock HoLT installed was tiny and easily broken; as demonstrated by two representatives from HoLT who had to break the lock themselves when they neglected keys during one rare visit. That lock was then replaced with an equally small one.

Others have attempted to enter since (it’s only a short fence after all). Vacant properties pose a known security risk. One would reasonably assume this risk rises when the vacant property once housed a famous individual.

HoLT’s publicising of the address of a noteworthy vacant property in national and international news has drawn far more people to Plaistow Grove in 2026 than in recent years. This should have been understood as elevating that security risk.

HoLT’s treatment of no. 4 Plaistow Grove, including a lack of thoughtful security, and the risk that poses for the immediate neighbours, is of considerable concern to PGRA. It does not instill any confidence for how they will act as neighbours should their plans be approved.

PGRA asks that the Planning Committee take this into consideration.



Figure 6.1 – Front view of No. 4 Plaistow Grove, showing overgrowth of planting and overall state of inattention to property (10/08/26).



Figure 6.2 – Side view of front yard, No. 4 Plaistow Grove, showing overgrowth of planting and overall state of inattention to property (10/08/26).



Figure 6.3 – Front path of No. 4 Plaistow Grove, showing overall state of inattention to property (10/08/26).

VII. Further Community Concerns

Residents have highlighted five additional areas of conflict between the Planning Application and Bromley Council policy.

1. **Loss of Residential Amenity (Noise and Disturbance):** The proposal includes a 20sqm “visitor pavilion” in the rear garden intended to orientate groups of up to 15 visitors at a time. This introduces a commercial level of activity into a private garden environment.
 - **Policy Conflict:** Policy 37 (General Design) requires development to ensure neighbours are “not harmed by noise and disturbance”. Policy 119 (Noise Pollution) requires assessments to ensure new noise sources do not adversely affect sensitive receptors.
 - **Harm:** The concentration of visitors in a rear garden – where sound traditionally carries between residential terraces – will create an unacceptable acoustic burden on immediate neighbours at No. 2 and No. 6, regardless of

proposed internal soundproofing, and to a lesser extent other neighbouring properties, including Nos. 1–13.

2. **Conflict with Residential Character and Housing Supply:** The site is a functional family home. Its conversion represents a permanent loss of 'Use Class C3' housing.
 - **Policy Conflict:** Policy 1 (Housing Supply) states the Council will resist the loss of existing housing unless the accommodation is proved unsuitable for continued residential use.
 - **Harm:** No evidence has been provided that 4 Plaistow Grove is unviable as a residence. The conversion to a "Sui Generis" or "F1" museum use undermines the street's primary residential character.
3. **Visual Impact of the Visitor Pavilion:** The introduction of a new detached structure in the rear garden may negatively impact the visual amenity and "openness" of the residential block.
 - **Policy Conflict:** Policy 3 (Backland Development) and Policy 37 require that new buildings complement the scale and layout of adjacent areas and do not cause an "overbearing" presence.
4. **Sewage and Wastewater Capacity:** The intensification of the site – accommodating up to 15 visitors per group plus four staff members on-site – will cause a substantial increase in wastewater discharge compared to a standard domestic household.
 - **Policy Conflict:** Policy 117 (Water and Wastewater Infrastructure Capacity) states that planning permission will only be granted where "sufficient capacity already exists" or can be provided in time.
 - **Harm:** The Applicant has not provided a technical appraisal to demonstrate that the local sewerage network, particularly at the top end of the street, can sustain this increased usage without risking system failure or backups for existing residents.
5. **Commercial Waste Management:** The Applicant suggests that rubbish will be "minimal". However, as a commercial operation with a retail point, the site must follow stricter waste storage requirements than a private home.
 - **Harm:** There is no evidence in the proposals for a "visually unobtrusive" and "neighbourly" waste enclosure. Storing commercial bins in the rear garden near the proposed visitor pavilion would harm the amenity of neighbours at No. 2 and No. 6 through potential odours and pests, while placement at the front is usually unacceptable on visual grounds. The adjacent Crown Public House (46 Plaistow Lane) currently uses the rear access alleyway for deliveries and storage of waste receptacles.

VIII. Conditions for Approval

PGRA asks that should any approval be granted to HoLT, it comes with robust conditions that take residents' concerns into account. The following list of conditions was voted on and approved during a meeting of the Plaistow Grove Residents' Association on Saturday, 11 July 2026:

1. A reduction in operating hours from those currently proposed.

Ideally, Bowie's House will operate more in line with the model exhibited by the the Beatles' Childhood Homes Tour, National Trust (see [2.2.1](#) and [Appendix B](#) for further detail).

2. A formal pick-up and drop-off point for visitors to the Bowie House at a separate, off-site location (not on Plaistow Grove).

This model more directly controls the behaviours of visitors. By directing visitors to begin their tour at a separate location – such as the Sundridge Park Village car park – the likelihood of visitors parking on Plaistow Grove is reduced. It will also reduce loitering on Plaistow Grove before or after a visit.

3. A commitment to formally track visitor transportation methods.

As discussed ([4.2](#)) the Parking Survey included with the Application is of a poor standard and is insufficient for determining the actual impact on residents of Plaistow Grove.

OMP 4.5 (p 13) states: *All ticket holders will receive a post-visit survey by email within 24 hours of their visit. The survey will allow us to collect data about the audience visiting along key metrics such as demographics, mode of transport used and ultimate enjoyment of the experience.*

This is also insufficient. Surveys sent via email have a very low response rate and are unlikely to provide the data necessary to address the concern.⁴² Proper tracking must happen at site, when visitors arrive (or prior to departure).

This must be conducted during the first six months of operation, or during the high season, whichever comes first. If car-use is higher than projected, then the Applicant must commit to working with PGRA and Bromley Council to find a reasonable solution to the added parking pressure Bowie's House has created. Increasing parking hours on Plaistow Grove is not a solution to increased parking pressure that PGRA would currently consider, due to the likely adverse impact on businesses along Plaistow Lane.

⁴² c.f. Meng-Jia Wu, Kelly Zhao, Francisca Fils-Aime, "Response Rates of Online Surveys in Published Research: a Meta-Analysis", *Computers in Human Behavior Reports*, Vol 7 (2022). <https://www.sciencedirect.com/science/article/pii/S2451958822000409>; B Holtom, Y Baruch, H Aguinis, & G A Ballinger, G. "Survey response rates: Trends and a validity assessment framework", *Human Relations*, 75:8 (2022), 1560-1584. <https://journals.sagepub.com/doi/10.1177/00187267211070769>

It would also raise costs for residents and thus place the burden of the Applicant's operation on their neighbours.

4. **A commitment to formally measure noise levels, both outdoors and indoors (from within neighbouring homes).**

This must be conducted during the first six months of operation, or during the high season, whichever comes first. Noise levels in the garden, and from within neighbouring homes, must be measured prior to opening to act as a baseline. Any measured noise level during operation above the baseline must be addressed.

Bowie's House should not be permitted any noise license above that currently granted to The Crown (as of 19 August 2026).

5. **A commitment from the Applicant that there will be no evening events hosted at Bowie House.**
6. **No visitor centre or shop in the garden (or structure of any sort intended for visitor use).**

There are vacant shops on Plaistow Lane that would provide an ideal location for a Visitor Centre / Shop. Burnt Ash Library (a half-mile walk from site) could also be used through some type of partnership arrangement. If so, the Library could act as a Pick-Up / Drop-Off point.

7. **The Applicant should formally recognise the small residential nature of the property, and the obvious impact this change of use will have on neighbours, by producing a Code of Conduct for staff and visitors to maintain.**

This Code of Conduct must be produced in consultation with PGRA, to include a noise limit, and modelled on (for example) the Code of Conduct produced by neighbours of Paul McCartney's home.

8. **A plan for managing the potential of coaches and small buses for school groups and private groups.**

A limit to vehicles over a certain size must be enacted (unless used by residents).

PGRA remains open to working with HoLT and Bromley Council to achieve a cultural site at no. 4 Plaistow Grove that honours David Bowie without compromising the character of the street, and the safety and well-being of its residents.

However, if HoLT cannot figure out how to operate a cultural site within no. 4, less intensively and at a lower cost than proposed, then they should not be permitted to operate one at all.

Addendum

A final note about tone:

It is absolutely worth highlighting, wherever and whenever possible, that genius can come from anywhere, even as opportunity remains far from equal. HoLT's Proud Place's programme is commendable in this respect. However, PGRA cautions against focusing on the size of one's house, and even more so, the size of one's bedroom as *the* indicator of one's modest or humble background, socio-economic class, or access to opportunity.

Whilst the terraced homes on Plaistow Grove may once have been occupied in the majority by working class families (particularly at the end of the 19th century and early 20th), the same cannot be said today. The nature of property availability and costs in 21st-century London is such that small, terraced homes like no. 4, are occupied primarily by middle and upper-middle class families. Residents of Plaistow Grove today include many professionals: teachers, lawyers, academics, engineers, musicians, and people in finance. The founder of the Brit School, an Old Wykehamist, people from a working-class background, Northerners, Southerners, immigrants, and life-long locals are all proud to call Plaistow Grove home.

How might children today come to understand their own social position when encountering the narrative framing HoLT has presented?

There are many children currently residing along Plaistow Grove, growing up in bedrooms literally the same size as David Bowie's; bedrooms that are in no way indicative of their family's wealth, level of education, professional status, or "humbleness". Though that may have been *more* the case during Bowie's childhood, it is also the case that his generation had greater access to social and economic mobility than the generation coming of age today.⁴³

When discussing the phenomenal success of a noteworthy individual, it is the structures of society – those that limit or expand opportunity – that deserve our attention, not the structures we reside in.

⁴³ <https://www.theguardian.com/society/2023/sep/07/social-mobility-uk-worst-50-years-report-finds>

Appendix A – Bowie House and Comparable Sites (Details)

BOWIE HOUSE – *Former childhood home of David Bowie*

4 Plaistow Grove, Bromley BR1 3PB

Small terrace on residential street

Facilities: *Shop, Visitor Centre* – EXTERNAL (new buildings in the garden)

Proposed Opening

March – Mid November: Tue–Sun, 10:00 – 18:00

Mid-November – February: Tuesday mornings for school visits; Wed – Sun, 10:00 – 17:00

Pre-booked tours only, 12–15(17) ppl

DENNIS SEVER'S HOUSE – *Artistic reimagining of the home's 300-year history*

18 Folgate Street, London E1 6BX

<https://www.dennissevershouse.co.uk/>

Narrow terrace on residential street next to Spitalfields Market

Facilities: *Shop* – INTERNAL (in the original footprint of the house)

Opening

Fri – Sun, 12:00 – 15:15

Opening hours vary throughout the year and often include evening events

Some visitation times are entirely silent (no talking allowed).

CHARLES DICKENS MUSEUM – *Former home of Charles Dickens and Family*

48-49 Doughty Street, London WC1N 2LX

<https://dickensmuseum.com/>

Large terrace on residential street off Gray's Inn Road, near Great Ormond Street Hospital

Facilities: *Shop, Visitor Centre* – INTERNAL (within the original footprint of the house)

Opening

Wed – Sun, 10:00 – 17:00

HANDEL / HENDRIX MUSEUM – *Former homes of George Handel and Jimi Hendrix*

23 / 25 Brook Street, London W1K 4HB

<https://handelhendrix.org/>

Large terrace and neighbouring flat on commercial street in Mayfair

Facilities: *Shop* – INTERNAL (within the original footprint of the building)

Opening

Wed – Sun, 10:00 – 17:00

BENJAMIN FRANKLIN HOUSE – *Former London home of Benjamin Franklin*

36 Craven Street, London WC2N 5NF

<https://benjaminfranklinhouse.org>

Large terrace backing onto Charing Cross Station

Facilities: *Shop* – INTERNAL (within the original footprint of the building)

Opening

Wed – Sun, 10:00 – 16:00

Self-guided visits on Wed, Th, Sat, Sun; Pre-booked tours on Fri

THE BEATLES' CHILDHOOD HOMES – *Former childhood homes of Paul McCartney and John Lennon*

Woolton and Alerton, Liverpool

<https://www.nationaltrust.org.uk/visit/liverpool-lancashire/the-beatles-childhood-homes>

Small terrace (Paul McCartney) and large semi-detached (John Lennon) houses on residential streets outside city centre

Facilities: *None* – No staff on site outside of tour times

Opening

March – May: Wed – Sun, tours at 10:05, 10:45, 1:30, 2:10

June – October: Mon – Sun, tours at 10:05, 10:45, 1:30, 2:10 (High Season)

November: Wed – Sun, tours at 10:05, 10:45, 1:30

December – February: Fri – Sun, tours at 10:05, 10:45, 1:30

Pre-booked tours only, 15 ppl

DAVID PARR HOUSE – *Preserved home to Victorian artist David Parr and family for over 125 years*

184 and 186 Gwydir Street, Cambridge, CB1 2LW.

<https://davidparrhouse.org/>

Terraced house on mixed-use road near Cambridge Station

Facilities: *Shop* – EXTERNAL (housed within an adjacent property; open only on tour days)

Opening

Thursdays & Saturdays: 9.30am, 11.30am, 1.30pm & 3.30pm

Last Friday of the month: 9.30am, 11.30am, 1.30pm & 3.30pm

DR JOHNSON'S HOUSE – *Former home of Dr Samuel Johnson, author of the first English dictionary*

17 Gough Street, London EC4A 3DE

<https://www.drjohnsonshouse.org/visit>

Large semi-detached by offices, a hotel, the London Theatre and blocks of flats

Facilities: *Shop* – INTERNAL (within the original footprint of the building)

Opening: Tue – Sat, 10:00 – 17:00; Sun, 12:00 – 15:00

Appendix B – Correspondence from Alexandra Muir (National Trust)

Operation questions regarding Lennon-McCartney House

Muir, Alexandra <Alexandra.Muir@nationaltrust.org.uk>
To: "chair@plaistowgrove.org.uk" <chair@plaistowgrove.org.uk>

4 August 2026 at 15:53

Dear [REDACTED]

Thank you for getting in touch.

We've operated a joint tour to The Beatles' Childhood Homes for over 20 years now and although I wasn't working for the National Trust when the original operational setup was designed, I've been here long enough that I can hopefully answer most of your questions!

We ran tours to 20 Forthlin Road for a few years before taking on Mendips (approx. 1998-2003) and have operated a joint tour since 2004. The National Trust received planning permission from the local council to open the houses to the public. Please see the attached photo which details some of the conditions in place from the 2014 amendment. Please note there have been subsequent amendments but I can't immediately locate that document – this is just an illustrative example which I hope will be useful for you to see. We have always been permitted to run up to 6 tours per day with a maximum capacity of 15 visitors per tour. The frequency of tours and opening days varies depending on the time of year (please see below for the current setup) and this has expanded over the years – I believe it was just Easter-October when we first started operating the joint tour. If we wish to amend any of these conditions (eg we have recently opened on selected days over the winter period) then we must apply for amended planning and the local residents are consulted again as part of the process.

Our current opening arrangements are 4 tours per day (departing from the pickup point at 10.05, 10.45, 1.30 & 2.10) running Wednesday to Sunday from 1 March to the end of May. We then move to 7 days a week from June to the end of October. In November we move back to Wed-Sun tours and only run 3 tours per day with the last one being dropped due to light levels on winter evenings. In Dec, Jan and Feb we run 3 tours per day on Fridays, Saturdays and Sundays. We've had several different pickup points over the years but currently morning tours depart from Liverpool South Parkway train station and afternoon tours depart from Speke Hall. Both locations are around 10-15 minutes drive from the first house on the tour.

There has never been any direct access allowed to the houses (this was also the case when it was 20 Forthlin Road only). All visitors must prebook onto a tour, and we transport them to and between the houses via minibus - if people turn up and they're not part of our minibus group, we don't let them in! Our aim is always that the bus is outside the house for as little time as is practical. During any waiting periods, the driver will take the vehicle elsewhere. Visitors are taken quite quickly into the houses and the tours have been designed so that there isn't a long intro section outside, which could be irritating to listen to multiple times a day.

On a practical level, we always aim to minimise disruption to the neighbours at both houses. Contractor vehicles may only park outside if strictly necessary and we advise any staff visiting the houses to park on side roads near Mendips or in available street parking on Forthlin Road and surrounding roads, but never to block access for any residents. If works are taking place at the houses that may impact local residents then we aim to provide as much information as possible, and to plan the works so that the impact is as minimal as it can be.

I believe that the operational setup which has been in place since 2004 for the combined tours was chosen for a

combination of practicality and to provide as little disruption to residents as possible. I don't think that direct access to the houses was ever considered, partly because there's just no room at either house for a ticket office/visitor welcome space, and partly because our limited capacity would cause real issues on the pavements outside the gates when spaces weren't available. The tours have always been extremely popular and are often sold out long in advance, so it makes much more sense for us to have a pre-booking only rule in place.

I'm confident that we do a good job of being good neighbours. I know that some residents on Forthlin Road are occasionally unhappy with various issues but these aren't linked to our tours – there's a constant flow of Magical Mystery coach tour visitors along with taxi tours, interested independent visitors etc going up and down the road, and this can cause problems at times but these are outside our control. We make sure that everything we can control is well managed.

The operational model has been really successful since 2004 so I don't think we'd personally look to do anything differently if we were starting again, but I appreciate that we run a combined tour offer and you may be impacted by a single tour model which could look quite different in practice. There are other NT properties with similarly sized domestic houses in residential settings – Mr Straw's House, 2 Willow Road etc – which it might be worth you contacting. I believe they both run on pre-bookings only and they might have some useful information for you about how this works with a single visit model, rather than our combined tours.

I'd encourage your residents association to think about any conditions which could be applied to the planning application which you think would practically minimise impact on you. These could be opening times/dates, suggestions around access and entry to the house, guided tours vs free flow visits around the house etc. I'm not clear if the owners have submitted any management documents as part of the application which gives you an idea of what they're considering in terms of an operating model, but even if this doesn't exist for you to reply to, you should be able to outline practical suggestions which you think will both work for them and you, and will make the impact of the site as low as possible on you.

I hope this helps. I'm more than happy to chat through any details or questions you might have.

Many thanks

Alex



Alexandra Muir

Facilities Manager

Liverpool City Group – Speke Hall, The Hardmans' House,
The Beatles' Childhood Homes, Formby, Lunt Meadows

0151 728 5839

Appendix C – Correspondence from Melanie Rose (The Crown)

Re: HOLT's Plans for 4 Plaistow Grove

Melanie Rose <melmaisonuk@gmail.com>
To: PGRA Chair <chair@plaistowgrove.org.uk>

12 July 2026 at 18:53

Good evening Julie

Thank you for your email.

We have had no meeting or discussions with Holt at any time and have not been advised about use of the rear alleyway and our bin storage area.

We first heard about the proposal from customers and have now seen the proposal which in our opinion is not viable and also very disappointed to have not been consulted on the issue.

One can only assume that they have no regard for local business or their ill thought through assumptions that we can move the bins.

We have no other access or ability to store the bins in any other area and they will remain roadside at the rear of the building and cannot be moved as they are required to be roadside by Biffa, the refuse collection agent.

Best regards
Melanie
The Crown Management Team

On Sat, Jul 11, 2026, 8:14 PM PGRA Chair <chair@plaistowgrove.org.uk> wrote:

Good evening Mel,

Many thanks for hosting our meeting this morning in the pub. Could I ask you to confirm that HOLT have had no discussion with you to date concerning where the bins will go in the event of Bowie house plans being passed? Am I right in thinking you have had no discussion with the directors or anyone to do with HOLT

Kind regards,

Julie Davies (chair) PGRA

Appendix D – PGRA Parking Survey Supporting Photographs

D1 Plaistow Grove



Figure D1 – Eastbound on Plaistow Grove South, from Plaistow Grove West; 05/08/26, 10:00.



Figure D2 – Corner of Plaistow Grove West and Plaistow Grove South; 05/08/26, 10:00.



Figure D3 – Northbound on Plaistow Grove East, from Plaistow Grove South; 07/08/26, 18:00.



Figure D4 – Westbound on Plaistow Grove South; 07/08/26, 18:00.



Figure D5 – Northbound on Plaistow Grove West; 07/08/26, 18:00.



Figure D6 – Corner of Plaistow Grove South and Plaistow Grove East; 08/08/26, 15:00.

D2 Plaistow Lane



Figure D7 – Plaistow Lane East; 06/08/26, 10:00. 5 cars in a 3-bay zone.



Figure D8 – Plaistow Lane West; 06/08/26, 11:00.



Figure D9 – Plaistow Lane West; 06/08/26, 16:00.



Figure D10 – Plaistow Lane East; 08/08/26, 11:00. Illegal yellow line parking is common here.

D3 Surrounding Streets



Figure D11 – Northbound on Minster Road; 04/08/26, 14:00. Note the illegal corner parking.