



**ttp consulting**

transport planning specialists

## **KT Frame Solutions**

### **Croydon**

### **Transport Statement**

**October 2023**

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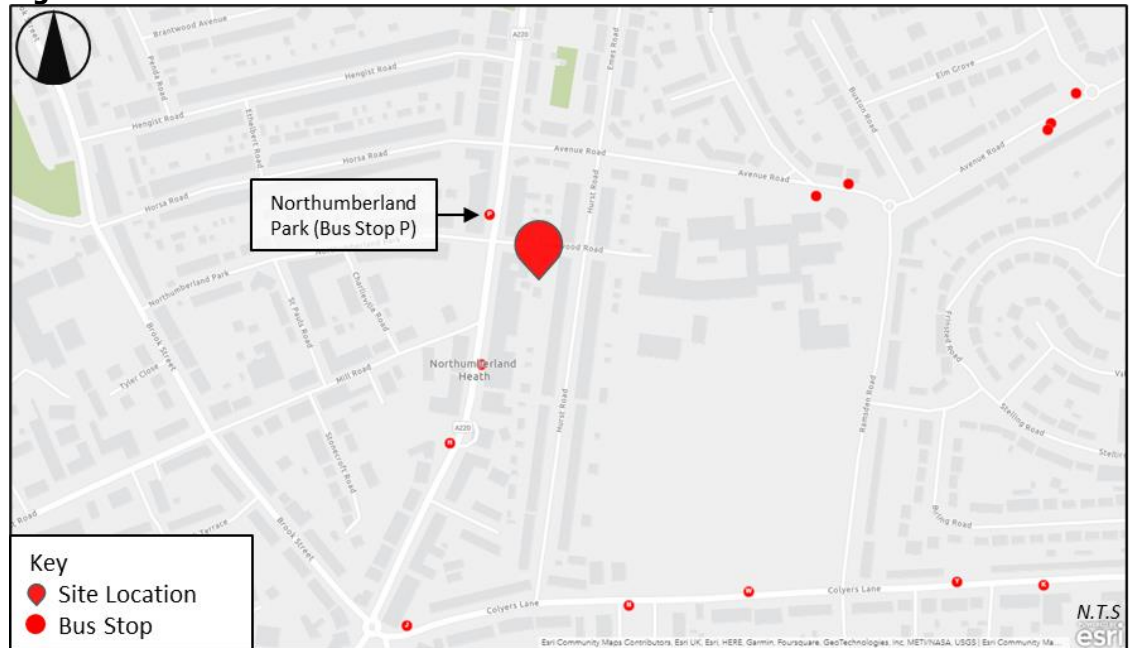
## Appendices

- Appendix A - Proposed Layout Plans
- Appendix B - TfL Bus Spider Map
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# 1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposals for The Coach House which is located to the rear of 237 Bexley Road in the London Borough of Bexley as illustrated at **Figure 1.1**.

**Figure 1.1: Location Plan**



- 1.2 The Site contains a stand-alone office building which fronts an unmarked access road that connects to the southern side of the Limewood Road carriageway.
- 1.3 This report has been prepared to support a Prior Approval Notice to convert the building from office to residential comprising a 1 bed 1 person and a 1 bed 2 person apartment; it takes into account the results of overnight parking surveys along with commentary made by the Inspector in relation to the refused application to convert the building for food take-away purposes. The proposed layout plans are contained at **Appendix A**. It considers the effects of the proposals in relation to access, cycle and car parking along with deliveries and trip generation; it concludes that the proposals are acceptable and will not result in an unacceptable or severe impact as defined by the National Planning Policy Framework and as such should not be refused on highways and transport grounds.

## 2 THE EXISTING SITUATION

### The Site

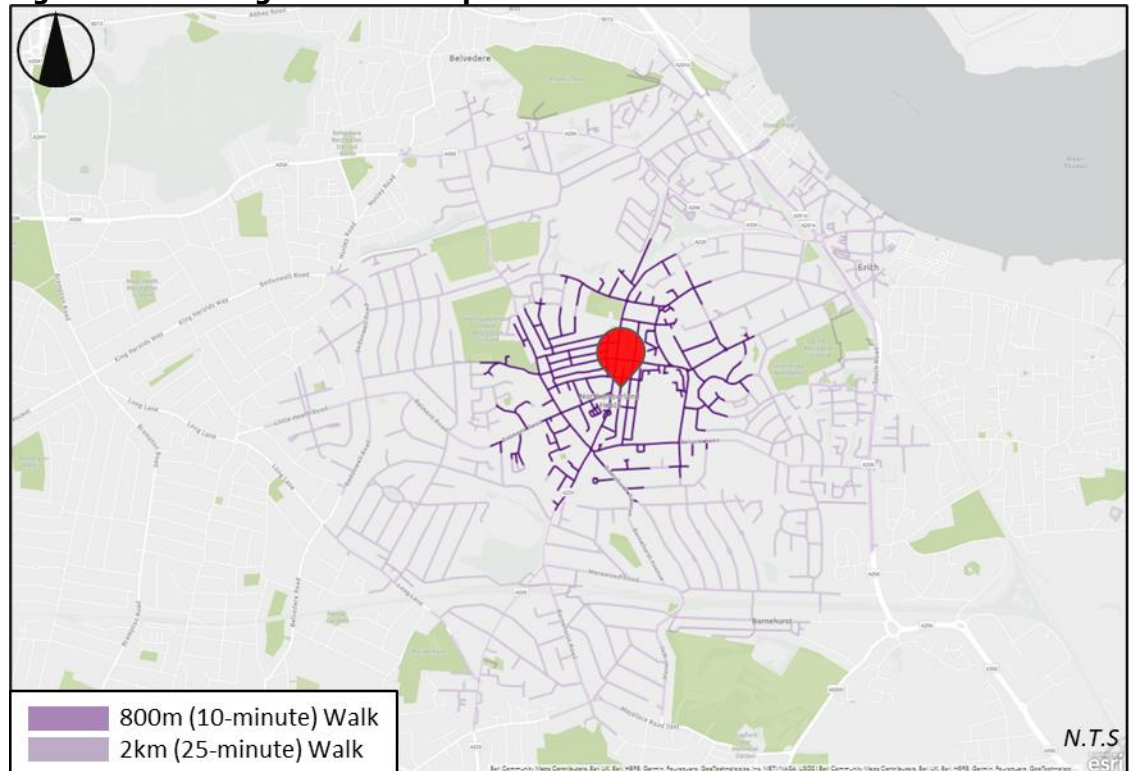
- 2.1 The Site contains a stand-alone office building located to the south of Limewood Road and to the east of Bexley Road. The building takes frontage from the access road that connects to the southern side of the Limewood Road carriageway circa 35m east of the junction with Bexley Road.

### The Surrounding Area

- 2.2 The surrounding area is predominantly residential in nature with a mix of terraced and semi-detached dwellings located within the general area. To the immediate west is the A220 Bexley Road, comprising a number of high street amenities including bus stops, supermarkets, takeaways, a petrol station and pharmacies. A number of schools and churches are also found nearby, including the King Henry School located circa 250m east of the Site.

### Access on Foot

- 2.3 Walking and cycling are sustainable modes that provide convenient access to local destinations and further afield if travelling by bicycle. Footways from both sides of Limewood Road provide connections to local amenities and public transport opportunities in the wider area.
- 2.4 Like much of London, the Site benefits from being within a short walking distance of public transport opportunities and local facilities. Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.5 **Figure 2.1** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the Site. The map shows that areas including Erith, Barnehurst and Belvedere can all be reached within a 25-minute walk.
- 2.6 **Table 2.1** sets out details of distances between the Site and public transport opportunities and local amenities. This illustrates that there are a number of public transport facilities within a short walking distance of the Site as well as a number of local amenities in the local area.

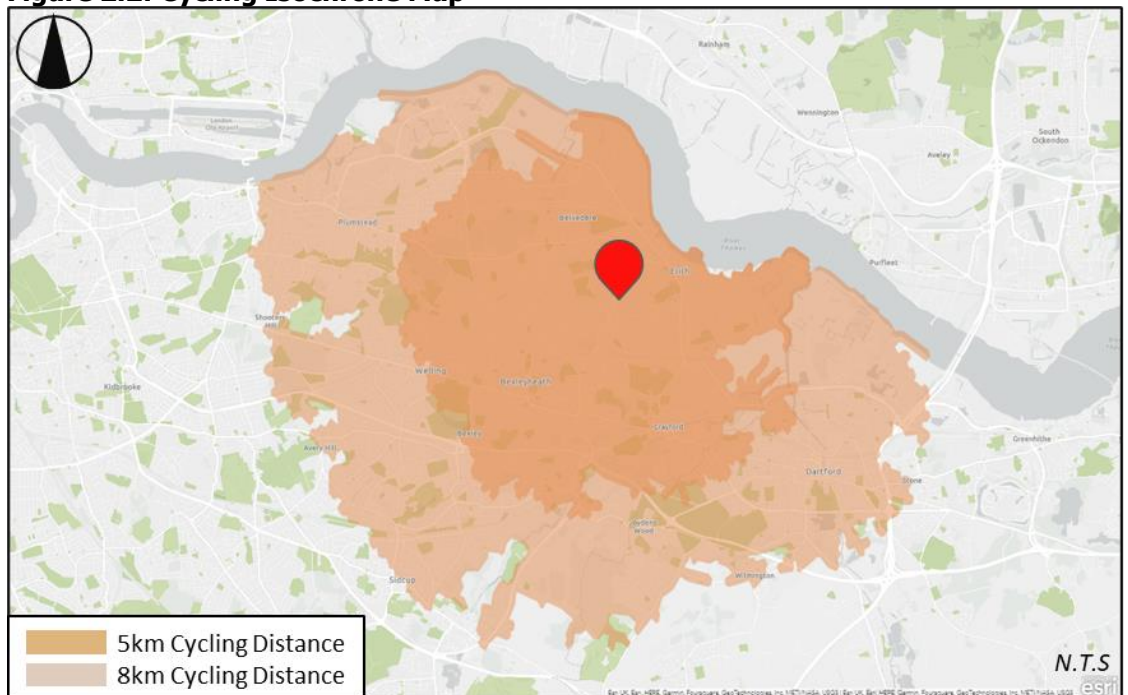
**Figure 2.1: Walking Isochrone Map**

**Table 2.1: Approximate Distances to Local Amenities & Public Transport**

	Location	Distance	Approximate Walk Time*
<b>Public Transport Opportunities</b>			
Northumberland Park Bus Stop P	Bexley Road	80m	1-minute
Northumberland Park Bus Stop	Bexley Road	165m	2-minutes
Mill Road Bus Stop H	Bexley Road	200m	3-minutes
Hurst Road Bus Stop N	Colyers Lane	420m	5-6-minutes
Barnehurst Train Station	Hornbeam Lane	1.2km	17-minutes
Erith Train Station	Stonewood Road	1.6km	21-minutes
<b>Local Amenities</b>			
Tesco Express	Bexley Road	70m	<1-minute
Spice Brasserie	Bexley Road	105m	1-2-minutes
Ormay Chemist	Bexley Road	110m	1-2-minutes
North Health Social Club	Mill Road	165m	2-minutes
North Health Family Church	Mill Road	180m	3-minutes
BP Petrol Station	Bexley Road	185m	3-minutes
The Royal Oak Pub	Bexley Road	225m	3-minutes
Erith and District Hospital	Park Crescent	480m	6-minutes
King Henry School Community Sports Centre	Ramsden Road	480m	8-minutes
Erith Leisure Centre	Avenue Road	1.2km	17-minutes
<b>*Based on 80m per minute walking speed</b>			

## Access by Bicycle

- 2.7 It is generally accepted that cycling is a sustainable mode for travel for journeys up to 8km in length, although in London, longer journeys are commonplace, with factors such as health, weather and facilities along with access to a car and journey purpose all influencing a person's choice to cycle.
- 2.8 **Figure 2.2** shows a 5km and 8km cycling catchment from the Site which illustrates that areas such as Erith, Belvedere, Welling, Crayford and Bexley can be reached within a 5km cycle whilst areas including Dartford, Sidcup, Plumstead and Avery Hill can be accessed within 8km.

**Figure 2.2: Cycling Isochrone Map**



## Public Transport Accessibility

### By Bus

- 2.9 The closest bus stop to the Site 'Northumberland Park Stop P' is located 80m northwest on the A220 Bexley Road. The stop is served by buses on Routes 229, 602 and 669. Further stops are found further south on Bexley Road whilst stops on Colyers Lane to the south serve bus routes 89 and N89 which offer access to Lewisham Station.
- 2.10 A summary of local services within the vicinity of the Site is provided within **Table 2.2**, whilst a copy of the relevant TfL bus spider map is provided within **Appendix B**.

<b>Table 2.2: Summary of Local Bus Services</b>					
<b>Bus Stop</b>	<b>Route</b>		<b>Frequency every 'x' minutes</b>		
	<b>No.</b>	<b>Destination</b>	<b>Week</b>	<b>Sat</b>	<b>Sun</b>
Barnehurst Avenue 'Stop J'	89	Lewisham Station-Slade Green Station	9-13	4-8	20
Mill Road 'Stop H'	229	Sidcup/Queen's Mary Hospital/King Henry School-Thamesmead	8-12	8-12	15
King Henry 'eastbound'	B12	St Mary's Road-Erith Town Centre	15-20	20	30

### By Rail

- 2.11 The nearest train station is Barnehurst, located circa 1.2km (17-minute walk) south of the Site on Hornbeam Lane. The station offers regular Thameslink and Southeastern rail services to destinations including Dartford, Victoria, Cannon Street, Charing Cross and Rochester.
- 2.12 Erith station is also located nearby, circa 1.6km (21-minute walk) north of the Site on Stonewood Road. The station offers regular Southeastern services to destinations including Bexleyheath, Cannon Street and Gravesend.



## Local Highway Network

- 2.13 The Site access road operates broadly north to south between Limewood Road to the north and another east to west access road to the south, which itself connects to Bexley Road to the west and Hurst Road to the east. The access roads are unmarked, single carriageway roads that offer access to rear gardens and parking opportunities.
- 2.14 Limewood Road is a two-way, 20mph restricted road, that operates broadly east to west between the A220 Bexley Road to the west whilst to the east, it terminates at the gated entrance to the King Henry School. In the vicinity of the Site the road contains unrestricted on-street parking on both sides of the carriageway as well as 1 hour parking bays on the southern side of the carriageway operating from Monday to Saturday between 08:00 & 18:30.
- 2.15 The A220 Bexley Road is a two-way road that operates broadly north to south between the Brook Street/Erith Road/Colyers Lane mini roundabout to the south whilst to the north it connects to the Erith Roundabout. In the vicinity of the Site the road comprises double yellow lines on both sides of the carriageway as well as 1 hour on-street parking operating from Monday to Saturday between 08:00 & 18:30.
- 2.16 There are no on-street parking controls in the vicinity of the Site other than typical single and double yellow lines along with a couple of spaces reserved for Blue Badge holders and short stay spaces along the Bexley Road and Limewood Road with a 1hr maximum duration of stay. Parking beats were undertaken at 0045 on the 6<sup>th</sup> October (Thursday night / Friday morning) and again at 0300 on the 10<sup>th</sup> October (Monday night / Tuesday morning) to understand occupancy levels within 200m of the Site in accordance with the Lambeth methodology with a summary of the results included at **Table 2.3**.

<b>Table 2.3: Summary of Parking Surveys</b>				
	<b>6<sup>th</sup> Oct. 2023 (0045)</b>		<b>10<sup>th</sup> Oct. 2023 (0300)</b>	
	<b>Occ.</b>	<b>Free</b>	<b>Occ.</b>	<b>Free</b>
A) Mon-Sat 0800-1830 1hr No return in 1hr	2	5	3	3
B) Mon-Sat 0700-1900 1hr No return 1hr	0	2	0	2
C) Loading Bay Mon-Sat 0700-1000 1600-1900	0	2	0	2
Disabled Bay	2	1	3	0
Dropped Kerb	5	0	9	0
Single Yellow Line	1	0	2	0
Unrestricted	124	12	123	12
Vehicle ½ off ½ on Road Unrestricted	49	3	51	1

- 2.17 There were a total of 183 cars parked on the 6<sup>th</sup> October including 5 parked across dropped kerbs, with 191 parked on the 10<sup>th</sup> October including 9 across dropped kerbs; the results are discussed in more detail in Section 4.



## Method of Travel to Work

2.18 **Table 2.4** provides a summary of travel to work mode share for the residential and workplace population based on the 2011 Census. The data suggests that 53% of the residential population drove to work with 32% using public transport and 7% walking or cycling, with 61% of employees travelling by car, 16% walking and 15% using public transport.

Mode	Residential		Workplace	
	No.	%	No.	%
Underground	50	2%	17	1%
Rail	711	21%	110	6%
Bus	302	9%	139	8%
Taxi	30	1%	22	1%
Motorcycle	66	2%	13	1%
Car Driver	1,761	53%	1,091	61%
Car Passenger	130	4%	85	5%
Bicycle	44	1%	26	1%
Walking	215	6%	284	16%
<b>Total</b>	<b>3,309</b>	<b>100%</b>	<b>1,795</b>	<b>100%</b>

## Car Ownership

2.19 A review of car ownership details has been undertaken in order to understand existing levels of car ownership in the local area. Reference has been made to the 2011 Census for all households within the Super Output Area in which the site is located (Bexley 007). The data sets out that on average, there are 1.24 cars for every household.

2.20 Data from the 2011 Census suggests that 21% of residents in the immediate vicinity did not have access to a car or van, with an average car ownership of 1.24 cars per household. Although it is not possible to provide a detailed breakdown, census data for Bexley demonstrates that car ownership levels for smaller and in particular rented accommodation is lower than the average and houses with a summary included at **Table 2.5**.

	Percentage Car Ownership				Cars per HH
	0 Cars	1 Car	2 Cars	3+ Cars	
Local [E02000071]	21%	45%	25%	9%	1.24
Bexley (All)	24%	45%	23%	7%	1.15
Bexley (Houses)	17%	46%	28%	9%	1.31
Bexley (Apartments)	47%	44%	8%	1%	0.62
Bexley (All 1-3 bed Apts.)	54%	40%	6%	1%	0.53
Bexley (1-3 bed Rent Apts.)	62%	35%	3%	0%	0.42

## Application 20/01627/FUL

- 2.21 Planning Application 20/01627/FUL which sought to convert the rear of 237 Bexley Road from Class B8 storage to Hot Food Take-away (Sui Generis) was dismissed at Appeal on the 13<sup>th</sup> January 2022 on a number of grounds including highway safety and car parking with a summary of the reasons for refusal as follows:
- Paragraph 5 of the Decision Notice cited a disparity between the highways and planning statement in relation to the provision of car parking;
  - Paragraph 7 refers to a high level of daytime parking stress, with the Inspector inferring that residential demand would be more likely overnight.
  - Paragraph 8 refers to motorcycle deliveries, and paragraph 9 to indiscriminate short term parking.
- 2.22 The Inspector sets out in paragraph 10 that they concur with the Council that the proposed use of the Site for a Hot Food Takeaway premises would result in an unacceptable impact on highway and pedestrian safety. Although not strictly highways related, the Inspector concludes at paragraphs 12 through 16 that the operation of the Site for the proposed use would result in an unacceptable impact on adjacent residents, stating at paragraph 12 that *"Although the site is to the rear of the commercialised section of Bexley Road, it is markedly quieter and more subdued, being more akin to the residential nature of the wider area."*
- 2.23 This application is markedly different from that associated with 20/01627/FUL with the proposals to convert it to residential use, with the remainder of this report setting out justification and concluding that it would not result in an unacceptable or severe impact.

### 3 POLICY

#### National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.3 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 3.4 When considering the transport effects of a development, NPPF states at paragraph 113 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## London Plan

- 3.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2021. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.
- 3.6 Policy T5, 'Cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. The relevant cycle parking standards as set out in Table 10.2 of the London Plan are summarised in **Table 3.1**.

<b>Table 3.1: Minimum Cycle Parking Standards</b>		
<b>Use Class</b>	<b>Long-stay</b>	<b>Short-stay</b>
C3 Dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling  1.5 spaces per 2-person 1-bedroom dwelling  2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces  Thereafter: 1 space per 40 dwellings

- 3.7 Policy T6 'Car Parking' suggests that car parking should be restricted in line with level of existing future public transport accessibility and connectivity. The maximum car parking standards are set out in Policy 6.1 for residential parking, with the relevant standards shown below.

<b>Table 3.2: Maximum Residential Parking Standards</b>		
<b>Location</b>	<b>Number of Beds</b>	<b>Maximum parking provision</b>
Outer London PTAL 2 - 3	1 - 2	Up to 0.75 spaces per dwelling
	3+	Up to 1 space per dwelling

## 4 PROPOSALS AND EFFECT OF DEVELOPMENT

- 4.1 The proposals seek to convert the existing building from office to residential to provide 2 one bedroom apartments as indicated on the plans in **Appendix A**, with one 1 bedroom 1 person apartment and one 1 bed 2 person apartment.

### Trip Generation

- 4.2 The existing office building would generate a number of trips during the day and weekday period, either associated with staff arriving or departing in the mornings / evenings, or visitors and work related journeys during the day. It is estimated that there could have been 4 to 5 staff in the office.
- 4.3 The proposed residential would typically result in 2 - 3 departures in the morning peak period (07:00-10:00) and 2 - 3 arrivals in the weekday evening peak period (16:00-19:00), with similar or reduced movements during a typical weekend peak hour.
- 4.4 Overall, it is anticipated that the proposed use would generate fewer journeys during a typical day and week when compared to the existing use, and not impact on the operation of the transport or local highway network.

### Cycle Parking

- 4.5 The proposals include parking for up to 3 bicycles in a secure compound adjacent to the building in accordance with minimum cycle parking standards as set out within the London Plan, as illustrated on the plans within **Appendix A**.

### Car Parking

- 4.6 There is currently no on-site parking with staff required to park on-street. Data from the 2011 Census suggests that 61% of people in the local area drove to work which could have resulted in 2 to 3 cars parked on street during the day based on 4 – 5 staff.
- 4.7 The proposals do not include any on-site parking as per existing. Data from the 2011 Census as presented in Table 2.5 demonstrates that car ownership levels are lowest with smaller rented apartments, with an average of 0.42 cars per household for a "1-3 Room" across the borough and 62% not having access to a car. This suggests that the proposed residential apartments could result in a demand for 1 car which would not result in a change in occupancy levels when compared to the existing situation.

- 4.8 **Table 4.1** provides a summary of the existing and predicted occupancy levels based on the recent parking surveys, with vehicles parked across dropped kerbs have been excluded from the calculation on the grounds these would typically be associated with the dwelling.

<b>Table 4.1: Summary of potential Change in Parking Demand</b>				
	<b>6<sup>th</sup> Oct. 2023 (0045)</b>		<b>10<sup>th</sup> Oct. 2023 (0300)</b>	
	<b>Occ.</b>	<b>Free</b>	<b>Occ.</b>	<b>Free</b>
Observed Scenario	178	24	182	20
	88%		90%	
Development Scenario	179	23	183	19
	89%		91%	

- 4.9 The exercise demonstrates that the additional potential demand associated with the proposed apartments would not result in a severe change in occupancy levels based on the overnight parking surveys, from an average of 90% to 91% occupied over the two nights, with a lower daytime demand when compared to the previous use as an office.
- 4.10 There are currently no controls to prevent on-street parking in the local area other than general daytime restrictions and traffic regulation orders. The Applicant is willing to enter into a Unilateral Undertaking with the Council to prevent residents of the additional units proposed as part of this application from obtaining a permit to park on-street should a Controlled Parking Zone be implemented in the future.

## **Deliveries and Servicing**

- 4.11 The proposed flats would receive on average 1 - 2 deliveries per week total; these would typically be associated with postal or courier deliveries and undertaken using a transit van or similar sized vehicle or deliveries associated with groceries ordered online. The number is likely to be similar to that associated with the former office. It is anticipated that these would be accommodated on-street in line with the former office and existing residential units along the street.
- 4.12 Refuse and recycling will be stored in dedicated bin stores adjacent to the building, with residents responsible for placing bins on the pavement on collection days.

## 5 SUMMARY AND CONCLUSION

### Summary

- 5.1 TTP Consulting has been appointed to provide highways and transport advice in relation to the proposals for the Coach House located to the rear of 237 Bexley Road where it is proposed to convert the building from office to residential use.
- 5.2 The Site is in an accessible location being within walking distance of nearby local amenities and public transport opportunities which include a number of bus services as well as convenience stores, medical facilities, public houses and shops.
- 5.3 The proposed residential units would not result in any more trips per day when compared to the consented office accommodation.
- 5.4 Cycle parking will be provided for the units in accordance with London Plan standards.
- 5.5 The proposed residential would generate a demand for one car on street which would not result in a severe or noticeable change in parking stress levels on the surrounding streets, with parking demand during the day likely to be lower than the consented office.
- 5.6 Deliveries and serving would be accommodated on street as per the existing arrangement for dwellings in the local area with residents responsible for placing refuse bins on the footway on collection days.

### Conclusion

- 5.7 The proposed development should not be refused on highways and transport terms as I would not result in an impact considered to be severe in line with the NPPF.



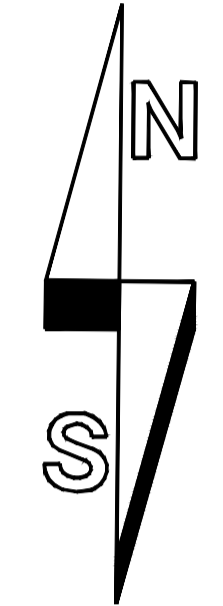
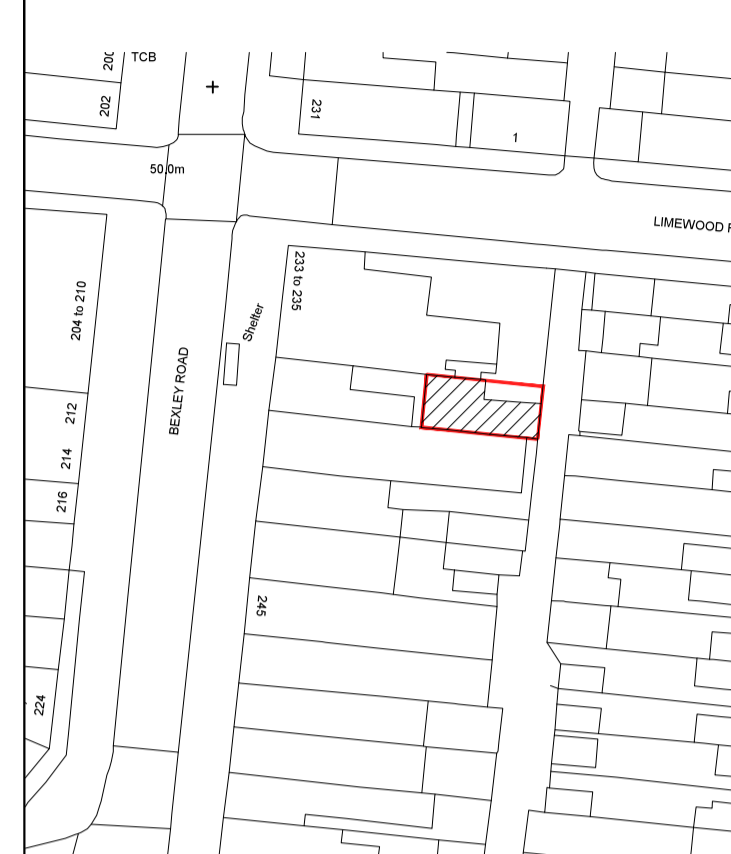
# **Appendix A**

## **(Proposed Layout Plans)**



BLOCK PLAN  
1:500

REFER TO DESIGN PACKAGE FOR ALL RELEVANT CONSTRUCTION NOTES.  
ALL NECESSARY TEMPORARY PROPPING TO FLOORS AND WALLS etc TO BE INSTALLED BY THE CONTRACTOR PRIOR TO REMOVAL OF ANY WALLS.  
ANY DISCREPANCIES AND / OR VARIATIONS TO THE STRUCTURE SHOWN ARE TO BE REPORTED TO THE DESIGNER.  
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.



SITE PLAN

Property boundary

D		
C		
B		
A	3/10/23	FIRST ISSUE
REV.	DATE	REVISION



Client **KT FRAME**  
Job **THE COACH HOUSE  
REAR OF 237 BEXLEY ROAD  
ERITH, KENT DA8 3EX**

Title **SITE LOCATION**

Scale **1:500@A1** Drawn **SG**  
Date **AUG 2023** Checked **TD**

Size **A1** Dwg. No. **2308-00-00** Rev. **A**

m

LIMEWOOD ROAD

Access from  
Limewood road

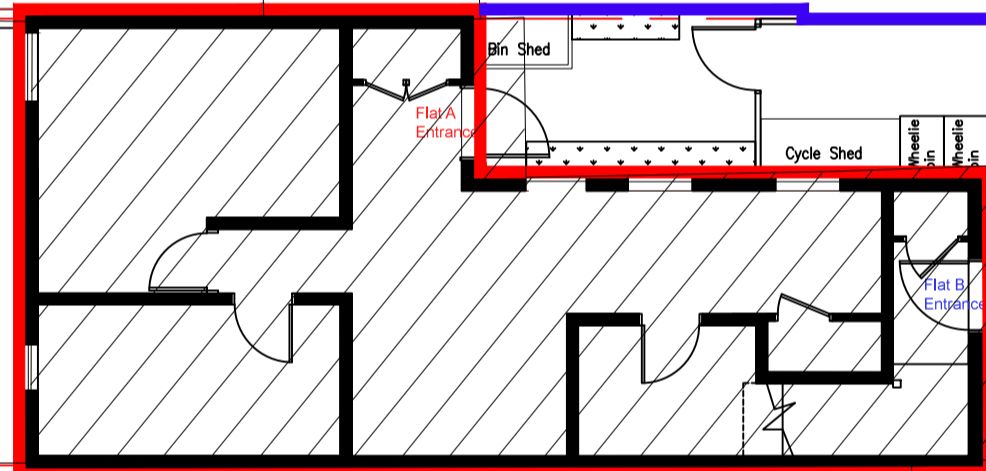
BEXLEY ROAD

Shelter

233 to 235

237 BEXLEY ROAD  
FRONT PROPERTY

PROPOSED  
SITE ACCESS

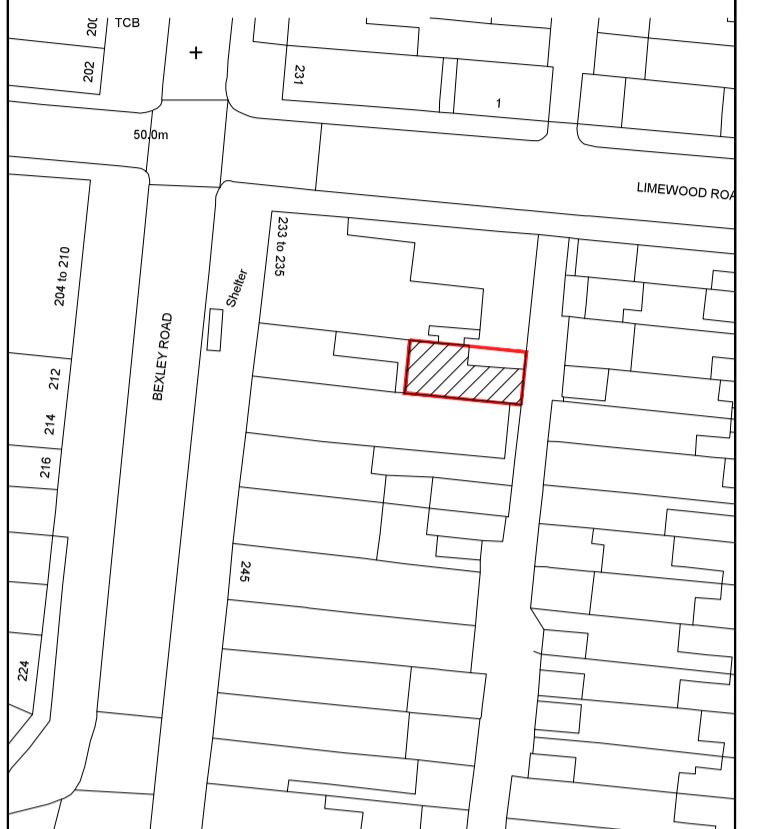


REFER TO DESIGN PACKAGE FOR ALL RELEVANT CONSTRUCTION NOTES.

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ANY DISCREPANCIES AND / OR VARIATIONS TO THE STRUCTURE SHOWN ARE TO BE REPORTED TO THE DESIGNER.

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.

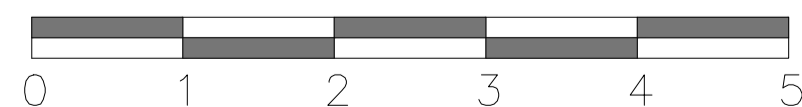


SITE PLAN

D		
C		
B	5/10/23	SECOND ISSUE
A	3/10/23	FIRST ISSUE
REV.	DATE	REVISION



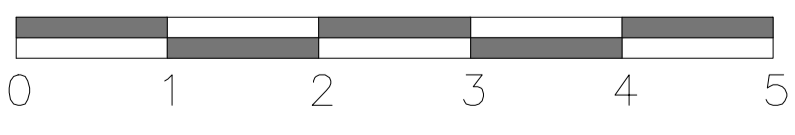
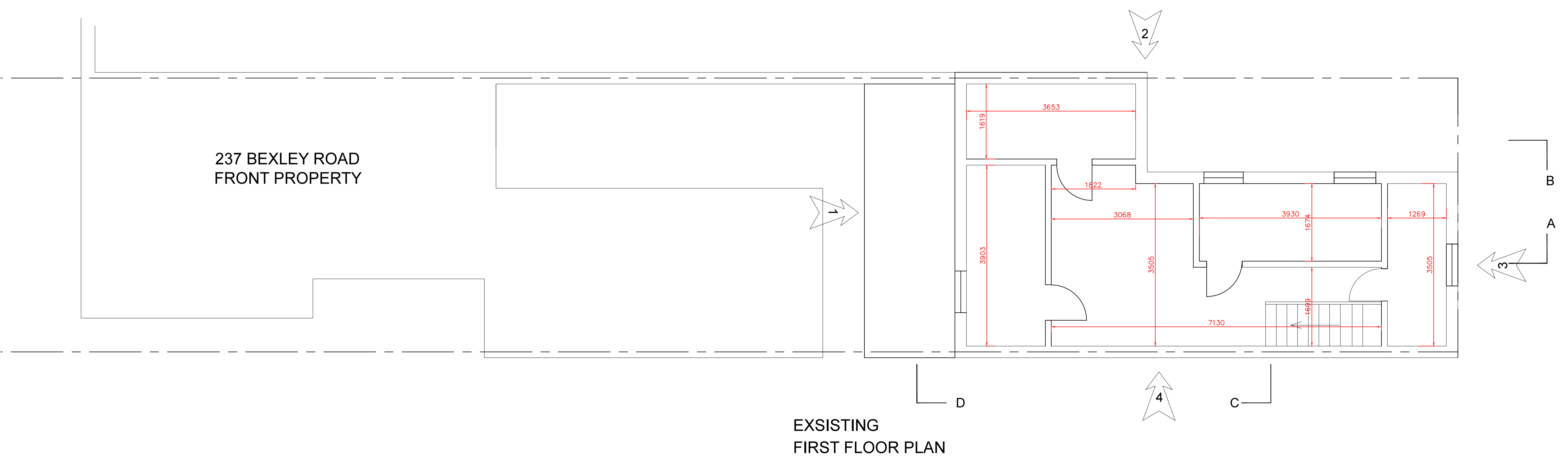
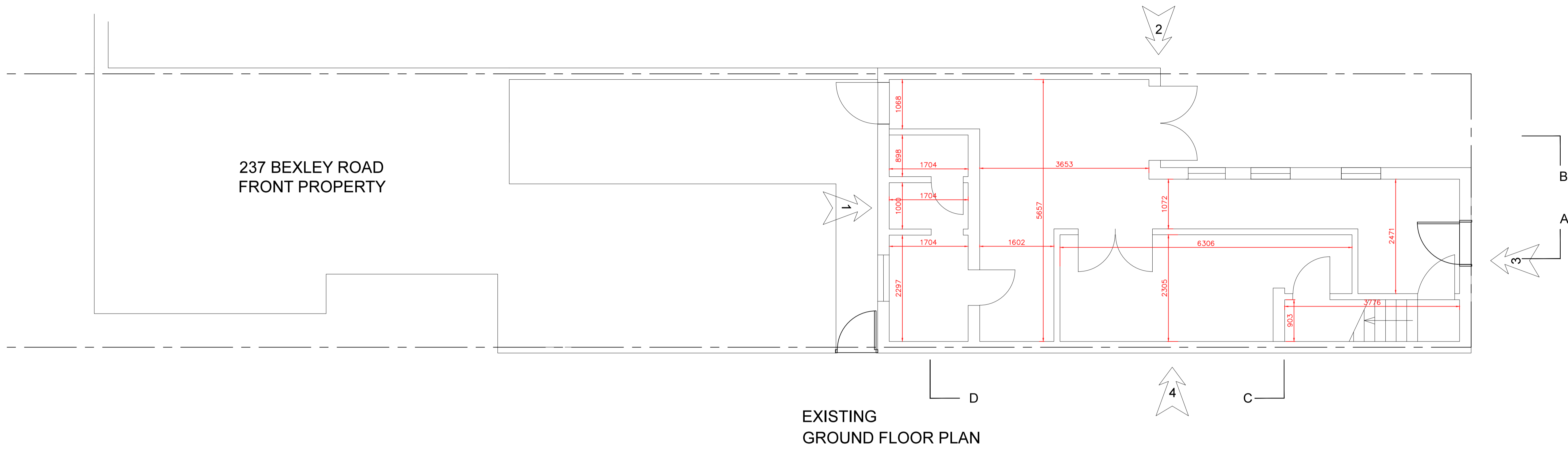
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Job	THE COACH HOUSE REAR OF 237 BEXLEY ROAD ERITH, KENT DA8 3EX		
Title	PROPOSED Site access plan		
Scale	1:100@A1	Drawn	SG
Date	AUG 2023	Checked	TD
Size	Dwg. No.	Rev.	
A1	2308-00-01	B	



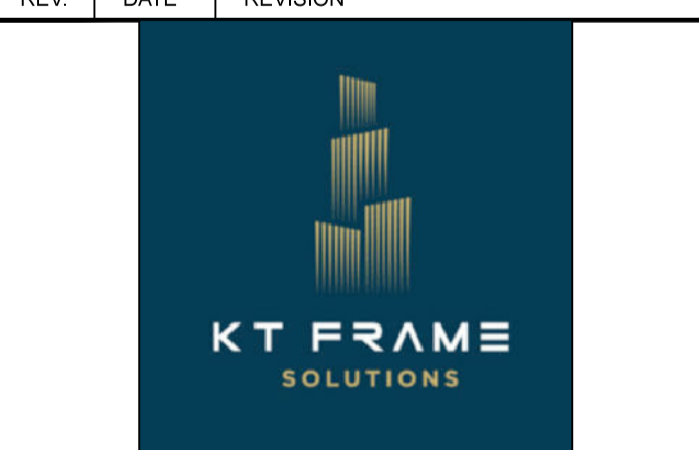
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SITE PLAN



REV.	DATE	REVISION
D	5/10/23	Added Dimensions
C	1/10/23	THIRD ISSUE
B	28/09/23	SECOND ISSUE
A	12/08/23	FIRST ISSUE



Client	KT FRAME		
Job	THE COACH HOUSE REAR OF 237 BEXLEY ROAD ERITH, KENT DA8 3EX		
Title	EXISTING GROUND & FIRST FLOOR PLANS		
Scale	1:50@A1	Drawn	SG
Date	AUG 2023	Checked	TD
Size	Dwg. No.	Rev.	
A1	2308-01-01	D	

REFER TO DESIGN PACKAGE FOR ALL RELEVANT CONSTRUCTION NOTES.

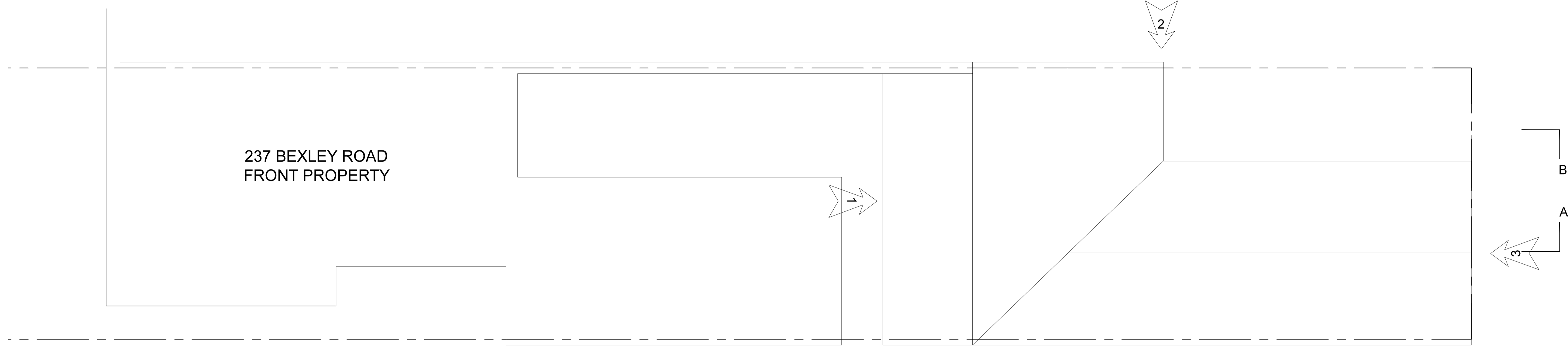
ALL NECESSARY TEMPORARY PROPPING TO FLOORS AND WALLS etc TO BE INSTALLED BY THE CONTRACTOR PRIOR TO REMOVAL OF ANY WALLS.

ANY DISCREPANCIES AND / OR VARIATIONS TO THE STRUCTURE SHOWN ARE TO BE REPORTED TO THE DESIGNER.

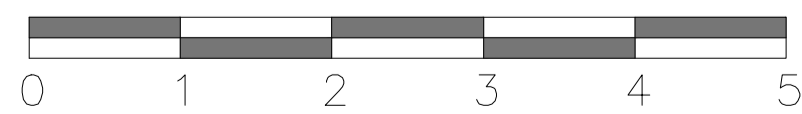
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.



SITE PLAN



EXISTING ROOF PLAN



REV.	DATE	REVISION
D		
C	1/10/23	THIRD ISSUE
B	28/09/23	SECOND ISSUE
A	12/08/23	FIRST ISSUE



Client	KT Frame		
Job	THE COACH HOUSE REAR OF 237 BEXLEY ROAD ERITH, KENT DA8 3EX		
Title	EXISTING ROOF PLAN		
Scale	1:50@A1	Drawn	SG
Date	AUG 2023	Checked	TD
Size	Dwg. No.	Rev.	
A1	2308-01-02	C	



REFER TO DESIGN PACKAGE FOR ALL RELEVANT CONSTRUCTION NOTES.

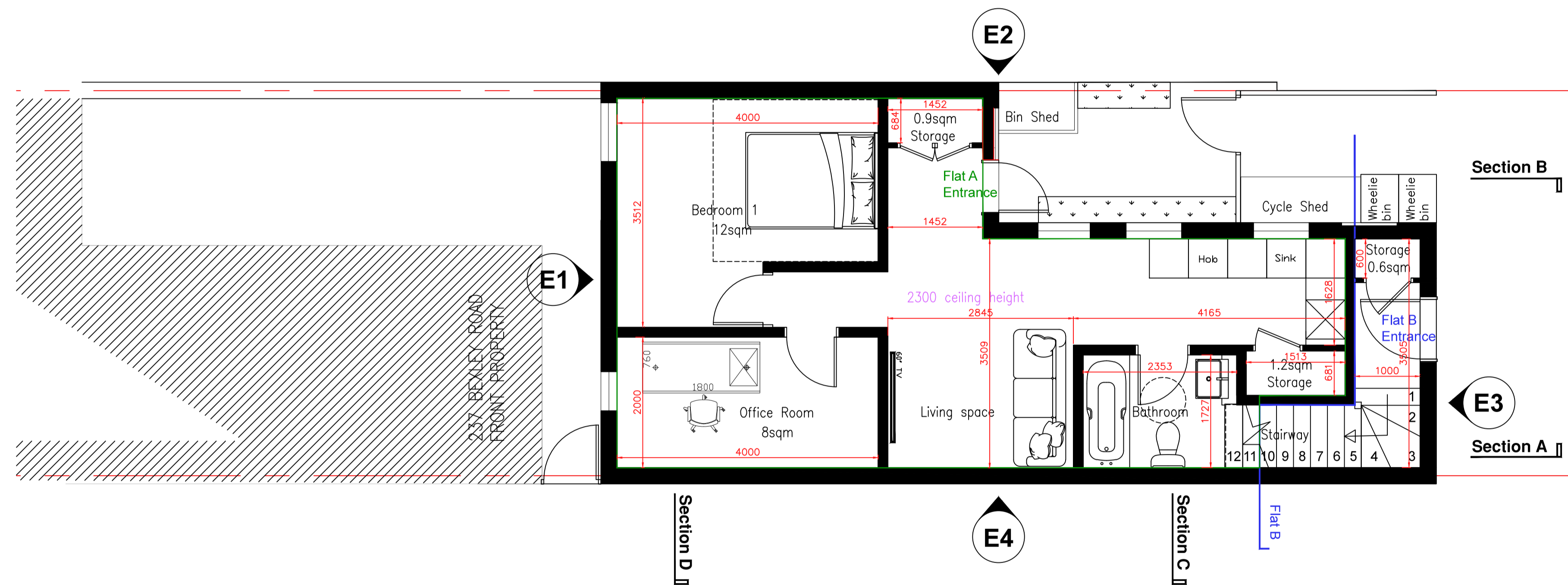
ALL NECESSARY TEMPORARY PROPPING TO FLOORS AND WALLS etc TO BE INSTALLED BY THE CONTRACTOR PRIOR TO REMOVAL OF ANY WALLS.

ANY DISCREPANCIES AND / OR VARIATIONS TO THE STRUCTURE SHOWN ARE TO BE REPORTED TO THE DESIGNER.

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.



SITE PLAN



PROPOSED - Flat A - 1B2P  
GROUND FLOOR PLAN

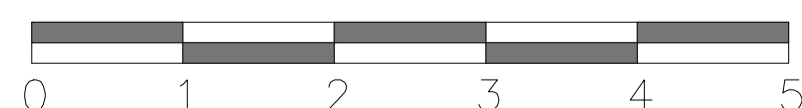
Indicative furniture layout shown

**Internal space GIA figures -**

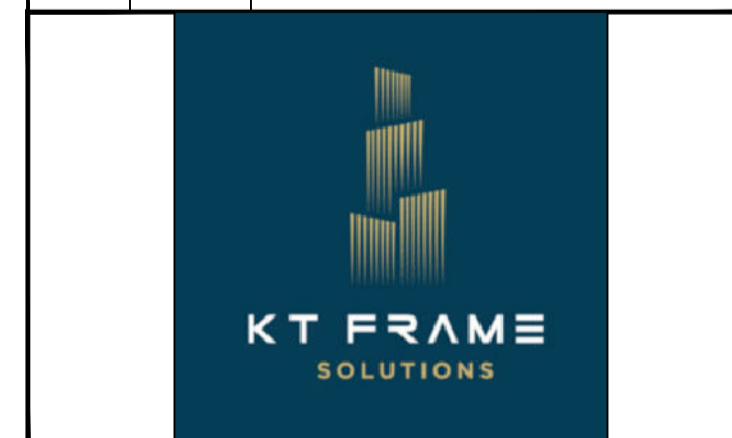
**Flat A - 1bedroom 2person flat**  
Internal space providing 50sqm of flexible spaces  
Bedroom 1 - 12sqm2  
Office room - 8sqm2  
Storage - 1.1sqm2

**Habitable rooms**

Windows provided to Habitable rooms  
Bedroom and Office strategically placed with West Facing windows  
Under First floor staircase will be used for Ground floor bathroom space



REV.	DATE	REVISION
D	5/10/23	Added Dimensions
C	1/10/23	THIRD ISSUE
B	25/09/23	SECOND ISSUE
A	12/08/23	FIRST ISSUE



Client	KT Frames Ltd	
Job	THE COACH HOUSE REAR OF 237 BEXLEY ROAD ERITH, KENT DA8 3EX	
Title	PROPOSED (2 Self contained flats) Ground floor plan - Flat A	
Scale	1:50@A1	Drawn SG
Date	AUG 2023	Checked TD
Size	Drwg. No.	Rev.
A1	2308-10-01	D

REFER TO DESIGN PACKAGE FOR ALL RELEVANT CONSTRUCTION NOTES.

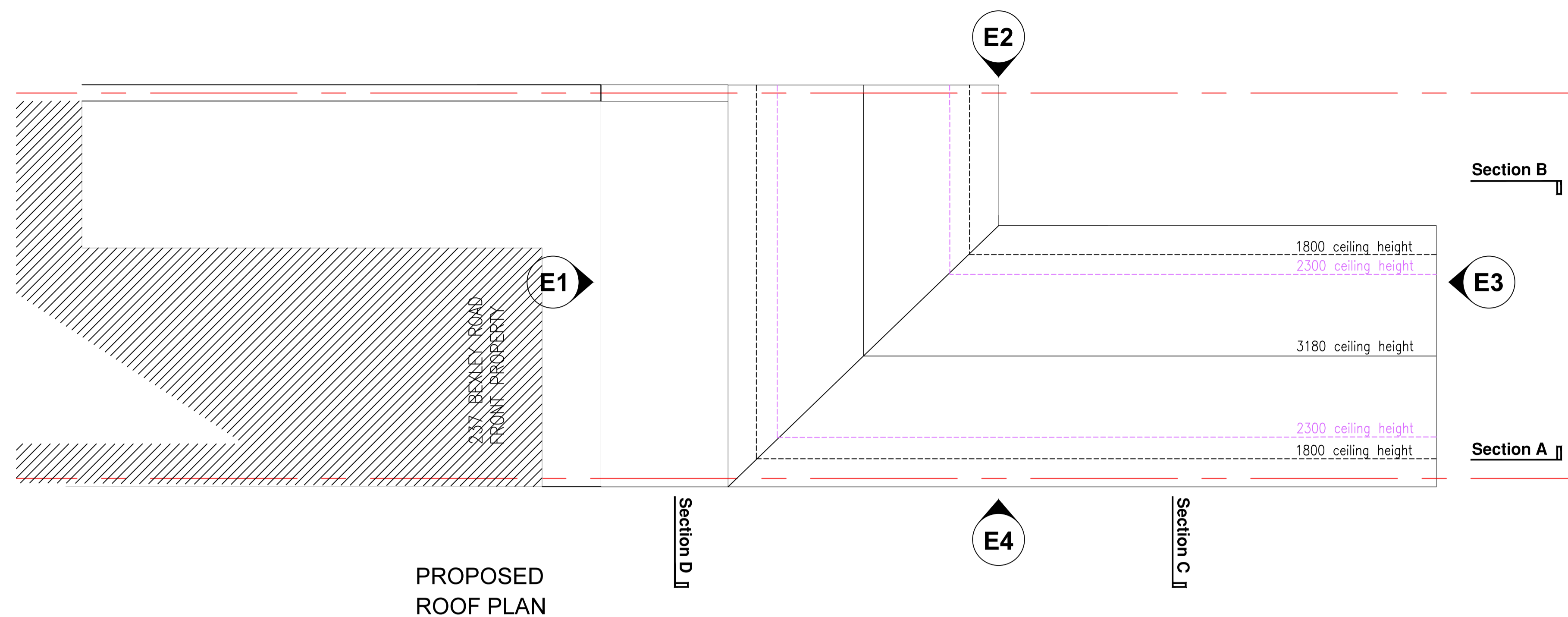
ALL NECESSARY TEMPORARY PROPPING TO FLOORS AND WALLS etc TO BE INSTALLED BY THE CONTRACTOR PRIOR TO REMOVAL OF ANY WALLS.

ANY DISCREPANCIES AND / OR VARIATIONS TO THE STRUCTURE SHOWN ARE TO BE REPORTED TO THE DESIGNER.

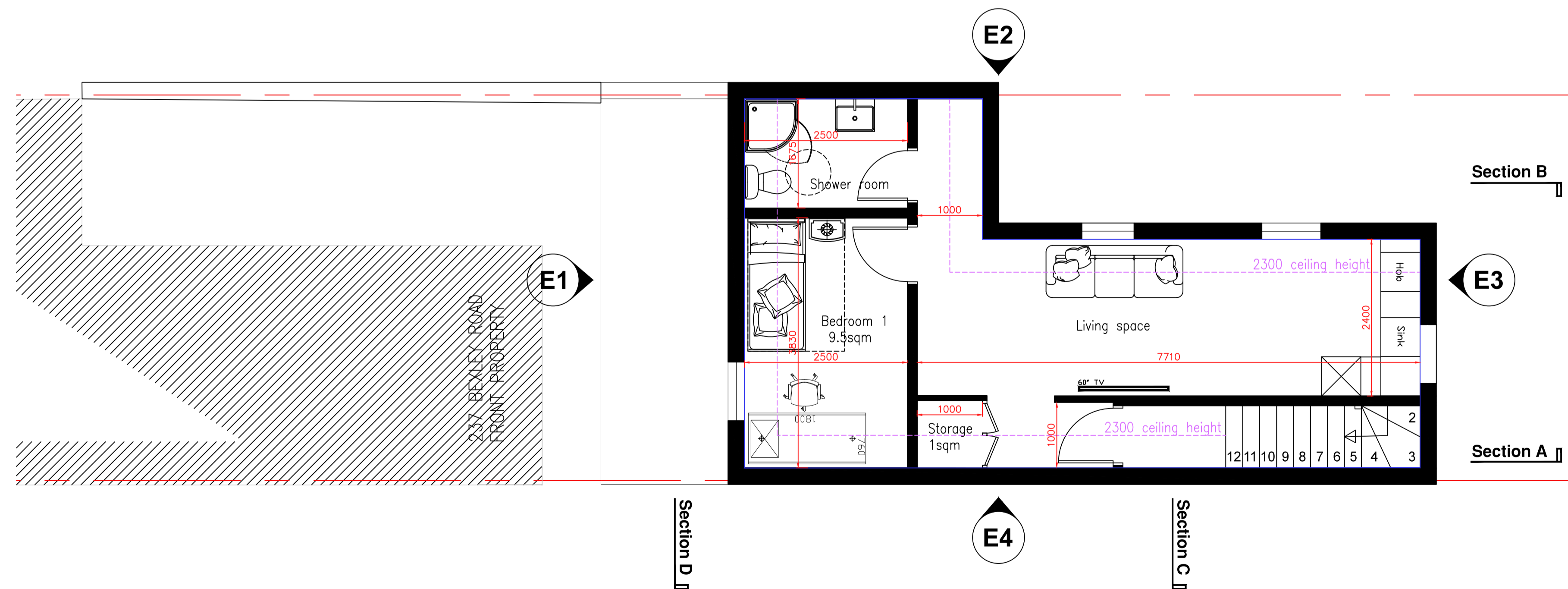
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.



SITE PLAN



PROPOSED ROOF PLAN



PROPOSED - Flat B - 1B1P  
FIRST FLOOR PLAN

Indicative furniture layout shown

**Internal space GIA figures -**

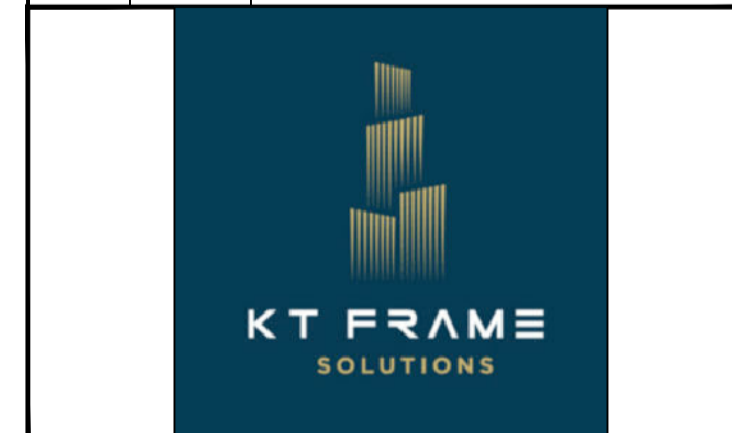
**Flat B - 1bedroom 1person flat**  
Internal space providing flexible living space  
**Total GIA 44sqm**  
Single bedroom - 9.5sqm2  
Storage - 1.6sqm2

**Habitable rooms**

Windows provided to Habitable rooms  
Bedroom with West Facing windows.  
Natural light provided to Living space



REV.	DATE	REVISION
E	5/10/23	Added Dimensions
D	1/10/23	THIRD ISSUE
C	26/09/23	2.3m height shown
B	25/09/23	SECOND ISSUE
A	12/08/23	FIRST ISSUE



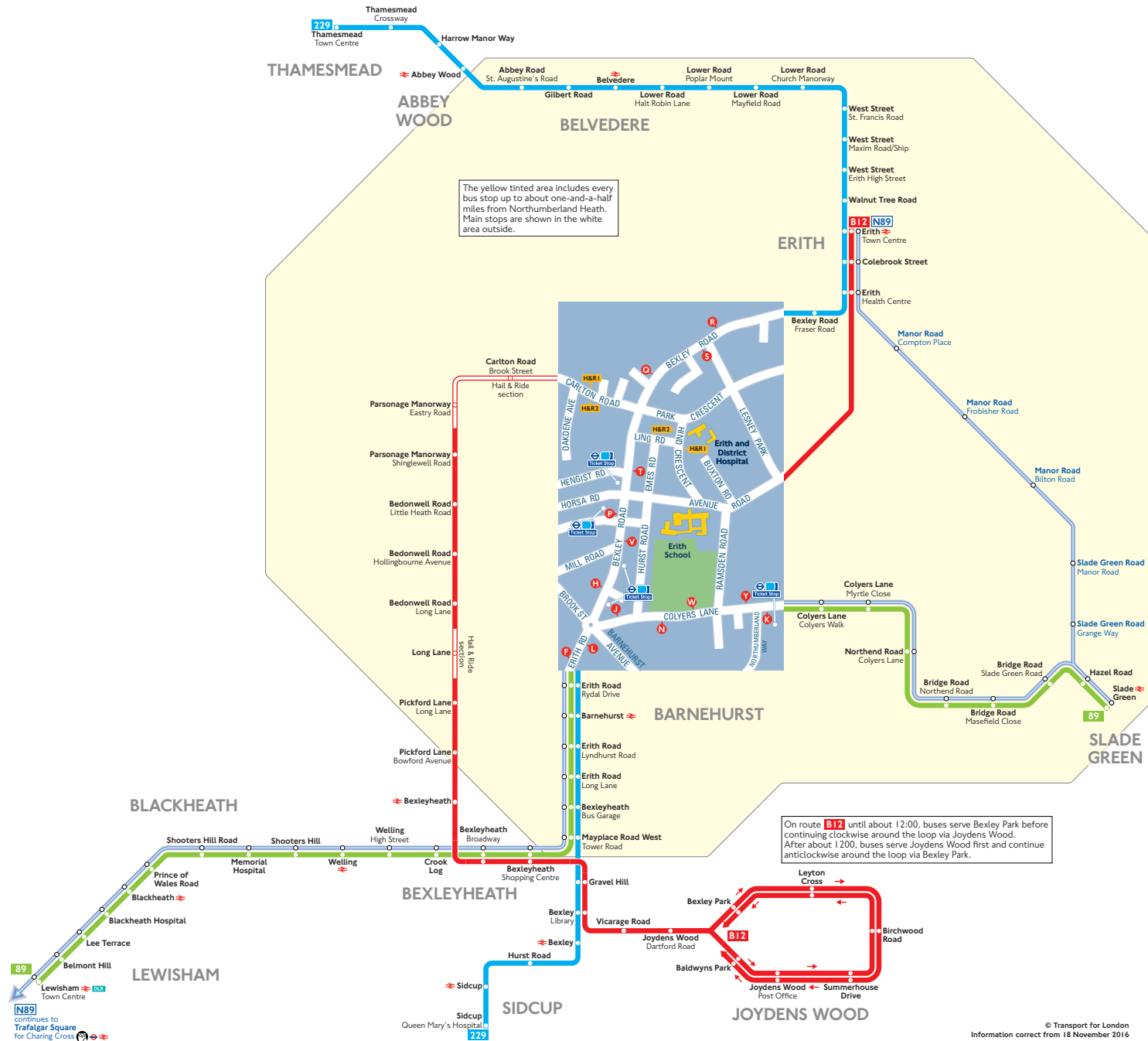
Client	KT Frames Ltd		
Job	THE COACH HOUSE REAR OF 237 BEXLEY ROAD ERITH, KENT DA8 3EX		
Title	PROPOSED (2 Self contained flats) First floor plan - Flat B Roof plan - Flat B		
Scale	1:50@A1	Drawn	SG
Date	AUG 2023	Checked	TD
Size	Orig. No.	Rev.	
A1	2308-10-02	E	



## **Appendix B**

### **(TfL Bus Spider Map)**

# Buses from Northumberland Heath



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Northumberland Heath. Main stops are shown in the white area outside.

On route **B12** until about 12:00, buses serve Bexley Park before continuing clockwise around the loop via Joydens Wood. After about 12:00, buses serve Joydens Wood first and continue anticlockwise around the loop via Bexley Park.

## Route finder

Bus route	Towards	Bus stops
<b>89</b>	Lewisham	<b>K L N</b>
	Slade Green	<b>P L W Y</b>
<b>229</b>	Sidcup	<b>L S T V</b>
	Thamesmead	<b>F H P O R</b>
<b>B12</b>	Erith	<b>H&amp;R1</b>
	Joydens Wood	<b>H&amp;R2</b>

## Night buses

Bus route	Towards	Bus stops
<b>N89</b>	Erith	<b>P L W Y</b>
	Trafalgar Square	<b>K L N</b>

## Other buses

Bus route	Towards	Bus stops
<b>602 Sch</b>	Thamesmead	<b>F H P O R</b>
	Townley Grammar Sch	<b>L S T V</b>
<b>669 Sch</b>	Cleeve Park School	<b>L S T V</b>
	Thamesmead	<b>F H P O R</b>

## Key

- 89** Day buses in black
- N89** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- DLR** Connections with DLR
- Connections with river boats
- Tube station with 24-hour service Friday and Saturday nights
- Sch** School journey

Route **B12** operates as Hail & Ride on the sections of roads marked **H&R1** and **H&R2** on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

## Ways to pay

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

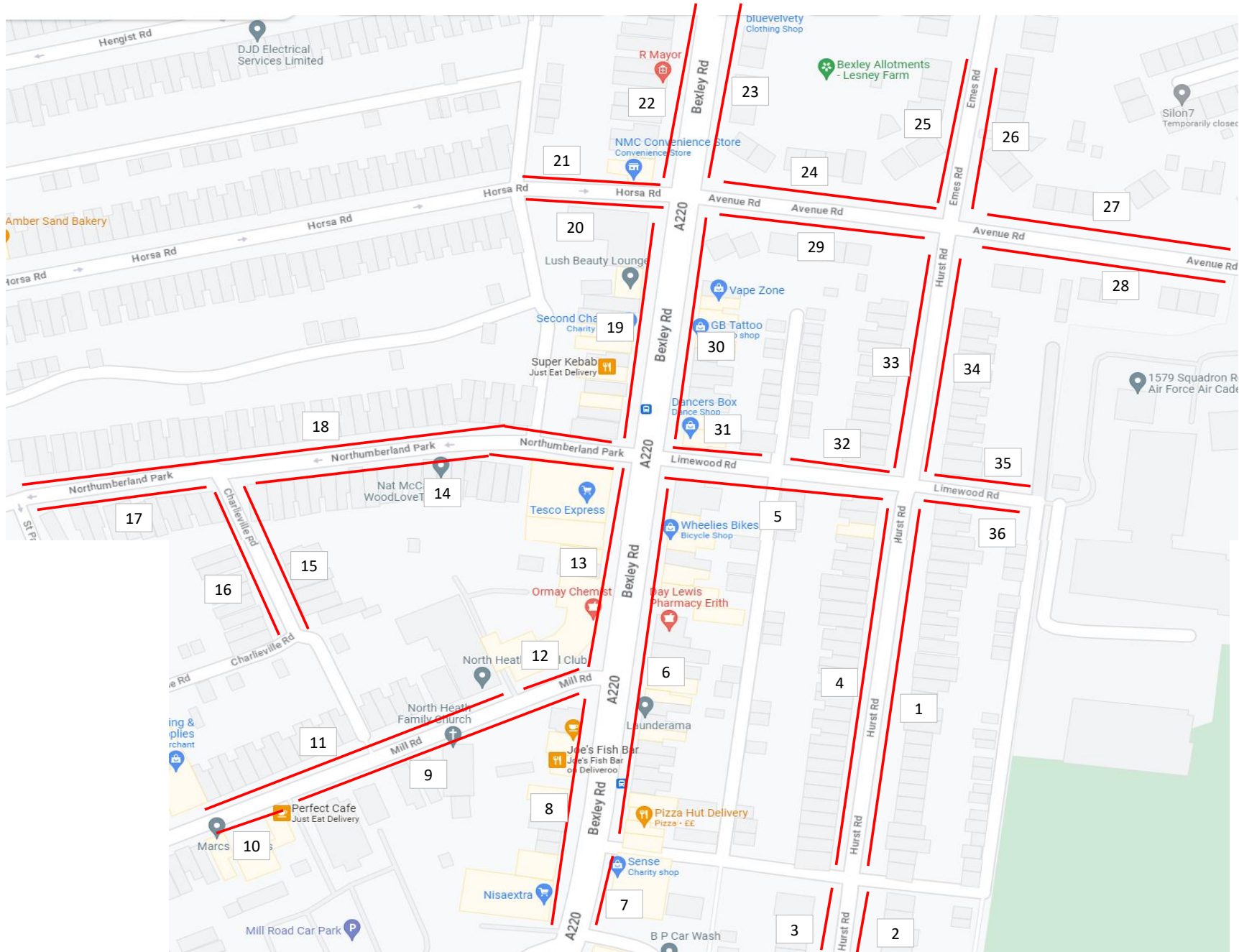
## **Appendix C**

### **(Parking Survey)**

# K&M TRAFFIC SURVEYS

DATE : FRIDAY 6TH & WEDNESDAY 11TH OCTOBER 2023

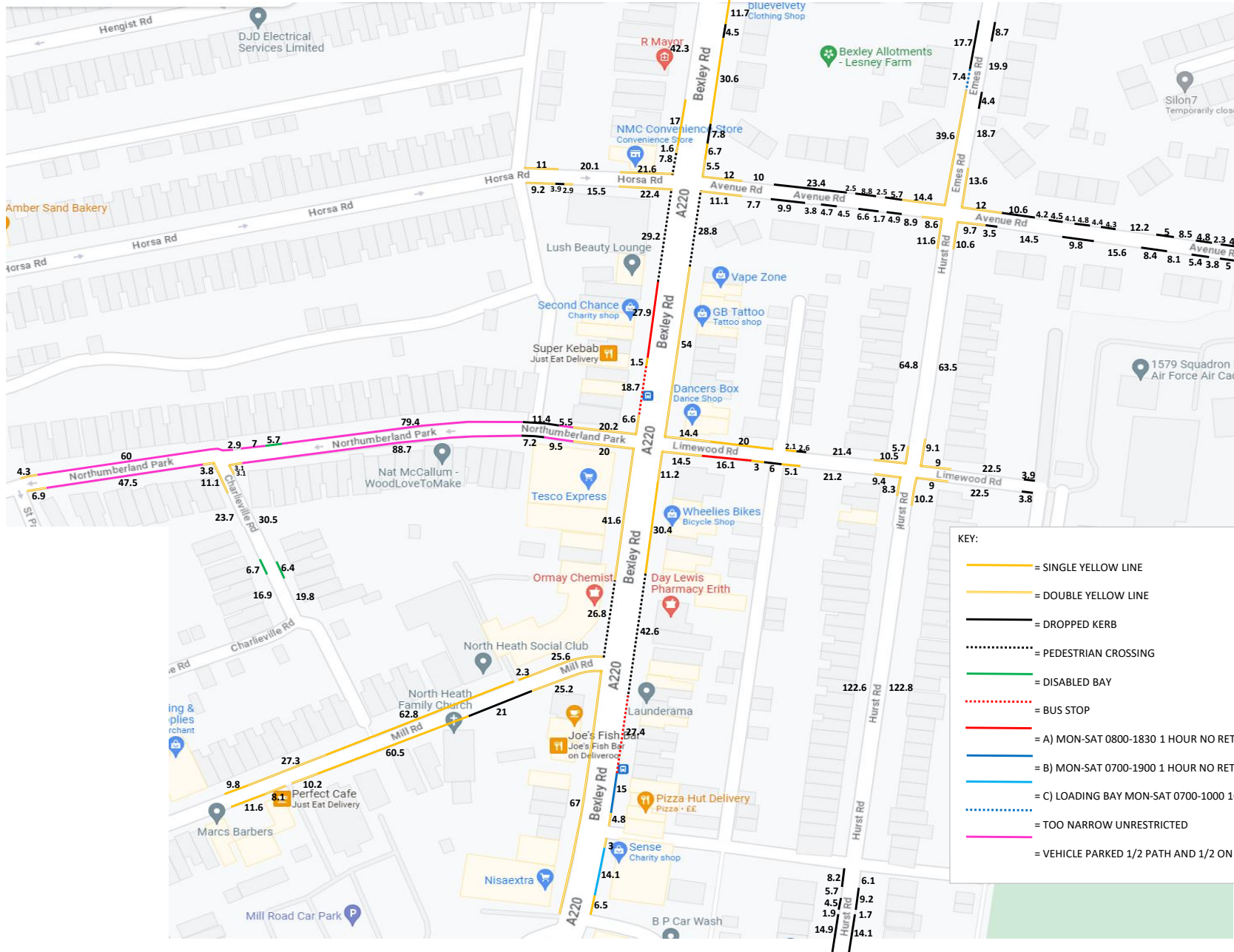
LOCATION : 237 BEXLEY ROAD, ERITH DA8 3EX



# K&M TRAFFIC SURVEYS

DATE : FRIDAY 6TH & WEDNESDAY 11TH OCTOBER 2023

LOCATION : 237 BEXLEY ROAD, ERITH DA8 3EX



**KEY:**

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = DISABLED BAY
- ⋯ = BUS STOP
- = A) MON-SAT 0800-1830 1 HOUR NO RETURN WITHIN 1 HOUR
- = B) MON-SAT 0700-1900 1 HOUR NO RETURN WITHIN 1 HOUR
- = C) LOADING BAY MON-SAT 0700-1000 1600-1900 30 MINS NO RETURN WITHIN 1 HOUR
- = TOO NARROW UNRESTRICTED
- = VEHICLE PARKED 1/2 PATH AND 1/2 ON ROAD UNRESTRICTED



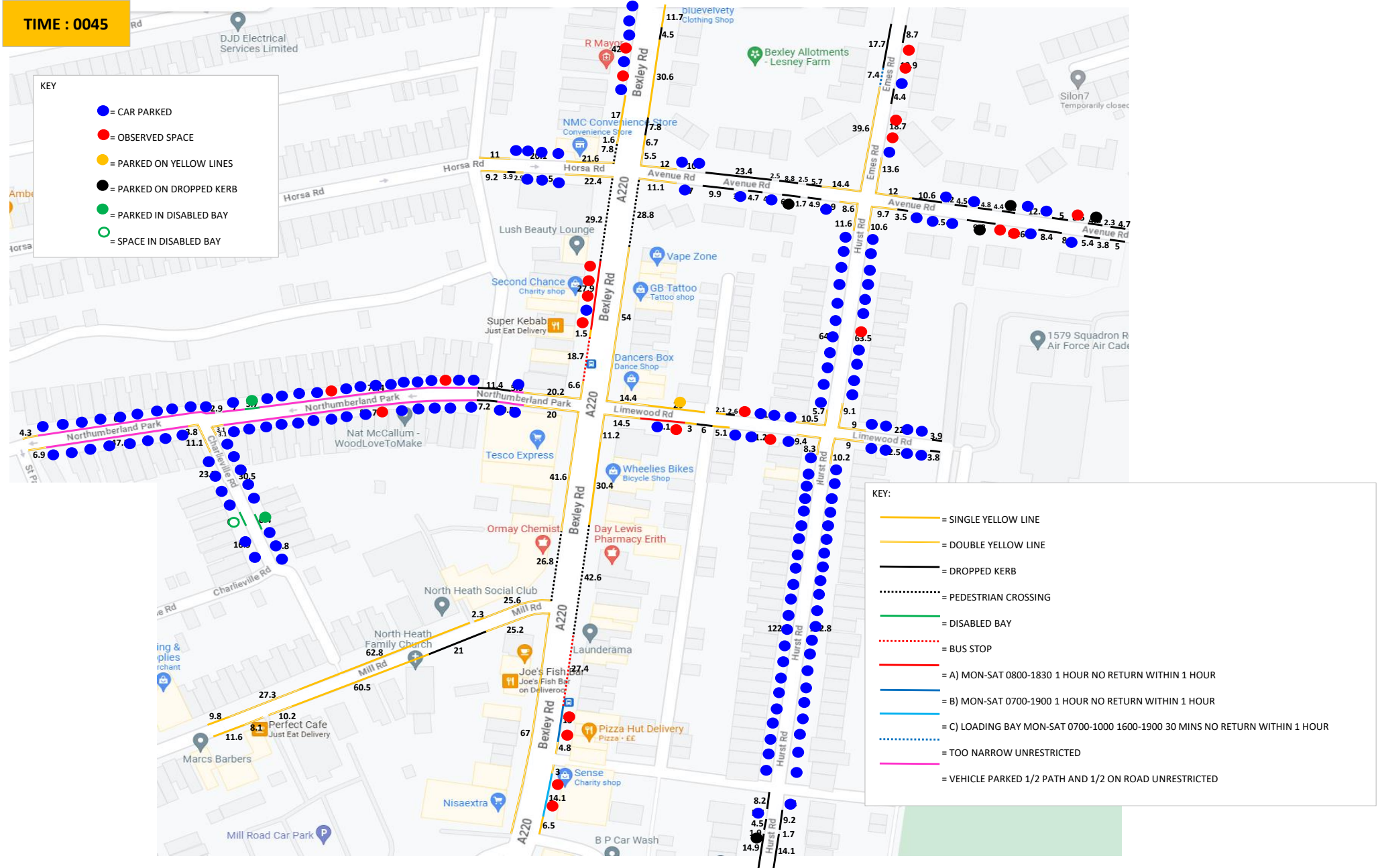


# K&M TRAFFIC SURVEYS

DATE : FRIDAY 6TH OCTOBER 2023

LOCATION : 237 BEXLEY ROAD, ERITH DA8 3EX

**TIME : 0045**



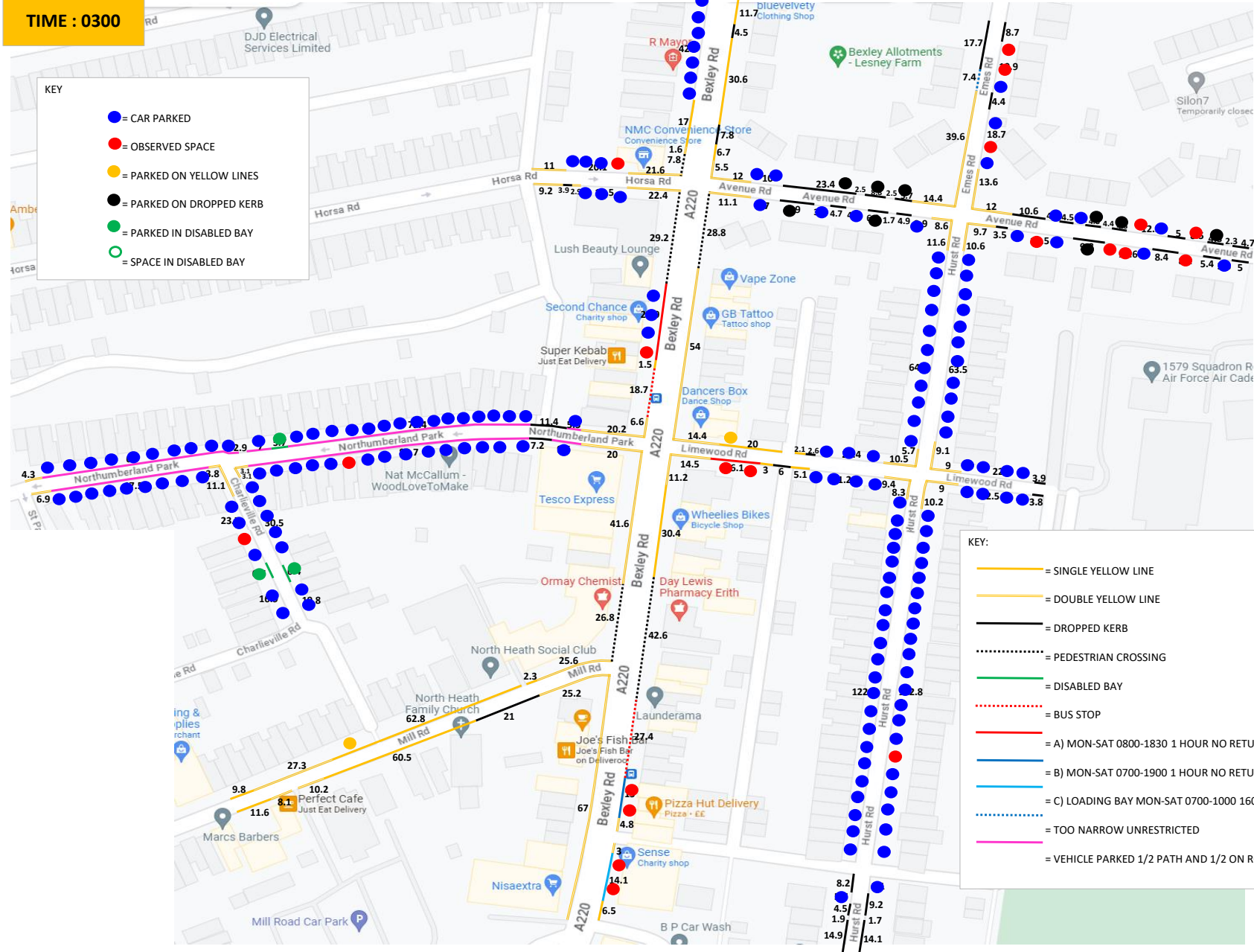


# K&M TRAFFIC SURVEYS

DATE : TUESDAY 10TH OCTOBER 2023

LOCATION : 237 BEXLEY ROAD, ERITH DA8 3EX

**TIME : 0300**



**KEY**

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

**KEY:**

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = DISABLED BAY
- ⋯ = BUS STOP
- = A) MON-SAT 0800-1830 1 HOUR NO RETURN WITHIN 1 HOUR
- = B) MON-SAT 0700-1900 1 HOUR NO RETURN WITHIN 1 HOUR
- = C) LOADING BAY MON-SAT 0700-1000 1600-1900 30 MINS NO RETURN WITHIN 1 HOUR
- = TOO NARROW UNRESTRICTED
- = VEHICLE PARKED 1/2 PATH AND 1/2 ON ROAD UNRESTRICTED







## **Appendix D**

### **(Census Data)**

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household		No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household		Avg Cars
E09000004 Bexley	Total: Accommodation type	Total: Tenure	Total: Number of rooms	92,585	21,910	42,049	21,704	6,922		24%	45%	23%	7%		1.15
E09000004 Bexley	Total: Accommodation type	Total: Tenure	1 - 3 rooms	11,215	5,984	4,509	647	75		53%	40%	6%	1%		0.54
E09000004 Bexley	Total: Accommodation type	Total: Tenure	4 rooms	18,212	6,100	9,257	2,516	339		33%	51%	14%	2%		0.84
E09000004 Bexley	Total: Accommodation type	Total: Tenure	5 rooms	24,567	5,290	12,090	5,767	1,420		22%	49%	23%	6%		1.14
E09000004 Bexley	Total: Accommodation type	Total: Tenure	6 rooms	21,105	3,266	9,867	6,110	1,862		15%	47%	29%	9%		1.31
E09000004 Bexley	Total: Accommodation type	Total: Tenure	7 rooms	9,604	819	3,796	3,465	1,524		9%	40%	36%	16%		1.59
E09000004 Bexley	Total: Accommodation type	Total: Tenure	8 or more rooms	7,882	451	2,530	3,199	1,702		6%	32%	41%	22%		1.78
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	67,145	10,300	31,113	19,256	6,476		15%	46%	29%	10%		1.33
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	3,446	1,252	1,778	367	49		36%	52%	11%	1%		0.77
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	10,733	2,801	5,786	1,868	278		26%	54%	17%	3%		0.96
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	18,597	3,041	9,342	4,957	1,257		16%	50%	27%	7%		1.24
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	18,147	2,323	8,435	5,632	1,757		13%	46%	31%	10%		1.38
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	8,866	580	3,477	3,333	1,476		7%	39%	38%	17%		1.64
E09000004 Bexley	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	7,356	303	2,295	3,099	1,659		4%	31%	42%	23%		1.83
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	25,440	11,610	10,936	2,448	446		46%	43%	10%	2%		0.67
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	7,769	4,732	2,731	280	26		61%	35%	4%	0%		0.43
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	7,479	3,299	3,471	648	61		44%	46%	9%	1%		0.66
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	5,970	2,249	2,748	810	163		38%	46%	14%	3%		0.81
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	2,958	943	1,432	478	105		32%	48%	16%	4%		0.91
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	738	239	319	132	48		32%	43%	18%	7%		0.99
E09000004 Bexley	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	526	148	235	100	43		28%	45%	19%	8%		1.07
E09000004 Bexley	House or bungalow	Total: Tenure	Total: Number of rooms	71,204	11,763	32,616	20,085	6,740		17%	46%	28%	9%		1.31
E09000004 Bexley	House or bungalow	Total: Tenure	1 - 3 rooms	2,012	786	950	232	44		39%	47%	12%	2%		0.77
E09000004 Bexley	House or bungalow	Total: Tenure	4 rooms	8,614	2,236	4,543	1,587	248		26%	53%	18%	3%		0.98
E09000004 Bexley	House or bungalow	Total: Tenure	5 rooms	22,657	4,483	11,214	5,570	1,390		20%	49%	25%	6%		1.17
E09000004 Bexley	House or bungalow	Total: Tenure	6 rooms	20,700	3,102	9,690	6,066	1,842		15%	47%	29%	9%		1.32
E09000004 Bexley	House or bungalow	Total: Tenure	7 rooms	9,495	764	3,756	3,455	1,520		8%	40%	36%	16%		1.60
E09000004 Bexley	House or bungalow	Total: Tenure	8 or more rooms	7,726	392	2,463	3,175	1,696		5%	32%	41%	22%		1.80
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	59,919	7,798	27,286	18,454	6,381		13%	46%	31%	11%		1.39
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	1,160	311	621	193	35		27%	54%	17%	3%		0.96
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	6,531	1,439	3,508	1,363	221		22%	54%	21%	3%		1.06
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	18,022	2,883	9,028	4,865	1,246		16%	50%	27%	7%		1.25
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	18,048	2,300	8,385	5,616	1,747		13%	46%	31%	10%		1.38
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	8,844	574	3,465	3,329	1,476		6%	39%	38%	17%		1.65
E09000004 Bexley	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	7,314	291	2,279	3,088	1,656		4%	31%	42%	23%		1.84
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	11,285	3,965	5,330	1,631	359		35%	47%	14%	3%		0.86
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	852	475	329	39	9		56%	39%	5%	1%		0.51
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	4 rooms	2,083	797	1,035	224	27		38%	50%	11%	1%		0.75
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	5 rooms	4,635	1,600	2,186	705	144		35%	47%	15%	3%		0.87
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	6 rooms	2,652	802	1,305	450	95		30%	49%	17%	4%		0.94
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	7 rooms	651	190	291	126	44		29%	45%	19%	7%		1.04
E09000004 Bexley	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	412	101	184	87	40		25%	45%	21%	10%		1.16
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	21,381	10,147	9,433	1,619	182		47%	44%	8%	1%		0.62
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	9,203	5,198	3,559	415	31		56%	39%	5%	0%		0.49
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	4 rooms	9,598	3,864	4,714	929	91		40%	49%	10%	1%		0.71
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	5 rooms	1,910	807	876	197	30		42%	46%	10%	2%		0.71
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	6 rooms	405	164	177	44	20		40%	44%	11%	5%		0.80
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	7 rooms	109	55	40	10	4		50%	37%	9%	4%		0.66
E09000004 Bexley	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	156	59	67	24	6		38%	43%	15%	4%		0.85
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	7,226	2,502	3,827	802	95		35%	53%	11%	1%		0.79
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	2,286	941	1,157	174	14		41%	51%	8%	1%		0.68
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	4,202	1,362	2,278	505	57		32%	54%	12%	1%		0.82
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	575	158	314	92	11		27%	55%	16%	2%		0.92
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	99	23	50	16	10		23%	51%	16%	10%		1.13
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	22	6	12	4	0		27%	55%	18%	0%		0.91
E09000004 Bexley	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	42	12	16	11	3		29%	38%	26%	7%		1.12
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	14,155	7,645	5,606	817	87		54%	40%	6%	1%		0.53
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	6,917	4,257	2,402	241	17		62%	35%	3%	0%		0.42
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	5,396	2,502	2,436	424	34		46%	45%	8%	1%		0.63
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	1,335	649	562	105	19		49%	42%	8%	1%		0.62
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	306	141	127	28	10		46%	42%	9%	3%		0.70
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	87	49	28	6	4		56%	32%	7%	5%		0.60
E09000004 Bexley	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	56	21	22	10	3		38%	39%	18%	5%		0.91