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# TRANSPORT TECHNICAL NOTE

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**8-10 GILBERT ROAD, BELVEDERE, LONDON DA17 5DA**

**Proposed C3 Residential Development**

**Prepared on behalf of Eurocent (Gilbert Road) Limited**

**April 2024**

**Reference: P24040 TN/PC**

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## **Introduction and Background**

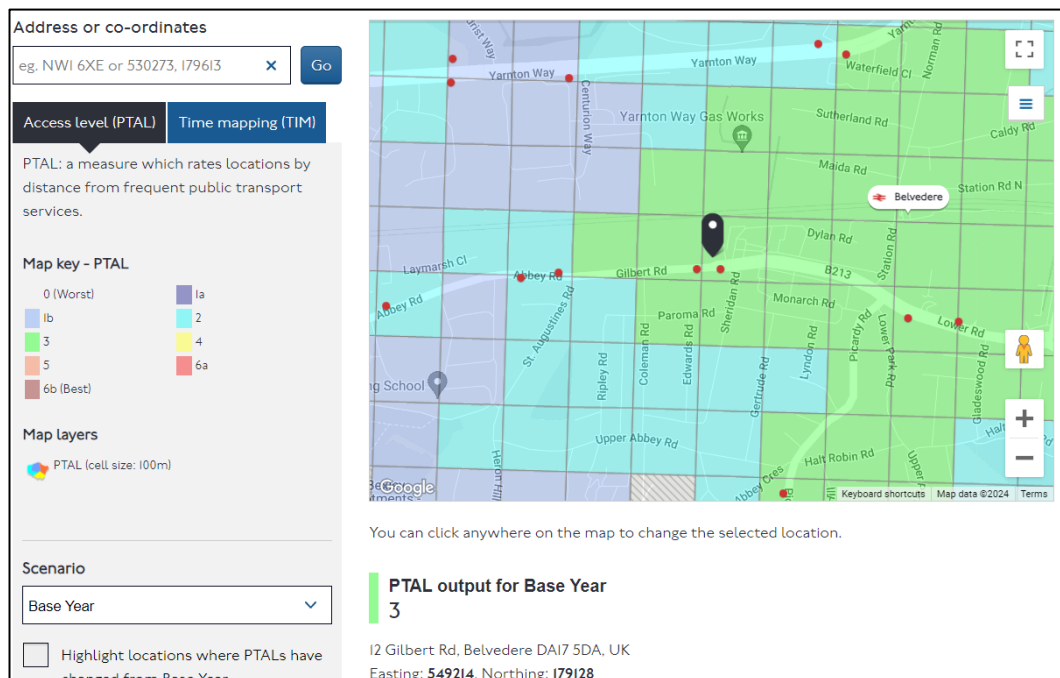
- 1** This Transport Technical Note is prepared on behalf of Eurocent (Gilbert Road) Limited in respect of their residential development proposals at the ground floor of 8-10 Gilbert Road, Belvedere, London DA17 5DA, located within the London Borough of Bexley (LB Bexley).
- 2** The application site is a three-storey property situated along the northern side of Gilbert Road. The planning application relates to an infill and small rear extension at ground floor level to create a 1-bedroom (1-person) C3 residential unit.

- 3 The application site previously formed part of a Prior Approval application (LB Bexley planning reference 23/00472/PRIOR) for a change of use of the three ground floor Class E commercial use units to three, car-free Class C3 residential units. The application was refused in April 2023 as it was deemed that the commercial use of 'Unit 3' had never been implemented, however there were no highways reasons for refusal.
- 4 The upper floors of the building are occupied by residential units and the two adjacent ground floor units ('Units 1 and 2') have Prior Approval (LB Bexley planning reference 23/0021/PRIORM) for the change of use to two 1-bedroom (1-person) C3 residential units.

#### **Site Location and Accessibility**

- 5 The application site is located along the northern side of Gilbert Road which is a classified road and designated as a London Distributor Road within LB Bexley's Unitary Development Plan (UDP).
- 6 On-street parking in front of the property is controlled by a single yellow line waiting restriction that operates no waiting between 8:00am and 6:30pm Monday to Saturday and a double yellow line 'no waiting at any time' waiting restriction to the east of the property frontage. The single yellow line waiting restriction continues a short distance to the west of the site to the nearby bus stop. The double yellow lines continue a short distance to the east of the site to a zebra crossing with associated zig-zag markings.
- 7 Opposite the site along Gilbert Road is a bus stop for westbound services, alongside which is a goods vehicle loading bay that operates between 8:00am and 6:30pm Monday to Saturday, with a maximum stay of 30 minutes. Beyond the loading bay to the west is marked, unrestricted kerbside parking.

- 8 Within the immediate vicinity of the site are local amenities including convenience stores and hot-food takeaways. Some 200 metres to the east of the site is a local parade of commercial and retail units which include further uses including foodstore, bakery, vets, café, pharmacy, hairdressers, news agents, dry cleaners and dental surgery. A further 200 metres to the east is an Asda Superstore and B&Q store.
- 9 By virtue of its established, urban location, the site benefits from a comprehensive pedestrian network in the vicinity of the site. There are generous width footways along both sides of Gilbert Road and onwards towards local amenities and Belvedere station.
- 10 In terms of public transport accessibility, a PTAL assessment is a standard tool for quantifying the accessibility of a Point of Interest. The PTAL methodology is adopted by TfL for this purpose. The PTAL methodology considers bus services that are within a 640m walk distance and rail services that are within a 960m walk distance as being accessible.
- 11 With reference to TfL’s WebCAT online database, the site scores a PTAL rating of 3 which is classed as a ‘moderate’ level of accessibility. The PTAL calculation extracted from the online database is shown below in **Figure 1**.



**Figure 1 : PTAL Calculation** (source [tfl.gov.uk](http://tfl.gov.uk))

- 12** There are three frequent and regular bus services (routes 229, 401 and 469) that can be accessed within an acceptable of the site. The closest bus stops to the site are located directly opposite and to the west of the site on Gilbert Road which serve the 229 and 469 bus services. The 401 bus service can be accessed from stops within a direct 400m walk distance to the east of the site for access to Belvedere station.
- 13** These bus routes serve key local destinations including Thamesmead, Abbey Wood, Erith, Bexleyheath, Bexley, Sidcup, Queen Mary’s Hospital, Woolwich and Plumstead.
- 14** Belvedere station is located a 400m walk distance to the northeast of the site. The station serves Southeastern rail services and is located within Travelcard Zone 5. There are typically 4 off-peak trains per hour to London Cannon Street, and 2 off-peak trains per hour each to Barnehurst and Gravesend.
- 15** It is therefore considered that non-car modes of travel, including walking and public transport services, would be highly feasible alternatives to the use of a car for future residents at the site going about their typical day-to-day activities.

### **Development Proposals**

- 16** The applicant proposes an infill and small rear extension at ground floor level to create a 1-bedroom (1-person) C3 residential unit. The site layout and proposed floor plans are shown within the submission drawings which accompany the application. Pedestrian access to the unit will be from the front of building onto Gilbert Road.
- 17** The plans are inclusive of a cycle storage area at the rear of the property which facilitates 3 bicycles for use by the application site and two adjacent ground floor 1-bedroom (1-person) units that have been recently consented under planning reference 23/00201/PRIORM. This provision is compliant with The London Plan 2021 Policy T5 (Cycling) which requires a minimum provision of 1 sheltered and secure cycle parking space per 1-bedroom (1-person) dwelling.

- 18** Also to the rear of the property there will be a communal refuse store for the three ground floor units. The access to the refuse store will be 17m to the carriageway edge of Gilbert Road, providing an acceptable drag distance for bin operatives.

#### **Traffic Impact**

- 19** No on-site car parking area shall be provided for the proposed unit. The proposed unit is expected to accommodate one person and it has been demonstrated that the site is accessible to local amenities and public transport nodes, therefore the future resident is unlikely to be reliant on owning a car for typical day-to-day journeys. Consequently, providing no on-site car parking is highly unlikely to cause any adverse effect to the local highway.

#### **Summary**

- 20** The scheme comprises the infill and small rear extension at ground floor level to create a 1-bedroom (1-person) C3 residential unit which clearly will not have a significant impact in highways and transport terms. The site is within an accessible location and allows convenient access to public transport facilities, shops and other services. Consequently, the scheme is considered to be entirely appropriate to be brought forward as car-free. To support the car-free scheme, cycle parking will be provided in accordance with London Plan standards.
- 21** The proposed scheme is therefore considered to be an entirely appropriate form of development in transport and highways terms.