



Transport Assessment Addendum

Cascades Leisure Centre, Gravesend

5th January 2026

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Transport Assessment Addendum

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1 Introduction

- 1.1.1 Stantec UK Ltd (Stantec) have been appointed by Willmott Dixon Construction Limited to support a S73 application. The S73 application relates to planning permission 20221293 for a leisure centre redevelopment at Cascades Leisure Centre, Gravesend. Planning permission was granted on 3rd March 2023 for:

“Demolition of the existing Cascades Leisure Centre and public house and redevelopment of the site to provide a new leisure centre with community pool, leisure water, cafe, soft play, 'clip n climb' facility, a six court sports hall, fitness suite, spin studio, 2 no. fitness studios, 2 no. squash courts, a new tennis/netball court, improvements to the existing play area, landscaping across the site and associated car parking.”

- 1.1.2 Following granting of planning permission a number of adjustments have been made to the development proposals and this has triggered the need for a S73 application being submitted for variation of planning conditions.
- 1.1.3 The following addendum report has been written to accompany the S73 application submission. This report addendum considers the proposed changes to the permitted development and the implications of these with respect to the Transport Assessment report supporting the current permission.

1.2 Approved Scheme ref. 20221293

- 1.2.1 The approved scheme comprises:

- 7,316m² floorspace (GIA) within the building
- Vehicle parking provision of 232 spaces
- Cycle parking provision of 35 spaces
- Motorcycle parking provision of 13 spaces
- The existing 25 space car park at the site entry will also remain as existing

1.3 S73 proposed layout

- 1.3.1 Stantec have been advised that the S73 application will comprise the following quanta:

- 6,037m² floorspace (GIA) within the building
- Vehicle parking provision of 232 spaces (same as permitted)
- Cycle parking provision of 35 spaces (same as permitted)
- Motorcycle parking provision of 13 spaces (same as permitted)
- The existing 25 space car park at the site entry will also remain as existing (same as permitted)

- 1.3.2 Hence, the difference between the permitted development and proposed development (in terms of quanta) is the reduction in floor area of 1,279m². This represents a 17.5% reduction in floor area.



1.4 This addendum report

- 1.4.1 The following addendum report considers the content of the Transport Assessment report that supports the extant planning permission (dated November 2022) and how this may change as a result of the S73 application proposals.
- 1.4.2 Hence, this addendum report should be read in conjunction with the original Transport Assessment report (November 2022) accompanying the planning application 20221293.
- 1.4.3 The following review is conducted on a “chapter by chapter” basis with comments and calculations as appropriate for each chapter.



2 Background information and context

- 2.1.1 The following paragraphs consider the first five chapters of the Transport Assessment report in the context of the S73 proposals.

2.2 Chapter 1 - Introduction

- 2.2.1 Only minor commentary changes apply to this chapter with respect to the development description. The development description is now as follows:

“Demolition of the existing Cascades Leisure Centre and public house and redevelopment of the site to provide a new leisure centre with community pool, leisure water, cafe, soft play, a six court sports hall, fitness suite, spin studio, 2 no. fitness studios, a new tennis/netball court, landscaping across the site and associated car parking”.

2.3 Chapter 2 - Existing and proposed use

- 2.3.1 The existing use description in the Transport Assessment remains the same.
- 2.3.2 It is now the case that the site has planning permission (20221293) for a leisure centre comprising 7,316m² floorspace (GIA) within the building, vehicle parking provision of 232 spaces, cycle parking provision of 35 spaces and motorcycle parking provision of 13 spaces. The existing 25 space car park at the site entry will also remain as existing
- 2.3.3 The revised scheme comprises 6,037m² floorspace (GIA) within the building (a reduction of 1,279m² from that permitted), vehicle parking provision of 232 spaces (same as permitted), cycle parking provision of 35 spaces (same as permitted) and motorcycle parking provision of 13 spaces (same as permitted). The existing 25 space car park at the site entry will also remain as existing (same as permitted).
- 2.3.4 Hence, the difference between the permitted development and proposed development (in terms of quanta) is the reduction in floor area of 1,279m². This represents a 17.5% reduction in floor area. The original Transport Assessment report considers a development floorspace envelope of 7,500m². The proposed S73 parking provision will remain the same as permitted, as will re-use of the existing vehicle access points.

2.4 Chapter 3 - Policy context

- 2.4.1 The policy context of the site has changed since the approval of application ref. 20221293. This section considers the latest NPPF document, the latest KCC LTP5 document and updated KCC parking standards 2025 document as considered by the paragraphs below.

National Planning Policy Framework (December 2024)

- 2.4.2 The National Planning Policy Framework (NPPF) was published in March 2012 and most recently updated in December 2024 and is the current over-arching planning framework for Local Planning Authorities.
- 2.4.3 The NPPF highlights that sustainable development is made up of three elements that are mutually dependent on each other – economic, social and environmental. It further states that:

“Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

- 2.4.4 In terms of transport, the key theme of the NPPF is to promote sustainable modes of transport, with development sustainably located and notes that smarter use of technologies



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can reduce the need to travel. The NPPF does, however, recognise that different policies should be applied in different communities in order to achieve this balance and that opportunities to maximise sustainable modes of transport will vary between urban and rural areas.

- 2.4.5 Paragraph 115 lists a number of considerations for planning authorities to apply in their decision making when reviewing Transport reports. These include the need to consider that opportunities for sustainable transport have been taken up, if the access arrangements are safe and suitable and if any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 2.4.6 Paragraph 116 of the NPPF states 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, following mitigation, would be severe. Taking into account all reasonable future scenarios.”

- 2.4.7 Importantly, the NPPF advises that development should only be refused on transport grounds if the residual cumulative impacts are likely to be “severe”. The definition of “severe” in this context is unique to the individual site under consideration. However, it may be helpful to consider that within the context of the Environmental Impact Assessment “severe” impacts are often described as those that would have a national or regional significance. In this respect, it is clear that the NPPF is seeking to strike a positive balance between potential local traffic impacts and local economic or social benefits.

- 2.4.8 It is reasonable to suggest that within many settings, the existing traffic conditions will be busy, with congestion at peak periods. However, the NPPF is suggesting that planning authorities should not allow this to stifle valuable economic development. The test is whether any residual impacts could be considered “severe” in the context of NPPF, and it is clear from the Transport Assessment report and review that follows that this is not the case.

- 2.4.9 Paragraph 117 of the NPPF requires opportunities for sustainable travel to be exploited and developments should therefore give first priority to pedestrians and cyclists within the scheme and neighbouring areas. Second priority, so far as possible, should be given to facilitating high quality public transport. Developments should also create safe, secure and attractive layouts which minimise conflicts between pedestrians, cyclists and vehicles. The masterplan responds to this through provision of walking and cycling infrastructure on site that connects to the external network and on site bus stop provision.

- 2.4.10 The connectivity of this site with the existing walking network will facilitate movement by this mode. In addition, the site has a bus stop located within the site, as existing, providing excellent connectivity with local bus services.

- 2.4.11 Paragraph 118 of the NPPF states

“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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

- 2.4.12 This planning application is supported by a Framework Travel Plan document as well as this Transport Assessment.

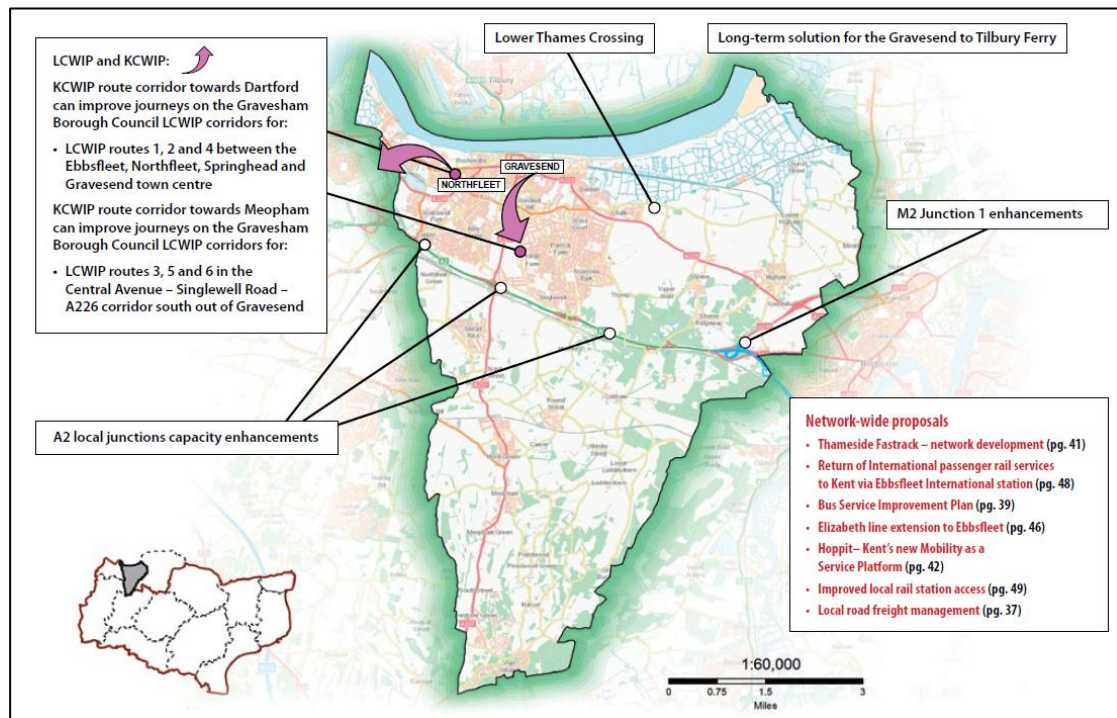
Local Transport Plan for Kent 5 (LTP5)

- 2.4.13 Kent’s fifth Local Transport Plan was adopted during December 2024. The main aim of LTP5 is improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe,



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reliable, efficient, and affordable transport network across the county and as an international gateway. With respect to Gravesend District it presents the following graphic.



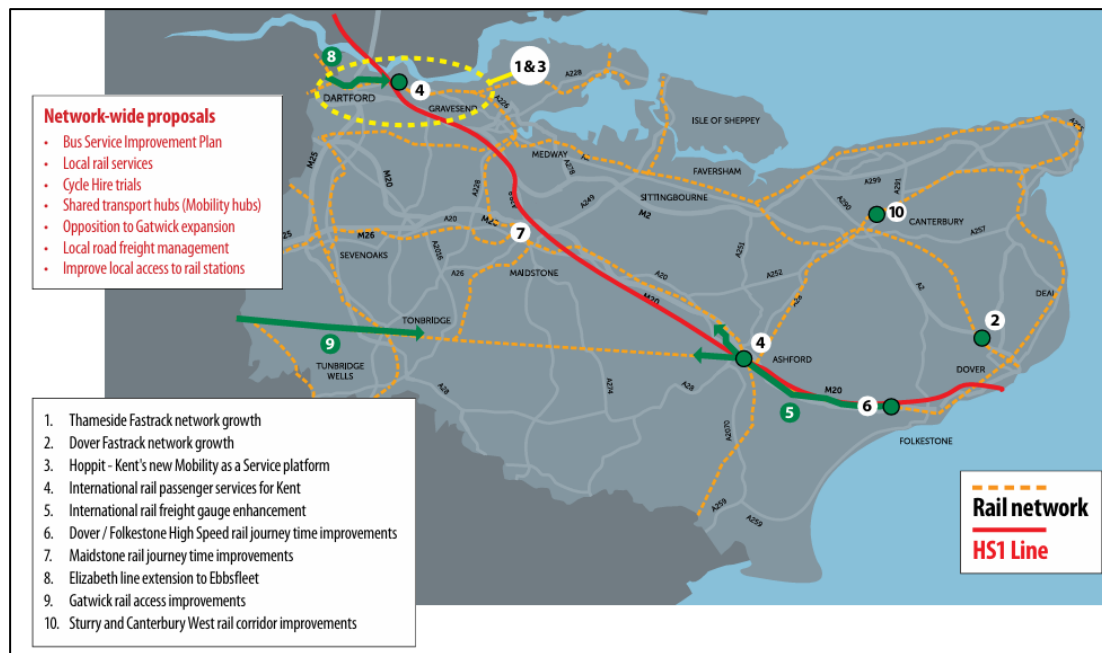
2.4.14 With respect to walking and cycling the LTP5 includes the graphic below. It references the Meopham cycling corridor and the Dartford to Gravesend cycling corridor.



2.4.15 With respect to public transport the LTP5 includes the graphic below. It references the Thameside Fastrack network growth.



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- 2.4.16 The proposed development will support the outcomes defined within LTP5 by promoting sustainable travel opportunities, connecting the site to walking and cycling infrastructure, continue supporting public transport through patronage from on site bus stops.

Car parking policy – KCC

- 2.4.17 Reference has been made to the current KCC parking standards guidance, which were adopted during early 2025. These parking standards supersede the Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (2006) and the Kent Design Guide: Interim Guidance Note 3 (2008).
- 2.4.18 The following paragraphs provide a summary of the key points within this document relevant to the development proposals at Newtown Works.
- 2.4.19 The first paragraph of the document sets the context that the KCC parking standards are a starting point to discuss with KCC officers with respect to an appropriate level of parking provision. It states:

“This guidance sets out the parking standards for new developments in Kent. It considers parking for all types of vehicles and seeks to balance the need to provide an appropriate parking provision, ensure the safe operation of the public highway and encourage travel by sustainable modes. It represents a starting point for engagement with the Local Planning and Highway Authorities on parking and layout matters and promotes a pragmatic approach that can also be informed by site-specific considerations as appropriate.”

- 2.4.20 Table 2 in the Appendix to the KCC document suggests the following parking standards for indoor sports facility. These standards are the same as per the previous KCC parking standards for this use and hence the same as included in the Transport Assessment document. Hence, no update to the Transport Assessment report is required with respect to the standards.



Indoor sport, recreation or fitness (not involving motorised vehicles, firearms, or use as a swimming pool or skating rink) – E(d)	
	Car Parking
Multi-Activity Sports & Leisure Centres, Health & Fitness Centres, Gymnasias, Social Clubs, Discotheques, Dance Halls, Ballrooms.	1 space per 22m ² + 1 space per 15 seats where appropriate
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision. 3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided. 4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.

2.4.21 On the basis of the parking standards above the proposed development would be permitted to provide a maximum of $6037 / 22 = 274$ spaces, plus $250 / 15 = 17$ for spectators. This equates to 291 spaces in total.

2.4.22 With respect to mobility impaired drivers. The standards require the following parking provision, which remains unchanged from the Transport Assessment report:

- Car Parks up to 50 spaces - 1 designated space + 2 spaces of sufficient size but not specifically designated.
- Car Parks with 50 to 200 spaces - 3 designated spaces or 6% of the total capacity, whichever is greater
- Car parks with greater than 200 spaces - 4 designated spaces + 4% of the total capacity

2.5 Chapter 4 - Transport network serving the site

2.5.1 No updates are required with respect to highway access and walking and cycling access.

2.5.2 With respect to rail services the closest rail station to the leisure centre remains Gravesend, continuing to provide services operated by Southeastern and Thameslink trains and include high speed services to London St Pancras International.

2.5.3 With respect to local bus services, Cascades Leisure Centre provides a bus stop within the site and this facility will be retained within the new masterplan. Local bus services are operated by a number of operators, including Arriva, and an extract from the route map is shown below.

2.5.4 Within the site the 481 and 491 bus services provide direct access to the leisure centre. The table below provides a summary of the service offered.

Bus Number	Origin	Destination	Frequency
481	Ebbsfleet station	Cascades	Every hour 07:30 – 18:30 on Mondays and Tuesdays during school holidays



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491	Singlewell	Gravesend	Half hourly 07:52 – 22:15 on Monday to Saturday. Hourly on Sunday.
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2.5.5 External to the site, additional bus stops are provided at the site vehicular entry on Thong Lane and also Leander Drive, around 200m from the site entrance. These stops provide access to the 735 and 111 service (as well as the 481 and 491) as detailed within the Transport Assessment report.

2.5.6 Any changes to the bus services since the submission of the Transport Assessment report do not have a bearing on the junction modelling completed within the Transport Assessment document.

2.6 Chapter 5 - Base year traffic conditions

2.6.1 No updates to base year traffic conditions are required (with respect to traffic flows) as a result of the S73 development proposals. This chapter of the Transport Assessment still describes an appropriate set of base year conditions.

2.6.2 With respect to the crash data summary, the Crashmap website has been reviewed for updated crash data during the previous 5 year period. A summary of the crashes is provided in the table below. This is not significantly different to that reported within the 2022 Transport Assessment report.

	Slight	Serious	Fatal	Total
A226 / Thong Lane	3	1	0	4
Site access	1	0	0	1
A2 / Thong Lane	1	1	0	2
A2 / Brewers Road	0	0	0	0



3 Forecast traffic flows

- 3.1.1 The following paragraphs consider chapters 6 and 7 of the Transport Assessment relating to the traffic flows assessed.

3.2 Chapter 6 - Forecast baseline traffic

- 3.2.1 The Transport Assessment considers a forecast baseline year of 2028 in section 6.2. An update to this would be appropriate to consider a forecast year of 2031 (5 years post S73 application).
- 3.2.2 For the purposes of this addendum, it has been assumed that the existing leisure centre, rather than the permitted leisure centre, represents a baseline against which to compare the now proposed leisure centre.
- 3.2.3 Section 6.3 of the Transport Assessment considers the visitor numbers for the existing leisure centre. This would not need to change as a result of the S73 application proposals.
- 3.2.4 Section 6.4 of the Transport Assessment summarises the growth factor from 2022 to the 2028 assessment forecast year. For the purpose of this addendum the growth factor has been extended to derive a factor for 2031 by extrapolating the Temprow growth factor adopted in the Transport Assessment and this applied to the survey data. This results in the Temprow factors as follows:
- 2022 to 2028 >> 1.0387 AM peak / 1.0418 PM peak (original TA document)
 - 2022 to 2031 >> 1.0581 AM peak / 1.0627 PM peak (this addendum)
- 3.2.5 Committed developments coming forward within the local area have been assumed to be the same as included within the Transport Assessment document.
- 3.2.6 The baseline traffic flows for 2031 have been derived by adding together the 2031 background traffic flows and committed development traffic flows.
- 3.2.7 The updated traffic flows are included as updated Figures 6.1 to 6.10.

3.3 Chapter 7 - Forecast traffic generation and distribution

- 3.3.1 This chapter of the Transport Assessment considers the existing traffic generation from the leisure centre and how this may change as a result of the proposed development. This chapter does not require an update with respect to the existing traffic generation assessed, nor the traffic generation calculated for the now permitted leisure centre (which was pro-rata the existing generation based upon floor area).
- 3.3.2 The existing leisure centre floor area assessed was 6,674m², whilst the proposed leisure centre floor area assessed was 7,500m². Traffic generation from the site was assessed to increase pro-rata by the floor area increase as a result of the proposed development.
- 3.3.3 The same methodology has been adopted for the now proposed S73 application of 6,037m². It is noted that this proposed floor area is less than the permitted floor area and the existing leisure centre floor area. The existing traffic movements associated with the leisure centre have been factored pro-rata floor area.
- 3.3.4 The S73 proposed leisure centre traffic generation and the 2031 baseline plus proposed leisure centre turning flows are illustrated at updated Figures 7.1 to 7.4. The leisure centre now proposed results in fewer traffic movements than the existing leisure centre and the permitted leisure centre.



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- 3.3.5 The assessment with respect to hosting sporting competitions or events, typically during a weekend and potentially a Wednesday afternoon for school events, would not affect the peak hour assessments completed within the Transport Assessment, nor the parking demand calculations.



4 Parking and servicing

4.1.1 The following paragraphs consider the parking and servicing aspects of the S73 application in the context of the Transport Assessment supporting the current permission.

4.2 Chapter 8 - Parking and servicing

4.2.1 Commentary with respect to the existing parking provided on site does not change as a result of the S73 proposals. Hence, a total of 183 spaces are reported as currently provided on site.

4.2.2 The existing demand reported within the Transport Assessment does not change as a result of the S73 proposals. Hence the parking accumulation builds during the morning to around 70-80 parked vehicles and remains at this level for much of the day, then increase during the evening to around 177 vehicles by 19:00.

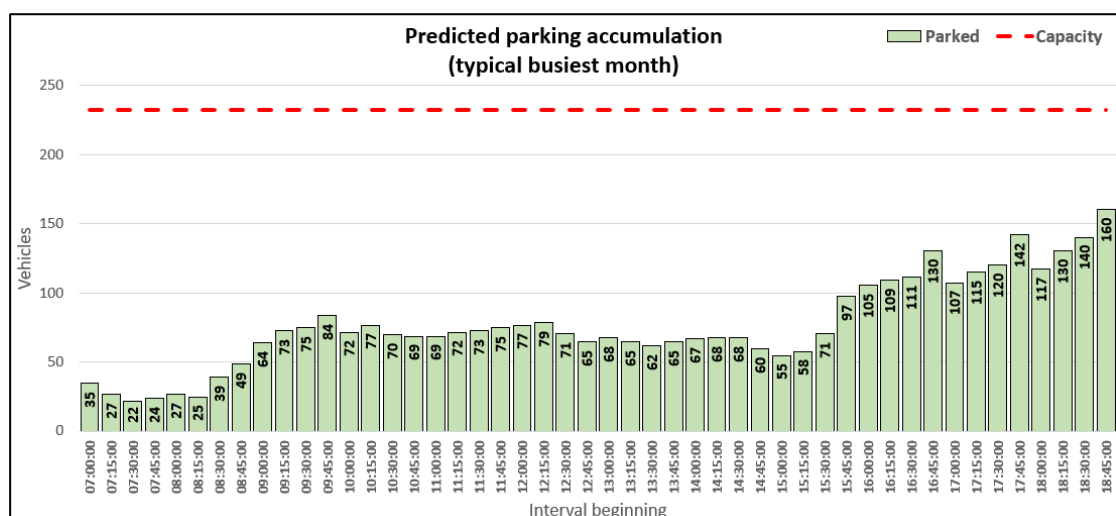
4.2.3 The calculated and observed parking dwell time calculations would not change as a result of the S73 proposals.

4.2.4 The permitted masterplan illustrates the parking provision, comprising 232 vehicle parking spaces, of which 15 will be for mobility impaired drivers and 14 will be for staff / servicing. A total of 10% of spaces will be provided with electric vehicle charging. This provision will remain the case for the S73 application proposals and hence no change is required to that reported by the Transport Assessment.

4.2.5 In addition to the dedicated provision for the leisure centre, the existing 25 space car park at the site entry will also remain as existing and permitted and an overflow parking area will be made available to the east of this as permitted. This provision will remain the case for the S73 application proposals and hence no change is required to that reported by the Transport Assessment.

4.2.6 Since writing the 2022 Transport Assessment, KCC have released an update to their parking standards guidance. However, this does not alter the standards summarised for the proposed S73 use and this has been summarised at section 2.4 above.

4.2.7 The Transport Assessment parking accumulation exercise has been updated to reflect the reduced floor area proposed by the S73 application. The updated parking profile is illustrated below.



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- 4.2.8 The parking accumulation exercise demonstrates a lower parking accumulation demand than the permitted leisure centre. On this basis, the parking provision proposed continues to be sufficient to meet the S73 application expected parking demand.
- 4.2.9 Cycle parking at the S73 proposed development will remain unchanged from the permitted development and would hence remain in accordance with KCC's non residential cycle parking standards.
- 4.2.10 There will be on site delivery and refuse collection movements associated with the proposed development as for the existing uses on site. The general layout of the proposed S73 masterplan is generally consistent with that for the permitted development.
- 4.2.11 An updated swept path analysis has been completed and is included as Appendix A.



5 Junction modelling

5.1.1 The following paragraphs consider chapters 9 to 17 of the Transport Assessment with respect to junction modelling completed.

5.2 Chapter 9 - Junction modelling assessment

5.2.1 This chapter would not change, with the exception of referring to a forecast year of 2031.

5.3 Chapter 10 - Site access junction – inbound

5.3.1 This chapter within the 2022 Transport Assessment models the inbound site access junction to assess the increase in traffic flow as a result of the proposed development (now permitted).

5.3.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	35	199
Permitted leisure centre	40	224
S73 proposed leisure centre	32	180

5.3.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.4 Chapter 11 - Site access junction - outbound

5.4.1 This chapter within the 2022 Transport Assessment models the outbound site access junction to assess the increase in traffic flow as a result of the proposed development (now permitted).

5.4.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	38	147
Permitted leisure centre	43	166
S73 proposed leisure centre	35	133

5.4.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.5 Chapter 12 - A226 Rochester Road / Thong Lane

5.5.1 This chapter within the 2022 Transport Assessment models the A226 Rochester Road / Thong Lane junction to assess the increase in traffic flow as a result of the proposed development (now permitted).



- 5.5.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	21	153
Permitted leisure centre	23	172
S73 proposed leisure centre	19	138

- 5.5.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.6 Chapter 13 - Thong Lane / Leander Drive

- 5.6.1 This chapter within the 2022 Transport Assessment models the Thong Lane / Leander Drive junction to assess the increase in traffic flow as a result of the proposed development (now permitted).
- 5.6.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	21	153
Permitted leisure centre	23	172
S73 proposed leisure centre	19	138

- 5.6.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.7 Chapter 14 - Thong Lane / Whinfell Way

- 5.7.1 This chapter within the 2022 Transport Assessment models the Thong Lane / Whinfell Way junction to assess the increase in traffic flow as a result of the proposed development (now permitted).
- 5.7.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	23	120
Permitted leisure centre	26	135
S73 proposed leisure centre	21	108

- 5.7.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is



not considered necessary to model the effect of the S73 proposed development at this junction.

5.8 Chapter 15 - Thong Lane / Vigilant Way

- 5.8.1 This chapter within the 2022 Transport Assessment models the Thong Lane / Vigilant Way junction to assess the increase in traffic flow as a result of the proposed development (now permitted).
- 5.8.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	30	74
Permitted leisure centre	33	83
S73 proposed leisure centre	27	67

- 5.8.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.9 Chapter 16 - A2 / Thong Lane

- 5.9.1 This chapter within the 2022 Transport Assessment models the A2 / Thong Lane junction to assess the increase in traffic flow as a result of the proposed development (now permitted).
- 5.9.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

	AM	PM
Existing leisure centre	30	74
Permitted leisure centre	33	83
S73 proposed leisure centre	27	67

- 5.9.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.

5.10 Chapter 17 - A2 / Brewers Road

- 5.10.1 This chapter within the 2022 Transport Assessment models the A2 / Brewers Road junction to assess the increase in traffic flow as a result of the proposed development (now permitted).
- 5.10.2 The S73 proposed development would result in a reduced floor area and lower traffic generation than the existing leisure centre and permitted leisure centre. The table below provides a summary of the leisure centre traffic through this junction assuming each scenario.

AM	PM
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Existing leisure centre	11	22
Permitted leisure centre	12	25
S73 proposed leisure centre	10	20

- 5.10.3 It is noted that the S73 proposed leisure centre is predicted to generate a lower volume of traffic than the existing leisure centre and the permitted leisure centre. On this basis there is not considered necessary to model the effect of the S73 proposed development at this junction.



6 Summary

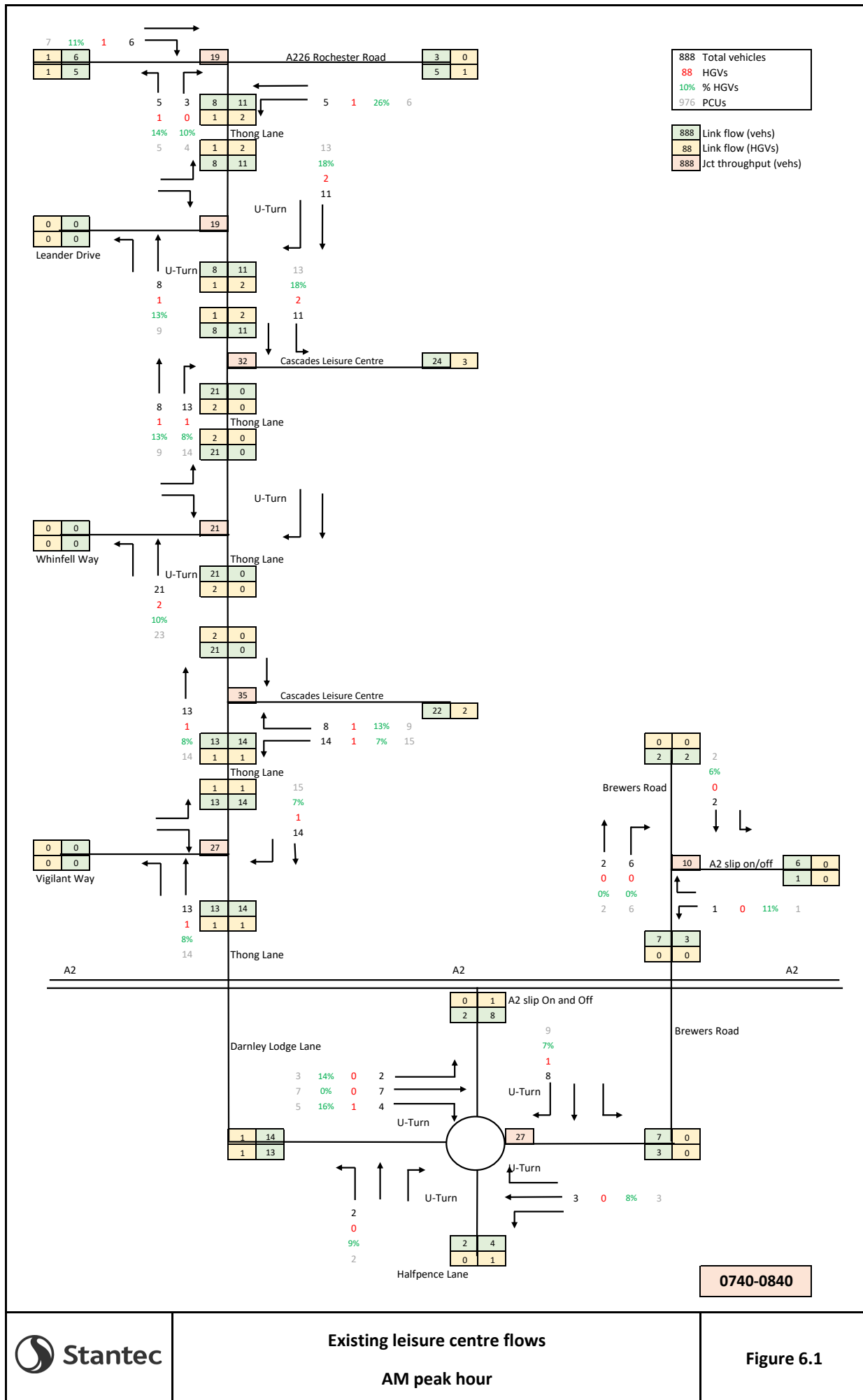
6.1 Chapter 18 - Summary

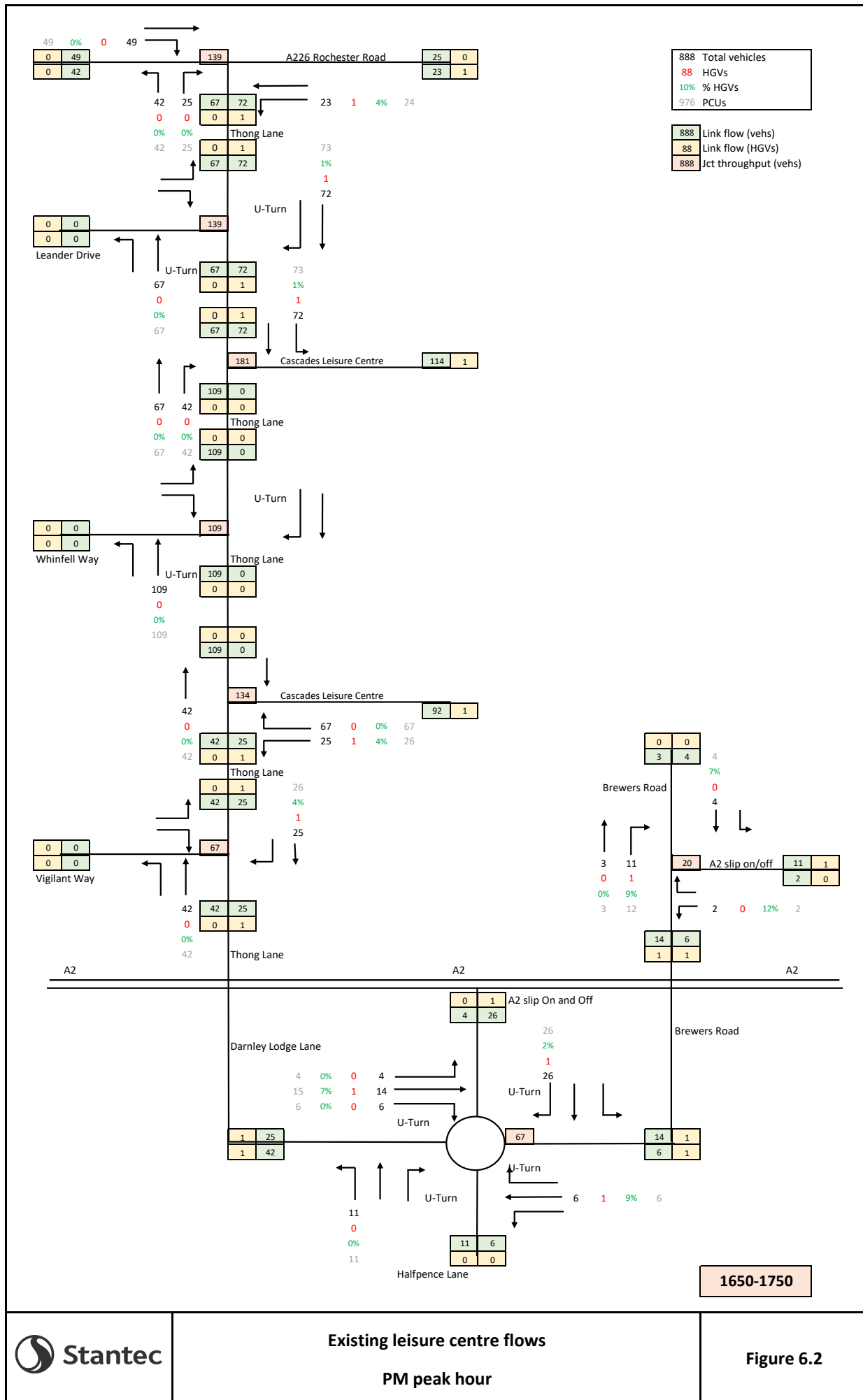
- 6.1.1 The findings of the 2022 Transport Assessment report do not change as a result of this Addendum report.

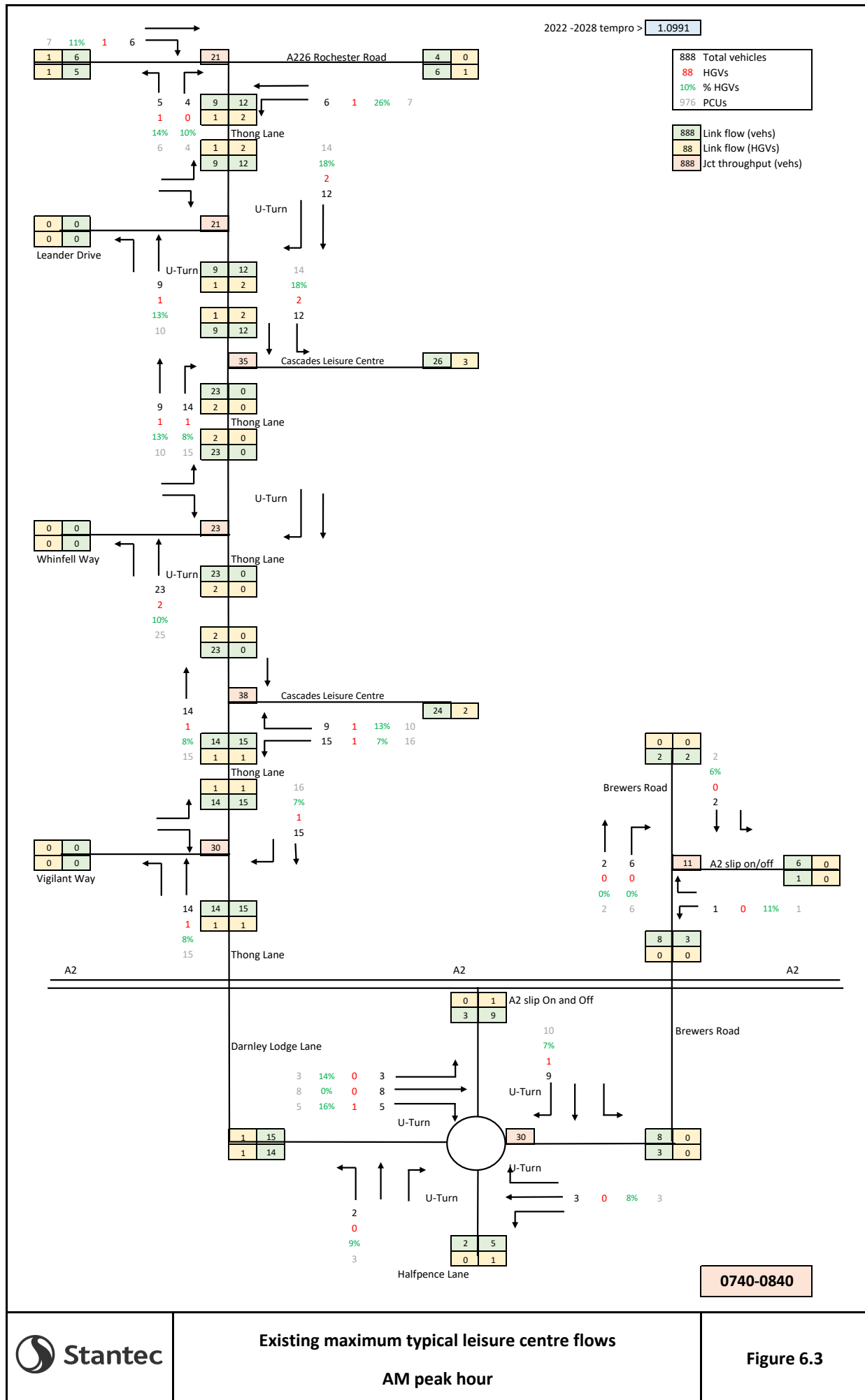


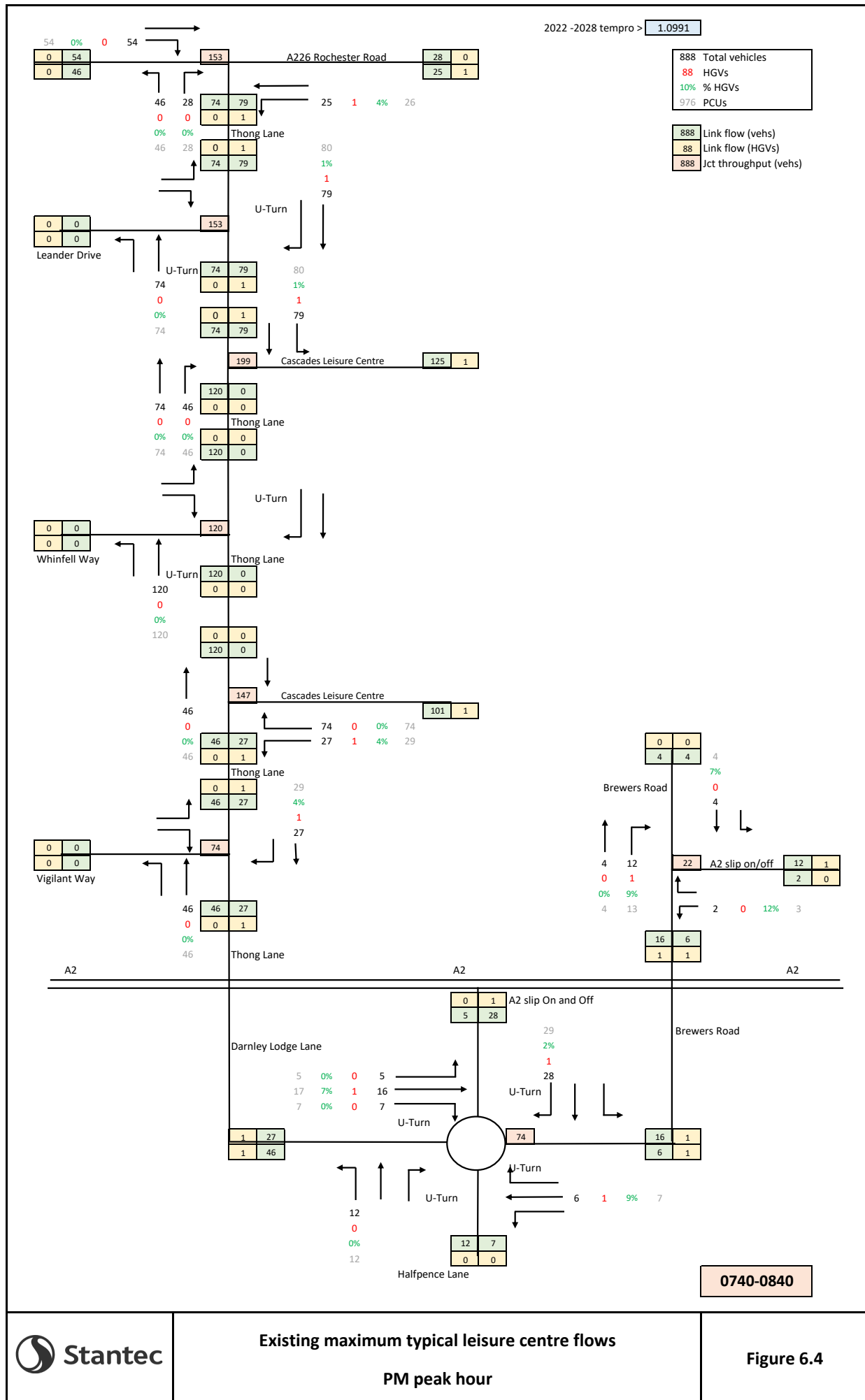
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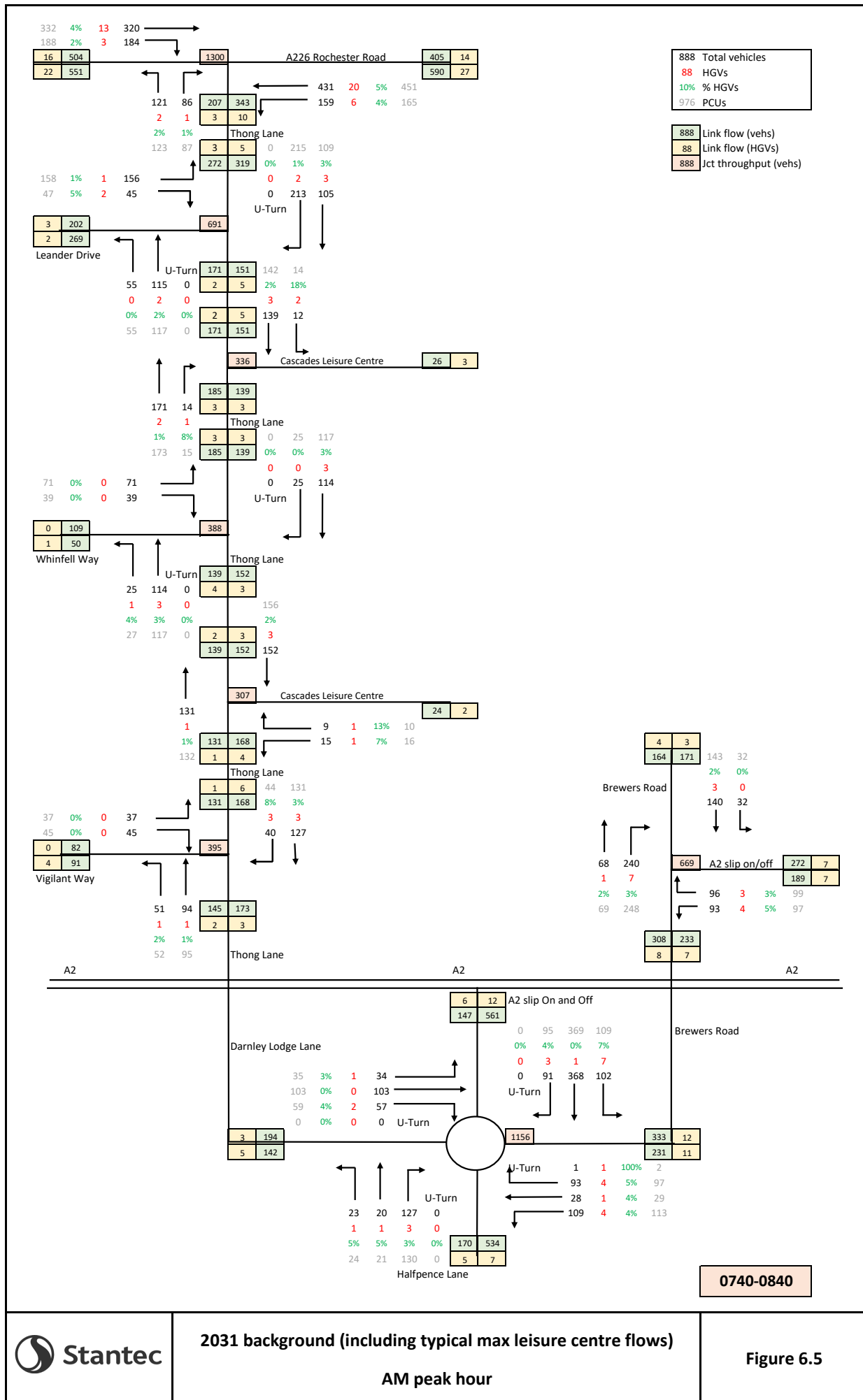


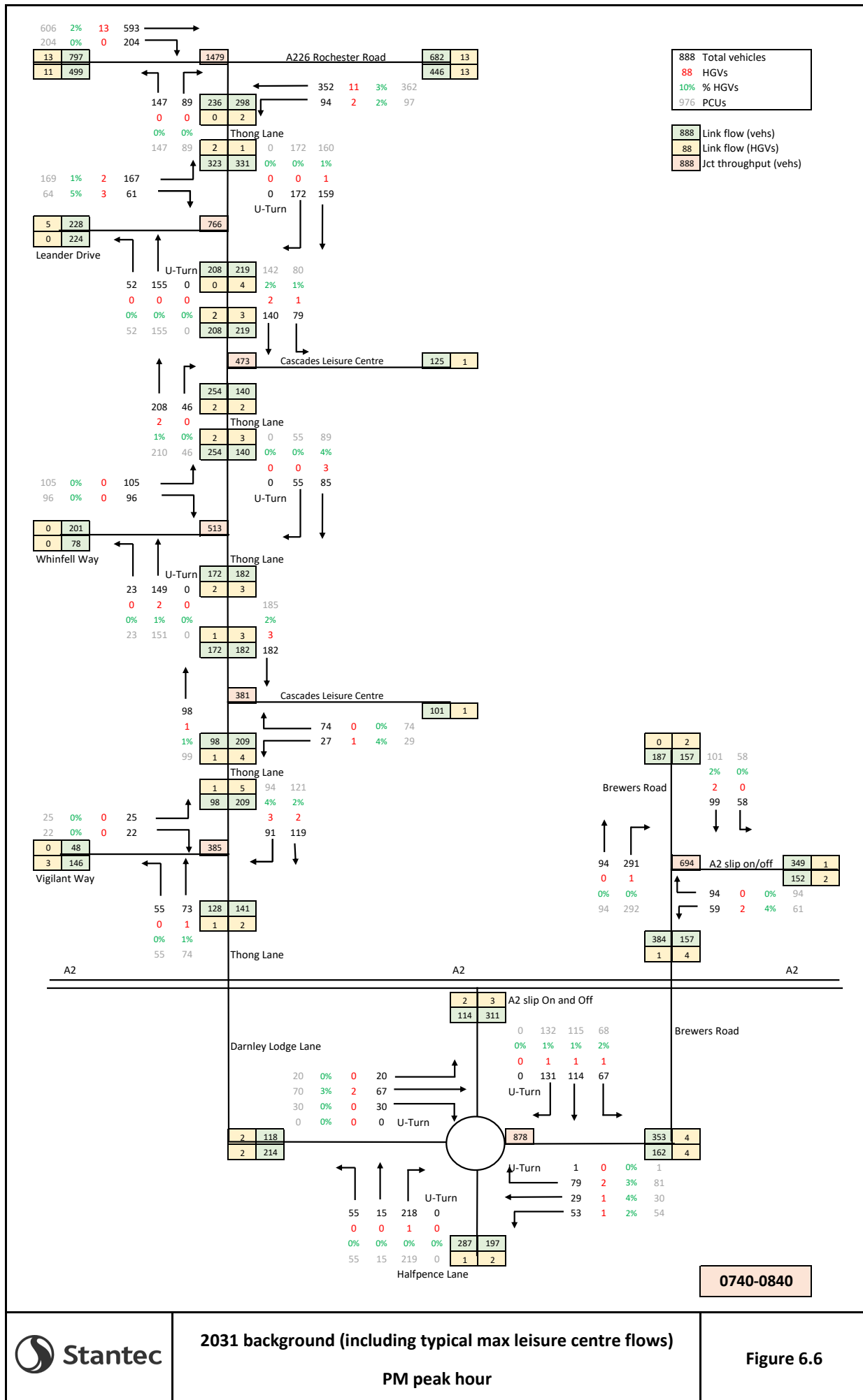


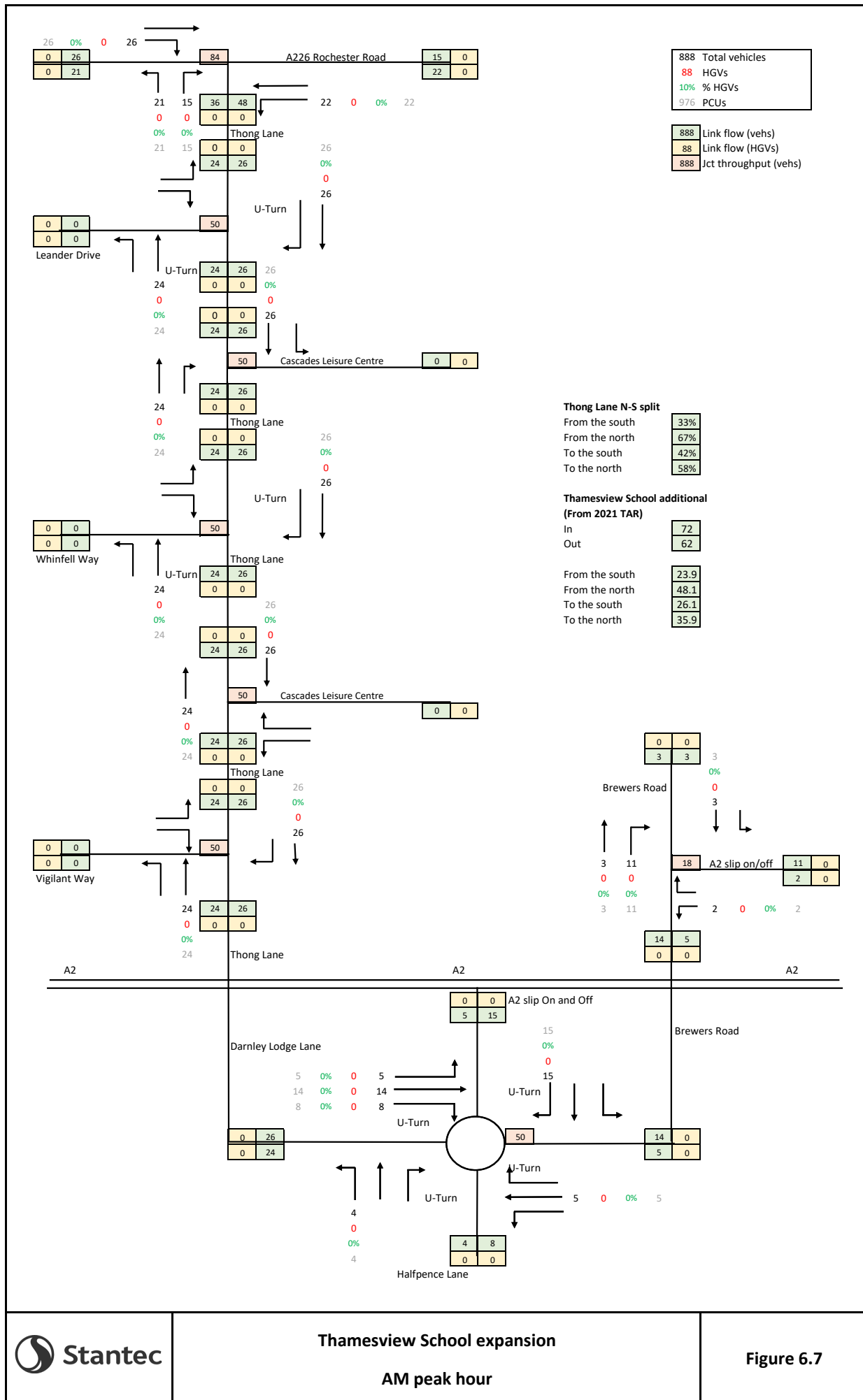


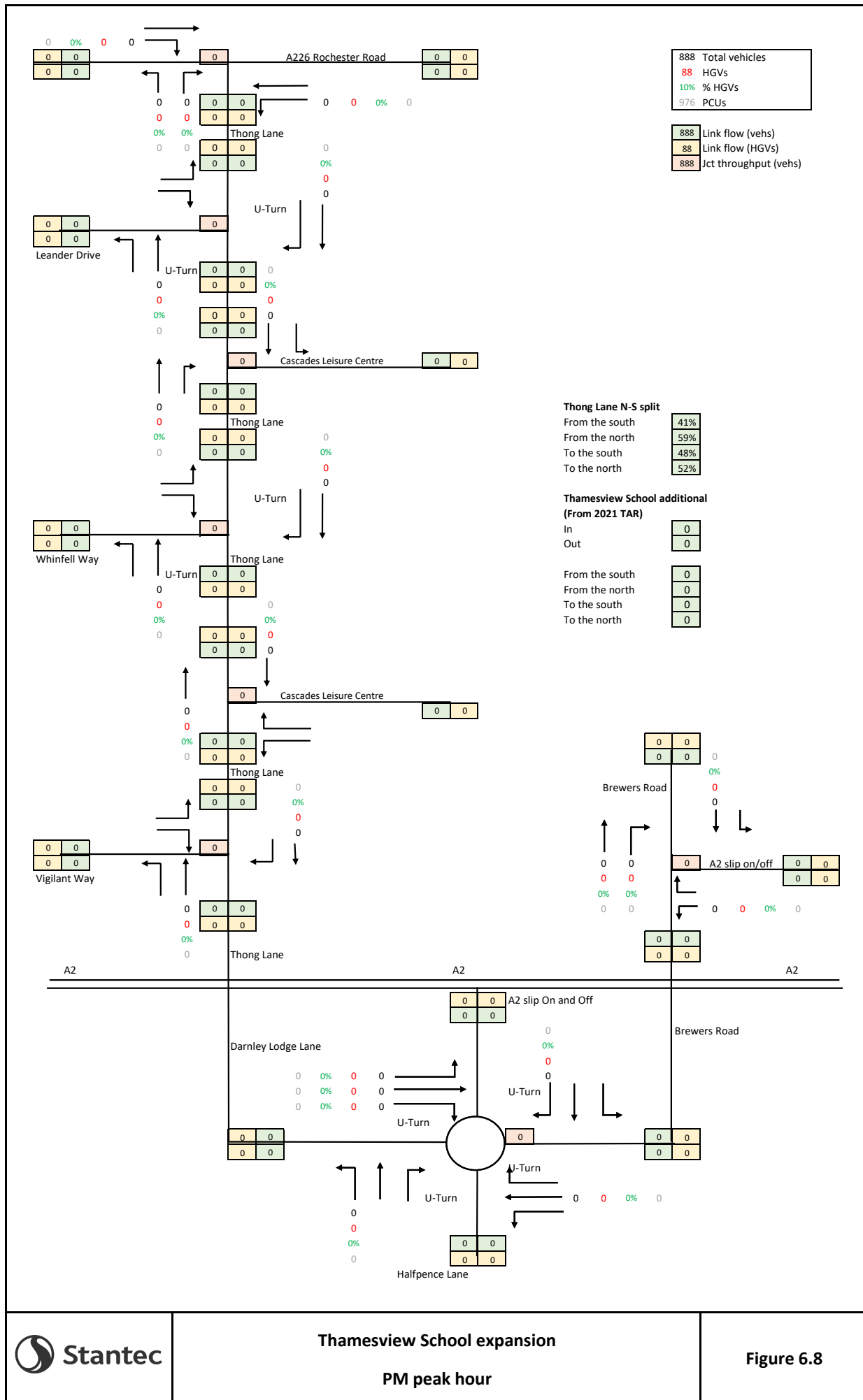


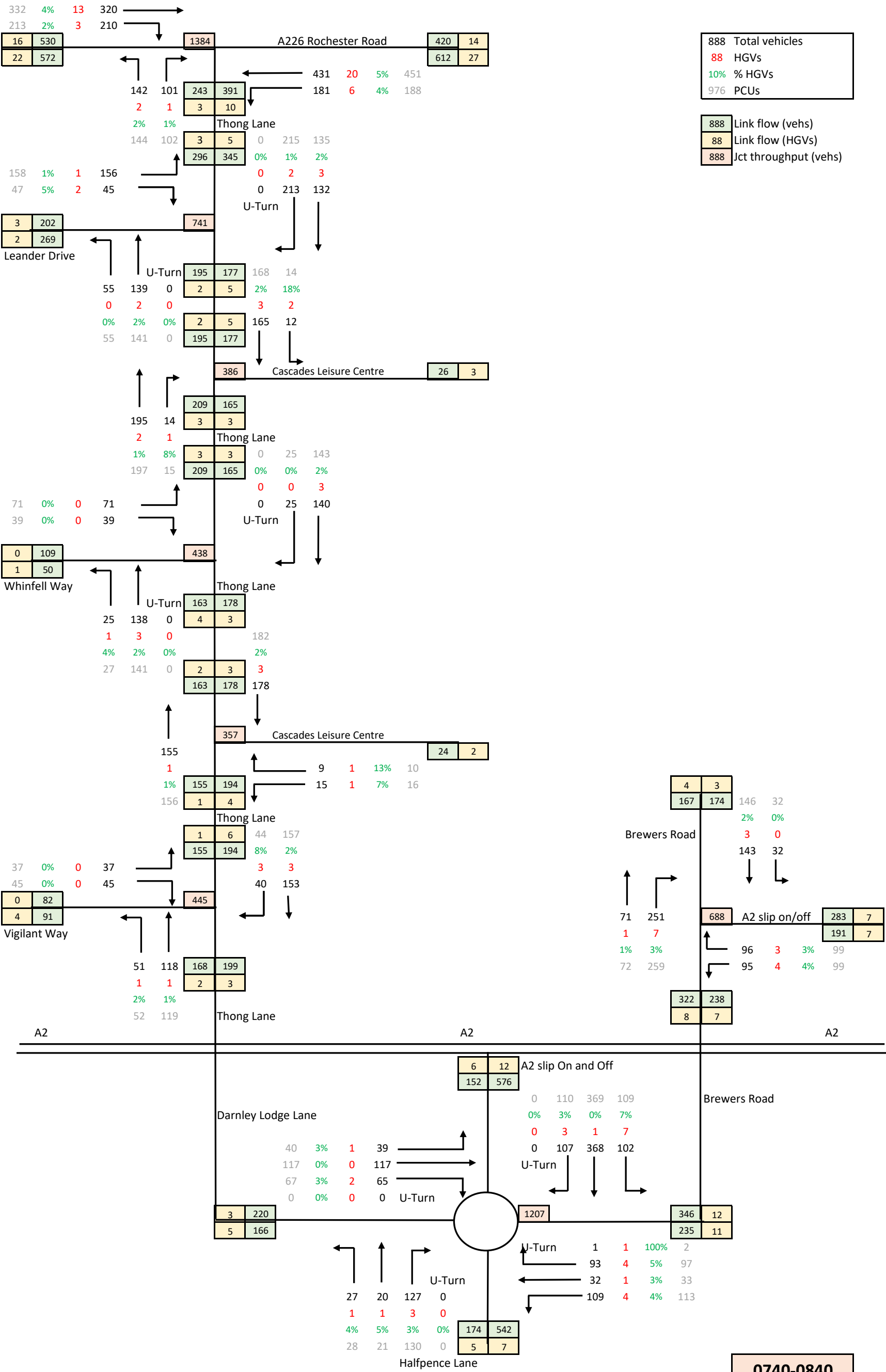


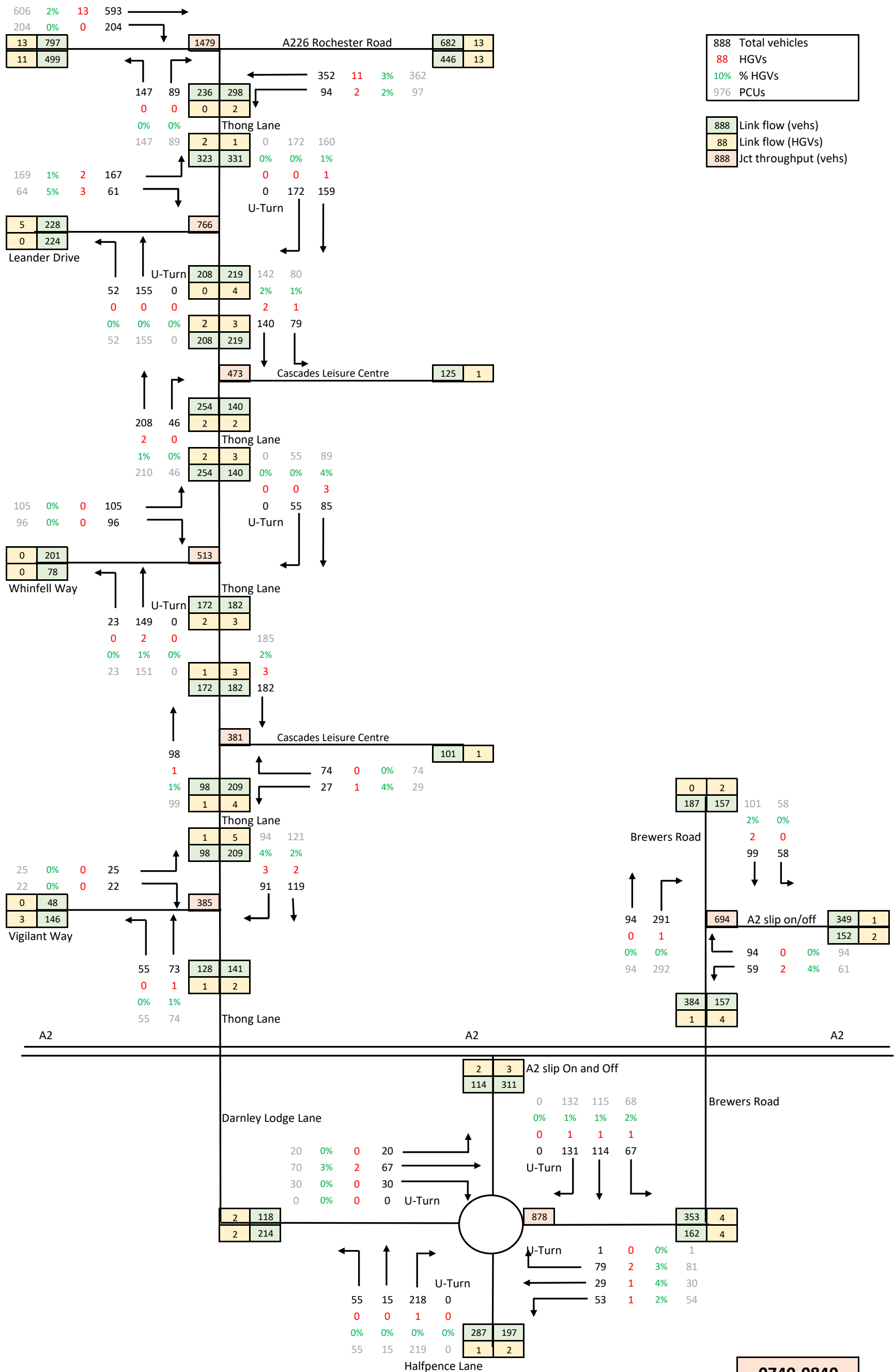


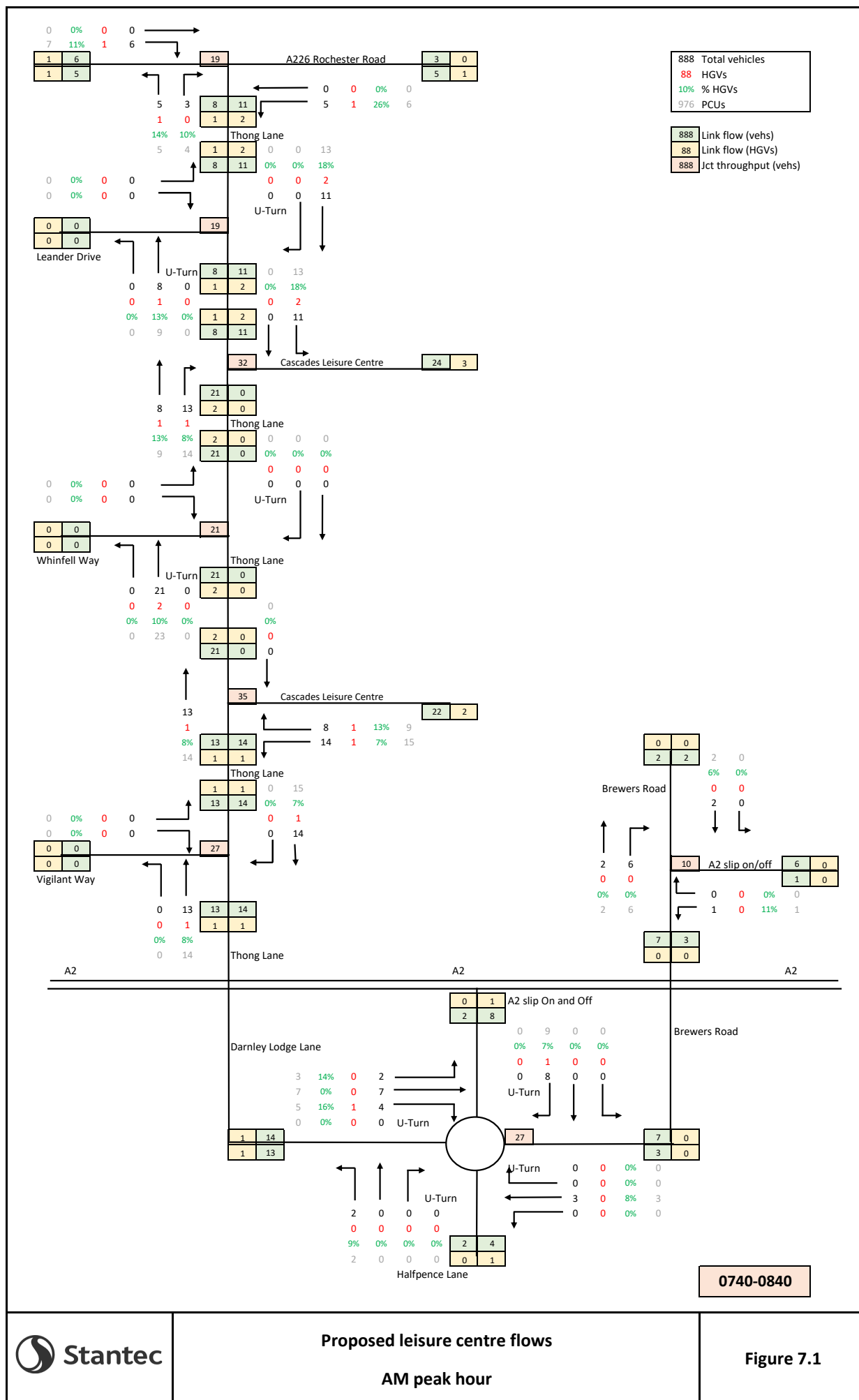


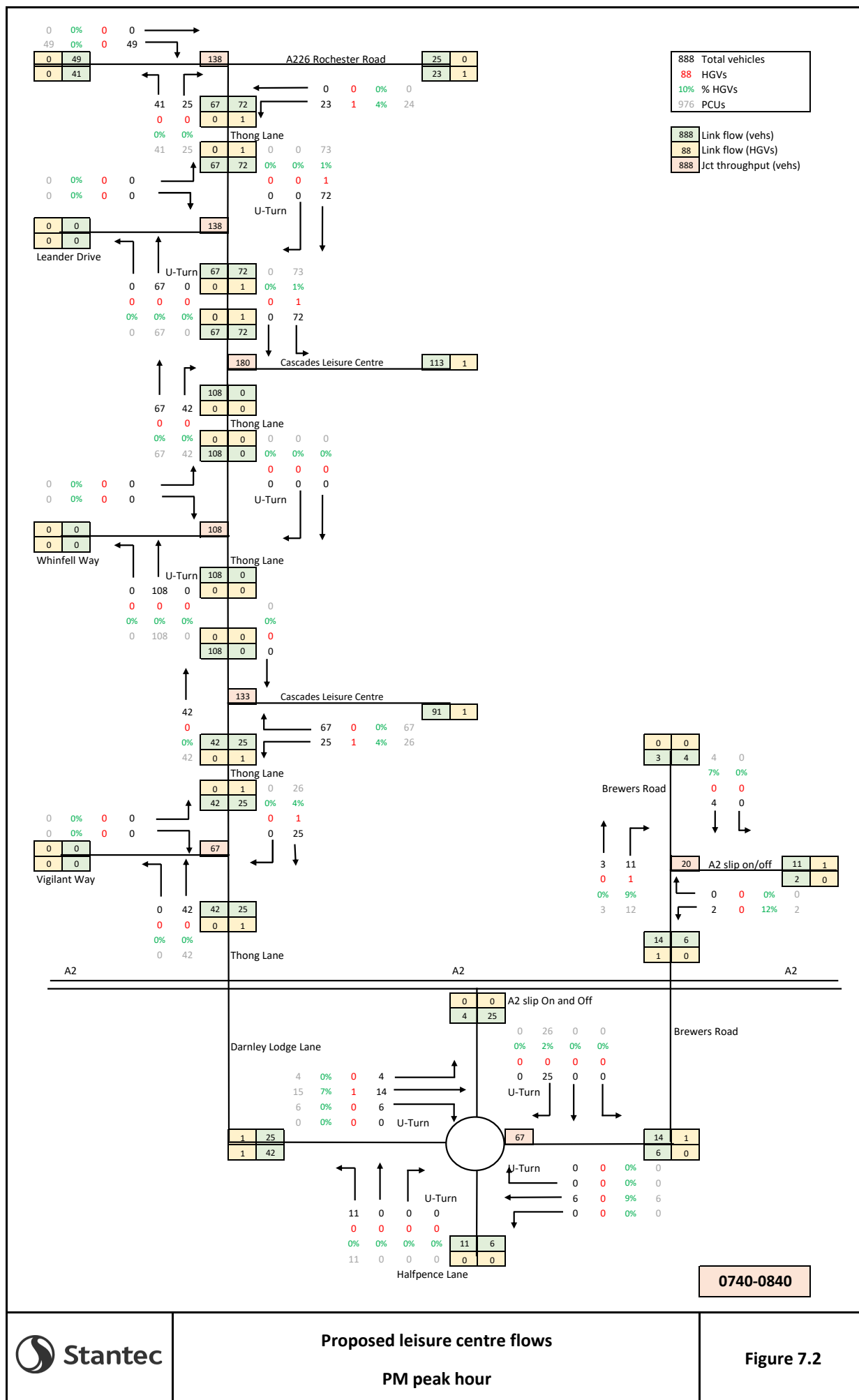


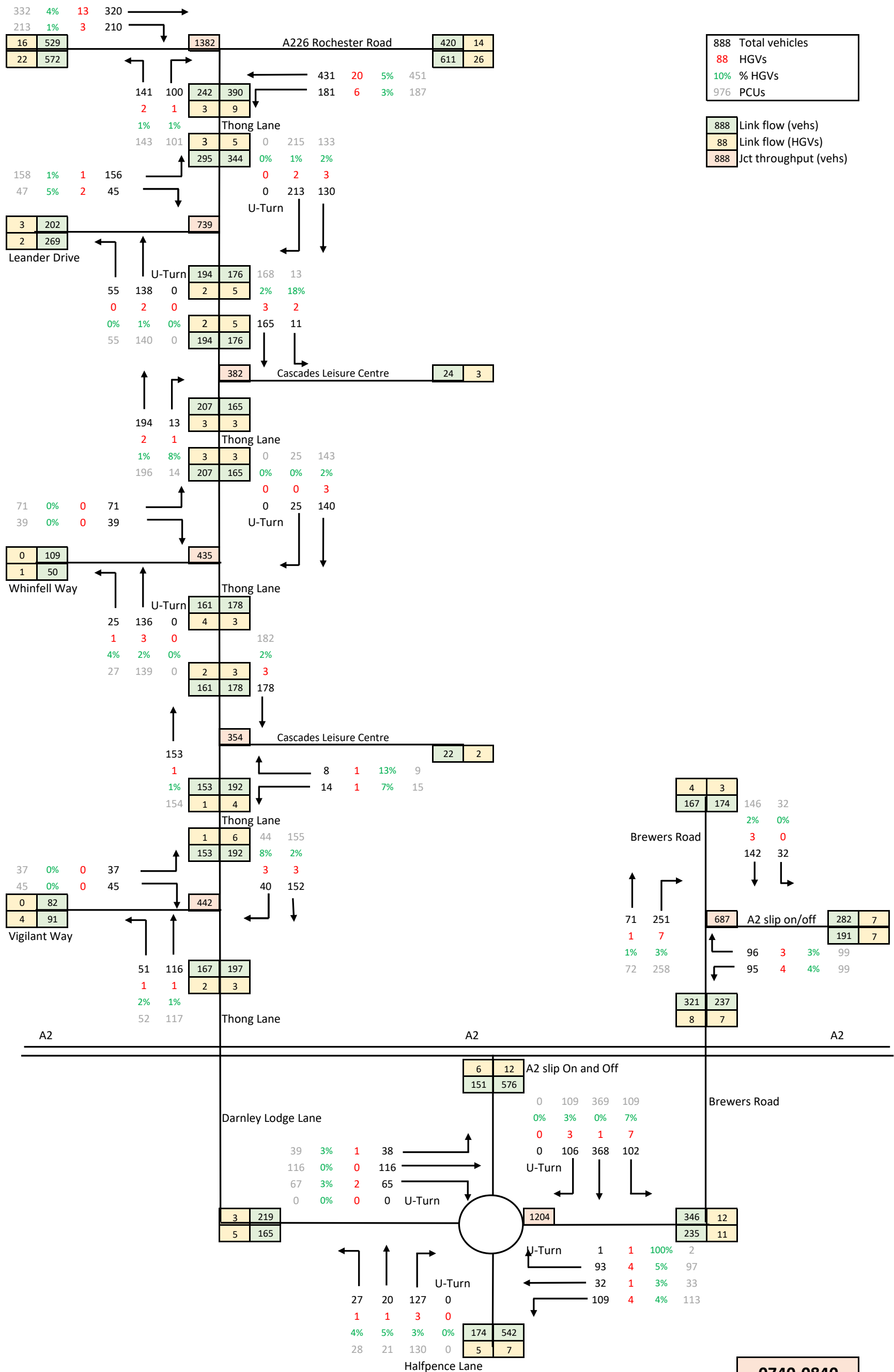






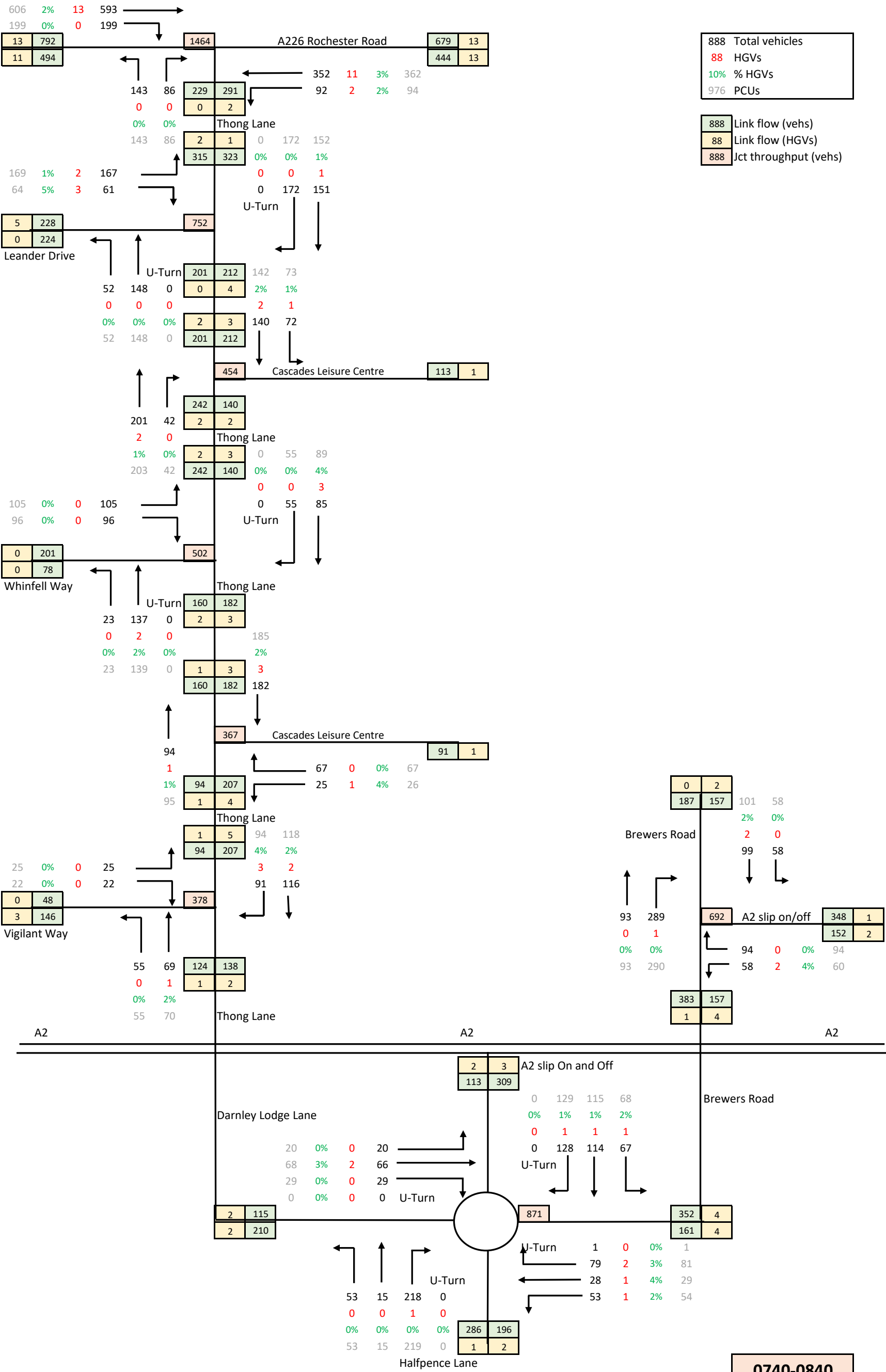






2031 baseline plus proposed leisure centre traffic flows
AM peak hour

Figure 7.3



Appendix A

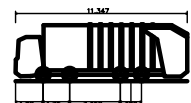


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Stantec UK Limited
Unit 10, Connect 38, 1 Dover Place
Ashford
TN23 1FB
Tel: +44 1233 527 250
www.stantec.com/uk



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 4.500m
Overall Body Height 2.500m
Min Body Ground Clearance 0.504m
Track Width 2.500m
Lock to lock time 6.000m
Wall to Wall Turning Radius 11.330m

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P01 FIRST ISSUE
Issued/Revision

HW
By

GH
Appd

2025.12.12
YYYY.MM.DD

Client/Project:
GRAVESHAM BOROUGH COUNCIL

CASCADES LEISURE
CENTRE, GRAVESHAM

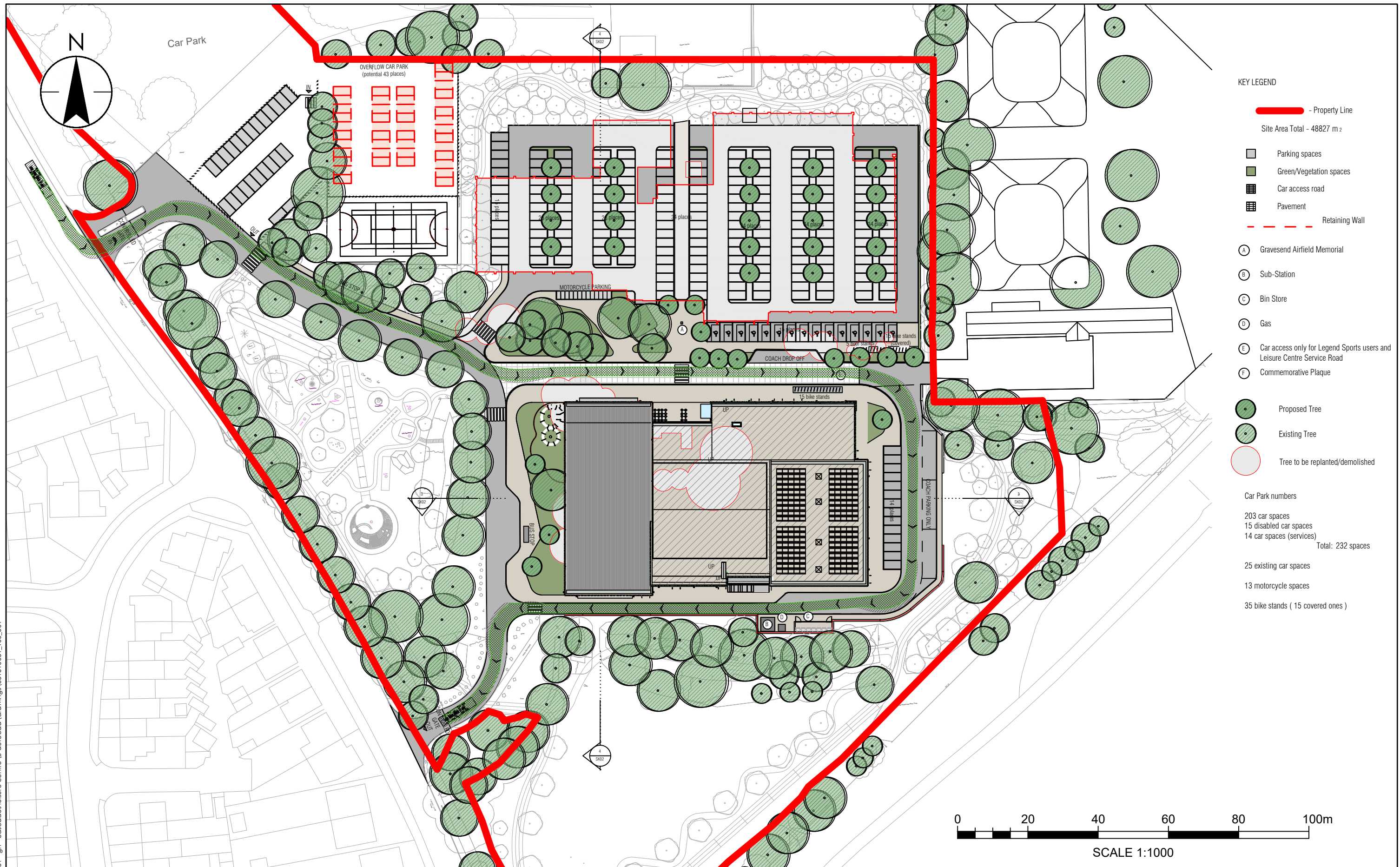
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Title
REFUSE SWEPT PATH
ANALYSIS

Revision:
P01

Date:
2025.12.12

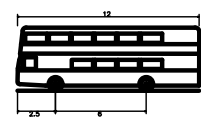
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ORIGINAL SHEET - ISOA3
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Stantec UK Limited
Unit 10, Connect 38, 1 Dover Place
Ashford
TN23 1FB
Tel: +44 1233 527 250
www.stantec.com/uk



Rigid Public Service Vehicle	12,000mm
Overall Length	2,500mm
Overall Width	2,173mm
Overall Body Height	3,344mm
Min. Body Ground Clearance	2,500mm
Track Width	1,900mm
Lock to lock time	10.500m
Kerb to Kerb Turning Radius	

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HW	GH	2025.12.12
By	Appd	YYYY.MM.DD

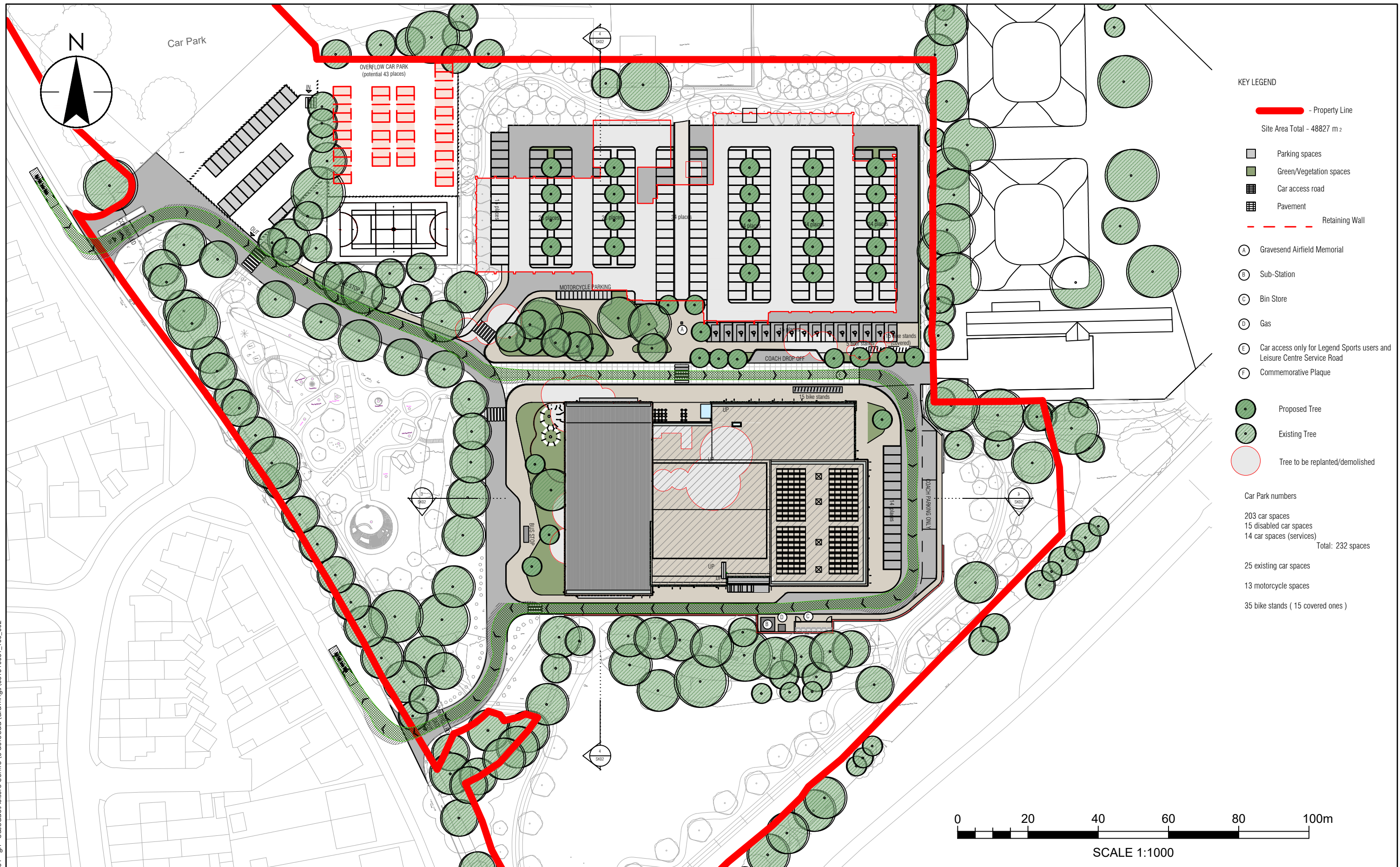
Client/Project:
GRAVESHAM BOROUGH COUNCIL

CASCADES LEISURE
CENTRE, GRAVESHAM

Project No.:
331510051

Title
PUBLIC SERVICE VEHICLE
SWEPT PATH ANALYSIS

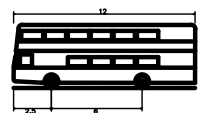
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ORIGINAL SHEET - ISOA3
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Stantec UK Limited
Unit 10, Connect 38, 1 Dover Place
Ashford
TN23 1FB
Tel: +44 1233 527 250
www.stantec.com/uk



Rigid Public Service Vehicle
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 4.175m
Min Body Ground Clearance 2.540m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb turning Radius 10.500m

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P01 FIRST ISSUE
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HW GH 2025.12.12
By Appd YYYY.MM.DD

Client/Project:
GRAVESHAM BOROUGH COUNCIL

CASCADES LEISURE
CENTRE, GRAVESHAM

Project No.:
331510051

Title
PUBLIC SERVICE VEHICLE
SWEPT PATH ANALYSIS

Revision: P01 Date: 2025.12.12 Drawing No. 331510051-100-003

