

Huggens College, College Road, Northfleet - GB/20240402

SLR Project No.: 418.063079.00001

2 August 2024

Revision: 1

RE: KENT HIGHWAYS CONSULTEE COMMENTS

ADDITIONAL INFORMATION REQUEST

1.0 Introduction

A Transport Assessment (TA) dated March 2024 was prepared by SLR and submitted to support the proposed scheme at Huggens College.

The site is located on College Road, Northfleet and currently provides 30 one and two bed units. All mode access is via a priority junction onto College Road.

The proposal is to demolish the existing units and construct 96 one bed apartments (an increase of 66). Vehicular access will be retained as per the existing arrangements with the inclusion of an emergency access which will be used during the construction phase as an alternative segregated access for residents. A pedestrian/cycle access is also proposed served off the B2175 Stonebridge Road.

Kent Highways and Transportation, as Local Highway Authority (LHA) and statutory consultee, has provided a response to the application requesting further information. The LHA response recommends several highways related planning conditions, should the highlighted matters be addressed satisfactorily, and also provides some general comments. The KCC letter is included at **Appendix A**.

Kent Highways and Transportation are in agreement that The Site is considered to be within a sustainable location, noting that Northfleet train station within a short walking distance and a number of bus services operating locally. KCC also highlight that in the future, residents will also have access to the Fastrack service which will run through the Northfleet West site to the north.

The following provides the additional information required to determine the acceptability of the proposed scheme in Highways terms.



2.0 Access Arrangements

- 2.1 An updated proposed development layout is included at **Appendix B** which shows the proposed access arrangements.

2.2 Primary Access

The Kent Highways and Transportation response stated the following:

No visibility splays have been shown for the existing access, which will have an intensification of use. These should be shown on a plan.

Further consideration should be given to pedestrians entering and leaving the site via College Road. Are dropped kerbs provided on both sides of the bell mouth? Is the short section of footway from the pedestrian gate to the footway on College Road a minimum of 1.8m (ideally 2m)? The layout, dimensions and any required improvements should be shown on a plan.

The existing access serving is an established operational junction which operates without any safety or operation concerns. The proposals therefore include no changes to the existing layout.

It is expected that Site residents would use the pedestrian gate onto the B2175 Stonebridge Road.

A plan showing the current level of achievable visibility at the access junction is provided at **Appendix C**.

2.3 Temporary/Emergency Access

2.3.1 Junction Visibility

Drawing H005-C R1 shows 22m vehicle visibility splays for the temporary access and 2m x 2m pedestrian visibility splays for the subsequent emergency access. The 'Y' distance of 22m shown on the plan equates to a speed of approx. 20mph. However, table 4-3 shows the 85th percentile speeds recorded by the ATC were 25mph northbound and 26mph southbound.

Based on table 7.1 of Manual for Streets, this equates to splays of 33m and 34m (respectively). The plan should be updated to reflect this.

A junction visibility plan for the existing access is attached at **Appendix D** which shows that 33m and 34m visibility splays are achievable from a 2m setback from the edge of the carriageway. Whilst this is a step below the recommended 2.4m 'X' distance, the access is temporary for the construction phase, then reverting to a secured emergency access only. During any construction vehicle activity at the temporary site access there will be trained banks-people to manage arrivals and departures. To provide the 2.4m 'X' distance a significant increase in the length of original wall removal would be required.



2.3.2 Swept-path Analysis

The Kent Highways and Transportation response stated the following:

Tracking of a refuse vehicle has been provided and is acceptable. However, no tracking has been provided for the temporary access. Tracking of a fire appliance vehicle is required. Alternatively, if this access is to be used for construction, tracking for the largest construction vehicle likely to access the site, could also be shown (if not, this will be requested for the Construction Management Plan).

A swept-path analysis is attached at **Appendix E** which shows a fire tender can access and egress in a forward gear. Additionally, the swept-path analysis includes the turning requirements for a small tipper and skip lorry demonstrating that the secondary access could also be used for construction vehicles for development phasing purposes.

2.3.3 Emergency Access Control

The Kent Highways and Transportation response stated the following:

Please confirm how the access is to be secured for emergency use only, and show this on the plan.

The emergency entrance will be secured by gates, as shown within the updated Site Layout Plan at **Appendix B**.

2.4 Proposed Pedestrian Access

The Kent Highways and Transportation response stated the following:

A new pedestrian entrance onto Stonebridge Road is proposed and is welcomed as this will enhance the permeability of the site. However, the access looks narrow and should be a minimum of 3m in order to allow cyclists to use it also. The plan does not show a footway/cycleway connection between the gate and the existing footway on Stonebridge Road (across the verge) and this must be shown on the plans in order to be conditioned.

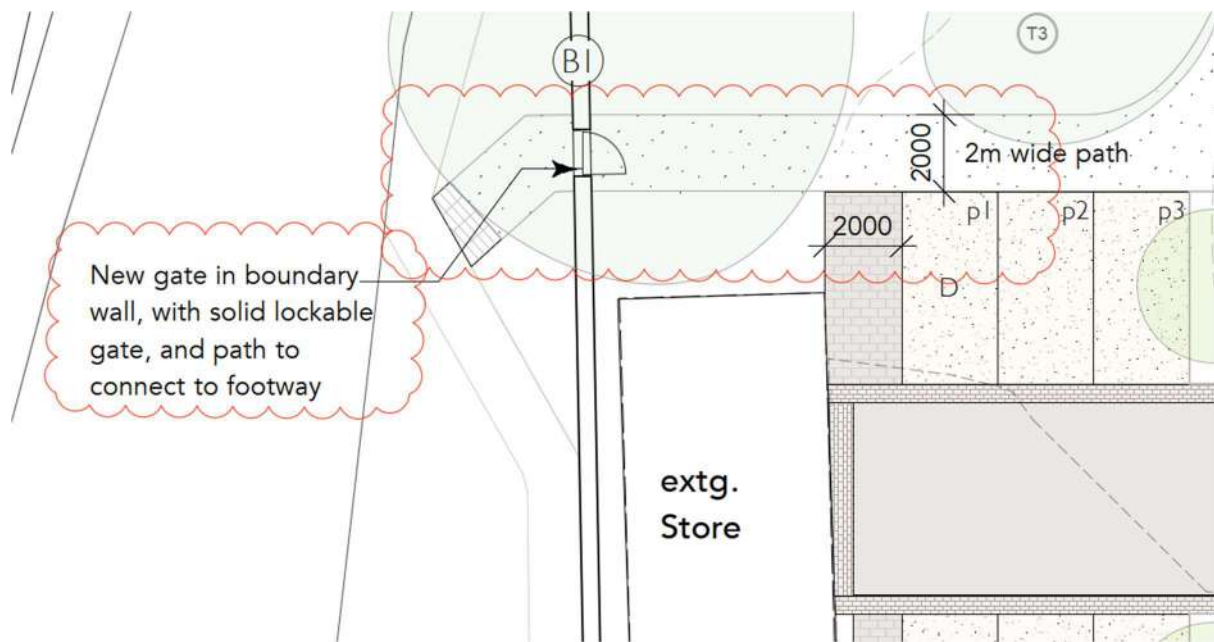
There is a KCC Green Corridors scheme to enhance cycling facilities along the High Street between College Road and Vicarage Drive ("site 11"), which will be implemented in late 2024 / 2025. The scheme proposes changes to the area directly south of the site, where the proposed gate is located, which will helpfully enhance cycling facilities for the users of the proposed development.

The pedestrian access/egress will be secured by a gate. The expectation is that cyclists would most likely push their cycle to the gates to enter/exit.

The link between the proposed gate and the internal access road, a distance of approximately 10m, has been widened to 2 metres. This is considered acceptable for a private internal route which is lightly trafficked.

The amended arrangement is shown at **Figure B** which is an extract of the updated Site Layout Plan at **Appendix B**



Figure A: Amended Pedestrian Connection

It is noted that the gated pedestrian access will emerge onto Stonebridge Road adjacent to KCC's Greenway Corridor Site 11 (Northfleet High Street). SLR has obtained the latest proposals for the Greenway Corridor scheme, attached at **Appendix F**. The proposed gated access is clearly compatible with the Greenway Corridor proposals.



3.0 Internal Layout and Parking

3.1 Internal Road

The Kent Highways and Transportation response stated the following:

It is assumed that the site is not proposed for adoption by KCC, and it is concluded that the internal road layout is unlikely to have any impact on the KCC network. However, no dimensions have been provided for the internal roads. Are two vehicles able to pass? The Kent Design Guide recommends an intervisible passing point at a min of every 40m. In addition, any routes through the site that are to be used by both pedestrians and cyclists should be a minimum of 3m in width. Cyclists should not be made to dismount.

The internal road is the existing arrangement which features a 3m wide carriageway. There are also landscaped paths proposed. The internal street will be signed to operate as a one-way circulatory route in a clockwise direction for use by cycles, service vehicles and accessing disabled bays only, a drop down bollard will control access. All other vehicles would use the car park. Internal traffic would be infrequent and travel at very low speeds, as such the internal arrangements present zero safety concerns.

3.2 Car Parking

The Kent Highways and Transportation response stated the following:

55 car parking spaces will be provided on site for the 96 units (including one space for the Chaplain, one space for the Warden and five visitor spaces). This is in line with the draft KCC standards for sheltered accommodation. SPG4, which contains the currently adopted standards for Gravesham, does not give a standard for sheltered accommodation, although the standards for C3 are 'maximum' and the provision is therefore in line. However, it would be useful to understand the existing car ownership of the site to support this provision.

Given the nature of the site, 18 of the 55 spaces will be for disabled use. This is acceptable.

Six active electric vehicle spaces will be provided, along with passive provision for the remaining 49 spaces. This is acceptable. Active spaces should be a min of 7kw. Passive spaces should have ducting and cabling.

It has been confirmed by the Applicant that currently 14 residents have cars. The Lodgekeeper has two cars and the Chaplain has two cars.

The proposals actually seek to provide a total of 57 car parking spaces, as the total now takes into account two existing spaces for the Chaplain. The level of provision is therefore proportionate to the existing level of car ownership within the site.

3.3 Other Parking

The Kent Highways and Transportation response stated the following:

50 cycle and five mobility scooter parking spaces are proposed to be provided, which is significantly in excess of the cycle parking standard. A proportion of the cycle parking should be wide enough to accommodate adapted bikes, which require 1.5m between stands to allow for dismounting. KCC usually request 5% but given the proposed use, and the fact that people with mobility issues often find it easier to cycle than walk, a higher proportion should be provided. This may result in fewer overall spaces being provided but the resulting provision is likely to still be in excess of the standard.



Given the nature of the site, and the expense of adapted bikes, a further measure to encourage sustainable travel could include provision of an adapted bike for residents to borrow.

The cycle storage spaces have been generously oversized and provide a level of cycle parking which is significantly in excess of the applicable cycle parking standard.

These proposed homes are for independent living, so it is unlikely that a large proportion of the residents will require adapted bikes. It has been confirmed by the applicant that currently only a single resident used a mobility scooter.

Notwithstanding this, each of the five cycle stores show provision for at least two mobility scooters. This could equally accommodate one or two adapted bikes.

It is therefore considered unnecessary to amend the design of the cycle parking areas.

Figure A below provides screenshots of the cycle stores with dimensions added.

Figure B: Cycle/Refuse Stores



The Applicant is also in agreement that the provision of an adapted bike being made available for use by all residents would be a positive inclusion to enhance accessibility and sustainable travel.



4.0 External Footway

The Kent Highways and Transportation response stated the following:

The footway along the western side of College Road looks narrow and ideally would be widened to 2m (min 1.8m), although it is unclear if the existing wall is protected, or whether this could be relocated further into the site to create a wider footway. Further information is requested.

The wall the only surviving structure, along with the Chaplain's House, at the college which predates redevelopment of the site. Any relocation would result in the demolition of original features and materials which have been identified to be of heritage interest.

Such proposals would also come at a considerable expense that would be unviable for the applicant who is a registered charity.



APPENDIX A

KCC Letter





Gravesham Borough Council

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation

Kroner House

Eurogate Business Park
Ashford

TN24 8XU

Tel: 03000 418181

Date: 11 June 2024

Our Ref: AC4DB

Application - GB/20240402

Location - Huggens College , College Road, Northfleet, Gravesend Kent

Proposal - Demolition of existing buildings and erection of retirement living apartments (Use Class C3), together with the extension of the existing chapel and the provision of associated communal facilities and external amenity space, lodge keepers and guest accommodation, back-of-house facilities, parking, bicycle/mobility scooter parking, and associated works including the creation of a secondary, emergency access from College Road.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

The site is located on College Road, Northfleet and currently provides 30 one and two bed units. A Chaplain and caretaker also live on site. All mode access is via a priority junction onto College Road. The proposal is to demolish the existing units and construct 96 one bed apartments (an increase of 66).

Sustainable Travel

The site is considered to be within a sustainable location, with Northfleet train station within a short walking distance and a number of bus services operating locally. In the future, residents will also have access to the Fastrack service which will run through the Northfleet West site to the north. The Applicant should confirm whether dropped kerbs are provided across the bellmouth to Wallis Park, to facilitate access to Fastrack and if not, this should form part of the proposals.

A new pedestrian entrance onto Stonebridge Road is proposed and is welcomed as this will enhance the permeability of the site. However, the access looks narrow and should be a minimum of 3m in order to allow cyclists to use it also. The plan does not show a footway/cycleway connection between the gate and the existing footway on Stonebridge Road (across the verge) and this must be shown on the plans in order to be conditioned.

There is a KCC Green Corridors scheme to enhance cycling facilities along the High Street between College Road and Vicarage Drive ("site 11"), which will be implemented in late 2024 / 2025. The scheme proposes changes to the area directly south of the site, where the proposed gate is located, which will helpfully enhance cycling facilities for the users of the proposed development. The latest plans for this scheme can be obtained by contacting greencorridors@kent.gov.uk. The short section of shared footway/cycleway required between the new gate and the existing footway should tie into the proposals.

Further consideration should be given to pedestrians entering and leaving the site via College Road. Are dropped kerbs provided on both sides of the bell mouth? Is the short section of footway from the pedestrian gate to the footway on College Road a minimum of 1.8m (ideally 2m)? The layout, dimensions and any required improvements should be shown on a plan.

The footway along the western side of College Road looks narrow and ideally would be widened to 2m (min 1.8m), although it is unclear if the existing wall is protected, or whether this could be relocated further into the site to create a wider footway. Further information is requested.

A draft Travel Plan has been provided. A Full Travel Plan should be conditioned to any permission granted. Given the nature of the site, and the expense of adapted bikes, a further measure to encourage sustainable travel could include provision of an adapted bike for residents to borrow.

Vehicle Access

Vehicular access to the site will continue to be from the existing access off College Road. A temporary access will also be provided off College Road during construction to allow flexibility for residents who will stay on site. The access will be converted to an emergency access post construction and secured. Please confirm how the access is to be secured for emergency use only, and show this on the plan.

Drawing H005-C R1 shows 22m vehicle visibility splays for the temporary access and 2m x 2m pedestrian visibility splays for the subsequent emergency access. The 'Y' distance of 22m shown on the plan equates to a speed of approx. 20mph. However, table 4-3 shows the 85th percentile speeds recorded by the ATC were 25mph northbound and 26mph southbound. Based on table 7.1 of Manual for Streets, this equates to splays of 33m and 34m (respectively). The plan should be updated to reflect this.

No visibility splays have been shown for the existing access, which will have an intensification of use. These should be shown on a plan.

Tracking of a refuse vehicle has been provided and is acceptable. However, no tracking has been provided for the temporary access. Tracking of a fire appliance vehicle is required. Alternatively, if this access is to be used for construction, tracking for the largest construction vehicle likely to access the site, could also be shown (if not, this will be requested for the Construction Management Plan).

A refuse vehicle currently accesses the site and no issues with this arrangement have been raised in the Transport Statement. The refuse vehicle will continue to access the site via this access. With regard to the proposal for additional double yellow lines on the eastern side of College Road, to assist the refuse vehicle by removing existing parking, the highway code stipulates that drivers should not park within 10m of a junction, except in an authorised parking space, so these should not technically be required. The Traffic Regulation Order (TRO) needed to enforce double yellow lines is subject to public consultation and is likely to receive objections from the local residents who have limited parking. However, KCC would support a much shorter section of yellow lines, directly in the junction bellmouth, to facilitate access by the refuse vehicle, and create a passing place for vehicles.

It is assumed that the site is not proposed for adoption by KCC, and it is concluded that the internal road layout is unlikely to have any impact on the KCC network. However, no dimensions have been provided for the internal roads. Are two vehicles able to pass? The Kent Design Guide recommends an intervisible passing point at a min of every 40m. In addition, any

routes through the site that are to be used by both pedestrians and cyclists should be a minimum of 3m in width. Cyclists should not be made to dismount.

Parking

55 car parking spaces will be provided on site for the 96 units (including one space for the Chaplain, one space for the Warden and five visitor spaces). This is in line with the draft KCC standards for sheltered accommodation. SPG4, which contains the currently adopted standards for Gravesham, does not give a standard for sheltered accommodation, although the standards for C3 are 'maximum' and the provision is therefore in line. However, it would be useful to understand the existing car ownership of the site to support this provision.

Given the nature of the site, 18 of the 55 spaces will be for disabled use. This is acceptable.

Six active electric vehicle spaces will be provided, along with passive provision for the remaining 49 spaces. This is acceptable. Active spaces should be a min of 7kw. Passive spaces should have ducting and cabling.

50 cycle and five mobility scooter parking spaces are proposed to be provided, which is significantly in excess of the cycle parking standard. A proportion of the cycle parking should be wide enough to accommodate adapted bikes, which require 1.5m between stands to allow for dismounting. KCC usually request 5% but given the proposed use, and the fact that people with mobility issues often find it easier to cycle than walk, a higher proportion should be provided. This may result in fewer overall spaces being provided but the resulting provision is likely to still be in excess of the standard.

Traffic Generation

Traffic surveys were undertaken during the KCC schools half term which is not a neutral period and therefore not normally acceptable. However, given the nature and location of the site it is unlikely that this would have had a significant impact on the turning movements in/out of the site access.

Figure 4-8 shows at the time of the surveys there were six two way trips in/out of the site during the AM peak and nine two way trips during the PM peak. The proposed development is anticipated to generate an increase of 13 two way trips in the AM Peak and 20 two way trips in the PM peak. This increase is not considered to have a significant impact on the local highway network in this location.

Conclusion

I would like to place a holding objection on the application until the above issues have been resolved.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land

is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX B

Proposed Site Layout Plans

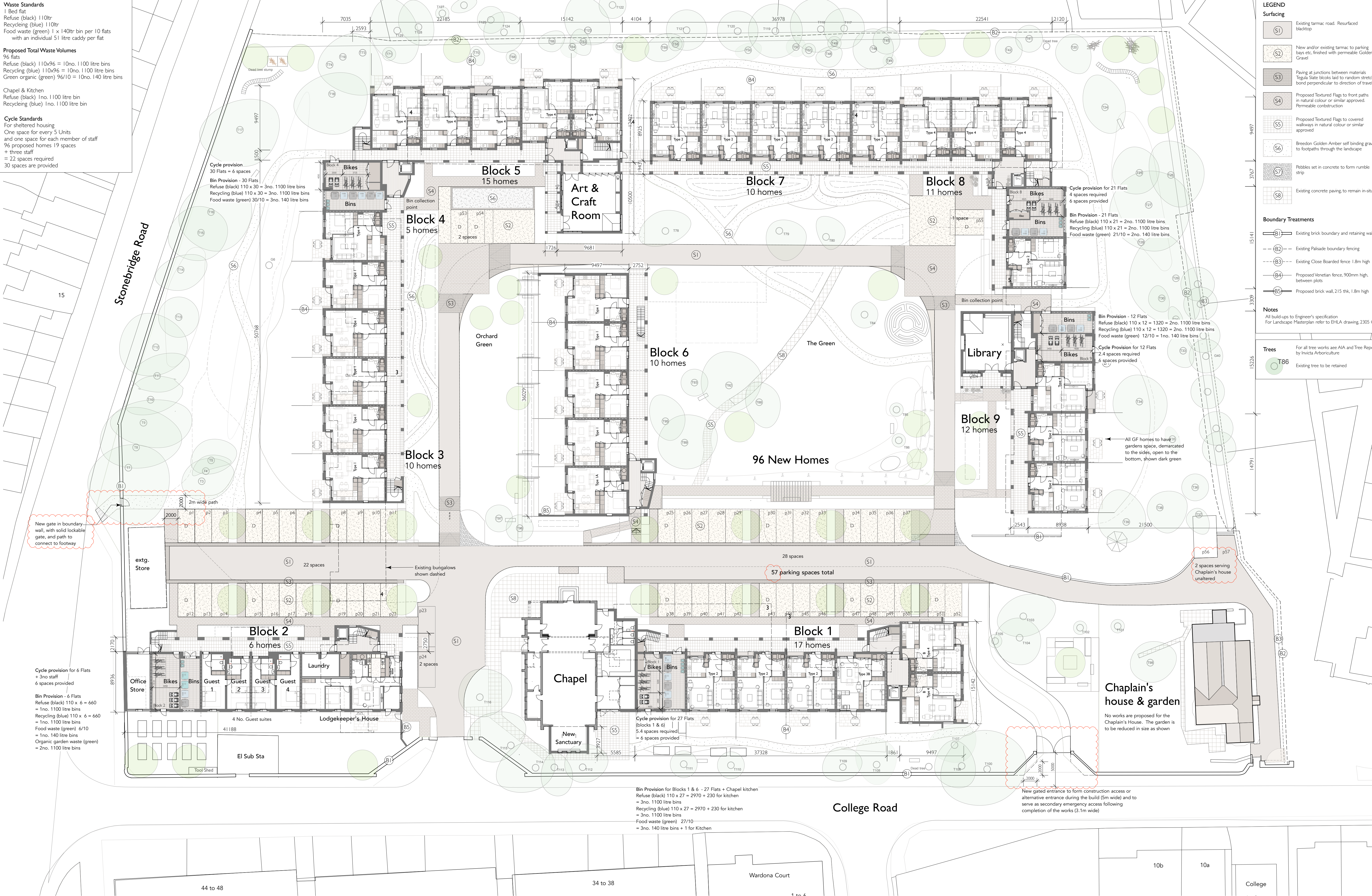


Waste Standards
1 Bed flat
Refuse (black) 110ltr
Recycling (blue) 110ltr
Food waste (green) 1 x 140ltr bin per 10 flats
with an individual 51 litre caddy per flat

Proposed Total Waste Volumes
96 flats
Refuse (black) 110x96 = 10no. 1100 litre bins
Recycling (blue) 110x96 = 10no. 1100 litre bins
Green organic (green) 96/10 = 10no. 140 litre bins

Chapel & Kitchen
Refuse (black) 1no. 1100 litre bin
Recycling (blue) 1no. 1100 litre bin

Cycle Standards
For sheltered housing
One space for every 5 Units
and one space for each member of staff
96 proposed homes 19 spaces
+ three staff
= 22 spaces required
30 spaces are provided



- LEGEND**
- Surfacing**
- S1 Existing tarmac road. Resurfaced blacktop
 - S2 New and/or existing tarmac to parking bays etc. finished with permeable Golden Gravel
 - S3 Paving at junctions between materials. Tegula Slate blocks laid to random stretcher bond perpendicular to direction of travel
 - S4 Proposed Textured Flags to front paths in natural colour or similar approved. Permeable construction
 - S5 Proposed Textured Flags to covered walkways in natural colour or similar approved
 - S6 Breedon Golden Amber self binding gravel to footpaths through the landscape
 - S7 Pebbles set in concrete to form rumble strip
 - S8 Existing concrete paving to remain in-situ
- Boundary Treatments**
- B1 Existing brick boundary and retaining wall
 - B2 Existing Palisade boundary fencing
 - B3 Existing Close Boarded fence 1.8m high
 - B4 Proposed Venetian fence, 900mm high, between plots
 - B5 Proposed brick wall, 215 thk, 1.8m high
- Notes**
- All build-ups to Engineer's specification
For Landscape Masterplan refer to EH&A drawing, 2305 C01
- Trees**
- For all tree works see AIA and Tree Report by Invisita Arboriculture
- T86 Existing tree to be retained

Notes			Rev		
1: This drawing must not be scaled - work only to figured dimensions			RH	MB	29.02.2024
2: Dimensions must be verified on site by the contractor before preparation of shop drawings			RH	MB	28.03.2024
3: The architect must be notified of any discrepancies immediately			RH	MB	08.07.2024
4: This drawing applies only to this job and site					
5: This information on this drawing is copyright protected			RH	MB	08.07.2024

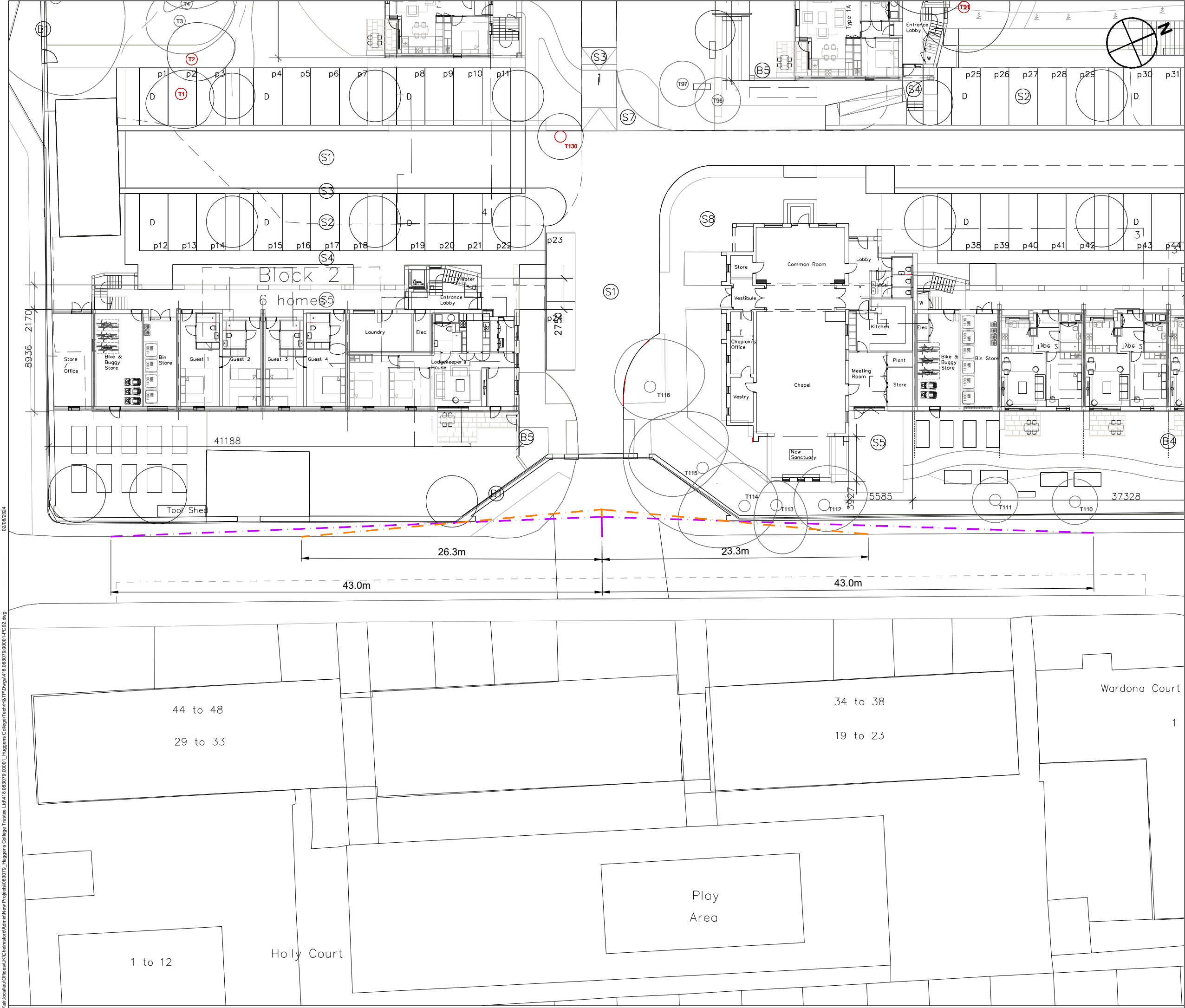
Scale at A1 1:250
0m 5m 10m 20m

HaysomWardMiller Architects		MASTERPLAN - Ground Floor Level	
20 Birge Street Cambridge CB2 1UF	Project	Almhouse Development	Job no. 23.709
T: 01223 578545	For	Huggens College	Drawing no. P 01
email: info@haysomwardmiller.co.uk	Scale	1:250 at A1 1:500 at A3	Revision no. E

APPENDIX C

Access Visibility Splays





Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.
- All dimensions are in meters unless otherwise shown.

Key:

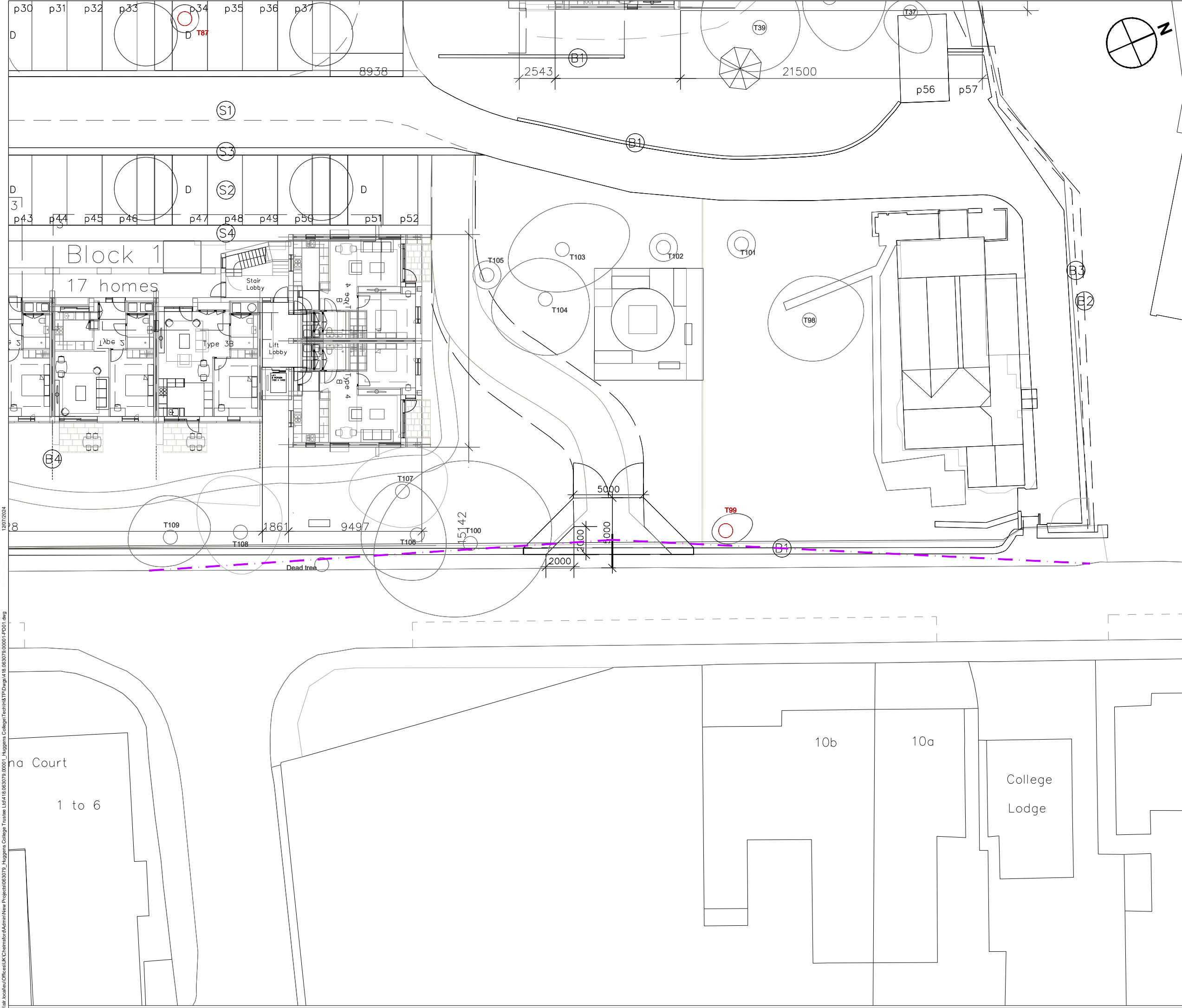
- Existing features / OS mapping
- 1.75m x 43m visibility splay
- 2.4m x 'variable' visibility splay

-	-	-	-	-	-
Rev	Amendments	Date	By	Chk	Auth
 www.slrconsulting.com					
Drawing Status & Suitability Code					
Client The President and Trustees of Huggens College					
Project Huggens					
Drawing Title Achievable Visibility					
Scale 1:250 @ A3		SLR Project No.			
Designed AA	Drawn AA	Checked TF	Authorised AT		
Date 12.07.24	Date 12.07.24	Date 12.07.24	Date 12.07.24		
Drawing Number 418.063079.00001-PD02					Rev. -

APPENDIX D

Temporary Access Visibility Splays





- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. All dimensions are in meters unless otherwise shown.
- Key:
- Existing features / OS mapping
 - 2.0m x 34m (to north) and 2.0 x 33m (to south) visibility splays

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Amendments	Date	By	Chk	Auth	



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Drawing Status & Suitability Code

Client
The President and Trustees of Huggens College

Project
Huggens

Drawing Title
Visibility Splay

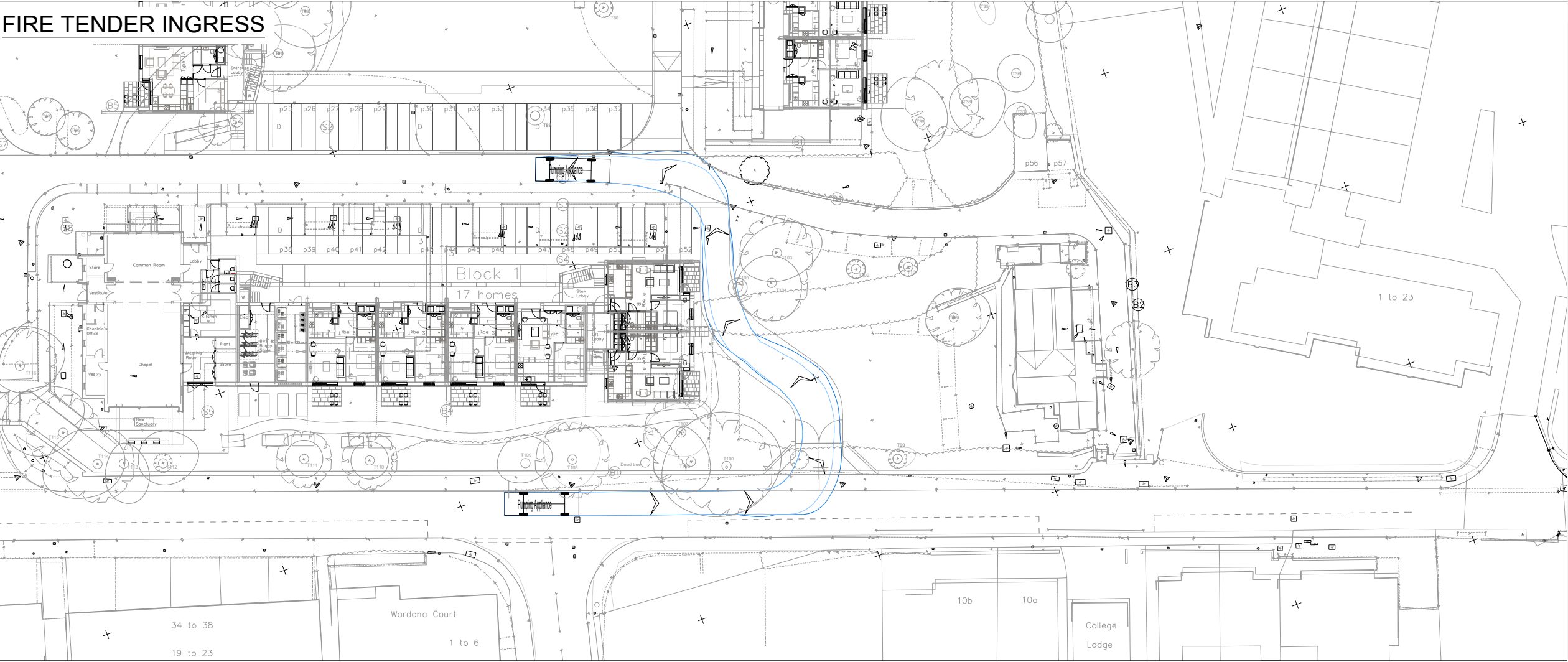
Scale 1:250 @ A3		SLR Project No.	
Designed AA	Drawn AA	Checked TF	Authorised AT
Date 12.07.24	Date 12.07.24	Date 12.07.24	Date 12.07.24
Drawing Number 418.063079.00001-PD01			Rev. -

APPENDIX E

Swept-path Analysis



FIRE TENDER INGRESS



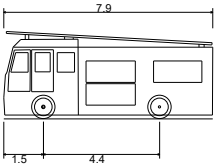
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- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.
- 3. All dimensions are in meters unless otherwise shown.

Key:

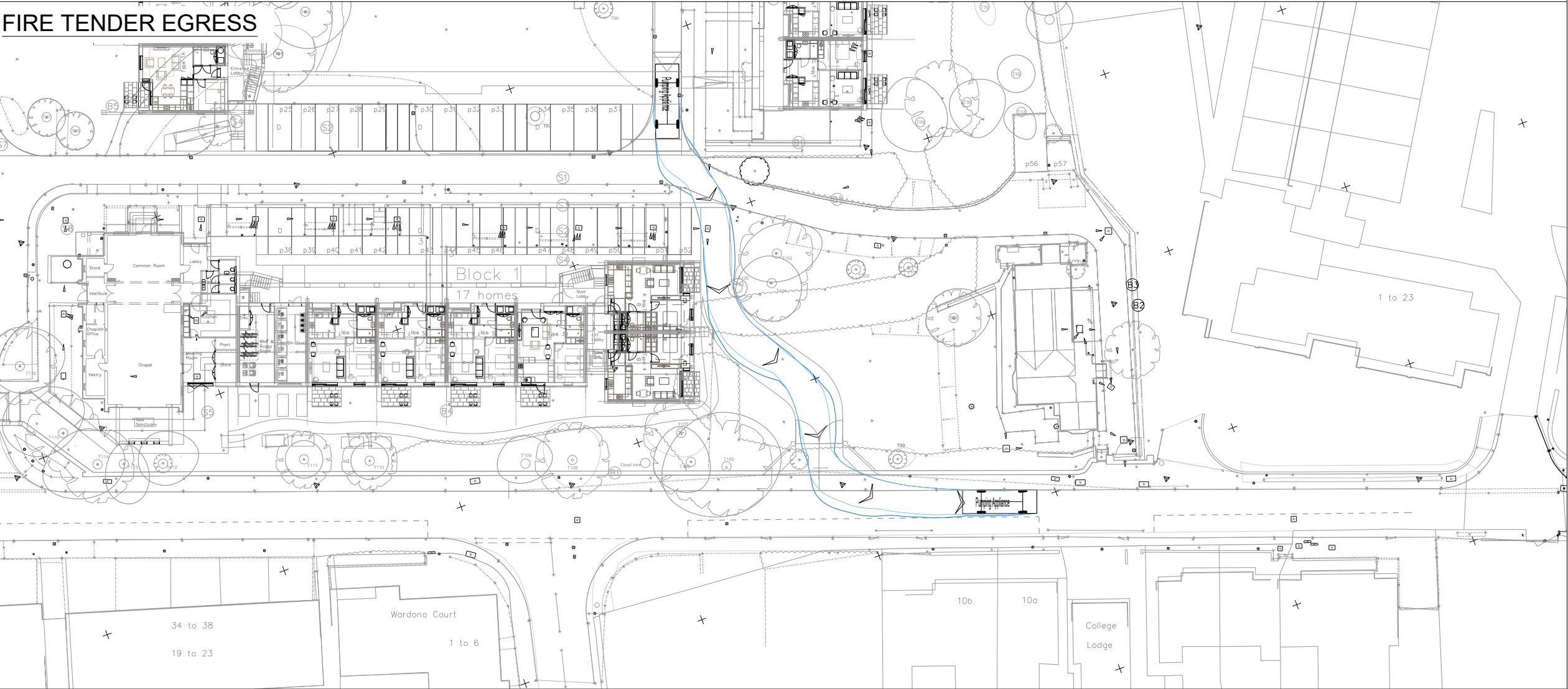
Existing features / OS mapping

Vehicle Key:



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

FIRE TENDER EGRESS



A	Updated with topo survey	30.07.24	AA	AT	-
Rev	Amendments	Date	By	Chk	Auth



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Client
The President and Trustees of Huggens College

Project
Huggens

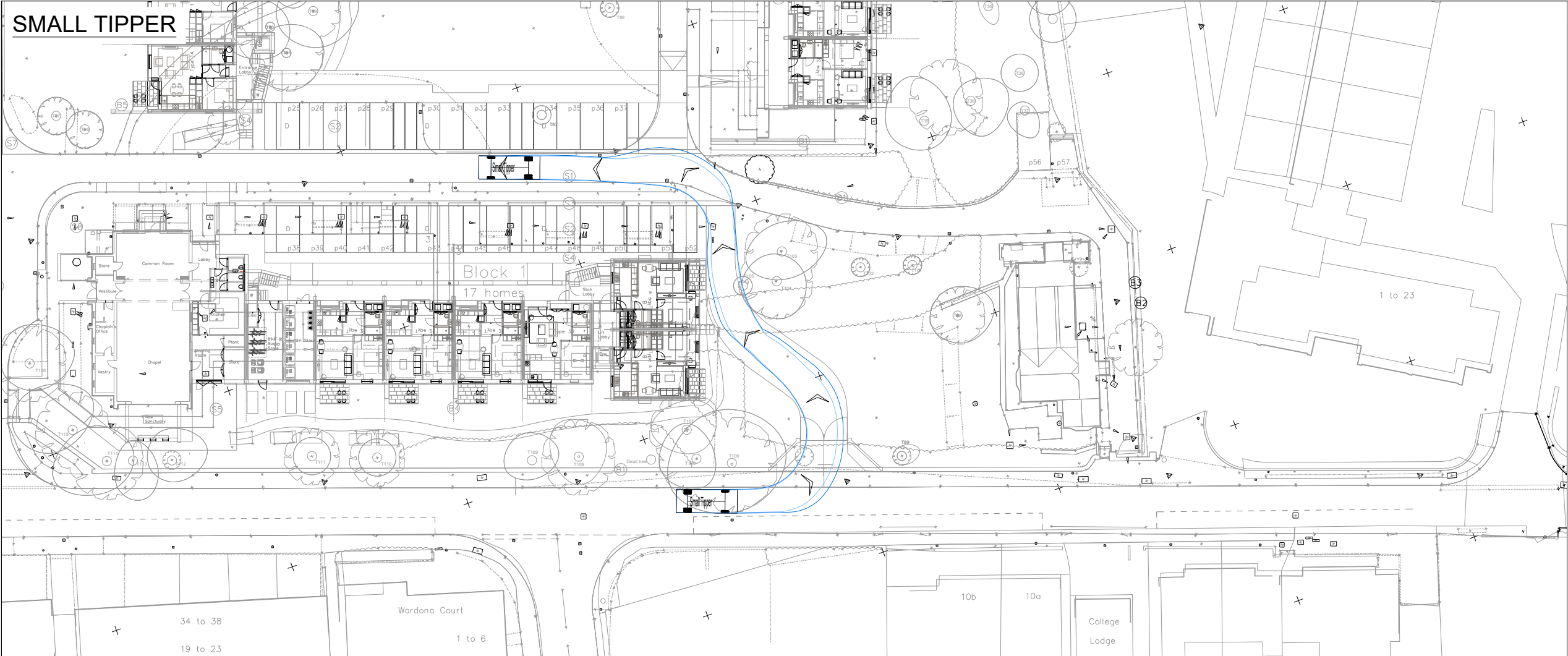
Drawing Title
Swept Path Analysis
Fire Tender

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Date 12.07.24	Date 12.07.24	Date 12.07.24	Date 12.07.24
Drawing Number 418.063079.00001-AT01	Rev. A		

30/07/2024

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SMALL TIPPER



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

3. All dimensions are in meters unless otherwise shown.

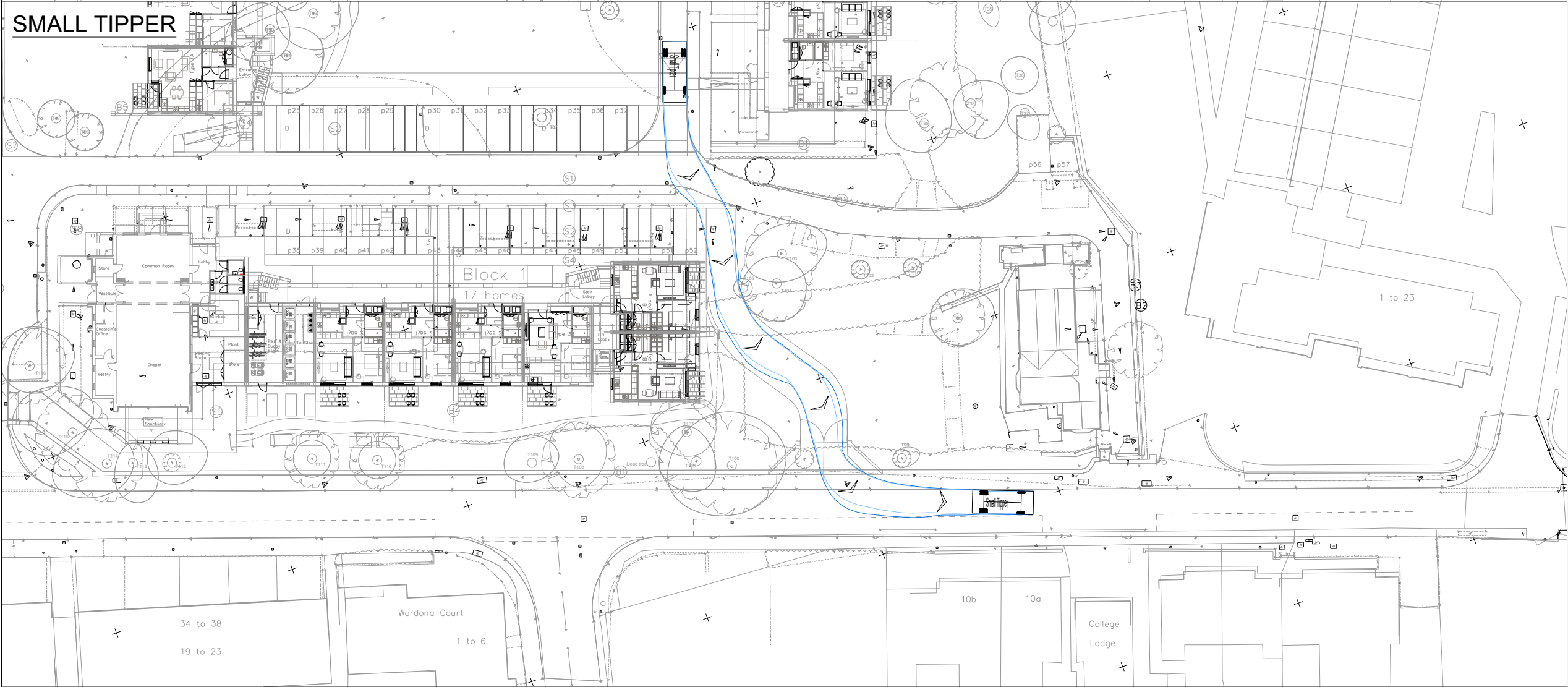
Key:

Existing features / OS mapping

Vehicle Key:

Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 2.877m
Min Body Ground Clearance 0.327m
Track Width 2.393m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.850m

SMALL TIPPER



Rev	Amendments	Date	By	Chk	Auth
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Drawing Status & Suitability Code

Client
The President and Trustees of Huggens College

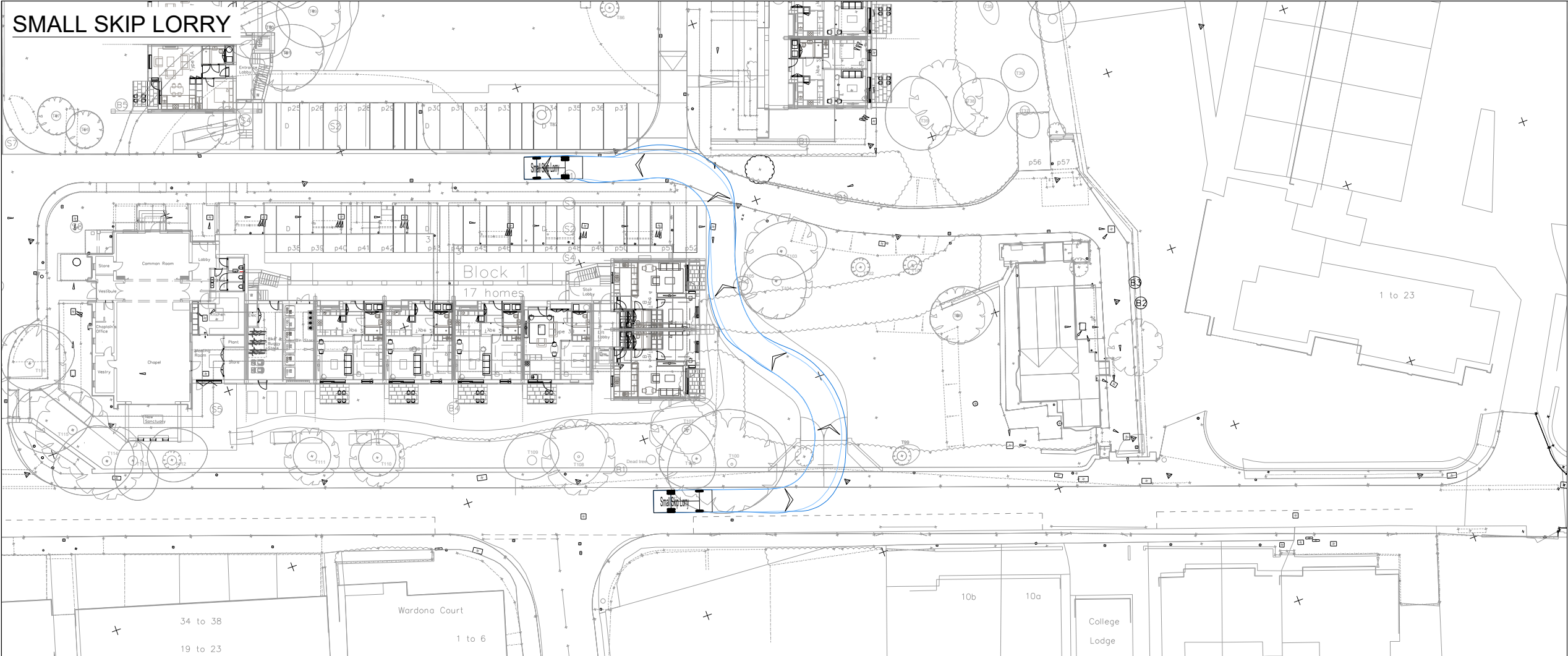
Project
Huggens

Drawing Title
Swept Path Analysis
Small Tipper

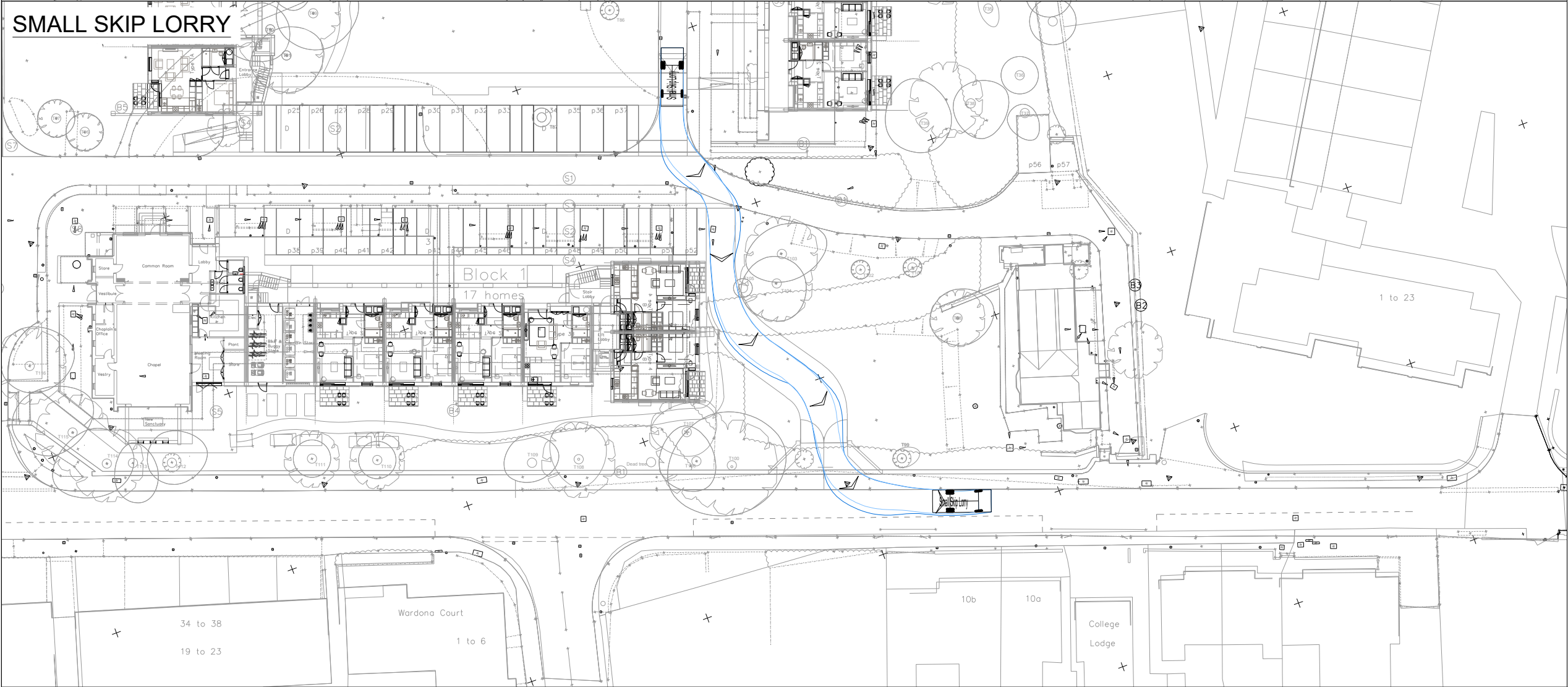
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Designed AA	Drawn AA	Checked TF	Authorised AT
Date 30.07.24	Date 30.07.24	Date 30.07.24	Date 30.07.24
Drawing Number 418.063079.00001-AT02			Rev. -

\\slr-local\au\Offices\UK\Chesham\fordAdmin\New Projects\063079.00001 - Huggens College\Tech\H&T\TP\Drawgs\418.063079.00001-AT02 - Small Tipper.dwg 31/07/2024

SMALL SKIP LORRY



SMALL SKIP LORRY



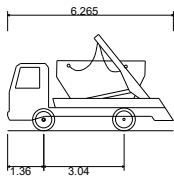
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. All dimensions are in meters unless otherwise shown.

Key:

Existing features / OS mapping

Vehicle Key:



Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 3.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

Rev	Amendments	Date	By	Chk	Auth
					
www.slrconsulting.com					
Drawing Status & Suitability Code					
Client The President and Trustees of Huggens College					
Project Huggens					
Drawing Title Swept Path Analysis Small Skip Lorry					
Scale 1:500 @ A3		SLR Project No.			
Designed AA	Drawn AA	Checked TF	Authorised AT		
Date 30.07.24	Date 30.07.24	Date 30.07.24	Date 30.07.24		
Drawing Number 418.063079.00001-AT03					Rev. -

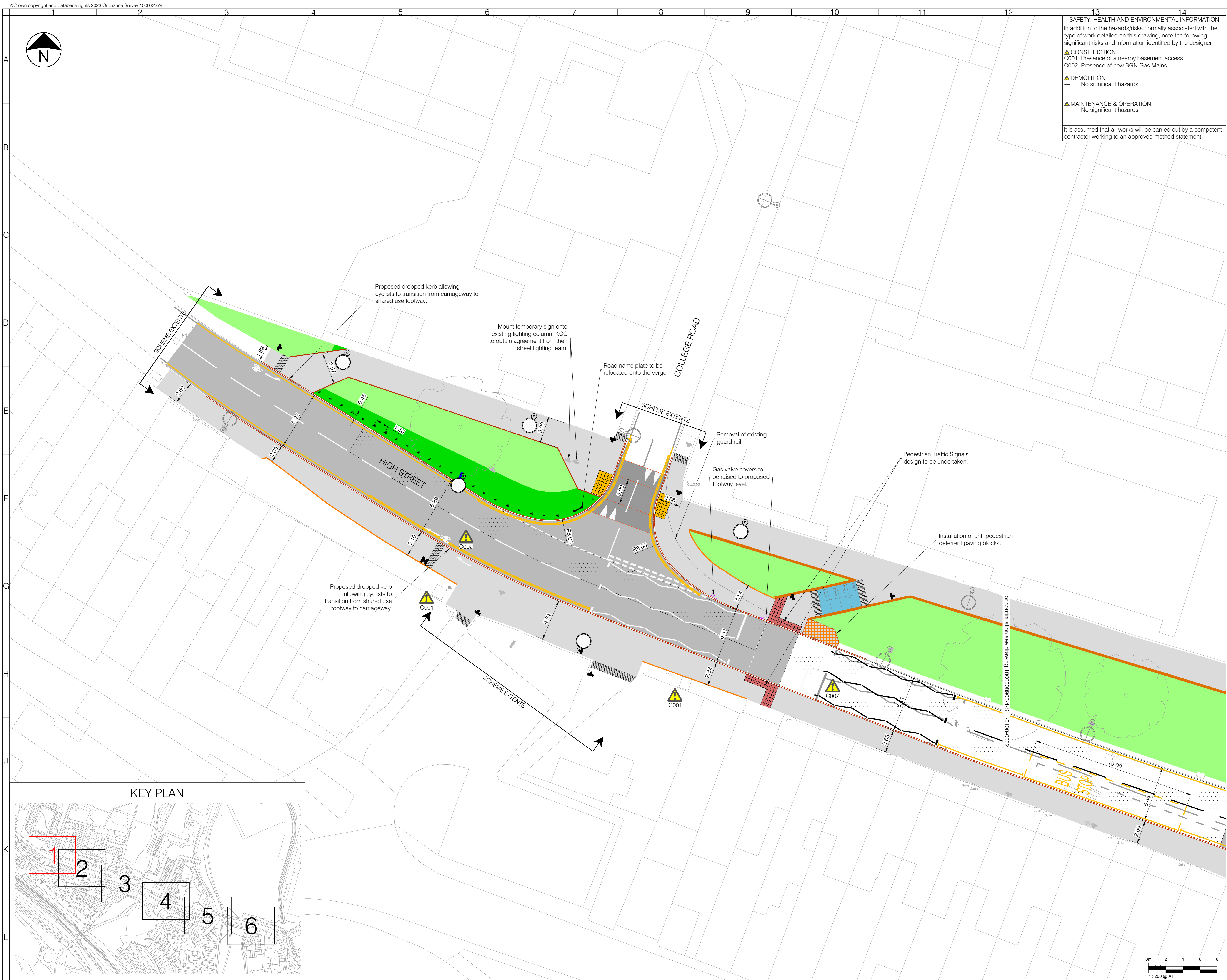
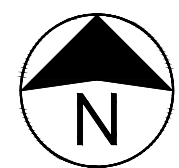
31/07/2024

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APPENDIX F

KCC Greenway Scheme





SAFETY, HEALTH & ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following significant risks and information identified by the designer	
▲ CONSTRUCTION C001 Presence of a nearby basement access C002 Presence of new SGN Gas Mains	
▲ DEMOLITION --- No significant hazards	
▲ MAINTENANCE & OPERATION --- No significant hazards	

It is assumed that all works will be carried out by a competent contractor working to an approved method statement.

Legend	
	Proposed footway / resurfacing of existing footway
	Proposed resurfacing of existing carriageway
	Existing brick wall
	Existing kerb
	Existing lighting columns
	Proposed lighting columns
	Existing zebra crossing beacons
	Existing grass verge
	Proposed grass verge
	Proposed raised table
	Proposed corduroy tactile paving
	Proposed blister tactile paving
	Proposed renovation of existing steps - 400mm x 400mm concrete slabs
	Proposed area for anti-pedestrian deterrent paving blocks - 600mm x 600mm concrete paving with pyramid pattern or similar
	Proposed area for bus stop paving slabs - 600mm x 300mm concrete paving slabs
	Proposed kerb
	Proposed concrete edging
	Proposed road sign
	Existing road sign
	Proposed relocation of existing road sign
	Proposed relocation of bus stop flag
	Proposed bus shelter
	Proposed yellow road markings
	Land aquisition area for footway widening
	Land agreement area for resurfacing
	Proposed white road markings
	Proposed MMA surface grey colour

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise specified.
3. Topographical survey information shown is provided by 40Seven and was undertaken in April 2021.
4. This drawing is to be read in conjunction with full design package.
5. Refer to KCC/HTW/1100/009 for Footway Steps.
6. All proposed bus shelters to follow bus shelter specifications provided by Clear Channel.
7. The proposed layout of Gravesham Cycle Scheme is designed by Others and overlaid for reference only.

[illegible]

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.



PROJECT
CENTRE

www.marstonholdings.co.uk/projectcentre

Client



Project

GREEN CORRIDORS TRANCHE 3
SITE 11 - NORTHFLEET HIGH STREET

Drawing Title

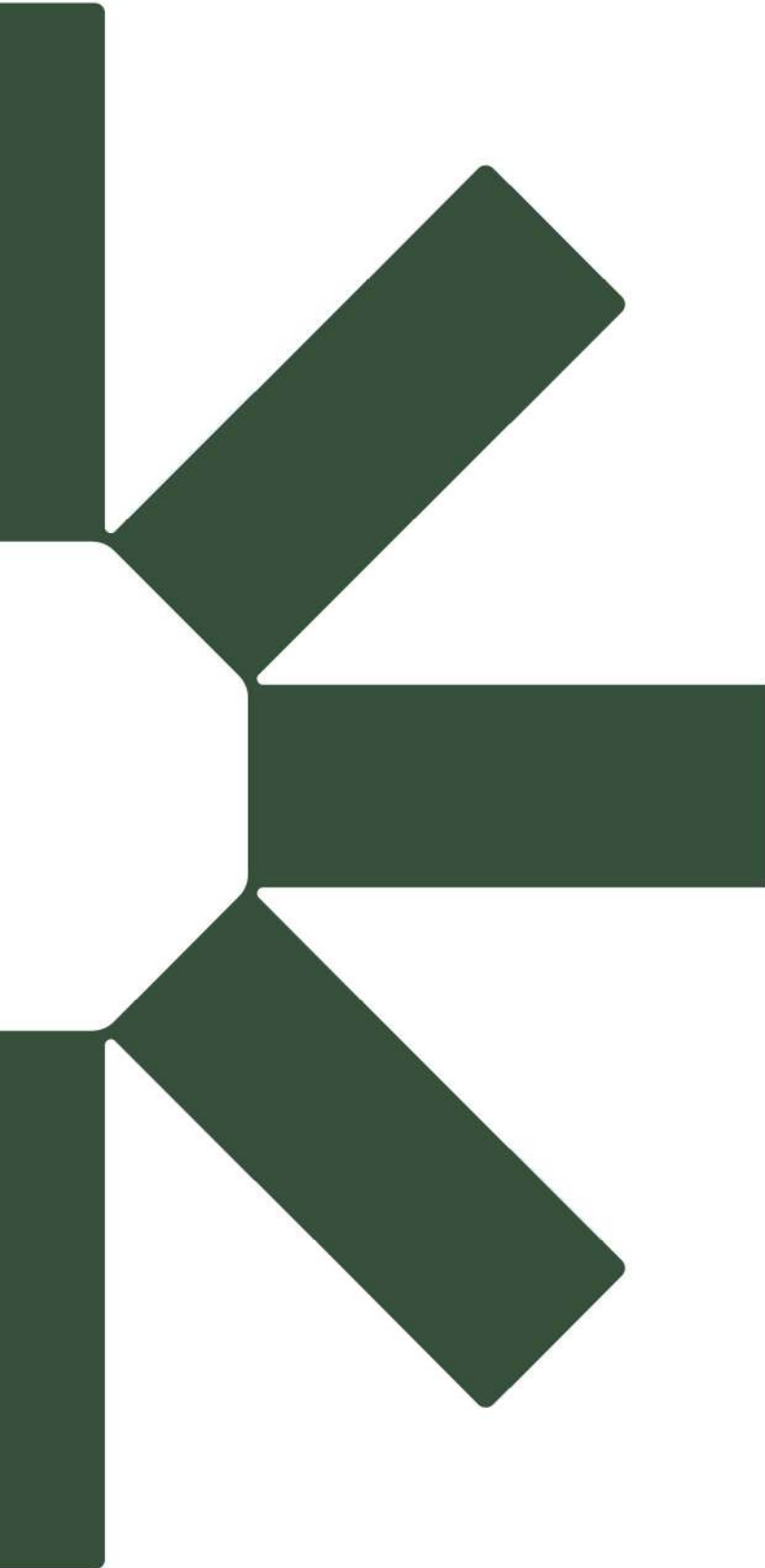
0100 SERIES
GENERAL ARRANGEMENT
SHEET 1 OF 6

Drawing Status

FOR APPROVAL

Drawn	Designed	Date	Scale	Size
JCE	RT	JULY 2023	1:200	A1

Drawing No.	Rev
1000008900-4-S11-0100-0001	4



Making Sustainability Happen