

Land to the Northwest Of Factory Road, Northfleet Works, The Shore, Northfleet, Gravesend, Kent

Project/File: 332612492
Date: 24th July 2025
Prepared By: K State
Reviewed By: J Lewis
Subject: **Transport Technical Note 2 – Response to Comments from Kent County Council**

1 Introduction

- 1.1 An application was submitted to Grasham Borough Council (GBC) in June 2025 for the 'Erection of a workshop (Use Class E(g)(iii)), access, parking, and associated landscaping.', (planning ref: GB/20250550).
- 1.2 Following receipt of comments from Kent County Council (KCC) on 4th July 2025 in regard to the planning application, Stantec UK Ltd have prepared the below responses. The original KCC comments are provided in **Appendix A**.

2 Response to KCC Comments

- 2.1 KCC comments have been provided in *italics*, with Stantec's response provided below each comment.

Access and Parking Layout

The proposal includes use of the existing junction and an additional two crossovers on Factory Road. However, the details are unclear, as the Planning Statement refers to a bell mouth (junction) whereas the Transport Statement refers to it as a crossover. The surfacing shown on the plan suggests it is a junction. The plans should be updated to clarify this.

In line with the Kent County Council (KCC) Vehicle Crossover Guidance, crossovers need to be a minimum of 10m from a junction, which is unlikely to be achievable for both crossovers, if the main access is confirmed to be a junction. While it is recognised that the junction will serve only a small proportion of traffic, the radius appears to terminate at the same location where a vehicle would reverse from the disabled parking bay, which is a concern.

- 2.2 Please note that access to the car park is via an existing crossover that has been in place for many years. It is not a junction as it does not intersect two highways. The Planning Statement does not refer to it as a junction.
- 2.3 It is also noted that visibility between the car park access and parking spaces is good due to the proposed open space and parking proposed, thus reducing the potential for conflicts between the two vehicles when entering/exiting at similar locations on the road. The proposed tree will be a species that does not have a trunk with a large diameter, thereby according with guidance set out in Manual for Streets.



Furthermore, the KCC Vehicle Crossover team - whose separate approval is required for any crossover, irrespective of planning consent - are likely to require a minimum of 4.5m of full-height kerb between the tapers of the two crossovers. The submitted plans do not show taper details or dimensions, and this information must be provided to assess compliance.

It is questioned why the two parking bays currently located on Factory Road could not be switched with the building, allowing all parking to be provided to the rear of the building, accessed from the existing bell mouth. This would enable the building line to align with the existing residential dwellings on Factory Road, allow more room for turning vehicles on site (noting that current vehicle tracking is acceptable), and retain existing on-street parking.

- 2.4 The scheme remains consistent with the previously approved development at this site for 3 dwellings (planning ref: EDC/20/0076). This approved scheme proposed three parking spaces at the front of the dwellings which broadly reflect the locations of the two parking spaces and car park access proposed as part of this development. The approved scheme design and transport documents are provided in **Appendix B**, with the approved tracking drawing shown below:



- 2.5 Other reasoning for the building being set back is due to:

- To not impact an existing ground floor window on the dwelling to the immediate south which looks north across the proposed car parking spaces;



- Having the proposed building in line with the existing buildings at the rear allows for better noise mitigation.

2.6 Given the above, it is not considered necessary to provide detailed drawing of dropped kerbs and crossovers at this planning stage.

Parking Provision

The proposed provision of one passive electric charger does not meet the KCC standards, which require car parks with fewer than 10 spaces to have one active and one passive space. This standard should be met and therefore an active charging space is required.

2.7 It is now proposed to provide two passive electric chargers, one at each of the car parking spaces at the front of the proposed building. This reflects the lack of need of charging facilities with the proposed occupier, whilst future-proofing for potential future occupiers.

No dimensions are shown for the parking bays. In line with KCC's standards, these should be 2.5m x 5m. The parking space at the eastern end of the row appears to be abutting a hard boundary / vegetation and should therefore have an additional 0.2m in width to assist manoeuvring into and out of the space. Disabled parking bays should be 5.5m in length and 3.7m in width (including hatching). The dimensions should be shown on a plan to demonstrate they are achievable.

2.8 Parking space dimensions are now provided in the landscape design (see **Appendix C**). Additional width and length for the parking spaces abutting vegetation and the disabled bays, respectively, have been provided as per KCC's requirements.

Two cycle parking spaces are proposed to be provided, which is in line with the KCC, EDC and GBC standards and is therefore acceptable. The cycle parking is proposed to be located within the building, which is welcomed as this enhances security. However, if cyclists are required to access the cycle parking using the main entrance path from Factory Road, this will require a dropped kerb to allow them to access and egress the carriageway and this should be shown on the access plans.

2.9 Please note that cyclists will access via the rear of the building via the car park.

Visibility

The pedestrian splay to the south of the non-designated bay is substandard at 1m x 1m. It is recommended that the hatched area on the northern side of the bay is relocated to the southern side of the bay to increase the splay to the required 2m x 2m. This could also improve accessibility for mobility-impaired users.

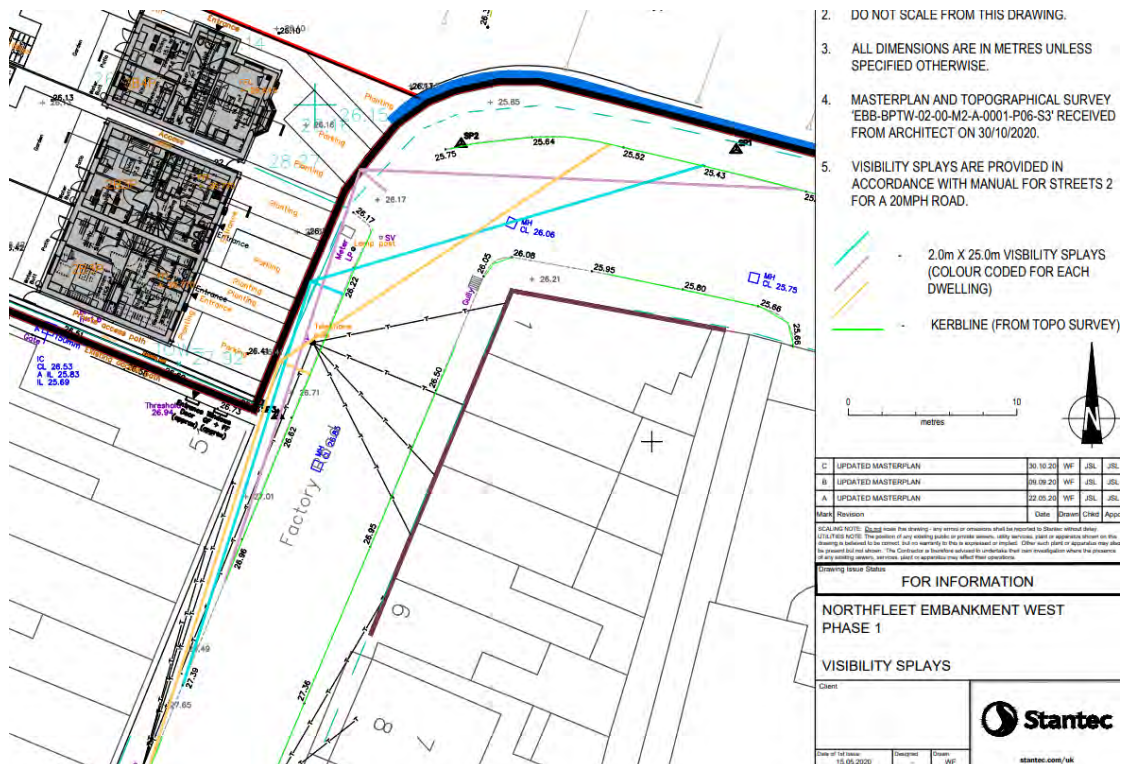
2.10 1m x 1m is the minimum standard for pedestrian visibility as set out in the Kent Design Guide. The design of the development achieves 1.4m x 1.4m visibility as shown in the amended visibility drawing in **Appendix D**. The location of the southern parking bay is restricted by the telegraph pole on Factory Road.

The vehicle visibility splay is shown as 2.4m x 25m, which is the requirement for a 20mph road. However, whilst vehicles are likely to be travelling slowly on approach to the bend, Factory Road is subject to a 30mph speed limit and therefore the splay should be increased to the



required 43m, or evidence provided to demonstrate that the 85th percentile speeds are within 20mph.

- 2.11 Vehicle visibility splays have been shown in line with the approved scheme for 3 dwellings (planning ref: EDC/20/0076) for a 20mph road. Please see the approved visibility splays below and in **Appendix B**. Due to the location of the development adjacent a 90° bend, speeds of vehicles travelling along this section of Factory Road are not anticipated to exceed 20mph, which is considered an appropriate speed for visibility splays and accords with the visibility splay speeds previously employed by KCC Highways in the approval of the scheme for 3 dwellings at the site.



3 Conclusions

- 3.1 This Technical Note sets out Stantec's response to KCC's comments regarding the proposed development, including an amended landscape/parking design and amended visibility splays.
- 3.2 In conclusion, we believe there are no reasons outstanding to withhold KCC Highways from recommending no objection to the development proposals.



Appendix A KCC Comments





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: 4 July 2025

Our Ref: AC

Application - GB/20250550

Location - Land To The North West Of Factory Road, Northfleet, Gravesend, Kent DA11 9HH

Proposal - Erection of a workshop (Use Class E(g)(iii)), access, parking, and associated landscaping.

Thank you for your consultation regarding the above planning application. The Highway Authority has reviewed the submission and provides the following comments in relation to highway matters:

Access and Parking Layout

The proposal includes use of the existing junction and an additional two crossovers on Factory Road. However, the details are unclear, as the Planning Statement refers to a bell mouth (junction) whereas the Transport Statement refers to it as a crossover. The surfacing shown on the plan suggests it is a junction. The plans should be updated to clarify this.

In line with the Kent County Council (KCC) Vehicle Crossover Guidance, crossovers need to be a minimum of 10m from a junction, which is unlikely to be achievable for both crossovers, if the main access is confirmed to be a junction. While it is recognised that the junction will serve only a small proportion of traffic, the radius appears to terminate at the same location where a vehicle would reverse from the disabled parking bay, which is a concern.

Furthermore, the KCC Vehicle Crossover team - whose separate approval is required for any crossover, irrespective of planning consent - are likely to require a minimum of 4.5m of full-height kerb between the tapers of the two crossovers. The submitted plans do not show taper details or dimensions, and this information must be provided to assess compliance.

It is questioned why the two parking bays currently located on Factory Road could not be switched with the building, allowing all parking to be provided to the rear of the building, accessed from the existing bell mouth. This would enable the building line to align with the existing residential dwellings on Factory Road, allow more room for turning vehicles on site (noting that current vehicle tracking is acceptable), and retain existing on-street parking.

With regard to existing assets, the proposed crossover for the disabled bay is located in close proximity to an existing street lighting column. The Vehicle Crossover team may require this to be relocated at the applicant's expense. The applicant should also engage with the owner of

the telecommunications pole to discuss the implications of the proposal.

Parking Provision

The proposal includes five parking spaces, which exceeds the standards set by KCC (three spaces), the EDC (two spaces) and GBC (two spaces). The Highway Authority does not consider this over-provision to have a detrimental impact on the highway network in this location.

The KCC and EDC parking standards require car parks of up to 40 spaces to have two disabled spaces plus one space of sufficient size but not specifically designated. Although the proposal does not meet this standard, the provision of one disabled bay within a five-space car park equates to 40% of the total provision and is therefore deemed acceptable.

No dedicated goods vehicle or motorbike spaces are proposed; however, informal accommodation of such vehicles on site is considered likely and acceptable.

The proposed provision of one passive electric charger does not meet the KCC standards, which require car parks with fewer than 10 spaces to have one active and one passive space. This standard should be met and therefore an active charging space is required.

No dimensions are shown for the parking bays. In line with KCC's standards, these should be 2.5m x 5m. The parking space at the eastern end of the row appears to be abutting a hard boundary / vegetation and should therefore have an additional 0.2m in width to assist manoeuvring into and out of the space. Disabled parking bays should be 5.5m in length and 3.7m in width (including hatching). The dimensions should be shown on a plan to demonstrate they are achievable.

Two cycle parking spaces are proposed to be provided, which is in line with the KCC, EDC and GBC standards and is therefore acceptable. The cycle parking is proposed to be located within the building, which is welcomed as this enhances security. However, if cyclists are required to access the cycle parking using the main entrance path from Factory Road, this will require a dropped kerb to allow them to access and egress the carriageway and this should be shown on the access plans.

Visibility

Visibility splays for the parking bays on Factory Road are shown on Plan 011 Rev 002 in Appendix B of the Transport Statement.

The pedestrian splay to the south of the non-designated bay is substandard at 1m x 1m. It is recommended that the hatched area on the northern side of the bay is relocated to the southern side of the bay to increase the splay to the required 2m x 2m. This could also improve accessibility for mobility-impaired users.

The vehicle visibility splay is shown as 2.4m x 25m, which is the requirement for a 20mph road. However, whilst vehicles are likely to be travelling slowly on approach to the bend, Factory Road is subject to a 30mph speed limit and therefore the splay should be increased to the required 43m, or evidence provided to demonstrate that the 85th percentile speeds are within 20mph.

Trip Generation

The proposal is anticipated to generate three light vehicles per day (six two-way trips) and three light goods vehicles per month (six two-way trips). This is acceptable.

Conclusion

The Highway Authority would like to place a holding objection on the application until the requested information has been submitted to and approved by KCC. Should the LPA be minded to grant planning permission prior to the above issues being resolved, the following Conditions are requested:

- Two cycle parking spaces to be provided prior to first occupation and retained for the life of the development.
- Implementation of 2m x 2m pedestrian visibility splays and 2.4m x 43m vehicle visibility splays for both crossovers and the bell mouth, with no obstructions over 0.6m within the splays, prior to first occupation and maintained thereafter.
- Use of a bound surface for the first 5m of the access, measured from the back of the footway.
- Provision of one active and one passive electric vehicle charging point to be provided prior to first occupation and retained for the life of the development.

It is important to note that Local Planning Authority (LPA) 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 a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, 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 and near the highway 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 pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

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. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, 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.

Further 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 EDC/20/0076 Approved Documents





- Key
- Phase 1a Reserved Matters Planning Application Boundary
 - Outline Planning Permission Boundary (App Ref: EDC/16/0004)
 - Based on Mixed Use Planning Application Boundary Ref: LA/00-052 Rev. 5
 - Approximate location of Flint Wall

Notes:

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and/or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Rev	Status	Date	Description	Dwn	Chkd
CD1	A	22.05.20	Planning Issue.	JM	CD
CD2	A	14.09.20	Planning Issue. Amended following Planners' comments.	BH	CD
CD3	A	03.11.20	Planning Issue. Amended to retain existing wall.	BH	CD
CD4	A	27.11.20	Planning Issue. Landscape amended to Planners' comments.	BH	CD

Client:

Bellway

Client Name: Bellway

Project Name: Ebbsfleet Riverside - Phase 1a Reserved Matters

Drawing Name: Proposed Site Layout Plan

Drawing Number: EBB-BPTW-02-00-DR-A-0103	Rev: C04	Status: A
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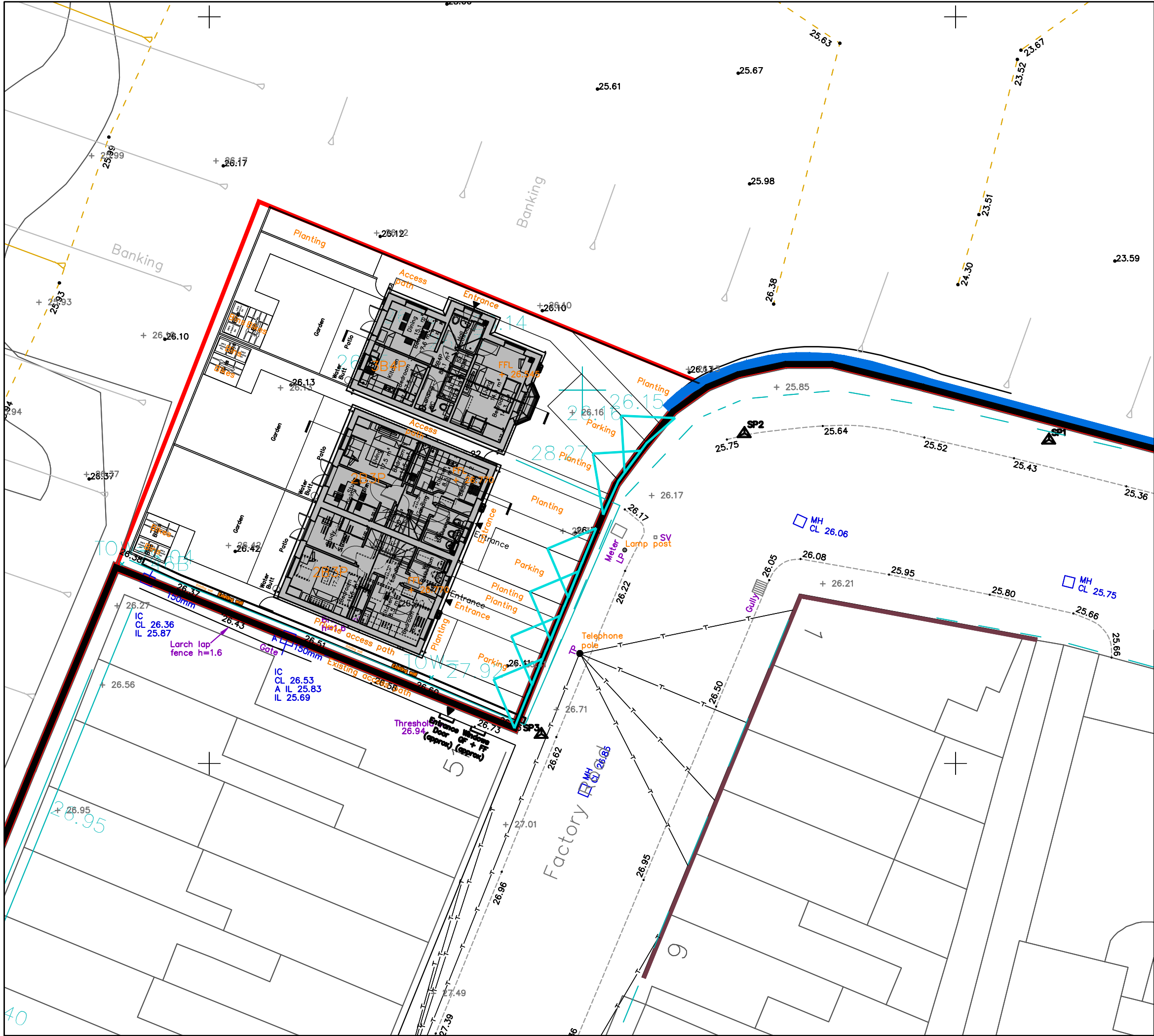
Project No: 20-088	RIBA Stage: 3	Drawn By: JM	Scale: 1:200 @ A1
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RESERVED MATTERS

40 Norman Road,
Greenwich, London
SE10 9QX
t 020 8293 5175
bptw.co.uk

**BD
TW**

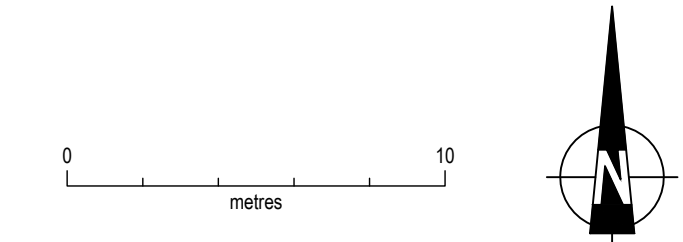




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2. DO NOT SCALE FROM THIS DRAWING.
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4. MASTERPLAN AND TOPOGRAPHICAL SURVEY 'EBB-BPTW-02-00-M2-A-0001-P06-S3' RECEIVED FROM ARCHITECT ON 30/10/2020.

 - PEDESTRIAN VISIBILITY SPLAYS (2m SETBACK, 2m SPLAYS IN BOTH DIRECTIONS)



C	UPDATED MASTERPLAN	30.10.20	WF	JSL	JSL
B	UPDATED MASTERPLAN	09.09.20	WF	JSL	JSL
A	UPDATED MASTERPLAN	22.05.20	WF	JSL	JSL
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR INFORMATION

**NORTHFLEET EMBANKMENT WEST
PHASE 1**

PEDESTRIAN VISIBILITY SPLAYS

Client

Date of 1st Issue
15.05.2020

Designed
-

Drawn
WF

A3 Scale
1:200

Checked
JSL

Approved
JSL

Drawing Number
46600/5501/006

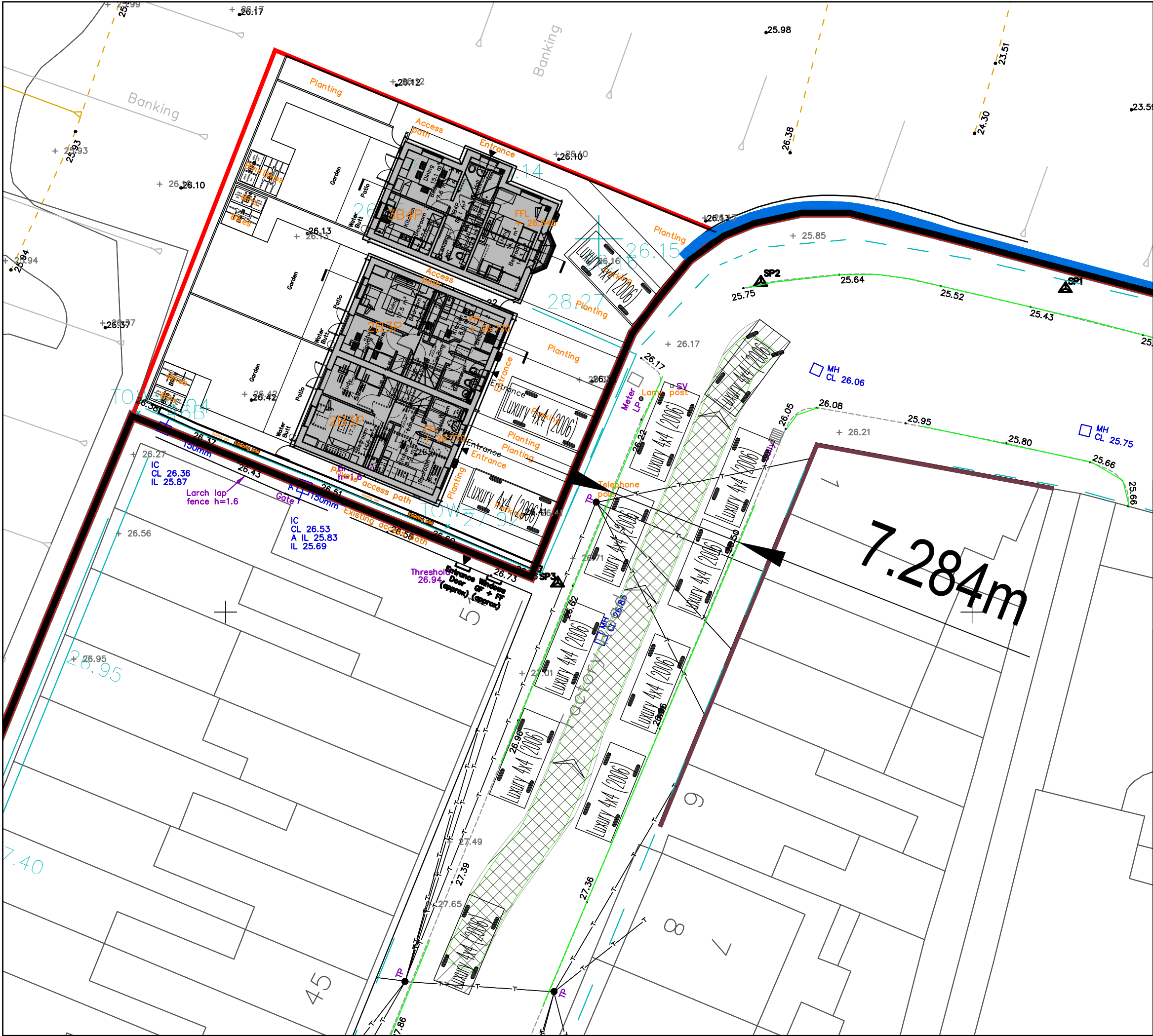
Revision
C



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- 4. MASTERPLAN AND TOPOGRAPHICAL SURVEY 'EBB-BPTW-02-00-M2-A-0001-P06-S3' RECEIVED FROM ARCHITECT ON 30/10/2020.

KERBLINE (FROM TOPO SURVEY)

0 10 metres

North arrow pointing North (N)

VEHICLE PROFILE:

Luxury 4x4 (2006)	
Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

C	UPDATED MASTERPLAN	30.10.20	WF	JSL	JSL
B	UPDATED MASTERPLAN	09.09.20	WF	JSL	JSL
A	UPDATED MASTERPLAN	22.05.20	WF	JSL	JSL
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR INFORMATION

NORTHFLEET EMBANKMENT WEST
PHASE 1

ON-STREET PARKING

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Date of 1st Issue 15.05.2020	Designed -	Drawn WF
A3 Scale 1:200	Checked JSL	Approved JSL
Drawing Number 46600/5501/008	Revision C	

Appendix C Amended Landscape Design and Updated Site Layout





Proposed Tree Planting

To be planted in the first available planting season following construction as root balled stock. Tree pit dimensions to be a minimum of 1200mm deep by 2000mm square. Allow for aggregate drainage layer, all trees to be double staked and tied. Tree pit to be formed from a minimum of 350mm deep approved topsoil to BS3882:2015, overlying 850mm depth of a approved sub-soil to BS3601:2013, remaining 100mm will consist of the aggregate drainage layer separated from the soil by a geotextile membrane layer, sub soil below to be broken up to 200mm. Each tree pit should include an irrigation pipe circling the rootball, with inlet point at surface level, and a 'T'reegrator' type watering bag to the base of the tree stem or similar approved. Surface of tree pit to be spread with 50mm deep of approved bark mulch.

Proposed Shrub/Perennial Planting

To be planted as container grown stock in the first available planting season after construction. Stock size/type and densities proposed are as shown below. Shrubs are to be planted in a minimum depth of 300mm of approved topsoil to BS3882:2015, overlying clean subsoil previously broken up by the Main Contractor to alleviate any compaction. Area planted to be spread with 50mm deep of approved bark mulch.

Proposed Hedgerow Planting

To be planted as container/bare root stock in the first available planting season after construction. Stock size/type and densities as shown. Native hedge planting to be arranged in a double staggered row at 450mm centres. Hedge planted in a minimum depth of 300mm of approved topsoil to BS3882:2015, overlying clean subsoil previously broken up by the Main Contractor to alleviate any compaction. Area planted to be spread with 50mm deep of approved bark mulch.

Planting guidelines:

- All planting and landscape operations should comply with the requirements specified in BS 3936: 1992 Nursery Stock (Part One) and BS4428:1989 Code of Practice for General Landscape Operations (Excluding hard surfaces).
- All topsoil (Existing and imported) and testing to conform to BS3882:2015 'Specification for Topsoil and Requirements for Use.
- All topsoil for planting to be tested by an approved topsoil analyst and any required amelioration or soil improvements to be carried out in line with analyst's report. Any soil not meeting the requirement of BS3882:2015, will be rejected. Testing certificates to be provided prior to delivery to site, with a further test once installed on site.
- All fertilizers are to be applied or supervised by qualified staff to avoid the action of plasmolysis.

Maintenance Notes:

- All landscaped areas are to be maintained for 12 months or as agreed in the contract, until the plants have established.
- Planted areas to be kept clear of weeds at all times throughout the maintenance period.
- Planted areas to be forked through regularly to keep soil loose.
- Plants to be pruned to promote healthy growth and to remove dead and diseased wood.
- Watering as required to maintain healthy growth.
- Any species that dies or fails to establish during the first five years, shall be replaced by an identical species to the original specification.

Additional Notes:

- Any necessary tree works to existing or proposed trees to be carried out by an approved tree surgeon to BS 3998:2010 'Recommendations for Tree Works'
- For all arboricultural issues refer to survey and reports carried out by other consultants.

Illustrative planting palette:

Botanical Name	Common Name	Girth/Dia	Height	Root	Specification	Mix/No.	Density
Specimen tree <i>Sorbus aucuparia</i> 'Golden Wonder'	Rowan	18-20cm	4.5-5m	Rootball	Standard 1.5-2m clear stem	1no.	
Ornamental hedge <i>Carpinus betulus</i>	Hornbeam		min 70cm	7.5Ltr	Full pot centered, single row at 450mm centres		
General mix <i>Carex pendula</i> <i>Sesleria autumnalis</i> <i>Salvia nemorosa</i> <i>Perovskia</i> 'Little Spire' <i>Phlomis russeliana</i> <i>Polystichum seiferum</i>	Sedge Autumn Moor Grass Woodland Sage Russian Sage Turkish sage Soft Shield Fern			2Ltr 2Ltr 2Ltr 2Ltr 2Ltr 2Ltr	Full pot centered, groups of 3-5 Full pot centered, groups of 3-5 Full pot centered, groups of 3-5 Full pot centered, groups of 3-5 Full pot centered, groups of 3-5 Full pot centered, groups of 3-5	20% 10% 20% 10% 20% 20%	7/m² 7/m² 7/m² 7/m² 7/m² 7/m²
Groundcover Planting <i>Pachysandra terminalis</i> <i>Pittosporum tobira</i> 'Nanum' <i>Viburnum davidii</i>	Japanese spurge Japenses mock orange David viburnum			2Ltr 2Ltr 2Ltr	Full pot centered, groups of 3-5 Full pot centered, groups of 3-5 Full pot centered, groups of 3-5	40% 20% 40%	7/m² 7/m² 7/m²

LEGEND

Hard Landscape Materials Palette

- PT1 - Textured Concrete Slab Paving**
Size: 400x400x50mm
Colour: Grey
Bond: Stack Bond
- PT2 - Concrete Block Paving**
Size: 160x120x60mm
Colour: Silver Grey
Bond: Random Gauge Staggered Bond
Edge Detail: Single Header in Stretcher Bond
- PT3A - Asphalt Concrete**
Road parking courtyard
To match Highways Specification
- PT3B - Asphalt Concrete**
Pavement
To match Highways Specification
- ET1 - Concrete kerb**
To match Highways Specification
- FT1 - Metal security fencing**
Boundary treatment to surrounding landscape
- FT2 - Drop down bollards**
Access control to parking areas
- FT3 - Line markings**
For parking spaces

Soft Landscape Palette

- Existing small trees
Approximate location of existing small pollarded trees to boundary (Refer to ecology survey).
Trees to be retained.
- Specimen tree
Rowan (*Sorbus aucuparia* 'Golden Wonder')
- Ornamental hedge**
Hornbeam (*Carpinus betulus*)
- General mix**
Hardy mix of shrubs, interspersed with perennials
(See planting list below)
- Groundcover mix**
Hardy mix of shrubs and groundcovers
(See planting list below)
- Site boundary

P05	16.07.25	Parking updated	JFP	MF	MF
P04	02.05.25	Planning Issue	JFP	MF	MF
Rev	Date	Description	Drn	CHK	App
Scale 1:100					
Do not scale from this drawing All dimensions are to be verified on site © Drawing & design copyright LUC					

LUC

www.landuse.co.uk

Project
Land to the Northwest Of Factory Road,
Northfleet Works, Gravesend, Kent

Client

Bellwy

LUC Job Nr
13281

Scale @A1
1:100

Status
S3

Drawing Title
Landscape Proposals
General Arrangement

Drawing Nr
13281-LUC-TW-XX-DR-L-1001

Rev
P05



- Key
- Planning Application Boundary
 - Approximate location of Flint Wall
- Indicative landscape and parking only.

Notes:

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions:					
Rev	Status	Date	Description	Drm	Chkd
C01	A3	31.03.25	Planning Issue	JMc	
C02	A3	15.04.25	Sink and cycle parking adjusted	JMc	
C03	A3	01.05.25	Landscaping proposals updated	JMc	
C04	A3	06.05.25	Title block updated.	JMc	
C05	A3	21.07.25	Amendments to landscaping in response to consultee comments.	JMc	

Client:

Client Name:

Bellway

Project Name:

Land to the Northwest of Factory Road

Drawing Name:

Proposed Site Layout - Ground Floor Plan

Drawing Number:

MRT-BPTW-S01-ZZ-DR-A-1001

Rev:

C05

Status:

A3

Project No:

25-009

RIBA Stage:

3

Drawn By:

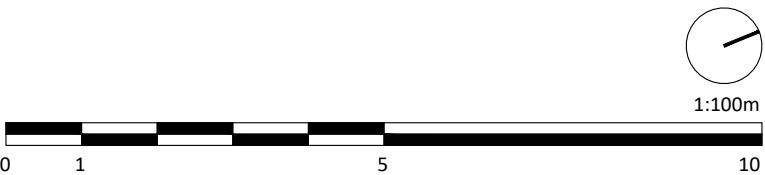
AR

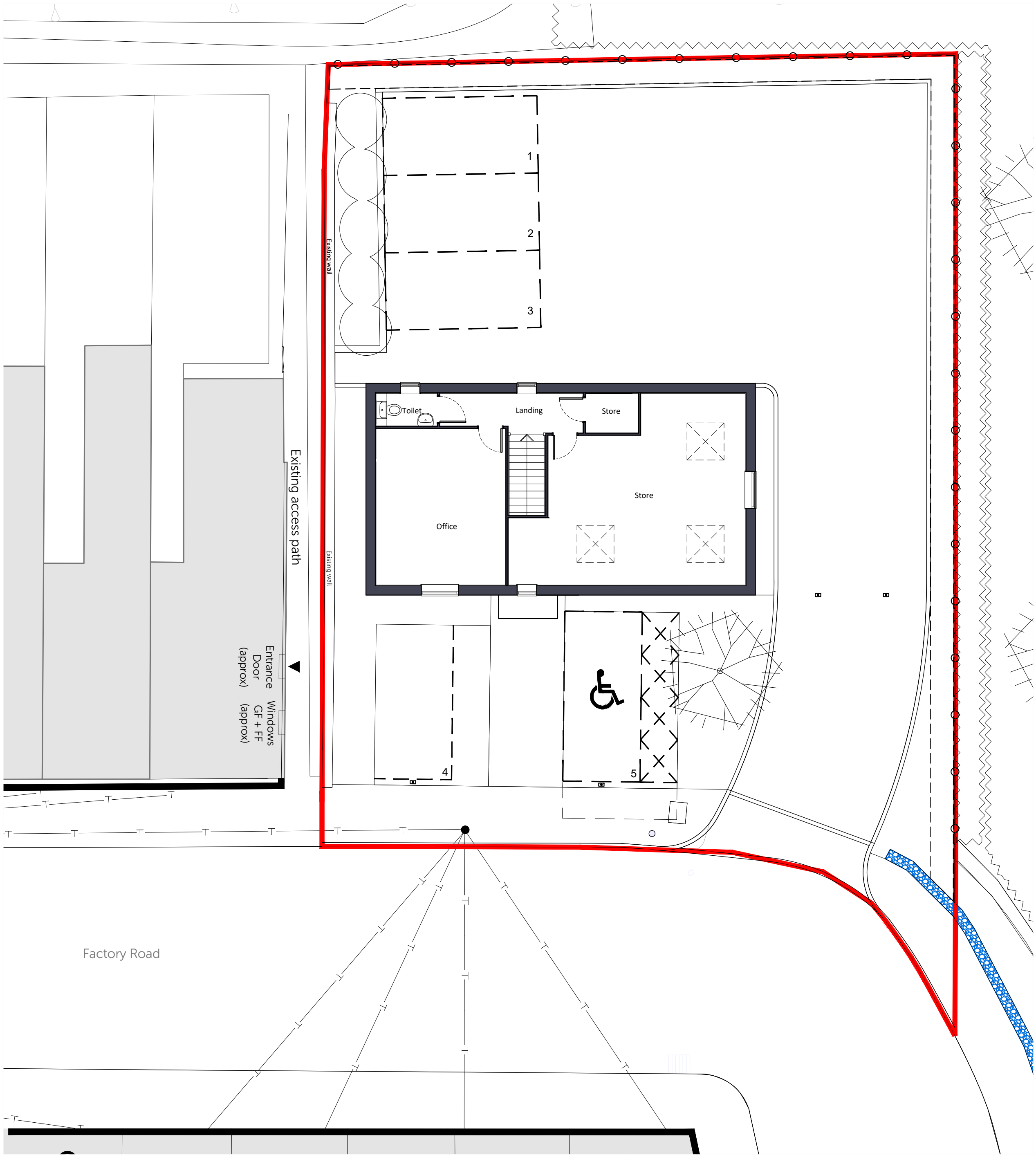
Scale:

1:100 @ A2

PLANNING ISSUE

40 Norman Road,
Greenwich, London
SE10 9QX
t. 020 8293 5175
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- Key
- Planning Application Boundary
 - Approximate location of Flint Wall
- Indicative landscape and parking only.

Notes:

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions:					
Rev	Status	Date	Description	Drm	Chkd
C01	A3	31.03.25	Planning Issue	JMc	
C02	A3	01.05.25	Landscaping proposals updated	JMc	
C03	A3	06.05.25	Title block updated.	JMc	
C04	A3	21.07.25	Amendments to landscaping in response to consultee comments.	JMc	

Client:

Bellway

Client Name:

Bellway

Project Name:

Land to the Northwest of Factory Road

Drawing Name:

Proposed Site Layout - First Floor Plan

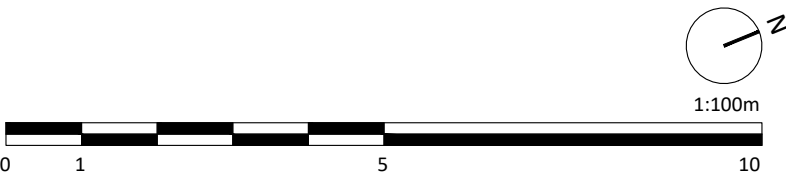
Drawing Number:	MRT-BPTW-S01-ZZ-DR-A-1002	Rev:	C04	Status:	A3
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Project No:	25-009	RIBA Stage:	3	Drawn By:	AR	Scale:	1:100 @ A2
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PLANNING ISSUE

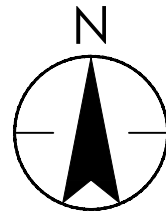
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**BP
TW**



Appendix D Amended Visibility Splays





Regrading and woodland planting
as part of future works

Regrading and woodland planting
as part of future works

VISIBILITY SPLAY TANGENTIAL TO KERB

Existing trees (approximate
position) to be retained

Existing brick planter wall
(Approximate position)
To be retained and re-finished
with new brick copings

Existing brick wall
To be retained

Existing access path

Threshold
General mix 269.4 (approx)
Door GF + FF (approx)
Windows (approx)

FACTORY ROAD

Lamp post
To be retained

Telegraph pole
To be retained



SCALE 1:250



Stantec UK Limited
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Ashford
TN23 1FB
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www.stantec.com/uk

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION
2. DO NOT SCALE FROM THIS DRAWING
3. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE
4. MASTERPLAN RECEIVED FROM LUC ON 26.03.2025
5. VISIBILITY SPLAYS ARE PROVIDED IN ACCORDANCE WITH MANUAL FOR STREETS 2 FOR A 20MPH ROAD.



2M X 2M PEDESTRIAN VISIBILITY

S2 FOR INFORMATION

1.4M X 1.4M PEDESTRIAN VISIBILITY

2M X 25M VISIBILITY SPLAY

P02 UPDATED MASTERPLAN

P01 FIRST ISSUE

Issued/Revision

LS

LS

By

KS

KS

Appd

2025.05.02

2025.04.04

YYYY.MM.DD

Client/Project:

BELLWAY HOMES LIMITED

NORTHFLEET

Project No.:

332410098 - 800.100

Title

LAND NORTHWEST OF
FACTORY RD
2.4M X 25M VISIBILITY SPLAY
& PEDESTRIAN VISIBILITY

Revision:
003

Date:
2025.07.21

Drawing No.
011