

11.0 Inclusive Access (Illustrative).



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Overview

The proposed buildings will be designed to create an inclusive and highly accessible environment for all. The design team have taken care to ensure that the building and surrounding site take full account of the needs of disabled people in relation to the following statutory regulations:

- Building Regulations Part M
- Equality Act 2010

There is only one access point for both vehicles and occupants and visitors into the development; from Dalefield Way (all access).

Ramps and dropped kerbs will be provided throughout the site to comply with relevant building regulations. All entrances to potential lobbies and receptions will have level or ramped access and egress from the footpath.

4 new accessible parking bays will be provided to comply with Gravesham's policies.

Key:

-  New accessible parking bays
-  Existing accessible parking bays
-  Lifts
-  Level access entrances



12.0 Security Strategy.



12.0 Security Strategy

Overview

The proposed buildings sit within the existing perimeter security measure of the industrial park and maintain the level of security provision to the prevention of crime, achieved through the following measures:

- Passive surveillance of routes around the site, with windows that overlook these routes.
- Ample external lighting to main pedestrian routes.
- Secure entrances into the buildings. The entrances will be securely locked with access limited to staff and security at night.
- Rear entrances, fire exits, refuse stores & other ancillary accommodation will all be securely located within the perimeter fence.
- The design principles incorporate secure by design principles.

Key:

-  Industrial park perimeter
-  Building perimeters
-  Secure buildings entrances
-  Gated access



13.0 Landscaping & External Works.



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Landscape Concept Plan

The garden is designed to provide a relaxing green space for staff to take rest and socialise, whilst promoting ecological benefits and well-being through habitat creation and biodiversity enhancement.

The objectives of the landscaped garden are to include the following:

- Look to soften the visual impact of the development with native species trees and ornamental planting, bedding the proposed office into the existing context.
- Provide a design that clearly identifies circulation and entrances through variations in hard standing materials, textures and colours.
- Create a pleasant, safe communal outdoor space for staff and visitors to enjoy throughout the year with areas of seating.



Key:

Key pedestrian route

Garden

Pedestrian street

14.0 Servicing & Refuse Strategy.



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Illustrative Strategies

14.0.1 Servicing & Deliveries

To facilitate deliveries, several loading bays are positioned in close proximity to the existing and proposed office buildings, located near the entrance to allow easy drop-off of goods without blocking vehicular routes around the site.

In terms of servicing the office building itself, mechanical and electrical provision will be located adjacent to the lift / stair core. The services closets will have external doors for access and maintenance.

14.0.2 Bin Capacity & Management

The route that refuse vehicles take throughout the scheme on refuse collection days is shown in the illustrative plan opposite.

Daily waste will be collected within the buildings as part of the waste management strategy. On refuse collection day the bins will be wheeled out as the refuse vehicle arrives.



Key:

Service vehicle routes

Office M&E

15.0 Highways & Car Parking.



15.0 Highways & Car Parking

Overview

15.0.1 Parking

The development includes the provision of 41 additional parking spaces on site to serve the proposed office building, with four of the existing parking spaces on site to be provided as disabled bays and located at the frontage of the proposed office building. One disabled bay is included in the existing parking provision. The proposals will also see seven of the proposed spaces and three of the existing spaces provided with Electric Vehicle (EV) charging facilities. The level of parking and EV facilities provided is deemed to be compliant with the SPG4 standards and Part S of the building regulations.

The proposed car park extension is deemed to be sufficiently designed with all parking spaces provided as 2.5 x 5 metres in size, with a minimum of six metre aisle width provided to ensure that all parking spaces are accessible. The parking design is deemed to be compliant with the SPG4.

16.0 Ecology, Lighting & Noise.



16.0 Ecology, Lighting & Noise

Overview

16.0.1 Ecology

The Site is considered to be of low ecological importance, no additional ecological surveys are required; however, the Site is located within 100m of South Thames Estuary and Marshes SSSI.

The following measures will be adopted and implemented to address the low-level ecological impacts of the scheme and deliver an ecological enhancement of the site:

- The proposed development will adhere to guidance under the Pollution Prevention Guidance Note PPG6 'Working at construction and demolition sites (2012)' will be required to minimise indirect impacts upon the SSSI during construction.
- The proposed development will include soft landscaping in the form of a garden area consisting of grassland, trees, mixed shrubs, perennials, herbs and bulbs.
- A wildlife sensitive lighting scheme will be designed to minimise illumination upon the SSSI north of the Site.

16.0.2 Lighting

Refer to lighting plan:

1414-LAM-XX-EX-DR-E-1001Proposed_External_Lighting_Layout-P01

16.0.3 Noise

As plant is anticipated to be installed, the rating noise from these fixed building services/ mechanical plant will be at least 10dB below the existing LA90 background level at the nearest noise sensitive receptors when measured and assessed in accordance with BS4142:2014.

17.0 Flood Risk & Drainage.



17.0 Flood Risk & Drainage

Overview

A Flood Risk and Drainage Assessment report has been produced by Manhire Associates and concludes as per the opposite page:



23052 WP01: Phase 2 Dalefield Road
Flood Risk Assessment
O'Halloran & O'Brien Ltd

6.0 Conclusions

A review of the existing Flood Risk Assessments for the site from 2011 and Addendums from 2011 and 2016 concluded that that the existing flood defence infrastructure and alignment of the railway line provide an adequate level of flood defence for the residential and industrial proposals up to 2055. Consequently, the industrial element is considered to be safe throughout its design life.

As part of the Flood Risk Assessment prepared by Ardent Consulting Engineers in January 2011 to support the planning application for consent to implement the Phase 2 industrial development scheme a surface water drainage strategy was devised to demonstrate that the scheme can be suitably implemented without increasing the level of flood risk when the drainage system experiences a 1:100 year rainfall event (including an additional 30% for any potential climate change impact).

Surface Water run-off from the site will freely discharge into the receiving open channel watercourses and the flows controlled to an agreed Greenfield rate of 32.20 litres/sec by the existing devices that were previously installed to the north of the application site (adjacent to the railway line).

Sufficient on-line attenuation has been provided in accordance with the previously agreed strategy by excavating on-line flood levees to accommodate the volume of surface water run-off generated by the development scheme when subjected to a 1:100 year event (including climate change) to provide a maximum volume of 1,905m3.

The site is presently drained by a series of surface water networks which discharge into the watercourse and flood levee corridors.

The introduction of the two additional buildings will not increase the impermeable area therefore no additional surface water runoff will be generated and will have no adverse impact on the existing watercourses and flood levee corridors.

Run-off from the new roof areas will connect into the existing underground drainage networks currently installed and discharge into the watercourse and flood levee corridors as is the current situation

The overall conclusion of the initial FRA remains applicable to overall flood risk within the terms and requirements of National Planning Policy Framework.

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