

To: **Planning Reps**
From **Highways Development Management Officer**

Date 20th September 2023

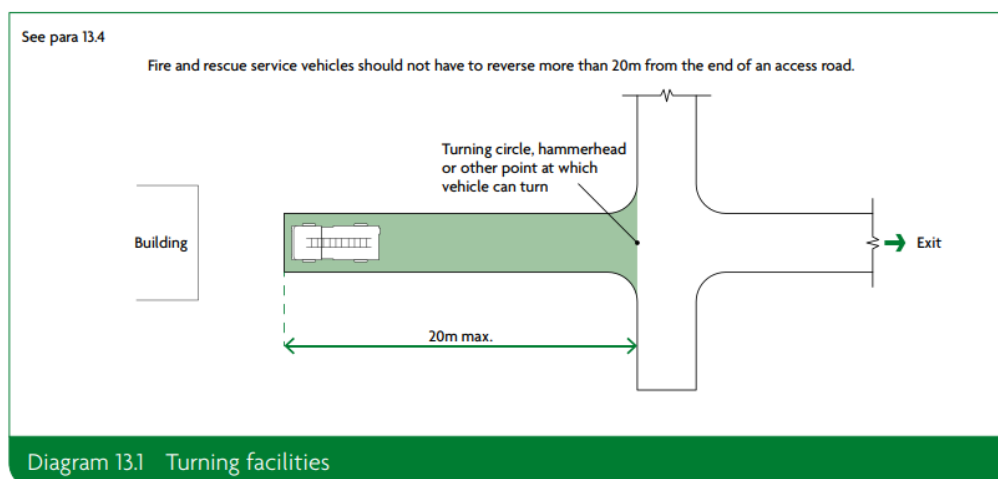
Your Ref 20230942

Location Starwood , Pear Tree Lane, Shorne, Gravesend Kent

In its current form I consider the proposal unacceptable, there is no on-site turning provision for visiting delivery vehicles or fire engines without moving potentially parked vehicles. The applicant needs to retain more of the hardstanding to provide an independent turning area and prove its viability by a tracked/swept path drawing for a fire engine. Extract from Building Regulations below.

13.3 Access routes and hardstandings should comply with the guidance in Table 13.1.

13.4 Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.



ONLINE VERSION

B5

Table 13.1 Typical fire and rescue service vehicle access route specification

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

NOTES:

1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

To comply with parking guidance, one secure cycle parking space should be provided per bedroom.

Les Seaborn
Highway Development Management Officer

