

# ECONOMIC REGENERATION AND LEISURE COMMITTEE MEETING

Date: Tuesday 14 July 2020

Time: 6.30 pm

Venue: Remote Meeting - The Public proceedings of the Meeting will be broadcast live and recorded for playback on the Maidstone Borough Council Website.

Membership:

Councillors Bartlett, Mrs Blackmore (Vice-Chairman), Cox, Fort, Mrs Gooch, Harper (Chairman), Hinder, Lewins and Webb

*The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.*

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## AGENDA

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information.
8. Minutes of the Meeting Held on 16 June 2020 1 - 6
9. Presentation of Petitions
10. Question and Answer Session for Members of the Public
11. Questions from Members to the Chairman (if any)
12. Committee Work Programme 7
13. Reports of Outside Bodies
14. Bus Station Improvement Project 8 - 120

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**Issued on Monday 6 July 2020**

**Continued Over/:**

*Alison Broom*

**Alison Broom, Chief Executive**

15. Update on Covid Business Grants	121 - 126
16. Update on the MedTech Innovation Programme	127 - 130

## **INFORMATION FOR THE PUBLIC**

In order to ask a question at this remote meeting, please call 01622 602899 or email [committee@maidstone.gov.uk](mailto:committee@maidstone.gov.uk) by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. Friday 10 July 2020). You will need to provide the full text in writing.

If your question is accepted, you will be provided with instructions as to how you can access the meeting.

In order to submit a written statement in relation to an item on the agenda, please call 01622 602899 or email [committee@maidstone.gov.uk](mailto:committee@maidstone.gov.uk) by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Friday 10 July 2020). You will need to tell us which agenda item you wish to comment on.

If you require this information in an alternative format please contact us, call **01622 602899** or email [committee@maidstone.gov.uk](mailto:committee@maidstone.gov.uk).

To find out more about the work of the Committee, please visit [www.maidstone.gov.uk](http://www.maidstone.gov.uk).

Should you wish to refer any decisions contained in these minutes to the **Head of Policy and Resources Committee**, please submit a Decision Referral Form, signed by **three** Councillors, to the **Head of Policy and Communications** by: **8 July 2020**

## **MAIDSTONE BOROUGH COUNCIL**

### **ECONOMIC REGENERATION AND LEISURE COMMITTEE**

#### **MINUTES OF THE MEETING HELD ON TUESDAY 16 JUNE 2020**

**Present:** Councillors Mrs Blackmore, Cox, Fort, Mrs Gooch, Harper (Chairman), Hinder, Lewins and Webb

101. **APOLOGIES FOR ABSENCE**

There were no apologies for absence.

102. **NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no Substitute Members.

103. **URGENT ITEMS**

The Committee agreed to take an urgent item to provide an update concerning the re-opening of Maidstone Town Centre and the High Street on 15 June 2020. The update would be provided by John Foster, the Head of Regeneration and Economic Development.

Whilst not an urgent item, the Chairman informed the Committee of a correction to the title of Item 16 which should state Key Performance Indicators 2020-21.

104. **NOTIFICATION OF VISITING MEMBERS**

There were no Visiting Members.

105. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

106. **DISCLOSURES OF LOBBYING**

There were no disclosures of lobbying.

107. **EXEMPT ITEMS**

**RESOLVED:** That all items be taken in public as proposed.

108. **MINUTES OF THE MEETING HELD ON 28 JANUARY 2020**

**RESOLVED:** That the minutes of the meeting held on 28 January 2020 be approved as a correct record and signed at a later date.

109. PRESENTATION OF PETITIONS

There were no petitions.

110. QUESTION AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

There were no questions from members of the public.

111. THE RE-OPENING OF MAIDSTONE TOWN CENTRE AND THE HIGH STREET - URGENT ITEM

The Head of Regeneration and Economic Development provided an urgent update on the re-opening of the Town Centre and High Street. It was noted that retailers were responsible for ensuring safe working practices for staff members and the implementation of social distancing measures within their stores. The Council had been provided with £153k in funding to assist with the measures that have been put in place, some of which was given by the European Regional Development Fund.

Multiple organisations had been involved in the re-opening of the area, including Kent Police, Kent County Council, One Maidstone, The Mall and Fremlin Walk. Three key areas of action were summarised as; providing communications to the general public, shops and visitors, a communications package for retailers to inform them of the actions that would need to be taken by themselves and with the Council and its partners and the implementation of temporary changes to the High Street to allow social distancing measures to be enforced. This included signage to explain social distancing measures, the relocation of some street furniture so as to avoid obstructions and daily cleaning of some of this furniture.

It was noted that limited toilet facilities had been reopened. One Maidstone had provided Street Pastors and additional Street Ambassadors to aid the re-opening process. The Council had offered services which included marking up social distancing measures outside retail stores when requested.

The Head of Regeneration and Economic Development confirmed that there had been very few policing issues with twice daily Silver Command meetings taking place.

The Committee wished to thank the Officers involved for their hard work.

112. COMMITTEE WORK PROGRAMME

The Head of Regeneration and Economic Development noted that there had been progress with the innovation centre and the MedTech business support programme that was being put in place. A presentation could be made to the July Meeting of the Committee to update members on the work undertaken.



In response to an agenda item request the Head of Economic Regeneration and Leisure explained that the Action Plan for 2015-2020, as part of the Economic Development Strategy Review (EDSR), was due to be reviewed prior to the Covid-19 pandemic.

Lichfields had been commissioned to undertake this work, however due to the economic uncertainty now presented, the brief for the Economic Development Strategy had been changed. The first stage of work would now be to assess the impact of Covid-19 whilst working with the Kent and Medway Economic Regeneration Plan, national ONS data and other data sets to present to the Maidstone Economic Business Partnership at the end of June 2020. An initial document would then be drafted for mid-July 2020 with the next meeting of the Committee after this being September 2020.

The Committee was informed that Lichfields had also provided the Economic Development needs analysis for use in the Local Plan. As such, the consultancy provided to both the Economic Development teams and the Local Plan teams should not present a conflict.

In response to concerns raised by the Committee about the EDSR the Head of Regeneration and Leisure would organise a member consultation with Lichfields, in order that the Committee be involved in the creation of the draft document. All Councillors would be invited to attend.

**RESOLVED:** That the Committee Work Programme be noted.

113. QUESTIONS FROM MEMBERS TO THE CHAIRMAN

There were no questions from Members to the Chairman.

114. REPORTS OF OUTSIDE BODIES

A report was presented by Councillor Cuming as the Council's representative to the Maidstone Sea Cadets.

**RESOLVED:** That the Reports of Outside Bodies be noted.

115. KENT ARTS & WELLBEING

The Culture and Arts Officer introduced the report which reviewed the proposals outlined in the presentation made by Mr Ken Scott in November 2019. The Arts & Wellbeing company wished to organise activities, including a choir for the homeless and those with chaotic lifestyles, as based on The Choir with No Name. The activities proposed should increase the confidence, skills and relationships, amongst other things, of the participants.

Kent Arts & Wellbeing had requested the Council's support in their funding application and assistance in identifying potential participants for the Choir and areas of the borough in which to hold further creative activities.

In response to questions the Culture and Arts Officer confirmed that given current circumstances, the Council would not be expected to provide any assistance for at least 12-24 months, on the assumption that the funding bid was successful. The Community Support team had been consulted and felt confident that they would be able to identify possible participants and areas for attention in the creative activities that the programme wished to devise, in the long term.

The Committee expressed their support for the activities proposed by Kent Arts & Wellbeing; with particular reference to the possible effects of Covid-19.

**RESOLVED**: That the Council supports Kent Arts & Wellbeing in their funding application and subsequent project delivery.

#### 116. FOURTH QUARTER BUDGET & PERFORMANCE MONITORING

The Head of Finance introduced the report which included the provisional outturn figures for the 2019-20 financial year. The figures presented had not yet been audited and only contained information available up until the 31 March 2020, so the impact of Covid-19 would not be seen.

Performance against the budget was shown in Appendix 1, with particular attention drawn to a net overspend against the revenue budget of £370k and a correction to the figures shown in the first table of Appendix 1 to confirm that the spend of the Committee was £1.89m against the £1.52m budget.

The overspend was caused by issues with the construction and shortfall in income of, the Mote Park Adventure Zone and associated costs of the sewer collapse. Smaller variances were detailed in Table 2 of Appendix 1.

In relation to the Capital Programme, it was noted that the works for Mote Park Dam had started with the proposed visitor centre and estate building having been temporarily put on hold. An overall slippage figure of £124k would be carried into this financial year.

The Equalities and Corporate Policy Officer confirmed that of the seven Key Performance Indicators (KPIs) two had achieved the target, one was within 10% and four had missed the target. It was noted that the impacts of Covid-19 were felt early for those four targets as events had been cancelled which affected the number of visitors across Maidstone. Of the seven annual targets three had achieved their target with the remaining four achieving within 10%.

The Head of Regeneration and Economic Development explained that the original budget for waste disposal had not been sufficient to cover the cost of the commercial waste services as provided by the Council, for projects under the remit of this Committee. It was confirmed that the service fee was competitive.

In response to questions the Head of Finance confirmed that options to recover the cost of the sewer collapse had been assessed, however due to the risk of counter claim the Council were not pursuing the £403k costs incurred. It was noted that some costs, including the loss of income from the café and parking, had been recovered.

The Head of Finance informed the Committee that those costs were being held against this Committee in the interest of transparency. Further clarification was given in that although the cost had arisen out of a capital project the cost could not be included under capital as it would not create a capital asset so was classed as a revenue cost.

Several members of the Committee felt that there had not been adequate information given regarding the situation surrounding this cost. As such, the Head of Finance would distribute a briefing note amongst the Committee Members to provide further explanation. It was noted that the figures presented would also be presented to the Policy and Resources Committee for further inspection, should any Members wish to raise the issue further.

**RESOLVED:** That

1. The Revenue position as at the end of Quarter 4 for 2019/20, including the actions being taken or proposed to improve the position, where significant variances have been identified, be noted;
2. The Capital position at the end of Quarter 4 be noted; and
3. The Performance position as at Quarter 4 for 2019/20, including the actions being taken or proposed to improve the position, where significant issues have been identified, be noted.

117. **KEY PERFORMANCE INDICATORS 2019-20**

The Equalities and Corporate Policy officer introduced the report which included the draft KPIs for 2020-21 as shown in Appendix 1.

A motion was moved to request an additional KPI concerning Job Seeker Allowance Claimant figures to be reported to this Committee for information purposes only. The aim of this was to provide an indicator on the impact of the Covid-19 pandemic on the local economy. It was noted that unemployment in Maidstone had risen to 5.7% due to the Covid-19 pandemic.

In response to questions, the Head of Regeneration and Economic Development confirmed that the draft KPIs would provide information that could be used to assess the recovery of both the local and national economy, as the figures would be viewed in comparison with the figures presented by other areas of the country. Specific reference was made to the percentage of vacant retail units and the footfall in the town centre.

**RESOLVED:** That

1. The draft Key Performance Indicators for 2020-21, as attached in Appendix 1, be agreed; and
2. The number of Job Seekers Allowance Claimants be added as a quarterly Key Performance Indicator for information purposes.

118. DURATION OF MEETING

6.30 p.m. to 7.54 p.m.

2020/21 WORK PROGRAMME

	Committee	Month	Origin	CLT to clear	Lead	Report Author
Member Consultation	ERL	Aug-20			John Foster	John Foster
Economic Development Strategy Review	ERL	15-Sep-20	Standing Item	?	John Foster	John Foster
Maidstone East (incl. recommendation to P&R)	ERL	15-Sep-20	Officer Update	?	William Cornall	John Foster
Lockmeadow Property Management Strategy	ERL	15-Sep-20	Asset Management	Yes	Mark Green	Mark Green
Making Maidstone More Active - Update	ERL	TBC	Officer Update	?	John Foster	Mike Evans
Tour of the Business Terrace	ERL	TBC	Briefing		John Foster	John Foster
Town Centre Opportunity Sites Delivery Strategies	ERL	TBC	Officer Update	?	William Cornall	John Foster

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# Agenda Item 14

## **ECONOMIC REGENERATION AND LEISURE COMMITTEE**

**14 July 2020**

### **Bus Station Improvement Project**

<b>Final Decision-Maker</b>	ECONOMIC REGENERATION AND LEISURE COMMITTEE
<b>Lead Head of Service</b>	William Cornall
<b>Lead Officer and Report Author</b>	John Foster and Chris Inwood
<b>Classification</b>	Public
<b>Wards affected</b>	High Street

#### **Executive Summary**

**To consider the proposals to improve the appearance of the bus station in Maidstone and to approve the draft designs for public consultation.**

#### **Purpose of Report**

*Decision*

#### **This report makes the following recommendations to this Committee:**

1. To approve the draft designs for public consultation

#### **Timetable**

<b>Meeting</b>	<b>Date</b>
Committee	14 July 2020

# Bus Station Improvement Project

## 1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Impact on Corporate Priorities</b>	<p><i>The four Strategic Plan objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Embracing Growth and Enabling Infrastructure</i></li> <li><i>Safe, Clean and Green</i></li> <li><i>Homes and Communities</i></li> <li><i>A Thriving Place</i></li> </ul> <p><i>Accepting the recommendations will materially improve the Council's ability to achieve A Thriving Place and the identified action to be delivered between 2019 and 2024 to modernise the bus station in the County Town .</i></p>	John Foster Head of Service for Regeneration and Economic Development
<b>Cross Cutting Objectives</b>	<p><i>The four cross-cutting objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Heritage is Respected</i></li> <li><i>Health Inequalities are Addressed and Reduced</i></li> <li><i>Deprivation and Social Mobility is Improved</i></li> <li><i>Biodiversity and Environmental Sustainability is respected</i></li> </ul> <p><i>The report recommendation supports the achievement of the Biodiversity and Environmental Sustainability cross cutting objective by reducing the energy used by the bus station.</i></p>	John Foster Head of Service for Regeneration and Economic Development
<b>Risk Management</b>	<ul style="list-style-type: none"> <li><i>The Risks are set out in section 5 of this report</i></li> </ul>	John Foster Head of Service for Regeneration and Economic Development

<b>Financial</b>	<ul style="list-style-type: none"> <li><i>The project is funded in the current approved capital programme, with a budget of £1m, along with a further £90,000 in agreed external contributions from partners.</i></li> </ul>	Paul Holland, Senior Finance Manager
<b>Staffing</b>	<ul style="list-style-type: none"> <li><i>We will deliver the recommendations with our current staffing.</i></li> </ul>	John Foster Head of Service for Regeneration and Economic Development
<b>Legal</b>	<ul style="list-style-type: none"> <li><i>Strategic Local Plan Policy (SP23) and the <u>Integrated Transport Strategy 2011-2031 (ITS)</u> provides a framework for making decisions on transport issues around the borough, specifically addressing problems with the Council's existing transport network and it's long term development. This includes improvements to the bus station. Accepting the recommendation will assist in the delivery of the improvements anticipated by the Local Plan and the ITS. If not already done so, any necessary agreements or contracts entered into must be in accordance with the Council's Contract Procedure Rules and should be in a form approved by the Legal Services Manager. This is permitted pursuant to the Council's general powers under s.1 of the Localism Act 2011 and s. 111 of the Local Government Act 1972.</i></li> </ul>	Russell Fitzpatrick MKLS (Planning) Team Leader
<b>Privacy and Data Protection</b>	<ul style="list-style-type: none"> <li><i>Accepting the recommendations will increase the volume of data held by the Council. We will hold that data in line with our retention schedules.</i></li> </ul>	Policy and Information Team
<b>Equalities</b>	<ul style="list-style-type: none"> <li><i>The recommendations do not propose a change in service therefore will not require an equalities impact assessment</i></li> </ul>	Policy & Information Manager
<b>Public Health</b>	<ul style="list-style-type: none"> <li><i>We recognise that the recommendations will not negatively impact on population health or that of individuals.</i></li> </ul>	Public Health Officer
<b>Crime and Disorder</b>	<ul style="list-style-type: none"> <li><i>The recommendation will not have a negative impact on Crime and Disorder.</i></li> </ul>	Head of Service or Manager



<b>Procurement</b>	<ul style="list-style-type: none"> <li>On accepting the recommendations, the Council will then commence procurement of a contractor in line with financial procedure rules.</li> </ul>	Head of Service & Section 151 Officer
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## 2. INTRODUCTION AND BACKGROUND

- 2.1 Maidstone's main bus interchange located at The Mall Chequers Shopping Centre is neither fit-for-purpose nor user-friendly. It is not well lit and is threatening in character being essentially a tunnel under the Centre linking King Street and Romney Place. The draft Integrated Transport Strategy (ITS) identifies the need for an improved bus station in Maidstone town centre. It is an unattractive gateway to the town centre and constrains efforts to encourage public transport uptake in Maidstone and increased bus use. A modernised and fit for purpose bus station is required if the ITS objectives are to be achieved, and will also contribute to increasing the vitality and viability of the Town Centre by improving its overall image as a modern and well cared for place with excellent public transport facilities.
- 2.2 The project has confirmed funding of £1,000,000 from Maidstone Borough Council, plus £30,000 each from KCC, Arriva and Capital and Regional (owners of The Mall). The total budget is therefore £1,090,000.
- 2.3 In early 2019 an architect and an Employers' Agent (EA) were appointed to work on proposals to refurbish the bus station. This work has included reviewing the current design and issues experienced by users, both members of the public and bus drivers. The architect has produced some initial design ideas which were costed by the EA. There has been a process of refining the designs to ensure it falls within budget.
- 2.4 Survey works have been scheduled to allow asbestos specialists and engineers to check the structure of the bus station which will dictate the final designs. A specialist lighting designer has also been appointed to review the current lux levels, and provide a design which will improve the lighting for both members of the public and bus drivers. A Road Safety Audit has been commissioned to ensure the designs are safe for users of the bus station.
- 2.5 Due to the nature of the works, the designers are able to produce a 'shopping list' of items within the project, which assists in monitoring the costs, but also allows stakeholders and the public to place items in order of preference. This will ensure that the final project produces the biggest impact whilst staying within the available budget. This list of proposals include cleaning the canopy on the Sainsbury's side, replacing street furniture, replacing soffits and floor tiling, new signage and real time passenger information, architectural and functional lighting scheme and public art. Appendix 1 sets out the architects response to the brief, the

challenges created by the fabric of the existing bus station and imagery of how it could look.

- 2.6 The surveys commissioned together with the detailed lighting scheme have enabled the cost consultant to price the works which are currently in budget. The results of the asbestos survey have yet to be received. Buildability advice has been received from local contractors to inform the designs. The shopping list approach set out above will enable the works to be prioritised in order of importance should tender prices come in over budget. The public consultation process will help identify which elements of the design are most important to users.
- 2.7 It should be noted that the implementation of these improvement works will inevitably disrupt the operation of the bus station. The tender documentation will require the contractors to explain how they propose to minimise this disruption.
- 2.8 Key stakeholders including Kent Highways, Arriva and the owners of the bus station (Capital and Regional) have approved the designs for public consultation purposes. An 8 week public consultation process is now proposed starting on 22 July 2020. This will include the following:
- Display boards and a comment box will be made available in the Mall Shopping Centre from 22 July 2020 for one week. This will not be staffed due to social distancing requirements.
  - Other poster sites will be considered to raise awareness of the consultation.
  - An online survey will be created and made available on the Council's website. This will be accessible on mobile formats and compatible with screen assisted reading technology.
  - The Data Intelligence Officer's contact details will be made available should a member of public need support filling in the survey.
  - Questions about the consultation can be sent to [consultation@maidstone.gov.uk](mailto:consultation@maidstone.gov.uk)
  - Vulnerable groups will be specifically targeted for comment including Over 50s Forum and Disability Groups such as the Kent Association for the Blind.

The Communication team will promote the consultation widely on the Council's website, using social media and press releases.

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### **3. AVAILABLE OPTIONS**

#### **3.1 Do nothing**

Without this investment the Bus Station will continue to deteriorate. Capital and Regional, the owners of the Mall Shopping Centre including the Bus

Station, have no incentive to invest in the Bus Station as it fails to produce a return on investment. The condition of the Bus Station will reflect badly on Maidstone Town Centre and the Council and customer use of bus services may even decline, leading to greater car use, increased congestion and poorer air quality.

### 3.2 Do minimum

Replacing the sodium lighting with LEDs lights to improve the dull and intimidating environment has been investigated as a do minimum option. This was rejected as not making a sufficient impact in terms of ambience, passenger facilities or passenger information required to trigger the desired modal shift and encourage bus patronage.

### 3.3 Do something

Relocating the bus station to an alternative site in the Town Centre has been explored in the Tri Study in 2018 (see paragraph 6.2). The lack of available land or property in appropriate locations, together with the restrictions on access due to Maidstone's one-way system has resulted in this option being rejected.

### 3.4 Do optimum

The complete redevelopment of the Mall incorporating a new bus station has been explored with the owners Capital and Regional. There is a significant viability gap for this option which is no longer being considered.

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## 4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The preferred option is the one set out in Appendix 1. All main stakeholders are in support of this approach. It offers a relatively straight forward solution to radically enhance the Bus Station environment focused on the user experience which will make it more attractive, and potentially increase bus patronage in support of the strategic priorities in the Integrated Transport Strategy.

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## 5. RISK

- 5.1 A complete risk assessment has been produced for the project right through to completion in line with the Council's Risk Management Framework. However, this report is limited to the public consultation phase. The main risks include:

1. The public are not aware of the consultation and do not respond or miss the opportunity to respond

The consultation is planned to be open of 8 weeks and will be widely promoted by the communication team. A physical display of the designs will be set up in the Mall.

2. Vulnerable group find it difficult to engage

Involve Kent will be asked to promote the consultation opportunity to their network and the Council will actively seek the view of the Over 50s Forum, Kent Guide Dogs for the Blind and the Kent Association for the Blind. The online survey will be accessible by screen assisted technology. The Data Intelligence Officer will be available to support people to fill in the questionnaire.

3. The Council is unable to deliver changes requested by the public due to budgetary constraints or limitations of the building.

The questionnaire will be designed so that the users of the bus station can prioritise what improvements are most important. Due to the limitations of the building (effectively a concrete tunnel) it will not be possible to increase the number of buses it can accommodate.

## **6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

6.1 As per paragraph 1.1 above, Action PT12 in the 13th January 2016 version of the Integrated Transport Strategy (ITS) identifies the need for an improved bus station in Maidstone town centre.

6.2 On 22<sup>nd</sup> January 2018 the Strategic Planning, Sustainability and Transportation committee resolved that improvements and potential investment into Maidstone bus station be investigated. This decision was informed by tri-study prepared by consultants WSP entitled "Maidstone Tri-Study – Bus Interchange Study, Town Centre Parking Strategy, and Park & Ride Study" (November 2017) which considered a bus interchange study, parking strategy and a study into the current Park and Ride arrangements. The bus interchange study concluded that the bus station is in the optimum location to serve the town centre and therefore recommended improvements to the existing station.

6.3 Furthermore on 28<sup>th</sup> March 2018 Policy and Resources Planning committee resolved that the project be funded in part from proceeds of the Business Rates Retention Pilot.

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## **7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION**

7.1 The results of the public consultation process will be used to produce final designs which will be reported to ERL Committee in September 2020 for approval.

- 7.2 Preparation of Tender documentation will commence so that the Tender Period for a contractor can commence directly after ERL Committee's approval in September.
- 7.3 ERL Committee will be asked to approve the final designs in September and to seek delegated authority for the Head of Mid Kent Legal Services to enter into works contracts and any other necessary agreements for the project to proceed to completion.
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## **8. REPORT APPENDICES**

- *Appendix 1: Maidstone Bus Station Stage 3 Report*
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## **9. BACKGROUND PAPERS**

***None***

**Stage 3 Report**



May 2020

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<b>1.0</b>	<b>Introduction</b>
	1.1 Location
	1.2 Site Photos
<b>2.0</b>	<b>Concept Design</b>
<b>3.0</b>	<b>Walkthrough</b>
<b>4.0</b>	<b>Isometric Diagrams</b>
<b>5.0</b>	<b>Typical Cross Section</b>
<b>6.0</b>	<b>Architectural Visualisation</b>
<b>7.0</b>	<b>Planning Statement</b>
<b>8.0</b>	<b>Stakeholder Consultation</b>
<b>9.0</b>	<b>Accessibility Statement</b>
<b>10.0</b>	<b>Designers Risk Assessments</b>
<b>11.0</b>	<b>Architectural Design Drawings</b>
<b>12.0</b>	<b>Lighting Design Drawings</b>



## 1.0 Introduction:

Maidstone Bus Station is located within a multi-use complex bounded by King St to the North, and Romney Place to the South. Access to Maidstone Mall is achieved via the West Concourse, and to Sainsbury's via the East Concourse. Maidstone High St is located to the West, through the Mall, or via King St. A car park is also accessible via Romney Place, the entrance of which is adjacent to the Bus Station, and the council offices have pedestrian access via King St.

As per our brief, the goal of the improvement works are:

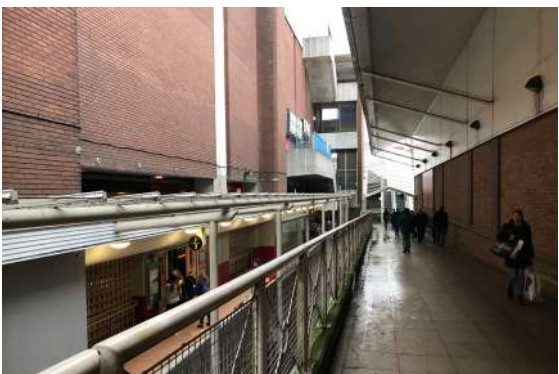
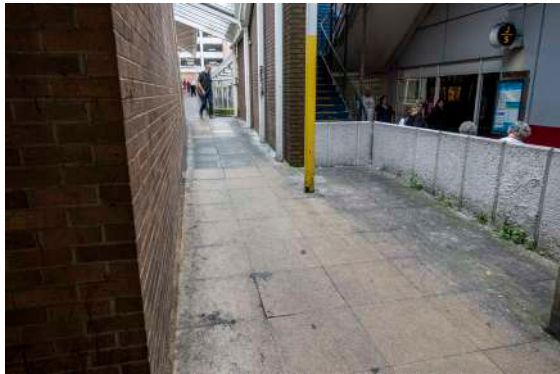
- To improve the safe and efficient movement of buses through the facility.
- To minimise conflicts between bus and pedestrian movements.
- To enhance the pedestrian and vehicular gateways to the facility in terms of accessibility, safety and aesthetics.
- To improve perceptions of user safety and security, e.g. by improving environmental quality, increasing the level of natural surveillance (especially in the evenings).
- 18 To provide a more user friendly facility with readily available information about transport and Maidstone town centre, in both physical and electronic formats.
- To improve integration between the bus station, the Mall shopping area and Sainsbury's.
- To create an attractive facility for passengers to encourage public transport usage thereby increasing passenger numbers.
- To improve accessibility and to upgrade the facility to current DDA guidelines, BS 8300 and Part M of the building regulations where applicable.

## 1.1 Location





1.2 Site Photos





## 2.0 Concept Design

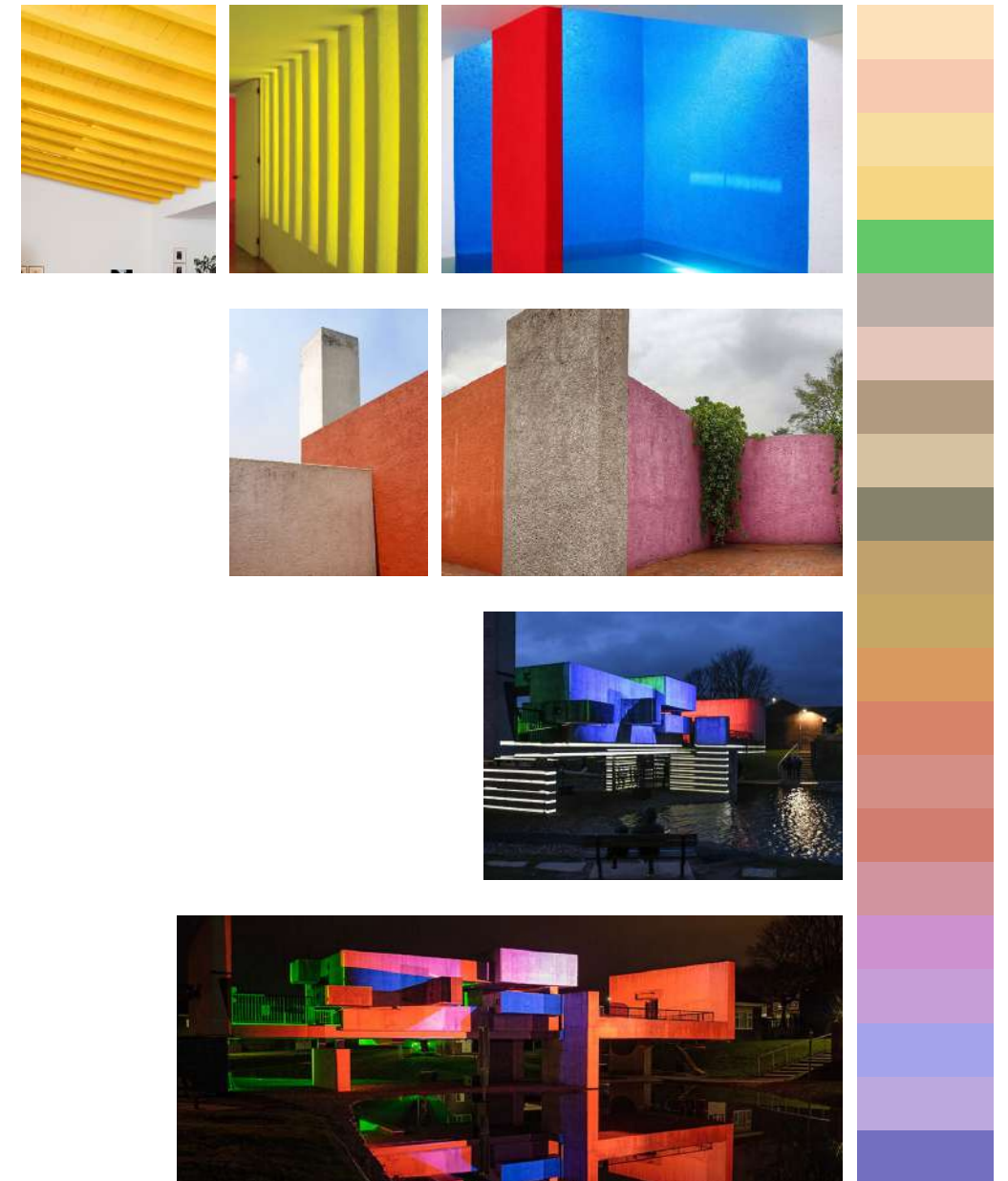
Two of the key design elements we tackled early on were the use of colour & light to aid in providing a more welcoming and interesting experience for the users of the bus station, in addition to improving the safety of all. To this end, we looked at existing usages of colour in architectural works, particularly the use of colour on brutalist concrete buildings. From this, we investigated the use of architectural lighting to emphasise the aesthetic elements of the bus station – such as the undulating concrete soffit above the roadway – whilst using colour to create portals along the length of the concourses to further denote the structural columns that line the roadway. These simple measures are designed to breathe a new life into the bus station, whilst emphasising the architectural qualities that were previously hidden. Existing pedestrian access arrangements from the Mall, Sainsbury's, King St. and Romney Place will remain unchanged; as will the existing vehicular access arrangements.

To achieve this aim, the existing luminaires and fixtures along the concourses would be removed, including the sodium lights above the roadway, and the surfaces would undergo a deep clean followed by repainting. The luminaires would be replaced with modern LEDs which have the benefit of being centrally controlled as well as using a much wider colour spectrum with lower energy usage. The concrete soffit would be illuminated via luminaires positioned along the columns. At their base, the columns themselves would be flanked with recessed floor lights to emphasise the changing colours along the length of the roadway.

Complementing this approach, thin new metal balustrades would be installed along the concourses, set back from the roadway, to provide pedestrians with physical safety whilst being visually subservient to the structural columns. These balustrades would be punctuated with metal framed portals, whilst the balustrades themselves would be high enough to discourage leaning or vaulting – again, emphasising safety of the pedestrians and bus operators by reducing the interaction between vehicles and pedestrians. The stripping back of the existing partition walls will also reveal previously restricted sight lines across the concourses, further improving safety as well as aiding in the creation of a visual link between the Mall side and Sainsbury's side of the bus station. The materiality of the concourses would be refreshed with a new timber soffit installed above, and new concrete tiles underfoot, which coupled with the cleaned and re-painted walls in addition to the new luminaires to the concourses, will provide a suitable contrast allowing for better navigation and appreciation of the space.

Further updates to visual navigation will come with new signage above both the North & South entrances, with the re-application of bay markings on the road surface after cleaning. Along the concourses, there would be the addition of new cabinets for the placement of paper bus timetables along the concourses with cabling laid for future provision of digital information boards when appropriate.

To sum: In order to achieve the goals set out in the brief, the design direction taken focuses on opening up the existing spaces, deep cleaning, usage of a considered colour palette, coupled with architectural lighting and the installation of new safety measures, to provide a safer, more aesthetic amenity within the town centre. This is in direct response to points 4.172, 4.55, 4.59, 4.60, 4.68 of the Maidstone Borough Local Plan 2017.



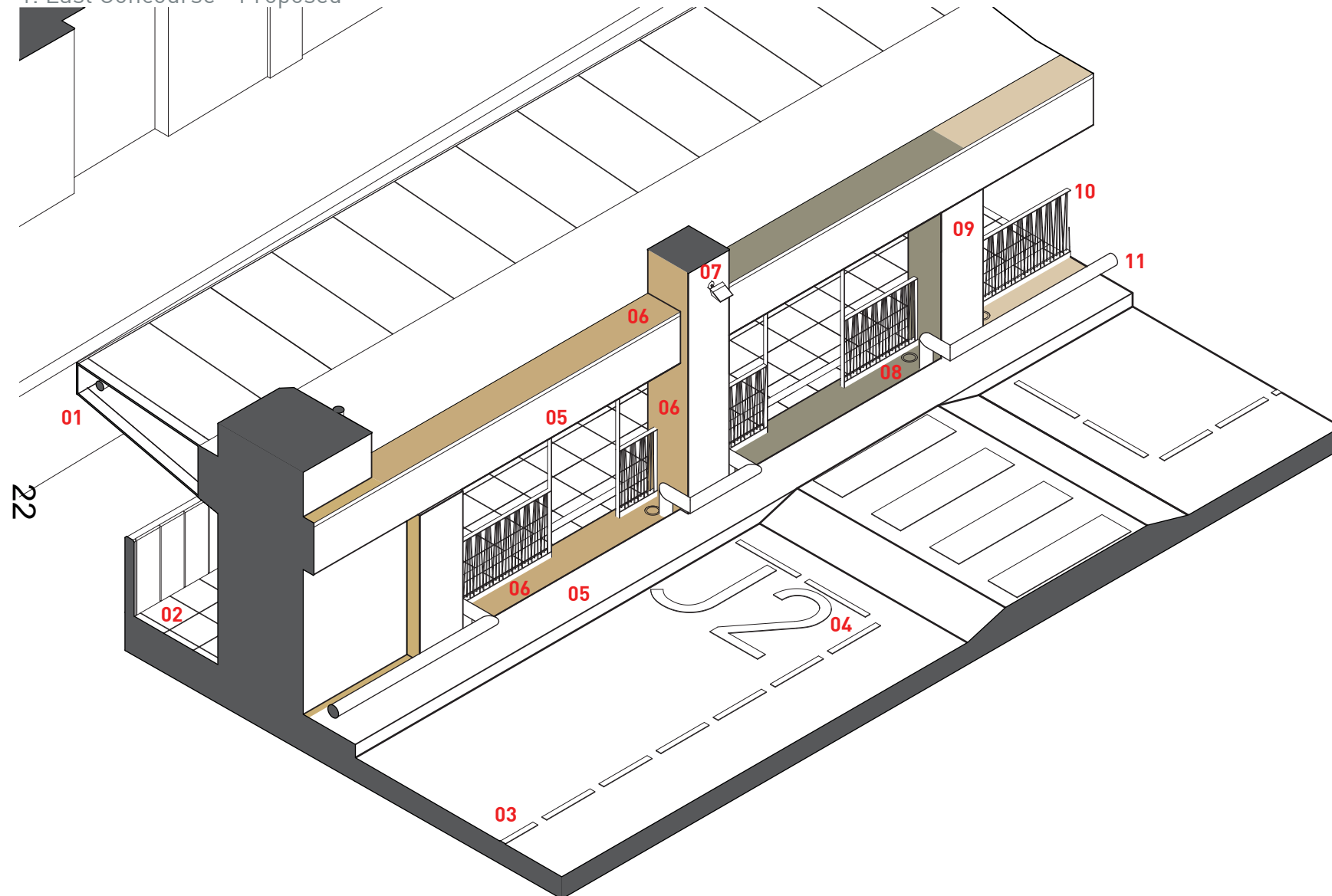
### 3.0 Proposal Walkthrough





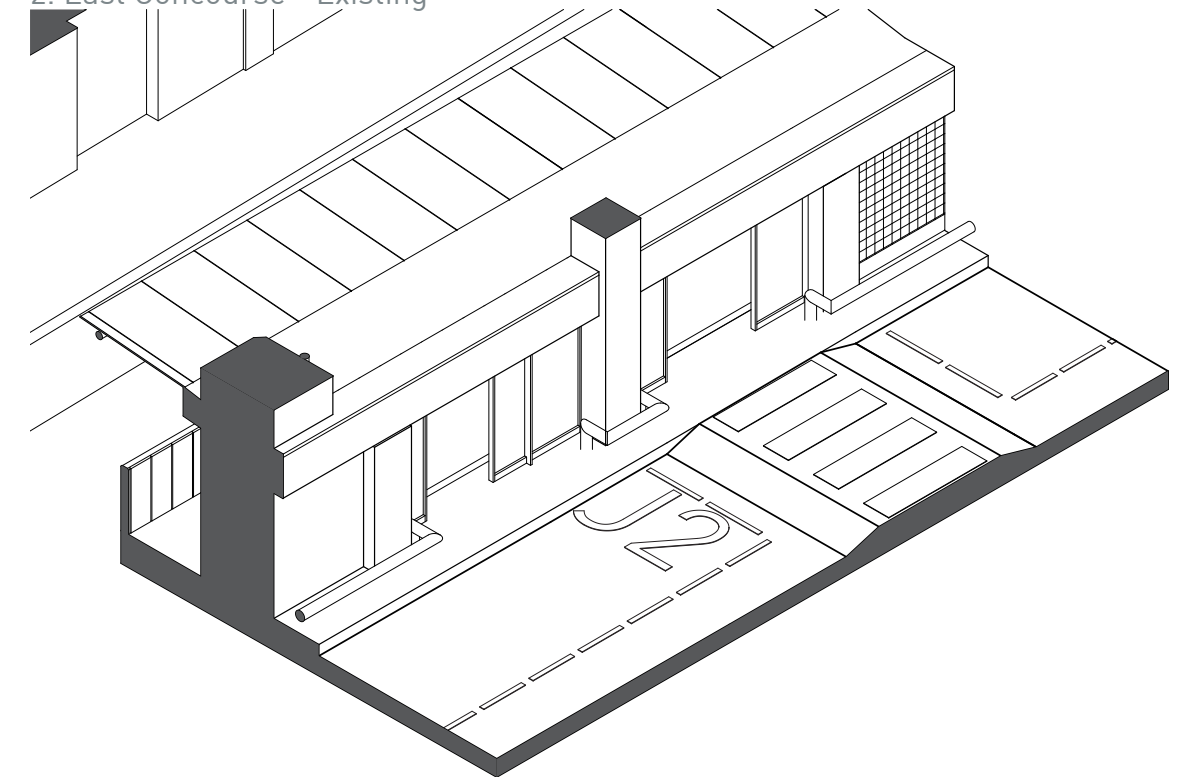
## 4.0 Isometric Diagrams

1. East Concourse - Proposed



- 01. New polycarbonate canopy below glass canopy
- 02. New floor tiles
- 03. Clean existing road surface
- 04. Remove & repaint bay markers
- 05. Repaint existing cladding
- 06. New coloured portals

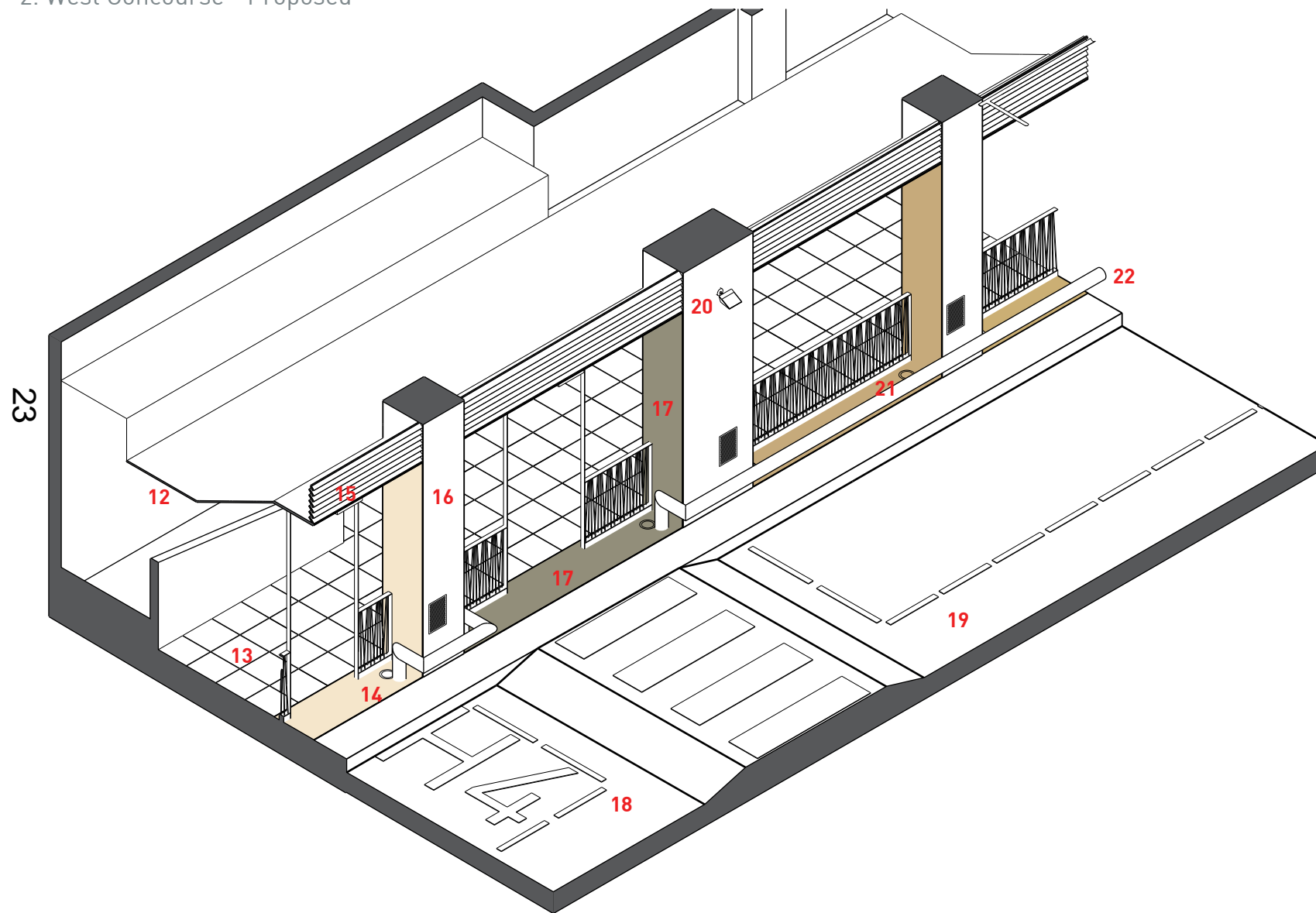
2. East Concourse - Existing



- 07. New soffit illumination
- 08. New column illumination
- 09. Clean & repaint road & concourse faces of columns
- 10. New metal balustrade with metal portal
- 11. Clean and repaint existing vehicle guardrails

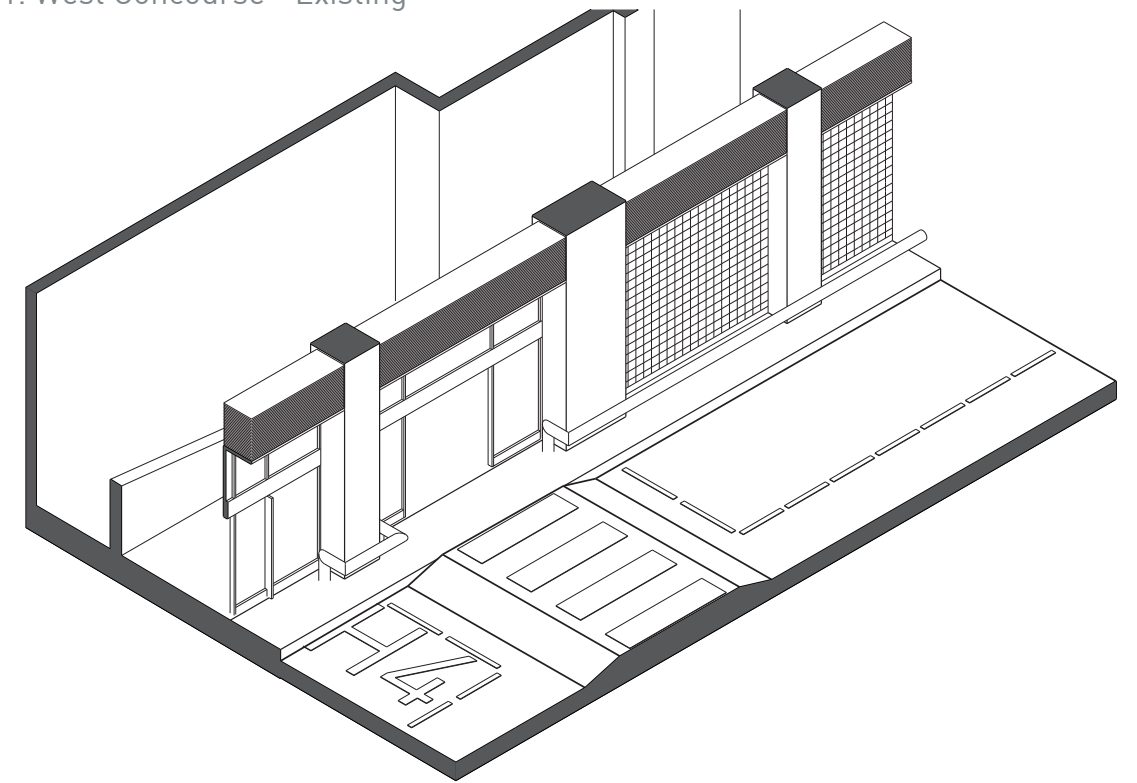
## 4.0 Isometric Diagrams

2. West Concourse - Proposed



- 12. New timber soffit
- 13. New floor tiles
- 14. New metal balustrade with metal portal
- 15. Clean existing vents
- 16. Clean & repaint road & concourse faces of columns
- 17. New coloured portals

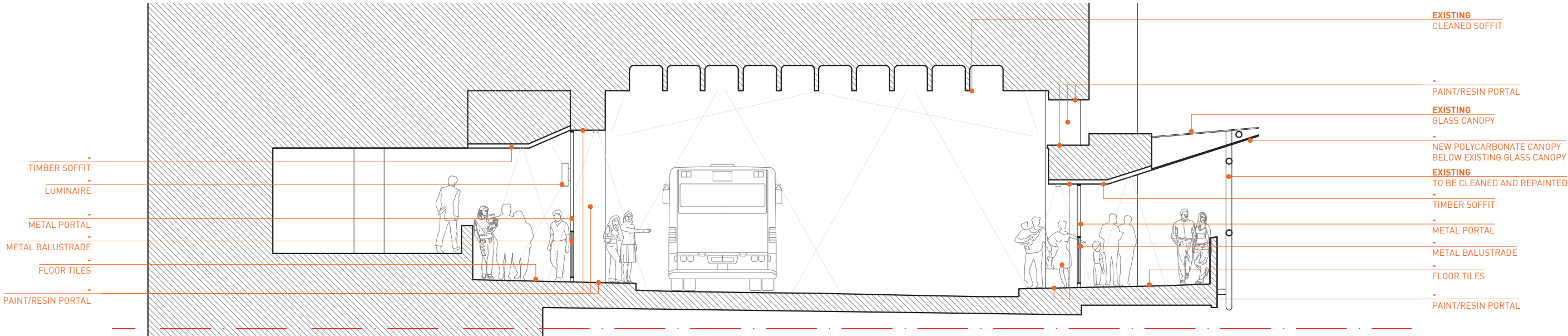
1. West Concourse - Existing



- 18. Remove & repaint bay markers
- 19. Clean existing road surface
- 20. New soffit illumination
- 21. New column illumination
- 22. Clean and repaint existing vehicle guardrails

5.0 Typical Cross Section

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6.0 Architectural Visualisation

1. Tunnel looking North





6.0 Architectural Visualisation

2. East Concourse looking North





6.0 Architectural Visualisation

3. West Concourse looking South





6.0 Architectural Visualisation

4. South Entrance





6.0 Architectural Visualisation

5. North Entrance





7.0 Planning Statement

A pre-application meeting was held on 28th April with Austin Mackie at Maidstone Borough Council Planning. Maidstone Borough Council Planning issued a letter confirming that no application is necessary. In light of this no planning application will need to be submitted. The letter is attached.

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Felix Lewis  
The Studio  
South Lodge  
Wierton Hill  
Boughton Monchelsea  
ME174JS

By Email Only

Dear Felix

**PRE-APPLICATION ADVICE: RESPONSE**  
**Reference: 20/501485/PAMEET**  
**Proposal: Refurbishment Works**  
**Location: Bus Station Pads Hill Maidstone Kent ME15 6AT**

Further to our 'meeting' of 28<sup>th</sup> April and my initial follow-up note, I have set out below our further thoughts on the matters discussed.

Summary

You presented a range of refurbishment works as summarised on the following schedules. In the main each of the individual elements are relatively minor, but come together to represent a significant enhancement scheme that will benefit users of the bus station.

We support measures to improve the user experience, both from an internal environment / safety aspect, but also in the belief that this will encourage a greater level of use of the local bus network, promote more sustainable travel patterns and contribute to an enhancement in Maidstone's environment; which is a key component not only of planning policy, but also the Council's Strategic Plan. The works will also hopefully send a positive message regarding town centre investment.

As outlined below, we support the overall schedule of works and do not consider that any elements would be contrary to the objectives of the Local Plan. We have therefore focussed upon whether, either individually or as a whole, they require an application for planning permission and or advertisement consent.

Whilst a degree of 'interpretation' is required, we consider that the operational works are either not development, or represent works that are 'permitted development' under the GPDO. We have also identified clauses under which the adverts would not require our formal permission.

**MKPS – Working in Partnership with:**Maidstone Borough Council  
**Please Note:** All planning related correspondence for MBC should be sent to:  
Mid Kent Planning Support, Maidstone House, King Street, Maidstone ME15 6JQ  
Email: [planningsupport@midkent.gov.uk](mailto:planningsupport@midkent.gov.uk)  
Access planning services online at: [www.maidstone.gov.uk](http://www.maidstone.gov.uk); or submit an application via [www.planningportal.co.uk](http://www.planningportal.co.uk)



15 May 2020

The Proposed Works

The proposed refurbishment works comprise a number of elements, as summarised on the attached Schedule 1 and centre upon:

- refurbishment, repair and renewal of the structure's internal facades,
- removal of some existing screens / barriers / doors and where relevant, replacement with new alternatives to enhancement pedestrian movement and concourse experience,
- internal lighting,
- new concourse floor and road markings,
- internal painting,
- new street furniture,
- new internal and entrance signage.

Assessment

For the purposes of this assessment, based upon the principles established by the *Church Commissioners Metro Gateshead* case, the bus station is of itself a functional planning unit, but in terms of operational development it is an integral part of a building that comprises the overall Mall complex, which includes, for example, elements such as the retail mall and car park.

During the meeting we explained that the definition of development set out in the Planning Act excludes works that:

- solely affect the interior of the building (s55 2/i of the Act)
- do not materially affect its external appearance (s55 2/ii)

There is no set definition of what '*materially affects*'; but in this context I am of the view that we can adopt a pragmatic view based upon (i) the scale and complexity of the overall Mall complex, ie, it is a substantial structure and that in order for works to comprise material changes, they would need to would need to be significant in some relevant way; and (ii) in the context of the works proposed, the bus station is not a sensitive site in terms of relationship to say public viewpoints or the setting of any heritage assets.

I also explained that even where certain works may constitute development, there are widespread 'permitted development' rights for, for example, many relatively minor works, works by/or on behalf of statutory undertakers, local authority undertakings etc.

In terms of advertisements, some are identified as not being subject to either the 'deemed' or 'express' consent processes, whilst others benefit from deemed consent (ie, formal permission of the Council is not required) if they meet certain size limitations, functions or due to their location.

We briefly discussed public artwork, but no specific details were included within the presentation. The question as to whether any public artwork requires permission is far from clear. If it is by its nature an advert or sign, then it could be subject to advertisement controls, or if it is a substantial installation in its own right, then it may constitute development and planning permission may be required.

I attach at Schedule 1 a table summarising my interpretation of the schedule of works against:

- the statutory definition of development,
- permitted development rights
- the Advertisement Regulations.

As I mentioned at the start, a degree of interpretation is required when assessing works, so to assist in understanding my interpretation, I attach at Schedule 2 a summary of some of the guiding legislation / tests that I have considered. This may also serve as checklist should you vary the scope of works in any way, so I have included, for example, the guidance on features such as CCTV installtion.

You will see that I suggest that the various elements of the project that comprise the overall schedule of operational works do not require the formal permission of the Council, on the basis that they are either (i) not development or (ii) are permitted development. Similarly, I identify the scope whereby the advertisements may also not require our express consent.

I have also considered whether, when delivered as a single project, these individual works would cumulatively comprise a more significant project for which permission would be required. However, having regard to the relevant considerations such as impact upon external appearance, location of works etc, I do not consider that this would be the case and so our view on the whole is the same as for the component parts.

It may be helpful to share this opinion with the property team for The Mall to test whether they agree. If there were any uncertainty, then we can obviously discuss further, or at the very worst isolate any applications that are required to minor elements of the scheme.

Conditions of Advice

Any advice given by Council Officers for pre-application enquiries does not indicate a formal decision by the Local Planning Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any subsequent planning application.

Any pre-application advice provided will be carefully considered in reaching a decision or recommendation on any subsequent application; subject to the proviso that circumstances and information may change or come to light that could alter that position. It should be noted that the weight given to pre-application advice notes may decline over time.

7.0 Planning Statement

The final decision on any subsequent application that you may make can only be taken after the Local Planning Authority has consulted local people, statutory consultees and any other interested parties.

I trust that this is of assistance in moving the project forward, but should you require any further clarity, please do not hesitate to contact us.

Yours sincerely



Austin Mackie  
Major Projects Team Leader

Schedule 1 Summary Assessment of Works

Proposed Works	Development ? (or Advert ?)	If Yes, Permitted Development ?	Comments
Columns and beams (repair and clean)	No - s55 2/i	-	Internal only – also repair/maintenance rather than new building works. Painting, even if visible from the entrances is not development.
Concourse floor, road surface and ped' crossings (cleaning and re-marking)	No	-	Not buildings works
Balustrades and new portals	No - s55 2/i	-	New balustrades internal only – removal of glass screens not demolition
Canopy, east concourse	No - s55 2/i	-	Although visible form pedestrian vantage points (not public highway), within the context of the bus station alone (or even the Mall complex as a whole) do not consider that the upgrading or replacement of the canopy facing Sainsbury would materially affect the appearance of the building (as a whole) so long as broadly similar materials and scale are employed.
Street furniture	No - s55 2/i	-	Internal only
Bay markers	No	-	Not buildings works
Architectural lighting	No - s55 2/i	-	Internal only
Duct	No - s55 2/i	-	Internal only

Proposed Works	Development ? (or Advert ?)	If Yes, Permitted Development ?	Comments
North Entrance New Signage and Cladding	No	Sch 1 Class I of the Advert Regs Allow adverts <u>in</u> bus stations and forecourts, but only where they are not readily visible from outside.	The new sign on the north entrance is not readily visible as it lies under the overhang and therefore does not require deemed consent to be confirmed.
South Entrance New Signage and Cladding		Class 1B	The south entrance is visible. Class 1A of Schedule 3 allows signs in relation to public transport undertakings, but only up to 1.55 sq.m.  However Class 1B allows signs by local authorities on land in their area. No limitations are cited, ie, the LA does not need to own the land. If the southern entrance sign is being placed by or on behalf of MBC, then this would appear to permit.
Internal Signage	(No)	Sch 1 Class I of the Advert Regs	Consent not required if the advertisement is not (directly or internally illuminated) and is not within 1 metre of any external door, window or other opening, through which it is visible from outside the building.  However, if these conditions are not met, the advert may be deemed to be consented under Schedule 3, Part 1 Class C of the advert regs (see Schedule 2)
East and west concourse soffit	No - s55 2/i	-	Internal only  Aarguably repair/maintenance/renewal rather than new building works ?
Doors removal to west concourse	No		Neither new building works nor demolition
Impact barriers (cleaned, painted re- clad)	No - s55 2/i	-	Internal only – arguably also repair / maintenance / renewal rather than new building works

# 7.0 Planning Statement

## Schedule 2     Extracts From Relevant Guidance

### S55 Definition of Development

Meaning of “development” and “new development”.  
“development,” means the carrying out of building, engineering, ... operations in, on, over or under land.  
“ building operations ” includes—  
(a)demolition of buildings;  
(b)rebuilding;  
(c)structural alterations of or additions to buildings; and  
(d)other operations normally undertaken by a person carrying on business as a builder.

(2)The following operations do not involve development of the land—  
(a)the carrying out for the maintenance, improvement or other alteration of any building of works which—  
(i) affect only the interior of the building, or  
(ii)do not materially affect the external appearance of the building,  
.....”

### The Town and Country Planning (General Permitted Development) (England) Order 2015 SCHEDULE 2 - Permitted development rights

#### Class C – exterior painting

Permitted development

C. The painting of the exterior of any building or work.

Development not permitted

C.1 Development is not permitted by Class C if the painting is for the purpose of advertisement, announcement or direction. (however, see separate scope under advert regs)

#### Class F – closed circuit television cameras (not relevant to internal cameras)

Permitted development

F. The installation, alteration or replacement on a building of a closed circuit television camera to be used for security purposes.

Development not permitted

F.1 Development is not permitted by Class F if—

- (a)the building ..... is a listed building or a scheduled monument;
- (b)the dimensions of the camera including its housing exceed 0.75 by 0.25 by 0.25 metres;
- (c)any part of the camera would, when installed, altered or replaced, be less than 2.5 metres above ground level;
- (d)any part of the camera would, when installed, altered or replaced, protrude from the surface of the building by more than 1 metre when measured from the surface of the building;
- (e)any part of the camera would, when installed, altered or replaced, be in contact with the surface of the building at a point which is more than 1 metre from any other point of contact;
- (f)any part of the camera would be less than 10 metres from any part of another camera installed on a building;
- (g)the development would result in the presence of more than 4 cameras on the same side of the building; or
- (h)the development would result in the presence of more than 16 cameras on the building.

Conditions

F.2 Development is permitted by Class F subject to the following conditions—

- (a)the camera is, so far as practicable, sited so as to minimise its effect on the external appearance of the building on which it is situated; and
- (b)the camera is removed as soon as reasonably practicable after it is no longer required for security purposes.

### PART 12 Development by local authorities

Class A Permitted development

A. The erection or construction and the maintenance, improvement or other alteration by a local authority of:—

- (a) any small ancillary building, works or equipment on land belonging to or maintained by them required for the purposes of any function exercised by them on that land otherwise than as statutory undertakers;
- (b) lamp standards, information kiosks, passenger shelters, public shelters and seats, telephone boxes, fire alarms, public drinking fountains, horse troughs, refuse bins or baskets, barriers for the control of people waiting to enter public service vehicles, electric vehicle charging points and any associated infrastructure, and similar structures or works required in connection with the operation of any public service administered by them.

Interpretation of Class A

The reference in Class A is to any ancillary building, works or equipment not exceeding 4 metres in height or 200 cubic metres in capacity.

### Advertisements

#### Definition

“any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction”

Three broad categories:

- A. Those permitted without requiring either deemed or express consent from the local planning authority;
- B. Those which have deemed consent;
- C. Those which require the express consent of the local planning authority.

A. Those permitted without requiring either deemed or express consent from the local planning authority (Schedule 1)

Class A – an advert displayed on enclosed land where the advertisement is not readily visible from outside the enclosed land or from any place to which the public have a right of access.

For the purposes of Class A, “enclosed land” includes (a) any railway station (and its yards) or bus station, together with its forecourt, whether enclosed or not;

Class G – traffic signs

Class I - An advertisement displayed inside a building.

- 1. The advertisement may not be illuminated.
- 2. No part of the advertisement may be within1 metre of any external door, window or other opening, through which it is visible from outside the building.

B. Those which have deemed consent (schedule 3 part 1)

Class 1 Functional advertisements of government departments and their agencies, local authorities, public transport undertakers

1A. An advertisement displayed wholly for the purpose of announcement or direction in relation to any of the functions of a local authority or a public transport undertaking, which—

- (a) is reasonably required to be displayed for the safe or efficient performance of those functions, or operation of that undertaking, and
- (b) cannot be displayed by virtue of any other specified class.

(1) Illumination is not permitted unless reasonably required for the purpose of the advertisement.

(2) No advertisement may exceed 1.55 square metres in area.

1B. An advertisement displayed by a local planning authority on land in its area

Class 12 Advertisements inside buildings - An advertisement displayed inside a building, other than an advertisement falling within Class I in Schedule 1.

8.0 Stakeholder Consultation

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Stakeholder	Reason for engagement	Contact	Comments
KCC Highways Team	Road Safety	Jennie Watson	<ul style="list-style-type: none"><li>- Run improvements past the operators</li><li>- Questioned location of balustrades to stop people peering around boarding points</li><li>- Could not comment on relationships with the highway</li><li>- KCC comments are informal and do not form part of a 'sign off'</li><li>- Will need a separate Road Safety Audit</li></ul>
KCC Transport Team	Road Safety	Brendon Wright	<ul style="list-style-type: none"><li>- The improvements are 'light touch' so very little to comment on</li><li>- Would want to check the entrance signage specification for clarity</li><li>- Questions if one of the layover bays can be used as a bus stop</li></ul>
Police	Secure by Design	Adrian Fromm	Comments received 15.04.20
MBC Access Officer	Inclusive Access	-	CF.A to prepare an accessibility statement
Arriva	Road Safety	Nick Elsdon	Stage 2 report issued 02.04.20. No comments returned.
Nu-Venture	Road Safety	Norman Kemp	<ul style="list-style-type: none"><li>- Welcomes proposals</li><li>- Suggests that right consultants are appointed to confirm the safety of the proposals</li><li>- Points out that with refurbishments, the bus station will still have a single lane of traffic with associated safety concerns.</li></ul>
Hams Travel	Road Safety	Gavin Crowhurst	Stage 2 report issued 05.04.20. No comments returned.
Autocar	Road Safety	Julian Brown	Stage 2 report issued 05.04.20. No comments returned.

Conclusions:

The re-organisation of the bus bays is outside of scope for this project  
The creation of a one-way bus system is outside of scope for this project  
Appoint a suitable transport consultant to undertake a road safety audit and to assess the implications of the design proposals

9.0 Accessibility Statement

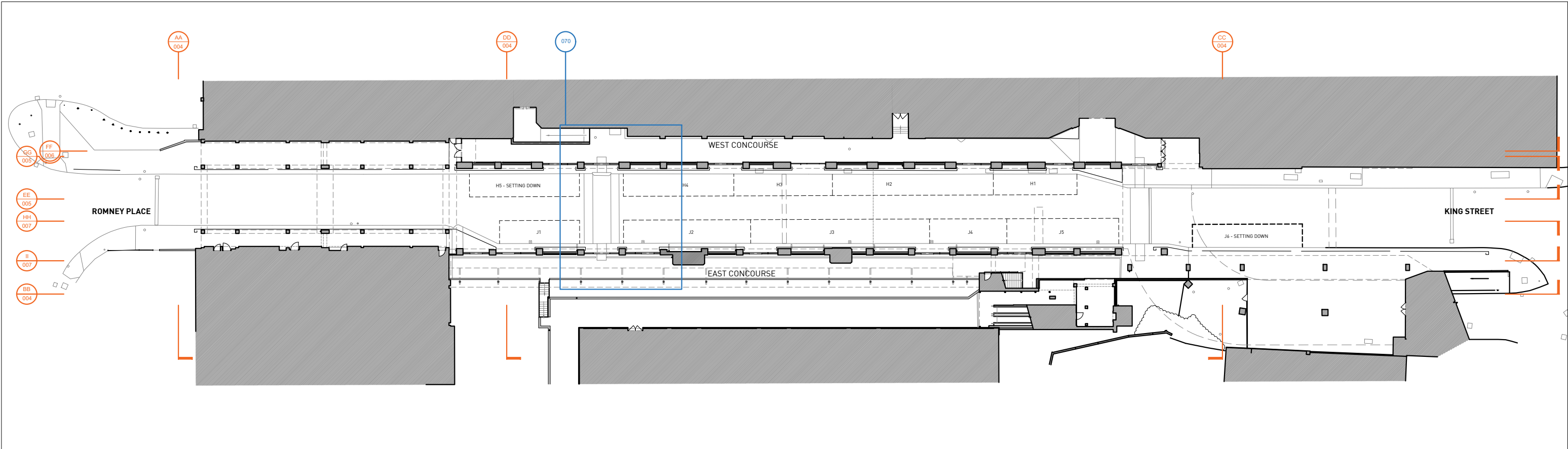
Access Audit		Issue Date:	18/05/2020
Project:	Maidstone Bus Station Improvements	Revision:	0
Job No:	P02.265	Prepared / Checked by:	FL
Under the 2015 CDM regulations the following roles and responsibilities will apply:			
PD	Principal Designer	Playle and Partners LLP	-
PC	Principal Contractor	-	-
C	Client	Maidstone Borough Council	John Foster
A	Architect	CF. Architects	Felix Lewis
SE	Structural Engineer	-	-
LD	Lighting Designer	Integrated Light	Chris Beasley
ME	M&E Engineer	-	-
BC	Building Control	Maidstone Building Control	-
Number	Area of Works	Alterations & Improvements	Access Specific Improvements
Site Risks			
1	Columns	Clean column and strip back to bare concrete.	No access implications
2	Beams	Beams to be stripped back to bare and cleaned. Metal cladding removed.	No access implications
3	Concourse Floors	A refurbished floor will be durable, more aesthetically pleasing and safer with better visual contract and slip resistance.	1) Greater slip resistance 2) Greater colour contrast with pavement edge 3) Removal of broken tiles to remove trip hazards 4) Floor planes and falls will remain unchanged
4	Road Surface	To be cleaned.	No specific access implications, but will improve visual contrast which will help the bus drivers
5	Pedestrian Crossings	To be cleaned and re marked - potential for artwork to illustrate crossing.	1) Remarked crossings will give greater colour contrast to aid users with visual impairments
6	Balustrades & Portals	Remove existing glass walls between concourse and road, and replace with metal balustrade, and form portals for pedestrian crossing and access to buses.	2) Greater visibility from concourses to road ways 3) Balustrades brought in line with internal face of columns to ensure users cannot lean out into roadway to see buses 4) Coloured portals create greater visual contrasts to aid users with visual impairments 5) Improved lighting will provide greater visual contrast
7	Canopy (East Concourse)	Remove existing canopy soffit and replace. Clad the underside of the canopy with polycarbonate cladding.	1) New soffit will include improved lighting to ensure greater visibility to aid users with visual impairments
8	Street Furniture	New street furniture.	1) Appropriate seating will be included for building users to rest whilst waiting for buses
9	Bay Markers	Repaint bus bays.	No specific access implications, but will improve visual contrast which will help the bus drivers
10	Architectural Lighting	New lighting to bus station.	1) New lighting will provide the appropriate level of lighting in line with requirements set out in BS:8300 2) Better lighting will help users with visual impairments
11	Works to Duct	Mesh cladding to extract duct.	No access implications
12	Entrance (North)	New signage to the North entrance.	1) New signage will help new building users find the bus station
13	Entrance (South)	New signage to the South entrance.	1) New signage will help new building users find the bus station
14	New Signage	New bus bay signage with timetabling information.	1) New signage will be incorporated to aid wayfinding to help users find the correct bus bays 2) Electrical and data trunking will be added for the potential incorporation of future smart signage 3) Sign boards will be added with timetable information to help building users use the bus station
15	Soffit (West Concourse)	Timber soffit to West concourse.	1) New soffit will include improved lighting to ensure greater visibility to aid users with visual impairments
16	Doors	Remove doors to West concourse.	1) Removal of doors will remove a potential barrier to the use of the bus station.
17	Impact Barriers	Repaint and clad impact barriers.	1) Repainted impact barriers will help bus drivers by improving visual contrast to aid visibility
18	General Notes:		1) Tactile paving will be added at appropriate crossing points 2) The project scope does not include WC provision which are located within the bus station 3) Sliding and pivot doors have been removed to avoid chances of trapping or crushing digits and limbs 4) Changing ramps and steps are not included within the scope of this project 5) Thresholds will be leveled and trip hazards will be removed to aid access generally



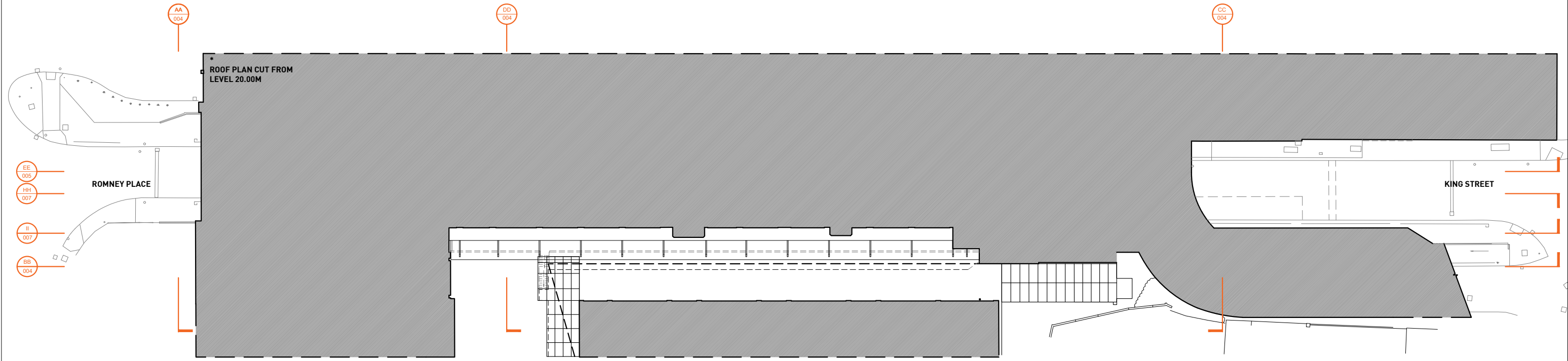
## 35

20	Asbestos	Potential for asbestos to remain in unaltered areas	Contractor	Control	Record where asbestos has been removed and retained for use by future construction workers	16.09.2019
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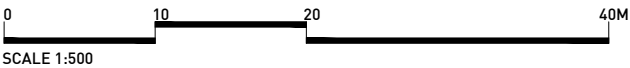
11.0 Architectural Design Drawings



01 EXISTING GROUND FLOOR PLAN  
1:500 @ A3



02 EXISTING ROOF PLAN  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
0	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
0	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
1	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
1	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
1	18.05.2020	ISSUED FOR STAGE 3	ML	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
All drawings to be read in conjunction with the Engineers' drawings. Any discrepancies between consultants drawings to be reported to the Architect before any work commences.  
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous. These items should not be considered as a complete and final list. The Work Package Contractor's normal Health and Safety obligations still apply when undertaking constructional operations both on and off site.

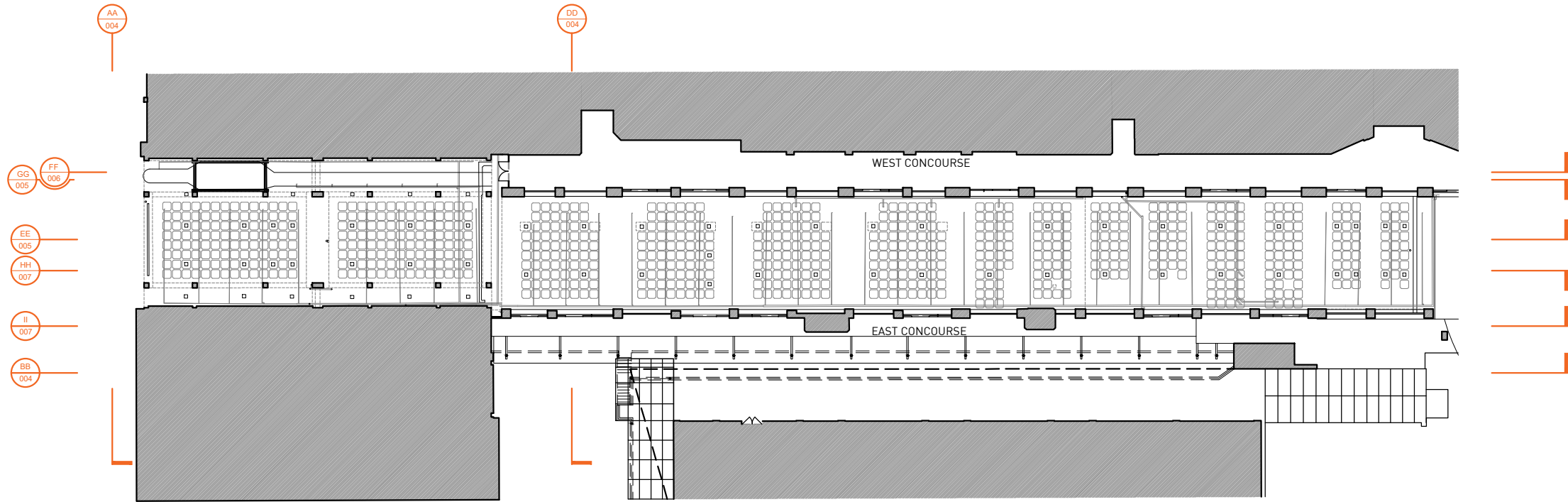
STAGE 3



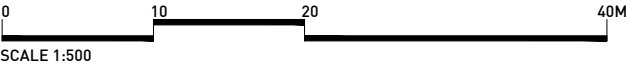
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com

CFARCHITECTS

Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SITE AND ROOF PLAN		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)002
Rev:	1		



01 EXISTING REFLECTED CEILING PLAN  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
0	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
0	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
0	03.02.2020	PTM 09 MEETING ISSUE	ML	FL
0	28.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.

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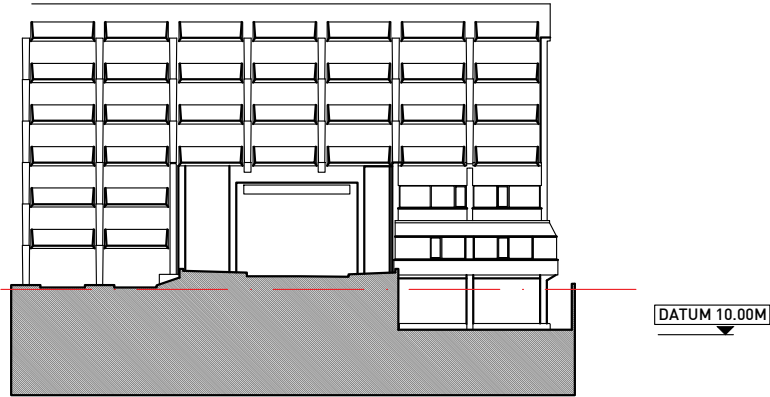
STAGE 3



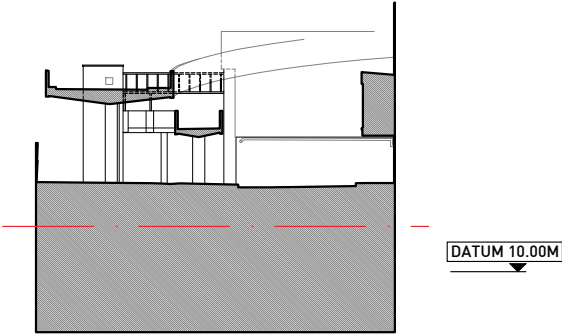
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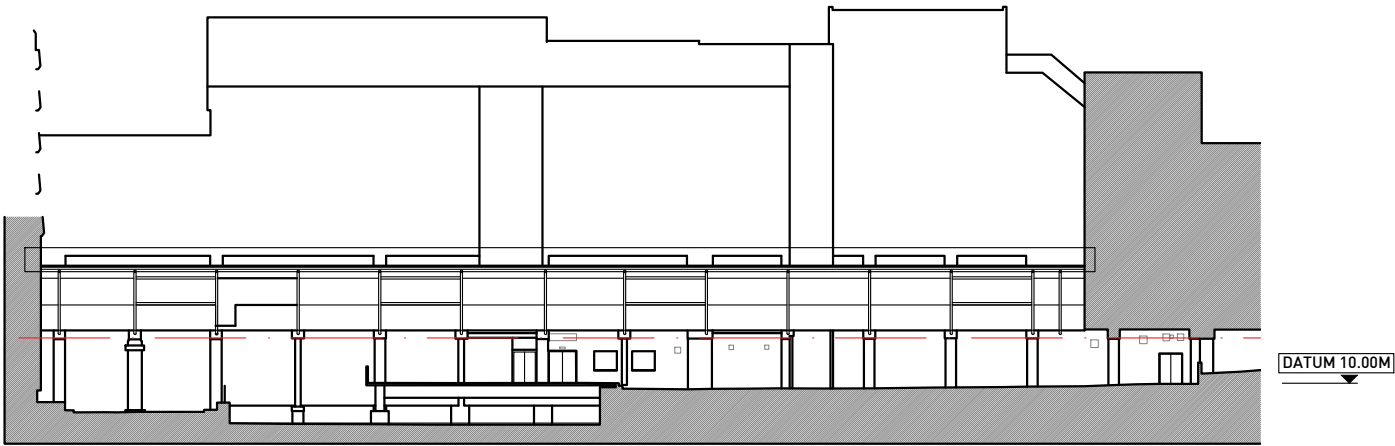
Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title: EXISTING REFLECTED CEILING PLAN		
Scale (A3): 1:500	Drawing and CAD File Number: 265(P)003	Rev: 0



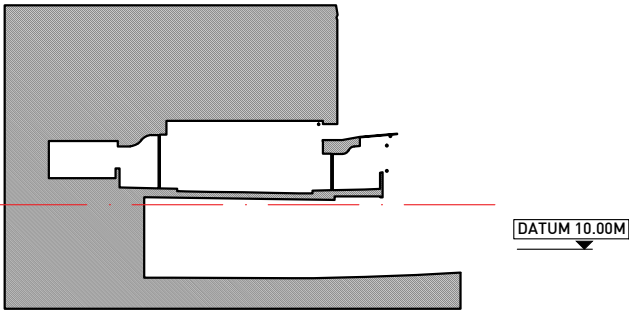
01 **EXISTING SOUTH ELEVATION - SECTION AA**  
1:500 @ A3



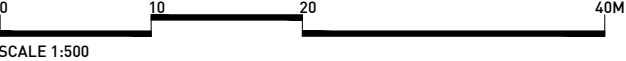
02 **EXISTING NORTH ELEVATION - SECTION CC**  
1:500 @ A3



03 **EXISTING EAST ELEVATION - SECTION BB**  
1:500 @ A3



04 **EXISTING SECTION DD**  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
0	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
0	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
0	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
0	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

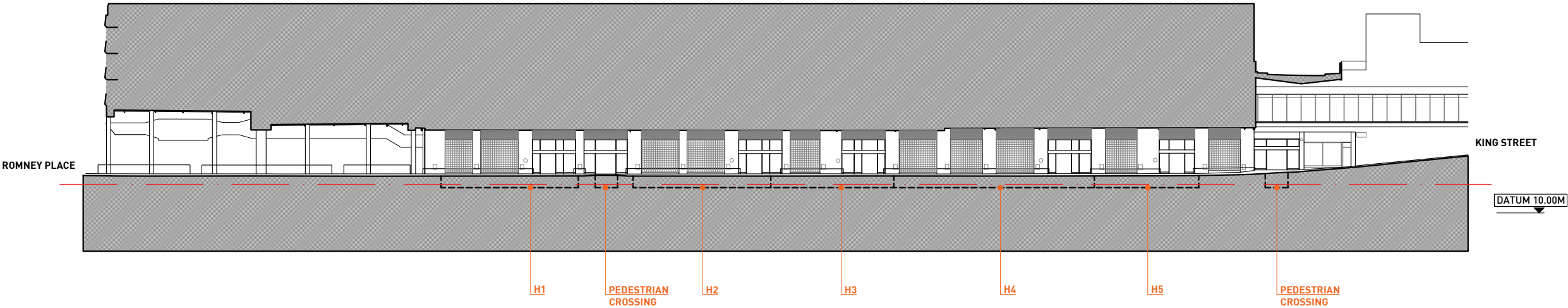
Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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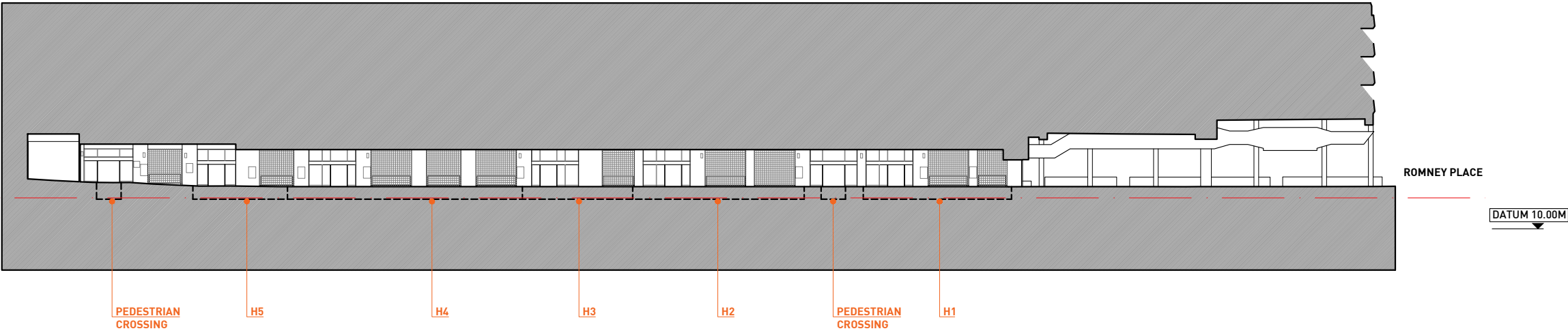
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING LONGITUDINAL ELEVATIONS AND SECTION DD		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)004
Rev:	0		

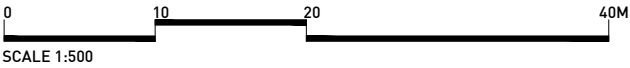


01 EXISTING LONGITUDINAL SECTION EE [WEST CONCOURSE]  
1:500 @ A3

40



02 EXISTING LONGITUDINAL SECTION GG [WEST CONCOURSE]  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
0	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
0	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
0	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
0	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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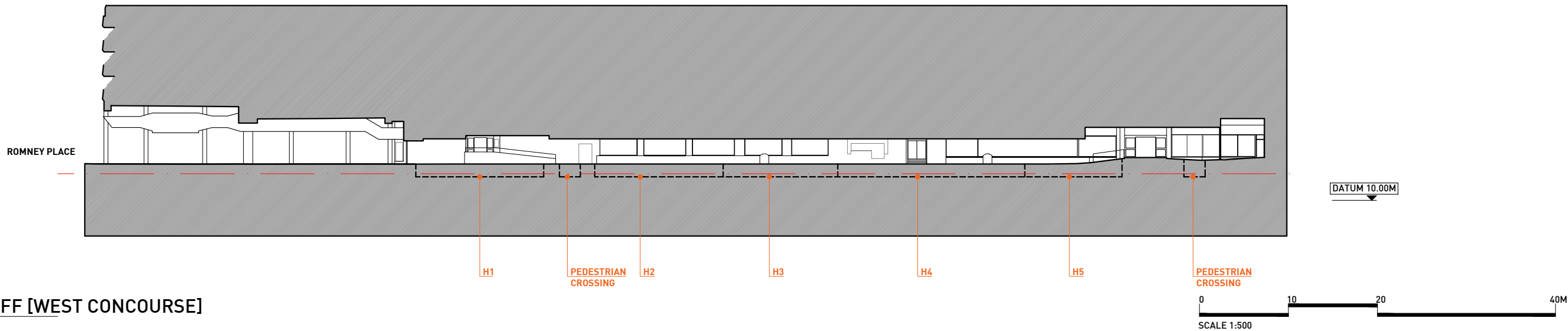
STAGE 3

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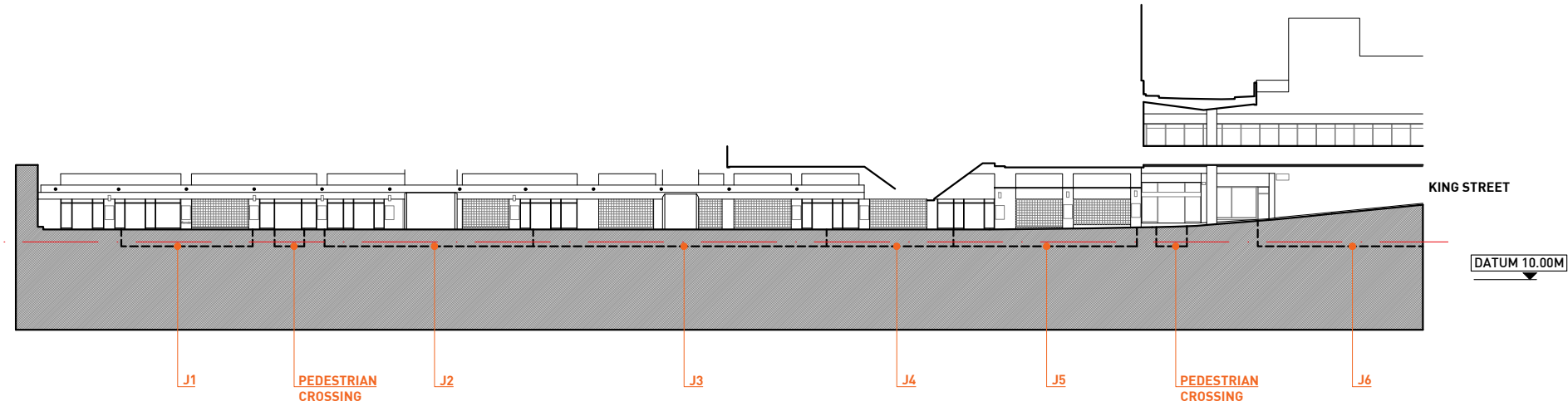
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING LONGITUDINAL SECTION EE & GG		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)005
Rev:	0		



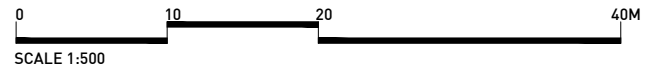
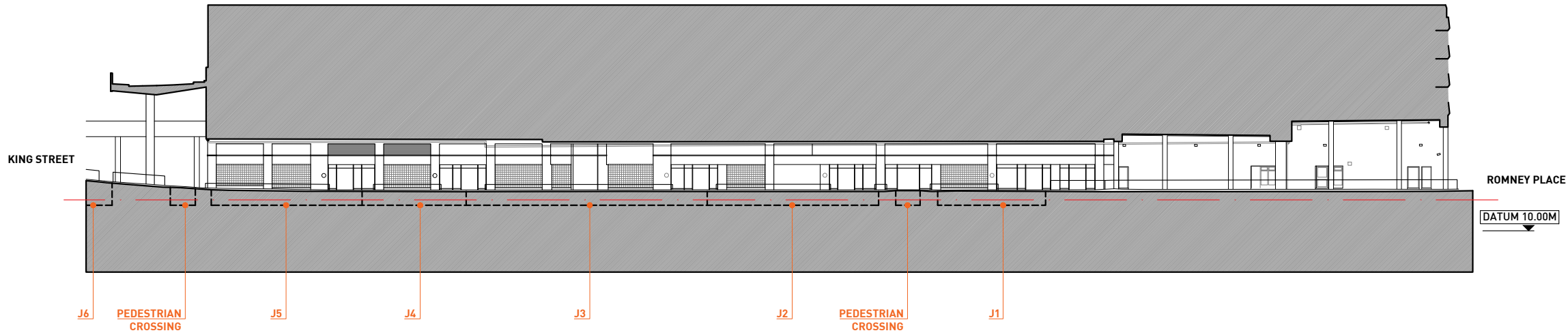


01 EXISTING LONGITUDINAL SECTION II  
1:500 @ A3

42



02 EXISTING LONGITUDINAL SECTION HH  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
0	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
0	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
0	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
0	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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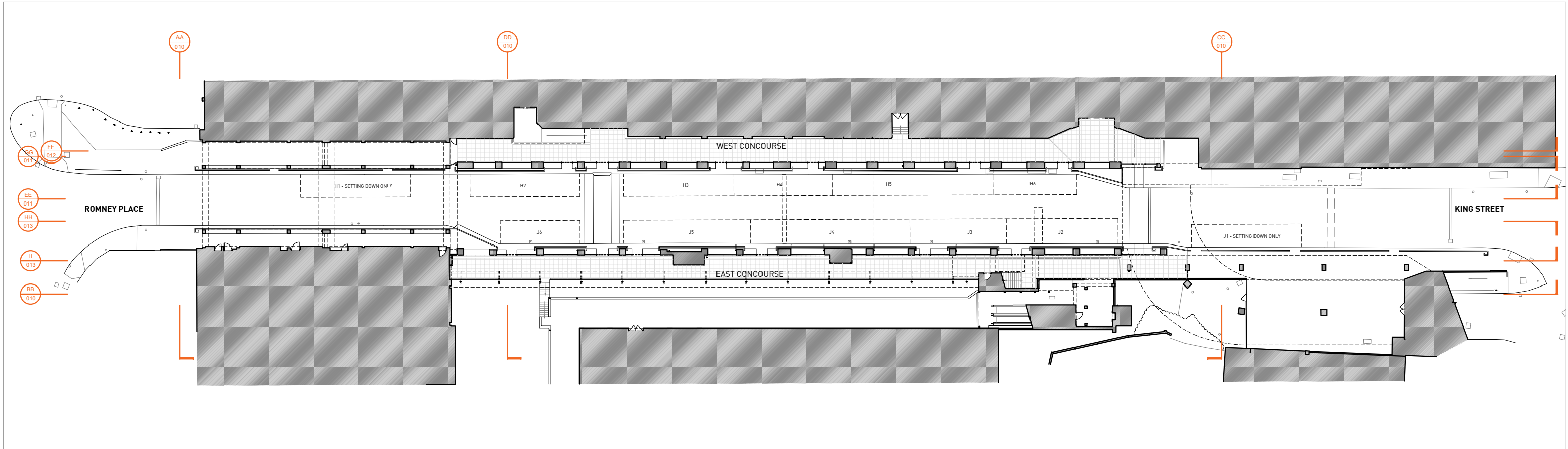
STAGE 3

E: info@cf-architects.com  
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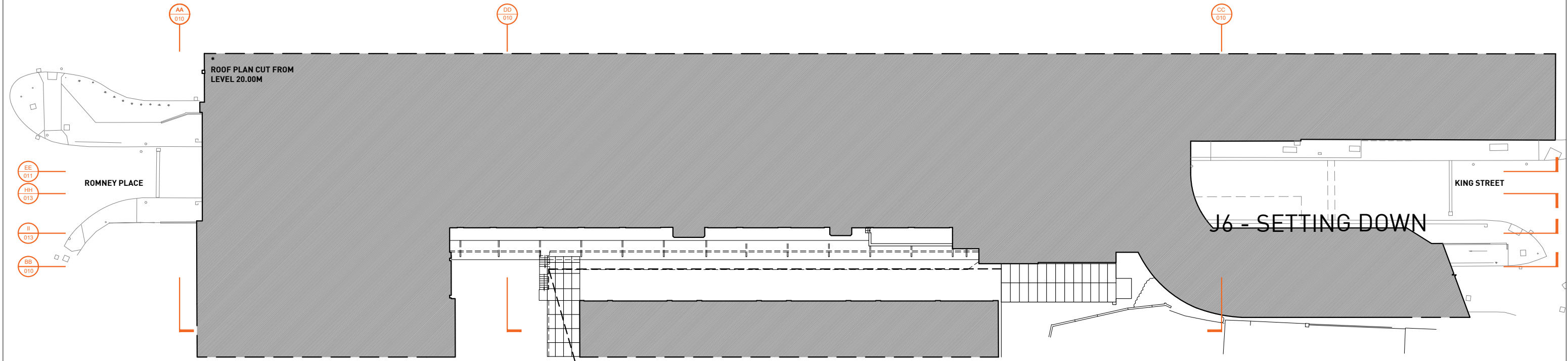
CFARCHITECTS

Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING LONGITUDINAL SECTION II & HH		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)007
Rev:	0		

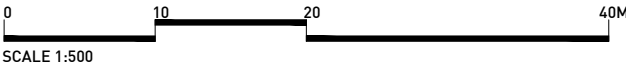




01 PROPOSED GROUND FLOOR PLAN  
1:500 @ A3



02 PROPOSED ROOF PLAN  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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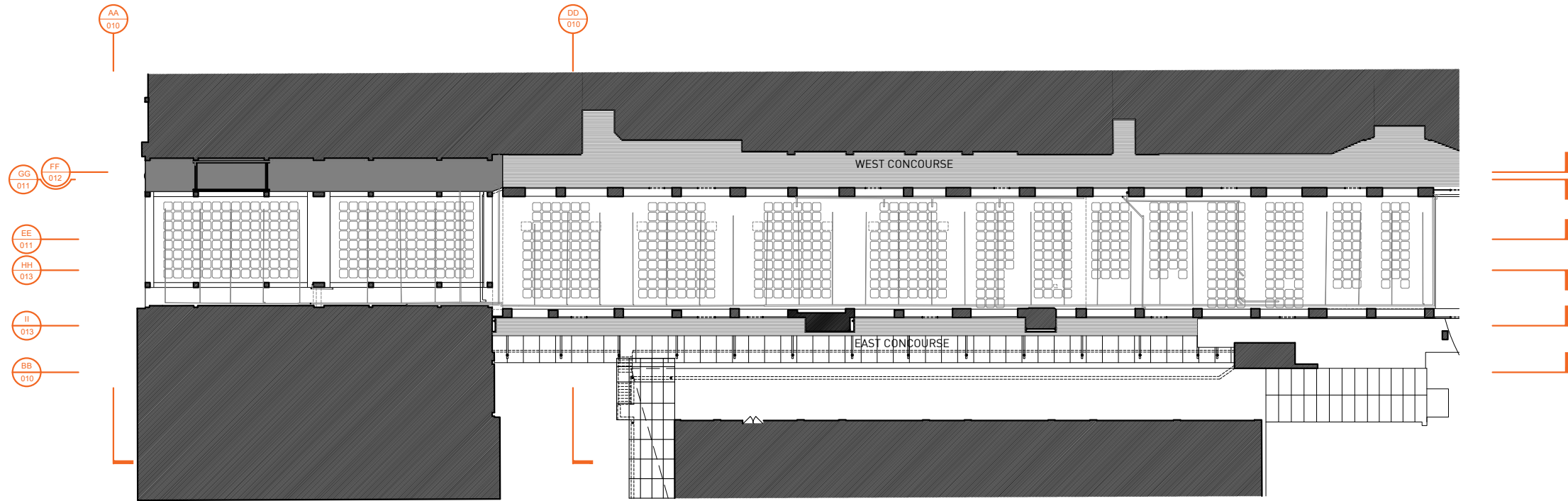
STAGE 3



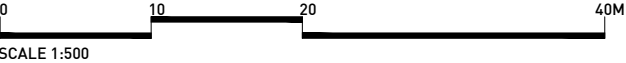
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED SITE AND ROOF PLAN		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)008
Rev:	4		



01 PROPOS D REFLECTED CEILING PLAN  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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STAGE 3



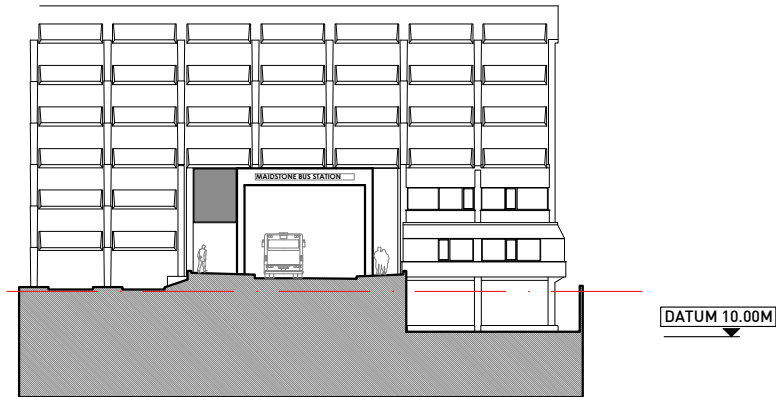
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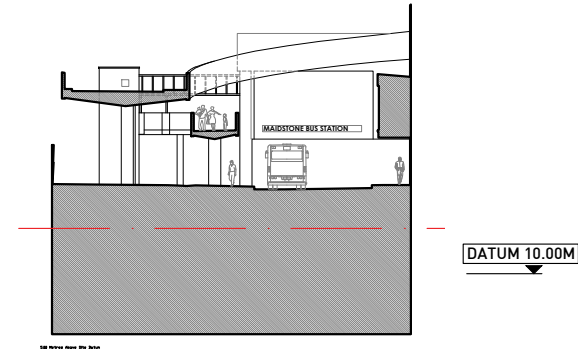
Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG

Title: PROPOSED REFLECTED CEILING PLAN

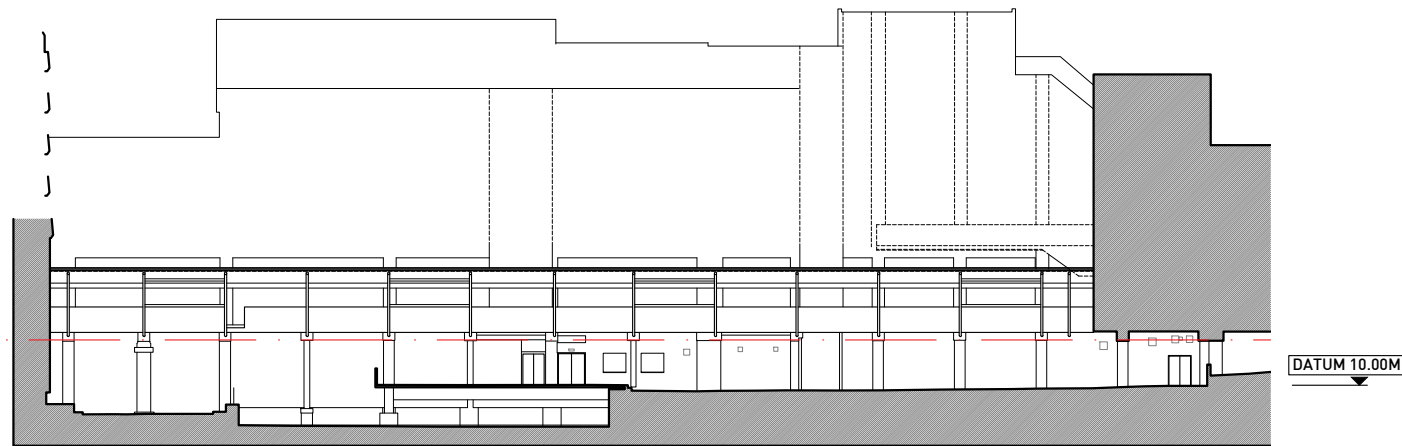
Scale @A3: 1:500 Drawing and CAD File Number: 265(P)009 Rev: 4



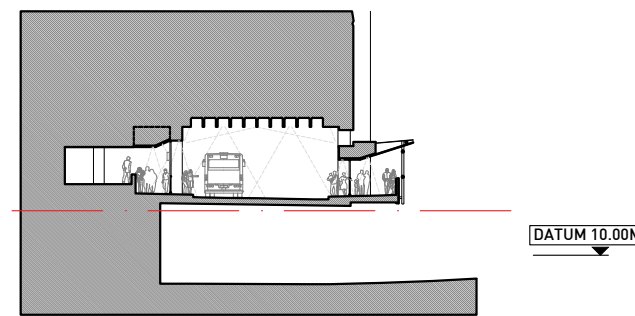
01  
45  
PROPOSED SOUTH ELEVATION - SECTION AA  
1:500 @ A3



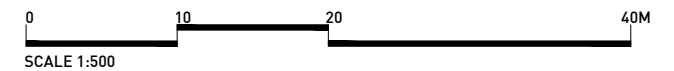
02  
PROPOSED NORTH ELEVATION - SECTION CC  
1:500 @ A3



03  
PROPOSED EAST ELEVATION - SECTION BB  
1:500 @ A3



04  
PROPOSED SECTION DD  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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STAGE 3

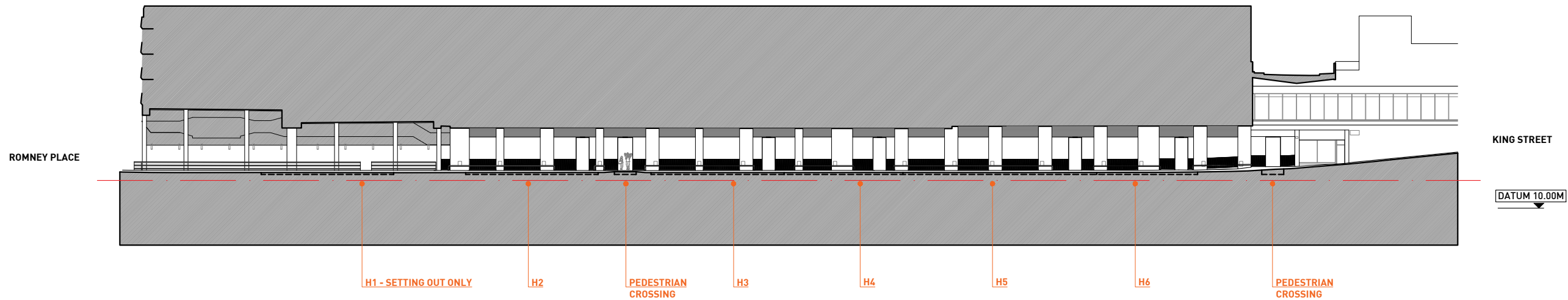
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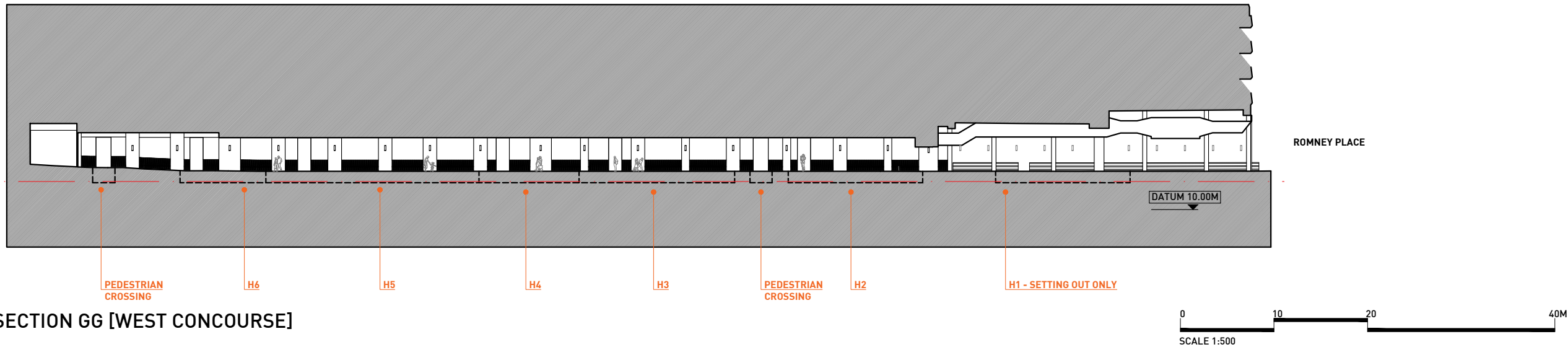
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED LONGITUDINAL ELEVATIONS AND SECTION DD		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)010
Rev:	4		

01 PROPOSED LONGITUDINAL SECTION EE [WEST CONCOURSE]  
1:500 @ A3

46



02 PROPOSED LONGITUDINAL SECTION GG [WEST CONCOURSE]  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

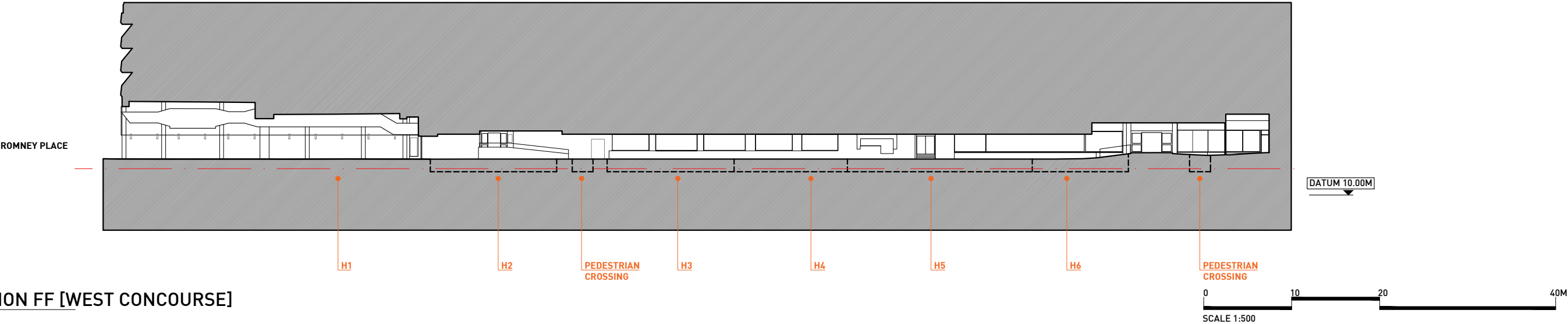
Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED LONGITUDINAL SECTION EE & GG
Scale @A3:	1:500
Drawing and CAD File Number:	265(P)011
Rev:	4



01 PROPOSED SECTION FF [WEST CONCOURSE]  
1:500 @ A3

Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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STAGE 3

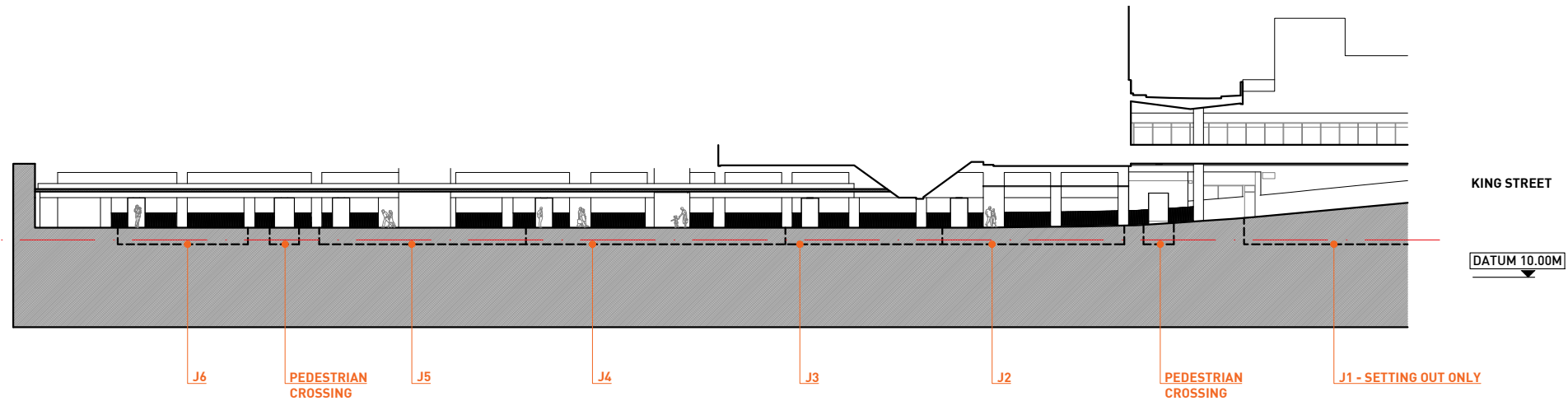
E: info@cf-architects.com  
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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED LONGITUDINAL SECTION FF		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)012
Rev:	4		

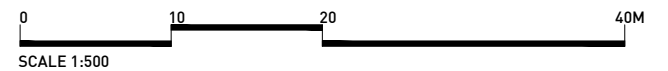
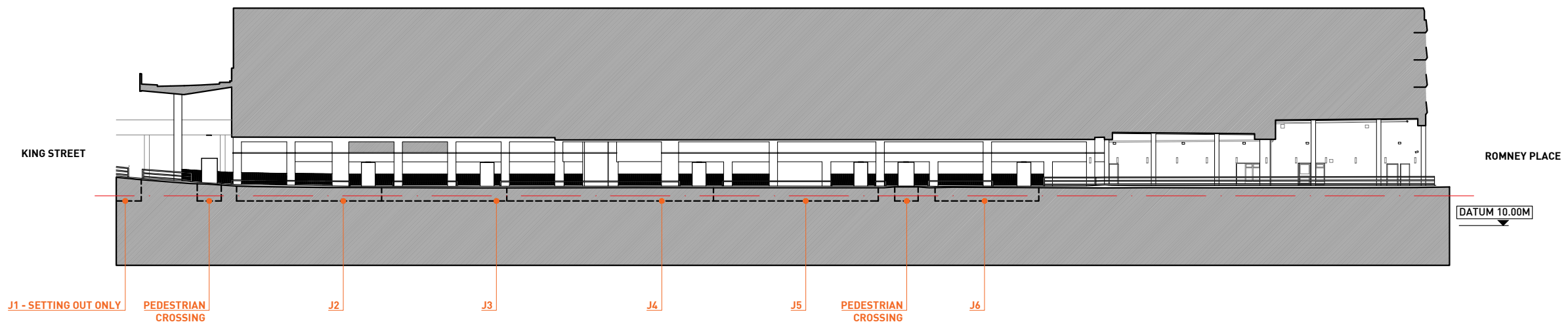


01 **PROPOSED LONGITUDINAL SECTION II [EAST CONCOURSE]**  
1:500 @ A3



48

02 **PROPOSED LONGITUDINAL SECTION HH [EAST CONCOURSE]**  
1:500 @ A3



Rev	Date	Description	Drawn	Check
0	18.09.2019	STAGE 2 REPORT - PTM 04 MEETING	ML	FL
1	27.09.2019	STAGE 2 - DRAFT ISSUE TO CLIENT	ML	FL
2	08.01.2020	STAGE 2 REPORT REV 01	ML	FL
3	04.02.2020	PTM 09 MEETING ISSUE	ML	FL
4	26.03.2020	STAGE 3 PRE-APP REPORT	ML	FL
4	18.05.2020	ISSUED FOR STAGE 3	ML	FL

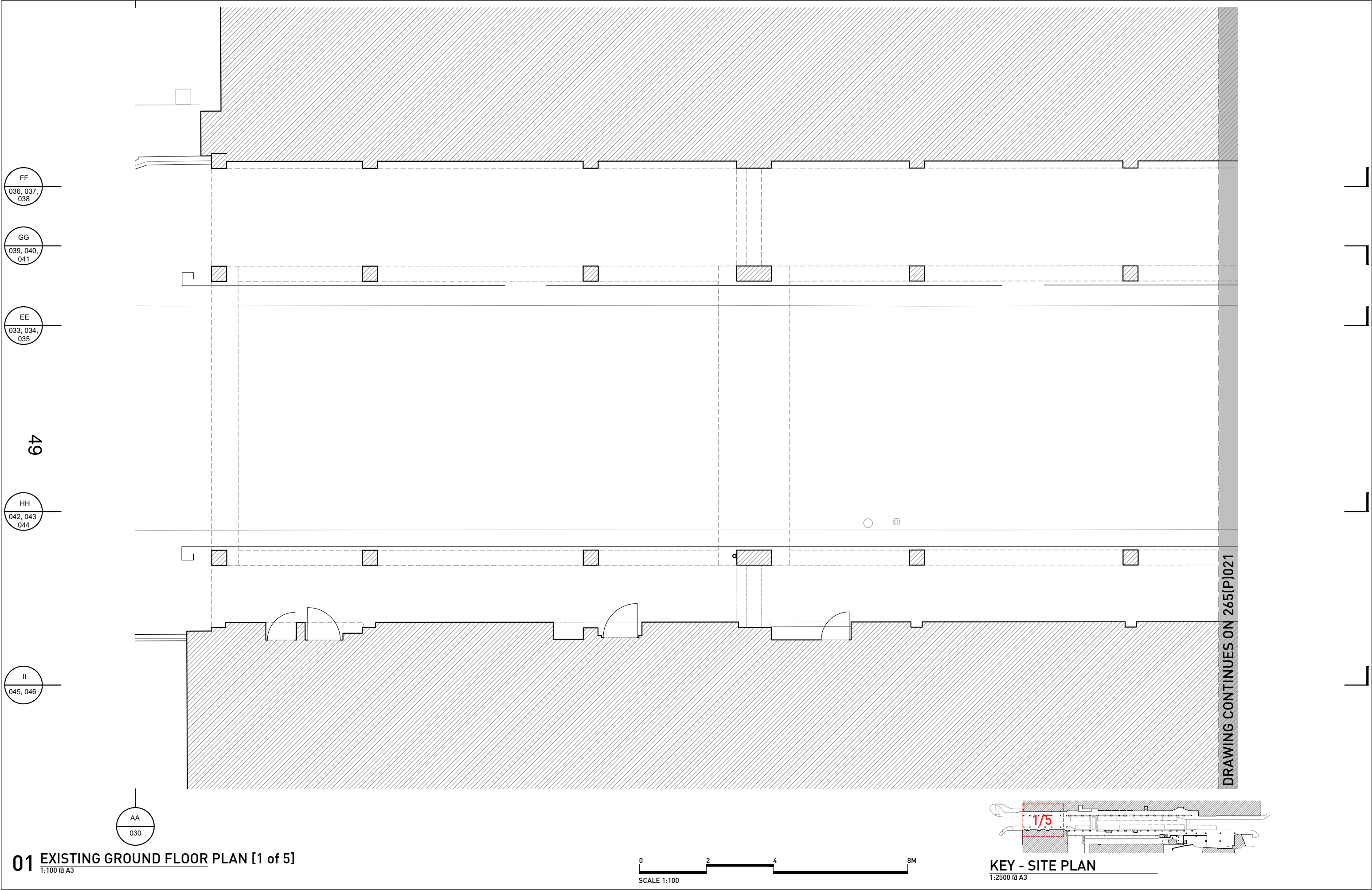
Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED LONGITUDINAL SECTION II & HH		
Scale @A3:	1:500	Drawing and CAD File Number:	265(P)013
Rev:	4		



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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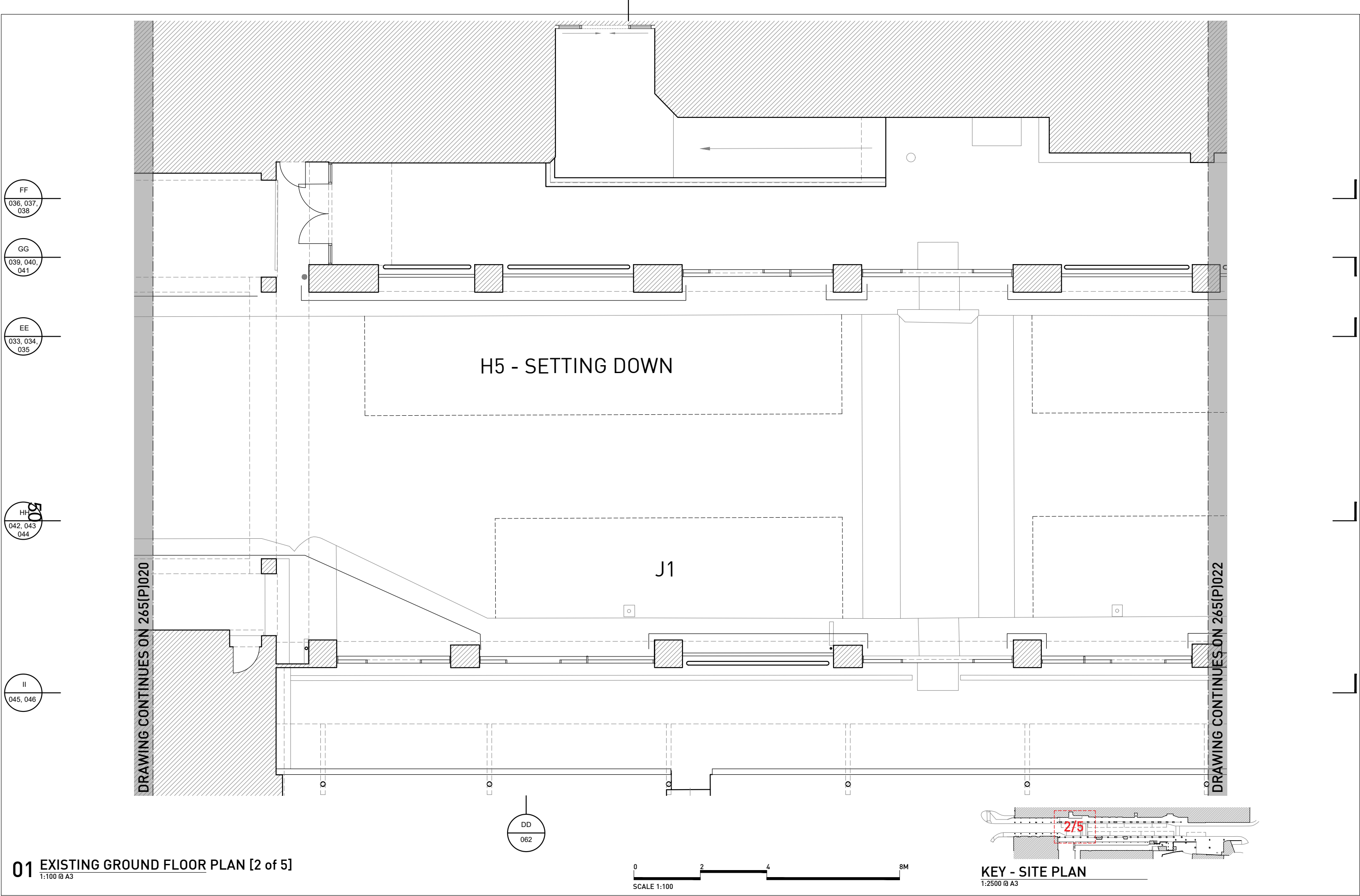
STAGE 3



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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING GROUND FLOOR PLAN [1 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)020
		Rev:	0



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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STAGE 3

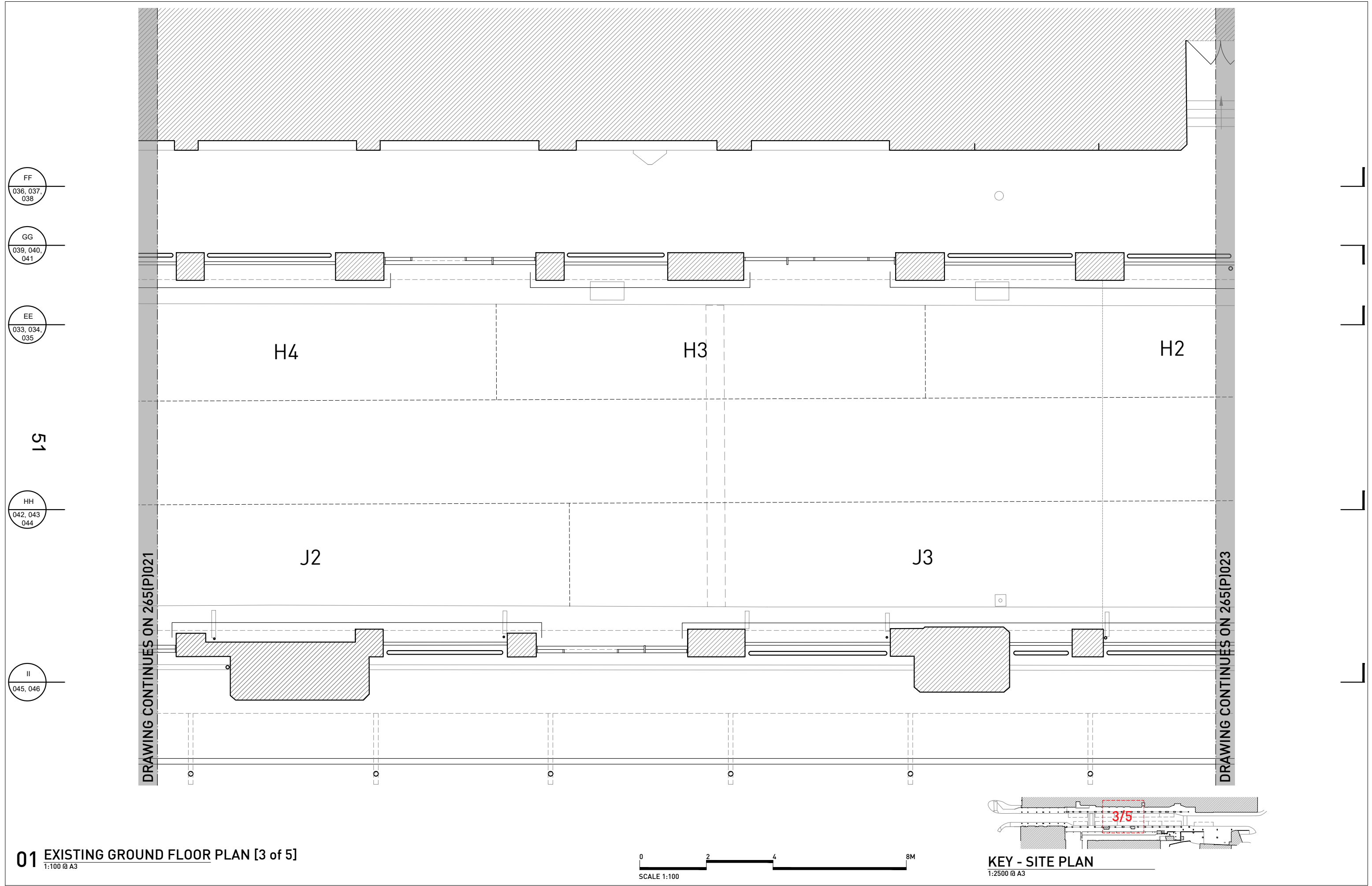


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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING GROUND FLOOR PLAN [2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)021
Rev:	0





Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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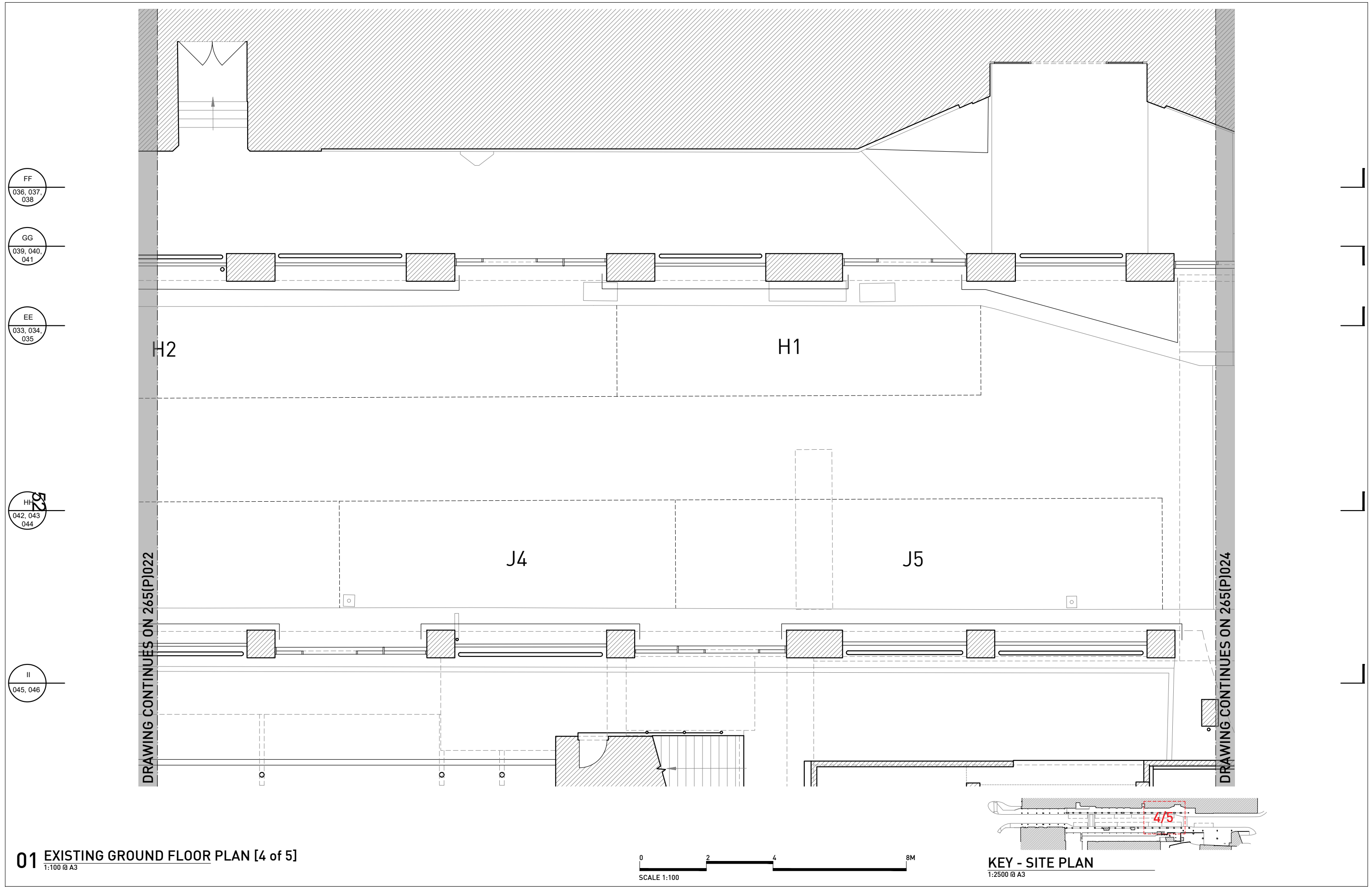
STAGE 3



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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING GROUND FLOOR PLAN [3 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)022
		Rev:	0



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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02

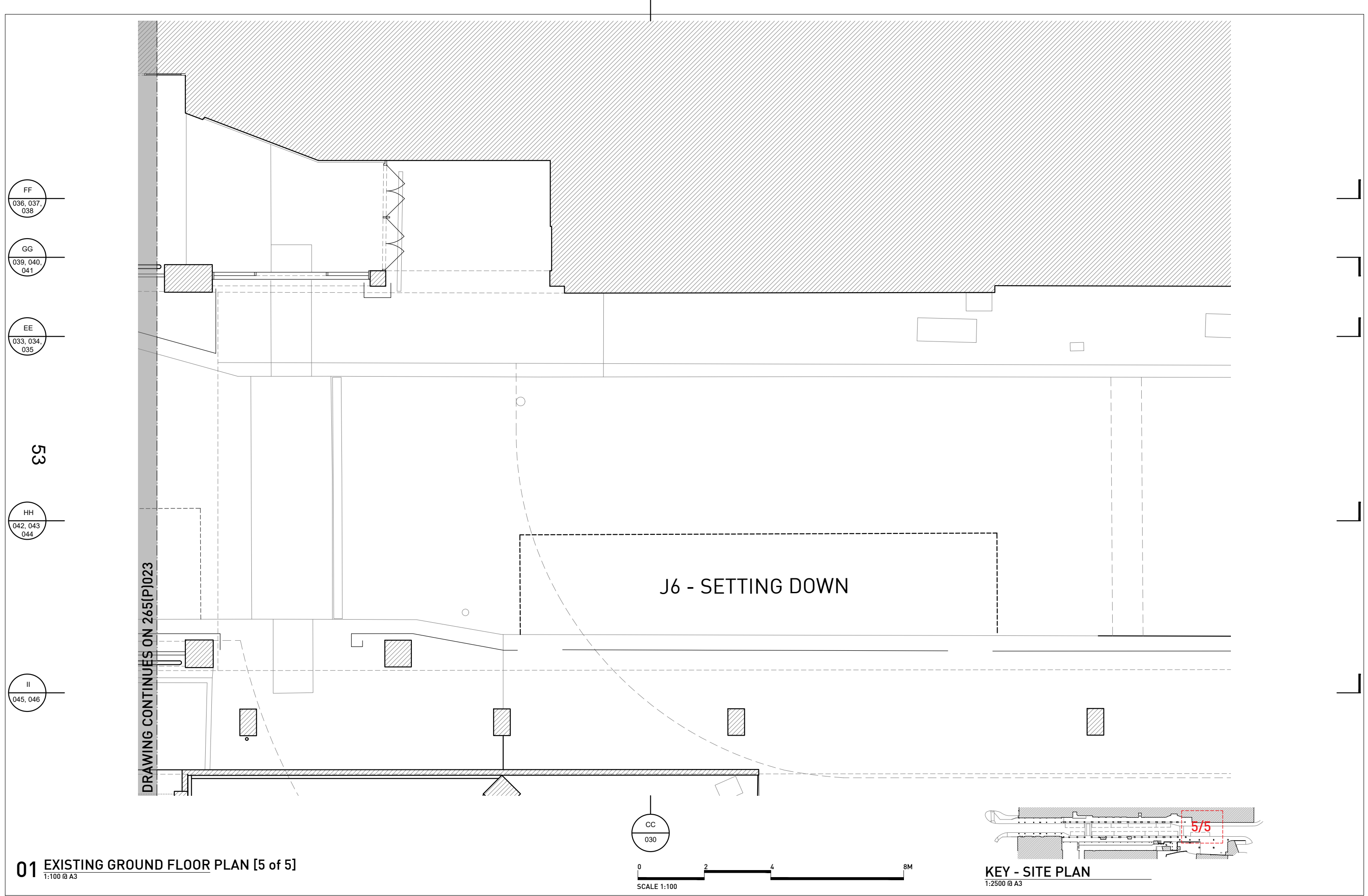
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STAGE 3

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING GROUND FLOOR PLAN [4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)023
Rev:	0



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.

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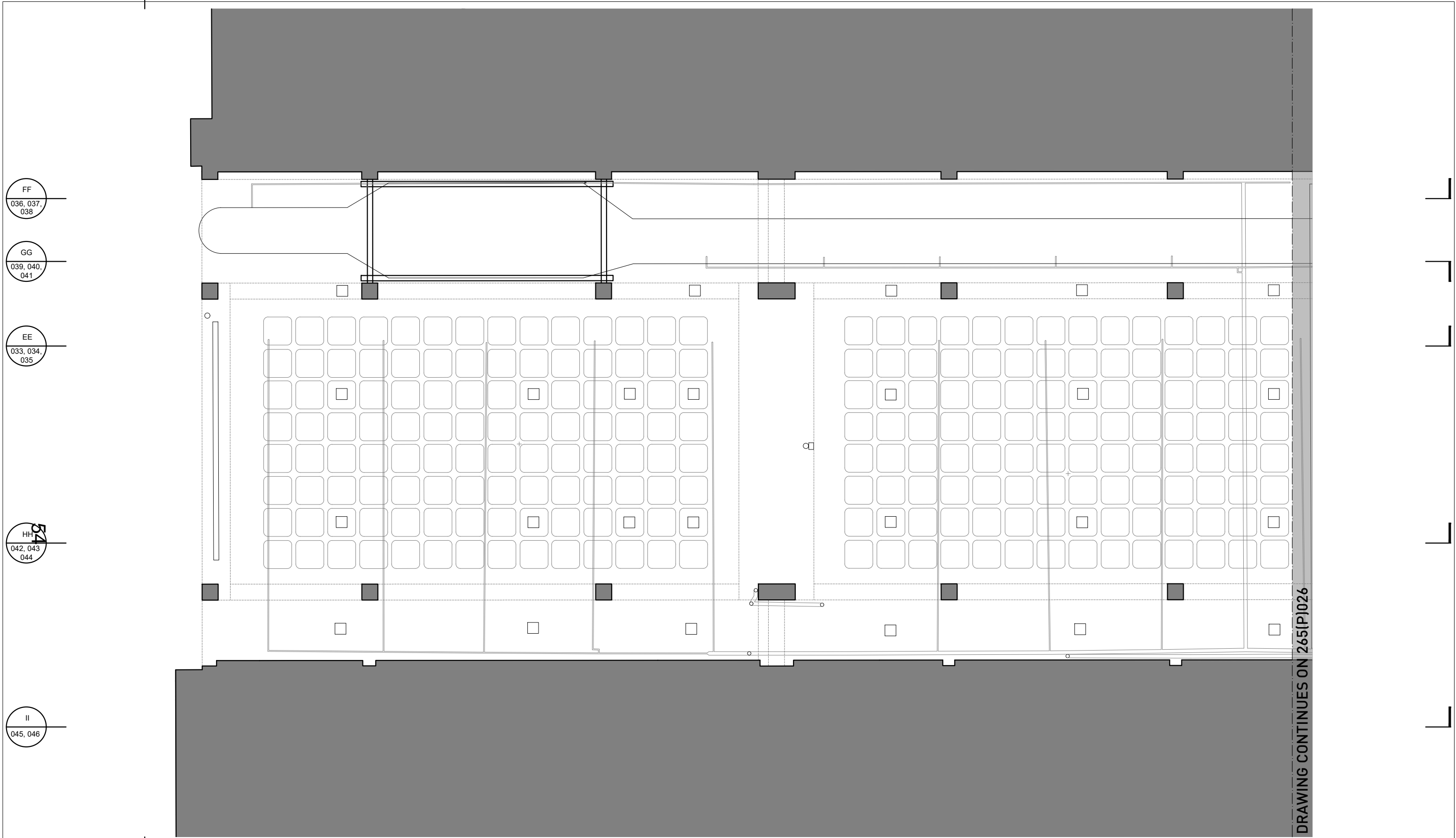
STAGE 3



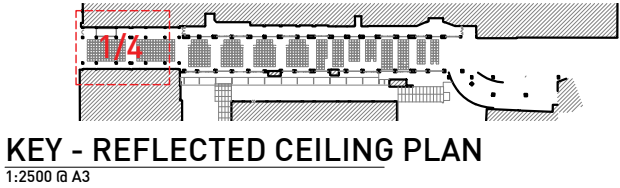
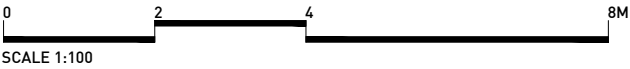
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING GROUND FLOOR PLAN [5 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)024
Rev:	0



**01** EXISTING REFLECTED CEILING PLAN [1 of 4]  
1:100 @ A3



Rev		Date	Description	Drawn		Check
0	18.05.2020		ISSUED FOR STAGE 3	ML	FL	

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**STAGE 3**



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Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title: EXISTING REFLECTED CEILING [1 of 4]		
Scale @A3: 1:100	Drawing and CAD File Number: 265(P)025	Rev: 0





**KEY - REFLECTED CEILING PLAN**  
1:2500 @ A3

Do not scale. Use figured dimensions only. All dimensions to be checked on site.

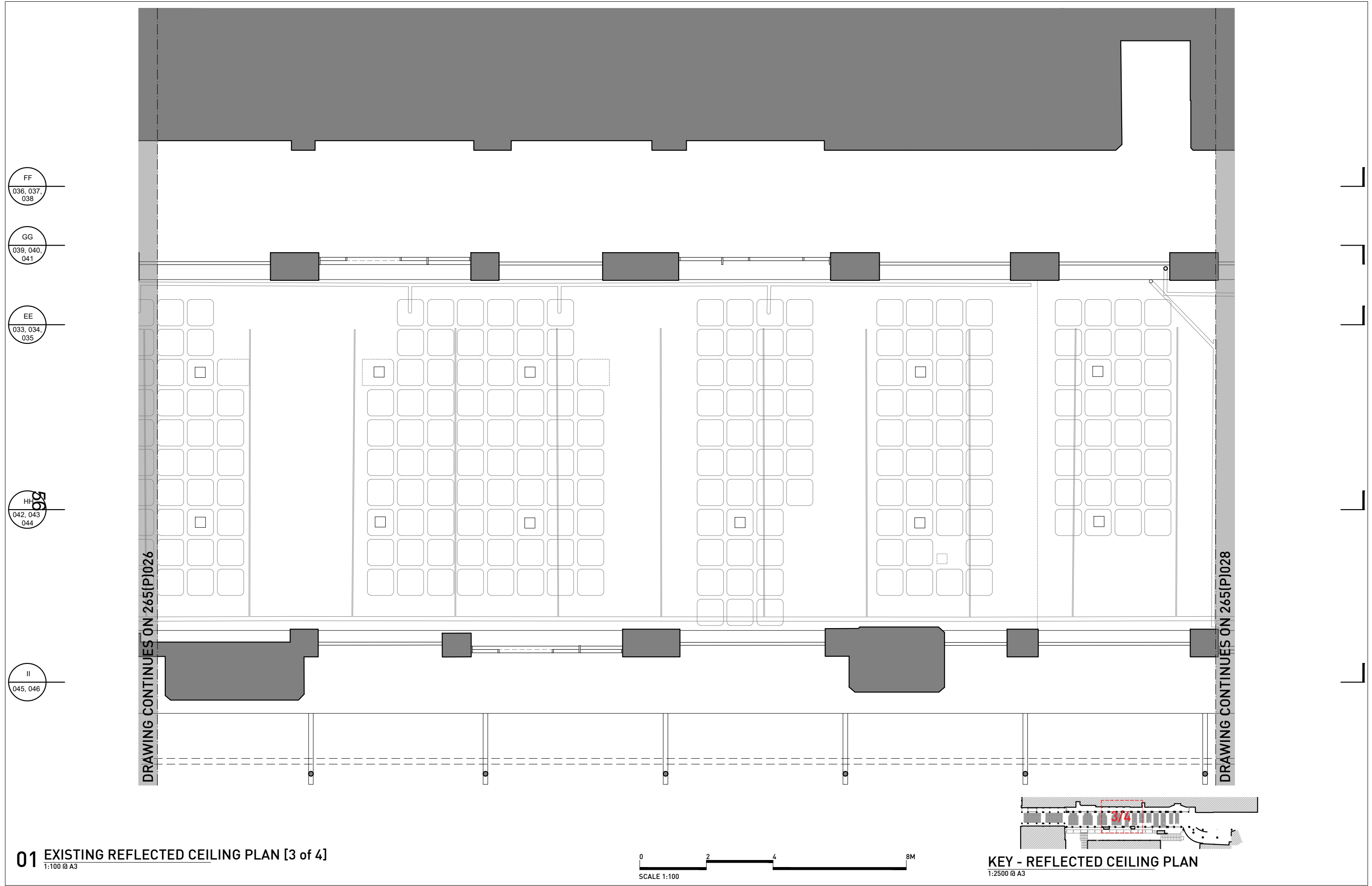
All drawings to be read in conjunction with the Engineers' drawings. Any discrepancies between consultants drawings to be reported to the Architect before any work commences.

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Scale @A3: 1:100	Drawing and CAD File Number: 265(P)026	Rev: 0
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**01** EXISTING REFLECTED CEILING PLAN [3 of 4]  
1:100 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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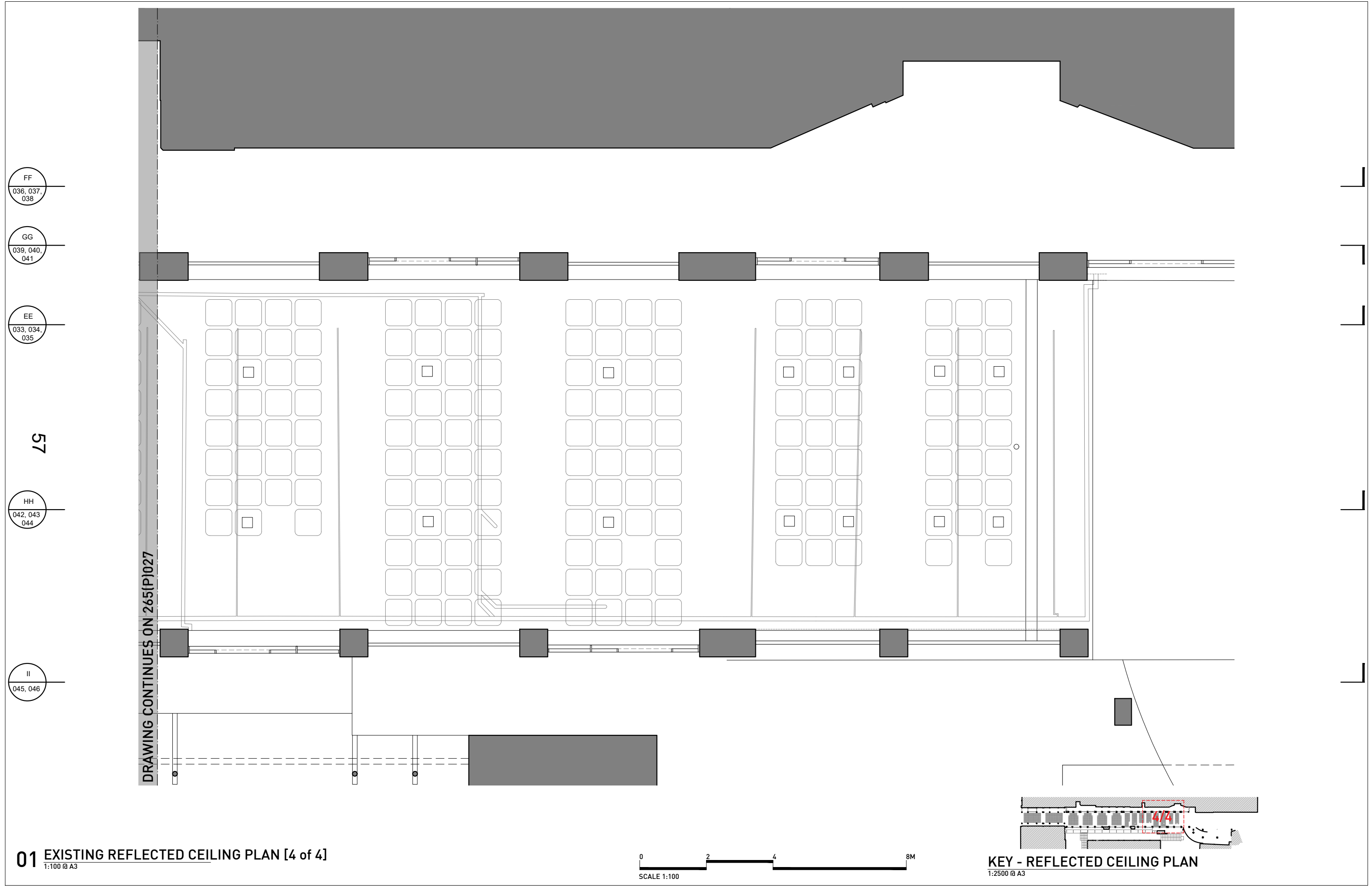
**STAGE 3**



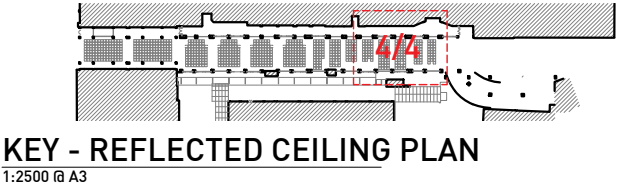
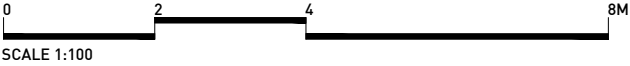
E: info@cf-architects.com  
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W: cf-architects.com



Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING REFLECTED CEILING [3 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)027
Rev:	0		



**01 EXISTING REFLECTED CEILING PLAN [4 of 4]**  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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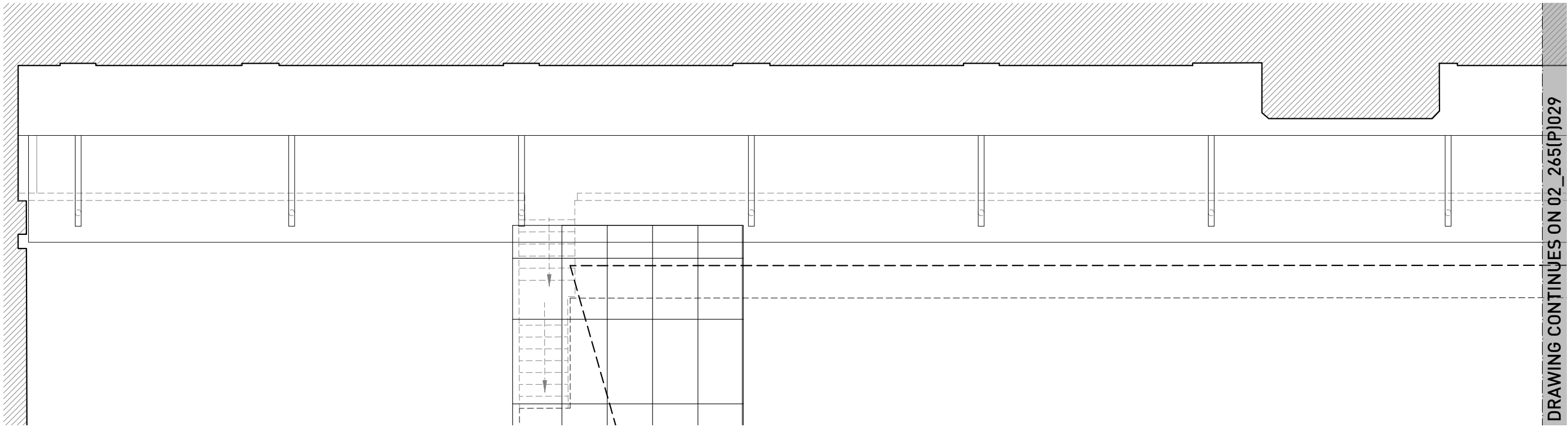
**STAGE 3**



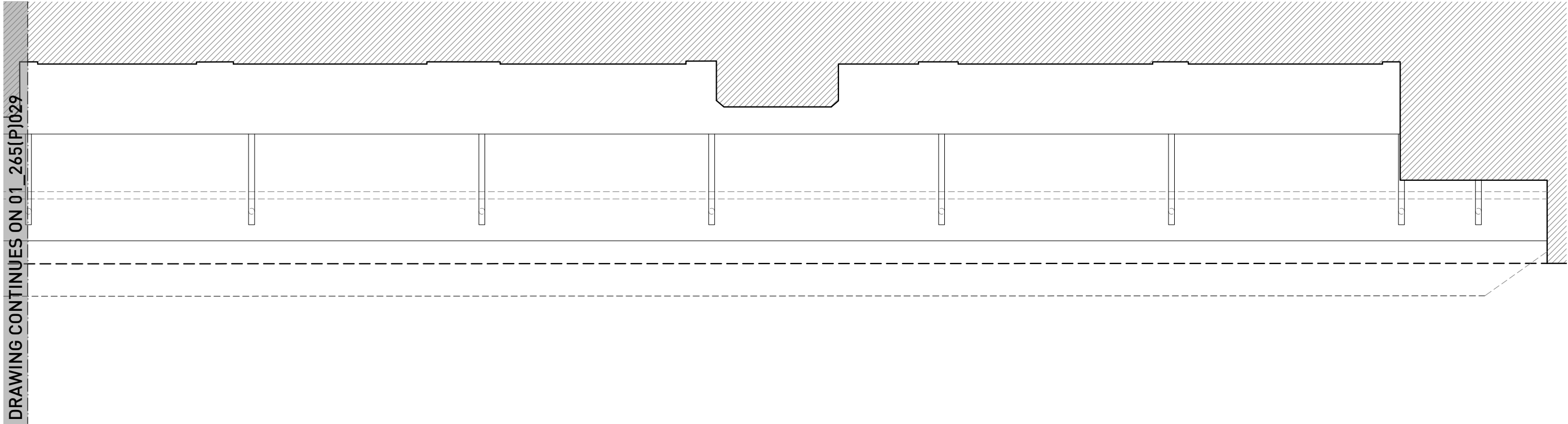
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T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



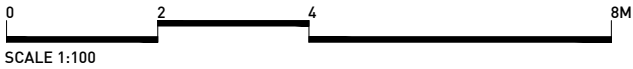
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING REFLECTED CEILING [4 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)028
Rev:	0		



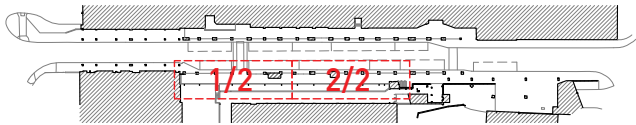
01 EXISTING ROOF PLAN [1 of 2]  
1:100 @ A3



02 EXISTING ROOF PLAN [2 of 2]  
1:100 @ A3



SCALE 1:100



KEY - SITE PLAN

1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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STAGE 3

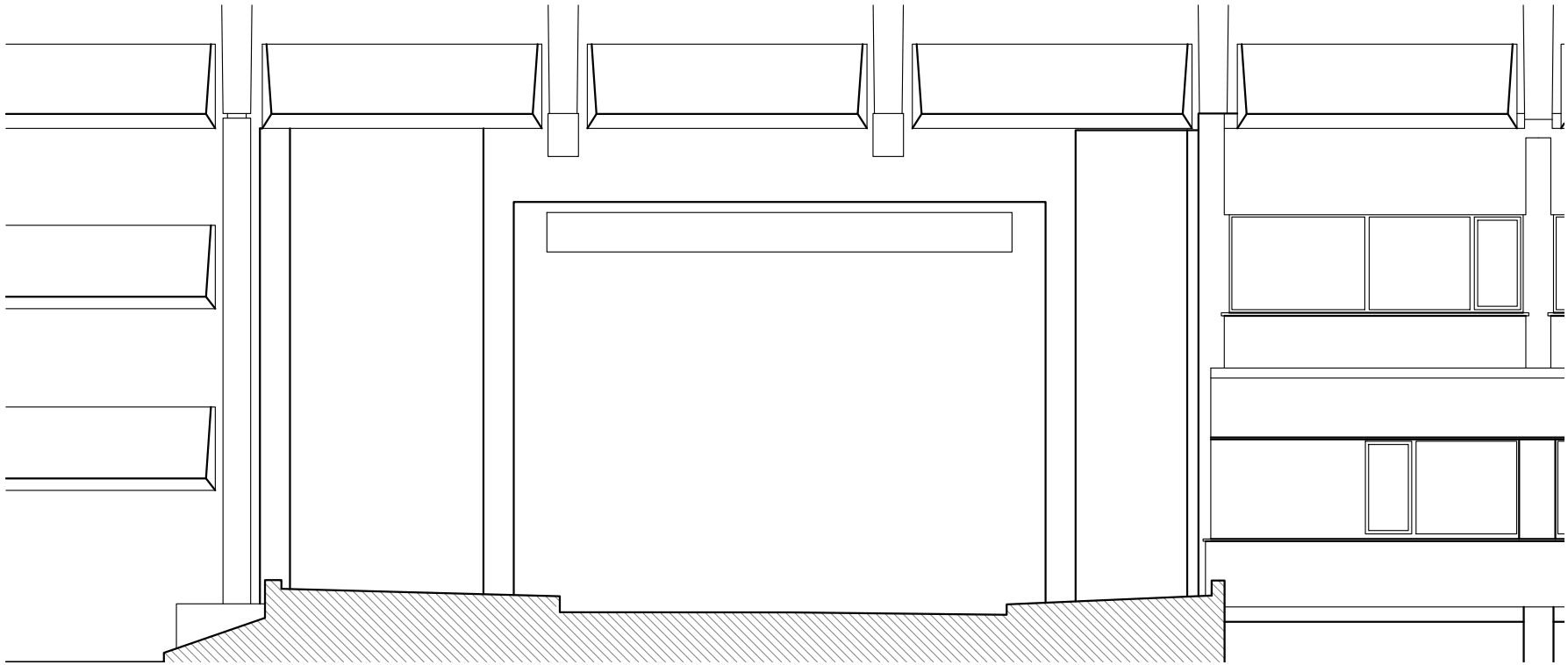


E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
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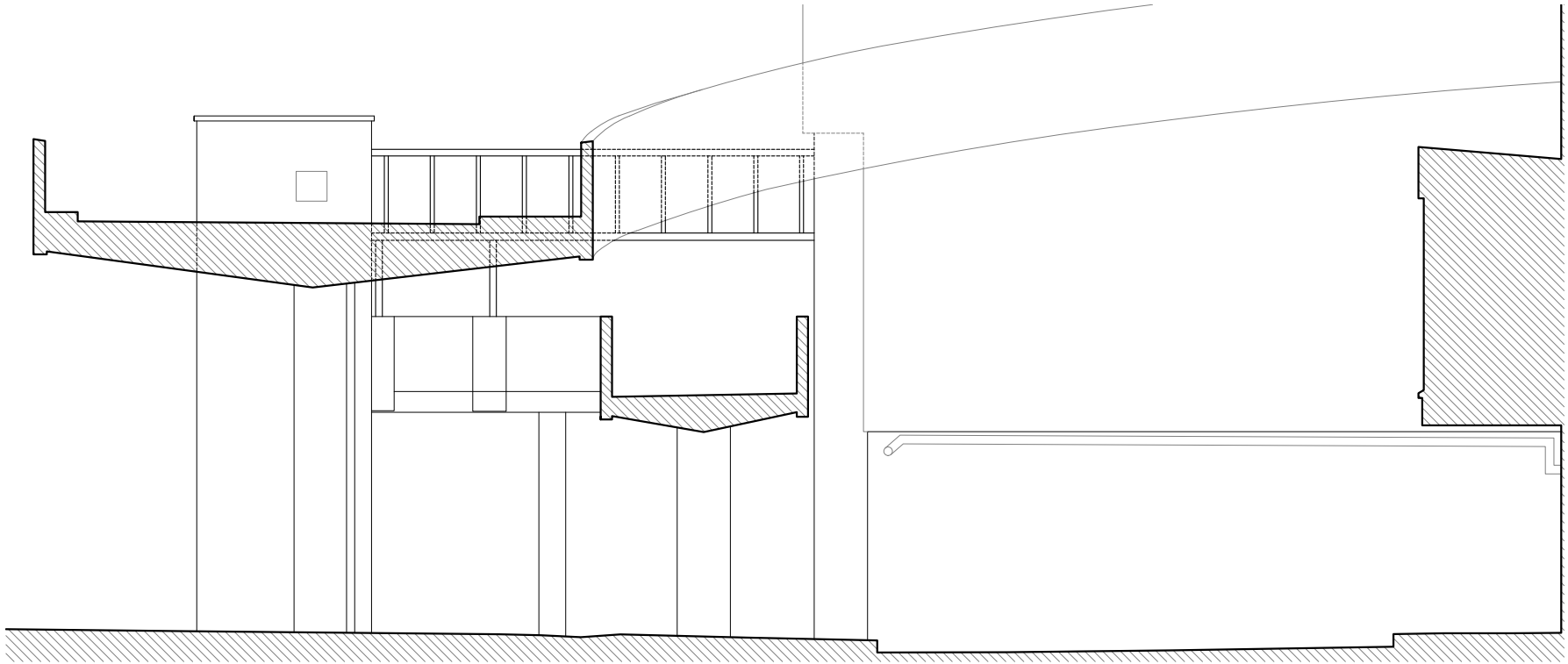
CFARCHITECTS

Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING ROOF PLAN		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)029
Rev:	0		

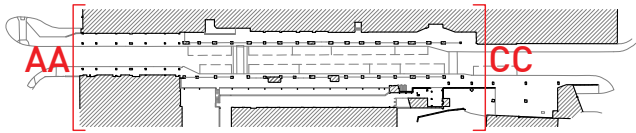
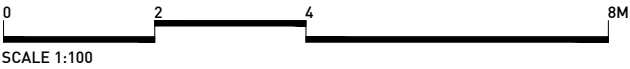




01 EXISTING SECTION AA - SOUTH ELEVATION  
1:100 @ A3



02 EXISTING SECTION CC - NORTH ELEVATION  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

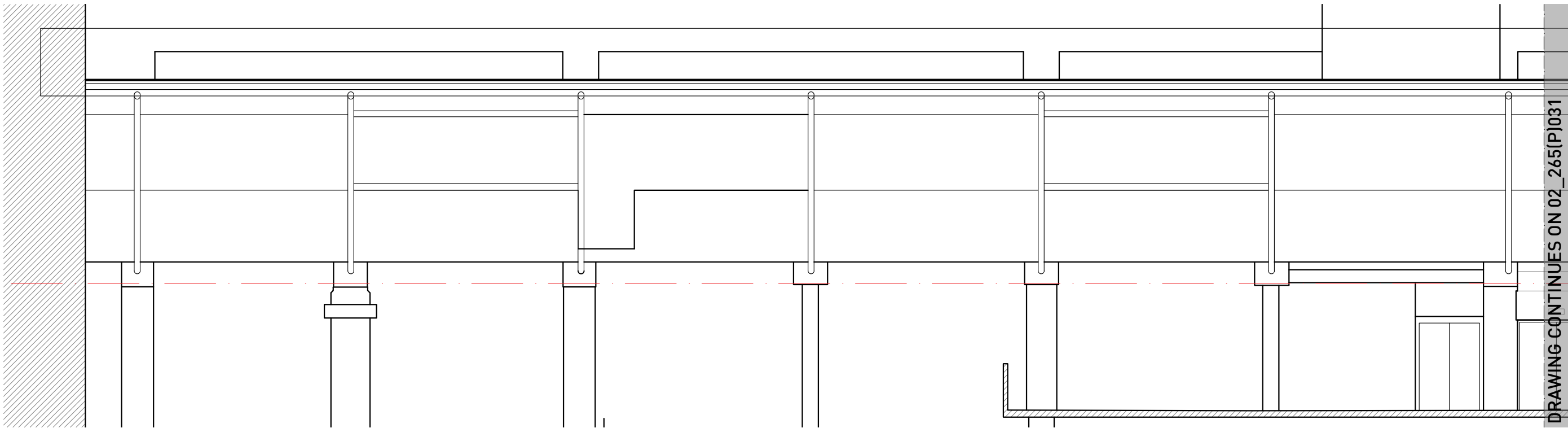
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STAGE 3

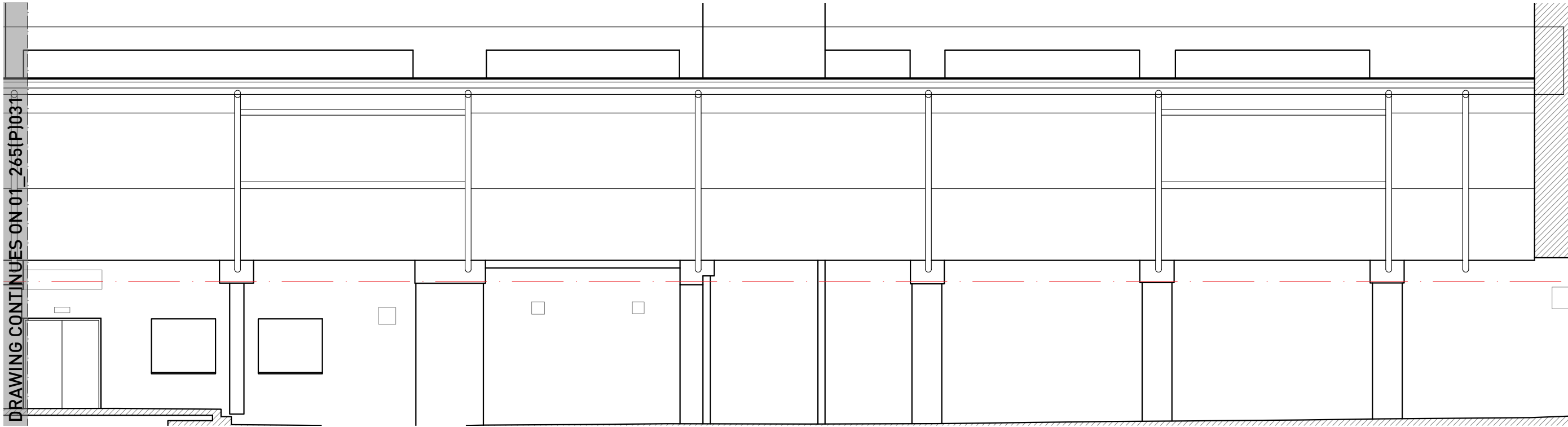
E: info@cf-architects.com  
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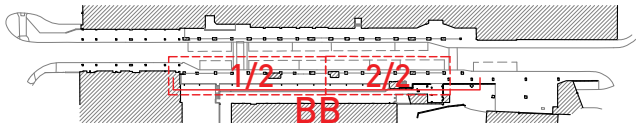
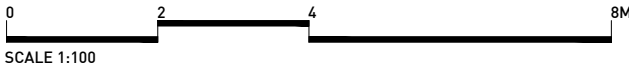
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SECTION AA [SOUTH ELEVATION] & SECTION CC [NORTH ELEVATION]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)030
Rev:	0		



01 EXISTING SECTION BB - EAST ELEVATION [1 of 2]  
1:100 @ A3



02 EXISTING SECTION BB - EAST ELEVATION [2 of 2]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

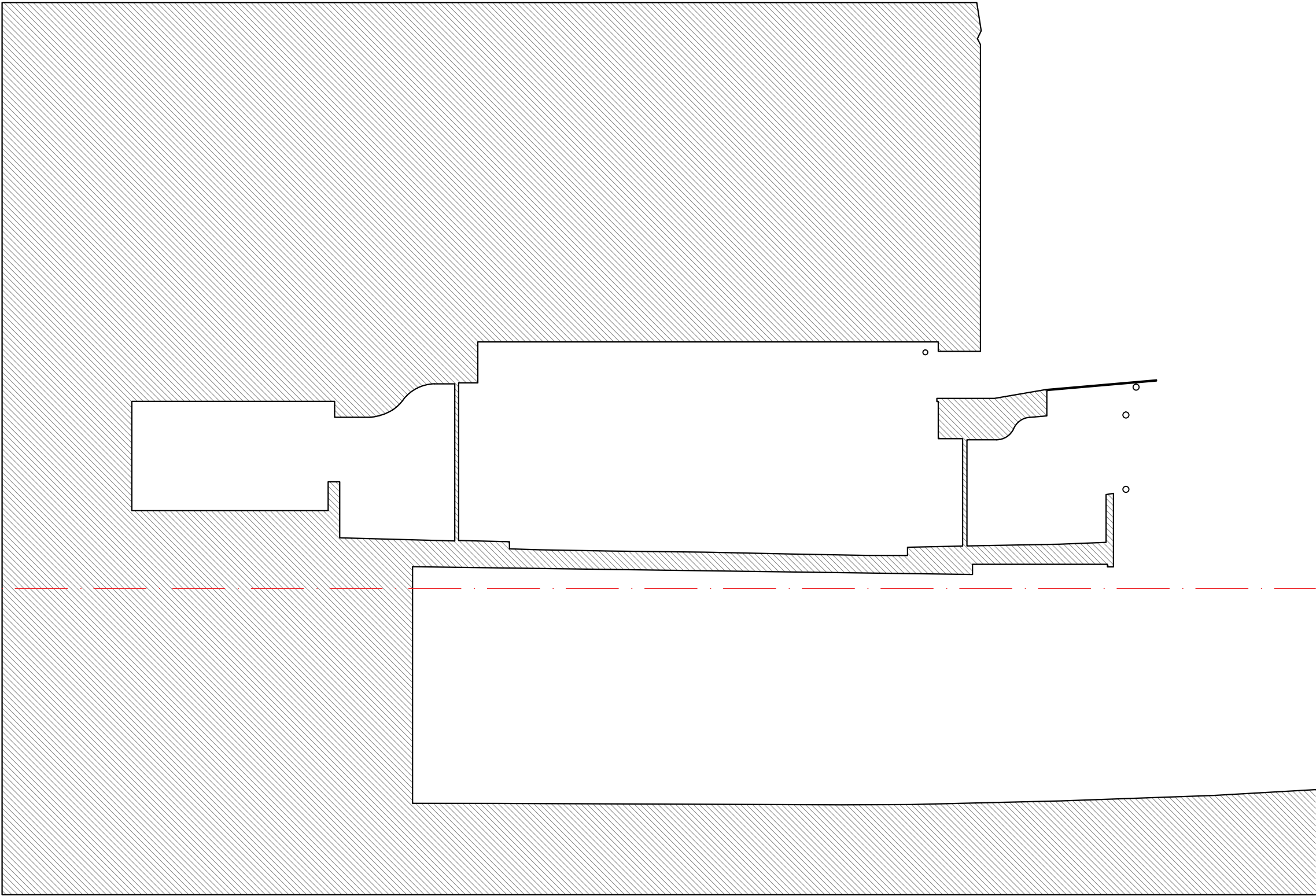
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STAGE 3

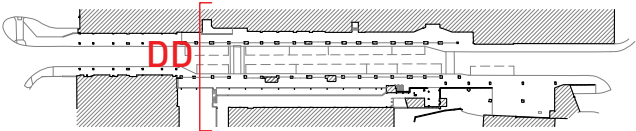
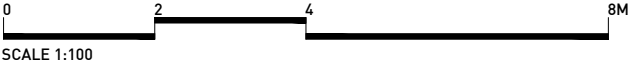
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SECTION BB [EAST ELEVATION]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)031
Rev:	0		



01 EXISTING SECTION DD  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

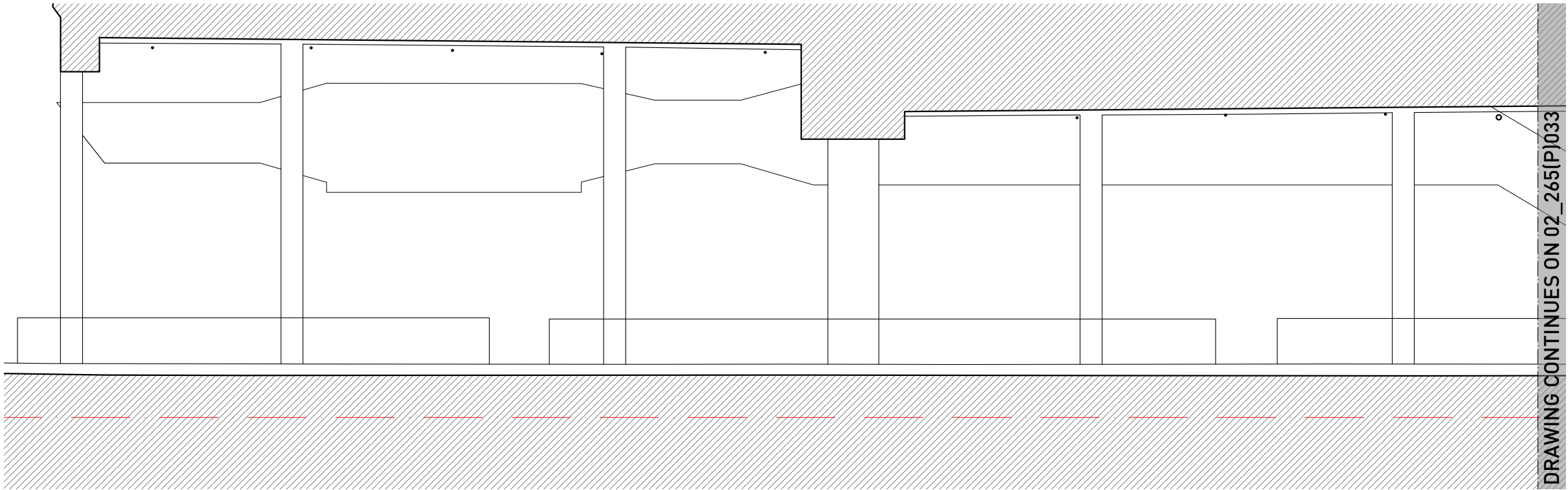
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STAGE 3

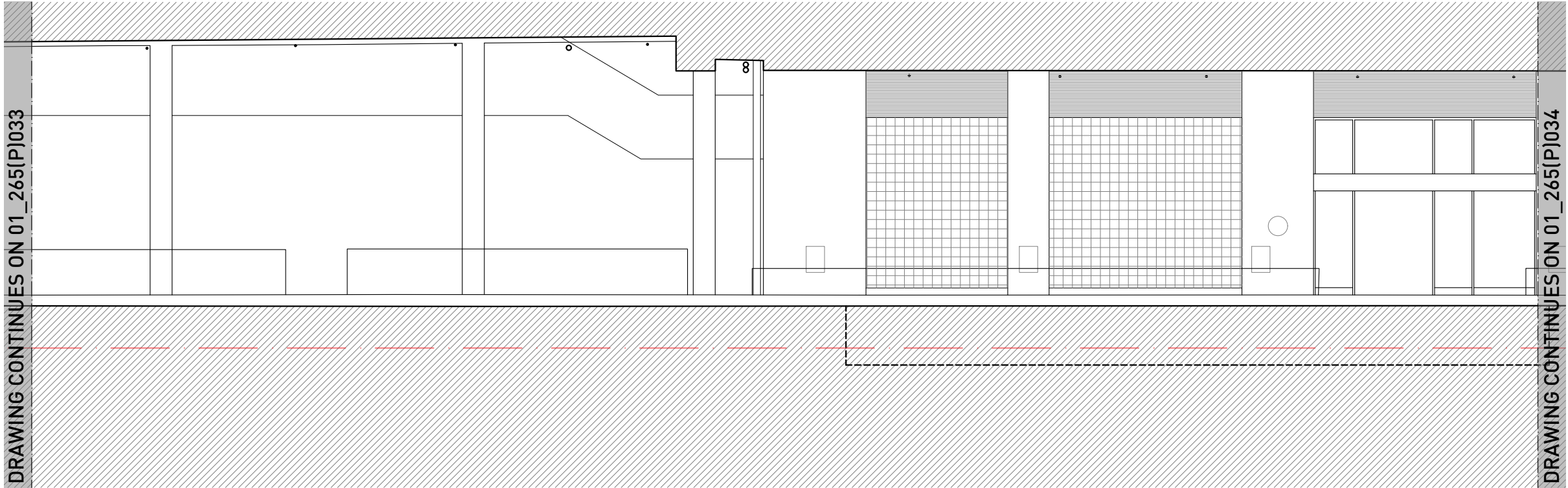
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
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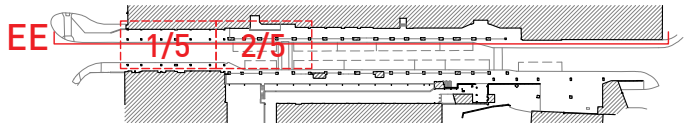
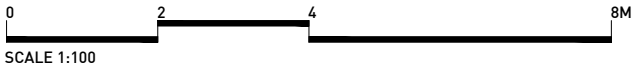
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SECTION DD		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)032
		Rev:	0



01 EXISTING SECTION EE [1 of 5]  
1:100 @ A3



02 EXISTING SECTION EE [2 of 5]  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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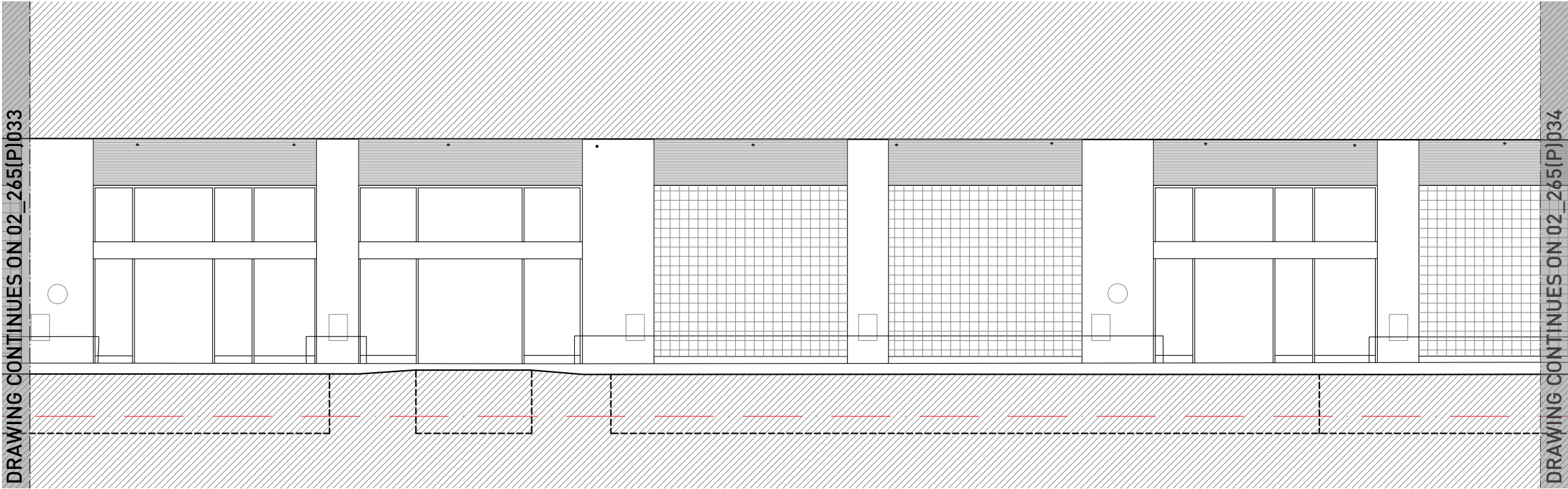
STAGE 3

E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
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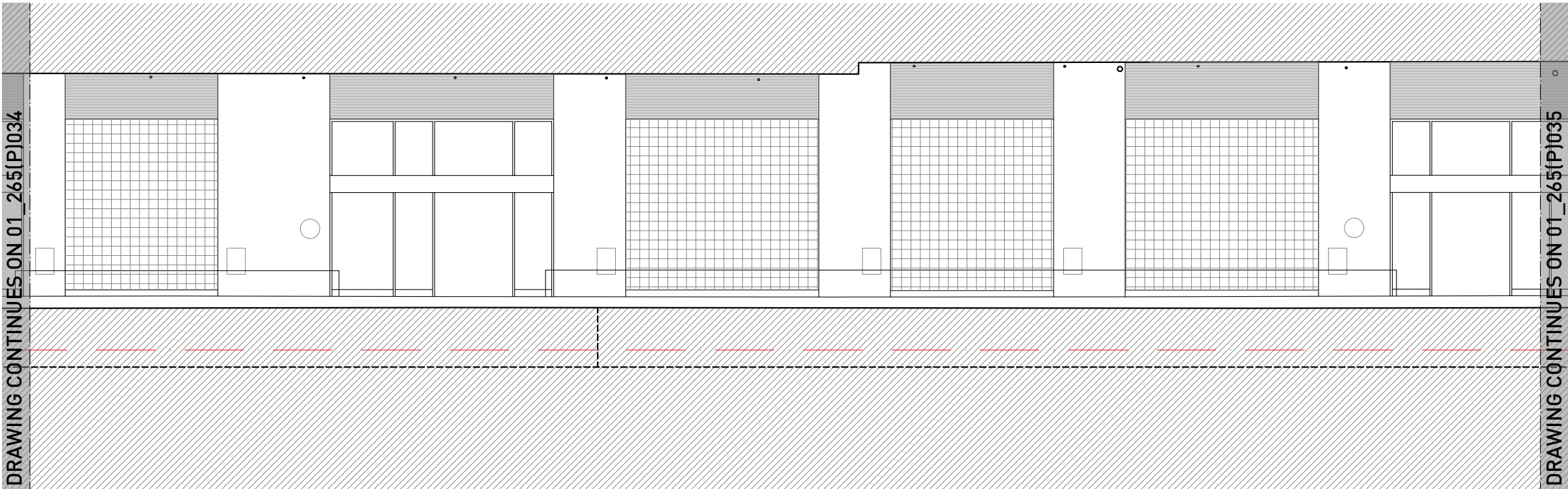


Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION EE [1&2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)033
Rev:	0

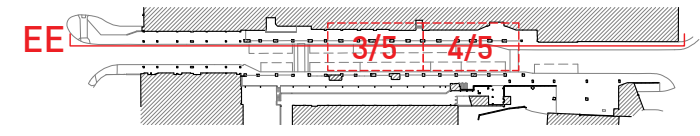
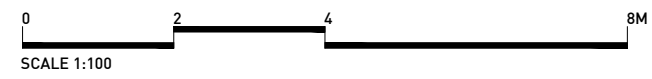




01 EXISTING SECTION EE [3 of 5]  
1:100 @ A3



02 EXISTING SECTION EE [4 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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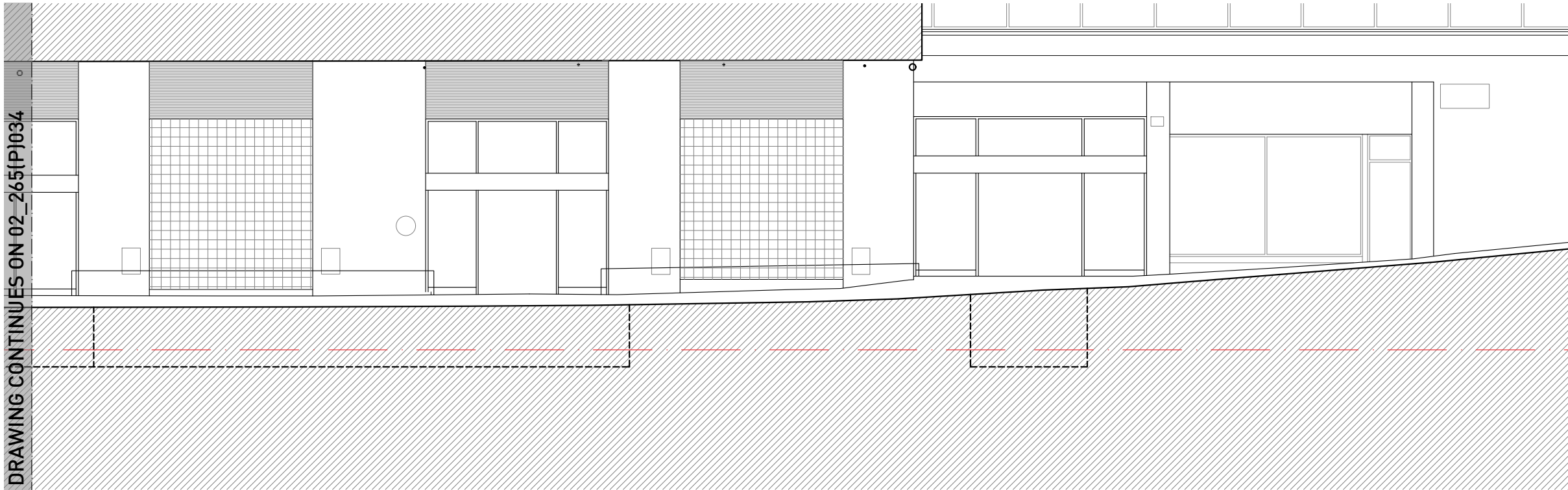
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STAGE 3

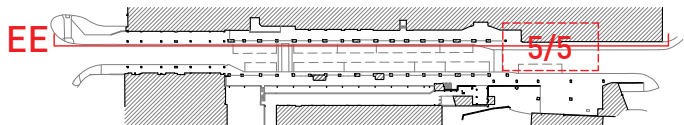
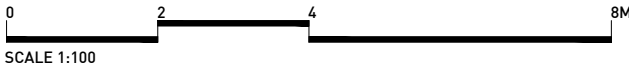
E: info@cf-architects.com  
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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION EE [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)034
Rev:	0



**01 EXISTING SECTION EE [5 of 5]**  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

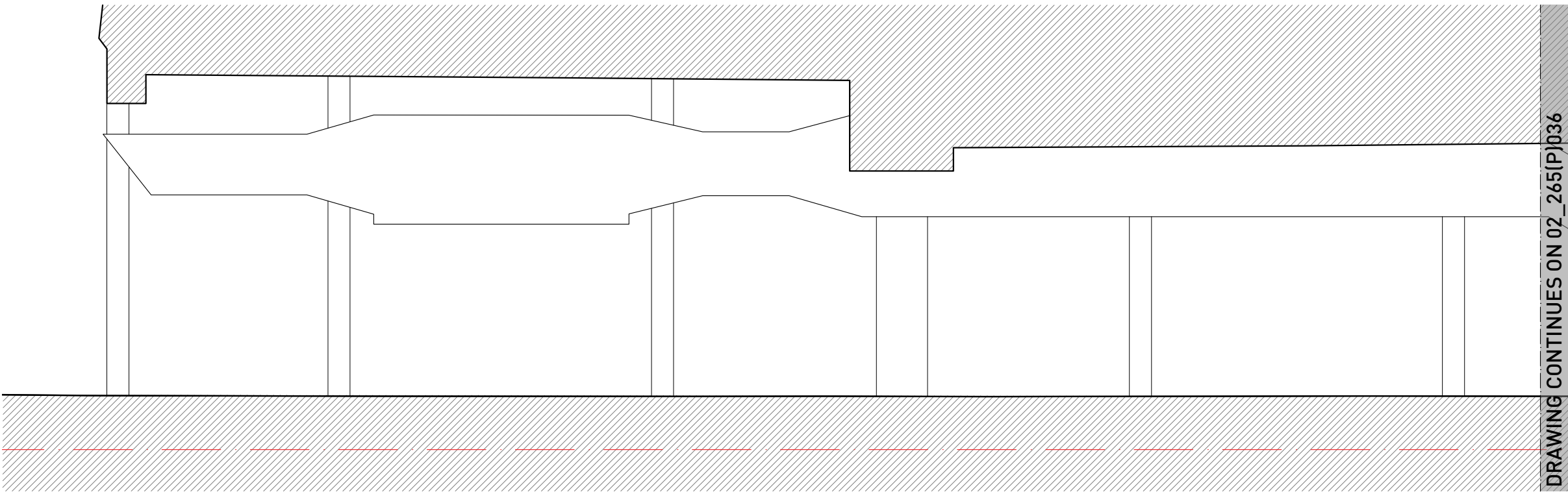
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**STAGE 3**

E: info@cf-architects.com  
T: 01737 457 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com

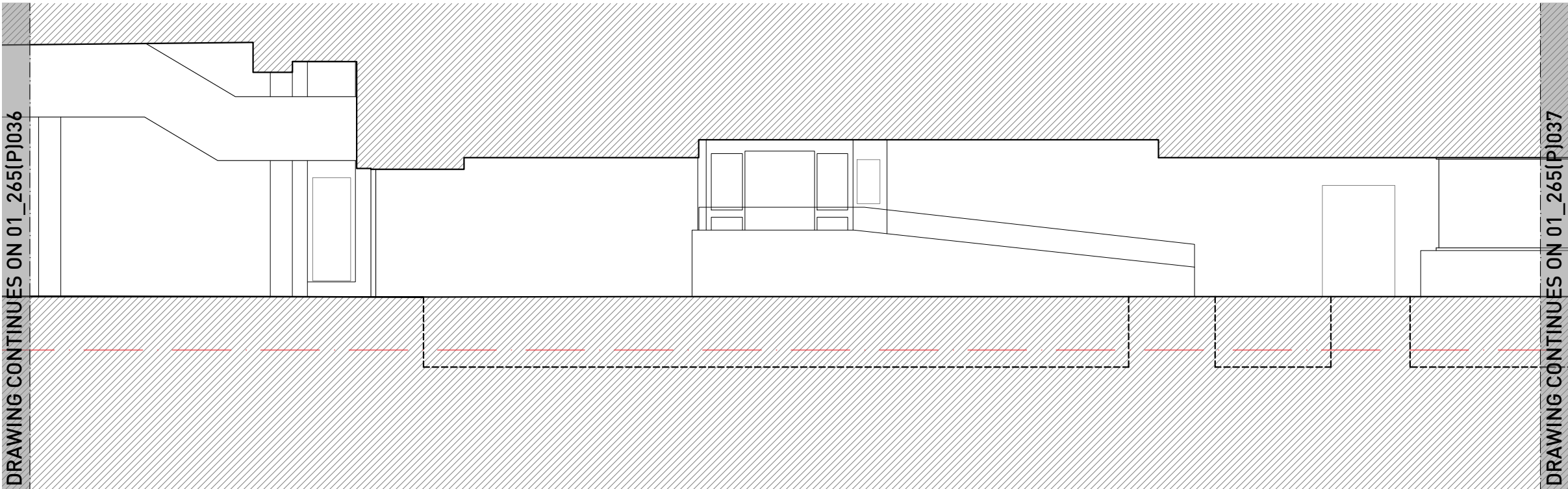


Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION EE [5 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)035
Rev:	0



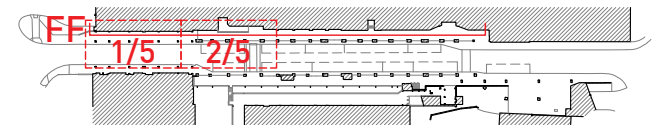
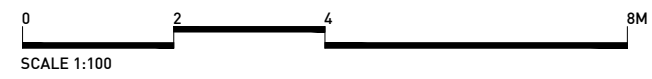
01 EXISTING SECTION FF [1 of 5]  
1:100 @ A3

DRAWING CONTINUES ON 02\_265(P)036



02 EXISTING SECTION FF [2 of 5]  
1:100 @ A3

DRAWING CONTINUES ON 01\_265(P)036



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

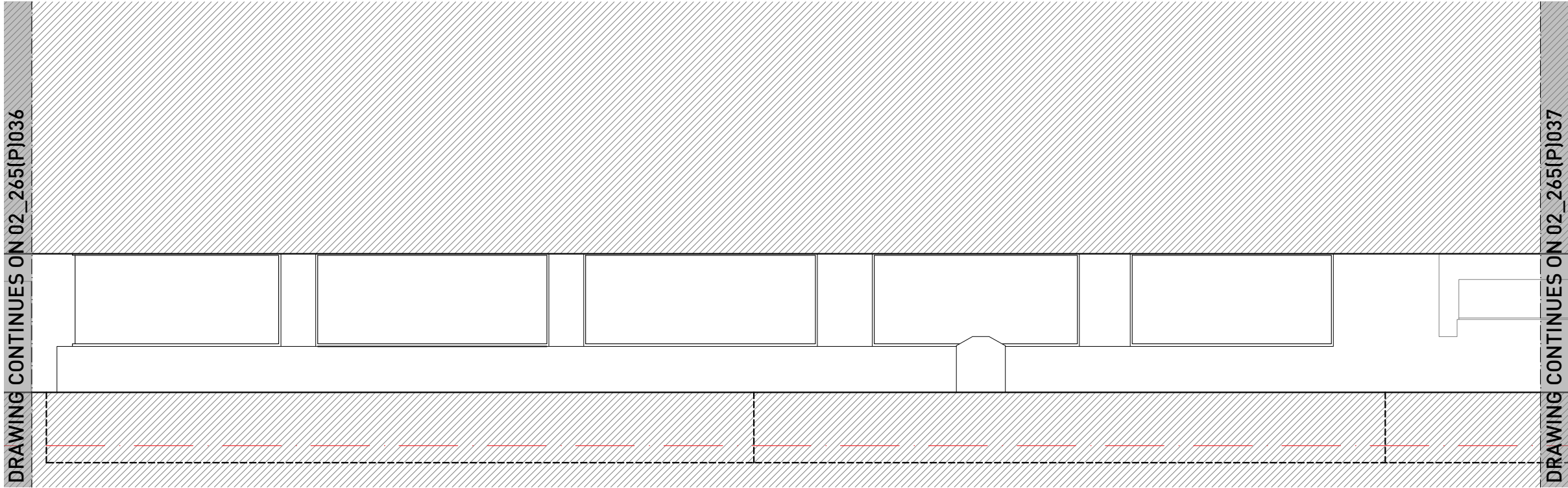
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STAGE 3

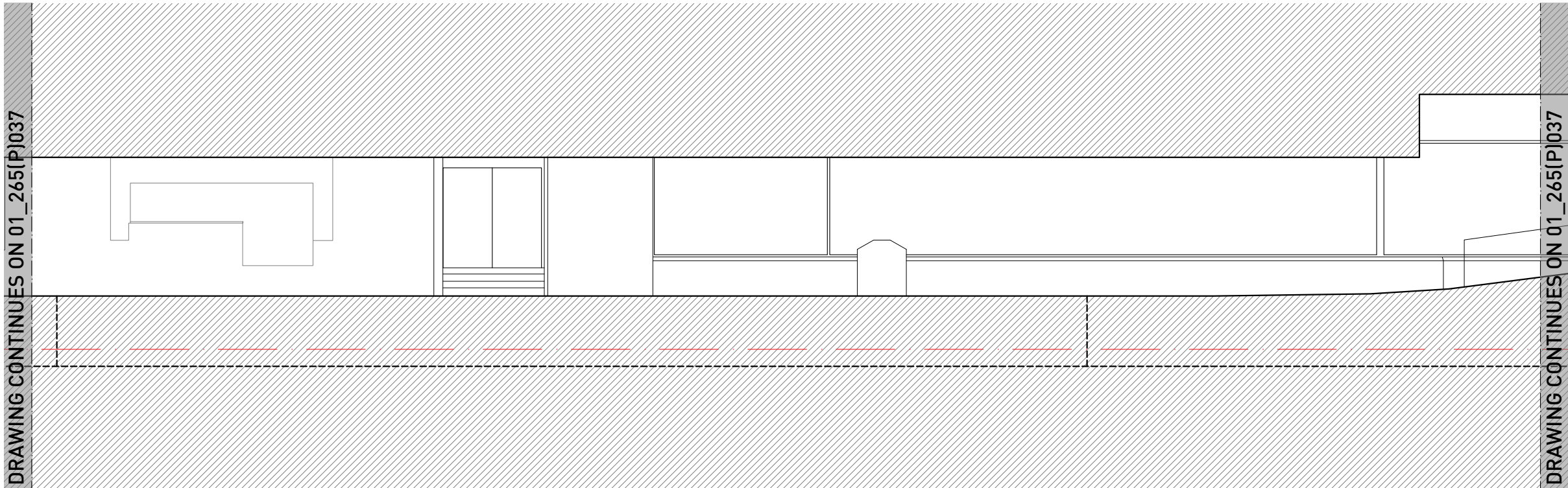
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W: cf-architects.com



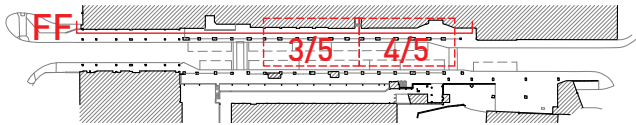
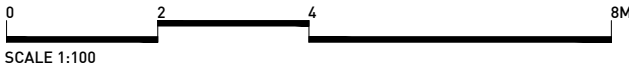
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SECTION FF [1&2 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)036
		Rev:	0



**01 EXISTING SECTION FF [3 of 5]**  
1:100 @ A3



**02 EXISTING SECTION FF [4 of 5]**  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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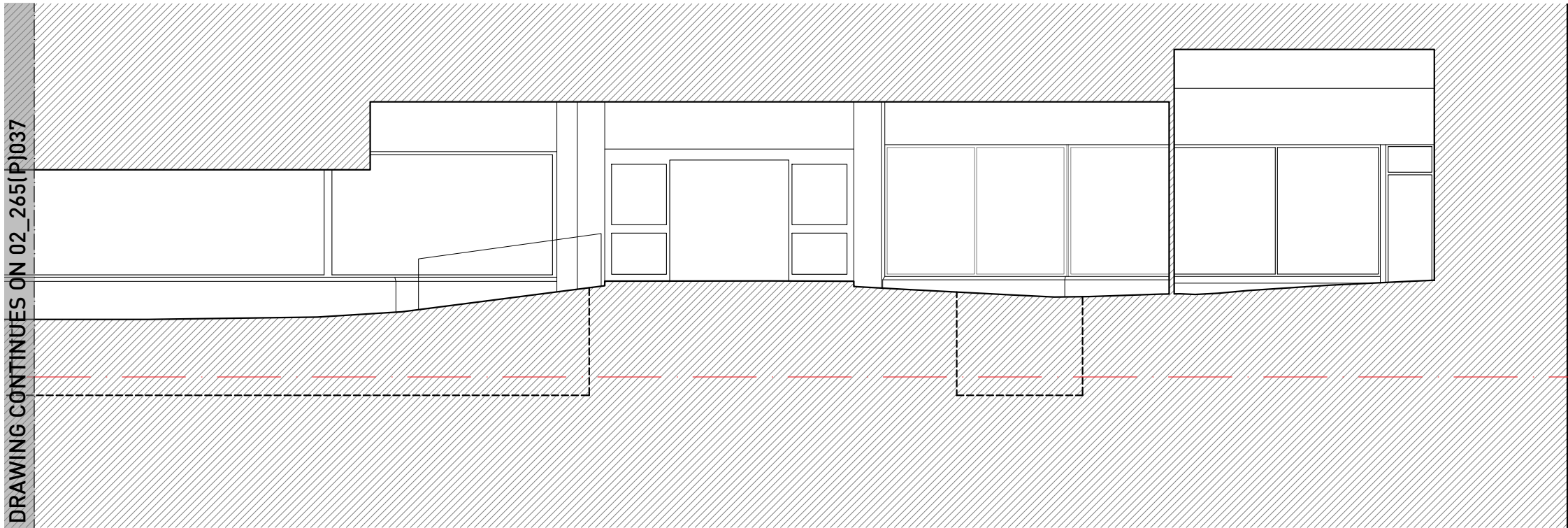
**STAGE 3**

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T: 01622 535 010 (Kent Studio)  
W: cf-architects.com

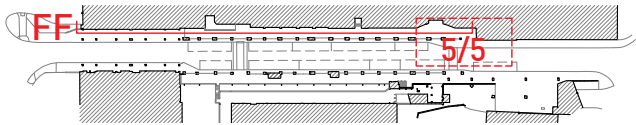
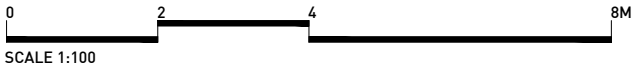


Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION FF [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)037
Rev:	0





01 EXISTING SECTION FF [5 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

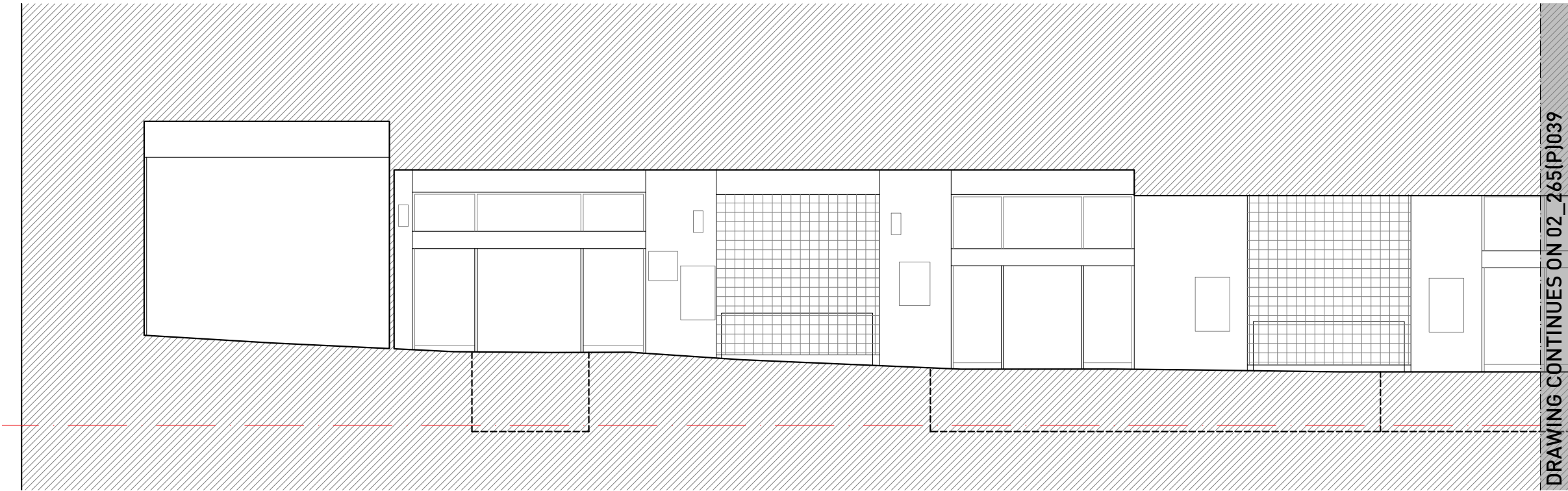
Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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STAGE 3

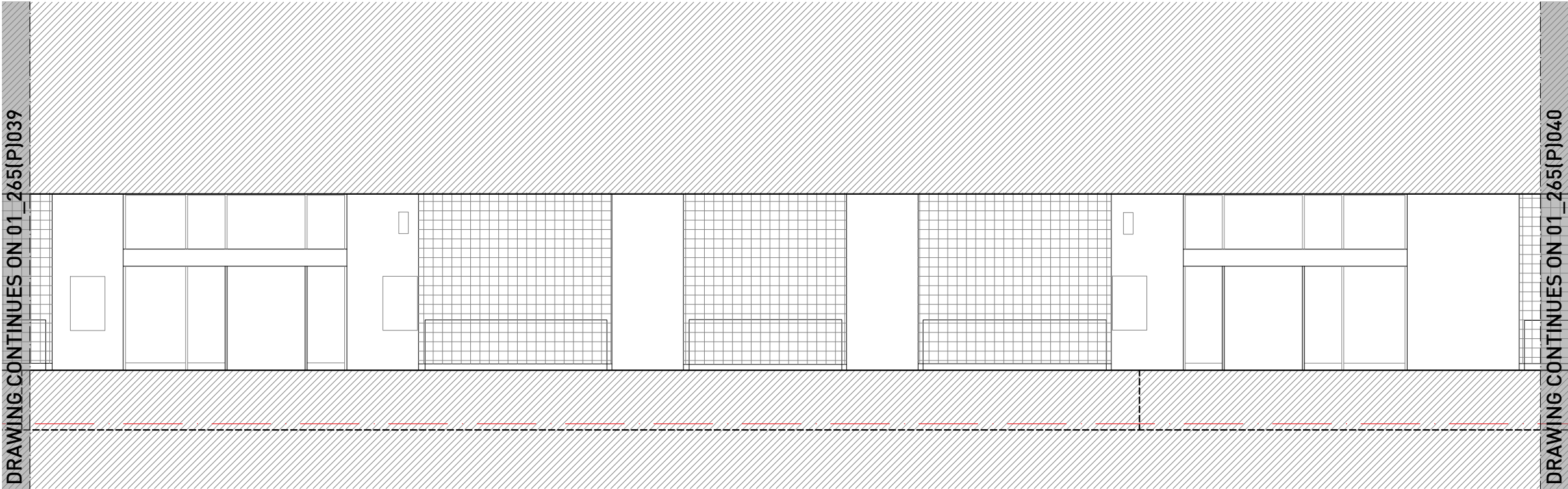
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 335 010 (Kent Studio)  
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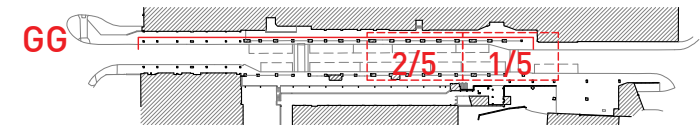
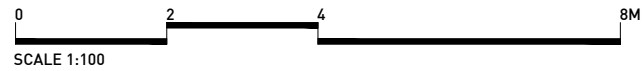
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Title:	EXISTING SECTION FF [5 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)038
Rev:	0



01 EXISTING SECTION GG [1 of 5]  
1:100 @ A3



02 EXISTING SECTION GG [2 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.

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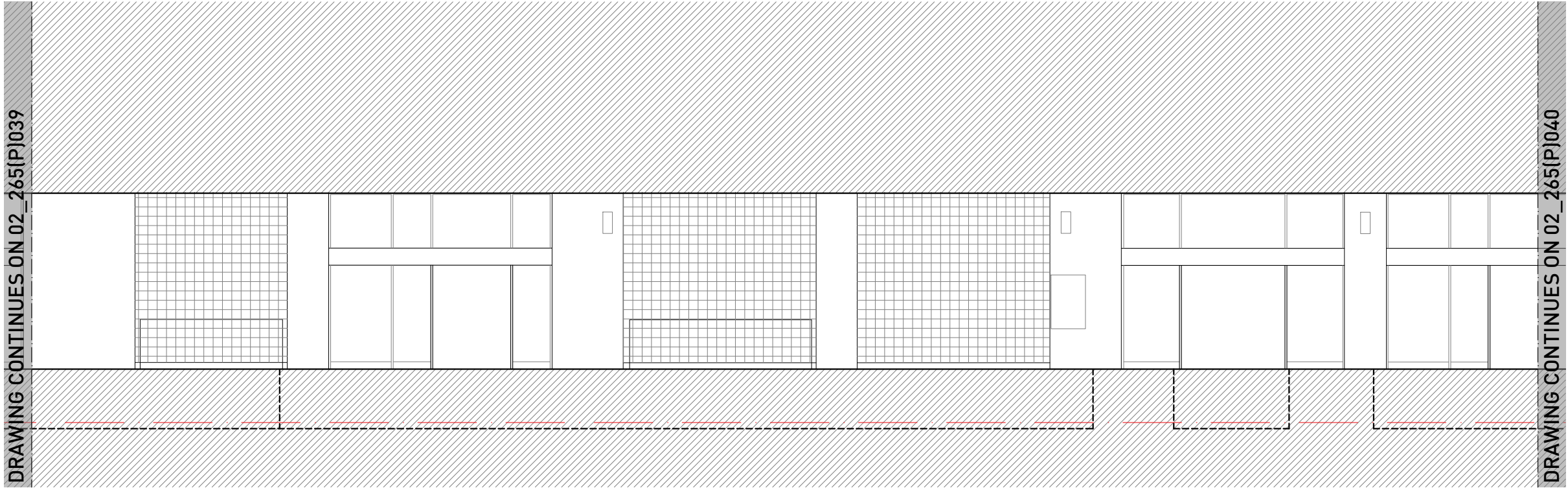
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous. These items should not be considered as a complete and final list. The Work Package Contractor's normal Health and Safety obligations still apply when undertaking constructional operations both on and off site.

STAGE 3

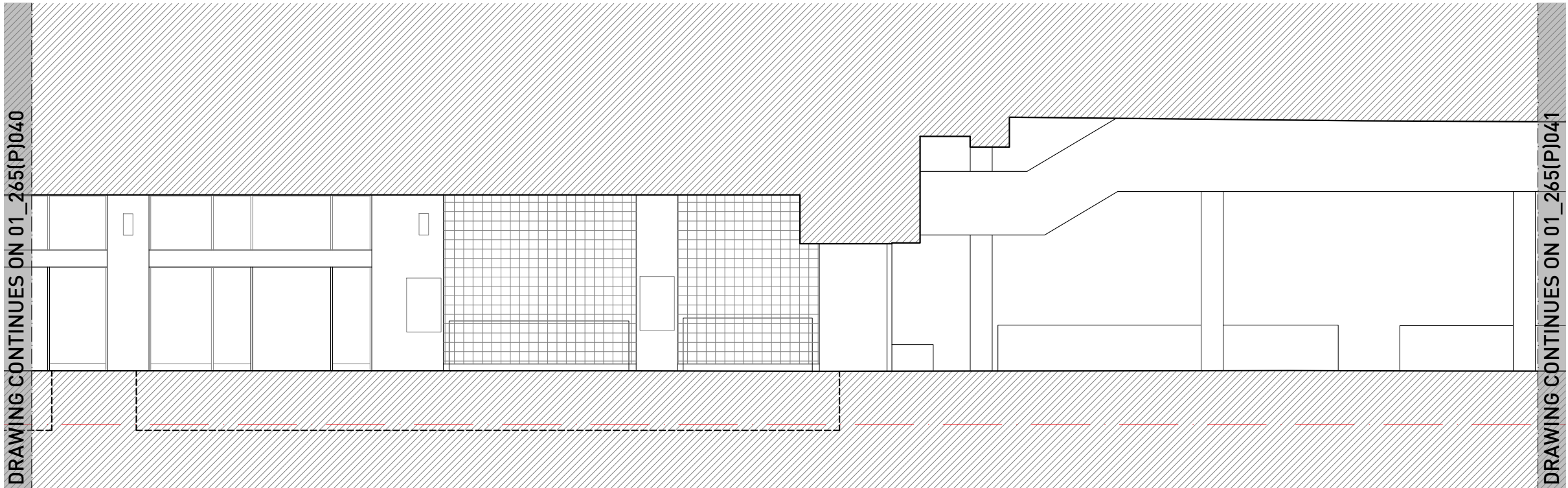
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



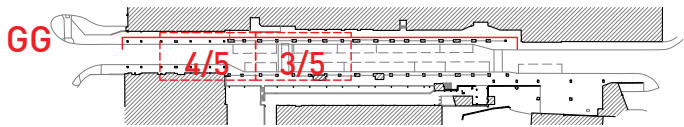
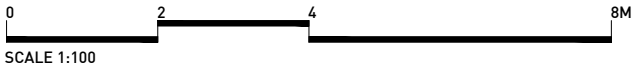
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION GG [1&2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)039
Rev:	0



01 EXISTING SECTION GG [3 of 5]  
1:100 @ A3



02 EXISTING SECTION GG [4 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

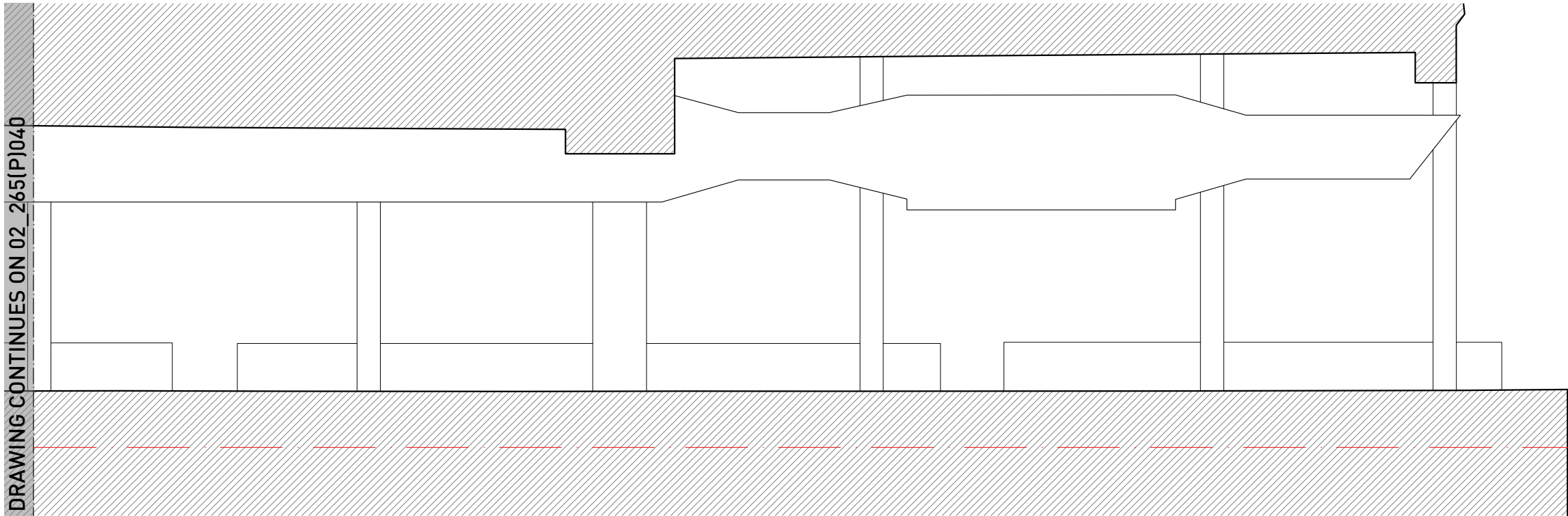
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STAGE 3

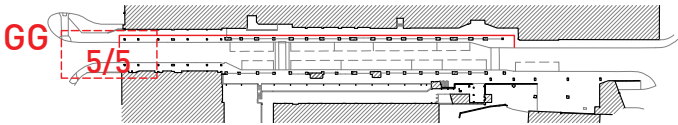
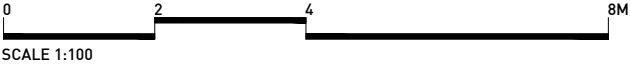
E: info@cf-architects.com  
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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION GG [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)040
Rev:	0



01 EXISTING SECTION GG [5 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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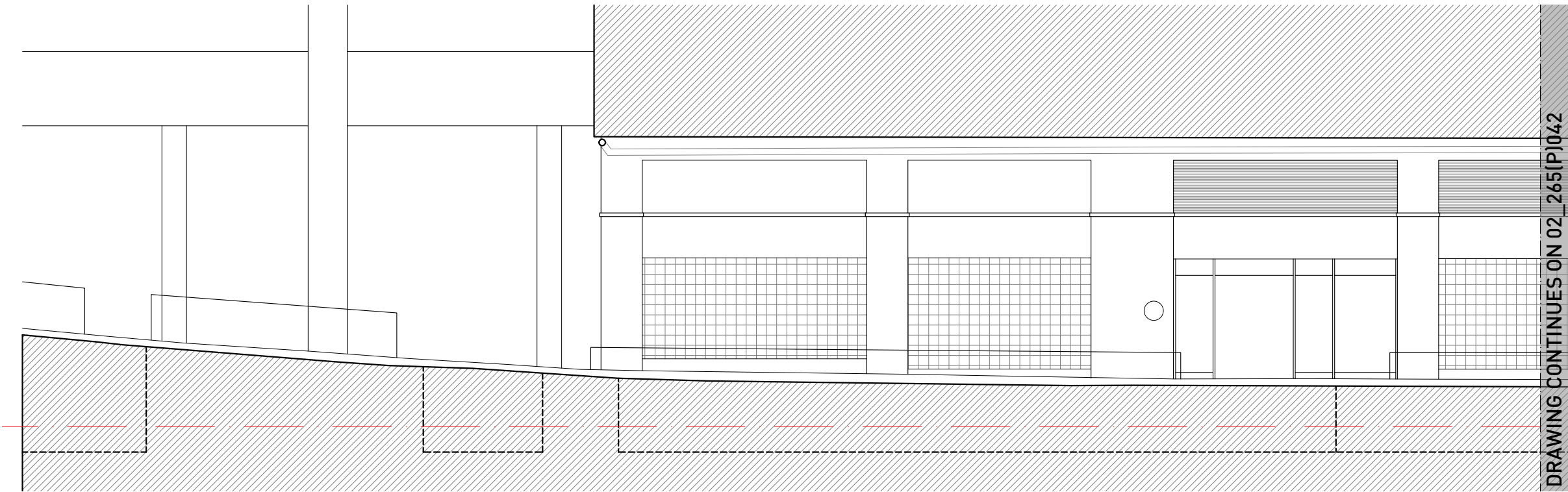
STAGE 3

E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com

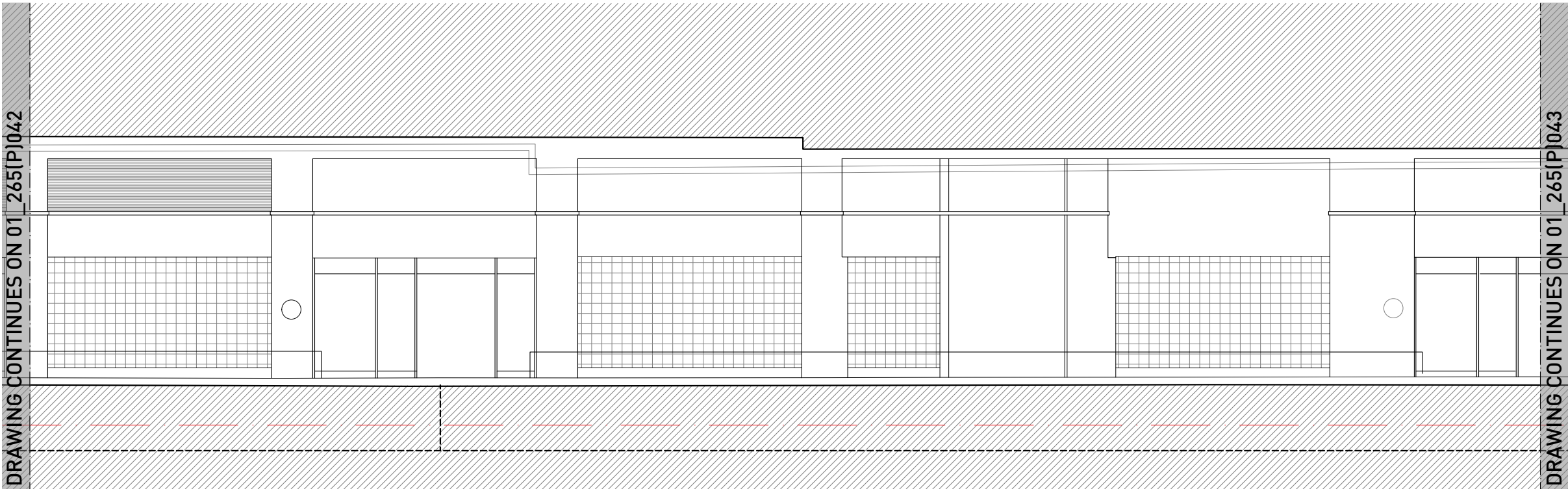


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Title:	EXISTING SECTION GG [5 of 5]
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Drawing and CAD File Number:	265(P)041
Rev:	0

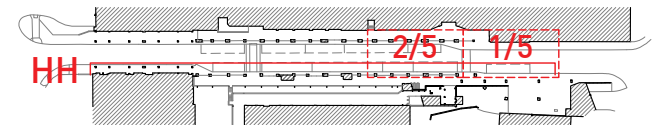
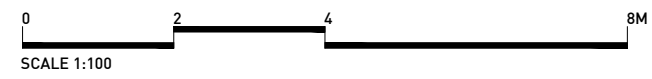




01 EXISTING SECTION HH [1 of 5]  
1:100 @ A3



02 EXISTING SECTION HH [2 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

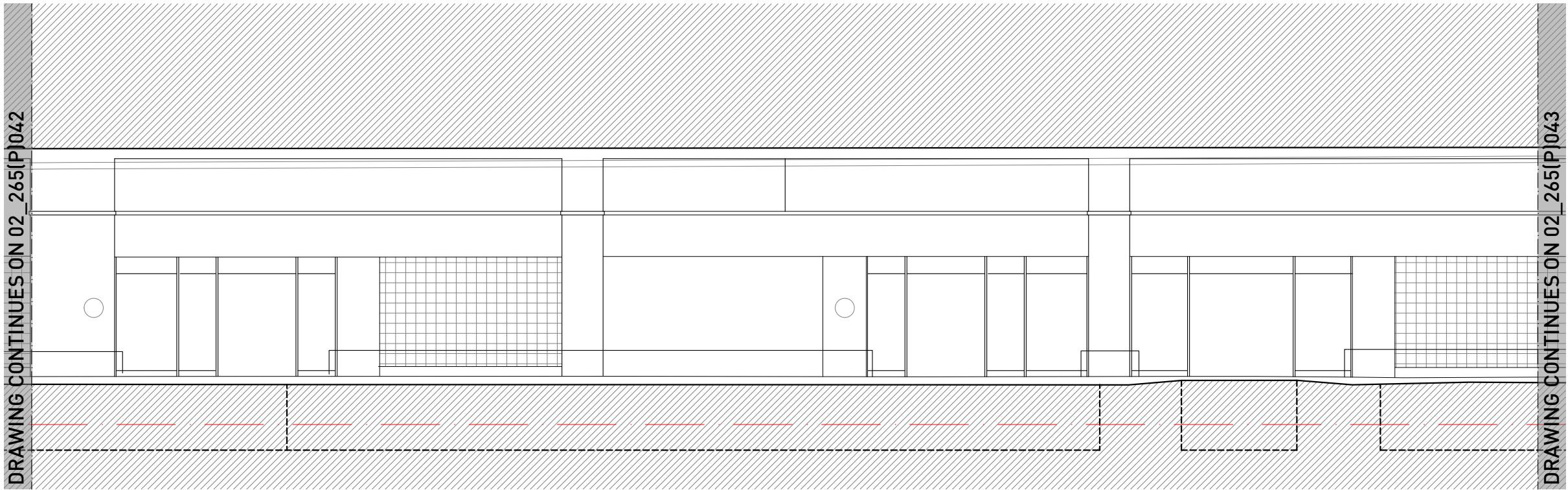
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STAGE 3

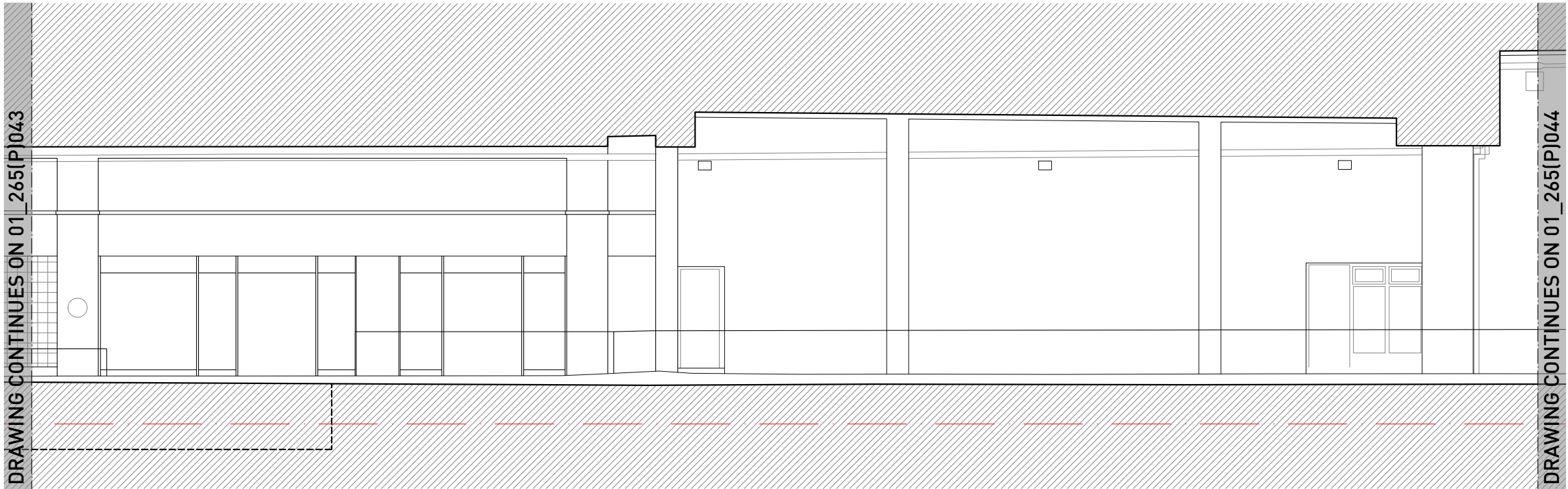
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



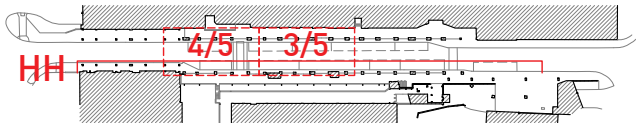
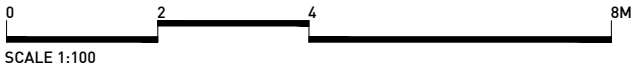
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Title:	EXISTING SECTION HH [1&2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)042
Rev:	0



**01** EXISTING SECTION HH [3 of 5]  
1:100 @ A3



**02** EXISTING SECTION HH [4 of 5]  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

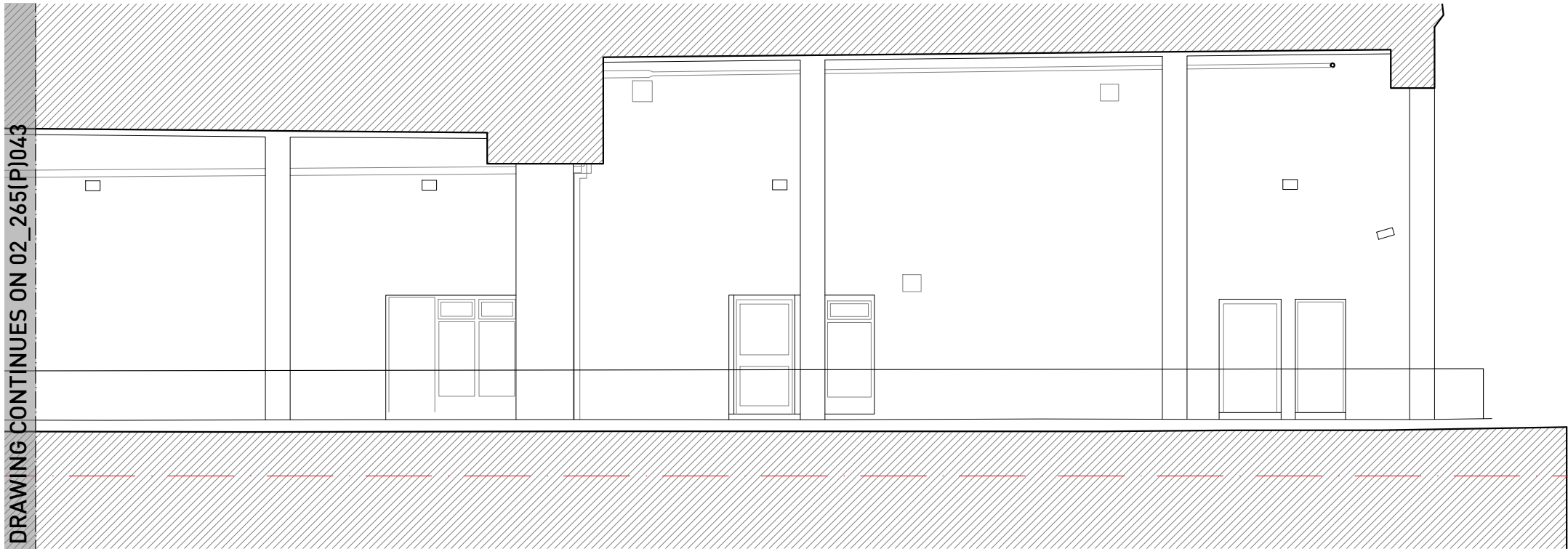
Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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**STAGE 3**

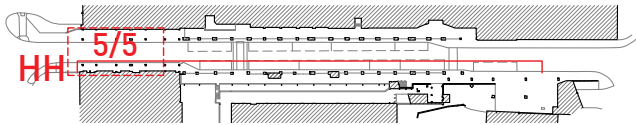
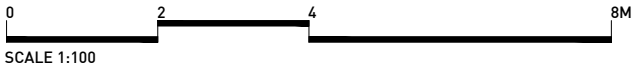
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION HH [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)043
Rev:	0



**01 EXISTING SECTION HH [5 of 5]**  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

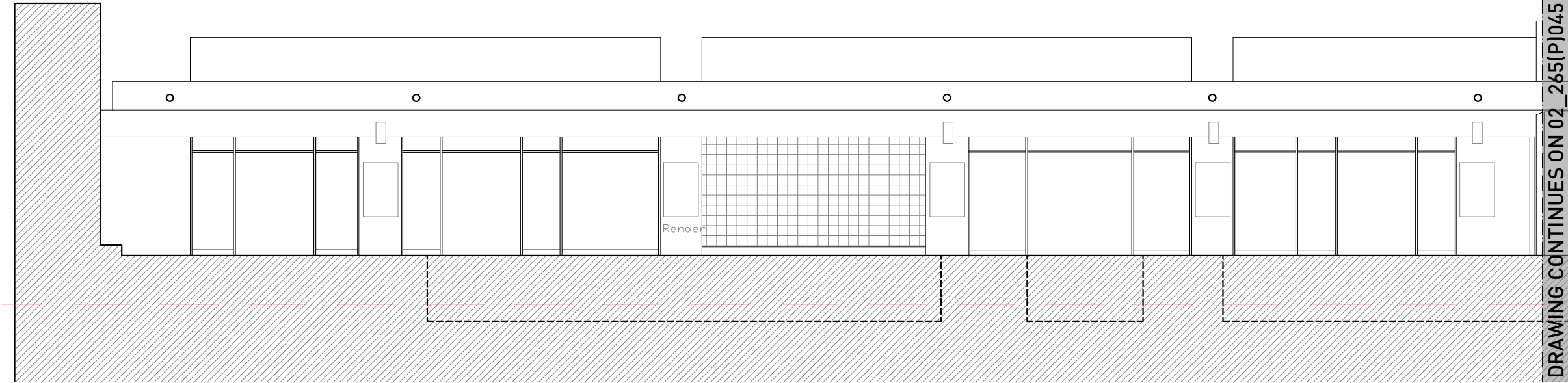
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**STAGE 3**

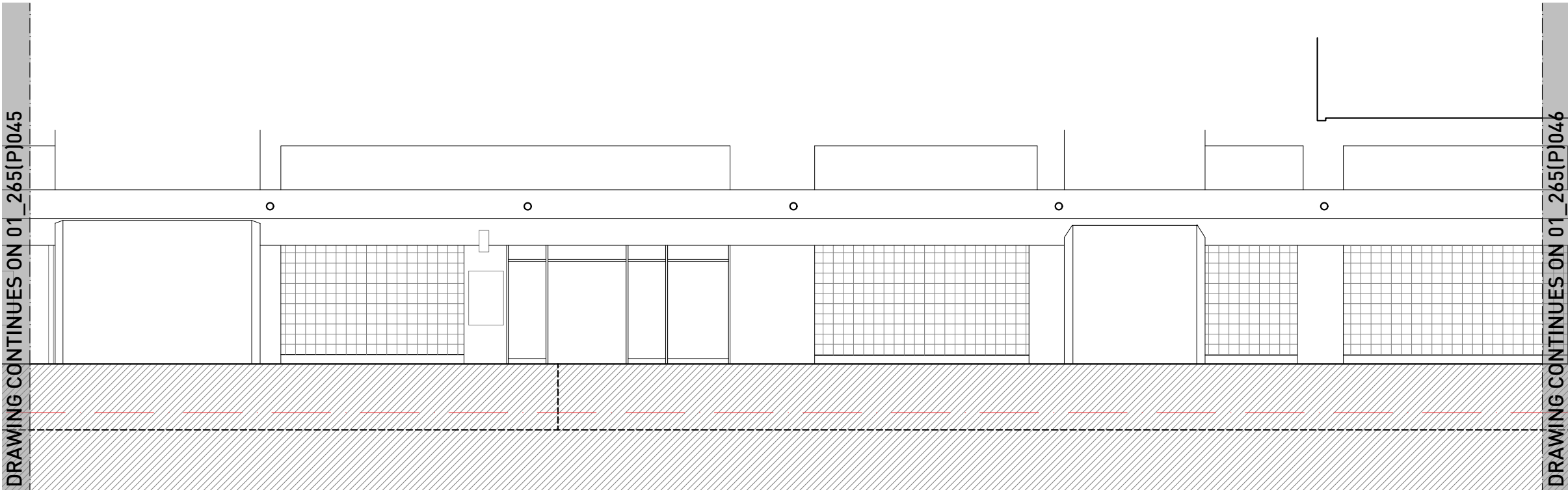
E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
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W: cf-architects.com



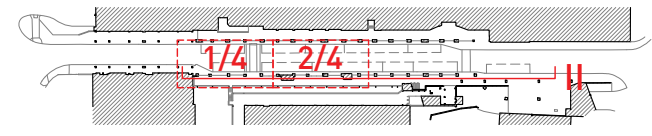
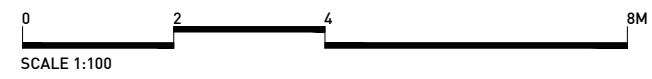
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Title:	EXISTING SECTION HH [5 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)044
Rev:	0		



**01 EXISTING SECTION II [1 of 4]**  
1:100 @ A3



**02 EXISTING SECTION II [2 of 4]**  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

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**STAGE 3**

E: info@cf-architects.com  
T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	EXISTING SECTION II [1&2 of 4]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)045
Rev:	0



DRAWING CONTINUES ON 02\_265(P)045

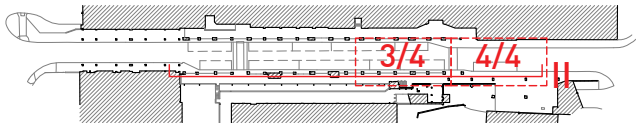
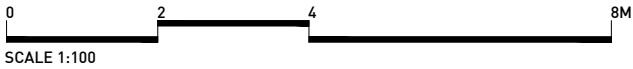
01 EXISTING SECTION II [3 of 4]

1:100 @ A3

DRAWING CONTINUES ON 01\_265(P)046

02 EXISTING SECTION II [4 of 4]

1:100 @ A3



KEY - SITE PLAN  
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Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	ML	FL

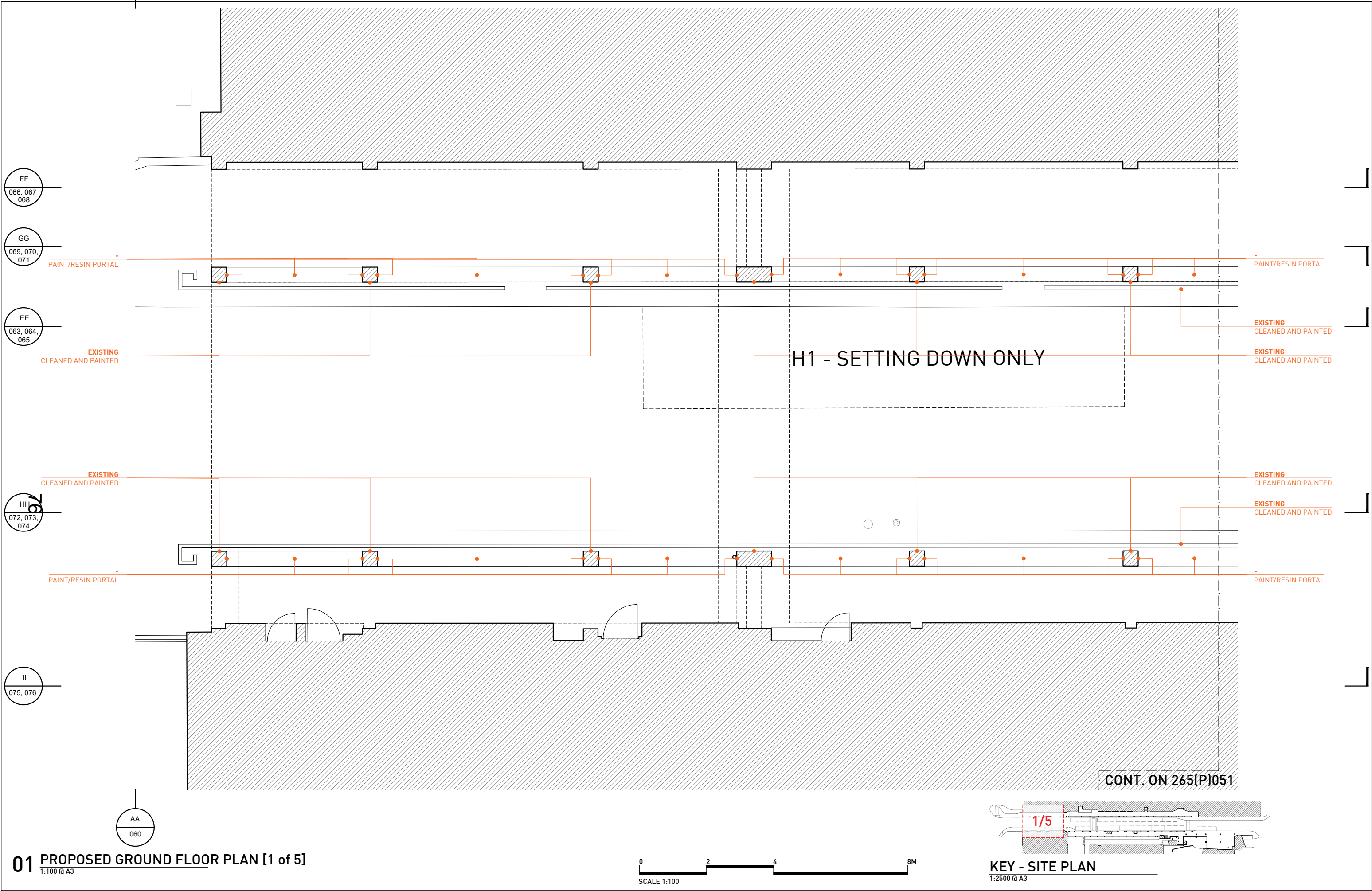
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STAGE 3

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	EXISTING SECTION II [3&4 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)046
		Rev:	0



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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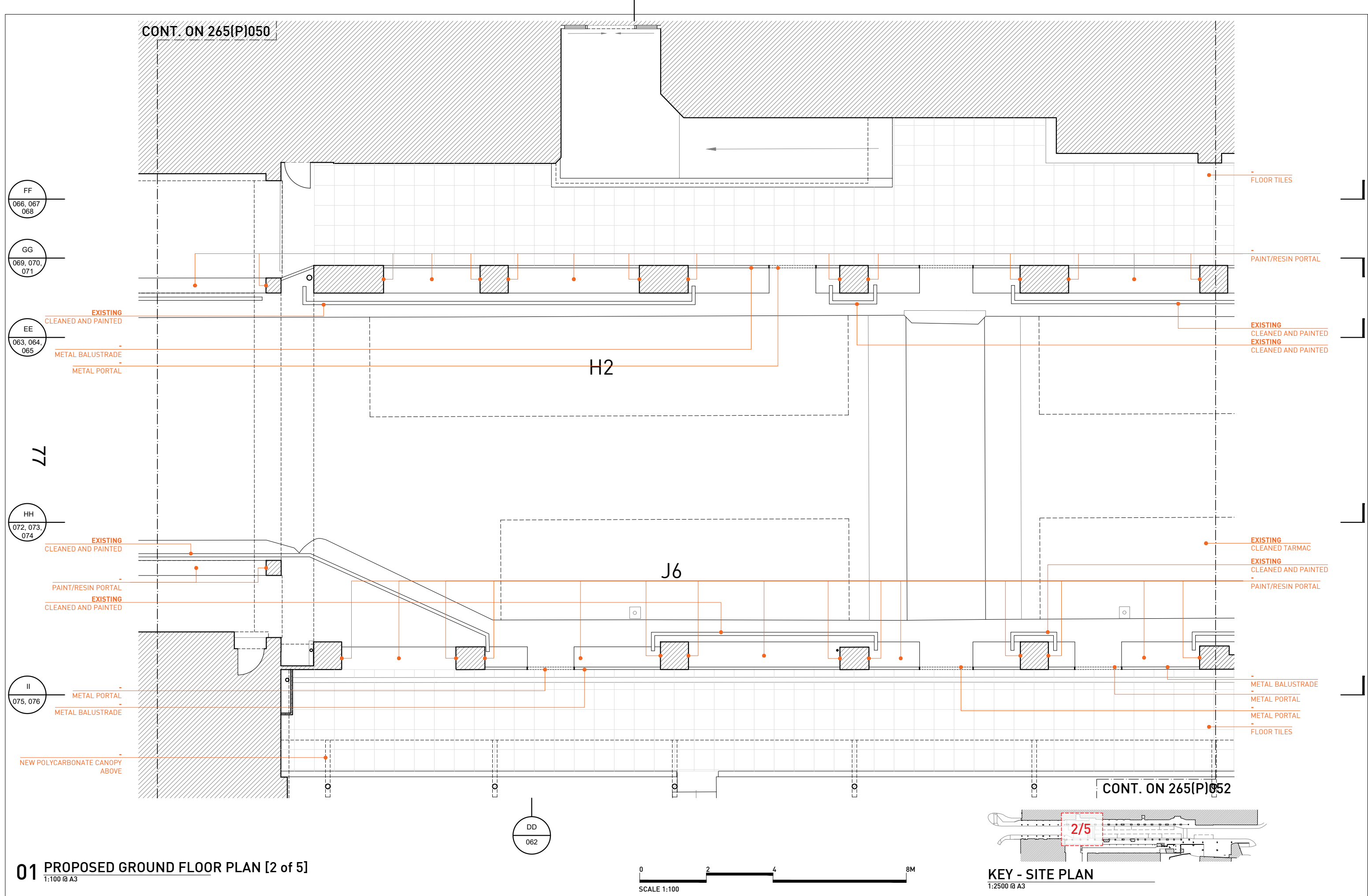
STAGE 3



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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED GROUND FLOOR PLAN [1 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)050
		Rev:	0

[illegible]

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.

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## STAGE 3



E: [info@cf-architects.com](mailto:info@cf-architects.com)  
T: 01737 457 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: [cf-architects.com](http://cf-architects.com)

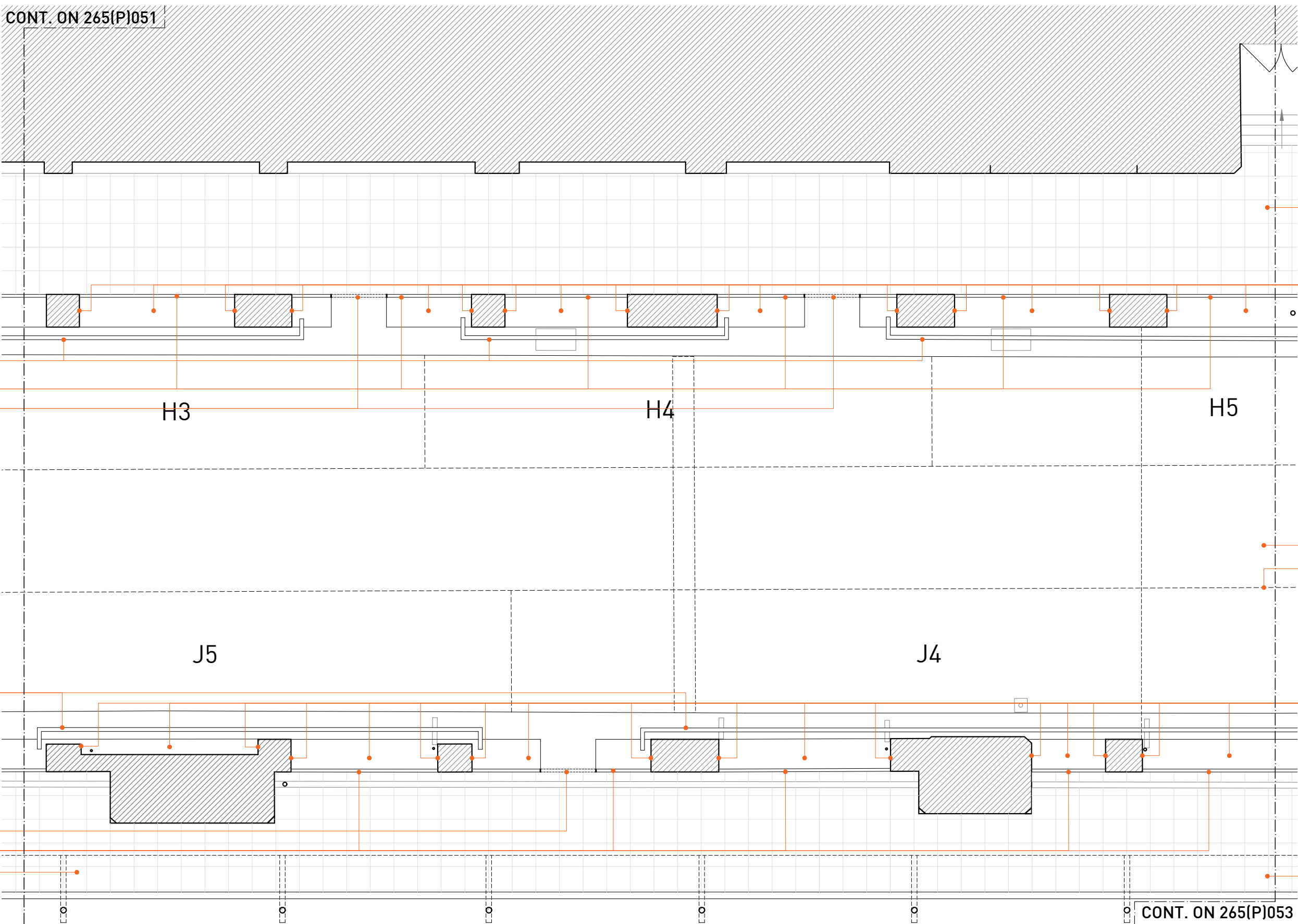
CFARCHITECTS

Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG

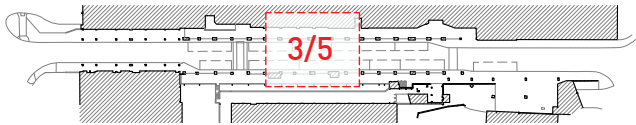
Title: **PROPOSED GROUND FLOOR PLAN [2 of 5]**

Scale @A3: 1:100 | Drawing and CAD File Number: 265(P)051 | Rev: 1

CONT. ON 265(P)051

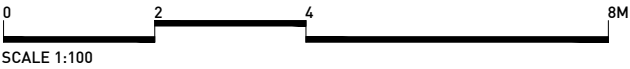


CONT. ON 265(P)053



# 01 PROPOSED GROUND FLOOR PLAN [3 of 5]

1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

Do not Scale. Use figured dimensions only. All dimensions to be checked on site.  
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STAGE 3

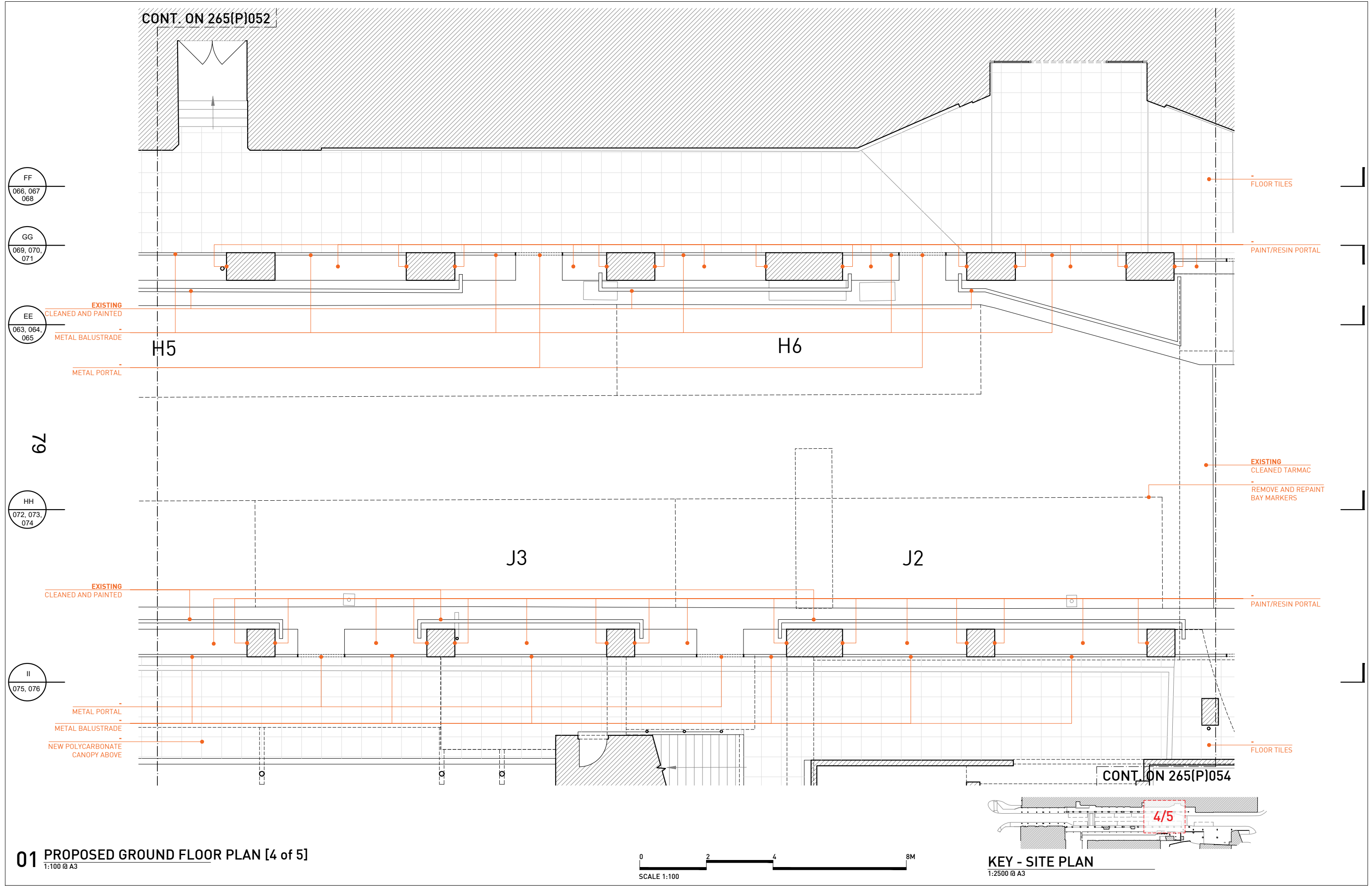


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T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
W: cf-architects.com



Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED GROUND FLOOR PLAN [3 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)052
Rev:	0





Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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STAGE 3

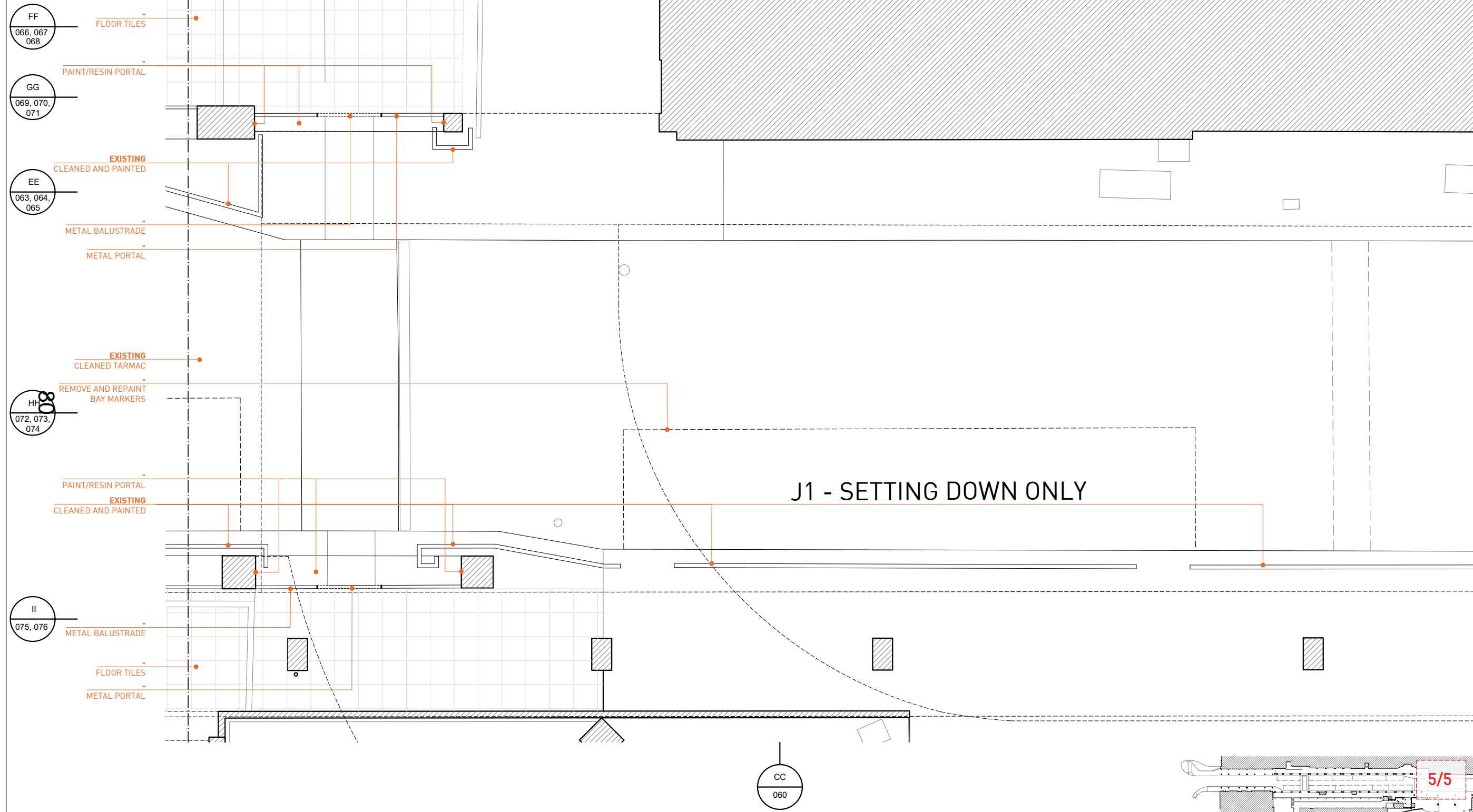


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T: 01622 535 010 (Kent Studio)  
W: cf-architects.com

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED GROUND FLOOR PLAN [4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)053
Rev:	0

CONT. ON 265(P)054

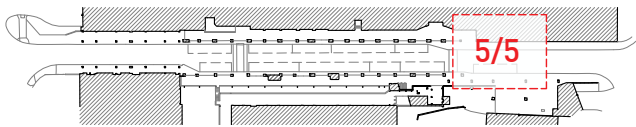


# 01 PROPOSED GROUND FLOOR PLAN [5 of 5]

1:100 @ A3

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060

0 2 4 8M  
SCALE 1:100



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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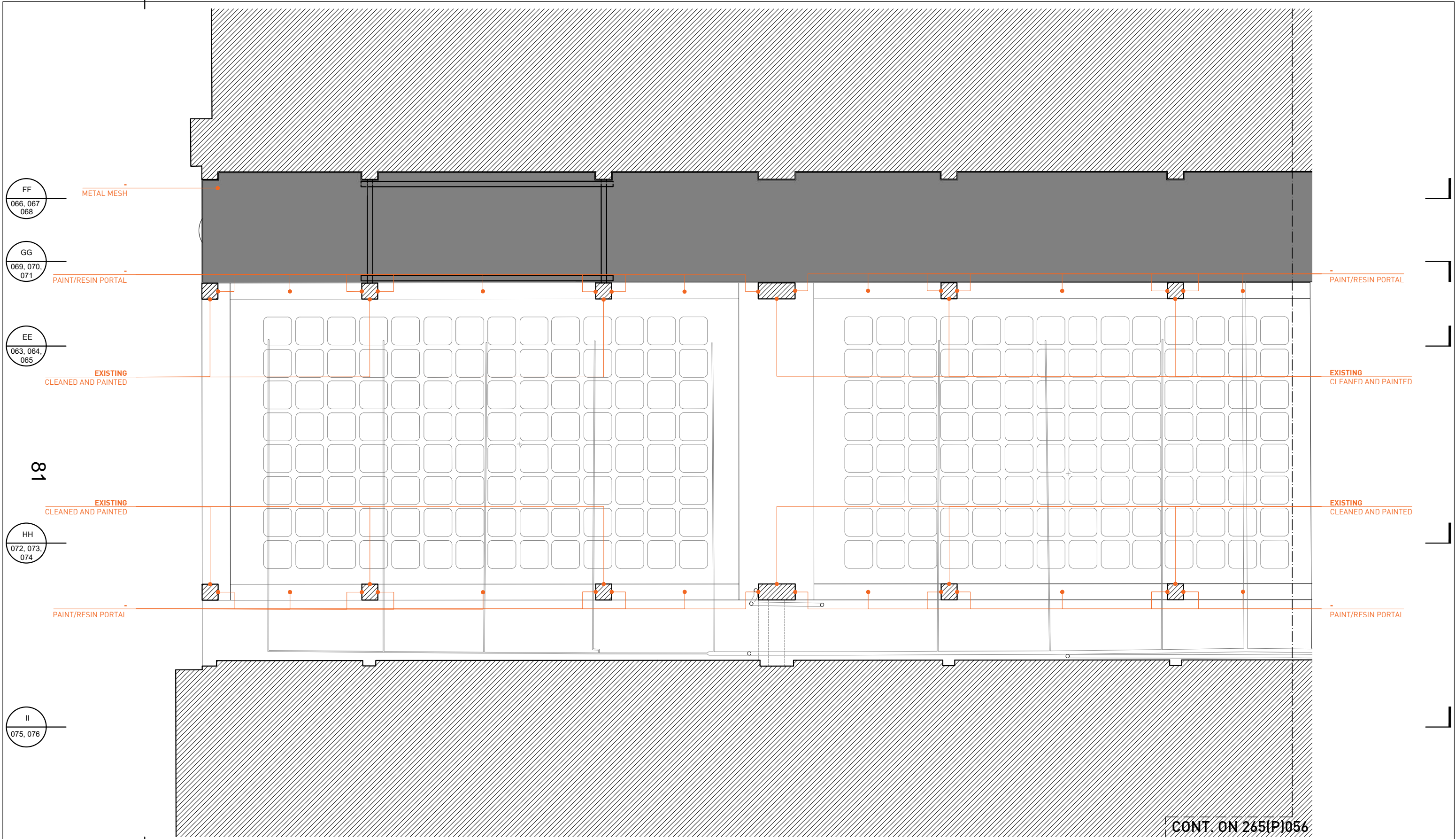
STAGE 3



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T: 01622 535 010 (Kent Studio)  
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED GROUND FLOOR PLAN [5 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)054	Rev: 0



01

PROPOSED REFLECTED CEILING PLAN [1 of 4]  
1:100 @ A3

0

2

4

8M

SCALE 1:100

1/4

KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check	<div>Do not Scale. Use figured dimensions only. All dimensions to be checked on site. All drawings to be read in conjunction with the Engineers' drawings. Any discrepancies between consultants drawings to be reported to the Architect before any work commences. The Contractor's attention is drawn to the Health &amp; Safety matters identified in the Health &amp; Safety plan as being potentially hazardous. These items should not be considered as a complete and final list. The Work Package Contractor's normal Health and Safety obligations still apply when undertaking constructional operations both on and off site.</div>
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL	

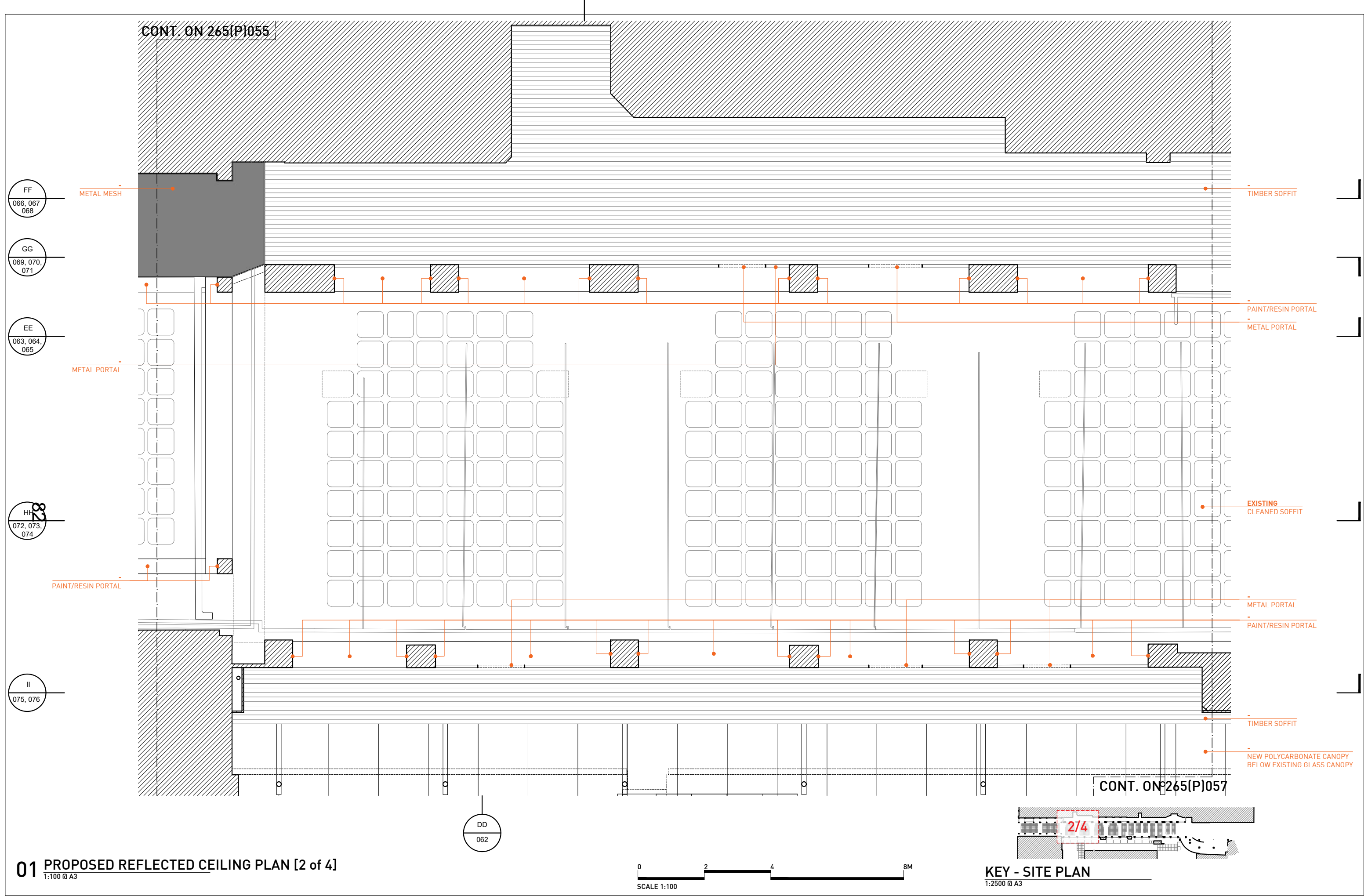
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED REFLECTED CEILING [1 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)055
Rev:	0		

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Rev	Date	Description	Drawn	Check
0	04.02.2020	PTM 09: MEETING ISSUE	XX	XX
1	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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STAGE 3

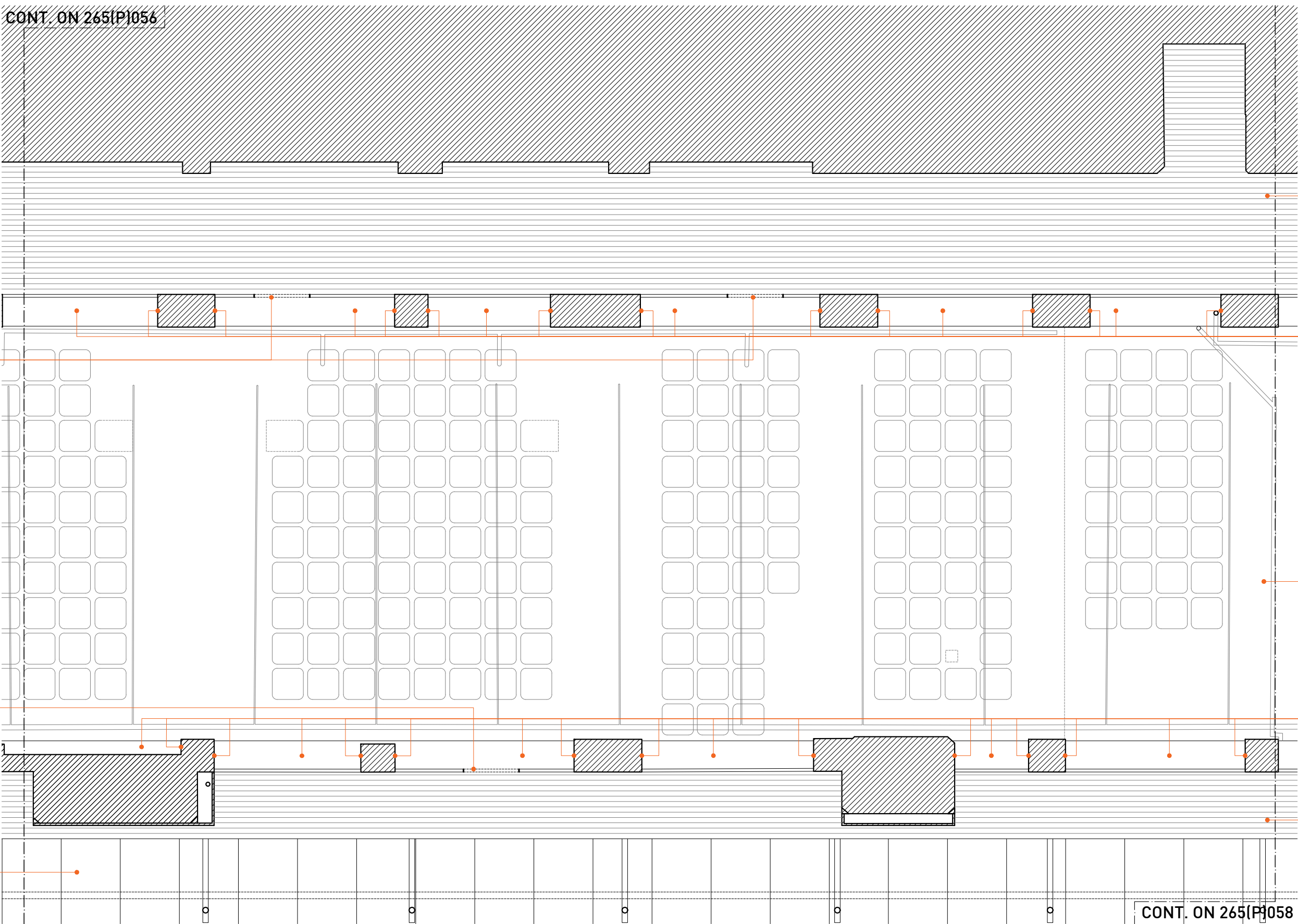


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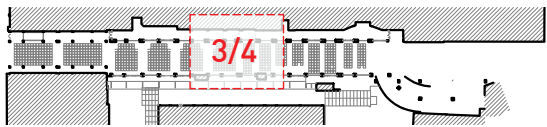
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED REFLECTED CEILING [2 of 4]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)056
Rev:	1

CONT. ON 265(P)056

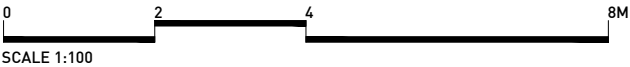


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KEY - SITE PLAN  
1:2500 @ A3

01 PROPOSED REFLECTED CEILING PLAN [3 of 4]  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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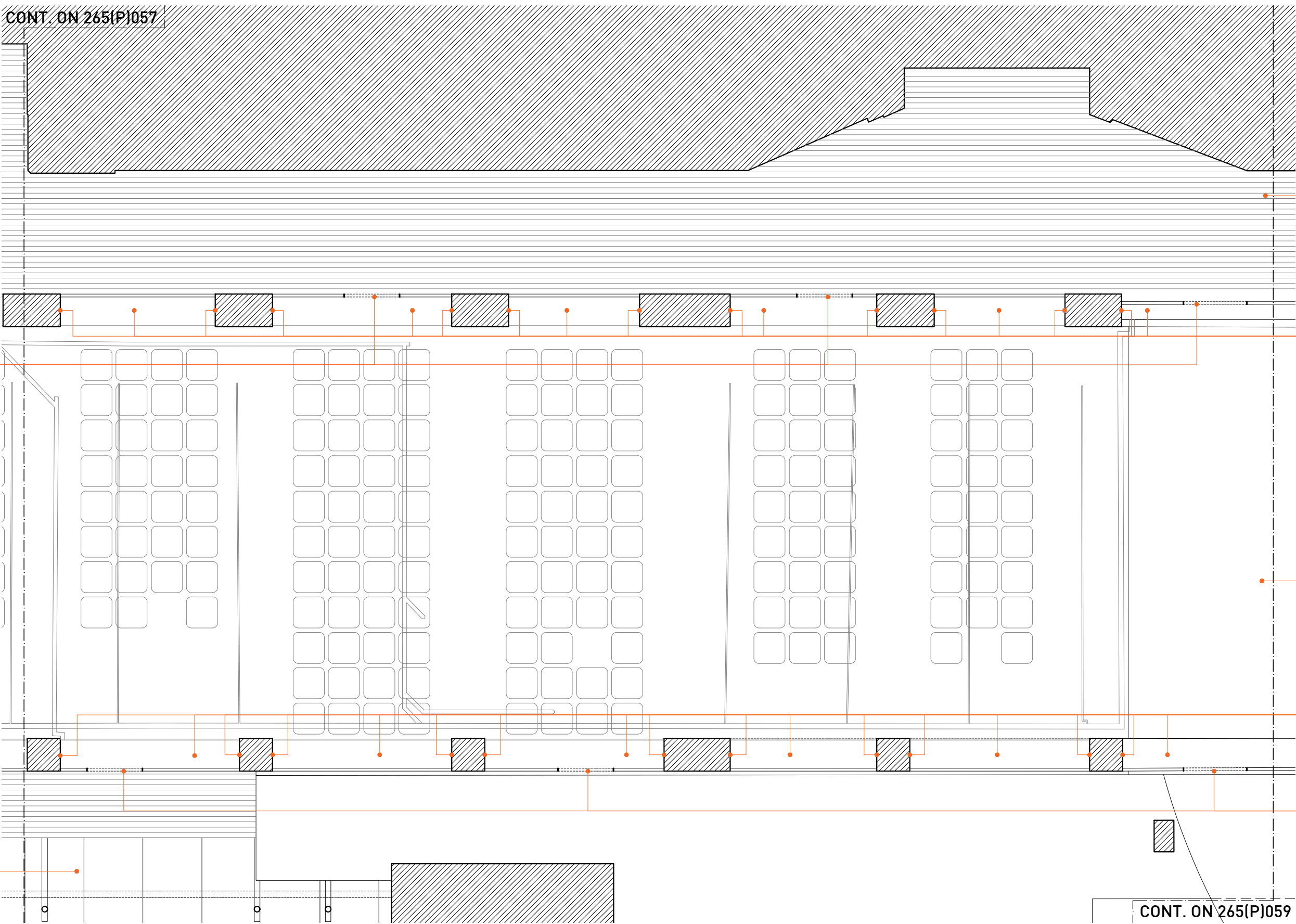
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Title: PROPOSED REFLECTED CEILING [3 of 4]

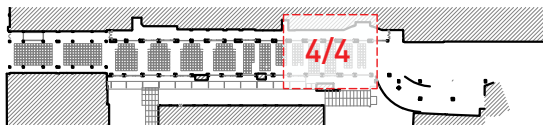
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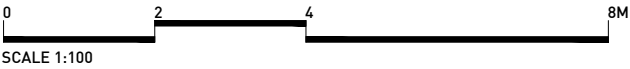


CONT. ON 265(P)059



KEY - CEILING PLAN  
1:2500 @ A3

01 PROPOSED REFLECTED CEILING PLAN [4 of 4]  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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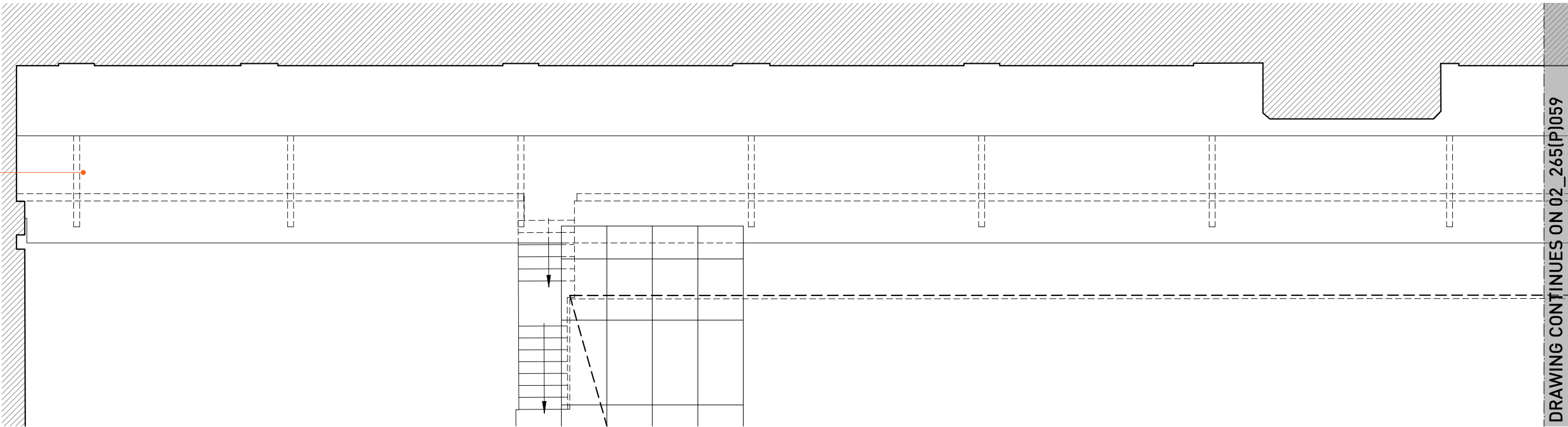
STAGE 3



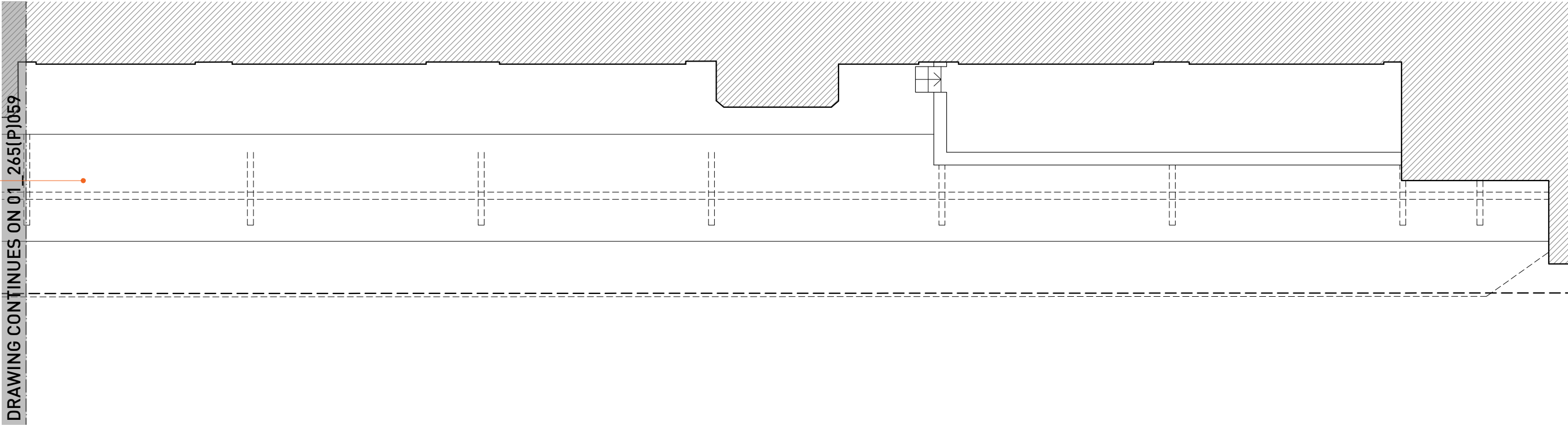
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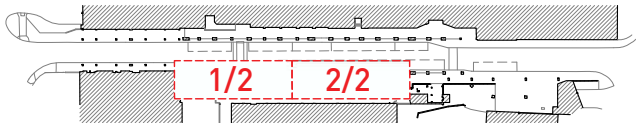
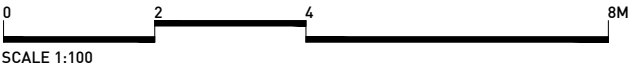
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Title:	PROPOSED REFLECTED CEILING [4 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)058
Rev:	0		



01 PROPOSED ROOF PLAN [1 of 2]  
1:100 @ A3



02 PROPOSED ROOF PLAN [2 of 2]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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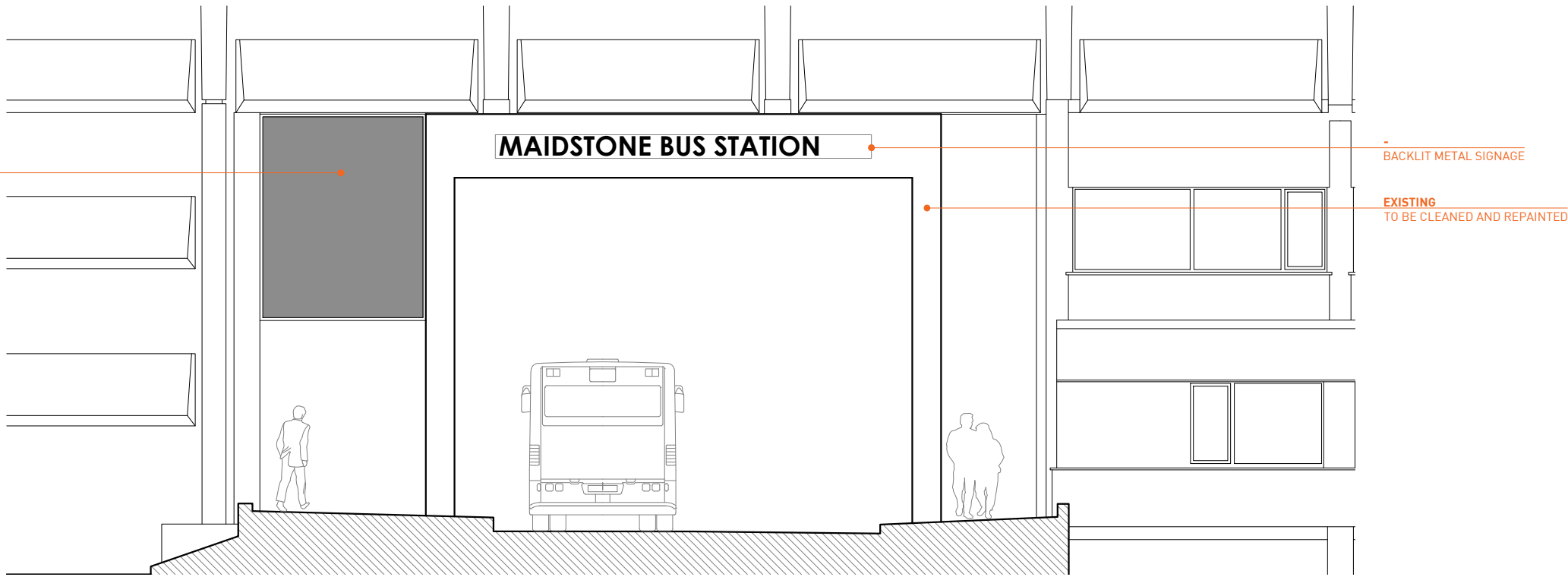
STAGE 3



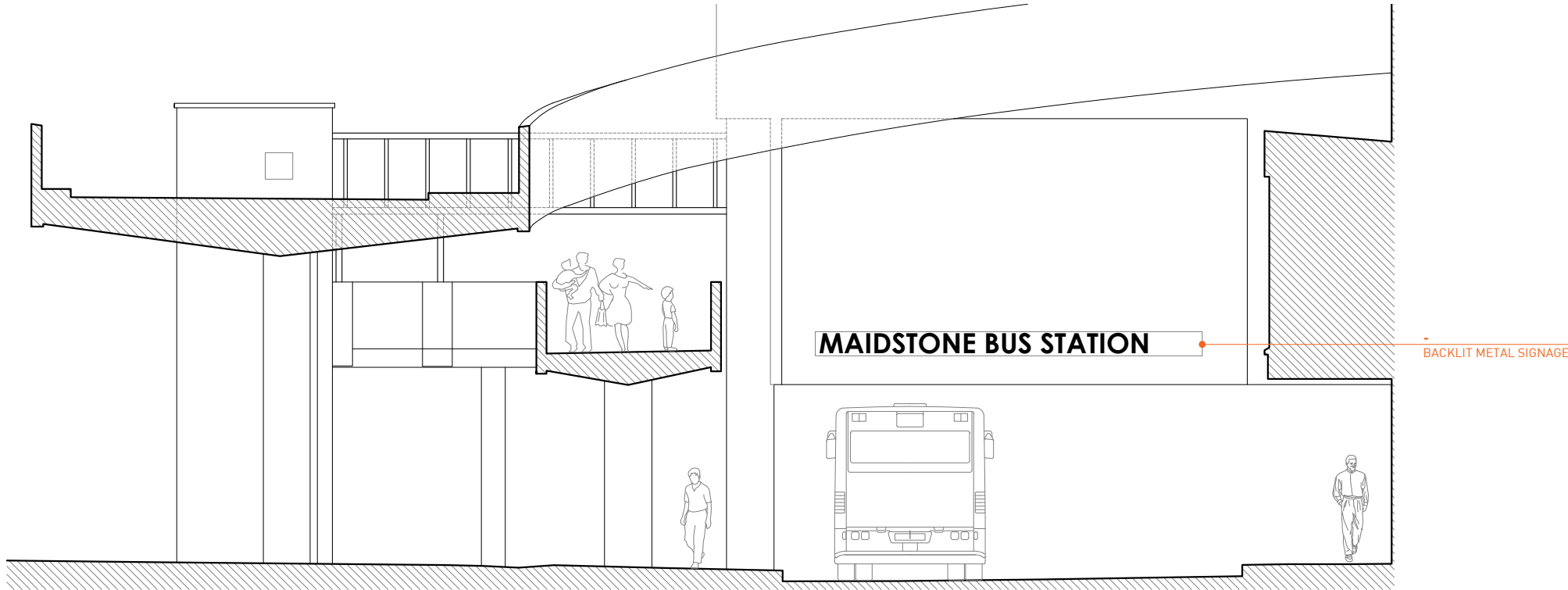
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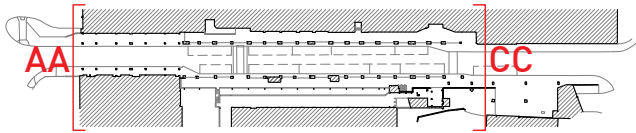
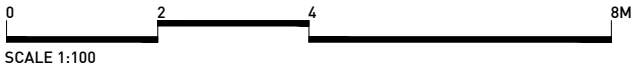
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED ROOF PLAN		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)059	Rev: 0



01 PROPOSED SECTION AA - SOUTH ELEVATION  
1:100 @ A3



02 PROPOSED SECTION CC - NORTH ELEVATION  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

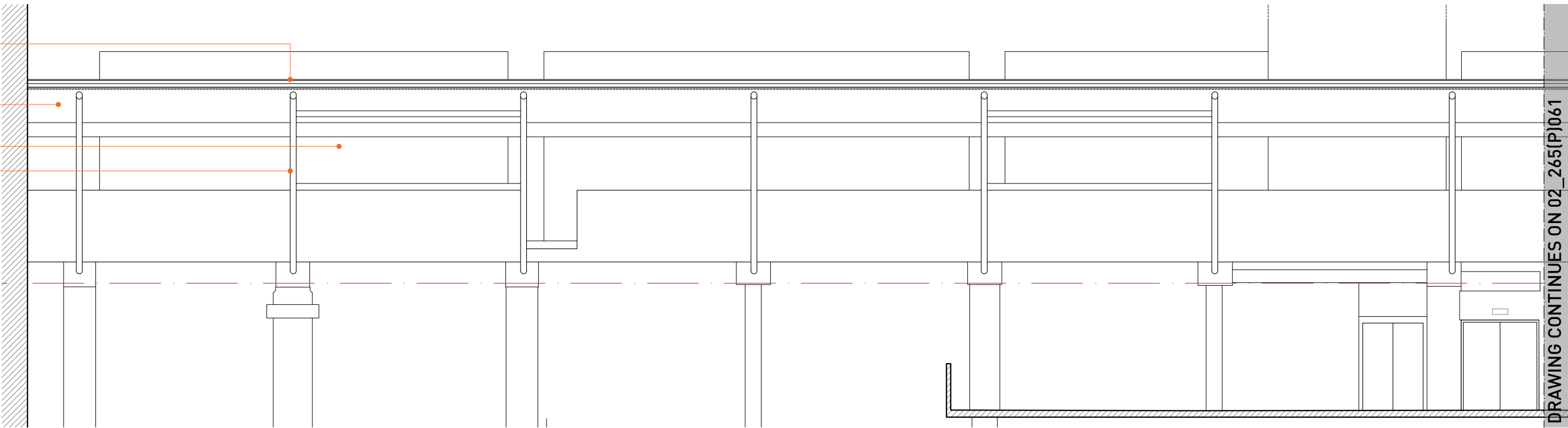
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STAGE 3

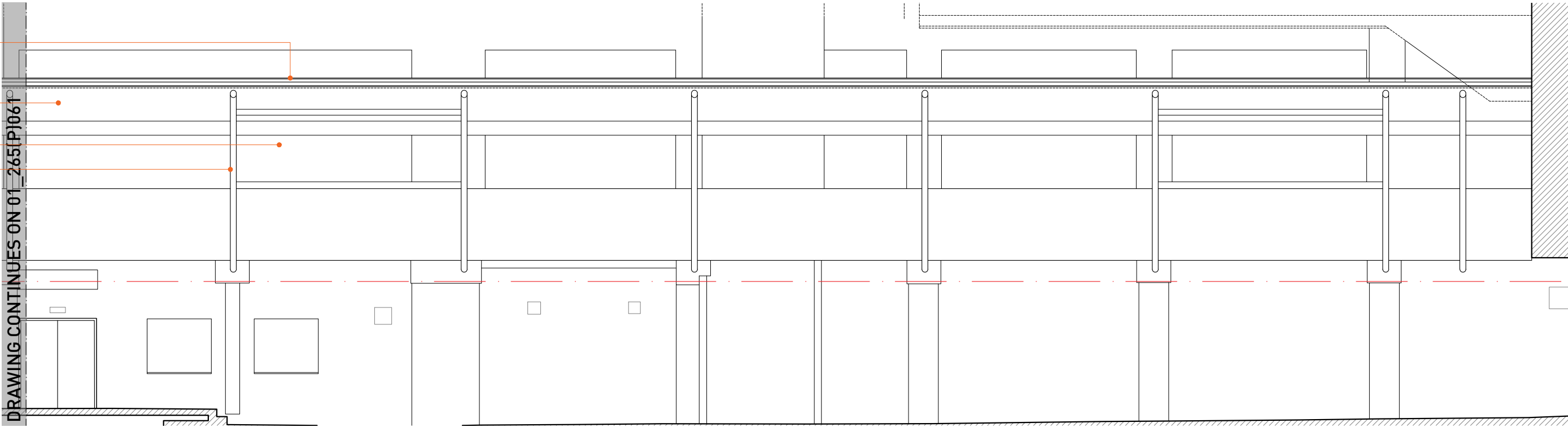
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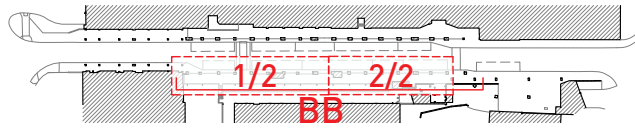
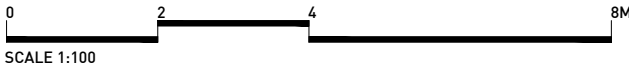
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION AA [SOUTH ELEVATION] & SECTION CC [NORTH ELEVATION]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)060
Rev:	0



01 PROPOSED SECTION BB - EAST ELEVATION [1 of 2]  
1:100 @ A3



02 PROPOSED SECTION BB - EAST ELEVATION [2 of 2]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

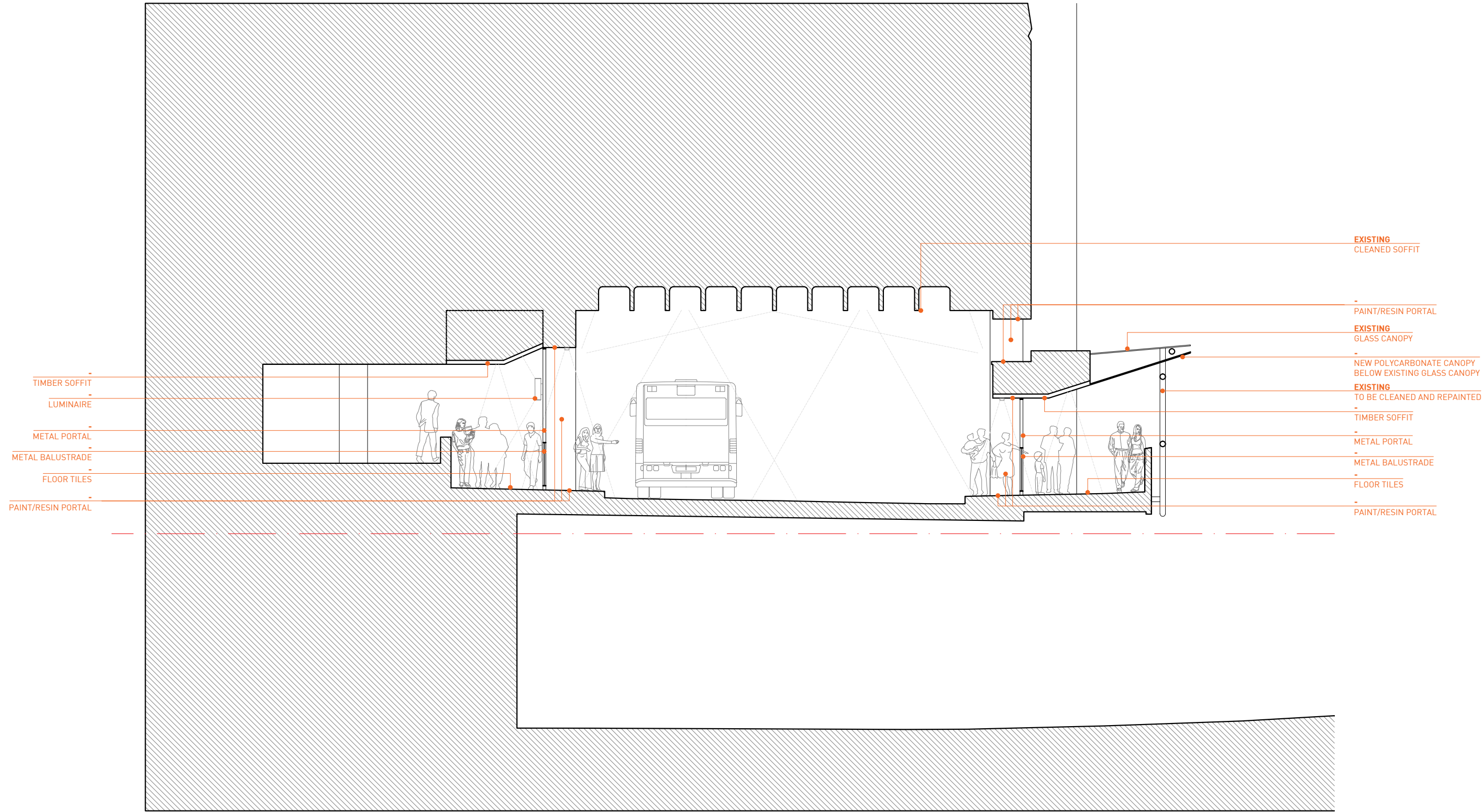
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STAGE 3

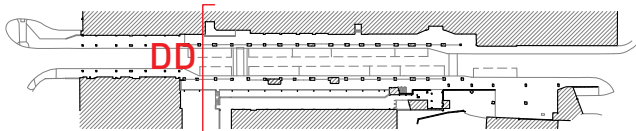
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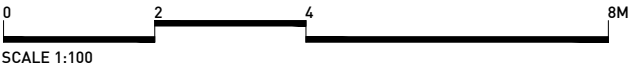
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Title:	PROPOSED SECTION BB [EAST ELEVATION]		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)061	Rev: 0



01 PROPOSED SECTION DD  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3



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Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG

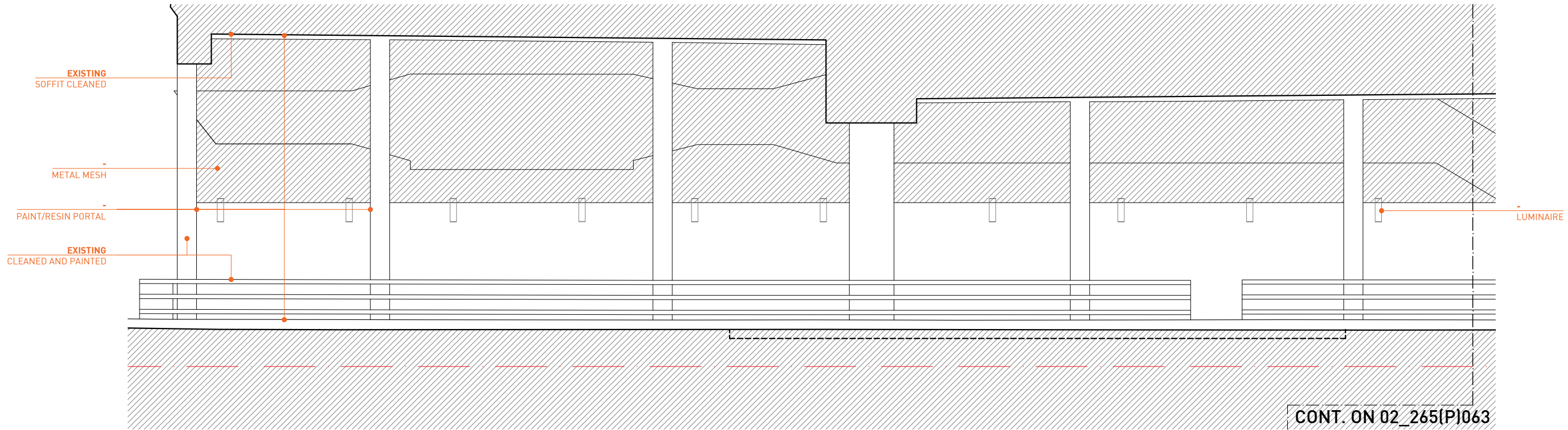
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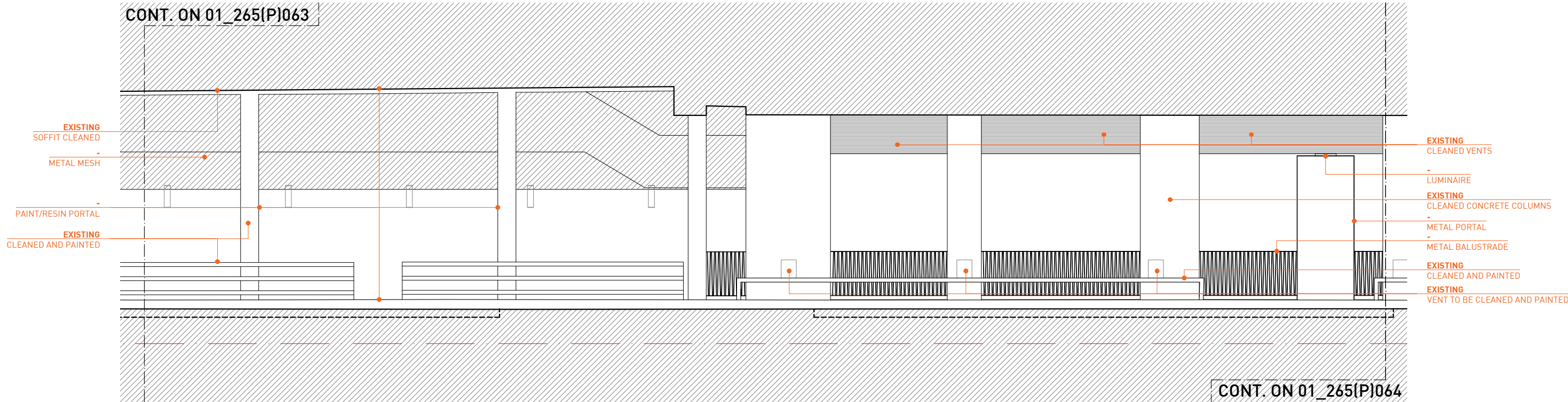
Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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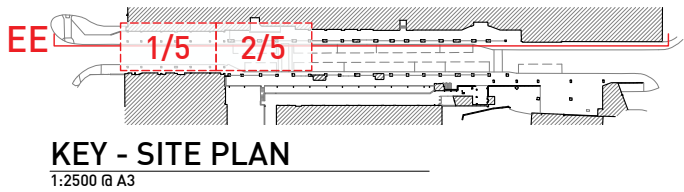
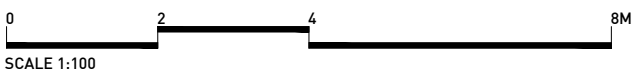




**01** PROPOSED SECTION EE [1 of 5]  
1:100 @ A3



**02** PROPOSED SECTION EE [2 of 5]  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION EE [1&2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)063
Rev:	0

CONT. ON 02\_265(P)063

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CLEANED VENTS  
-  
LUMINAIRE  
-  
METAL PORTAL  
EXISTING  
CLEANED CONCRETE COLUMNS  
-  
METAL PORTAL  
-  
METAL BALUSTRADE  
EXISTING  
CLEANED AND PAINTED  
-  
EXISTING  
VENT TO BE CLEANED AND PAINTED

EXISTING  
CLEANED VENTS  
-  
LUMINAIRE  
-  
METAL PORTAL  
EXISTING  
CLEANED CONCRETE COLUMNS  
-  
METAL BALUSTRADE  
EXISTING  
CLEANED AND PAINTED  
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EXISTING  
VENT TO BE CLEANED AND PAINTED

CONT. ON 02\_265(P)064

01 PROPOSED SECTION EE [3 of 5]  
1:100 @ A3

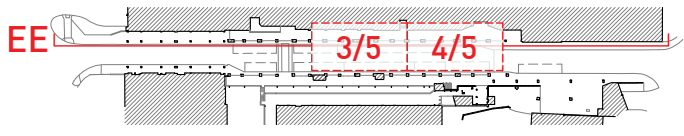
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LUMINAIRE  
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EXISTING  
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METAL PORTAL  
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EXISTING  
VENT TO BE CLEANED AND PAINTED

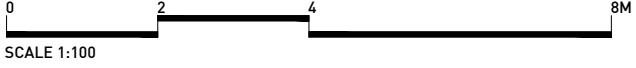
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METAL BALUSTRADE  
EXISTING  
CLEANED AND PAINTED  
-  
EXISTING  
VENT TO BE CLEANED AND PAINTED

CONT. ON 01\_265(P)065

02 PROPOSED SECTION EE [4 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3



Rev	Date	Description	Drawn	Check
0	04.02.2020	PTM 09: MEETING ISSUE	XX	XX
1	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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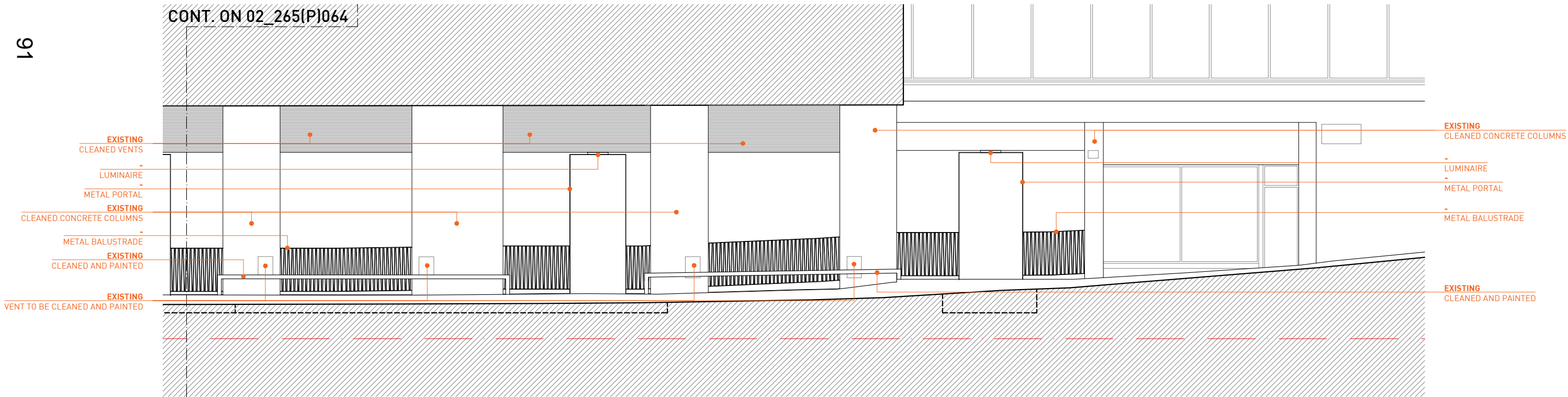
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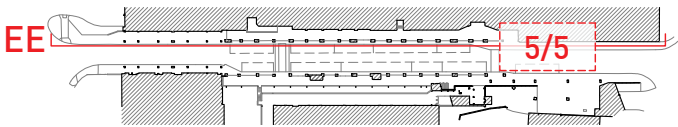
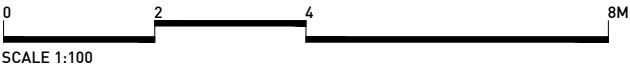


Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION EE [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)064
Rev:	1

CONT. ON 02\_265(P)064



01 PROPOSED SECTION EE [5 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

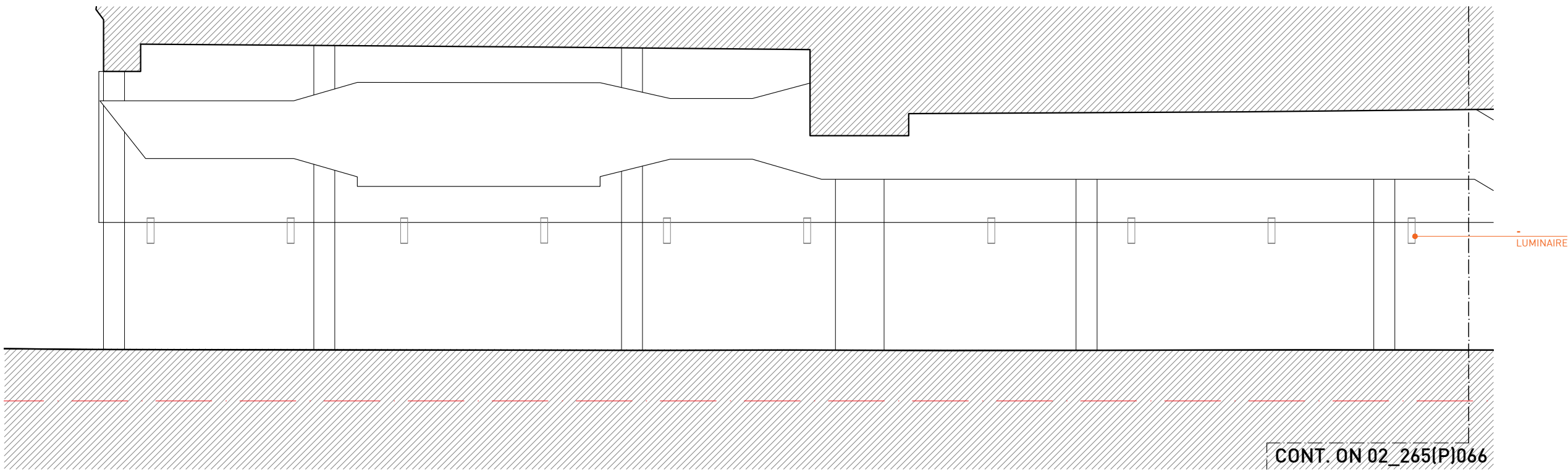
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STAGE 3

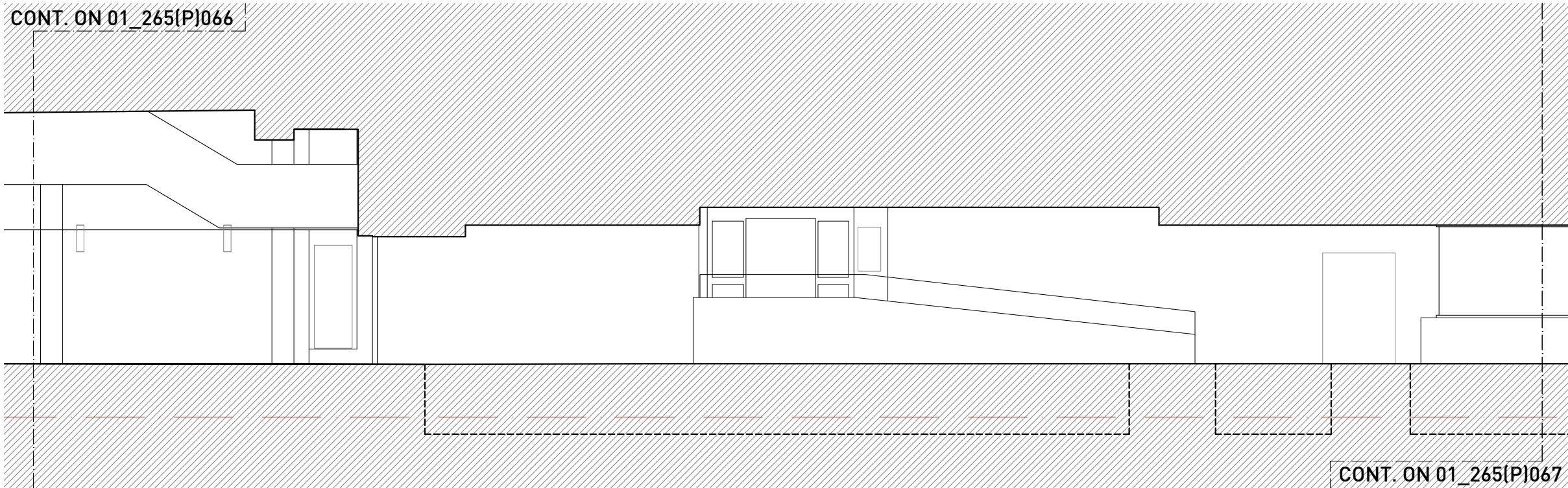
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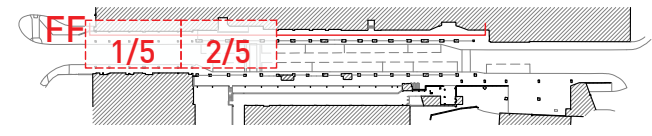
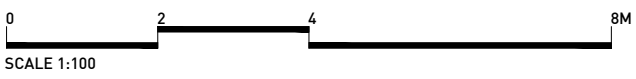
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION EE [5 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)065
Rev:	0



**01** PROPOSED SECTION FF [1 of 5]  
1:100 @ A3



**02** PROPOSED SECTION FF [2 of 5]  
1:100 @ A3



**KEY - SITE PLAN**  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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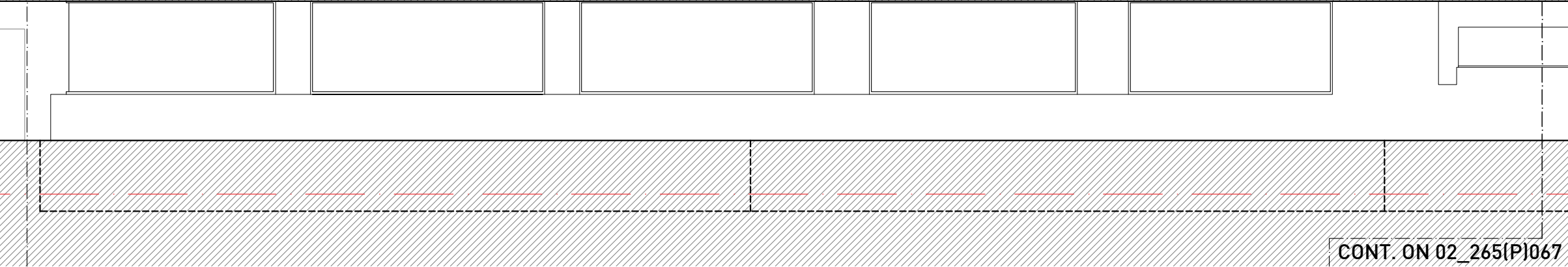
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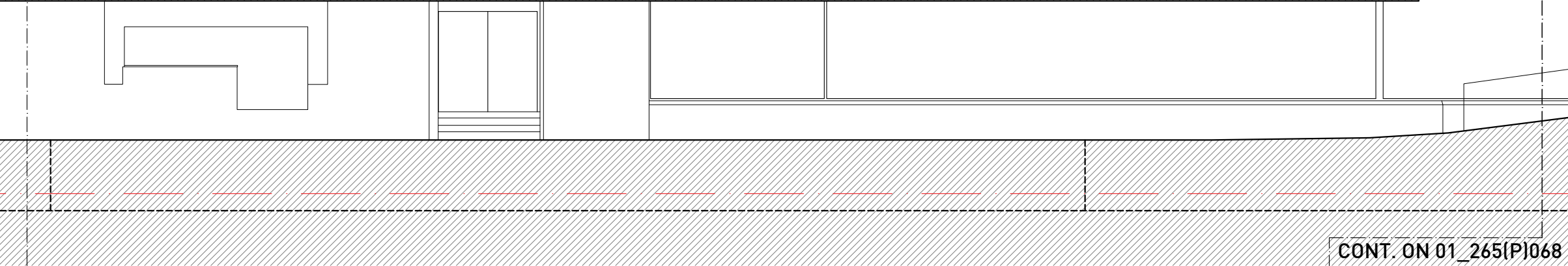
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG				
Title:	PROPOSED SECTION FF [1&2 of 5]				
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)066	Rev:	0

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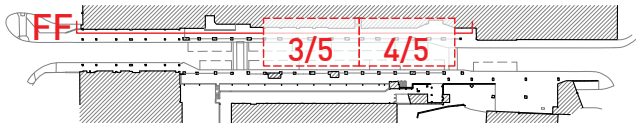
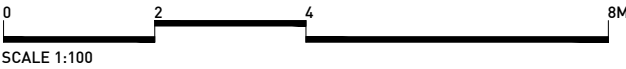


01 PROPOSED SECTION FF [3 of 5]  
1:100 @ A3

CONT. ON 01\_265(P)067



02 PROPOSED SECTION FF [4 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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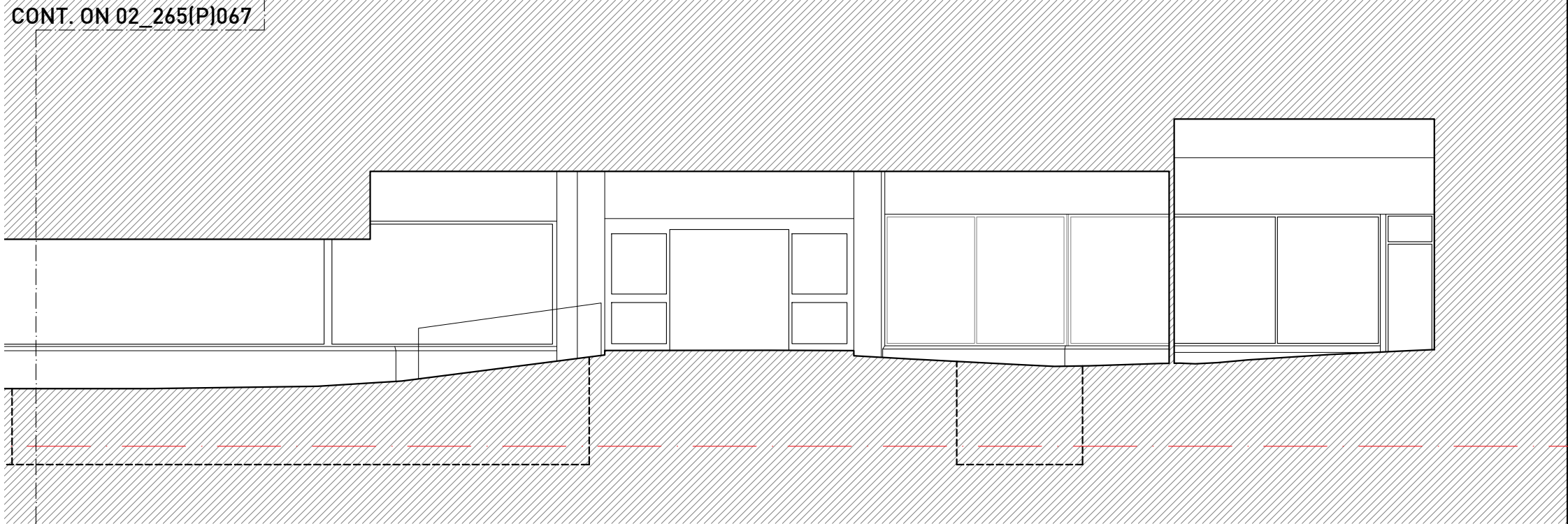
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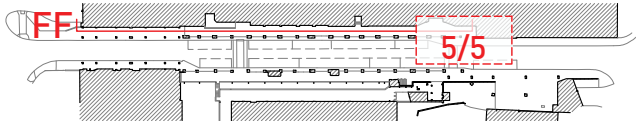
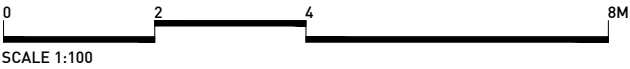
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Title:	PROPOSED SECTION FF [3&4 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)067
Rev:	0



CONT. ON 02\_265(P)067



01 PROPOSED SECTION FF [5 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED SECTION FF [5 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)068	Rev: 0

95

EXISTING  
CLEANED CONCRETE COLUMNS

METAL PORTAL

METAL BALUSTRADE

LUMINAIRE

CONT. ON 02\_265(P)069

01 PROPOSED SECTION GG [1 of 5]

1:100 @ A3

CONT. ON 01\_265(P)069

EXISTING  
CLEANED CONCRETE COLUMNS

METAL PORTAL

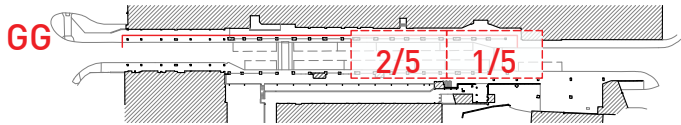
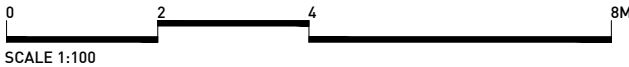
METAL BALUSTRADE

METAL PORTAL

CONT. ON 01\_265(P)070

02 PROPOSED SECTION GG [2 of 5]

1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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Project: MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG

Title: PROPOSED SECTION GG [1&2 of 5]

Scale @A3: 1:100 Drawing and CAD File Number: 265(P)069 Rev: 0

CONT. ON 02\_265(P)069

EXISTING  
CLEANED CONCRETE COLUMNS

METAL PORTAL

METAL BALUSTRADE

LUMINAIRE

CONT. ON 02\_265(P)070

01 PROPOSED SECTION GG [3 of 5]

1:100 @ A3

CONT. ON 01\_265(P)070

EXISTING  
CLEANED CONCRETE COLUMNS

METAL PORTAL

METAL BALUSTRADE

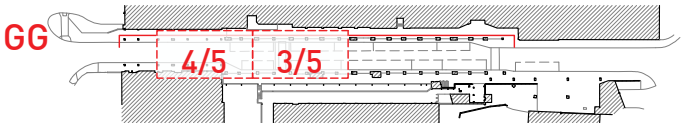
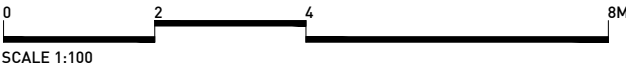
EXISTING  
CLEANED CONCRETE COLUMNS

EXISTING  
CLEANED AND PAINTED

CONT. ON 01\_265(P)071

02 PRPOSED SECTION GG [4 of 5]

1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

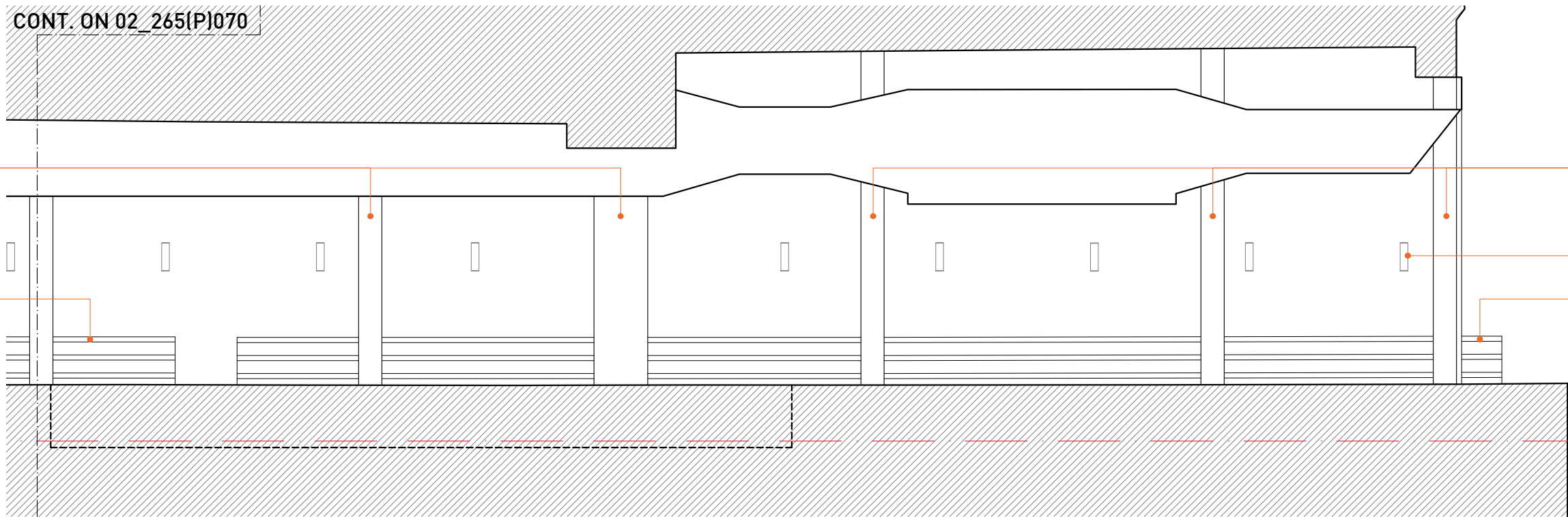
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STAGE 3

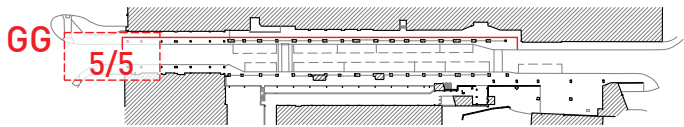
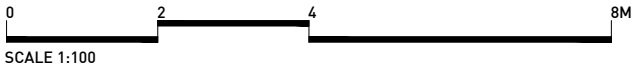
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PRPOSED SECTION GG [3&4 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)070	Rev: 0



01 PROPOSED SECTION GG [5 of 5]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

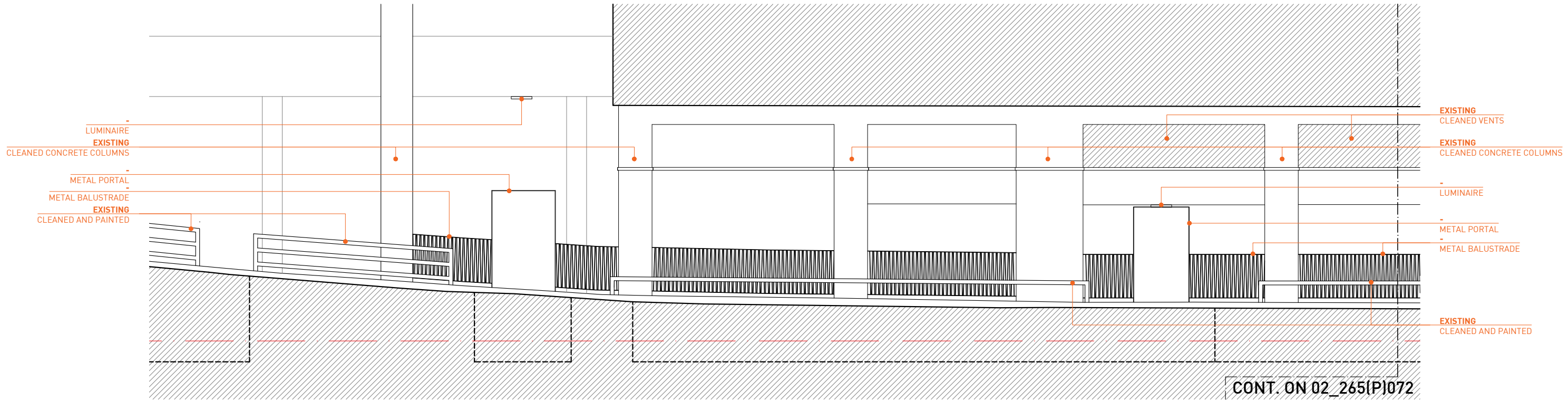
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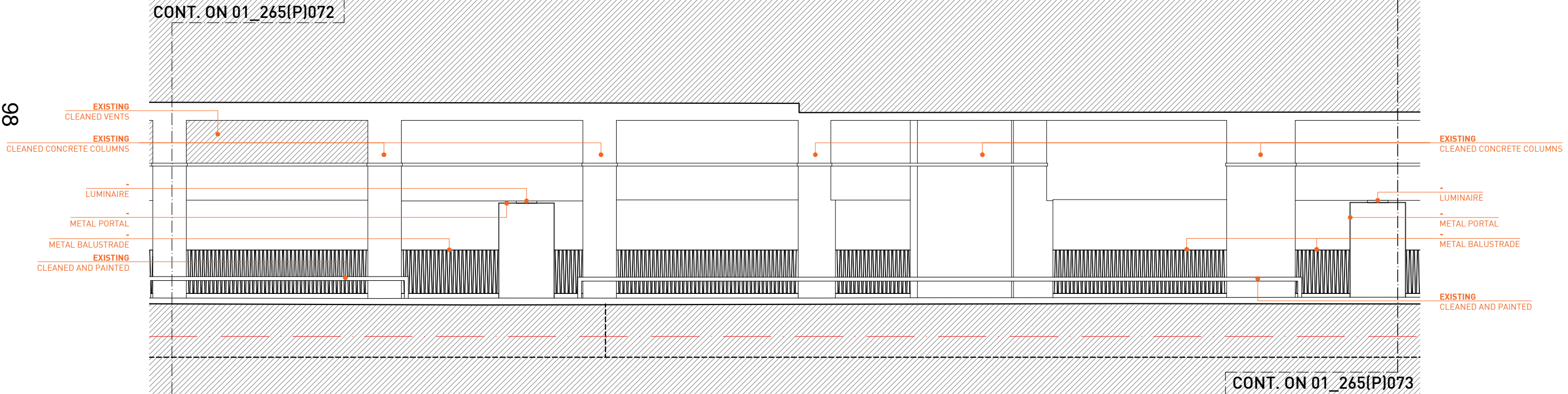
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T: 01737 437 123 (Surrey Studio)  
T: 01622 535 010 (Kent Studio)  
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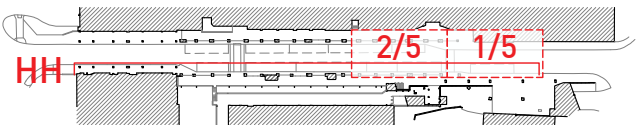
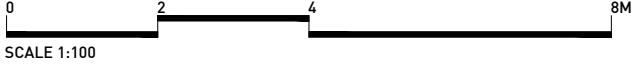
Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION GG [5 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)071
Rev:	0



01 PROPOSED SECTION HH [1 of 5]  
1:100 @ A3



02 PROPOSED SECTION HH [2 of 5]  
1:100 @ A3



Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION HH [1&2 of 5]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)072
Rev:	0



CONT. ON 02\_265(P)072

EXISTING  
CLEANED CONCRETE COLUMNS

LUMINAIRE

METAL PORTAL

METAL BALUSTRADE

EXISTING  
CLEANED AND PAINTED

LUMINAIRE

METAL PORTAL

METAL BALUSTRADE

EXISTING  
CLEANED AND PAINTED

CONT. ON 02\_265(P)073

01 PROPOSED SECTION HH [3 of 5]

1:100 @ A3

CONT. ON 01\_265(P)073

EXISTING  
CLEANED CONCRETE COLUMNS

LUMINAIRE

METAL PORTAL

METAL BALUSTRADE

EXISTING  
CLEANED AND PAINTED

EXISTING  
CLEANED CONCRETE COLUMNS

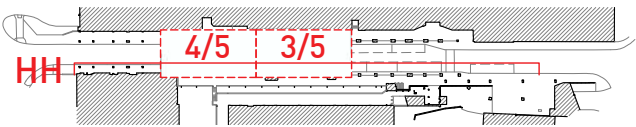
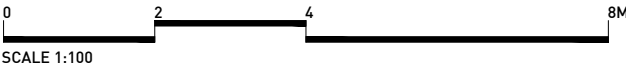
LUMINAIRE

EXISTING  
CLEANED AND PAINTED

CONT. ON 01\_265(P)074

02 PROPOSED SECTION HH [4 of 5]

1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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STAGE 3

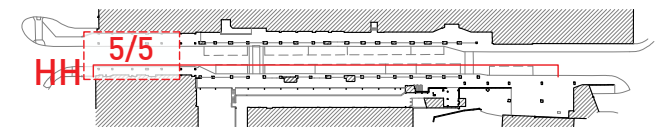
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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG		
Title:	PROPOSED SECTION HH [3&4 of 5]		
Scale @A3:	1:100	Drawing and CAD File Number: 265(P)073	Rev: 0

This architectural section drawing illustrates a building facade with a sloped roof. The drawing includes various interior elements such as doors, windows, and furniture. A red line with circular markers indicates a specific path or level. The drawing is labeled with 'NG' and 'NS' on the left side.

**01** PROPOSED SECTION HH [5 of 5]  
1:100 @ A3



## KEY - SITE PLAN

[illegible]

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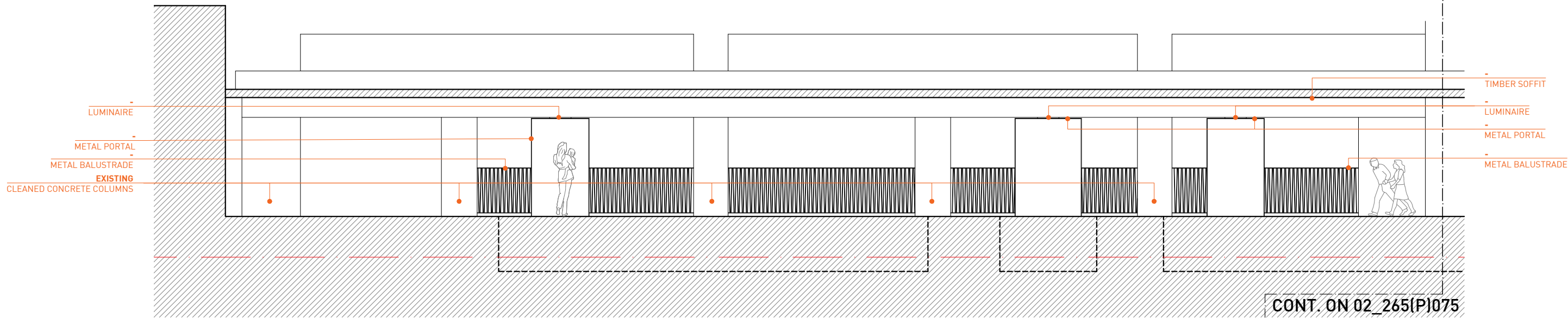
CFARCHITECTS

Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
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Title: **PROPOSED SECTION HH [5 of 5]**

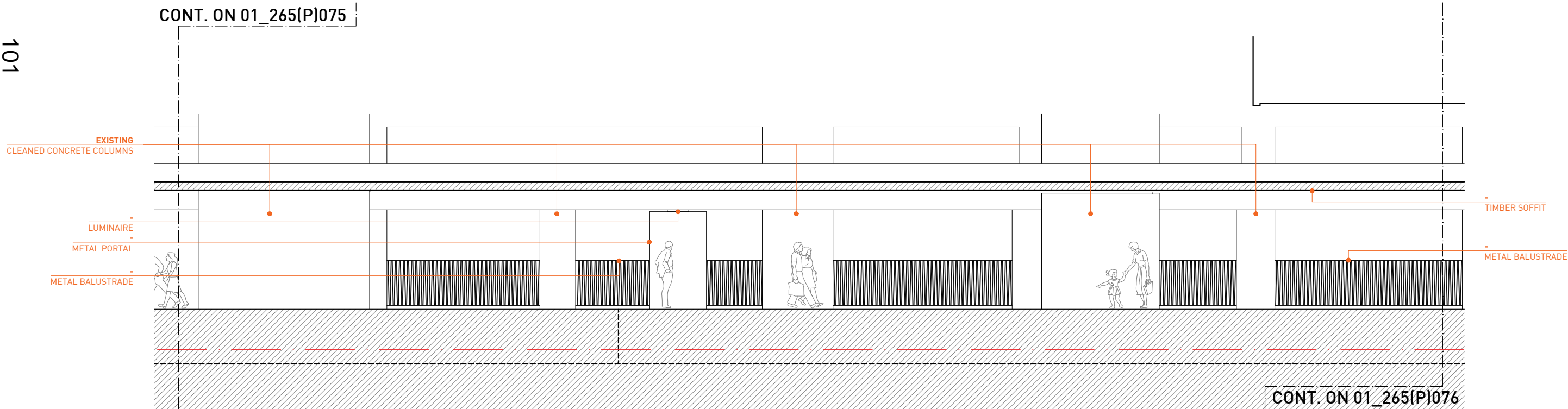
Scale @A3: 1:100	Drawing and CAD File Number: 265(P)074	Rev: 0
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101

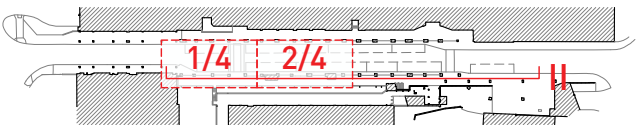
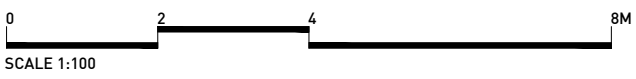


01 PROPOSED SECTION II [1 of 4]  
1:100 @ A3

CONT. ON 01\_265(P)075



02 PROPOSED SECTION II [2 of 4]  
1:100 @ A3



KEY - PROPOSED SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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Project:	MAIDSTONE BUS STATION, MAIDSTONE, ME14 1BG
Title:	PROPOSED SECTION II [1&2 of 4]
Scale @A3:	1:100
Drawing and CAD File Number:	265(P)075
Rev:	0

CONT. ON 02\_265(P)075

EXISTING  
CLEANED CONCRETE COLUMNS  
LUMINAIRE  
METAL PORTAL  
METAL BALUSTRADE

EXISTING  
CLEANED CONCRETE COLUMNS  
LUMINAIRE  
METAL PORTAL  
METAL BALUSTRADE

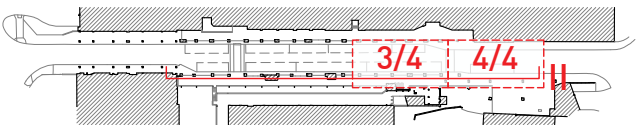
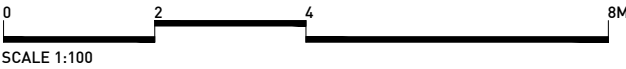
CONT. ON 02\_265(P)076

01 PROPOSED SECTION II [3 of 4]  
1:100 @ A3

CONT. ON 01\_265(P)076

LUMINAIRE  
EXISTING  
CLEANED CONCRETE COLUMNS  
METAL PORTAL  
METAL BALUSTRADE

02 PROPOSED SECTION II [4 of 4]  
1:100 @ A3



KEY - SITE PLAN  
1:2500 @ A3

Rev	Date	Description	Drawn	Check
0	18.05.2020	ISSUED FOR STAGE 3	JD	FL

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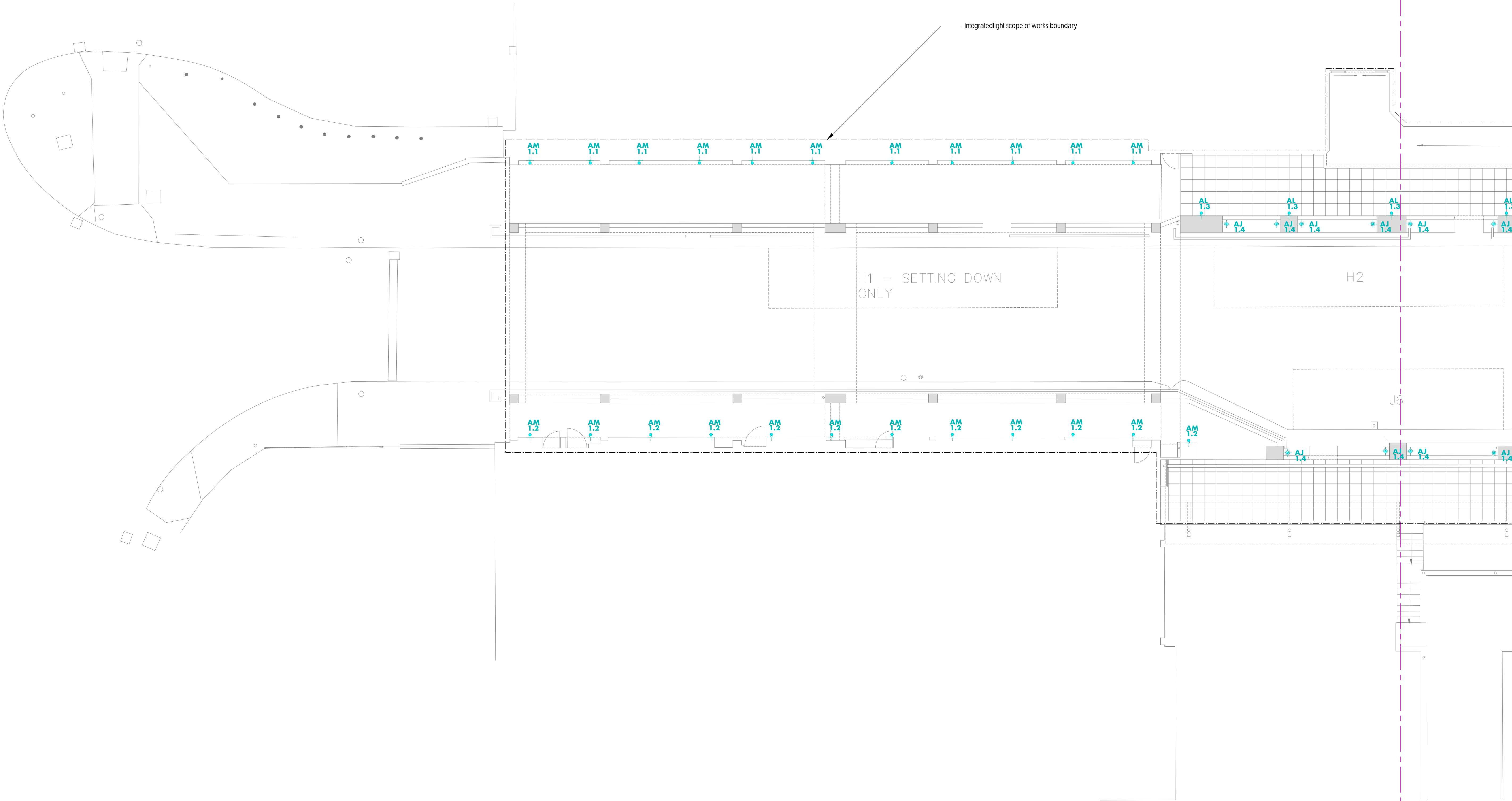
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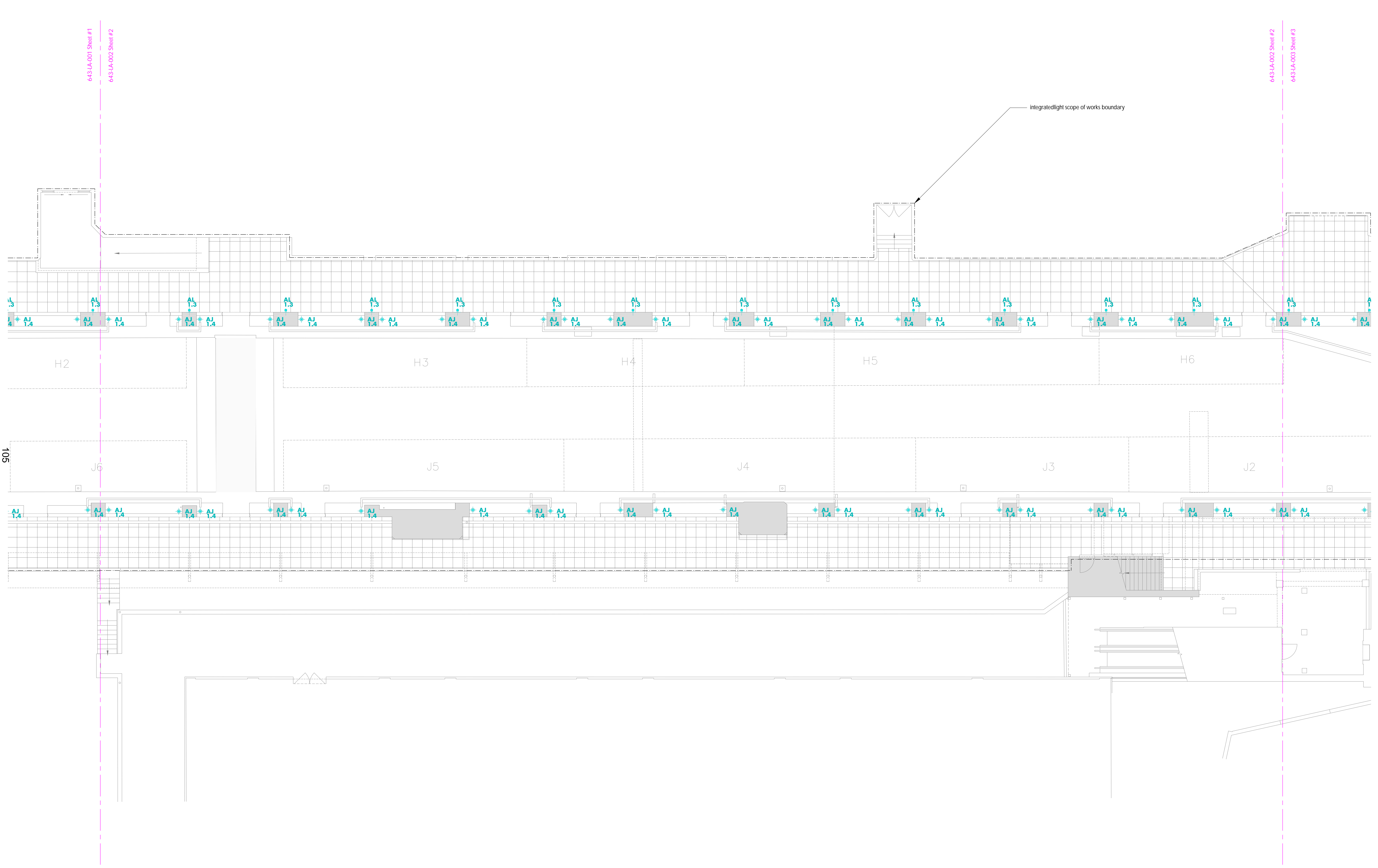
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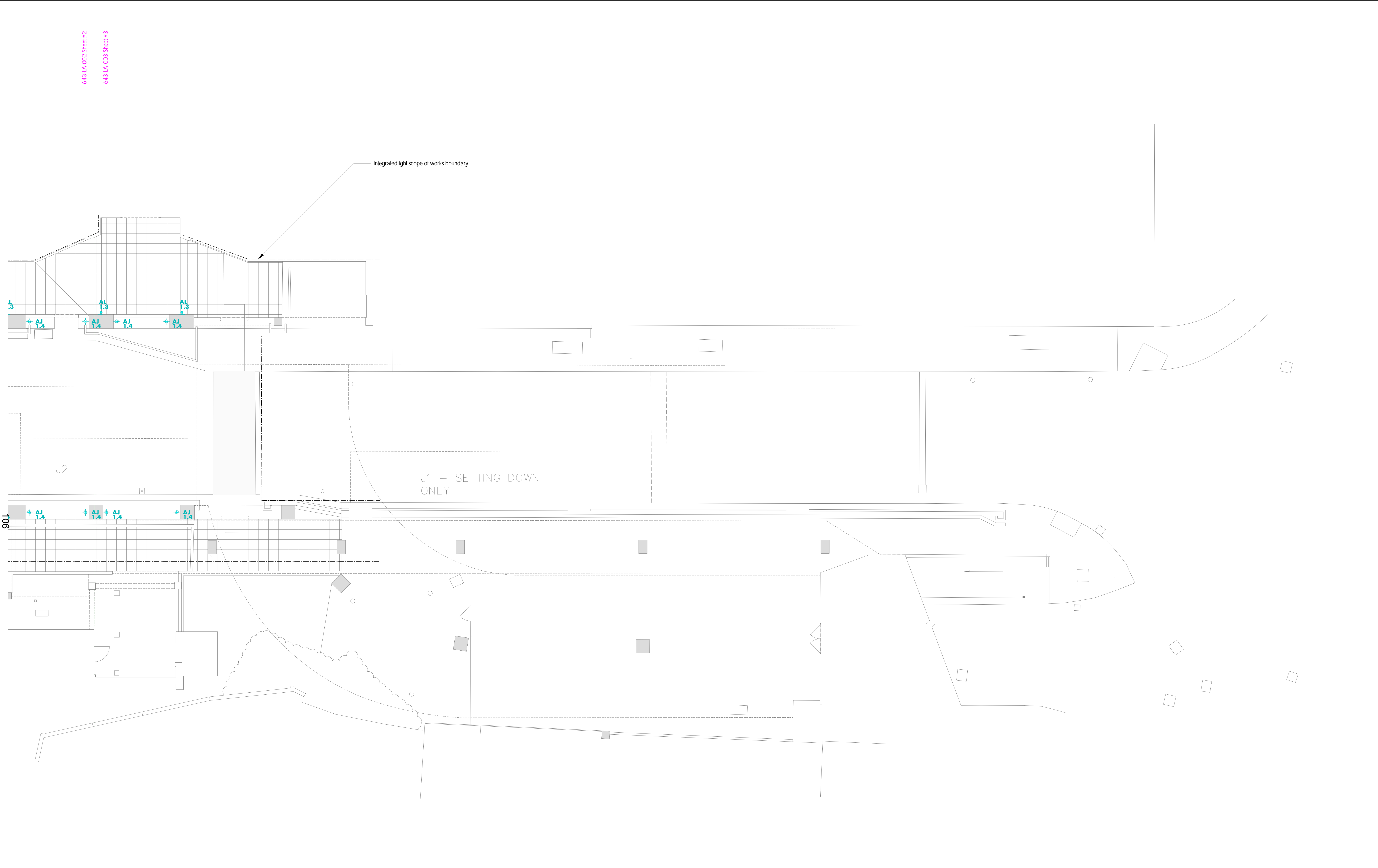
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Title:	PROPOSED SECTION II [3&4 of 4]		
Scale @A3:	1:100	Drawing and CAD File Number:	265(P)076
Rev:	0		

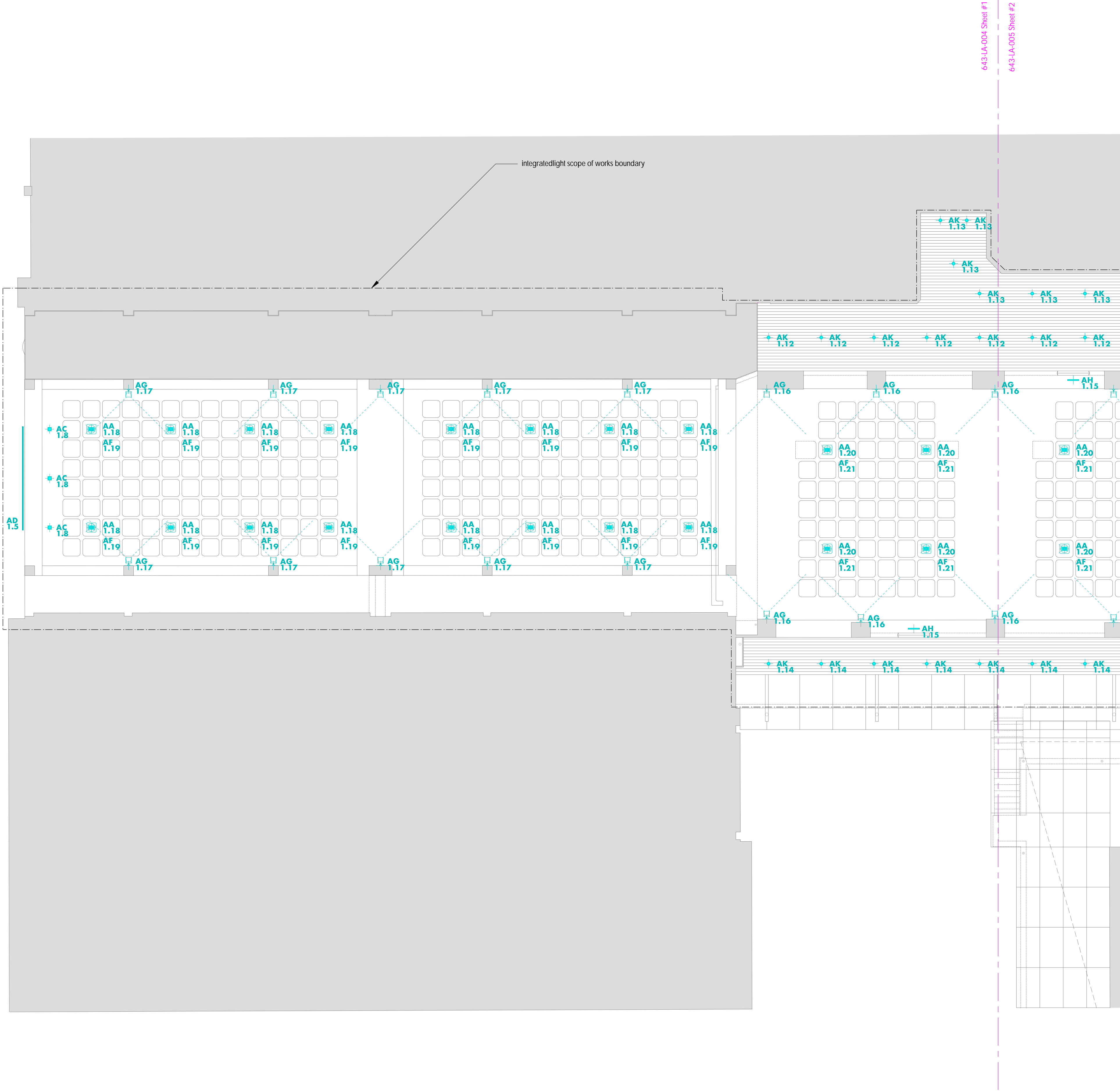
12.0 Lighting Design Drawings



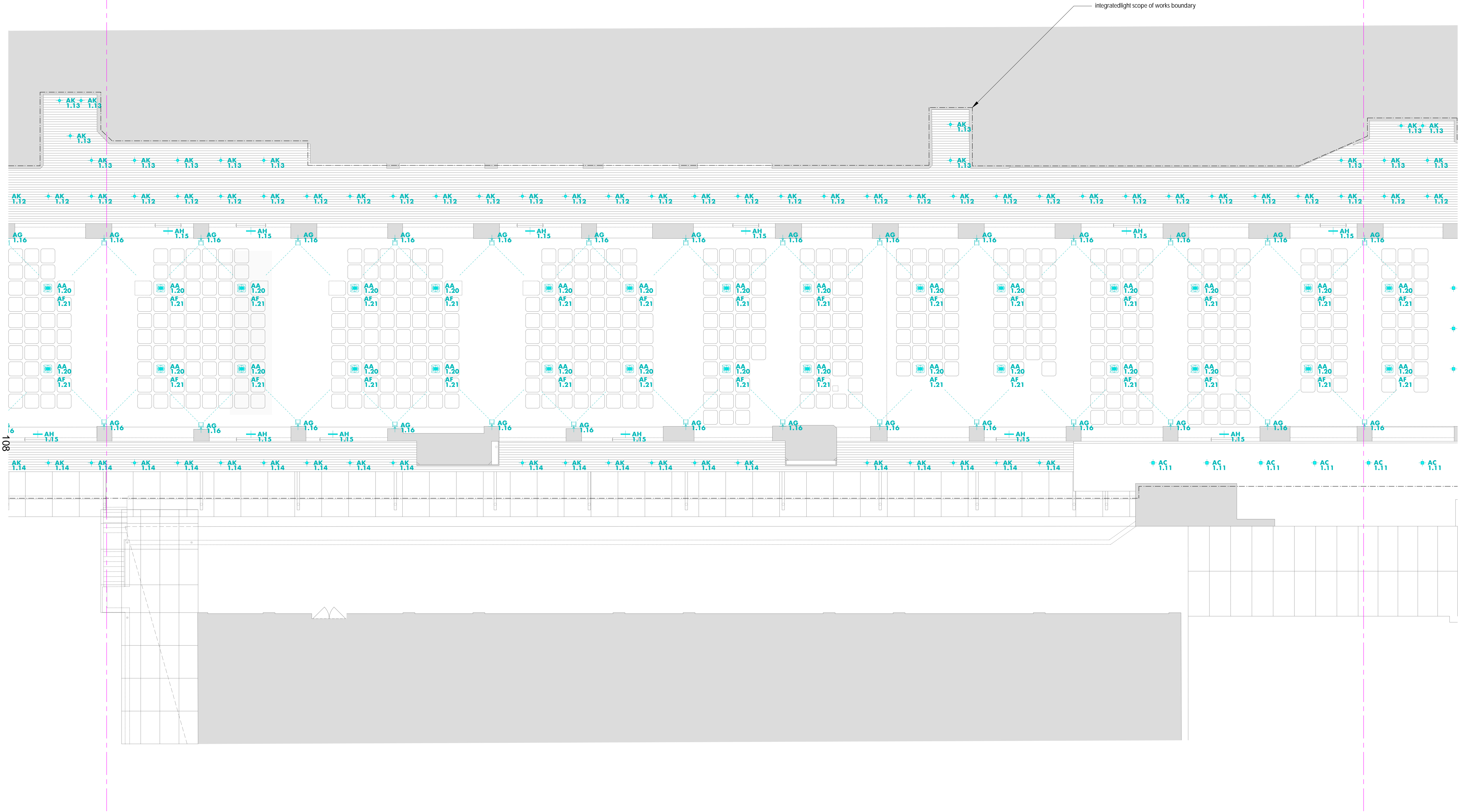




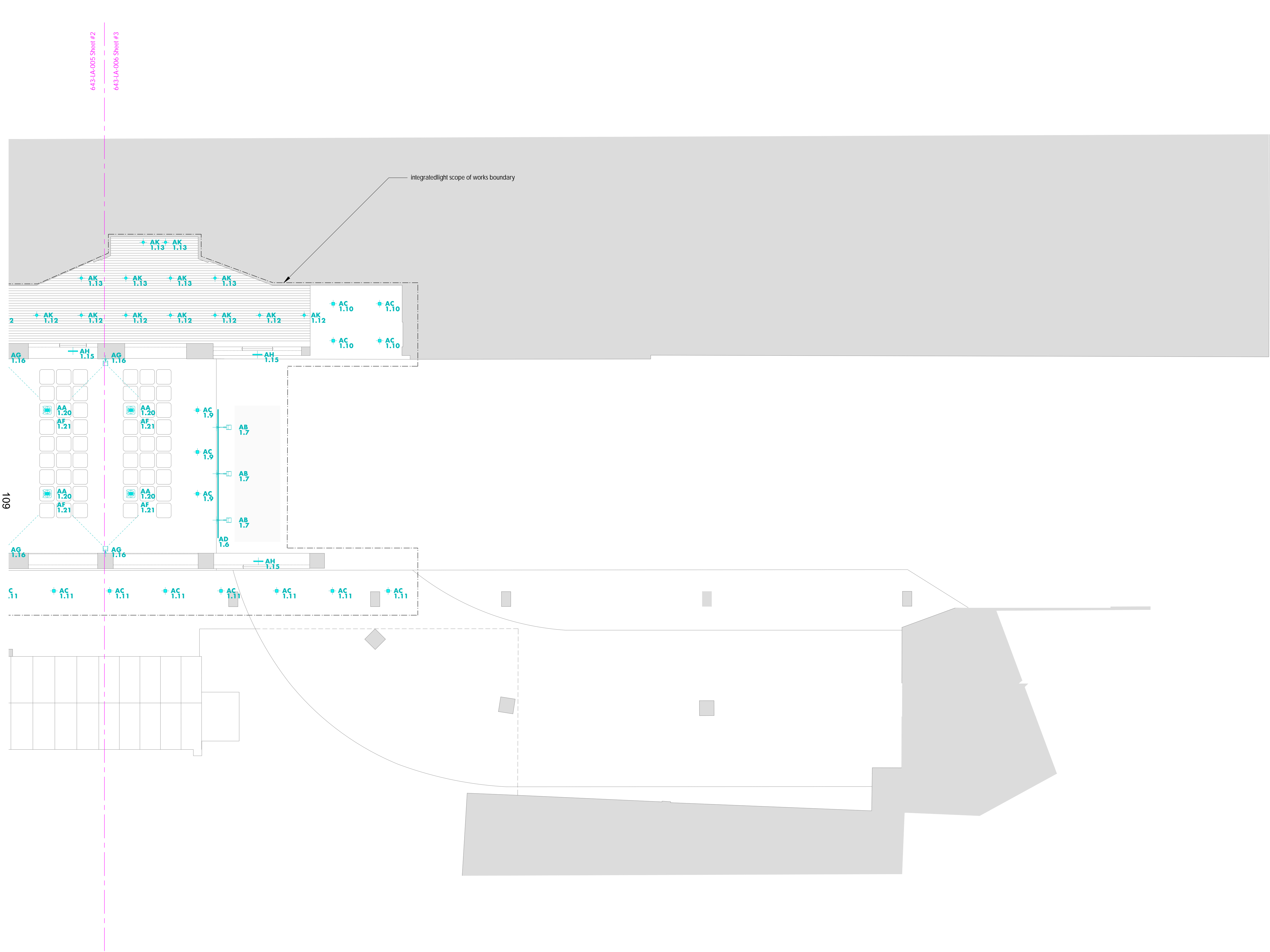












PRELIMINARY LIGHTING EQUIPMENT COST SCHEDULE

Project	Maidstone Bus Station Maidstone, UK
Project #	643
Doc #	643-PLCR-001
Rev	00

→  
1  
0

Rev	Date	Author	Comments
00	24/04/2020	CB	Scheme Design (Stage 3) Information

Reference	Lighting Function	Luminaire and Lamp Description	Quantity	Unit Cost	Accessory Cost	Total Cost	Notes
AA	General Downlighting	Exterior quality surface suspended roadway luminaire with a 230V/38W 5000lm 4000K LED light source.	48	£350	£0	£16,800	
AB	General Downlighting	Exterior quality surface mounted floodlight luminaire with a 230V/19.4W 3130lm 4000K LED light source.	3	£700	£0	£2,100	
AC	General Downlighting	Exterior quality surface mounted downlight luminaire with a 230V/33.6W 4640lm 4000K LED light source.	20	£375	£0	£7,500	
AD	Signage Lighting	Exterior quality concealed flexible LED accent system utilising a 230V/1.5W 1600lm (per linear metre) 4300K LED light source.	2	£2,300	£0	£4,600	
AF	Accent Lighting	Exterior quality surface mounted floodlight luminaire with a 230V/17.6W 2940lm 4000K LED light source.	48	£325	£0	£15,600	
AG	Uplighting	Exterior quality surface mounted floodlight luminaire with a 230V/19.4W 3130lm 3000K LED light source.	42	£525	£0	£22,050	White lighting uplighting to concrete coffers only; see OPTION for full colour enhancement scheme
AH	General Downlighting	Exterior quality surface mounted linear downlight luminaire with a 230V/15.8W 2850lm 3000K LED light source.	14	£600	£0	£8,400	
AJ	Uplighting	Exterior quality in-ground recessed uplight luminaire with a 230V/16.7W 2800lm 3000K LED light source.	59	£450	£0	£26,550	
AK	General Downlighting	Exterior quality surface mounted downlight luminaire with a 230V/11.5W 2025lm 3000K LED light source.	78	£275	£0	£21,450	
AL	Up/Down Lighting	Exterior quality wall mounted Up/Down luminaire with a 2x 230V/16W 1908lm (combined output) 3000K LED light source.	17	£500	£0	£8,500	
AM	General Downlighting	Exterior quality wall mounted downlight luminaire with a single 230V/16W 954lm 3000K LED light source.	23	£300	£0	£6,900	
CON	Control System	Architectural grade Lighting Control System and User Interface in order to group, dim up / down and automated lighting scenes	1	£5,000	£0	£5,000	PC Sum only
				Sub Total		£145,450	

ENHANCEMENT OPTION (DYNAMIC COLOUR CHANGE UPLIGHTING TO COFFERED CEILING) FOR CONSIDERATION -

AG*	Uplighting	Exterior quality surface mounted RGBW colour-change floodlight luminaire with a 230V/50W 2434lm RGBW LED light	42	£852	£0	£35,784	Enhancement OPTION for consideration; full RGBW color-change uplighting to concrete coffers
LPC	Control System	Architectural grade lighting playback controller hardware and software to control dynamic nature of RGBW luminaires above	1	£1,744	£0	£1,744	Controls equipment required in addition to CON system listed above
				Sub Total		£37,528	

IMPORTANT NOTES

- 1
- This schedule shall be read as preliminary and estimated lighting equipment and lamp costs only. This is not a Final Lighting Equipment Cost Schedule.
- 2
- Unit costs supplied include the following items (where applicable):

Luminaires  
Control gear / Power supplies  
Accessories
- 3
- Exclusions. The following items are specifically excluded from this schedule (as they are to be designed by others):

Emergency Lighting  
Wiring  
Power and Data distribution infrastructure  
Installation  
Associated building works, fixing details, joinery details, bracketry, etc.
- 4
- Costs are estimated UK costs unless otherwise stated. Costs are shown in UK Pounds Sterling unless otherwise stated.
- 5
- Costs shown do NOT include VAT (or the equivalent relevant local sales taxes)
- 6
- All quantities must be checked by Quantity Surveyor. Quantities shown in this schedule are estimated only. Integratedlight cannot be held responsible for final take-offs of quantities from drawings.
- 7
- integratedlight will not be held responsible for the content of electronic versions of this document if they are in any way changed by any other party.

PRELIMINARY LOGICAL CONTROL CHANNEL SCHEDULE

Project	Maidstone Bus Station Maidstone, UK
Project #	643
Doc #	643-PLCS-001
Rev	00

113

Rev	Date	Author	Comments
00	24/04/2020	CB	Scheme Design (Stage 3) Information



Zone	Area	Channel	Ref	Lighting Function	Quantity	Lamp Type	Control Type	Lamp Load Per Unit (W)	Lamp Load Total (W)	Power Control Type	Control Data Type	Notes
RP Entrance	West Concourse	1.1	AM	General Downlighting	11	LED INT	LED	16	176	SW	NONE	Fixture is non-dimmable fixed output only
RP Entrance	East Concourse	1.2	AM	General Downlighting	12	LED INT	LED	16	192	SW	NONE	Fixture is non-dimmable fixed output only
Main Zone	West Concourse	1.3	AL	Up/Down Lighting	17	LED INT	LED	32	544	SW	NONE	Fixture is non-dimmable fixed output only
Main Zone	Structural Columns	1.4	AJ	Uplighting	59	LED INT	LED	16.7	985	SW	DALI	Fully dimmable fixture via DALI control protocol
RP Entrance	Building Façade (Entrance)	1.5	AD	Accent Lighting	1	LED INT	LED	285	285	SW	DALI	Allowance only at this stage; assume 1 metre LED per sign 'letter'
KS Entrance	Building Façade (Entrance)	1.6	AD	Accent Lighting	1	LED INT	LED	285	285	SW	DALI	Allowance only at this stage; assume 1 metre LED per sign 'letter'
KS Entrance	Building Façade (Entrance)	1.7	AB	General Downlighting	3	LED INT	LED	19.4	58	SW	DALI	Fully dimmable fixture via DALI control protocol
RP Entrance	Tunnel Entrance Transition	1.8	AC	General Downlighting	3	LED INT	LED	33.6	101	SW	DALI	Fully dimmable fixture via DALI control protocol
KS Entrance	Tunnel Entrance Transition	1.9	AC	General Downlighting	3	LED INT	LED	33.6	101	SW	DALI	Fully dimmable fixture via DALI control protocol
KS Entrance	West Concourse	1.10	AC	General Downlighting	4	LED INT	LED	33.6	134	SW	DALI	Fully dimmable fixture via DALI control protocol
KS Entrance	East Concourse	1.11	AC	General Downlighting	10	LED INT	LED	33.6	336	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	West Concourse	1.12	AK	General Downlighting	39	LED INT	LED	11.5	449	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	West Concourse	1.13	AK	General Downlighting	16	LED INT	LED	11.5	184	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	East Concourse	1.14	AK	General Downlighting	23	LED INT	LED	11.5	265	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Portal Entrances	1.15	AH	General Downlighting	14	LED INT	LED	15.8	221	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Structural Columns	1.16	AG	Uplighting	32	LED INT	LED	19.4	621	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Structural Columns	1.17	AG	Uplighting	10	LED INT	LED	19.4	194	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Tunnel Coffered Ceiling	1.18	AA	General Downlighting	16	LED INT	LED	38	608	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Tunnel Coffered Ceiling	1.19	AF	Accent Lighting	16	LED INT	LED	17.6	282	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Tunnel Coffered Ceiling	1.20	AA	General Downlighting	32	LED INT	LED	38	1216	SW	DALI	Fully dimmable fixture via DALI control protocol
Main Zone	Tunnel Coffered Ceiling	1.21	AF	Accent Lighting	32	LED INT	LED	17.6	563	SW	DALI	Fully dimmable fixture via DALI control protocol

Total Lamp Load 7799

IMPORTANT NOTES


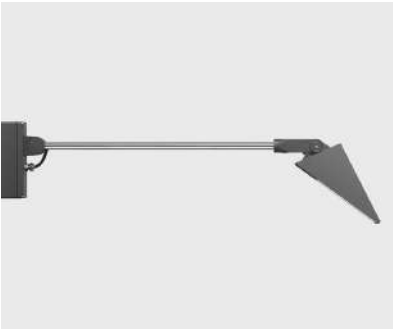


1	This schedule shall be read as preliminary and estimated lighting lamp loads only, as part of Stage 3 Services; Design Development. This is not a Final Lighting Control Channel Schedule.		
2	Electrical loads shown in this schedule are nominal lamp loads only. Ballast and transformer losses (or any other loads which may exist within a luminaire) are not included in this schedule.		
3	Lamp Types	CC	Cold Cathode
		CFLU	Compact Fluorescent
		FLU	Linear Fluorescent
		HID	High Intensity Discharge
		LED INT	Light Emitting Diode (chips integral to the fitting)
		LED MOD	Light Emitting Diode (module or removable lamp type arrangement)
		LV	Low Voltage ≤24V (Tungsten Halogen/Xenon)
		T	Tungsten (Mains Voltage)
		TH	Tungsten Halogen (Mains Voltage)
4	Control Gear Types	ELEC B	Electronic ballast
		ELEC TX	Electronic transformer
		LED	Electronic LED driver
		MAG B	Magnetic ballast
		MAG TX	Magnetic transformer
5	Power Control Types	CON	Constant, i.e. unswitched by the lighting control system
		LDIM	Leading Edge Dimming
		TDIM	Trailing Edge Dimming
		SDIM	Sine Wave Dimming
		PWM	Pulse Width Modulation Dimming
		SW	Switched by the lighting control system
6	Control Data Types	0-10V	0-10V Analogue
		1-10V	1-10V Analogue
		DMX	DMX512 (Digital Multiplex)
		DALI	DALI (Digital Addressable Lighting Interface)
		DSI	Tridonic DSI (Digital Serial Interface)
		NONE	None required
		PROP	Proprietary
		OTHER	Other, not detailed in above list
7	All electrical loads must be checked by Electrical Engineer and Contractor.		
8	All quantities must be checked by Quantity Surveyor. Quantities shown in this schedule are estimated only. Integratedlight cannot be held responsible for final take-offs of quantities from drawings.		
9	integratedlight will not be held responsible for the content of electronic versions of this document if they are in any way changed by any other party.		





PRELIMINARY LIGHTING EQUIPMENT SCHEDULE

Project	Maidstone Bus Station Maidstone, UK
Project #	643
Doc #	643-PLES-001
Rev	00

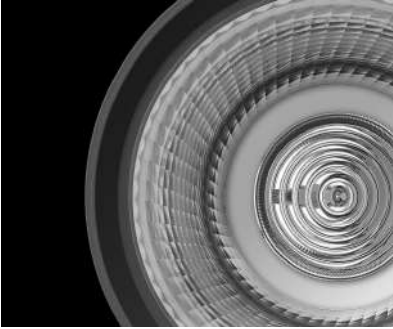
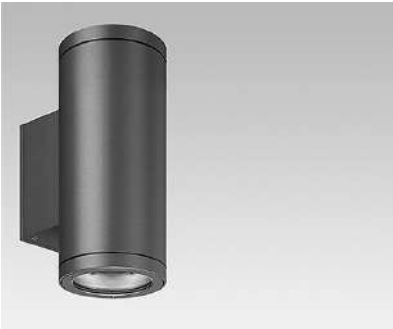

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Rev	Date	Author	Comments
00	24/04/2020	CB	Scheme Design (Stage 3) Information

Reference	Lighting Function	Description / Notes	Lamp Type	Control Type	Accessories	Typical Luminaire Image	Preliminary Quantity	Manufacturer / Supplier
AA	General Downlighting	Exterior quality surface suspended roadway luminaire with a 230V/38W 5000lm 4000K LED light source. Graphite grey finish with a clear front safety glass and roadway optical lenses. Powder coated die-cast aluminium housing construction. DALI controllable (fully dimmable fixture).	LED INT	LED	Suspension rod infrastructure Secondary (safety) bond		48	THORN LIGHTING Flow
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4
AB	General Downlighting	Exterior quality surface mounted floodlight luminaire with a 230V/19.4W 3130lm 4000K LED light source. Graphite grey finish with a clear front safety glass and pure aluminium asymmetrical throw reflector. Luminaire housing made of aluminium alloy, aluminium and stainless steel construction. DALI controllable (fully dimmable fixture).	LED INT	LED	N/A		3	BEGA LED Surface Floodlights
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4
AC	General Downlighting	Exterior quality surface mounted downlight luminaire with a 230V/33.6W 4640lm 4000K LED light source. Graphite grey finish with a clear front safety glass and pure aluminium symmetrical wide beam reflector. Luminaire housing made of aluminium alloy, aluminium and stainless steel construction. DALI controllable (fully dimmable fixture).	LED INT	LED	N/A		20	BEGA LED Compact Downlights
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4
AD	Signage Lighting	Exterior quality concealed and integrated flexible LED accent system utilising a 230V/15W 1600lm (per linear metre) 4300K LED light source. PCB fully encapsulated within flexible membrane to provide at least IP66 ingress protection. DALI controllable (fully dimmable system).	LED INT	LED	Remote DALI dimmable control unit Remote PSU Fixing / Installation clips Signage Letters (by others)		2	LED-LINEAR LIGHTING SOLUTIONS Vario LED Flex Hydra
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage. Note an allowance of 1 metre system per individual signage 'letter' has been allowed for this stage and further detailed requirements shall be specified at Technical Design stage.						Detailed Ordering Code TBC at Stage 4

Reference	Lighting Function	Description / Notes	Lamp Type	Control Type	Accessories	Typical Luminaire Image	Preliminary Quantity	Manufacturer / Supplier
AF	Accent Lighting	<p>Exterior quality surface mounted floodlight luminaire with a 230V/17.6W 2940lm 4000K LED light source.</p> <p>Graphite grey finish with a clear front safety glass and pure aluminium symmetrical wide beam reflector.</p> <p>Luminaire housing made of aluminium alloy, aluminium and stainless steel construction.</p> <p>Mounting bracket with G1/2 threaded connection Thread length: 14 mm.</p> <p>DALI controllable (fully dimmable fixture).</p> <p>All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification.</p> <p>All fixings, mountings and bracketry to Architect's details and specification.</p> <p>Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.</p> <p>Note custom variation required; luminaire to be supplied with a blue colour filter front glass - detailed to be provided during Technical Design stage.</p>	LED INT	LED	Dichroic Colour Filter Glass (Colour TBC) Tube Clamp Secondary (safety) bond		48	BEGA LED Surface Floodlights  Detailed Ordering Code TBC at Stage 4
AG	Uplighting	<p>Exterior quality surface mounted floodlight luminaire with a 230V/19.4W 3130lm 3000K LED light source.</p> <p>Graphite grey finish with a clear front safety glass and pure aluminium asymmetrical throw reflector.</p> <p>Luminaire housing made of aluminium alloy, aluminium and stainless steel construction.</p> <p>DALI controllable (fully dimmable fixture).</p> <p>All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification.</p> <p>All fixings, mountings and bracketry to Architect's details and specification.</p> <p>Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.</p>	LED INT	LED	N/A		42	BEGA LED Surface Floodlights  Detailed Ordering Code TBC at Stage 4
AI	General Downlighting	<p>Exterior quality surface mounted linear downlight luminaire with a 230V/15.8W 2850lm 3000K LED light source.</p> <p>Graphite grey finish with a clear front safety glass and pure aluminium symmetrical wide beam reflector.</p> <p>Luminaire housing made of aluminium alloy, aluminium and stainless steel construction.</p> <p>DALI controllable (fully dimmable fixture).</p> <p>All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification.</p> <p>All fixings, mountings and bracketry to Architect's details and specification.</p> <p>Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.</p>	LED INT	LED	N/A		14	BEGA LED Ceiling-Mounted Downlights  Detailed Ordering Code TBC at Stage 4
AJ	Uplighting	<p>Exterior quality in-ground recessed uplight luminaire with a 230V/16.7W 2800lm 3000K LED light source.</p> <p>Luminaires and installation housings made of highly corrosion-resistant aluminium BEGA Tricoat® coating technology. Cover ring made of stainless steel. Fully adjustable optical assembly - 25degree tilt.</p> <p>DALI controllable (fully dimmable fixture).</p> <p>All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification.</p> <p>All fixings, mountings and bracketry to Architect's details and specification.</p> <p>Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.</p>	LED INT	LED	Installation housing Terminal box (if required by contractor)		59	BEGA Drive-Over In-Ground Luminaires  Detailed Ordering Code TBC at Stage 4



Reference	Lighting Function	Description / Notes	Lamp Type	Control Type	Accessories	Typical Luminaire Image	Preliminary Quantity	Manufacturer / Supplier
AK	General Downlighting	Exterior quality surface mounted downlight luminaire with a 230V/11.5W 2025lm 3000K LED light source. Graphite grey finish with a clear front safety glass and pure aluminium symmetrical wide beam reflector. Luminaire made of aluminium alloy, aluminium and stainless steel. BEGA Unidure® coating technology. DALI controllable (fully dimmable fixture).	LED INT	LED	N/A		78	BEGA LED Compact Downlights
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4
AL	Up/Down Lighting	Exterior quality wall mounted Up/Down luminaire with a 2x 230V/16W 1908lm (combined output) 3000K LED light source. A wall mounted, architectural LED luminaire for decorative facade lighting, with 2 window, medium optical symmetrical light distribution. 10 LEDs driven at 900mA. Class I electrical, IP65, IK08. Housing constructed from die-cast aluminium, powder coated textured anthracite finish. Fixed output LED driver (non dimmable fixture).	LED INT	LED	N/A		17	THORN LIGHTING Cesar Wall
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4
AM	General Downlighting	Exterior quality wall mounted downlight luminaire with a single 230V/16W 954lm 3000K LED light source. A wall mounted, architectural LED luminaire for decorative facade lighting, with single (1No) window, medium optical symmetrical light distribution. 5 LEDs driven at 900mA. Class I electrical, IP65, IK08. Housing constructed from die-cast aluminium, powder coated textured anthracite finish. Fixed output LED driver (non dimmable fixture).	LED INT	LED	N/A		23	THORN LIGHTING Cesar Wall
		All cabling, conduits, containment routes and connections, etc. to Electrical Engineer's details and specification. All fixings, mountings and bracketry to Architect's details and specification. Further details shall be provided and co-ordinated with other parties during Stage 4 Technical Design stage.						Detailed Ordering Code TBC at Stage 4

IMPORTANT NOTES

- 1
- This schedule shall be read as preliminary and estimated lighting equipment types and lamp loads only, as part of Stage 3 Services; Design Development. This is not a Final Lighting Equipment Specification.
- 2
- Electrical loads shown in this schedule are nominal lamp loads only. Ballast and transformer losses (or any other loads which may exist within a luminaire) are not included in this schedule.
- 3
- Lamp Types

CC

CFLU

FLU

HID

LED INT

LED MOD

LV

T

TH

Cold Cathode

Compact Fluorescent

Linear Fluorescent

High Intensity Discharge

Light Emitting Diode (chips integral to the fitting)

Light Emitting Diode (module or removeable lamp type arrangement)

Low Voltage ≤24V (Tungsten Halogen/Xenon)

Tungsten (Mains Voltage)

Tungsten Halogen (Mains Voltage)
- 4
- Control Gear Types

ELEC B

ELEC TX

LED

MAG B

MAG TX

Electronic ballast

Electronic transformer

Electronic LED driver

Magnetic ballast

Magnetic transformer
- 5
- All electrical loads must be checked by Electrical Engineer and Contractor.
- 6
- integratedlight will not be held responsible for the content of electronic versions of this document if they are in any way changed by any other party.
- 7
- Preliminary quantities shown in this schedule are estimated only and must be read as preliminary based on Stage 03 Design Development lighting design work only; These are not final required luminaire quantities (such quantities can only be determined precisely during Stage 04 Technical Design stage).

## ECONOMIC REGENERATION AND LEISURE COMMITTEE

**14 July 2020**

### Update on Covid-19 Business Grants

<b>Final Decision-Maker</b>	ECONOMIC REGENERATION AND LEISURE COMMITTEE
<b>Lead Head of Service</b>	<i>William Cornall</i>
<b>Lead Officer and Report Author</b>	John Foster
<b>Classification</b>	Public
<b>Wards affected</b>	<i>All</i>

#### Executive Summary

*The report provides a summary of the Council's approach to managing business grants and other support provided by Government to businesses in response to the Covid 19 crises.*

#### Purpose of Report

*Noting*

#### This report makes the following recommendations to this Committee:

1. That the content of the report be noted.

#### Timetable

<b>Meeting</b>	<b>Date</b>
Economic Regeneration and Leisure Committee	14 July 2020

# Update on Covid-19 Business Grants

## 1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Impact on Corporate Priorities</b>	<p><i>The four Strategic Plan objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Embracing Growth and Enabling Infrastructure</i></li> <li><i>Safe, Clean and Green</i></li> <li><i>Homes and Communities</i></li> <li><i>A Thriving Place</i></li> </ul> <p><i>The activity set out in the report directly supports local businesses through the Covid 19 crises and the objective Thriving Place.</i></p>	Head of Regeneration and Economic Development
<b>Cross Cutting Objectives</b>	<p><i>The four cross-cutting objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Heritage is Respected</i></li> <li><i>Health Inequalities are Addressed and Reduced</i></li> <li><i>Deprivation and Social Mobility is Improved</i></li> <li><i>Biodiversity and Environmental Sustainability is respected</i></li> </ul> <p><i>The report recommendation neither supports or impairs the achievement of the cross cutting objectives.</i></p>	Head of Regeneration and Economic Development
<b>Risk Management</b>	<ul style="list-style-type: none"> <li><i>Refer to paragraph 5 of the report</i></li> </ul>	Head of Regeneration and Economic Development
<b>Financial</b>	<ul style="list-style-type: none"> <li><i>The grants set out in the report are fully funded from central Government. The cost of administering the grant should be met from New Burdens costs.</i></li> </ul>	Section 151 Officer & Finance Team
<b>Staffing</b>	<ul style="list-style-type: none"> <li><i>We will deliver the recommendations with</i></li> </ul>	Head of Regeneration

	<i>our current staffing, albeit some staff were seconded from other areas of the Council to support this work.</i>	and Economic Development
<b>Legal</b>	<ul style="list-style-type: none"> <li><i>The Council is able to give out Small Business Fund and Retail Hospitality and Leisure grants under section 31 of the Local Government Act 2003 but some small businesses are not eligible. The Local Discretionary Grant Scheme is an additional fund aimed at ineligible small businesses. Central government has provided funding for the Council to allocate grants and make payments under the Scheme.</i></li> </ul>	Team Leader (Corporate Governance), MKLS
<b>Privacy and Data Protection</b>	<ul style="list-style-type: none"> <li><i>Accepting the recommendations will increase the volume of data held by the Council. We will hold that data in line with our retention schedules.</i></li> </ul>	Policy and Information Team
<b>Equalities</b>	<ul style="list-style-type: none"> <li><i>The recommendations do not propose a change in service therefore will not require an equalities impact assessment</i></li> </ul>	Policy & Information Manager
<b>Public Health</b>	<ul style="list-style-type: none"> <li><i>The report highlights how the council has delivered the COVID-19 Business Grants schemes which are a response to the economic implications caused by a public health crisis which has had and will continue to have connotations on the wider determinants of health. The outbreak of COVID-19 has shown that health and work/business are inextricably linked.</i></li> </ul>	Senior Public Health Officer
<b>Crime and Disorder</b>	<ul style="list-style-type: none"> <li><i>The recommendation will not have a negative impact on Crime and Disorder. The Community Protection Team have been consulted and mitigation has been proposed</i></li> </ul>	Head of Regeneration and Economic Development
<b>Procurement</b>	<ul style="list-style-type: none"> <li><i>No procurement issues are relevant.</i></li> </ul>	Head of Service & Section 151 Officer



## **2. INTRODUCTION AND BACKGROUND**

- 2.1 The closure of much of the economy, announced by Government due to Covid 19, has had significant impacts on businesses and employees. To mitigate this impact the Government's response was to introduce several measures to support them. The Council very quickly set up a cross disciplinary group with the objective of providing co-ordinated support to local businesses. The Council has worked closely with partners to publicise details of support available via its website and social media and administered various programmes of support.
- 2.2 The Government's response to the Covid19 crisis and its impact on the economy was to launch a raft of grant and loan schemes for businesses and charities together with the Job Retention Scheme and other initiatives including:
- all retail, hospitality, and leisure businesses in England to receive a 100% business rates holiday for the next 12 months
  - grant funding of £25,000 for retail, hospitality, and leisure businesses with property with a rateable value between £15,000 and £51,000
  - increase in grants to small businesses eligible for Small Business Rate Relief or rural rate relief from £3,000 to £10,000
  - the Coronavirus Business Interruption Loan Scheme offering loans from £1,000 to £5 million, and ensuring businesses can access the first 6 months of that finance interest free, as Government will cover the first 6 months of interest payments
  - support for liquidity amongst large firms, with a major new scheme being launched by the Bank of England to help them bridge COVID-19 disruption to their cash flows through loans
  - Bounce back Loan Fund, a 100% Government guaranteed small business loan of between £2,000 and £50,000, interest free for the first 12 months.
  - Corona Virus Job Retention Scheme, where employers with a PAYE scheme can access support to continue paying 80% of their employees' salary for those that would otherwise have been laid off.
  - Self-Employment Income Support Scheme Grant for self-employed individuals or partnerships, 80% of profits up to a cap of £2,500 per month.
  - confirmation that Government advice to avoid pubs, clubs and theatres etc. is sufficient for businesses to claim on their insurance where they have appropriate business interruption cover for pandemics in place
  - relaxation in planning regulations to allow pubs and restaurants to start providing takeaways without a planning application.
- 2.3 The Council worked with other Local Authorities in Kent and Medway to commission a hotline service, delivered by the Kent and Medway Growth Hub, which can offer businesses advice and guidance about all these schemes. The take up of this service by Maidstone based businesses is the highest in Kent following extensive promotion by the Economic Development Team.

## Business Rates Relief

- 2.4 The Government made several changes for retail business rates relief. Prior to Covid19 small retail businesses received 33% relief. This was raised to 50% for small businesses, then increased from 50% to 100%; this was subsequently applied for all retail premises and extended to the hospitality and leisure sector where all premises now have a business rates payment holiday for a year irrespective of size.
- 2.5 The Business Rates team reissued Business Rates bills to those eligible businesses in the retail, hospitality, and leisure sectors stating that they will not pay business rates in 2020-21. There was no need for businesses to apply for the relief.

## Small Business Grant Fund and the Retail Hospitality and Leisure Fund

- 2.6 The Council was allocated £27,608,000 by the Government to deliver the Small Business Grant Fund and the Retail, Hospitality and Leisure Fund to local businesses. Cross departmental work between Economic Development, Business Rates, Finance, Audit, Communications and the Digital Teams has resulted, as of 18th June, in the payment of 98.21% of the fund to over 2,100 of the 2,222 potentially eligible businesses. This performance is the highest in Kent and 22nd in the country.

## Discretionary Grant Scheme

- 2.7 The Government recognised that some small and micro businesses and local charities were not eligible for the grants mentioned in paragraph 2.7 and launched a Discretionary Grant scheme. The cost of the scheme is funded by Government up to a cap for Maidstone borough of £ £1,425,250, with the expectation that most grants would be £10,000 or less. MBC produced a Grant Policy and launched its scheme by the 18th May and publicised it extensively. The deadline for grant applications was the 8th June; 316 applications were received. Following assessment of these applications to check eligibility and need, payments have been made commencing from the 15th June.

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## **3. RISK**

- 3.1 This report is presented for information only and has no risk management implications.

## **4. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 4.1 In consultation with the Leader of the Council and the Chairman of Economic Regeneration and Leisure Committee, an officer decision was then made setting out the policy by which Discretionary Grants awards would be made.

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**5. REPORT APPENDICES**

*None*

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**6. BACKGROUND PAPERS**

N/A

## ECONOMIC REGENERATION AND LEISURE COMMITTEE

14 July 2020

### Update on the MedTech Innovation Programme

<b>Final Decision-Maker</b>	Economic Regeneration and Leisure Committee
<b>Lead Head of Service</b>	John Foster - Head of Regeneration and Economic Development
<b>Lead Officer and Report Author</b>	Sean Henry - Compliance and Projects Manager
<b>Classification</b>	Public
<b>Wards affected</b>	All

#### Executive Summary

*This report updates the Committee on the business support programme aspect of the part European Economic Development Fund (ERDF) funded Innovation Centre.*

#### Purpose of Report

To update the Committee on commencement of the delivery phase of the MedTech Innovation Programme.

#### This report makes the following recommendations to this Committee:

1. The committee is asked to note the contents of this report.

#### Timetable

<b>Meeting</b>	<b>Date</b>
Economic Regeneration and Leisure Committee	18 July 2020

# Update on the MedTech Innovation Programme

## 1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Impact on Corporate Priorities</b>	<p><i>The relevant Strategic Plan objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Embracing Growth and Enabling Infrastructure</i></li> <li><i>A Thriving Place</i></li> </ul>	Head of Regeneration and Economic Development
<b>Cross Cutting Objectives</b>	<p><i>The four cross-cutting objectives are:</i></p> <ul style="list-style-type: none"> <li><i>Deprivation is reduced and Social Mobility is Improved</i></li> </ul> <p><i>The report recommendation supports the achievement(s) of the 'Deprivation is reduced and Social Mobility is Improved' cross cutting objectives by holding workshops in areas with high levels of deprivation.</i></p>	Head of Regeneration and Economic Development
<b>Risk Management</b>	<ul style="list-style-type: none"> <li><i>Already covered in the risk section.</i></li> </ul>	Head of Regeneration and Economic Development
<b>Financial</b>	<ul style="list-style-type: none"> <li><i>The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.</i></li> </ul>	Section 151 Officer & Finance Team
<b>Staffing</b>	<ul style="list-style-type: none"> <li><i>We will deliver the recommendation with our current staffing.</i></li> </ul>	Head of Regeneration and Economic Development
<b>Legal</b>	<ul style="list-style-type: none"> <li><i>All necessary contracts for the delivery of the programme are in place.</i></li> </ul>	Legal Team
<b>Privacy and Data Protection</b>	<ul style="list-style-type: none"> <li><i>Accepting the recommendations will increase the volume of data held by the Council. All ERDF funded programmes</i></li> </ul>	Policy and Information Team

	<i>require documentation retention of 25 years. We will hold that data in line with our retention schedules.</i>	
<b>Equalities</b>	<ul style="list-style-type: none"> <li>An equalities impact assessment has been carried out on the project.</li> </ul>	Policy & Information Manager
<b>Public Health</b>	<ul style="list-style-type: none"> <li><i>We recognise that the recommendations will not negatively impact on population health or that of individuals.</i></li> </ul>	Public Health Officer
<b>Crime and Disorder</b>	<ul style="list-style-type: none"> <li><i>Not applicable</i></li> </ul>	Head of Service or Manager
<b>Procurement</b>	<ul style="list-style-type: none"> <li><i>Procurement for the MedTech Innovation Programme has been completed.</i></li> </ul>	Head of Service & Section 151 Officer

## 2. INTRODUCTION AND BACKGROUND

- 2.1 The Policy and Resources Committee approved entering into a European Regional Development Fund (ERDF) Funding Agreement on 19 September 2019 for the creation of an Innovation Centre based on Kent Medical Campus to provide space for SMEs in the sectors of MedTech, Health and Lifescience.
- 2.2 It is anticipated that the Innovation Centre will support 270 jobs and generate a further £120m of additional gross value added (GVA) to the local economy over the next decade.
- 2.3 Part of the ERDF agreement was a £390,000 MedTech Innovation business support programme. Helping small and medium size enterprises across the South East Local Enterprise Partnership area, including Kent, Medway, East Sussex, Essex, Southend and Thurrock with the aim of enhancing the competitiveness of the SMEs.
- 2.4 The programme will foster the development of a regional ecosystem of supportive industry partners, such as universities industry specialists, and a pipeline of sustainable businesses that have potential to move into the Innovation Centre as tenants once completed.
- 2.5 As with the Innovation Centre, the support programme will be for companies in the early stages of development and looking to grow, in the sectors of MedTech, Health and Lifescience. The programmes target is to support 185 businesses in total over the next 3 years, creating 159 new jobs and introducing 133 new products to the market.



- 2.6 Following a tender process last year NCL Technology Ventures was selected to deliver the MedTech Innovation Programme. NCL Technology Ventures are a venture capitalist firm which invests in technology start-ups. The company itself was created out of another ERDF programme and they administer KCC's £50m Kent Life Science Fund matching public and private sector funds into Kent Businesses. NCL Technology Ventures work with companies in the sector and after three months of lockdown, they are still in very high demand to provide support.
- 2.7 The support will be delivered via a mixture of one on one support and one to many workshops, substituted by webinars until safe to do so. The level of intensity of support given to each SME will depend on their stage of development, with more developed propositions receiving more face to face support.
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### **3. AVAILABLE OPTIONS**

- 3.1 *The Committee is requested to note the contents of this report and accompanying presentation.*
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### **4. RISK**

- 4.1 This report is presented for information only and has no risk management implications.

### **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

- 5.1 This report follows the previous approval of the Policy and Resources Committee to proceed with the programme in September 2019.
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