



Concept Design Options for Steps to Ramp
Mountjoy to Bowmans Drive, Battle

Date of Issue:	Drawing Number	Description	Revision	Written:	Checked/ Approved:
08/10/2020	HBA/849/SK01	Draft	/	ARH	DH/ ARH
09/10/2020	HBA/849/SK01	2nd draft - Update sketches	A	ARH	ARH
17/11/2020	HBA/849/SK01	Additional options added	B	ARH	ARH



Location Plan (NTS)



Aerial image (NTS)



Photo 1

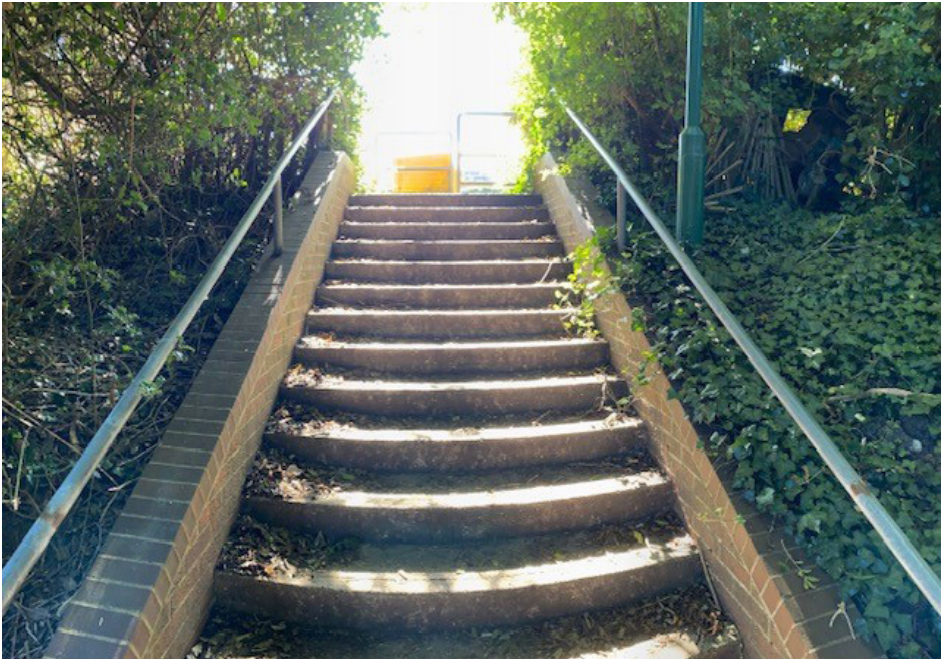
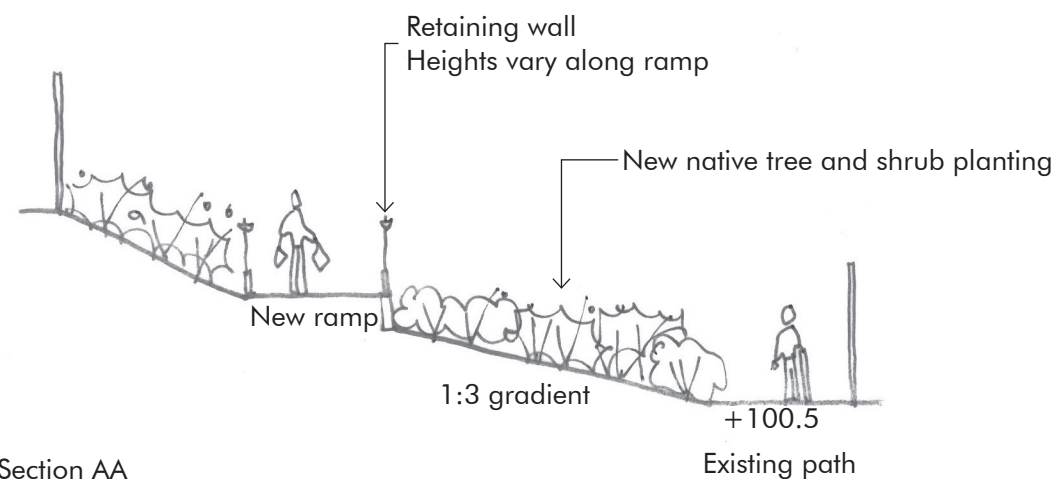
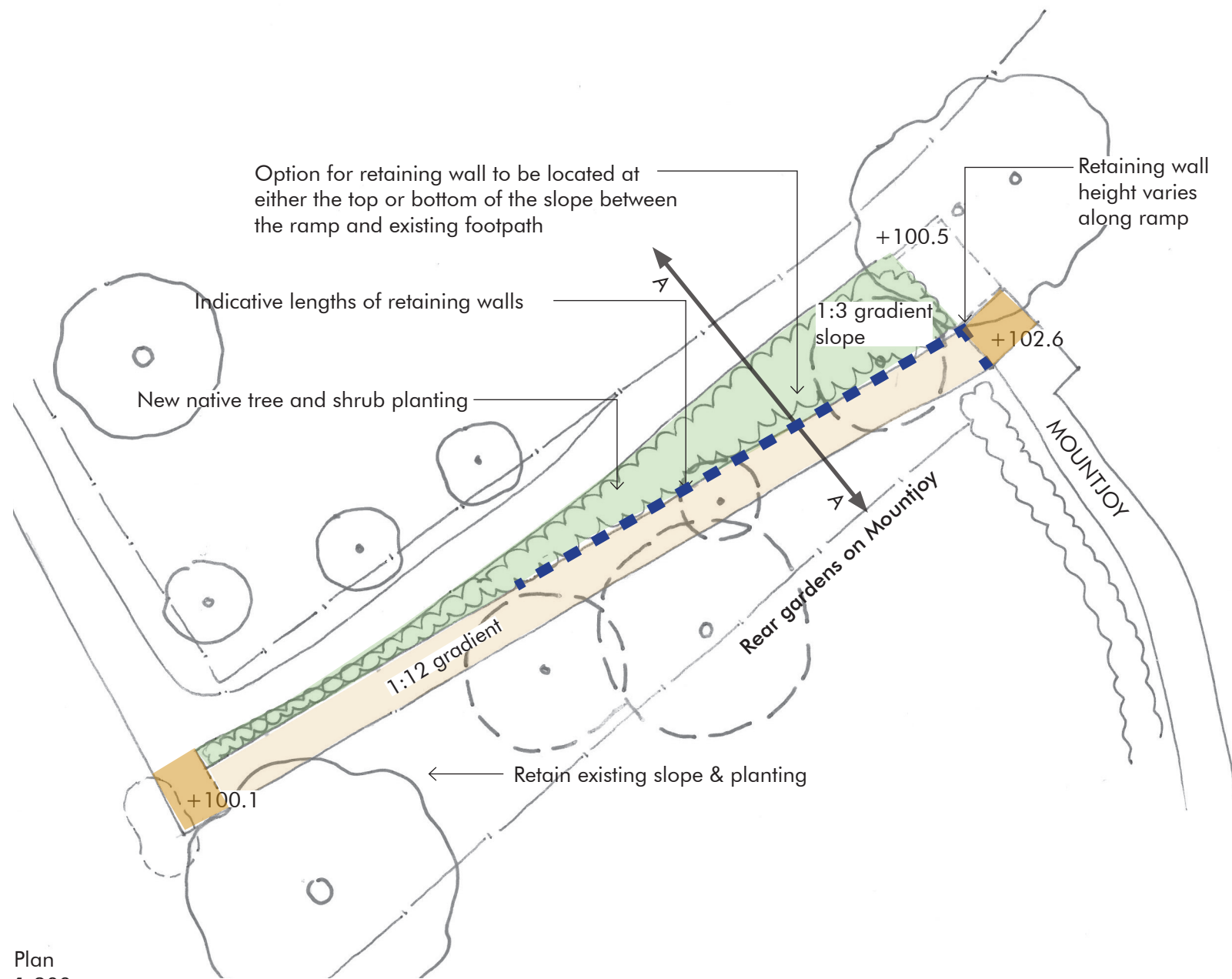


Photo 2



Photo 3

Site Context Photographs



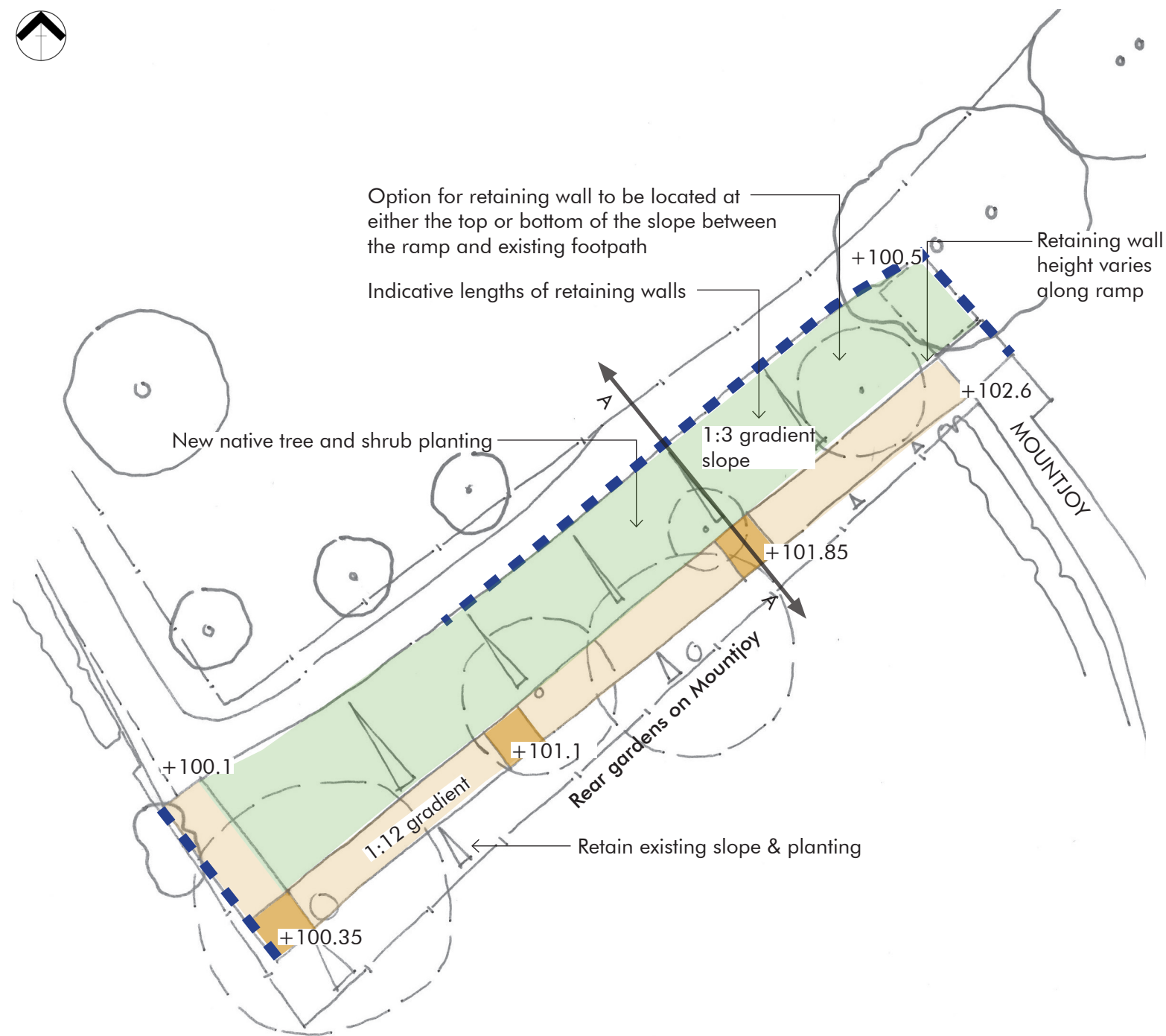
OPTION 1 - CONTINUOUS RAMP AT 1:12 GRADIENT

Constraints

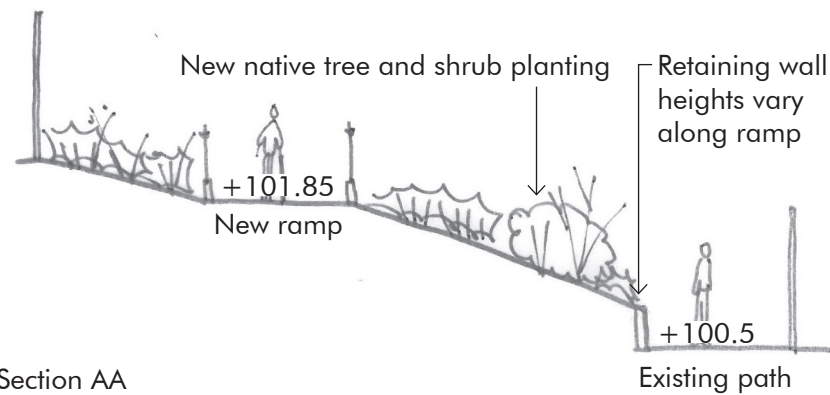
- 4 trees to be removed to facilitate ramp
- A short section of retaining wall would be required at the base of the ramp in the east to ensure the slope can be maintained safely and mitigates against erosion
- A continuous ramp at 1:12 gradient does not meet Building Regs Part M or Fieldfare Trust good practice guidance for ramps suitable for disabled people
- Potential for slope to be used as a short cut
- Lighting column to be relocated
- Diversion of Public Footpath number Battle 107

Opportunities

- Replacement of steep steps with a continuous ramp structure
- Retention of the existing Oak tree
- Ramp structure set back sufficiently from neighbouring rear gardens along Mountjoy
- Planting new native shrubs and trees on the lower slope



Plan
1:200



Section AA
1:100

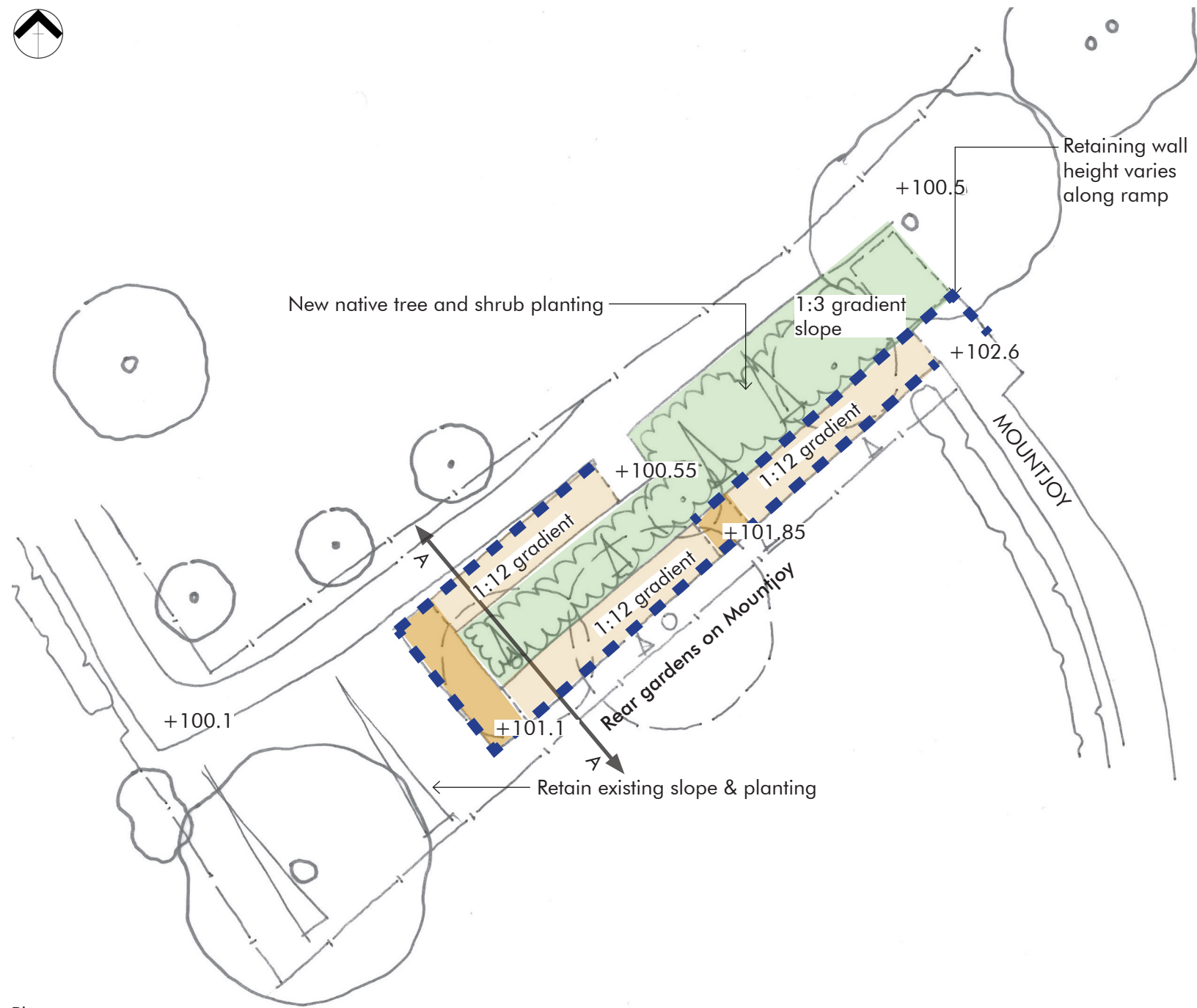
OPTION 2 - RAMP AT 1:12 GRADIENT WITH INTERMEDIATE LANDINGS

Constraints

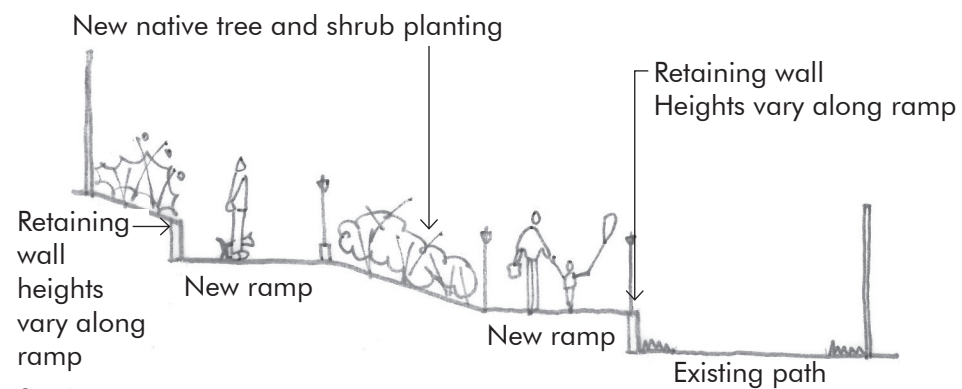
- 5 trees to be removed to facilitate ramp
- A short section of retaining wall would be required at the base of the ramp to ensure the slope can be maintained safely and mitigate against erosion
- Does not meet Building Regs Part M
- In places the ramp structure is in close proximity to neighbouring rear gardens along Mountjoy and to the west
- Potential for slope to be used as a short cut.
- Lighting column to be relocated
- Diversion of Public Footpath number Battle 107

Opportunities

- Ramp at 9m lengths at 1:12 gradient with intermediate landings at 1.5m in length. Meets Fieldfare Trust good practice guidance for ramps suitable for disabled people
- Replacement of steep steps with a ramp structure
- Planting new native shrubs and trees on the lower slope



Plan
1:200



Section AA
1:100

OPTION 3 - RAMP AT A 1:12 GRADIENT WITH TURNING AND LANDINGS

Constraints

- 4 trees to be removed to facilitate ramp
- Ramp structure set back only 1m from neighbouring rear gardens along Mountjoy
- Retaining walls would be required along the lengths of the ramp structure
- Lighting column to be relocated
- Diversion of Public Footpath number Battle 107

Opportunities

- A ramp at 9m lengths at 1:12 gradient with intermediate landings 1.5m in length meets Fieldfare Trust good practice guidance for ramps suitable for disabled people
- Replacement of a steep steps with a ramp structure
- Retention of the existing Oak tree
- Planting new native shrubs and trees on the lower slope

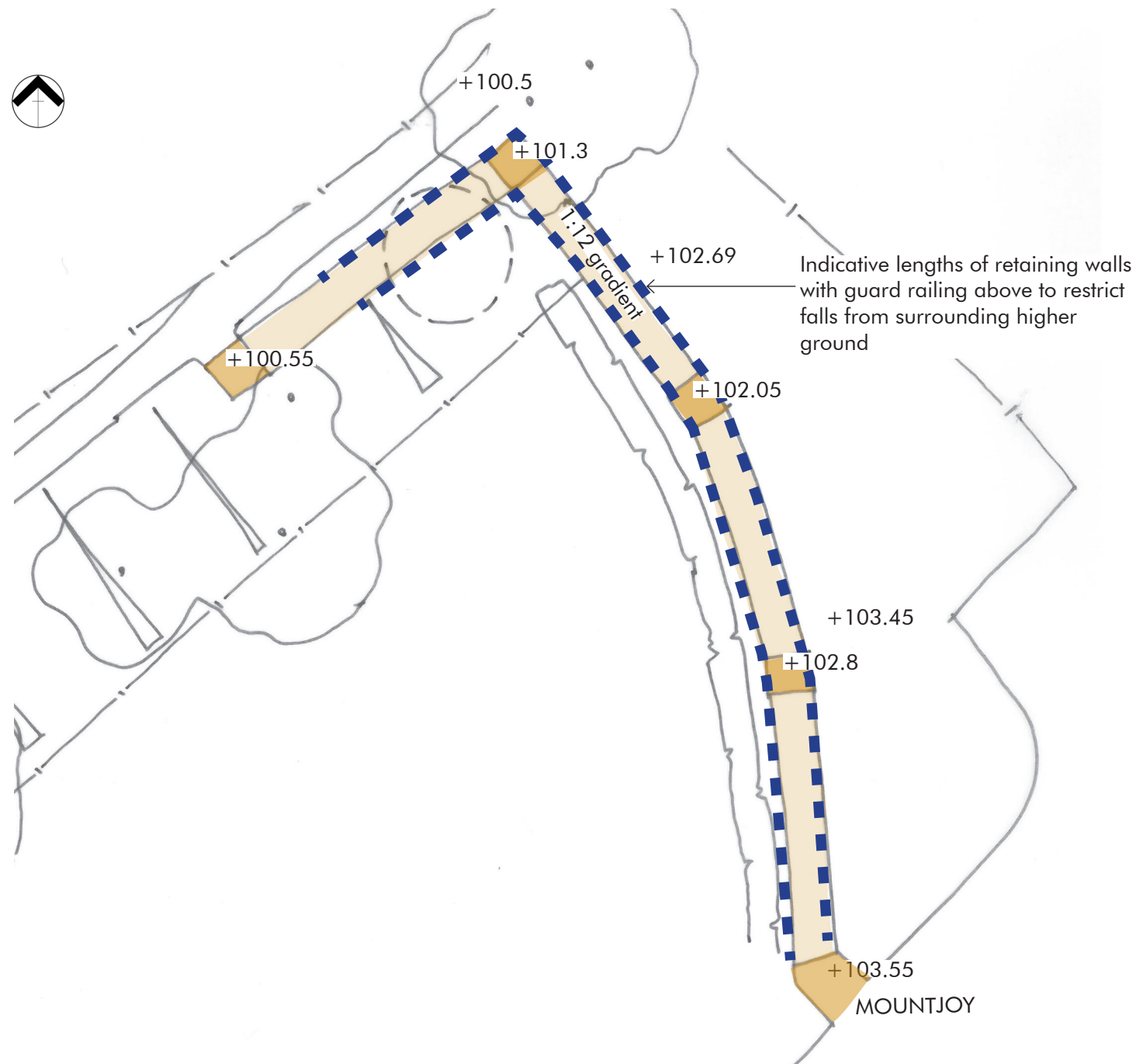
OPTION 4 - RAMP AT 1:12 GRADIENT WITH INTERMEDIATE LANDINGS STARTING FROM MOUNTJOY

Constraints

- 1-2 trees to be removed to facilitate ramp
- Retaining wall would be required along the entire length both sides with a guard rail at the top due to surrounding existing higher levels at Mountjoy
- Does not meet Building Regs Part M
- Lighting column to be relocated

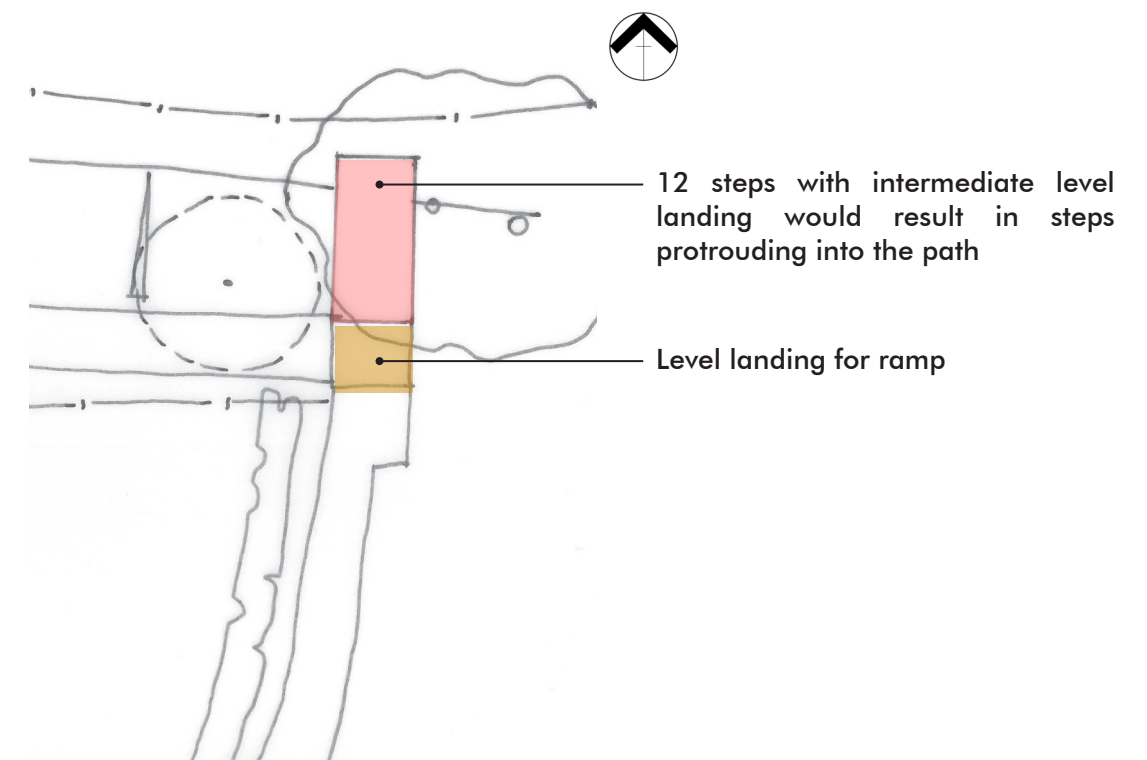
Opportunities

- Ramp at 9m lengths at 1:12 gradient with intermediate landings at 1.5m in length. Meets Fieldfare Trust good practice guidance for ramps suitable for disabled people
- Replacement of steep steps with a ramp structure



OPTION 5 - RAMP WITH STEPS

- In accordance with Building Regulations Part M, steps shall have a maximum riser of 170mm (150mm preferred) and a minimum tread of 250mm (300mm preferred). No individual flight shall have a flight more than 1800mm between landings.
- The difference in height between the top and bottom is approximately 2.10m. Therefore an intermediate landing of 1.2m length would be required.
- 12 steps at 170mm risers (2.05m height), 250mm treads (3m length) and an intermediate landing, 1.2m long could not be accommodated alongside a ramp structure due to insufficient space





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