



**CLEARSTONE  
ENERGY**

# **DARTFORD ENERGY HUB**

## **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

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Prepared by Clearstone Energy & Transport Planning  
Associates | December 2024 | Document Reference: R015

A Planning Application by  
**CLEARSTONE ENERGY**

In respect of  
**Dartford Energy Hub,  
DARTFORD**

## Construction Traffic Management Plan

December 2024



## Document Management

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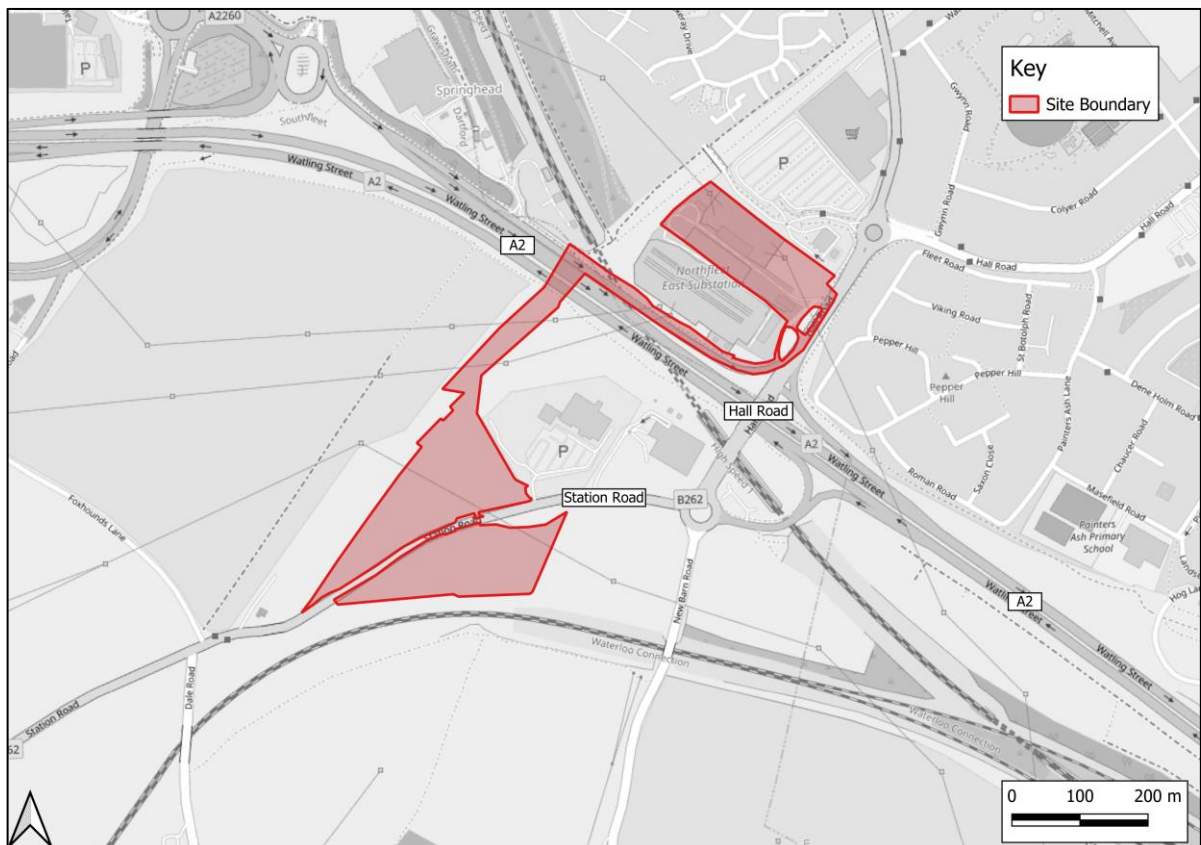
# 1 Introduction

- 1.1 This Outline Construction Traffic Management Plan (CTMP) has been prepared by Transport Planning Associates (TPA) on behalf of Clearstone Energy (the 'Applicant') in relation to a proposed Battery Energy Storage System (BESS) facility (the 'Proposed Development') on land to the north and south of Station Road, near Northfleet.
- 1.2 The local planning authority for the main area of the Site is Dartford Borough Council. The Energy Hub will be connected to Northfleet East Grid Substation, which is within the jurisdiction of Gravesham Borough Council. Kent County Council is the local highway authority.

## Site Location and Proposed Development

- 1.3 The Site location is shown in **Figure 1.1**.

Figure 1.1 Site Location



- 1.4 The Site is located approximately 1km to the north of Southfleet village and approximately 2km from the centre of Northfleet. The Site comprises two parcels of land, north and south of the B262 Station Road, with an underground cable route connecting to Northfleet East Grid Substation. The existing

land is agricultural. The B262 connects to the A2 to the east. The A2 forms part of the strategic road network which is managed by National Highways.

- 1.5 Planning permission is being sought for a Battery Energy Storage System (BESS) and associated infrastructure. The Proposed Development will include a substation area, inverter/transformer stations, underground grid connection cables and other ancillary infrastructure together with landscaping and biodiversity enhancement measures.
- 1.6 An indicative Site Layout Plan is shown in **Appendix A**.

### **Construction Traffic Management Plan (CTMP)**

- 1.7 This Outline CTMP provides a framework for the management of construction vehicle movements to and from the Site, to ensure that the effect of the construction phase on the local highway network is minimised.
- 1.8 The construction period for the development is expected to last between six to twelve months.
- 1.9 This Outline CTMP sets out the strategy for the following;
- Site access;
  - Construction vehicle routing;
  - Site compound and internal routing;
  - Construction vehicle trip generation; and
  - Proposed mitigation measures.
- 1.10 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities.
- 1.11 A Final CTMP, based on the principles set out in this Outline CTMP, will be agreed with the LPAs in consultation with Kent County Council prior to construction commencing in the event planning permission is granted. The appointed contractor's details will be provided as part of the Final CTMP.

## 2 Summary of Construction Methodology and Development

2.1 This section provides an overview of the Development and the construction programme.

### Battery Energy Storage System

2.2 The Proposed Development is for a Battery Energy Storage System ('BESS') Facility. The BESS Facility is designed to provide peak generation and grid balancing services to the electricity grid by allowing excess electricity imported from the electricity grid to be stored in batteries and dispatched when required.

### Construction Programme

2.3 The construction period will last approximately six to twelve months.

2.4 This period will include the development of the main BESS site facility as well as the installation of the underground cable connecting to Northfleet East Substation to the north east of the Site.

2.5 The construction is anticipated to be broken down into several key components, including:

- Mobilisation and site preparation;
- Civils;
- Cable installation;
- Equipment installation;
- Landscaping; and
- Energisation.

2.6 A detailed programme will be produced as part of the Final CTMP.

### Construction Compound and Internal Access Track

2.7 A construction compound(s) will be set up within the Site. The construction compound(s) will include the following facilities:

- Appropriate car parking spaces;

- Welfare facilities, including toilets, a canteen, changing rooms and offices. These will be in the form of temporary mobile units;
  - A storage area for equipment, including storage crates;
  - A refuse and recycle store;
  - A turning area to ensure vehicles arrive and depart in a forward gear.
- 2.8 An internal access track will be constructed throughout the Site allowing for the movement of construction and maintenance vehicles.
- 2.9 The access track and construction compound(s) will be constructed using a hard-standing bound material of permeable design to ensure suitable drainage and that it can be easily sprayed (if required) to prevent mud, debris and muddy water being tracked onto the highway.
- 2.10 The Site will be secured using a perimeter fence. Heras fencing (or similar) may be required to secure the construction compound(s) and any other areas of the Site until the perimeter fence is completed.
- 2.11 The compound(s) will include a wheel wash facility. Excess water from the wheel wash facility will be appropriately disposed of. A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway. Should significant mud be carried onto the highway after the washing then a road sweeper will clean the affected area of highway.

## Grid Connection

- 2.12 The BESS facility will be connected to the National Grid at Northfleet East Substation via an underground cable.
- 2.13 At this stage, it is envisaged that the cable will be installed in sections via Horizontal Directional Drilling (HDD) as part of a rolling programme to minimise disruption to road users. The installation will include the following stages:
1. Establish a launch and receive pit for each section of the cable installation route;
  2. Directionally drill a small diameter pilot hole within the highway between the launch and receive pits, at the prescribed depth agreed with the local highway authority through the design process;
  3. Enlarge the pilot hole for installation of the pipeline;
  4. Pull the pipeline back into the enlarged hole;

## 5. Insert the cables into the pipe

- 2.14 Once the drilling works are complete and connected, the launch / receive pits will be backfilled and reinstated and resurfaced to match the original surface.

### *Section 50 Licence*

- 2.15 Prior to these works being undertaken, all appropriate licences will be obtained, including a Section 50 licence. Through this process, traffic management will be agreed with the local Highway Authority. Works within the public highway will be divided into sections of the road to minimise disruption to the local traffic.
- 2.16 The local community will have early notice of the exact works and their location a minimum of four weeks ahead of commencement, via flyers, signage and online notices.

### 3 Existing Traffic Flows and Speeds

- 3.1 This Section provides details of the existing traffic flows and speeds on the Station Road, within the vicinity of the Site.
- 3.2 Three Automatic Traffic Counts (ATC) surveys were undertaken between the 21<sup>st</sup> October and the 27<sup>th</sup> October 2024 along Station Road. These were located in the following locations:
- West of Site;
  - East of Site;
  - Middle of the Site.
- 3.3 The ATC data and their locations is shown in **Appendix B**. The recorded traffic volumes and speeds are summarised in **Table 3.1**.

Table 3.1 Summary of ATC Data

| Location                    | Direction    | Total Vehicles |             |             | HGV %*      | Speeds (mph)** |             |
|-----------------------------|--------------|----------------|-------------|-------------|-------------|----------------|-------------|
|                             |              | 24hr AAWT      | 08:00-09:00 | 17:00-18:00 |             | Ave Speed      | 85% Speed   |
| B262 Station Road (West)    | EB           | 4,609          | 289         | 501         | 2.5%        | 31.9           | 36.1        |
|                             | WB           | 4,511          | 410         | 221         | 2.1%        | 33.0           | 37.6        |
|                             | <b>Total</b> | <b>9,120</b>   | <b>699</b>  | <b>722</b>  | <b>2.3%</b> | <b>32.5</b>    | <b>36.9</b> |
| B262 Station Road (Central) | EB           | 4,463          | 407         | 217         | 2.1%        | 37.1           | 42.0        |
|                             | WB           | 4,588          | 284         | 499         | 2.6%        | 35.2           | 39.2        |
|                             | <b>Total</b> | <b>9,051</b>   | <b>691</b>  | <b>716</b>  | <b>2.4</b>  | <b>36.2</b>    | <b>40.6</b> |
| B262 Station Road (East)    | EB           | 5,141          | 284         | 517         | 2.4%        | 32.3           | 36.9        |
|                             | WB           | 5,042          | 422         | 220         | 2.0%        | 35.6           | 40.5        |
|                             | <b>Total</b> | <b>10,183</b>  | <b>706</b>  | <b>737</b>  | <b>2.2%</b> | <b>34.0</b>    | <b>38.7</b> |

\*HGV is over 3.5tonnes \*\*Recorded over five-day average

- 3.4 Table 3.1 shows that, on an average weekday, there are around 9,000 - 10,000 two-way movements on the B262 Station Road. The 85th percentile speeds were recorded as between 36.9mph to and 40.6mph. Around 2.3% of movements on Station Road are by HGV. This includes a mixture of vehicles categorised as Ordinary Goods Vehicles (OGV) 1 and the larger OGV 2.

## 4 Construction Vehicle Trip Generation

- 4.1 The section sets out the trip generation associated with the construction phase of the proposed development.
- 4.2 It is anticipated that the construction phase will last for approximately six to twelve months.
- 4.3 Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:30 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries and HGV activity will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- 4.4 The Applicant will work with the operators of the Millbrook Garden Centre and the Pepperhill Recycling Centre to ensure that the construction of the proposed development does not have an adverse effect on their usual operations.
- 4.5 The construction period will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. The vast majority of deliveries by HGV will be by 16.5m articulated vehicles or 8-10m rigid vehicles.
- 4.6 Deliveries to the Site will be reported to the Site Manager and will be made by the smallest possible vehicle for that particular item of plant or material, whilst ensuring efficiency of vehicle movements is maintained.

### HGV Movements

- 4.7 **Table 4.1** sets out a summary of the HGV movements that will be associated with the construction phase of the Scheme.

Table 4.1 Dartford Energy Hub HGV Movements

| Activity                                                               | Type of Vehicle (Max)           | Total Number of Deliveries                     |
|------------------------------------------------------------------------|---------------------------------|------------------------------------------------|
| Battery Modules                                                        | 16.5m Articulated               | 216 (432 two-way movements)                    |
| Invertor                                                               | 16.5m Articulated               | 72 (144 two-way movements)                     |
| Client Control Room                                                    | 16.5m Articulated               | 2 (4 two-way movements)                        |
| Storage Containers                                                     | 16.5m Articulated               | 5 (10 two-way movements)                       |
| Substation                                                             | 16.5m Articulated               | 15 (30 two-way movements)                      |
| Miscellaneous (fencing, water tanks, cable, gravel, landscaping etc.). | 10m Rigid and 16.5m Articulated | 190 (380 two-way movements)                    |
| Total                                                                  |                                 | <b>500</b> deliveries (1000 two-way movements) |

- 4.8 As set out in **Table 3.1** it is anticipated that approximately 500 deliveries could be made by during the construction of the BESS facility, at an average of over under three deliveries per day, assuming a six-month construction period (26 weeks or 150 working days).
- 4.9 If a 25% buffer is added on to these deliveries, there will be 625 deliveries, at an average of just over four vehicles per day.
- 4.10 There is likely to be a small peak in deliveries early in the construction process for Site set-up, including the construction of the access track and then again when the electrical equipment (BESS units) are ready for installation. The Applicant has advised that there will be no more than 10-15 deliveries per day by HGV during this period, which will last approximately four to six weeks.

### Construction Worker Trips

- 4.11 In addition to the HGV movements identified in **Table 4.1**, there will also be a number of construction movements associated with smaller vehicles for the transportation of construction workers and sub-contractors.
- 4.12 Approximately 20 construction workers are anticipated to be required on Site on an average day. This may increase slightly during peak construction. The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of non-local workforce will stay at local accommodation and be transported to the Site by shared transport to minimise the impact on the strategic and local highway network. Based on this, it is likely that there could be up to 10 LGV arrivals per day.

### **Construction Vehicle Movements Timings**

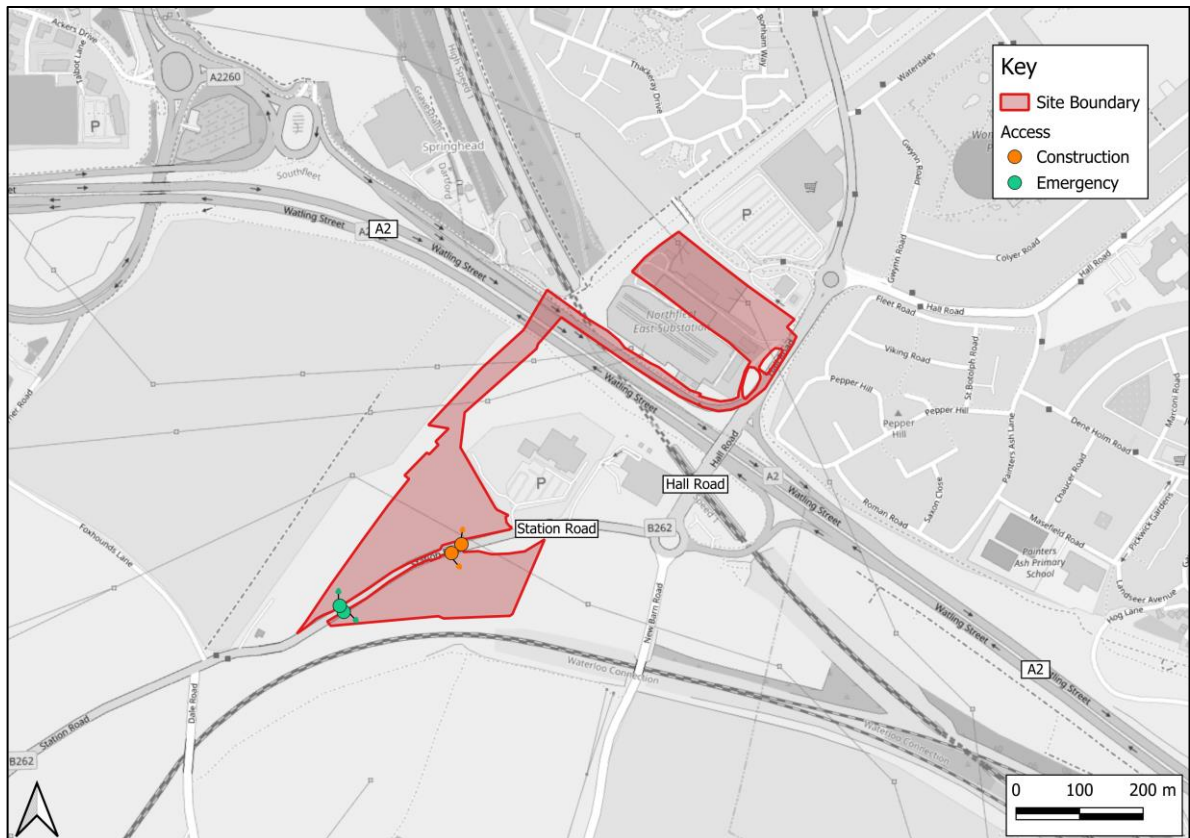
- 4.13 Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- 4.14 Due to the Site operational hours (08:00-18:00), construction worker travel will occur outside of the peak hours.

## 5 Site Access Arrangements

5.1 This section sets out the details of the construction and operational phase access arrangements.

5.2 The location of the accesses are shown in **Figure 5.1**.

Figure 5.1 Dartford Energy Hub: Site Access Arrangements



### Construction Access Arrangements

5.3 Construction vehicle access arrangement drawings are shown in **Appendix C**

#### *Northern Parcel*

5.4 Vehicles will enter the Site via an improved existing agricultural access to access the northern parcel. The proposed access arrangement is shown in **Drawing SK01-A**

5.5 **Drawing SK01-A** provides information on the visibility splays. It demonstrates that a visibility splay of 100.1m can be achieved to the east and 111.9m can be achieved to the west. These visibility splays are in accordance with the recorded 85<sup>th</sup> percentile speeds.

- 5.6 **Drawing SK01-A** also shows the swept-path analysis of a 16.5m articulated vehicle accessing and egressing the Site in a forward gear. This is the largest vehicle that will be required to deliver equipment to the Site.

### *Southern Parcel*

- 5.7 Vehicles accessing the southern parcel of the Site will do so via a new access point from Station Road. This access will be constructed to accommodate a 16.5m articulated vehicle, which is the largest vehicle required to deliver equipment to the Site. The access arrangement is shown in **Drawing SK02-A**
- 5.8 **Drawing SK02-A** provides information on the visibility splays. It demonstrates that a visibility splay of 100.1m can be achieved to the east and 111.9m can be achieved to the west. These visibility splays are in accordance with the recorded 85<sup>th</sup> percentile speeds.

## **Access Management**

- 5.9 During the construction phase, banksmen will be deployed at the Site access whenever construction vehicles are accessing or egressing the Site. This is to ensure the safety of all road users.
- 5.10 In addition, temporary signage will be erected in the vicinity of the junction during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames.
- 5.11 The accesses will be retained for use by maintenance vehicles. Maintenance vehicles, in the form of a transit van or similar, will visit the Site only a handful of times per month.

## **Emergency Vehicle Access**

- 5.12 Two emergency accesses are proposed on the B262 Station Road. One to the northern parcel of land, and one to the southern parcel of land. They will only be used in the event of an emergency. The proposed emergency access arrangements for the northern and southern parcels are shown in **Drawing SK03** and **Drawing SK04**, respectively. They are provided to ensure that Proposed Development is in accordance with the latest guidance published by the National Fire Chiefs Council (NFCC).

## **Public Rights of Way**

5.13 There are no Public Rights of Way (PRoW) within the Site Boundary.

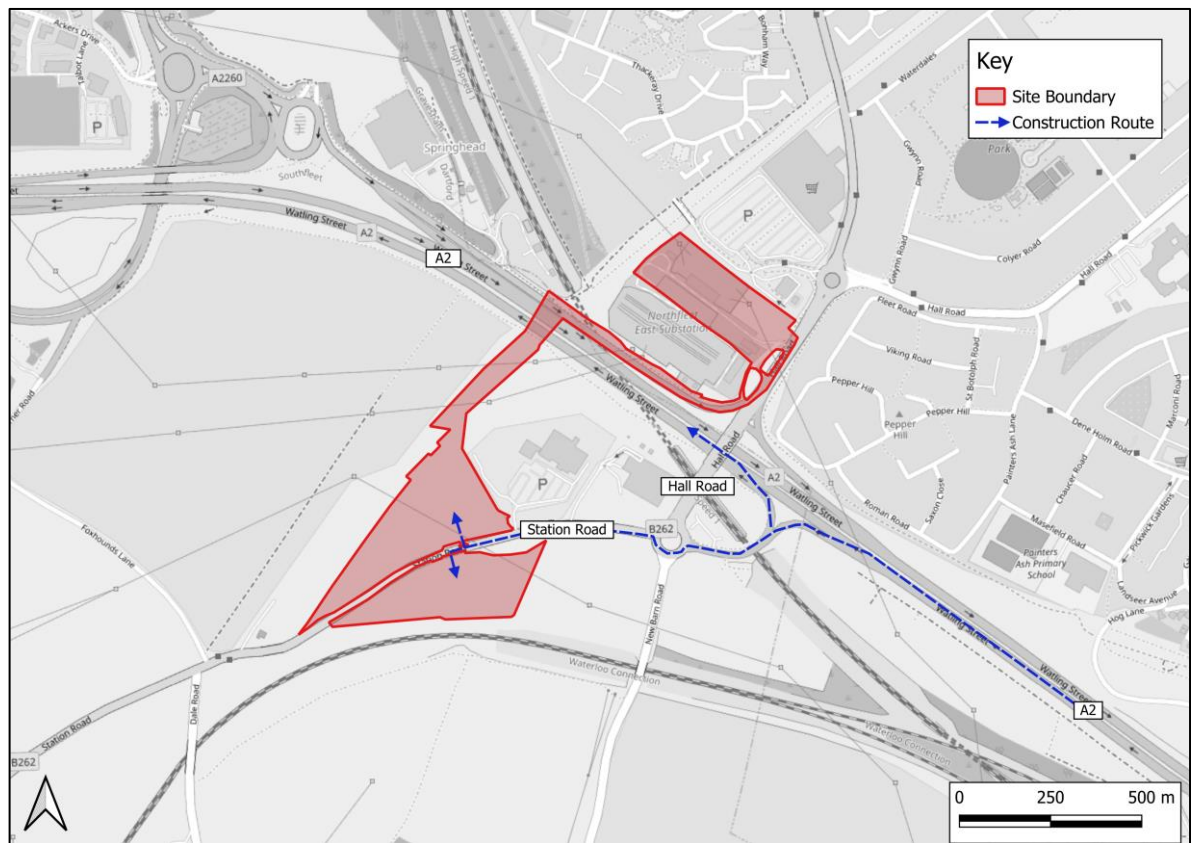
## 6 Construction Vehicle Routing

- 6.1 The details of the construction vehicle route are set out below. Drivers will be made aware of the route in advance of driving to the Site. The selected route is considered the most appropriate route to the Site.

### Route Overview

- 6.2 The designated route for all construction HGVs associated with the construction period is illustrated in **Figure 6.1**.
- 6.3 The route has been selected to minimise the effect of vehicle movements in relation to sensitive uses, such as residential properties. This route takes into account points raised at the public consultation event.

Figure 6.1 Construction Vehicle Route



- 6.4 The construction vehicle route to the Site is:
- A2 → Station Road (B262) → Site Accesses.

- 6.5 All vehicles will route to the Site from the A2. Construction vehicles will exit the A2 and take the second exit at the Station Road/Hall Road/New Barn Road roundabout. Vehicles will then continue travelling westbound on Station Road until either turning left or right into the relevant Site access.
- 6.6 There is no posted weight or height restriction along the above-described route. Additional warning signs will be installed on the approach from both directions on Station Road to advise drivers of the potential for construction HGVs to be present.
- 6.7 Upon egressing the Site, vehicles will follow the reverse of the previously described route, returning to the A2.

### **Route Signage**

- 6.8 Temporary road signage will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points on the route, such as at junctions.
- 6.9 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points will be considered when locating signage:
- The position of the sign in relation to the highway;
  - Possible distraction to drivers; and
  - The proximity to junctions.
- 6.10 The signage strategy will be agreed with the local highway authority.

### **Management of Deliveries**

- 6.11 All deliveries will be scheduled in advance using a booking system. Drivers will be instructed to stop in an appropriate layby or service station and make contact if they are likely to miss their allotted slot to allow the schedule to be adapted in as much as possible.
- 6.12 The following procedure will be initiated when deliveries are made to the Site:
- 6.13 Procedure for Arrival to Site
- Drivers to be notified of scheduled arrival time ahead of delivery to the Site;
  - When the delivery vehicle is due, operators will be mobilised and will go to position at the Site access;

- All operatives will communicate with each other, as necessary; and
- Banksman will assist HGVs to manoeuvre into the Site access.

6.14 The following procedure will be initiated when HGVs are leaving the Site:

6.15 Procedure for Leaving the Site

- Before drivers depart, the Site Manager will be notified. They will then mobilise the banksman at the Site access;
- Drivers will be advised when the banksman are in place; and
- Banksman will guide the drivers out of the Site access.

## Summary

6.16 The proposed construction vehicle route provides the most appropriate route between the strategic highway network and the Site. There is no posted weight of height restrictions along the route.

6.17 The route has been selected to mitigate the impact of vehicle movements in relation to sensitive uses, such as residential properties.

6.18 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CTMP.

6.19 Appropriate management measures will be provided throughout the construction phase in order to manage the arrival and departure of HGVs at the Site. This is set out further in **Chapter 6**.

## 7 Management Measures

- 7.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the management measures.
- 7.2 The management measures are set out below.

### Signage

- (i) Signs to direct construction vehicles associated with the development will be installed along the construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;
- (ii) All signage on the designated route will be inspected daily by the Site Manager, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations;

### Vehicle Movement

- (iii) Where possible, construction deliveries by will be coordinated to avoid the network peak hours of 08:00-09:00 and 17:00-18:00;
- (iv) Banksman will be provided at the Site access to indicate to construction traffic when it is safe for them to enter and exit the Site;

### Booking System

- (v) A booking system will be set up to manage arrivals and departures to the Site. A log will be kept as part of the booking system;

### Parking

- (vi) Advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;

## **Wheel Wash Facility**

- (vii) A wheel washing facility will be provided. This will be located on the access track near to the Site access.
- (viii) A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway;

## **Noise Reduction and Air Quality**

- (ix) When on Site and when not in use, vehicle engines will be switched off;
- (x) Vehicles carrying material off-Site will be sheeted to prevent the spread of dust;
- (xi) In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust;

## **Site Security**

- (xii) The Site will be secured at all times via a perimeter fence or temporary fencing. CCTV will be operational within the construction compound;

## **Construction Site Management**

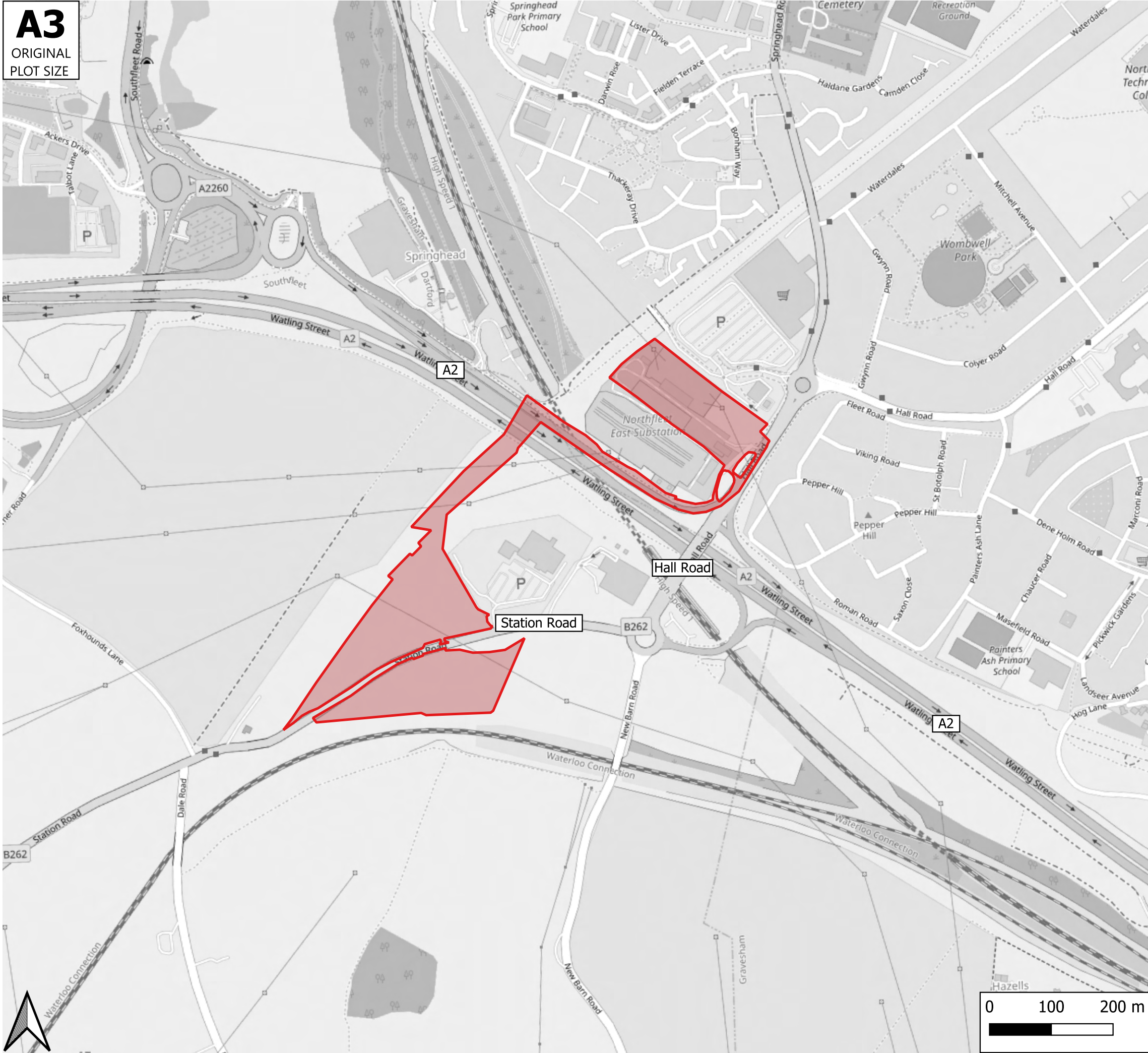
- (xiii) The Construction Site Manager (CSM) will be responsible for undertaking co-ordination for the Site. Their main duties will include:

- a. Managing the implementation of the CTMP;*
- b. Scheduling deliveries to the Site;*
- c. Checking for road works scheduled that may affect the construction route as well as for refuse collection to avoid conflict with construction vehicles;*
- d. Handling complaints received, if any;*
- e. To act as the point of contact between the employees and contractors;*
- f. Update the CTMP prior to commencement;*
- g. Community Engagement.*

## **Community Engagement**

- (xiv) The details of the Construction Site Manager will be provided to the local highway authority in advance of any work being carried out.
- (xv) The Construction Site Manager's details will also be provided on a Site-board at the Site access. If anyone in the local community has any issues during the construction phase, the Site Manager will be available to discuss.

# FIGURES



**A3**  
ORIGINAL  
PLOT SIZE

**Key**  
 Site Boundary

|     |      |         |  |  |             |
|-----|------|---------|--|--|-------------|
|     |      |         |  |  |             |
| Rev | Date | Details |  |  | Drawn by    |
|     |      |         |  |  | Checked by  |
|     |      |         |  |  | Approved by |

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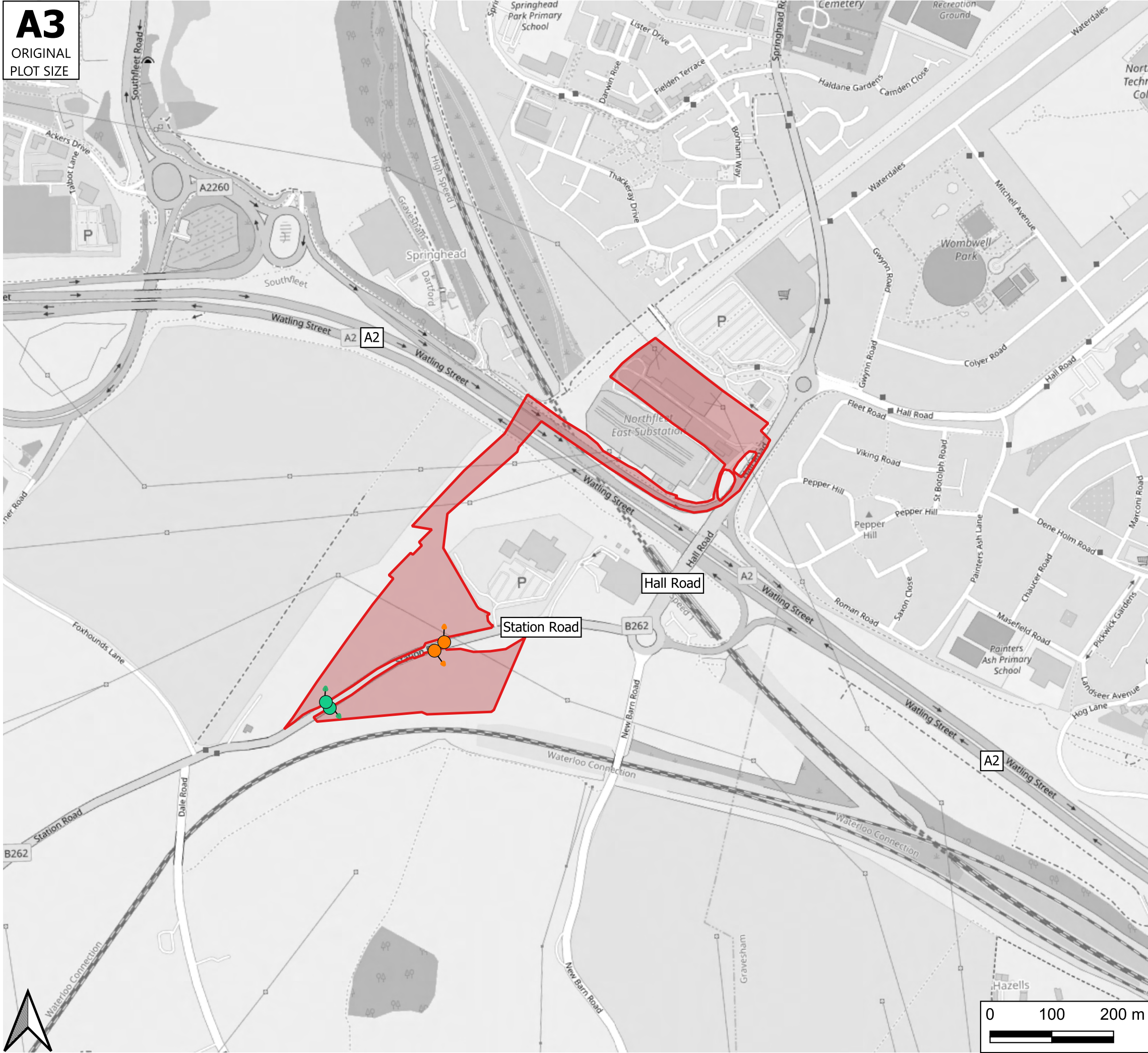
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TITLE:  
**Site Location Plan**

STATUS:  
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|----------|----------|-------------|----------|-----------|
| SCALE:   | DATE:    | DRAWN:      | CHECKED: | APPROVED: |
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| 2305-048 |          | Figure 1.1  |          | -         |



**A3**  
ORIGINAL  
PLOT SIZE

### Key

- Site Boundary
- Construction
- Emergency

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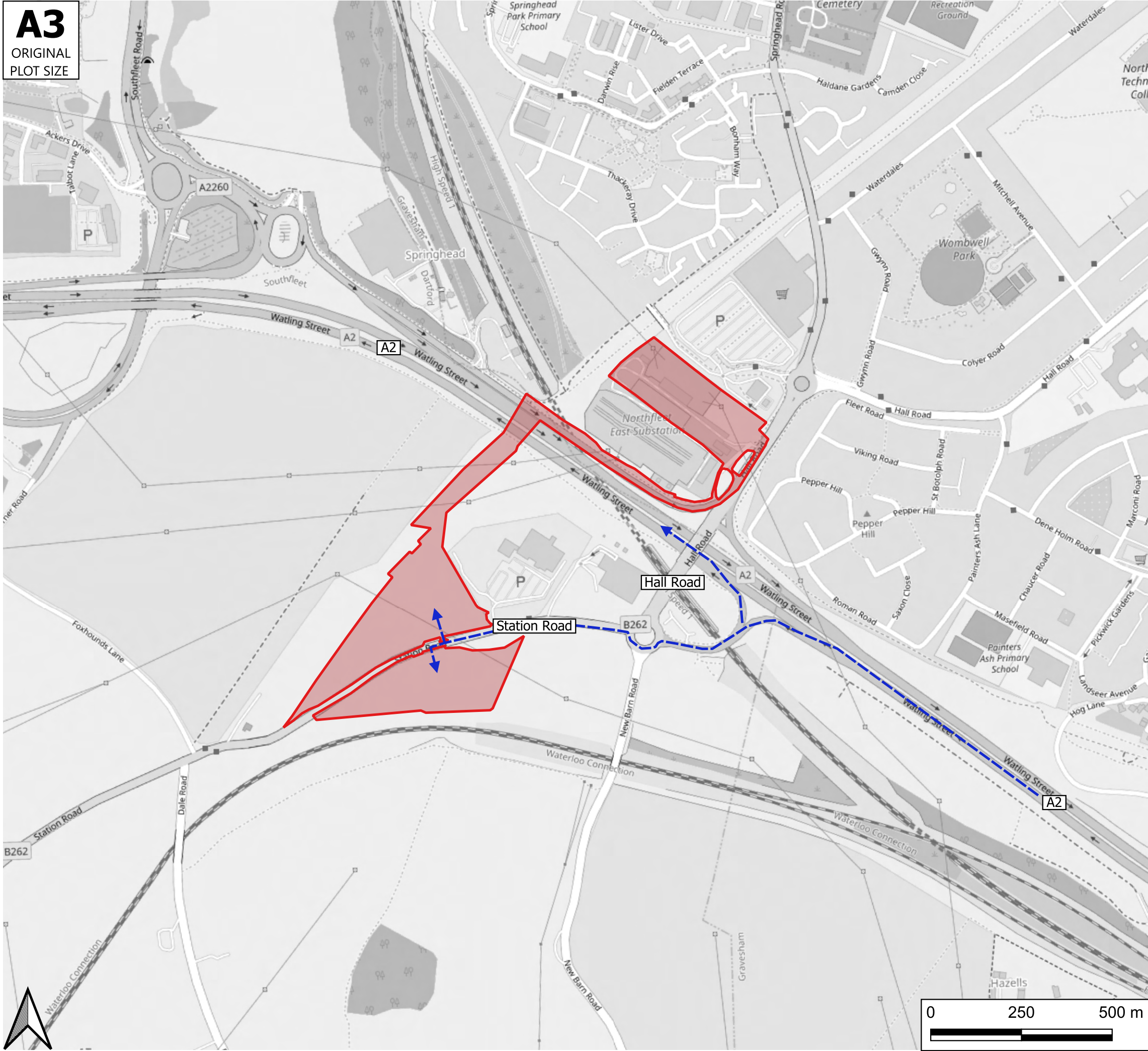
**Access Plan**

STATUS:

**FOR INFORMATION**

| SCALE: | DATE:    | DRAWN: | CHECKED: | APPROVED: |
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| NTS    | 17/12/24 | JP     | AG       | RR        |

| JOB NO:  | DRAWING NO: | REVISION: |
|----------|-------------|-----------|
| 2305-048 | Figure 5.1  | -         |



**A3**  
ORIGINAL  
PLOT SIZE

**Key**  
 Site Boundary  
--> Construction Route

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|-----|------|---------|--|--|-------------|
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| Rev | Date | Details |  |  | Drawn by    |
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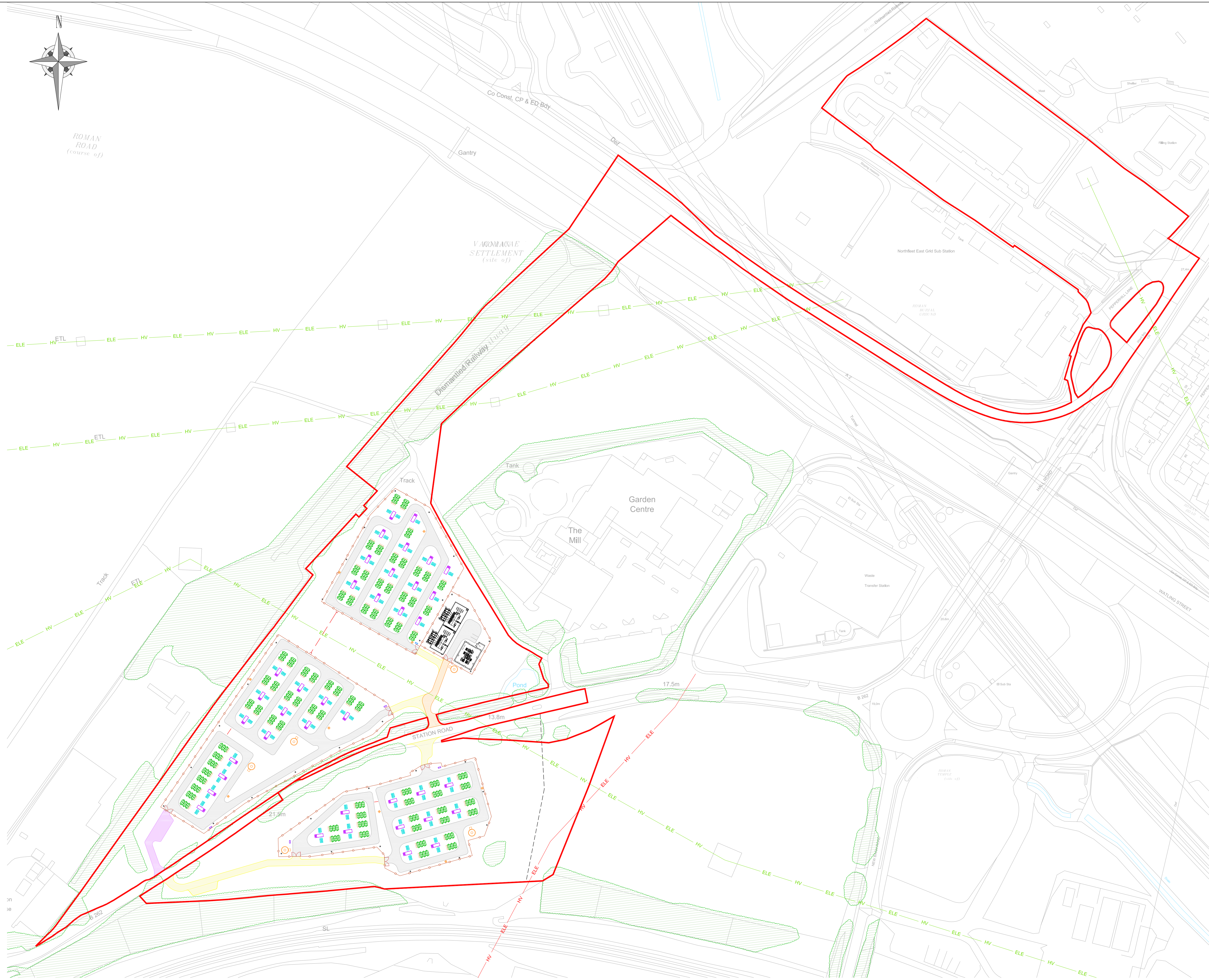
PROJECT:  
**Dartford Energy Hub**

TITLE:  
**Construction Vehicle Route**

STATUS:  
**FOR INFORMATION**

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| NTS      | 17/12/24 | JP          | AG       | RR        |
| JOB NO:  |          | DRAWING NO: |          | REVISION: |
| 2305-048 |          | Figure 6.1  |          | -         |

# APPENDIX A



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Scaled dimensions must not be taken from this drawing. All dimensions are to be confirmed on site prior to commencement of work.

Revisions:

| Revision | Date     | Revision Notes                             | Drawn | Inspected |
|----------|----------|--------------------------------------------|-------|-----------|
| 01       | 07.11.23 | First Issue                                | JM    | DW        |
| 02       | 18.12.23 | Revised                                    | JM    | DW        |
| 03       | 19.01.24 | Revised                                    | JM    | DW        |
| 04       | 06.07.24 | Amendments to Site Technology and Layout   | JM    | ST        |
| 05       | 30.08.24 | Amendments to Layout, Substation relocated | JM    | ST        |
| 06       | 10.09.24 | Technology and Duration revised            | JM    | ST        |
| 07       | 28.10.24 | Overhead HV Lines Added                    | GM    | ST        |
| 08       | 26.11.24 | Amended as per Comments                    | OB    | ST        |
| 09       | 29.11.24 | Amended as per Comments                    | OB    | ST        |
| 10       | 06.12.24 | Amended as per Comments                    | OB    | ST        |

LEGEND:

|  |                                  |
|--|----------------------------------|
|  | PLANNING APPLICATION BOUNDARY    |
|  | SITE ACCESS                      |
|  | INTERNAL SITE ROADS              |
|  | EMERGENCY/FIRE ACCESS            |
|  | DNO ACCESS                       |
|  | BESS SECURITY FENCE              |
|  | EXISTING UNDERGROUND POWER LINES |
|  | EXISTING OVERHEAD POWER LINES    |
|  | EXISTING THOROUGHFARE            |
|  | FOOT ACCESS                      |
|  | EXISTING VEGETATION              |

SITE INFRASTRUCTURE

|  |                                |  |                       |
|--|--------------------------------|--|-----------------------|
|  | SECURITY GATE                  |  | BATTERY UNIT          |
|  | PEDESTRIAN GATE                |  | PCSK INVERTER         |
|  | CUSTOMER SUBSTATION            |  | MV SKID               |
|  | FIRE HYDRANT                   |  | ACC/DCC PANEL         |
|  | 120,000L WATER TANK            |  | FIRST RESPONDER PANEL |
|  | FIRST RESPONDER REPEATER PANEL |  | CCTV COLUMN           |

Project:

**Dartford Energy Hub**

Developer:



CLEARSTONE ENERGY Limited  
8 Devonshire Square, London  
United Kingdom, EC2M 4PL  
[www.clearstoneenergy.com/](http://www.clearstoneenergy.com/)

Drawn by:



Status:

**FOR PLANNING**

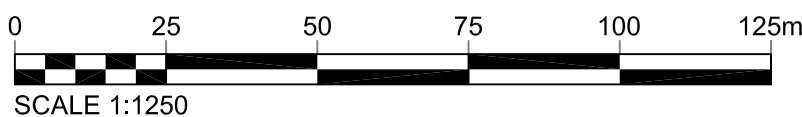
Drawing Title:

**Dartford Energy Hub**  
Proposed Site Layout Plan

|                                       |                         |                             |
|---------------------------------------|-------------------------|-----------------------------|
| Drawn:<br>JM                          | Checked:<br>DW          | First Issued:<br>07.11.2023 |
| Project Code:<br><b>CST010- DF4.0</b> | Drawing Number:         |                             |
| Sheet Size:<br><b>A1</b>              | Scale:<br><b>1:1250</b> | Revision:<br><b>10</b>      |

**DARTFORD ENERGY HUB PROPOSED SITE LAYOUT PLAN**

Scale: 1:1250@A1



# APPENDIX B

PROJECT 41251 Station Rd, Dartford  
SITE CODE 41251-001  
LOCATION Station Rd (E)  
  
START DATE Mon 21 Oct, 2024  
END DATE Sun 27 Oct, 2024 (inc.)  
SPEED LIMIT 60mph  
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED EAST & WESTBOUND

|                                              |          |
|----------------------------------------------|----------|
| Total recorded volume                        | 62,773   |
| Total recorded HGVs                          | 1,385    |
| % of vehicles that are HGVs                  | 2.2%     |
| Avg daily volume (based on 7 days)           | 8,967.6  |
| Average daily speed (7 days)                 | 31.7mph  |
| Average daily 85%ile (7 days)                | 38.7mph  |
| AA DT (annual average daily traffic)         | 9,389.2  |
| AA WT (annual average weekday traffic)       | 10,183.2 |
| Avg weekday volume (Mon-Fri, 24hrs)          | 9,713.8  |
| Avg weekday speed (Mon-Fri, 24hrs)           | 31.6mph  |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 8,020.4  |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 30.9mph  |

EASTBOUND

|                                        |         |
|----------------------------------------|---------|
| Total recorded volume                  | 31,945  |
| Total recorded HGVs                    | 782     |
| % of vehicles that are HGVs            | 2.4%    |
| Avg daily volume (based on 7 days)     | 4,563.6 |
| Average daily speed (7 days)           | 29.8mph |
| Average daily 85%ile (7 days)          | 37.3mph |
| % of vehicles exceeding 60mph          | 0.0%    |
| AA DT (annual average daily traffic)   | 4,779.2 |
| AA WT (annual average weekday traffic) | 5,141.0 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,891.2        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 29.4mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 4,124.0        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 28.8mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 36.5mph        |
| AM avg peak vol period (Mon-Fri)             | 12:00 to 12:15 |
| PM avg peak vol period (Mon-Fri)             | 17:00 to 17:15 |

A 7-day automatic traffic count on Station Rd (E), commencing Mon 21 Oct 2024, recorded a total of 62,773 vehicles. The posted speed limit of 60mph was exceeded by 0.1% of vehicles, and the seasonally adjusted, combined AADT value is 9,389 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

WESTBOUND

|                                        |         |
|----------------------------------------|---------|
| Total recorded volume                  | 30,828  |
| Total recorded HGVs                    | 603     |
| % of vehicles that are HGVs            | 2.0%    |
| Avg daily volume (based on 7 days)     | 4,404.0 |
| Average daily speed (7 days)           | 33.7mph |
| Average daily 85%ile (7 days)          | 40.2mph |
| % of vehicles exceeding 60mph          | 0.1%    |
| AA DT (annual average daily traffic)   | 4,610.0 |
| AA WT (annual average weekday traffic) | 5,042.2 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,822.6        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 33.7mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 3,896.4        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 33.0mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 39.5mph        |
| AM avg peak vol period (Mon-Fri)             | 07:15 to 07:30 |
| PM avg peak vol period (Mon-Fri)             | 12:45 to 13:00 |

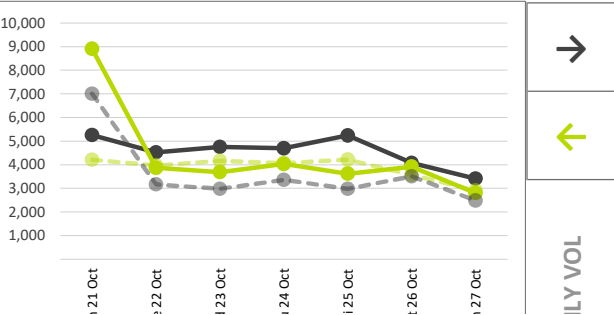
SITE LOCATION



|             |                               |
|-------------|-------------------------------|
| LOCATION    | Station Rd (E)                |
| DATES       | Mon 21 Oct to Sun 27 Oct inc. |
| LAT / LNG   | 51°25'31.48"N 0°19'36.56"E    |
| PSL         | 60mph                         |
| DIRECTION 1 | → Eastbound                   |
| DIRECTION 2 | ← Westbound                   |

DAILY VOLUMES

EAST- & WESTBOUND



Total 24hr eastbound (solid, dark grey) and westbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Monday.

PROJECT 41251 Station Rd, Dartford  
SITE CODE 41251-002  
LOCATION Station Rd (Midd)  
  
START DATE Mon 21 Oct, 2024  
END DATE Sun 27 Oct, 2024 (inc.)  
SPEED LIMIT 60mph  
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED EAST & WESTBOUND

|                                              |         |
|----------------------------------------------|---------|
| Total recorded volume                        | 54,931  |
| Total recorded HGVs                          | 1,293   |
| % of vehicles that are HGVs                  | 2.4%    |
| Avg daily volume (based on 7 days)           | 7,847.3 |
| Average daily speed (7 days)                 | 34.9mph |
| Average daily 85%ile (7 days)                | 40.8mph |
| AADT (annual average daily traffic)          | 8,166.8 |
| AAWT (annual average weekday traffic)        | 9,051.1 |
| Avg weekday volume (Mon-Fri, 24hrs)          | 8,675.4 |
| Avg weekday speed (Mon-Fri, 24hrs)           | 34.2mph |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 6,997.4 |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 33.8mph |

A 7-day automatic traffic count on Station Rd (Midd), commencing Mon 21 Oct 2024, recorded a total of 54,931 vehicles. The posted speed limit of 60mph was exceeded by 0.1% of vehicles, and the seasonally adjusted, combined AADT value is 8,167 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND

|                                       |         |
|---------------------------------------|---------|
| Total recorded volume                 | 26,858  |
| Total recorded HGVs                   | 570     |
| % of vehicles that are HGVs           | 2.1%    |
| Avg daily volume (based on 7 days)    | 3,836.9 |
| Average daily speed (7 days)          | 36.2mph |
| Average daily 85%ile (7 days)         | 42.0mph |
| % of vehicles exceeding 60mph         | 0.1%    |
| AADT (annual average daily traffic)   | 3,991.2 |
| AAWT (annual average weekday traffic) | 4,462.8 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,290.8        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 35.7mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 3,367.2        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 35.4mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 41.4mph        |
| AM avg peak vol period (Mon-Fri)             | 07:15 to 07:30 |
| PM avg peak vol period (Mon-Fri)             | 14:30 to 14:45 |

WESTBOUND

|                                       |         |
|---------------------------------------|---------|
| Total recorded volume                 | 28,073  |
| Total recorded HGVs                   | 723     |
| % of vehicles that are HGVs           | 2.6%    |
| Avg daily volume (based on 7 days)    | 4,010.4 |
| Average daily speed (7 days)          | 33.6mph |
| Average daily 85%ile (7 days)         | 39.6mph |
| % of vehicles exceeding 60mph         | 0.1%    |
| AADT (annual average daily traffic)   | 4,175.6 |
| AAWT (annual average weekday traffic) | 4,588.3 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,384.6        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 32.7mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 3,630.2        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 32.3mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 38.6mph        |
| AM avg peak vol period (Mon-Fri)             | 08:00 to 08:15 |
| PM avg peak vol period (Mon-Fri)             | 17:15 to 17:30 |

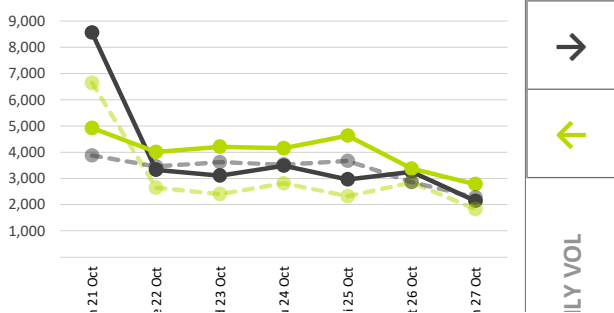
SITE LOCATION



|             |                               |
|-------------|-------------------------------|
| LOCATION    | Station Rd (Midd)             |
| DATES       | Mon 21 Oct to Sun 27 Oct inc. |
| LAT / LNG   | 51°25'30.59"N 0°19'29.50"E    |
| PSL         | 60mph                         |
| DIRECTION 1 | → Eastbound                   |
| DIRECTION 2 | ← Westbound                   |

DAILY VOLUMES

EAST- & WESTBOUND



Total 24hr eastbound (solid, dark grey) and westbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Monday.

PROJECT 41251 Station Rd, Dartford  
SITE CODE 41251-003  
LOCATION Station Rd (W)  
  
START DATE Mon 21 Oct, 2024  
END DATE Sun 27 Oct, 2024 (inc.)  
SPEED LIMIT 60mph  
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED EAST & WESTBOUND

|                                              |         |
|----------------------------------------------|---------|
| Total recorded volume                        | 55,226  |
| Total recorded HGVs                          | 1,292   |
| % of vehicles that are HGVs                  | 2.3%    |
| Avg daily volume (based on 7 days)           | 7,889.4 |
| Average daily speed (7 days)                 | 31.2mph |
| Average daily 85%ile (7 days)                | 37.2mph |
| AADT (annual average daily traffic)          | 8,212.7 |
| AAWT (annual average weekday traffic)        | 9,120.4 |
| Avg weekday volume (Mon-Fri, 24hrs)          | 8,738.4 |
| Avg weekday speed (Mon-Fri, 24hrs)           | 30.4mph |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 7,061.4 |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 30.0mph |

EASTBOUND

|                                       |         |
|---------------------------------------|---------|
| Total recorded volume                 | 28,161  |
| Total recorded HGVs                   | 717     |
| % of vehicles that are HGVs           | 2.5%    |
| Avg daily volume (based on 7 days)    | 4,023.0 |
| Average daily speed (7 days)          | 30.5mph |
| Average daily 85%ile (7 days)         | 36.4mph |
| % of vehicles exceeding 60mph         | 0.0%    |
| AADT (annual average daily traffic)   | 4,188.9 |
| AAWT (annual average weekday traffic) | 4,609.5 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,404.0        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 29.5mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 3,648.2        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 29.2mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 35.5mph        |
| AM avg peak vol period (Mon-Fri)             | 08:00 to 08:15 |
| PM avg peak vol period (Mon-Fri)             | 17:15 to 17:30 |

A 7-day automatic traffic count on Station Rd (W), commencing Mon 21 Oct 2024, recorded a total of 55,226 vehicles. The posted speed limit of 60mph was exceeded by 0.1% of vehicles, and the seasonally adjusted, combined AADT value is 8,213 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

WESTBOUND

|                                       |         |
|---------------------------------------|---------|
| Total recorded volume                 | 27,065  |
| Total recorded HGVs                   | 575     |
| % of vehicles that are HGVs           | 2.1%    |
| Avg daily volume (based on 7 days)    | 3,866.4 |
| Average daily speed (7 days)          | 31.9mph |
| Average daily 85%ile (7 days)         | 37.9mph |
| % of vehicles exceeding 60mph         | 0.1%    |
| AADT (annual average daily traffic)   | 4,023.8 |
| AAWT (annual average weekday traffic) | 4,510.9 |

|                                              |                |
|----------------------------------------------|----------------|
| Avg weekday volume (Mon-Fri, 24hrs)          | 4,334.4        |
| Avg weekday speed (Mon-Fri, 24hrs)           | 31.3mph        |
| Avg 12hr weekday volume (Mon-Fri, 0700-1900) | 3,413.2        |
| Avg 12hr weekday speed (Mon-Fri, 0700-1900)  | 30.8mph        |
| Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900) | 36.7mph        |
| AM avg peak vol period (Mon-Fri)             | 07:15 to 07:30 |
| PM avg peak vol period (Mon-Fri)             | 14:30 to 14:45 |

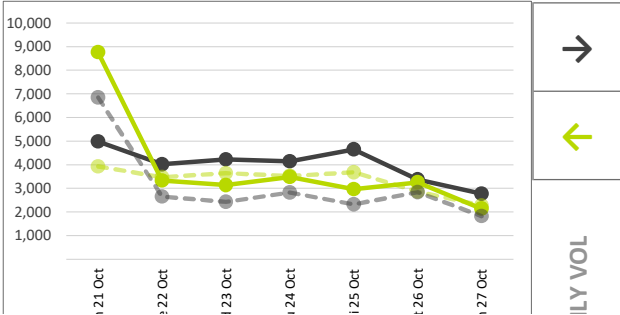
SITE LOCATION



|             |                               |
|-------------|-------------------------------|
| LOCATION    | Station Rd (W)                |
| DATES       | Mon 21 Oct to Sun 27 Oct inc. |
| LAT / LNG   | 51°25'27.77"N 0°19'19.98"E    |
| PSL         | 60mph                         |
| DIRECTION 1 | → Eastbound                   |
| DIRECTION 2 | ← Westbound                   |

DAILY VOLUMES

EAST- & WESTBOUND

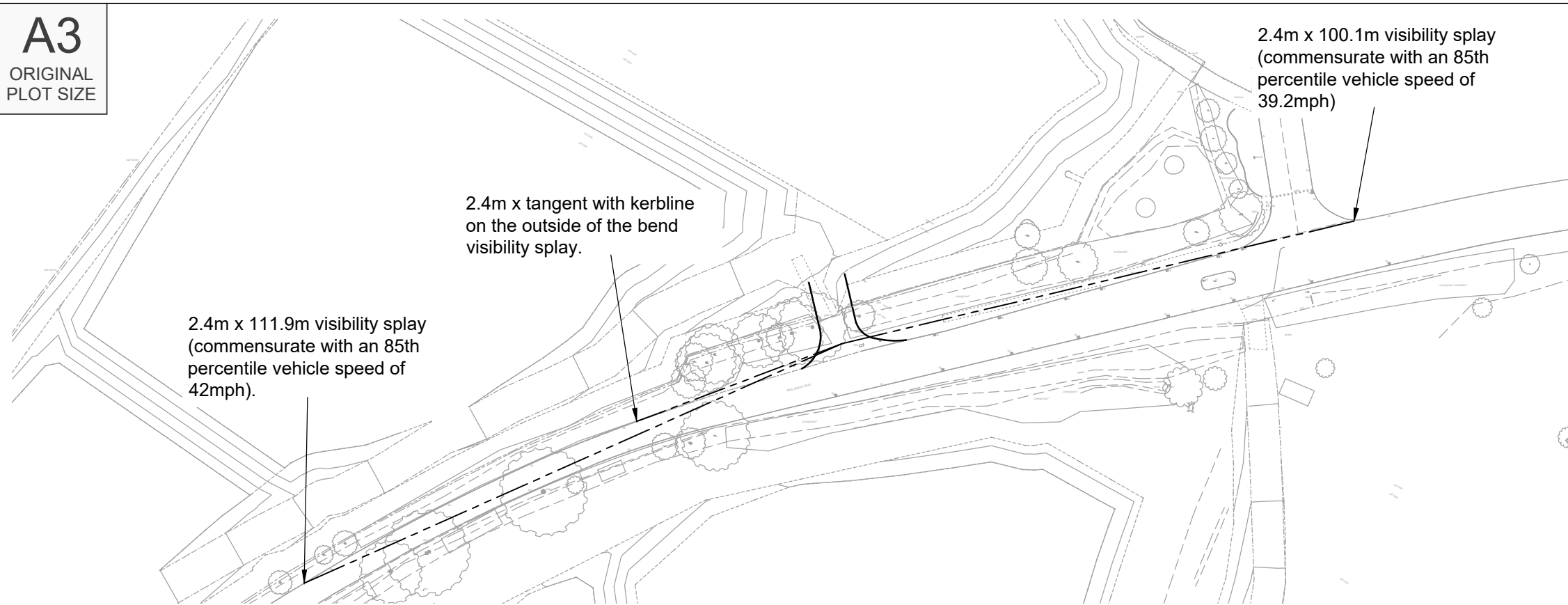


Total 24hr eastbound (solid, dark grey) and westbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Monday.

# APPENDIX C

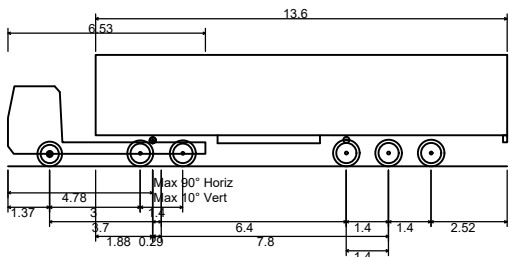
ORIGINAL  
PLOT SIZE



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NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from MONDAY 21st OCTOBER to SUNDAY 27th OCTOBER 2024.



|                                                   |         |
|---------------------------------------------------|---------|
| Max Legal Length (UK) Articulated Vehicle (16.5m) |         |
| Overall Length                                    | 16.500m |
| Overall Width                                     | 2.550m  |
| Overall Body Height                               | 3.681m  |
| Min Body Ground Clearance                         | 0.411m  |
| Max Track Width                                   | 2.500m  |
| Lock to lock time                                 | 6.00s   |
| Kerb to Kerb Turning Radius                       | 6.530m  |

|     |          |                                                     |          |            |             |
|-----|----------|-----------------------------------------------------|----------|------------|-------------|
| B   | 28.11.24 | Removed previous layout plan. Updated project name. | KVT      | AG         | RR          |
| A   | 01.11.24 | Updated visibility displays with ATC data provided. | KVT      | AG         | JD          |
| Rev | Date     | Details                                             | Drawn by | Checked by | Approved by |

**Bristol**  
Cambridge  
London  
Welwyn Garden City



40 Berkeley Square  
Bristol  
BS8 1HP  
0117 925 9400

[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:

# CLEARSTONE ENERGY LTD

PROJECT:

# DARTFORD ENERGY HUB

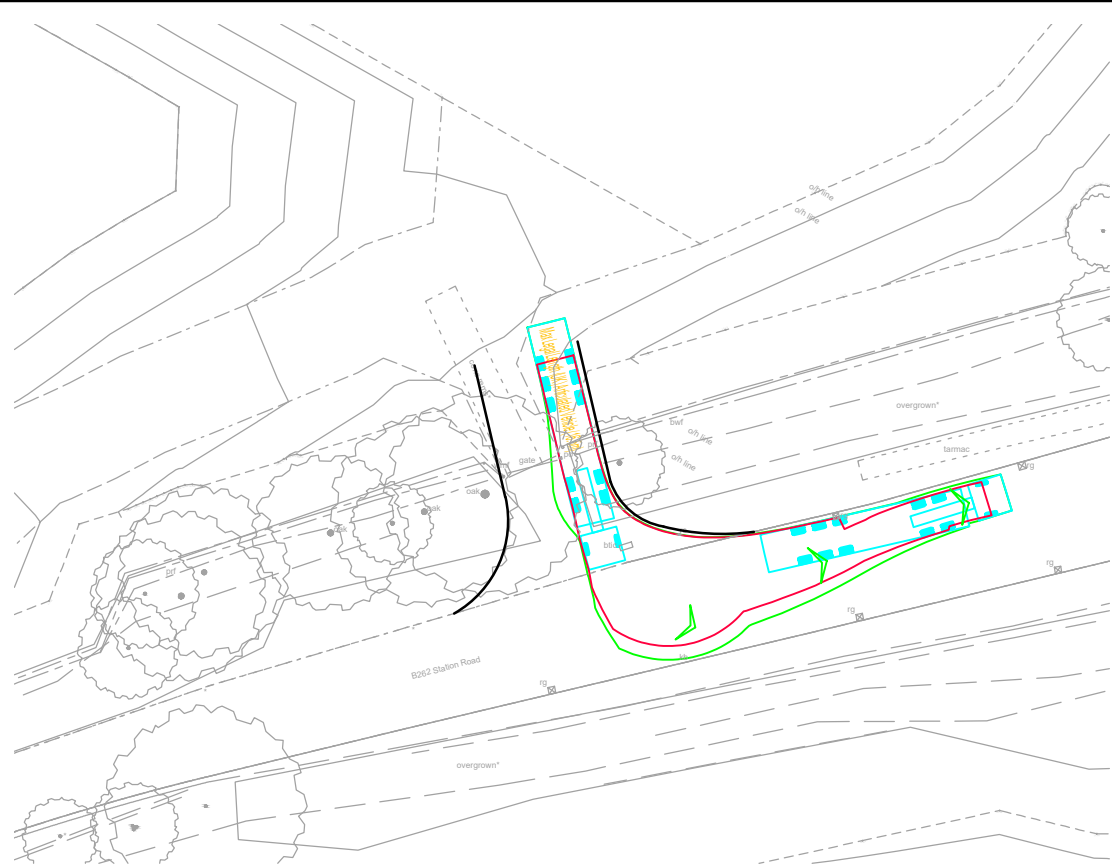
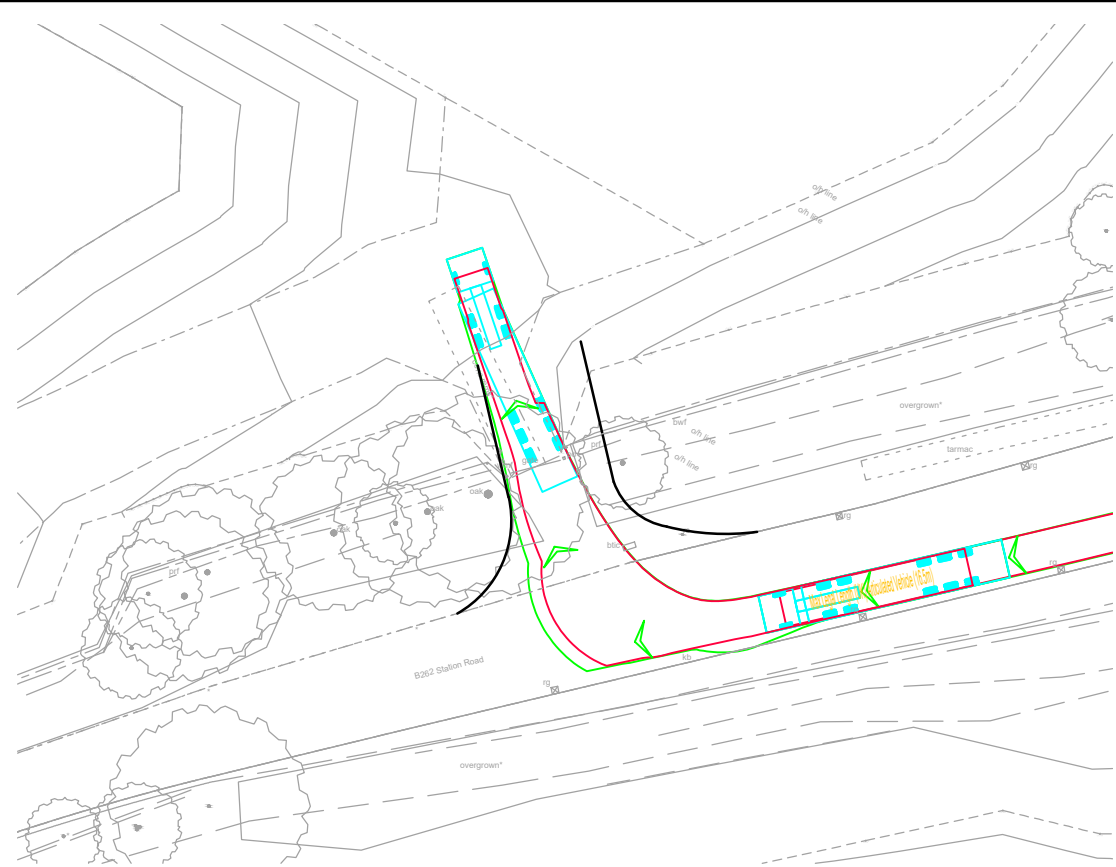
TITLE:

## Northern Parcel Proposed Access At B262, With Visibility Splay & Swept Path Analysis Of A 16.5m Articulated HGV

STATUS:

# INDICATIVE

|                     |                   |                     |                |                 |
|---------------------|-------------------|---------------------|----------------|-----------------|
| SCALE:<br>As Shown  | DATE:<br>19.12.23 | DRAWN:<br>KVT       | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2305-048 |                   | DRAWING NO:<br>SK01 |                | REVISION:<br>B  |



INDICATIVE

## Entering Access

Scale 1:500

## Exiting Access

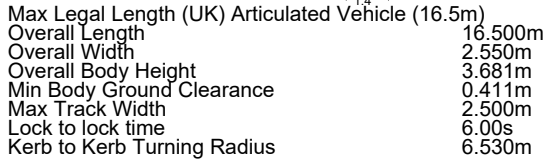
Scale 1:500

ORIGINAL  
PLOT SIZE



NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from MONDAY 21st OCTOBER to SUNDAY 27th OCTOBER 2024.



|     |          |                                                                                                    |          |            |             |
|-----|----------|----------------------------------------------------------------------------------------------------|----------|------------|-------------|
| A   | 28.11.24 | Updated visibility splay based on ATC data.<br>Removed previous site layout. Updated project name. | PW       | AG         | RR          |
| Rev | Date     | Details                                                                                            | Drawn by | Checked by | Approved by |

**Bristol**  
Cambridge  
London  
Welwyn Garden City



40 Berkeley Square  
Bristol  
BS8 1HP  
0117 925 9400  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT: **CLEARSTONE ENERGY LTD**

PROJECT:  
DARTFORD ENERGY HUB

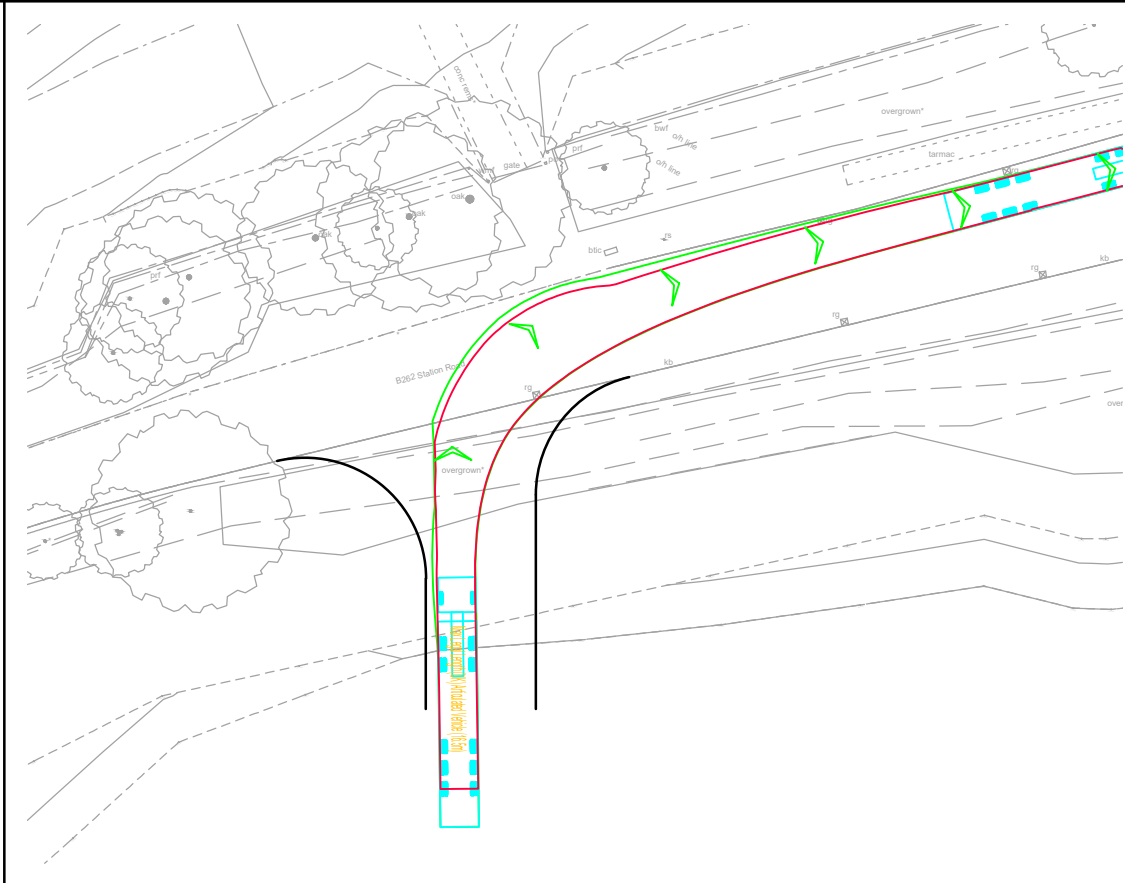
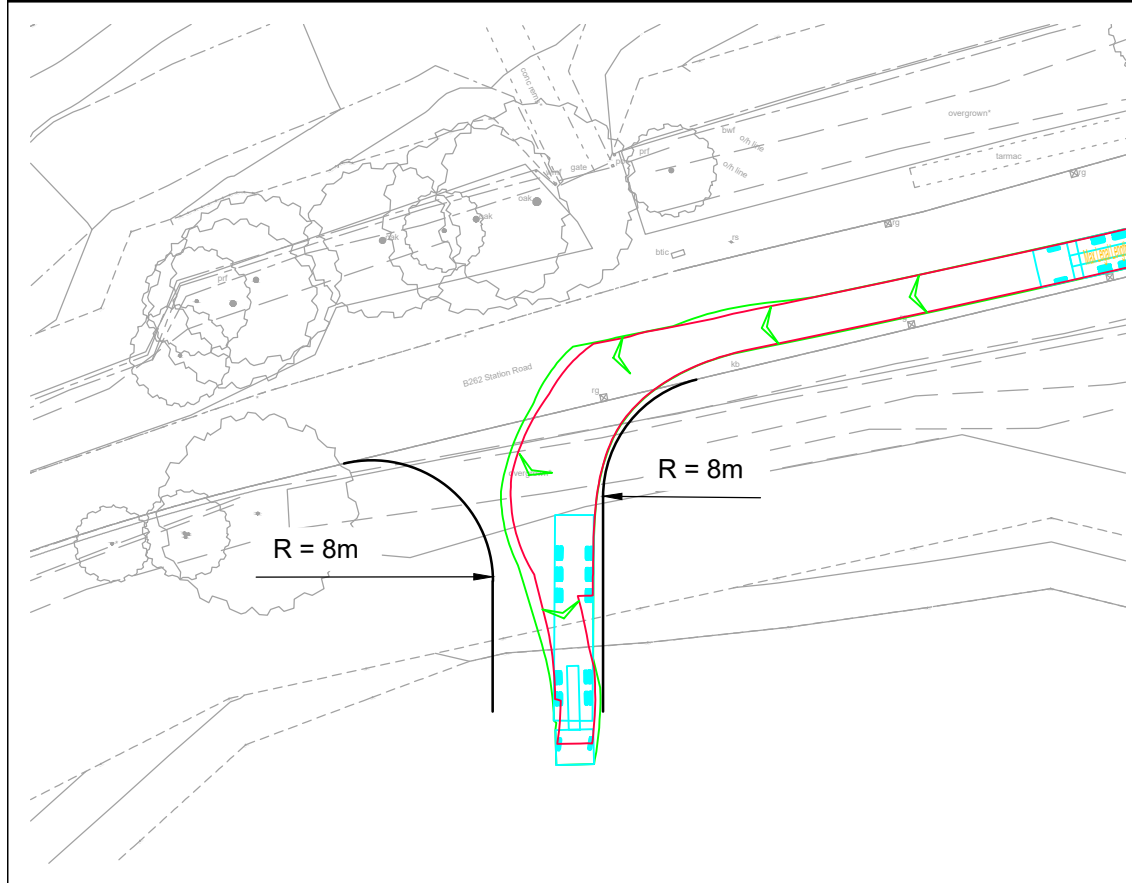
TITLE: Southern Parcel Proposed Access At B262, With Visibility Splay & Swept Path Analysis Of A 16.5m Articulated HGV

STATUS: **INDICATIVE**

|                     |                   |                     |                |                 |
|---------------------|-------------------|---------------------|----------------|-----------------|
| SCALE:<br>As Shown  | DATE:<br>19.12.23 | DRAWN:<br>KVT       | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2305-048 |                   | DRAWING NO:<br>SK01 |                | REVISION:<br>A  |

## Visibility Splay Of Southern Parcel At B262

Scale 1:1,000



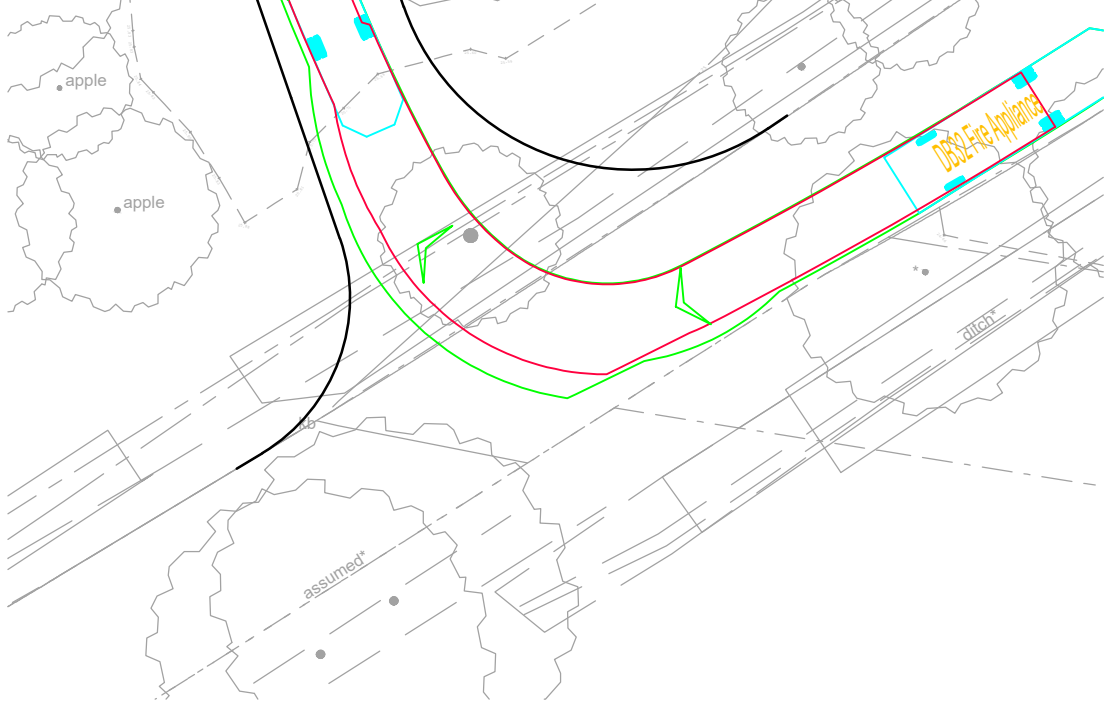
## Entering Access Left In

Scale 1:250

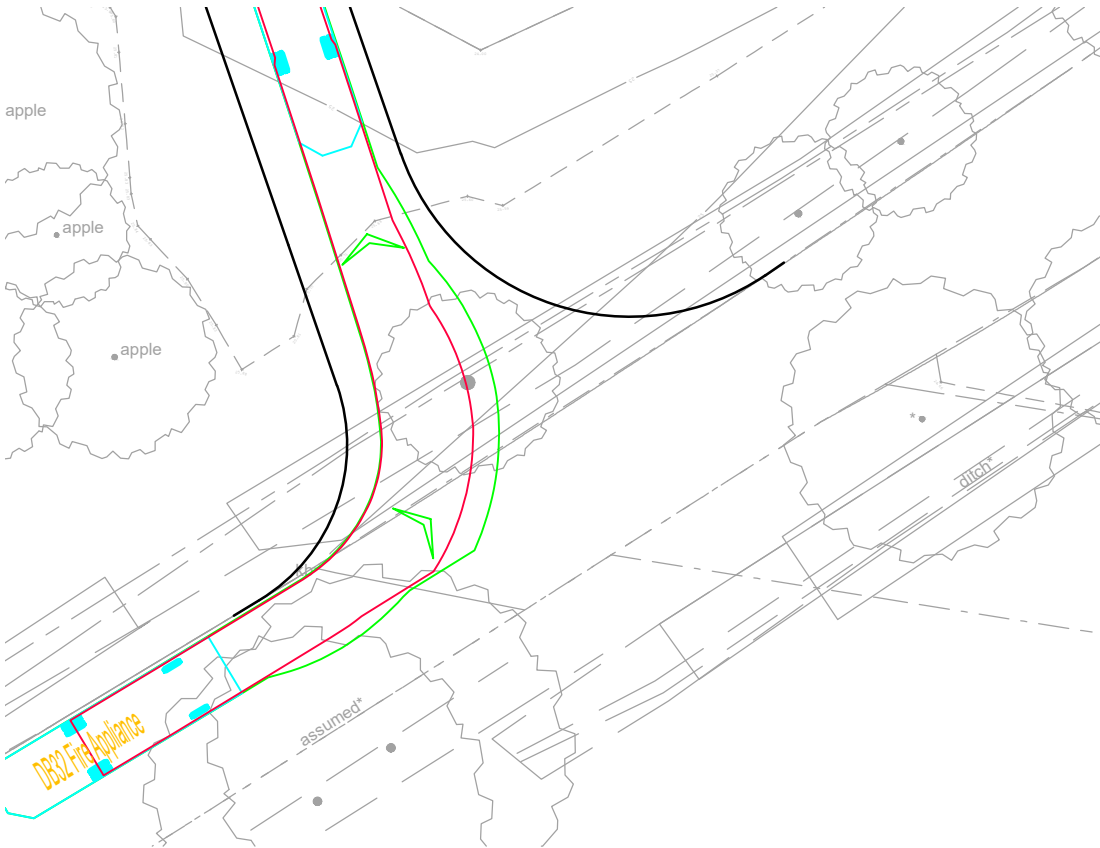
## Exiting Access Right Out

Scale 1:250

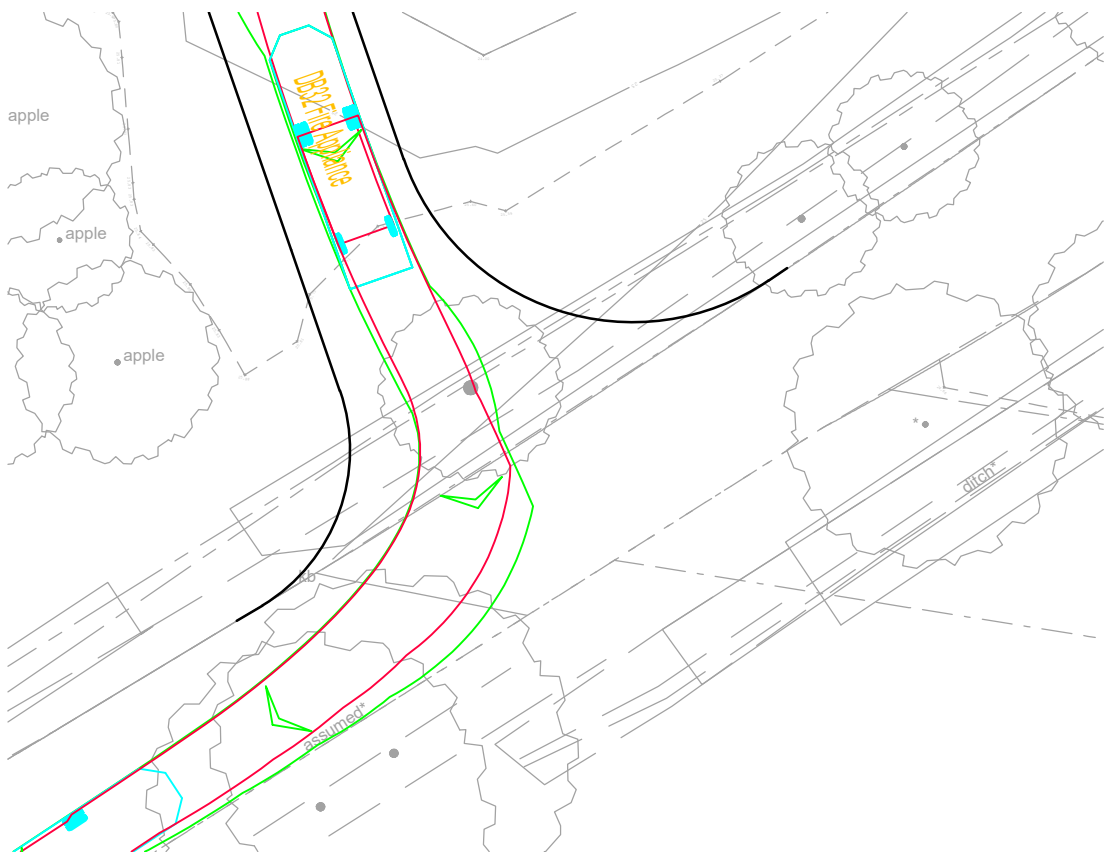
ORIGINAL  
PLOT SIZE



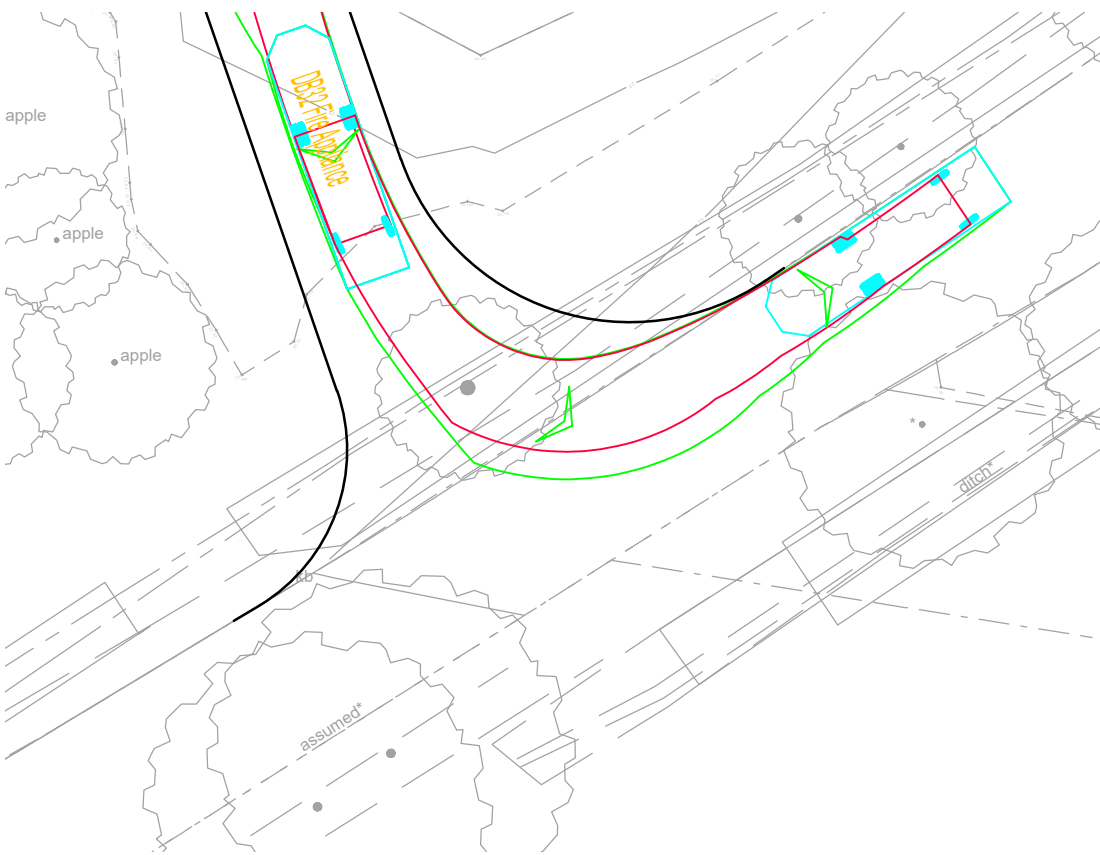
## Entering Access Right In



# Entering Access Left In



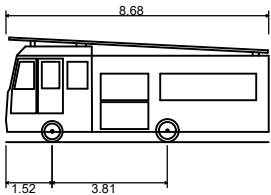
## Exiting Access Right Out



## Exiting Access Left Out

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NOTES:



|                             |        |
|-----------------------------|--------|
| DB32 Fire Appliance         |        |
| Overall Length              | 8.680m |
| Overall Width               | 2.180m |
| Overall Body Height         | 3.452m |
| Min Body Ground Clearance   | 0.337m |
| Max Track Width             | 2.121m |
| Lock to lock time           | 6.00s  |
| Kerb to Kerb Turning Radius | 7.910m |

|     |          |                                                                                                               |          |            |             |
|-----|----------|---------------------------------------------------------------------------------------------------------------|----------|------------|-------------|
| A   | 27.11.24 | Moved emergency access location & adjusted tracking to match.<br>Removed old OS layout. Updated project name. | KVT      | AG         | RR          |
| Rev | Date     | Details                                                                                                       | Drawn by | Checked by | Approved by |

**Bristol**  
Cambridge  
London  
Welwyn Garden City



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CLIENT: **CLEARSTONE ENERGY LTD**

PROJECT:  
DARTFORD ENERGY HUB

TITLE:  
Northern Parcel Emergency  
Access, Swept Path Analysis  
Of A Fire Appliance

STATUS: **INDICATIVE**

|                     |                   |                     |                |                 |
|---------------------|-------------------|---------------------|----------------|-----------------|
| SCALE:<br>1:250     | DATE:<br>19.12.23 | DRAWN:<br>KVT       | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2305-048 |                   | DRAWING NO:<br>SK03 |                | REVISION:<br>A  |



INDICATIVE

