

Figure 2.2: Local Context Plan

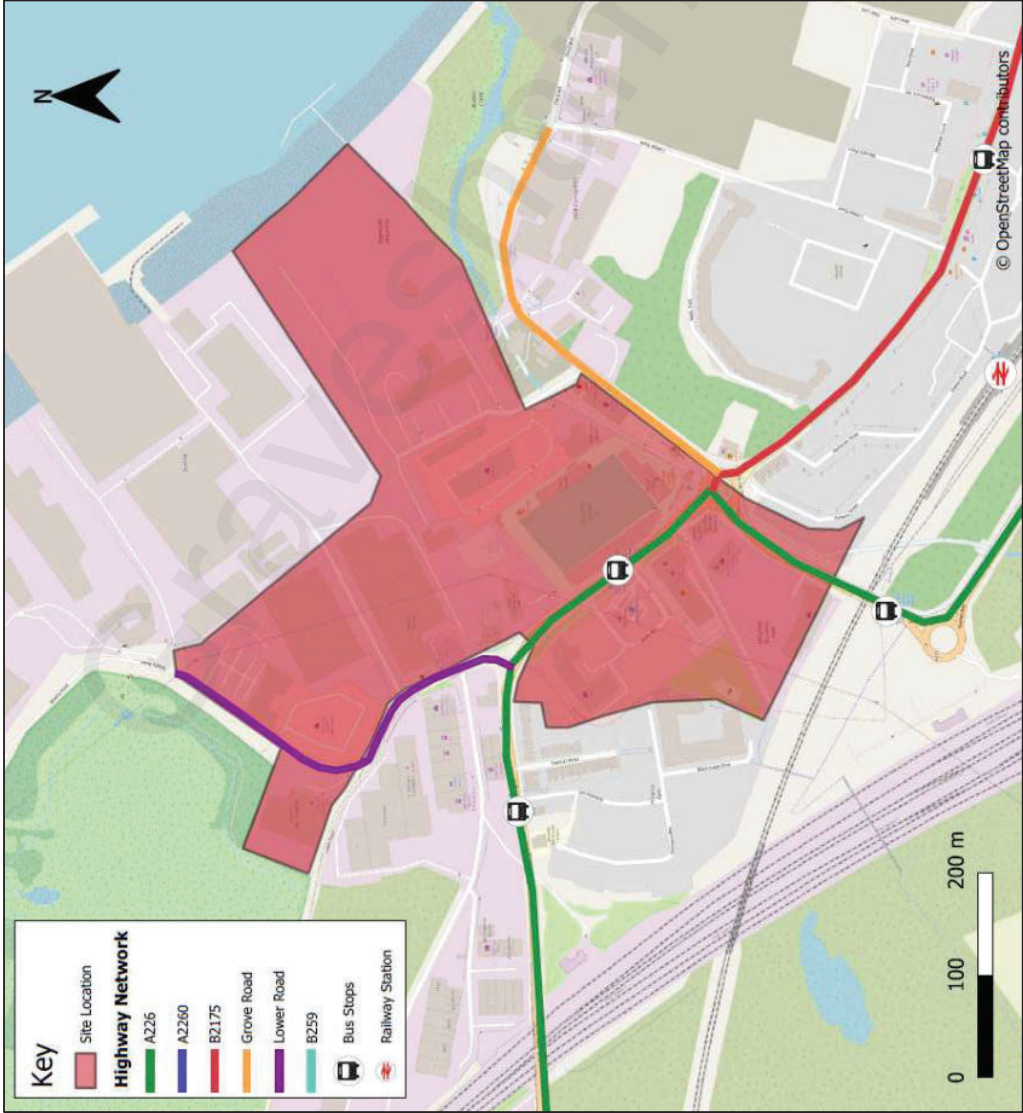
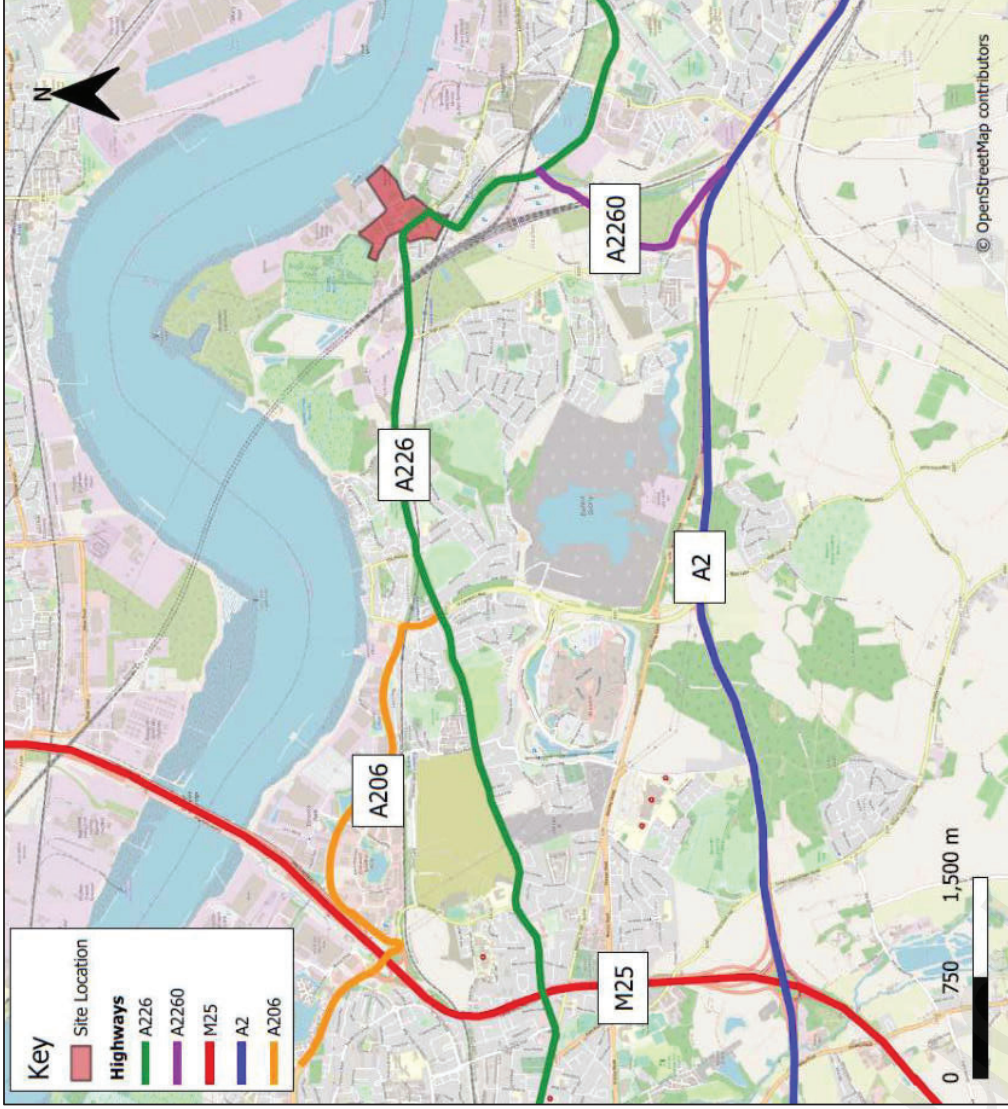


Figure 2.3: Regional Site Plan



Local Access including Highways, Public Transport, Cycling & Walking

Highways Carriageways and Footways

- 2.4 This section describes the existing highway network relevant to the proposed site.
- A226
- 2.5 The A226 has a general east-west alignment travelling between Dartford and Gravesend. The A226 comprises a two-way single carriageway with sections operating at both 30mph and 40mph. Throughout pedestrian footways are present on at least one side of the carriageway along with street lighting. The A226 runs through the site, along this section there is a ghost island right turn bay adjacent to the football ground, along with bus stops, pedestrian footways and street lighting.
- 2.6 To the west of the site the A226 continues for approximately 3km until it reaches the A206 / A226 / B255 roundabout junction. The A226 continues westbound from the roundabout towards Dartford.

To the southeast the A226 continues for 3.7km until it reaches the Thames Way/London Road priority junction.

A206

2.7 The A206 has a general east west alignment travelling between the A206 / A226 / B255 roundabout and the M25 Junction 1A. Throughout this is a dual carriageway that is subject to a 40mph speed limit. The A206 has a pedestrian footway along at least one side of the carriageway throughout along with an in-carriageway cycle lane for extended sections. To the west the A206 provides access to Junction 1A of the M25, to the east it provides access to the A206 / A226 / B255 roundabout

M25

2.8 The M25 is part of the strategic road network and provides an orbital route around London. The M25 also provides access to a number of key national routes including the M1 and M40 and its most immediate point of access is approximately 6.4km or an 11-minute drive time from the site.

A2206

2.9 1.1km to the southwest of the site, the A226 also provides a connection to the A2206. The A2206 comprises a two-way single carriageway road with sections operating at 40mph and 50mph. There is a shared cycle/footway travelling along the northern side of the carriageway, street lighting is present throughout. The A2206 provides a strategic link to the A2 corridor further south.

A2

2.10 The A2 has an east west alignment and provides a strategic link through Kent to both the east and west extending east to Dover and west beyond Kent into London. The A2 has multilane carriageways operating in both directions. This road operates at the national speed limit. The A2 is accessed and egressed using the most relevant slip roads, and its most immediate point of access is approximately 2.5km or a 4-minute drive time from the site.

Walking and Cycling

2.11 The transport network surrounding the site has excellent pedestrian and cycling connectivity with several footway and cycleway connections in the local area.

2.12 Footways are present along both sides of the A226 with street lighting provided throughout. The footways are adequately surfaced, with dropped kerbs and tactile paving present at times. These footways continue along the B175 (Stonebridge Road) and the A226 to the north with footway connections also provided from the site to Ebbsfleet International station.

2.13 Further pedestrian routes are also available in the form of PROWs. To the south, a pedestrian footpath provides access to the site via a footway over the railway line towards Swanscombe. An additional promoted PROW route travels through the site with a general north south alignment. This route travels northwest from Gravesend passing through the site and into the marshes.

2.14 Regarding cycling, there is a local cycle route along the A226 to the south of the site that consists of an off carriageway shared cycleway. This carriageway continues to travel southbound along the

A226 (Thames Way) towards Gravesend. At the A226/A2260 junction, 1.2km from the site the local cycle route changes to become NCN Route 1, however the route characteristics remain the same.

2.15 NCN Route 1 is a long-distance cycle route that runs from Kent to Essex passing through central London. In closer proximity to the site, the route provides access to Gravesend to the east and Dartford to the west. Further to the south, NCN Route 1 provides access to NCN Route 177.

Buses

2.16 There are several bus stops within walking distance of the site, including one stop within the site at the Ebbsfleet United Football Ground. A second bus stop, Taunton Road is located along the A226 approximately 200m north of the Ebbsfleet United Football Ground. Both bus stops provide raised kerbs and timetables are present.

2.17 An overview of the bus services servicing these bus stops is presented within **Table 2.1**.

Table 2.1: Bus Routes and Frequencies

Stop Name	Route Number	Route	Approximate Frequency		
			Weekday	Saturday	Sunday
Ebbsfleet Football Ground Bus Stop	AZ Fastrack	Dartford – Gravesend	5 per day	5 per day	5 per day
Ebbsfleet Football Ground Bus Stop	B Fastrack	Temple Hill – Gravesend	5 per hour	5 per hour	3 per hour
Ebbsfleet Football Ground Bus Stop	34	New Barn – Wilmington	1 per day (School Bus)	No Service	No Service
Ebbsfleet Football Ground Bus Stop	3	Gravesend – Wilmington Grammar School	1 per day (School Bus)	No Service	No Service
Ebbsfleet Football Ground Bus Stop	306	Sevenoaks – Bluewater	1 morning Service	5 evening services	No Service
Ebbsfleet Football Ground Bus Stop	308	Gravesend – Sevenoaks	1 per hour	1.5 per hour	No Service
Taunton Road Bus Stop	480	Dartford – Riverview Park	3 per hour	3 per hour	2 per hour
Taunton Road Bus Stop	490	Dartford – Gravesend	3 per hour	3 per hour	2 per hour

2.18 **Table 2.1** highlights the range of bus services available from the site, indicating that the site and its users would be able to travel using buses thus minimising the need to travel using private vehicles.

Rail

2.19 The closest railway station to the site is Northfleet Rail Station which is located approximately 450m to the southeast of the site. This station can also be reached using the 480 and 490 bus services which stop at the Hive bus stop situated approximately 240m from Northfleet Station on the B2175 High Street. Rail services from Northfleet travel to destinations including London Charing Cross and Luton.

2.20 Ebbsfleet International Station is also located in close proximity to the site, approximately 800m to the south of Ebbsfleet United Football Club. Ebbsfleet International Station has provision for approximately 3,000 car parking spaces and approximately 100 cycle parking spaces. London St Pancras can be reached in 20 minutes from Ebbsfleet International.

2.21 **Table 2.2** presents the rail services operating at both Northfleet Station and Ebbsfleet International, along with their frequencies.

Table 2.2: Rail Routes and Frequencies

Station	Operator	Route	Approximate Frequency		
			Weekday	Saturday	Sunday
Ebbsfleet International	Southeastern	St Pancras International – Ebbsfleet International – Ramsgate	2 per hour	2 per hour	2 per hour
Ebbsfleet International	Southeastern	St Pancras International – Ebbsfleet International – Maidstone West	3 per day	No Service	No Service
Ebbsfleet International	Southeastern	St Pancras International – Ebbsfleet International – Gravesend	2 per hour	1 per hour	1 per hour
Northfleet Station	Southeastern	St Pancras International – Northfleet – Rainham	2 per hour	2 per hour	2 per hour
Northfleet Station	Southeastern	London Charing Cross – Northfleet – Gravesend	2 per hour	2 per hour	2 per hour
Northfleet Station	Thameslink	Luton – Northfleet – Rainham	2 per hour	2 per hour	2 per hour

2.22 Considering the results presented in **Table 2.2**, there are a wide range of rail services available to those using the site. These services operate at a high frequency and provide access to several locations.

3 Construction Programme and Methodology

Construction Programme

- 3.1 A programme of works has been put together with details of the construction phases, including their duration and anticipated start and end dates.
- 3.2 The demolition and construction works are anticipated to commence in 2024, subject to approval at planning, and span approximately 6-7 years.
- 3.3 An outline of the proposed construction phasing is provided in **Table 3.1**.

Table 3.1: Construction Phasing

Construction Phase	Development	Anticipated Demolition/Construction Start Month	Anticipated Completion Month
Phase One: Site Establishment/ Demolition	15 months	Q4 Year 1	Q4 Year 2
Phase One: Infrastructure - Highways	12 months	Q4 Year 1	Q4 Year 2
Phase One: Plots 1&2	22 months	Q4 Year 2	Q3 Year 4
Phase One: Plot 19	24 months	Q1 Year 2	Q4 Year 3
Phase One: Plot 18	28 months	Q3 Year 2	Q4 Year 4
Phase One: Plot 17	29 months	Q4 Year 2	Q2 Year 5
Phase One: Plot16	29 months	Q1 Year 3	Q3 Year 5
Phase One: Plot 15	28 months	Q2 Year 3	Q3 Year 5
Phase One: Plot 3	20 months	Q3 Year 3	Q1 Year 5
Phase One: Plot 4	26 months	Q3 Year 3	Q3 Year 5
Phase One: Plot 5	27 months	Q4 Year 3	Q4 Year 5
Phase One: Plot 6	18 months	Q1 Year 4	Q2 Year 5
Phase One: Plot 7	20 months	Q1 Year 4	Q4 Year 5
Phase One: Plot 8	20 months	Q2 Year 4	Q4 Year 5
Phase Two: Site Establishment/ Demolition	6 months	Q1 Year 6	Q2 Year 6
Phase One: Infrastructure - Highways	6 months	Q1 Year 6	Q3 Year 6
Phase Two: Plot 14	27 months	Q2 Year 6	Q2 Year 8
Phase Two: Plot 9	26 months	Q3 Year 6	Q3 Year 8
Phase Two: Plot 13	24 months	Q4 Year 6	Q4 Year 8
Phase Two: Plot 10	25 months	Q1 Year 7	Q1 Year 9
Phase Two: Plot 12	34 months	Q4 Year 6	Q3 Year 9
Phase Two: Plot 11	27 months	Q2 Year 7	Q3 Year 9
Public Realm, Landscape and Green space improvements	Completed in phases to suit building completions		

- 3.4 A detailed construction programme, including information regarding site setup and demolition, basement excavation and piling, sub-structure, super-structure, cladding and fit-out, testing and commissioning, will be detailed in due course.

4 Construction Routing

Access and Egress

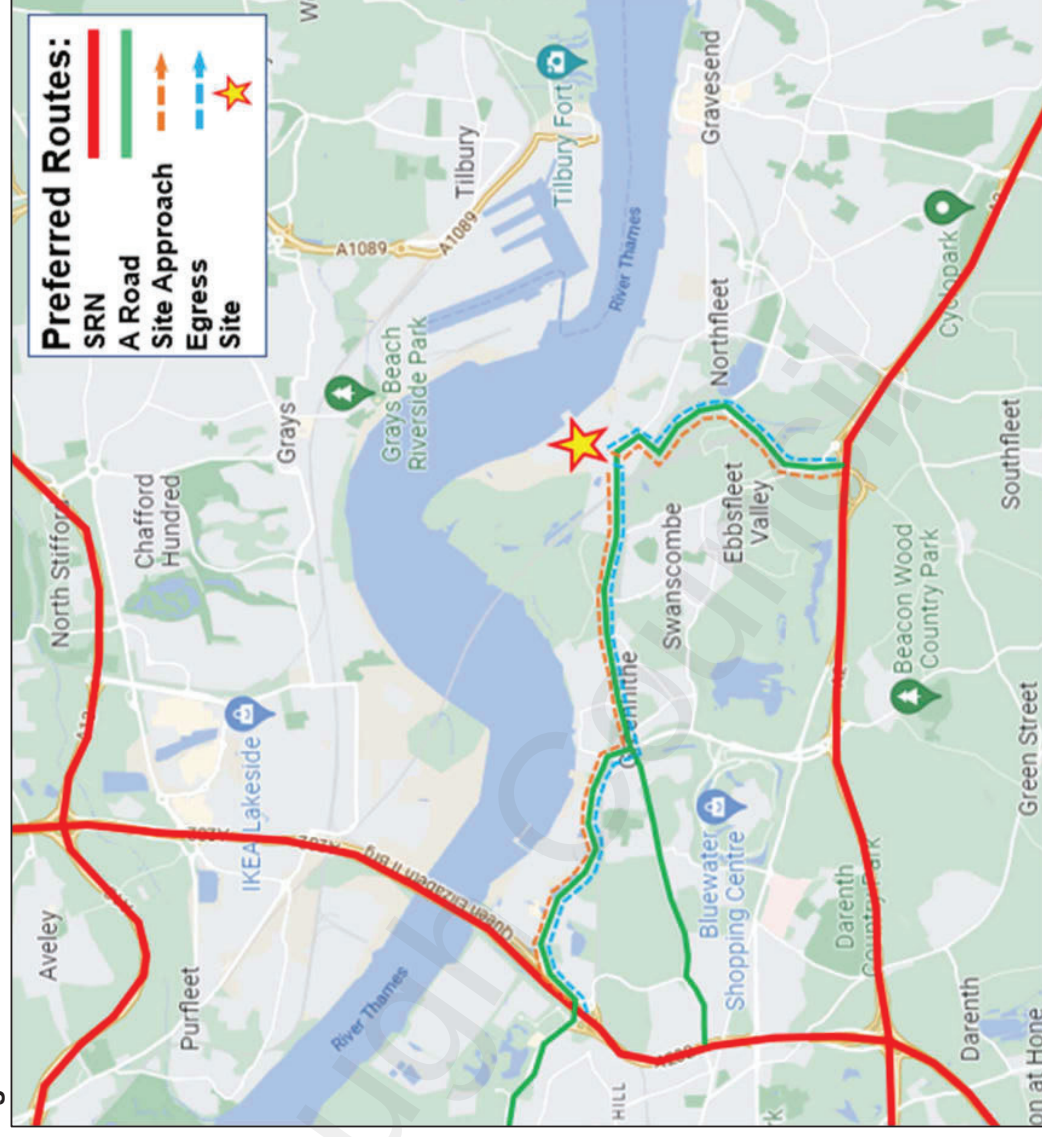
- 4.1 The main site access gate locations will vary as the phases develop. However, throughout construction traffic access will mostly be from the A206/A226.

Access Route

- 4.2 From the south, vehicles will access the Site from the A2, joining the A2260 Ebbsfleet Gateway and A226 London Road.
- 4.3 From the north and east, vehicles will leave the M25/ A282 onto the A2 or A206 Crossways Boulevard.

- 4.4 **Figure 4.1** below identifies this construction vehicle routing.

Figure 4.1: Access Routes



- 4.5
- As the demolition and construction programme progresses, construction haul roads within the site boundary will be relocated around the site to serve efficiently the parts of the sites “under construction” and to minimise disturbance to existing surrounding sensitive receptors.
- 4.6
- Secure access points with wheel cleaning facilities will be established at each site when excavation and groundworks are taking place. Pedestrian access points for construction workers will generally be located close to the main vehicular access gates with separate pedestrian gates and footpaths provided.
- 4.7
- To minimise the likelihood of congestion during the demolition and construction period, strict monitoring and control of vehicles entering and egressing the sites will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each contractor using a booking system. Delivery schedules will be produced in order to look at the profiles of up-and-coming deliveries, and to regulate deliveries and eliminate bottle necks.
- 4.8
- Specific time slots will be allocated to the sub-contractors and suppliers for the use of cranes and hoists, to ensure that the main plant will be utilised efficiently, and that deliveries are not queued.

5 Strategies to Reduce Impacts

Wheel Washing

- 5.1
- Wheel washing facilities would be provided within the construction compound adjacent to the vehicle access to the site such that vehicles are cleaned prior to leaving the construction compound to minimise deposits of spoil or debris on both the site access road and local highway network.

Road Cleansing

- 5.2
- The site operator and contractor will undertake a sweep the roads and footpaths within the site and local highway network as required on a daily basis insofar as is reasonably necessary to remove any spoil or debris deposited on the highway resulting from the construction period.

Dust and Noise Suppression

- 5.3
- The site operator and contractor will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the scheme working to the relevant British Standards and best working practices.

Considerate Contractors Scheme

- 5.4
- The site operator and contractor will subscribe to the “Considerate Contractors Scheme” and adhere to the guidelines set out by the scheme.

Safety and Environmental Standards and Programmes

- 5.5
- The effects of construction traffic will be carefully managed. The following measures will be implemented by Northfleet Central 1 Ltd to ensure that any disruption is minimised.
- 5.6
- Banksmen are operatives trained and responsible for the safe movement of plant and vehicles into and out of the site. They should use industry standard signalling to communicate with the driver before any manoeuvres commence.
- 5.7
- Banksmen shall be utilised to manage deliveries to the site. Banksmen will also oversee the safety of pedestrians and cyclists by ensuring no pedestrians or cyclists are crossing within the path of reversing vehicles.

Adherence to Designated Routes

- 5.8
- All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site access and egress point.

Stop Works Sign

5.9 A 'stop works sign' (TSRGD 7031) will be used when vehicles are required to stop to enable plant and construction vehicles to enter and exit the site. This sign must only be used for maximum of 2 minutes and only for the provision of facilitating delivery and construction vehicles. The sign will be double sided, reflective to the standards and to the size stated within the Traffic Signs Regulations and General Directions (TSRGD).

Delivery Scheduling

5.10 All deliveries of materials to site or removal from site shall take place during the specified hours and in the manner specified in the DSMP. The following principles will be adhered to:

- A weekly delivery programme will be developed by the site management and discussed and agreed with contractors and circulated on Fridays to provide advance warning;
- As part of the procedure for allocating delivery times to suppliers, care will be taken to reduce the number of vehicles travelling to the site within peak periods;
- Wherever possible, deliveries will be taken onto site earlier to allow vehicles to be off loaded during peak times;
- The site will endeavour to take receipt of deliveries during the site working hours:
 - Weekdays 08:00 to 18:00
 - Saturdays 08:00 to 13:00
- All deliveries will be undertaken on site and unloaded within the site boundary;
- All vehicles will be accompanied by a traffic marshal;
- Un-authorised or un-notified deliveries will be refused entry; and
- Queuing of trucks or lorries will not be permitted.

Re-timing for out of peak deliveries

5.11 Where feasible, large vehicle movements will be co-ordinated to take place outside of the morning and evening peak times (08:00-09:00 and 17:00-18:00).

Road Closures

Whilst construction planning is at an early stage it is recognised that there will be permanent and temporary closures and alterations to roads and footpaths to facilitate the works and public realm improvements. No designated cycle ways are currently anticipated to be affected. In addition to the realignment of the A266 the following roads and footpaths are likely to be affected and may be the subject of future Temporary Traffic Regulation Orders and/ or Hoarding & Scaffold Licence Applications within the Construction & Demolition areas.

- Phase One. Temporary Closures, hoardings and scaffolds potentially required to:

- Manor Way/ Lower Road Junction
- Lower Road
- Northfleet Industrial Estate Road and Junctions
- A226/ Lower Road Junction
- Seacon Access Road
- B2175 Stonebridge Road
- Grove Road
- Phase Two. Temporary Closures, hoardings and scaffolds potentially required to:
 - Grove Road/ Junctions to new roads within the development.

Pedestrian and Cyclist Safety

5.12 All construction vehicle movements from the highway will be controlled and monitored by a trained marshal. This will ensure that manoeuvres are carried out safely and that pedestrian and cyclist movements are not impeded by the movement of construction vehicles.

Driver Checks

5.13 Before commencing work on the contract, a driver licence check will be carried out with the DVLA for all regular drivers, and these will be re-checked on a regular basis. Within 60 days of the contract date, all regular drivers will also carry out the Safe Urban Driving (SUD) training course (or equivalent), unless this has been undertaken in the last three years.

Construction Worker Travel

5.14 A limited amount of parking will be provided on-site. However, workers will be encouraged to travel to the site via sustainable modes of transport, including both public and active modes. The site team will be vigilant to ensure that all illegal parking is avoided and encourage construction workers to use public transport to travel to the site. For example, the Fastrack service travels along the existing A226, and is proposed to travel through the new site.

5.15 During the site induction, personnel will also be advised that parking on local streets is not permitted.

5.16 During the procurement and site induction process, all operatives will be encouraged to use public transport wherever practicable. As described in **Section 2**, the site is served well by public transport.

5.17 Secure tool storage will also be provided on site in order to reduce the number of trips needed by car in order to drop off tools at the site.

6 Estimated Vehicle Movements

- 6.1 As construction arrangements are not currently confirmed and phasing and programming are to be confirmed the number and type of vehicles expected to frequent the site cannot be detailed at this stage. This information will be provided during the detailed design process. Frequency of Deliveries and Collections
- 6.2 The number of deliveries / collections to the site on an average day / week will be confirmed in the Detailed CEMP/CTMP.
- 6.3 Deliveries to the site will also be scheduled so as to avoid multiple HGVs on site at any time. From experience we would expect the following vehicles to be frequently used during the construction period:
- Vans, up to transit size (2m x 5.7m);
 - Medium Goods Vehicles (<7.5T):
 - Large 'Transit' Vans;
 - 4.6T Flatbed;
 - 7.5T Flatbed (8m long); and
 - 7.5T Box Van (8m long).
 - HGVs:
 - 3 Axle Tipper (<26T) (8.5m long);
 - 3 Axle Concrete Lorry (<26T) (8.5m long);
 - 4 Axle Tipper Truck;
 - 10m Rigid Vehicle;
 - 7.5T Rigid Vehicle; and
 - 16.5m Articulated Lorry.

6.4 On a typical day, vehicles larger than those highlighted above are not expected to visit the site.

6.5 To ensure safety, the movement of larger vehicles at the site will be managed by a trained marshal at the site access. Furthermore, the timings of any large vehicle movements will be co-ordinated so as to avoid the morning and afternoon / evening peak periods (08:00-09:00 and 17:00-18:00).

7 Implementation, Monitoring and Updating

Overview

7.1 This CTMP has been prepared by Vectos on behalf of Northfleet Central 1 Ltd to provide a strategy for the management of Construction Traffic for the proposed development of the Northfleet Harbourside site in Gravesham.

7.2 In due course, this CTMP will be updated to provide a Detailed CTMP.

Monitoring

7.3 The movement of all construction-related vehicles will be monitored by Northfleet Central 1 Ltd to ensure that it is carried out in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.

7.4 It is envisaged that regular correspondence will be undertaken as necessary between Northfleet Central 1 Ltd and the local planning authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

7.5 Contact details are provided to allow staff and members of the public to report any perceived breaches of requirements and complaints. This could relate to vehicle route, inappropriate queuing or parking, or community concerns relating to construction activity.

7.6 Extensive consultation with key stakeholders and the general public was undertaken as part of the planning application for the development. To keep local residents informed going forward, an information leaflet will be prepared containing relevant details of the terminal building construction, which will include details of the agreed construction vehicle route, anticipated times of vehicle movements and contact details for the appropriate nominated individual to which further queries can be directed.

7.7 It is envisaged that regular meetings will be held to discuss the construction of the site. Construction traffic management will be an agenda item at all regular meetings and anticipated delivery vehicle movements will be discussed. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

7.8 This CTMP has provided the following:

- Set out the multimodal accessibility to the site for the benefit of construction workers;
- Detailed the envisaged construction programme to take place over the construction period;
- Detailed construction traffic routing and how this will be managed for the duration of the construction period;
- Identified a series of Mitigation Measures including wheel washing and site access marshalling, further details of which will be confirmed in the Detailed CTMP;

- Monitoring is also proposed with regular correspondence between Northfleet Central 1 Ltd and the local authority.

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FRAMEWORK CAR PARK MANAGEMENT PLAN

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

September 2022

Framework Car Park Management Plan

vectos.co.uk

Report control

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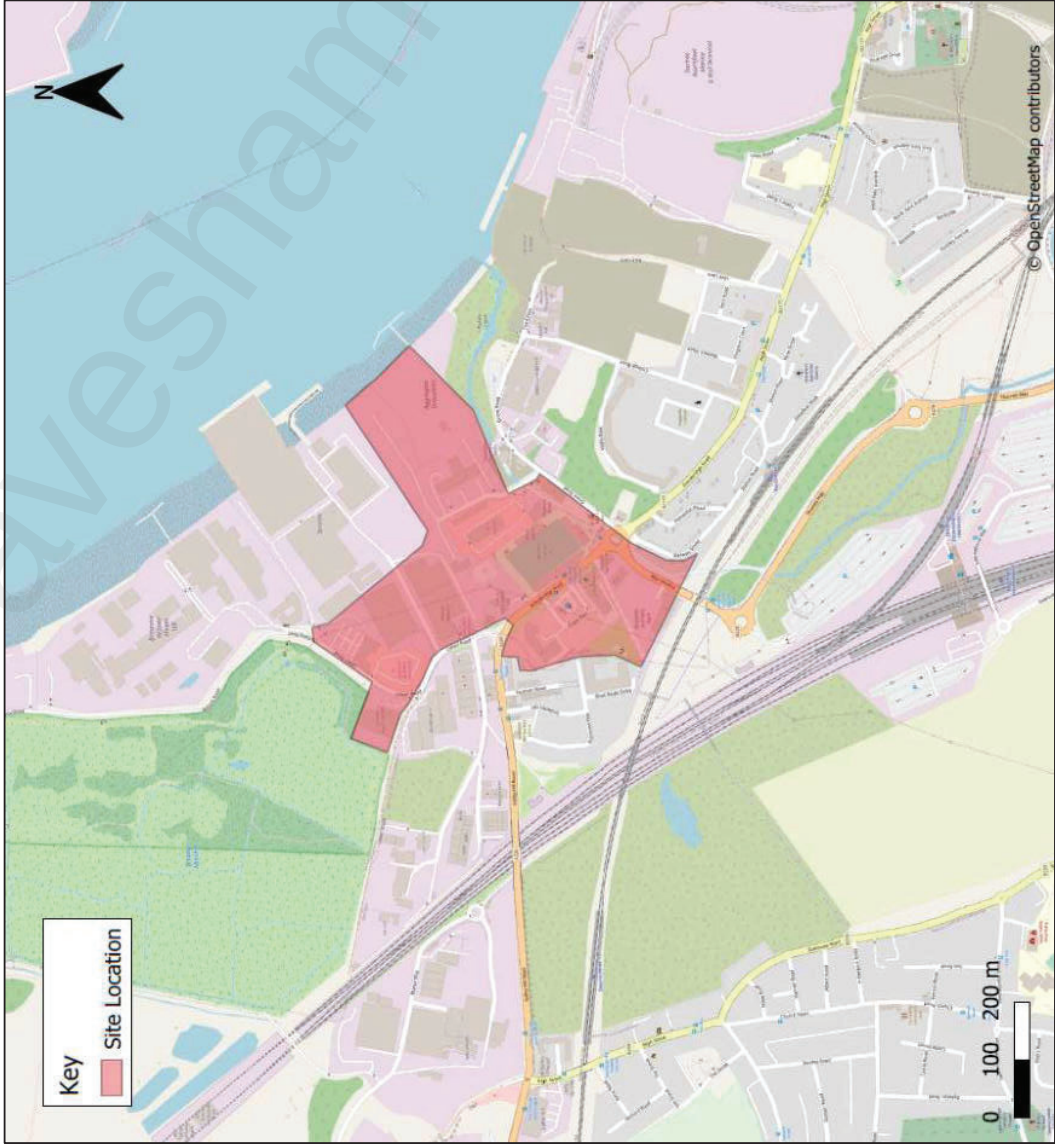
Appendices

Appendix A	- Site Layout
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1 Introduction

1.1 Vectos have been appointed by Northfleet Central 1 Ltd to provide transport planning in support of an outline planning application for a mixed-use development on land at and surrounding the Ebbsfleet United Football Ground. The site location is illustrated in **Figure 1.1** below whilst a plan of the proposed development is included in **Appendix A**.

Figure 1.1: Site Location



1.2 The site falls within the administrative boundaries of Kent County Council (KCC) and Gravesham Borough Council (GBC).

1.3 This application seeks permission for the delivery of the following development quantum:

- 3,500 Residential units
- C. 20,000sqm (300 bed) Hotel

- 15,000sqm (8,000 seat) Football Stadium
- 22,500sqm Retail
- 9,500sqm Food and Beverage
- 18,000sqm Office
- 5,000sqm Non-residential Flexible Use
- 4,000sqm Local Community Use
- Other Sui Generis Uses

1.4 The proposals seek to deliver a maximum of 2,700 car parking spaces, of which 1,750 will be residential and 950 will be non-residential car parking spaces across the site. All the car parking spaces at the site will be located at podium level.

Scope

1.5 This Framework Car Park Management Plan (CPMP) has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor this plan.

1.6 The remainder of this document is structured as follows:

- **Section 2** provides background to the document and outlines the main aims and objectives;
- **Section 3** details the proposed site parking management, and;
- **Section 4** Sets out the methodologies for monitoring the CPMP and reviewing the success of the Plan.

2 Role of a Car Parking Management Plan

2.1 The key role of this CPMP is to provide information on the allocation of car parking spaces for different classes of user at the Site which will include the following:

- Residential Parking;
 - Non-residential Parking; and
- 2.2 The key objectives of the CPMP are to:
- Promote operational efficiency of parking throughout the Site;
 - Ensure security for residents and visitors to the site; and
 - Reflect the principles and objectives of the Travel Plan.

Parking Provision and Access

2.3 As stated, there will be a maximum of 2,700 parking spaces provided across the site. Of these 2,700 spaces, a maximum of 1,750 spaces will be provided within the residential podiums within the site boundary. **Table 1** below provides a summary of the vehicular parking provision along with the disabled bays and cycle numbers that will be provided as part of the scheme.

Table 1 – Vehicle Parking Provision

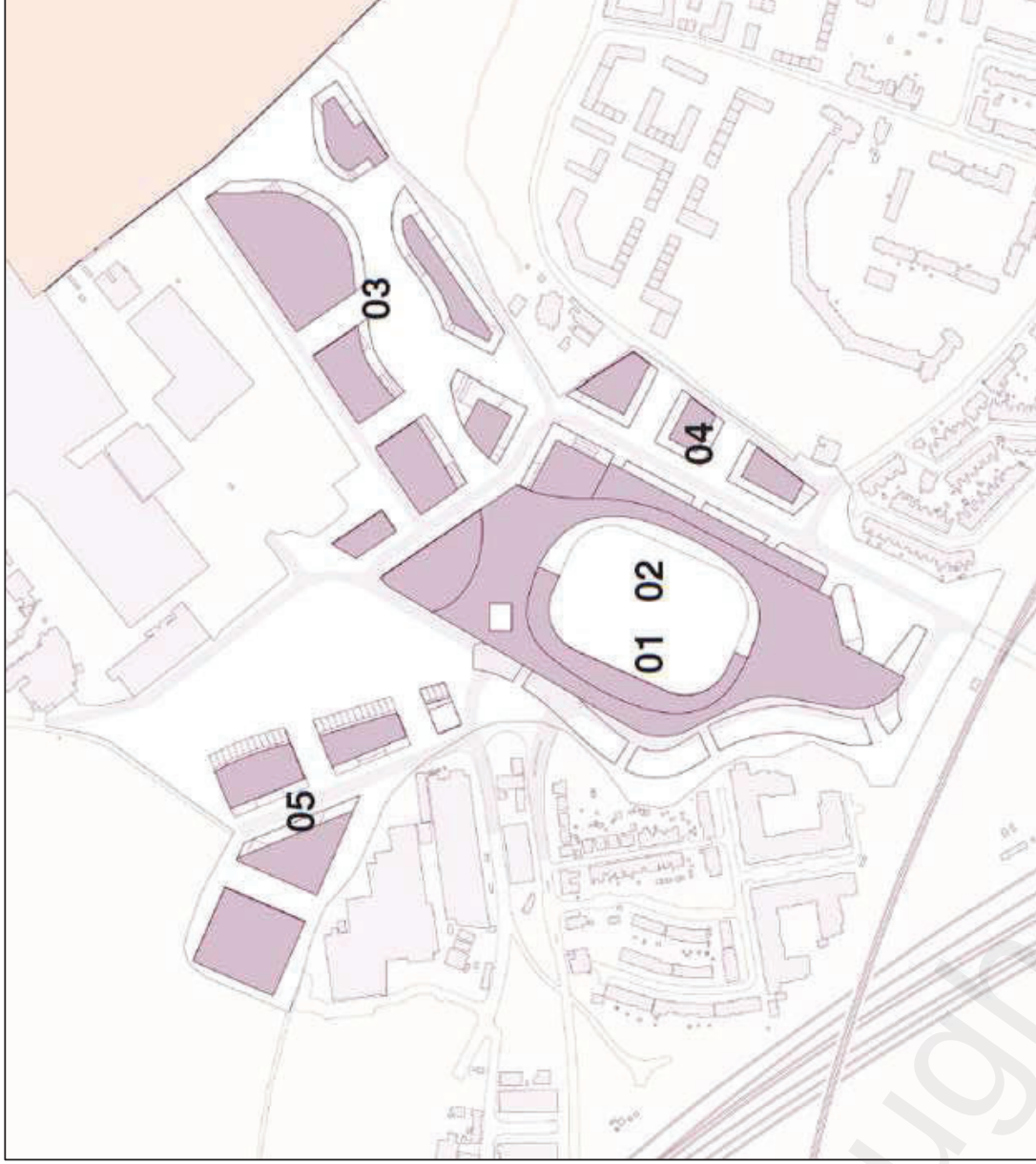
Development Class	Car Parking Provision
Residential	1,750
Non-Residential	950

2.4 The residential car parking will be located within the podiums in each of the residential blocks. These car parks will be solely for the use of residents. Car parking for the other use-classes at the site will be located within the main stadium podium on the site. The car parking zones across the site are:

- Marketplace Parking (Zone 01)
- Stadium Parking (Zone 02)
- Riverside Parking (Zone 03)
- Boulevard Parking (Zone 04)
- Parkland Parking (Zone 05)

2.5 The parking zones listed above are shown within **Figure 2.1** overleaf.

Figure 2.1: Car Parking Zones



- 2.6 The car park layouts will be designed to ensure that cars are able to access and egress each of the car parking spaces. Travel through the car park will be able to be undertaken in forward gear, with no three-point turns required.
- 2.7 Detailed car park layouts will be provided at a later date as part of any reserved matters applications for the site.

3 Site Car Parking Management

3.1 It is proposed that an active and effective parking management strategy would manage on-site parking. This is particularly important with regard to this scheme as the key aims are to encourage sustainable travel over the use of private cars.

Residential Parking

3.2 Parking spaces will be allocated on a first come first serve basis to the residential units through a permit system, with one permit associated specifically to each parking space. Obtaining parking permits will form part of the tenants' lease or purchase.

3.3 The proposals are envisaged to provide one permit for each of the two or more bedroom units. The remaining 1 bedroom units will not have access to a parking space.

Non-Residential Parking

3.4 The main stadium podium car park will serve as a 'town centre' car park and as such will service users of the stadium, leisure facilities, cafés and restaurant, retail outlets and any of the other surrounding uses. To discourage the use of this car park by residents this car park will be signed with a maximum stay of 4 hours.

3.5 In addition, the car park will be secured after 11pm and overnight to prevent access beyond the closing time of the retail units. In the case that this closing time needs to be extended for events at the site, an Event Management Plan will be in place to manage this process. The securing of the car park will be managed by the site operator.

Parking Restrictions

3.6 Car parking will be restricted along the internal roads at the site. It is notable that parking restrictions will prevent parking at all times along the Fastrack Bus Route to ensure that this service continues to operate smoothly.

Enforcement

3.7 The appointed estate management company and/or the housing providers will be responsible for communicating and enforcing the content of this CPMP. They will have the power to penalise any parking that does not accord with the principles set out within this CPMP.

4 Monitoring and Review

4.1 This CPMP will be subject to on-going monitoring and review. Once the Site becomes operational, the management of on-Site parking will be subject to regular review by the appointed estate management company and /or housing providers with regular monitoring reports to be submitted to GBC and KCC.

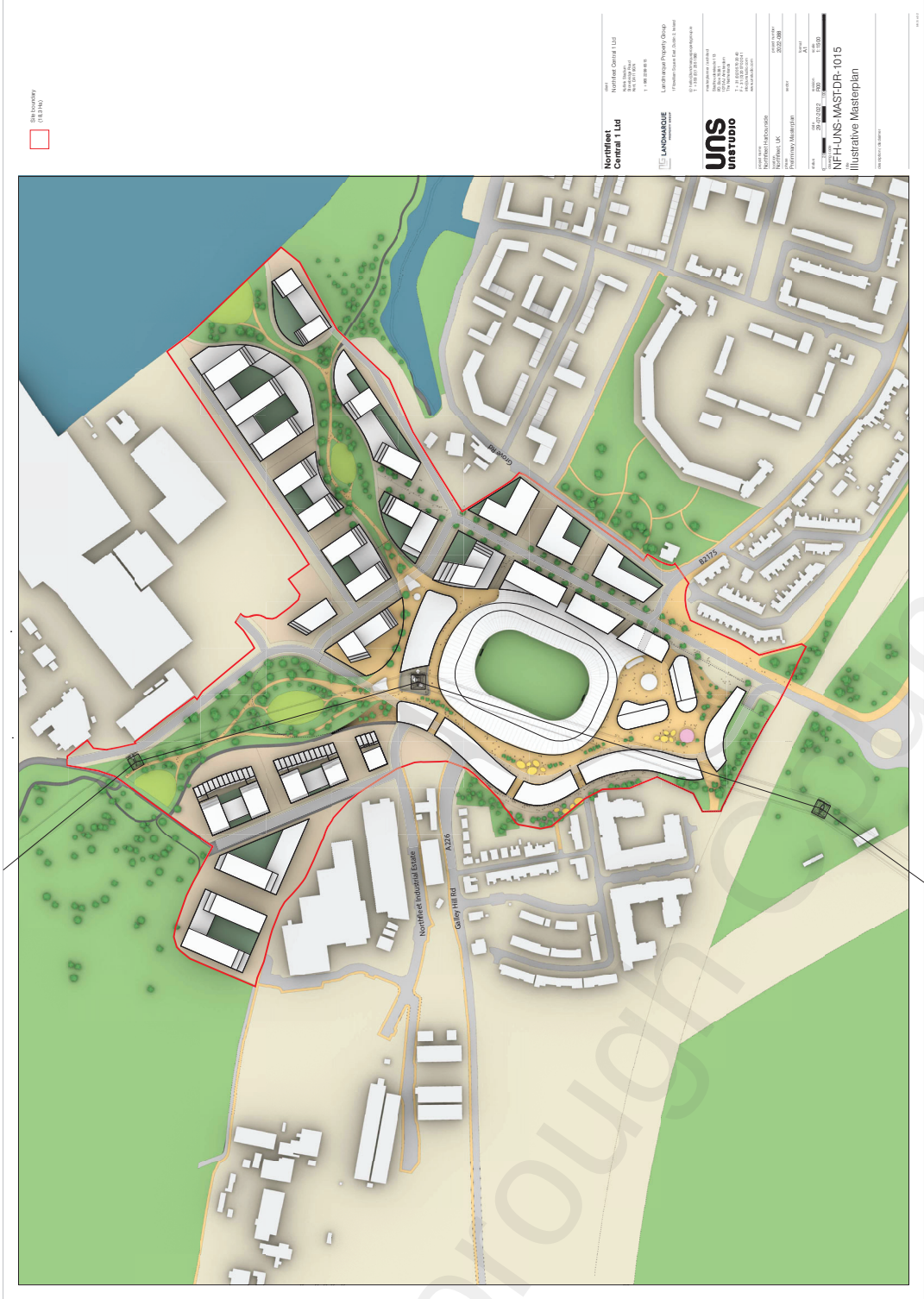
4.2 Should there be a need to modify the CPMP in response to operation demands or identified issues, these modifications will be discussed and agreed with GBC and KCC prior to formal adoption.

Evolution of Car Park Management Plan

4.3 This CPMP is an evolving document and will be subject to continual review. It is understood that the Final Car Park Management Plan will be subject to a suitably worded planning condition and will be published prior to occupation of the development.

4.4 Northfleet Central 1 Ltd will be committed to resolving any issues that arise to ensure no adverse parking impacts occur within the Site.

Appendix A



Contact

Appendix O

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Report control

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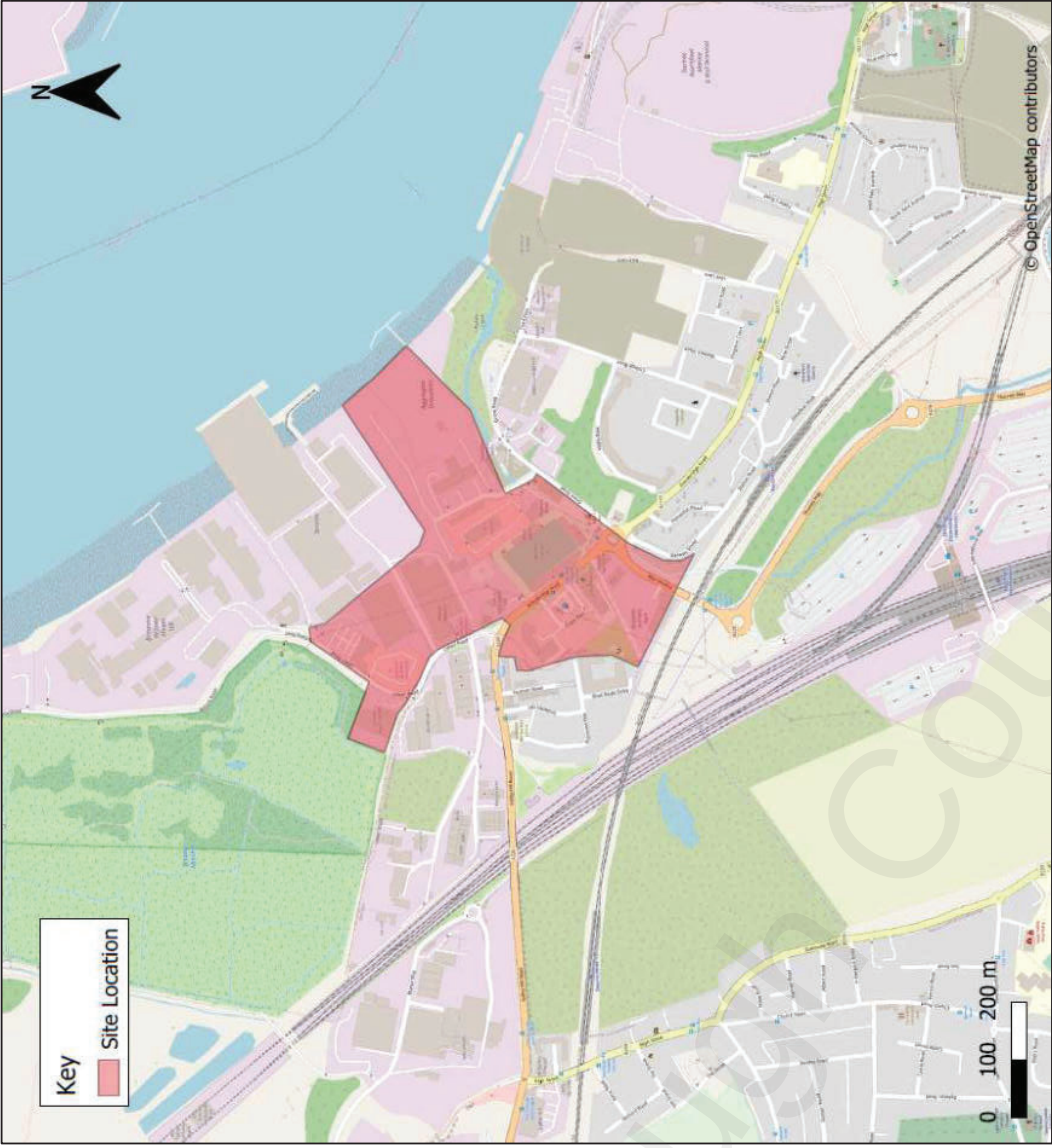
Appendices

- Site Layout

1 Introduction

1.1 Vectos have been appointed by Northfleet Central 1 Ltd to provide transport planning in support of an outline planning application for a mixed-use development on land at and surrounding the Ebbsfleet United Football Ground. The site location is illustrated in **Figure 1.1** below whilst a plan of the proposed development is included in **Appendix A**.

Figure 1.1: Site Location



- 1.2 The site falls within the administrative boundaries of Kent County Council (KCC) and Gravesham Borough Council (GBC).
- 1.3 This application seeks permission for the delivery of the following development quantum:
 - 3,500 Residential units
 - C.20,000sqm (300) bed Hotel

- 15,000sqm (8,000 seat) Football Stadium
- 22,500sqm Retail
- 9,500sqm Food and Beverage
- 18,000sqm Office
- 5,000sqm Non-residential Flexible Use
- 4,000sqm Local Community Use
- Other Sui Generis Uses

1.4 This Framework Delivery and Servicing Plan (FDSP) relates to the entirety of the proposed development, including both the commercial and residential aspects of the site. This FDSP considers guidance contained within the National Planning Practice Guidance (NPPG) and the Gravesham Core Strategy.

This Report

- 1.5 The primary objective of this FDSP is to manage deliveries and servicing to the premises in order to ensure the successful operation of servicing (including refuse storage and collection) for all elements of the scheme. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on both the surrounding highway and pedestrian network.
- 1.6 Following this introduction, this FDSP is structured as follows:
- **Section 2** – provides a review of the objectives of this FDSP.
 - **Section 3** – outlines the relevant planning policy.
 - **Section 4** – details the arrangements for servicing and deliveries.
 - **Section 5** - detail how sustainable freight is to be encouraged.

2 Objectives

What is a Delivery and Servicing Plan?

- 2.1 Delivery and Servicing Plans (DSPs) provide a framework for managing all types of freight vehicle / HGV movements to and from individual developments.
- 2.2 DSPs make up one of several measures to improve freight and servicing. The other measures include the Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP).

Benefits of a DSP

- 2.3 Whilst the site is located within Gravesham, it is considered good practice to align the requirements of a DSP with those set out by Transport for London due to the increasing importance of freight management within the capital.
- 2.4 Transport for London (TfL) have produced a 'Managing Freight Effectively: Delivery and Servicing Plans' document which identifies the benefits of DSPs to local authorities, residents, building developers, businesses and freight operators.

2.5 In summary, this FDSP will:

- Help developers and local authority planning officials comply with:
 - The National Planning Policy Framework (NPPF); and
 - The Traffic Management Act and any borough specific policies, such as road safety and air quality action plans.
- Demonstrate that goods and services can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Help cut congestion and ease pressure on the environment;
- Improve the reliability of deliveries to the site concerned;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight upon local residents.

FDSP Objectives

2.6 The overall objective of this FDSP is:

To minimise the impacts of freight movements and facilitate sustainable freight travel to and from the proposed development.

- 2.7 To support the realisation of this overarching objective, several sub-objectives have been set out, and include:
- Promoting smarter operations of freight that reduce the need for freight movement overall or that reduce or eliminate trips particularly during peak periods;
 - Encouraging greater use of sustainable freight modes;
 - Encouraging the use of greener vehicles;
 - Managing the ongoing development and delivery of the FDSP;
 - Communication of the site servicing / delivery facilities (through dissemination of information) to residents, employees and suppliers;
 - Communication of the FDSP measures to site occupiers; and
 - Encouraging the most efficient use of freight vehicles and servicing / delivery trips.

- 3 Planning Policy**
- DSP Guidance**
- 3.1 There is no specific guidance on the preparation of Delivery Service Plans set out by EDC, KCC or Gravesham and as such, reference has been made to the potentially more onerous policies employed by Transport for London.
- The London Plan (2021)**
- 3.2 In accordance with Policy T7: Deliveries, Servicing and Construction of the London Plan, the proposals will be managed so that deliveries can be received outside of peak hours and in the evening or night time. In addition, during the construction phase, inclusive and safe access for people and cyclists will be prioritised and maintained at all times.
- Managing Freight Effectively: Delivery and Servicing Plans (TfL)**
- 3.3 DSPs provide a framework to better manage all types of freight vehicle movement to and from individual developments. A DSP is similar to that of a Travel Plan but focusses on the sustainable movement of freight as opposed to residents or employees.
- 3.4 DSPs will improve the safety, efficiency and reliability of deliveries. They aim to increase building operational efficiency by reducing delivery and servicing impacts to the premises, especially CO₂ emissions, congestion and collisions on the surrounding road network.
- 3.5 DSPs aim to reduce delivery trips, particularly during peak periods, and increase availability and use of safe and legal loading facilities. This is achieved by using a range of approaches including consolidation of deliveries and out-of-hours (i.e. out of peak period) deliveries. DSPs will also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impact of freight activity.
- 3.6 The document outlines the benefits of DSPs to local authorities and residents, building developers, businesses and freight operators, including:

Local Authorities and Residents

- Less congestion on local roads;
- Reduced emissions, and use of more sustainable modes where possible, to contribute towards CO₂ reduction targets;
- Fewer goods vehicle journeys lowering the risk of collisions;
- Opportunity to reduce parking enforcement activity costs i.e. more deliveries will use legal loading facilities so less traffic and parking infringements should occur; and
- Improved quality of life for local residents through reduced noise, air pollution by freight vehicles and intrusion and lower risk of accidents on the surrounding road network.

Building Developers and Businesses

- Reduced delivery costs and improved security;
- More reliable deliveries resulting in less disruption to normal business practices;
- Time-savings by identifying unnecessary deliveries;
- Less noise, air pollution and intrusion; and,
- Opportunity to feed into a Corporate Social Responsibility programme and ensure operations comply with health and safety legislation.

Freight Operators

- Legal loading areas will mean less risk of receiving penalty charge notices;
- Fuel savings through reduced, re-timed or consolidated deliveries; and
- More certainty over delivery times.

Freight Operators Recognition Scheme (FORS)

- 3.7 FORS is a unique, industry-led, free membership scheme to help van and lorry operators to become safer, more efficient and more environmentally friendly.
- 3.8 FORS has three membership levels Bronze, Silver and Gold. Bronze members must meet the following requirements:
- Drivers and vehicle management;
 - Vehicle maintenance and fleet management;
 - Transport operations; and
 - Assessing the performance of company policies.
- 3.9 Silver and Gold level members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:
- Fuel use;
 - CO₂ and emissions;
 - Vehicle incidents; and
 - Penalty charge notices.

4 Servicing and Delivery Arrangements

- 4.1 The site is mixed use and as such will have differing servicing arrangements for each of the uses. These have therefore been outlined below.
- 4.2 Delivery and servicing for the site will primarily be achieved from the future internal road system that would be implemented to provide the required access to the future buildings.
- 4.3 It is anticipated bins will be stored communally (e.g. a shared bin store at ground level). Residential waste will be stored and collected in line with GBC's requirements. Sufficient containment capacity will be provided in all residential waste storage areas.
- 4.4 Regarding the stadium and retail within the Marketplace neighbourhood, refuse collection will take place from under the podium surrounding the stadium. Refuse vehicles will gain access to this area via the proposed junction along the realigned A226. The design of the site will be such that it is able to accommodate the movement of refuse vehicles. In order to achieve this, Swept Path Analysis will be undertaken along refuse routes.
- 4.5 A commercial waste management contractor will be appointed to collect waste at a suitable frequency. This is likely to be once or twice a week depending on the nature and quantity of waste arisings and space available for storage.

Operational Waste Management

- 4.6 An Operational Waste Management Strategy (OWMS) has been prepared and submitted in support of the planning application. The purpose of the OWMS is to detail how operational waste will be stored, managed and collected when the Proposed Development is operational. Provisions will be detailed as part of future RMAs and are provided in outline below.

Residential Waste

- 4.7 Four waste streams are anticipated to arise from residential areas on a weekly basis: residual, mixed dry recyclable (MDR), cardboard and paper, and food. Bulky waste (such as fridges, mattresses, sofas, etc.) is expected to arise occasionally.
- 4.8 Residents will be expected to separate their wastes at source, likely within kitchen areas. Then they will deposit the sorted wastes into the appropriate container which will be presented for collection.
- 4.9 It is anticipated bins will be stored communally (e.g. a shared bin store at ground level). Bulky waste storage provisions (both communal and private) will be provided and will be determined during detailed design as part of future RMAs.
- 4.10 Communal storage provisions will be overseen by facilities management. The proposed facilities management strategy for the site will be determined at a later stage.
- 4.11 The LPA will collect residential waste from the Proposed Development once a week. The standard service offers at least weekly collections of residual, MDR, cardboard and paper, and food waste. Residents will be expected to liaise with the LPA if and when bulky waste arises.

Non-Residential

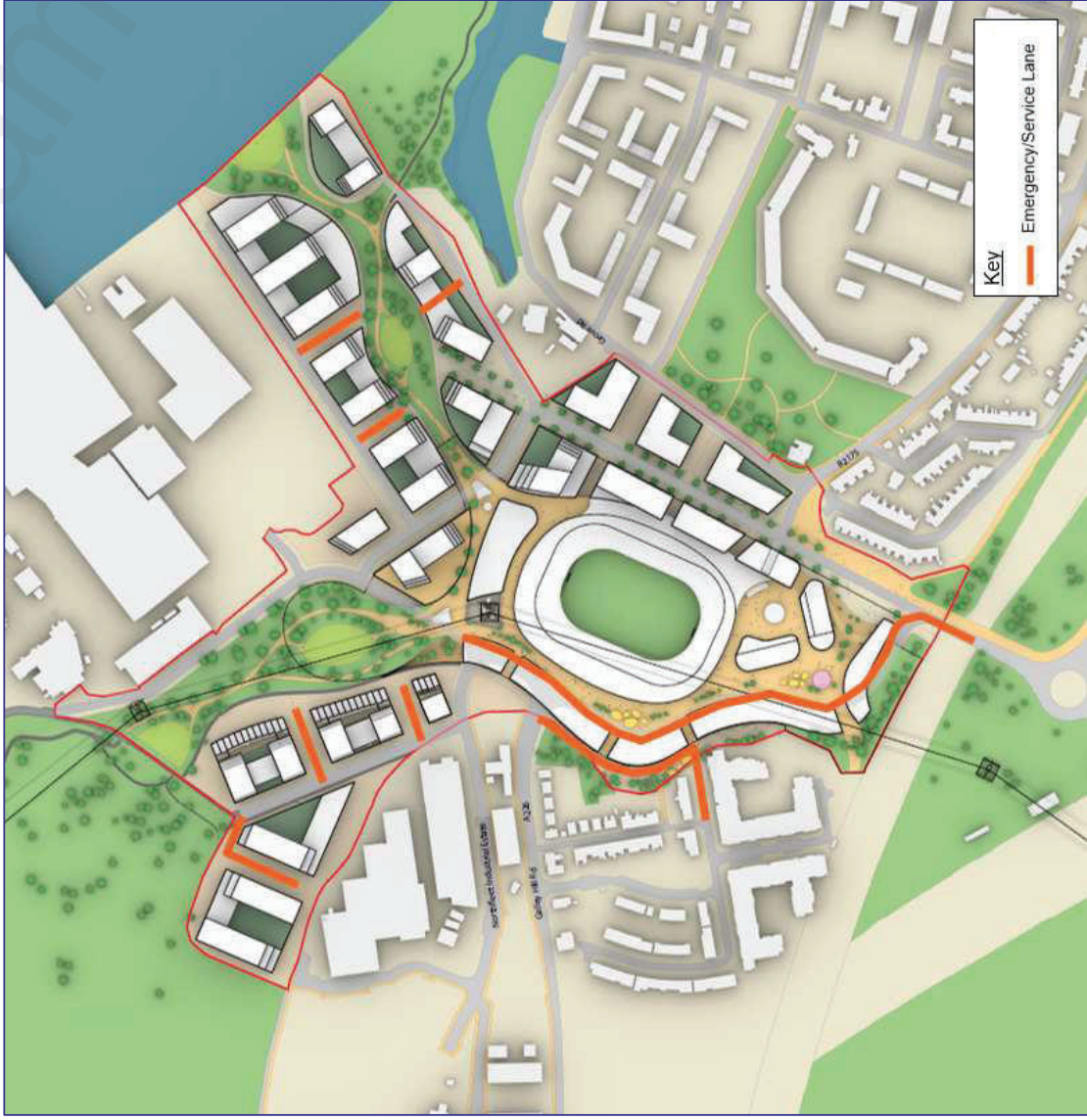
4.12 Non-residential tenants will be responsible for segregating, storing, and managing their waste. They will be expected to consider the waste hierarchy when making decisions about off-site waste management solutions for their waste. Storage and collection arrangements for each use will be determined during detailed design and set out in reserved matters planning applications

Emergency Vehicle Access

4.13 Emergency vehicle access will be achieved via the three vehicular access points and the internal design of the site will be completed in such a way that accords with Manual for Streets and Kent Design Guide.

4.14 Throughout the site it is proposed that there would be several emergency / service lanes. These lanes are presented within **Figure 4.1**.

Figure 4.1: Emergency/Service Routes



5 Encouraging Sustainable Freight

Monitoring and Review

5.1 Servicing area activity will be regularly monitored to ensure that it is operating in an efficient way for each of the operational uses. The on-site management teams dedicated to each element of the development will maintain a record of servicing activity which will include the following information:

- Date;
- Delivery arrival / departure time;
- Type of vehicle;
- Goods delivered / taken away; and
- Other comments.

5.2 These on-site management teams will be able to constantly monitor and review the success of the FDSP. If considered necessary, the management team allocated to each use will propose changes to this FDSP which will need to be approved in writing by GBC.

5.3 The contact details of the on-site management team will be provided to GBC so that in the event of any issues that arise, a meeting to discuss solutions can be organised.

Raising Awareness

5.4 It will be important to inform all occupiers about the FDSP, including the following:

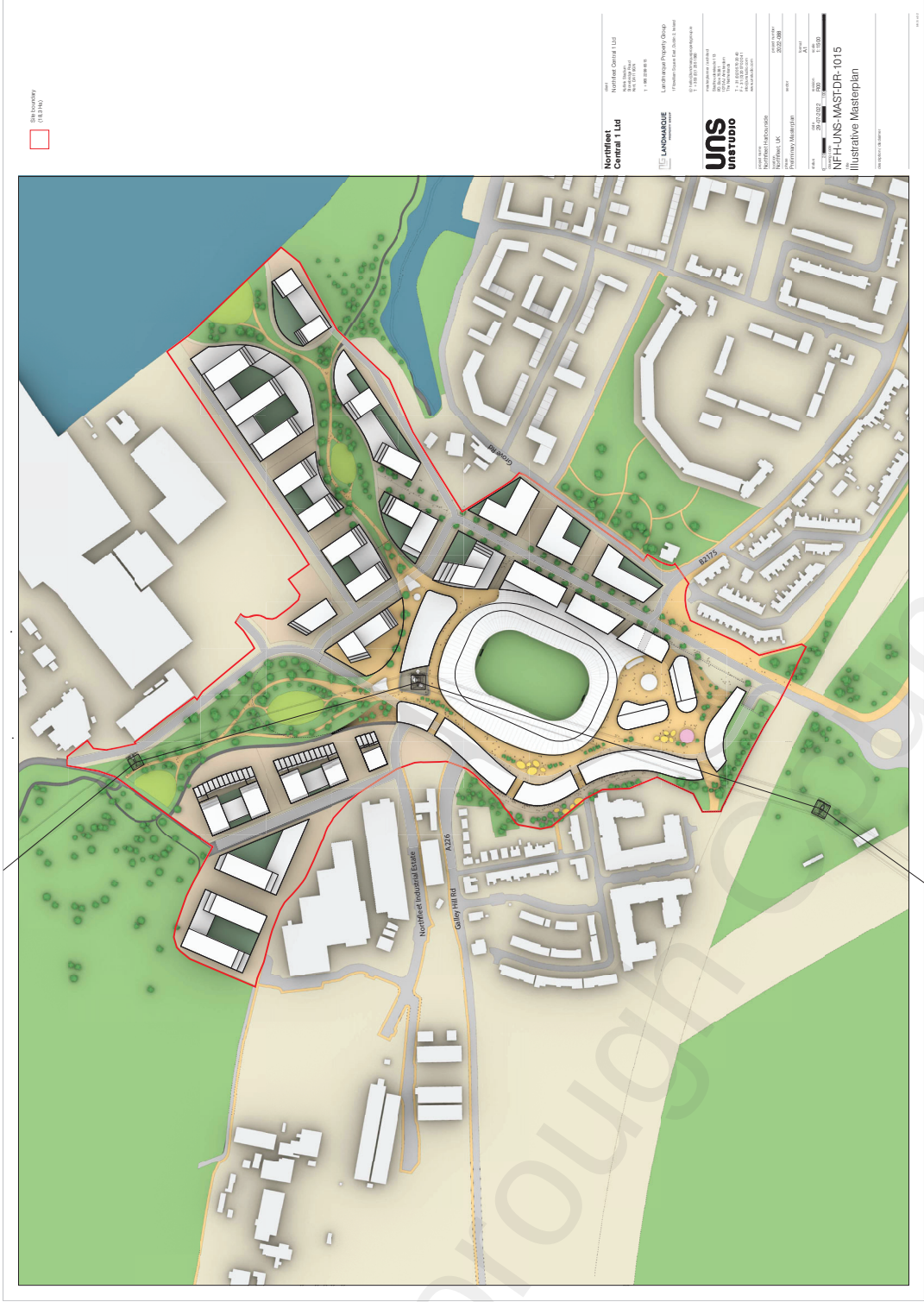
- What is the FDSP?
- The importance of the FDSPs, freight movements and their impacts;
- What tenants can do to help encourage the use of sustainable servicing and delivery vehicle movement to the site; and
- The potential benefits of successfully using and implementing a FDSP.

5.5 Raising awareness of the FDSP will help to gain support of the tenants for the implementation of the FDSP and ensure stakeholder buy-in at an early stage.

5.6 To increase awareness of the FDSP, relevant future residents, employees and suppliers will be given information about the FDSP and be encouraged to use sustainable freight to and from the site.

5.7 It is essential that relevant future residents and employees at the site as well as suppliers are involved in the implementation and development of the FDSP. It will also allow future residents, employees and suppliers to have an input into the on-going development of the FDSP.

Appendix A



Contact

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