



Transport Statement

Northfleet Pulp Laydown Area

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Revision History

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1 Introduction

1.1 Purpose

This Transport Statement has been prepared to support the development of the Northfleet Pulp Laydown Area. The principal objective of this report is to provide details of the proposed transport management arrangements during the construction of the project and to provide details of transport movements during construction of the project.

1.2 Site location and existing site description

The proposed development site is located within the Kimberly Clark Northfleet Paper Mill, which lies in the Kent borough of Gravesend on the southern bank of the Thames Estuary.

The planning boundary measures approximately 0.51 hectares.

Refer to drawing 05135-RES-LAY-DR-PT-010 included in Appendix A for the site location.

1.3 Proposed development

The proposed scheme comprises a concrete slab and associated fencing and drainage.

During the construction phase, temporary construction facilities will include a site office, welfare areas, parking and storage areas for plant and materials.

2 Transport route

2.1 Description of the route to site

The A2 passes approx. 2.2m to the south of the Kimberly Clark paper mill. The below routes shall be taken by all construction traffic to reach site from the A2.

In the event of any road closures on the delivery route, all vehicles will follow the designated diversion route.

2.1.1 If approaching along the A2 from the west:

1. Exit the A2 for the A2260 towards Northfleet Gravesend (W) and Ebbsfleet Int'l
2. At the roundabout, take the third exit to turn right and continue alongside the A2
3. Follow the road for approx. 800m as it turns to the left and joins the B262 Hall Road heading north
4. At the roundabout, take the second exit to continue northwards along the B262 Springhead Road
5. Continue along the B262 Springhead Road for approx. 800m until the next roundabout
6. At the roundabout, take the third exit to turn right on to the A226 Thames Way heading east
7. Continue along the A226 Thames Way for approx. 1km until the next roundabout
8. At the roundabout, take the second exit to continue straight ahead on Rosherville Way
9. Continue along Rosherville Way, passing underneath the B2175, until reaching the T Junction with Crete Hall Road
10. At the T Junction with Crete Hall Road, turn left along Crete Hall Road
11. Continue along Crete Hall Road until the Kimberly Clark entrance roundabout

2.1.2 If approaching along the A2 from the east:

1. Exit the A2 for Pepperhill B262 and Longfield (B260)
2. Follow the slip road round to the left and then to the right until reaching a roundabout
3. At the roundabout, take the third exit onto the B262 Hall Road heading north
4. Continue along Hall Road for 400m, crossing over the A2, until the next roundabout
5. Remaining route is as per step 4 and onwards in Section 2.1.1

2.1.3 If vehicle weighs more than 7.5 tonnes (travelling from either direction):

1. Exit the A2 for the A2260 towards Northfleet Gravesend (W) or Ebbsfleet Int'l
2. Take the third exit (if approaching along the A2 from the west) or the second exit (if approaching along A2 from the east) at the roundabout to continue onto the A2260, reaching a second roundabout after a short distance

3. At the roundabout, take the exit for the A2260 heading north, and continue for approx. 300m until reaching another roundabout
4. At the roundabout, take the third exit to turn right continuing on the A2260 (Ebbsfleet Gateway) heading northeast
5. Continue along the A2260 Ebbsfleet Gateway for approx. 850m until reaching a junction with Thames Way
6. At the A2260 / Thames Way junction, turn right to head southeast along Thames Way
7. Continue along Thames Way for approx. 700m until reaching a roundabout
8. At the roundabout, take the second exit to continue straight ahead on Thames Way
9. Remaining route is as per step 7 and onwards in Section 2.1.1.

2.2 Strategic road network assessment

2.2.1 A2

The A2 is a major road through the south-east of England. The road runs from Borough in London to the Dover Docks by the English Channel, varying from having between one to four lanes throughout the route.

The A2 connects to the M25 in Dartford approx. 6.5km west of the proposed exit to Kimberly Clark papermill. From the M25 to the proposed exit, the A2 is 3-4 lanes wide with a speed limit of 60 mph throughout.

2.2.2 B262 (Hall Road / Springhead Road)

The B262 is a semi-rural B-road in north Kent. From the A2 to the first roundabout, the B262 is called Hall Road and is dual carriageway with a 30mph speed limit. Northwards beyond this roundabout, the B262 continues under the name Springhead Road, and is single carriageway with a speed limit of 30mph. Springhead Road has a weight restriction of 7.5t.

2.2.3 A226 (Thames Way)

The A226 is a west-east direction road that runs between southeast London and north Kent. Between the Thames Way / A2260 junction and the roundabout with Rosherville Way (along proposed routes to site), the road is single carriageway with a speed limit of 40 mph.

A short distance south of the roundabout connecting the A226 and Rosherville Way, the A226 (Thames Way) passes underneath a railway line and the B261. There is no signage pertaining to height restrictions for either of these crossings; as such, the crossings have a vertical clearance from the carriageway of at least 5.03m.

2.2.4 A2260

The A2260 is a link road between the A226 and the A2. The A2260 has a speed limit of 50 mph. Between the A2 and the roundabout serving Ebbsfleet International, the A2260 is a dual carriageway road; beyond this roundabout to the east the road is single carriageway.

2.2.5 Rosherville Way

Rosherville Way is a single carriageway road based in Northfleet that connects the A226 and Crete Hall Road, with a speed limit of 30 mph.

Approximately midway along its length, Rosherville Way passes underneath the B2175. There is no signage pertaining to height restrictions for this crossing; as such, the crossing has a vertical clearance from the carriageway of at least 5.03m.

2.2.6 Crete Hall Road

Crete Hall Road is single carriageway road that runs close to the Thames Estuary in Northfleet. To the east of its junction with Rosherville Way, Crete Hall Road serves a new-build residential development; to the west, the road serves a small number of industrial operations.

Crete Hall Road passes through the Kimberly Clark papermill site, separating it into a northern and southern site. Access to both the northern and southern sites is achieved off Crete Hall Road via a centrally located roundabout.

3 Construction traffic

3.1 Delivery vehicles

3.1.1 Civil engineering construction

The slab is formed of compacted stone and reinforced concrete construction. The majority of deliveries will use tipper lorries, concrete trucks and flatbed trucks. Plant required for the works will also be delivered on low loaders or other suitable transportation vehicles.

3.1.2 Miscellaneous equipment

Fencing panels, drainage materials and other such miscellaneous materials will be delivered to site on flatbed trucks or low loaders. Occasional deliveries of small packages will also take place with vans and other light goods vehicles.

Site offices, welfare facilities and equipment storage containers will be delivered on flatbeds and low loaders and the facilities will be maintained on an ad-hoc basis.

Where applicable, regular deliveries of fuel and water for the site plant will be made using a mini tanker and removal of chemical toilet waste will be made using a mini tanker.

3.1.3 Staff/Workforce

The daily commute of workers in cars, vans and small trucks will form a large proportion of the site traffic. However, the chosen Contractor will encourage all sub-contractors, labourers and tradespeople to car/van share for their journeys to and from the site to reduce the number of vehicle movements involved.

3.2 Vehicle movements

Throughout the construction phase there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff), on site. HGV movements are expected to be most intense throughout the first few weeks of construction whilst car/van movements are expected to be constant throughout. The table below shows the estimated number of deliveries and movements for the main infrastructure.

Vehicle movement	Estimate total return trips over a eleven-week construction period	Indicative spread of vehicle movements during the construction phase	Maximum daily return trips
Site welfare setup	3	Week 1	3
Temporary fencing delivery	2	Week 1	2
Tipper truck (spoil removal)	242	Weeks 1 - 4	30
Tipper truck (stone delivery)	108	Weeks 3 - 6	20

Drainage component / materials delivery	6	Week 6	3
Concrete delivery	130	Weeks 6 - 10	20
Permanent fencing and barriers delivery	3	Weeks 9 - 10	2
Construction personnel	200	Weeks 1 - 11	10
Site welfare removal	3	Week 11	3

Table 1 - Guideline Vehicle Movement Numbers and Timing

Vehicle movements can vary depending on site conditions, programming, weather restrictions, etc., and therefore these numbers should be treated as a guideline only.

The expected HGV volumes are based on best estimates and will be subject to amendments based on local conditions, working practices and timing of works. At worst, during short intense periods of work, peak daily movements of HGVs are unlikely to exceed 30.

It is proposed that temporary signage would be used to highlight the entrance to the site and to direct construction traffic to the site via the local and regional roads.

3.3 Timing Restrictions

It is anticipated that all traffic movements will be carried out between 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in advance with Gravesham Borough Council.

3.4 Programme of Works

The programme of works is anticipated to take place over an 11-week period. An initial indication of the programme of works is provided below.

Task/Activity	Weeks										
	1	2	3	4	5	6	7	8	9	10	11
Setup site welfare & temporary fencing											
Strip topsoil											
Excavate to formation and test											
Inport fill											
Drainage installation											
Concrete slab construction											
Footpath construction											
Falisdade fence and A safe barrier erection											
Site clearance											

4 Construction impacts and mitigation

4.1 Site access and entrance works

Drawing 05135-RES-ACC-DR-PE-003 in Appendix A shows proposed site access during construction of the proposed development.

It is proposed that the existing entrance north off the roundabout on Crete Hall Road will be used to access the location of the pulp slab and working area within Kimberley Clark's site. No site entrance upgrade works will be required. Additional parking may be used, both to the north and to the south of this roundabout.

4.2 Construction working areas

During construction, a temporary construction working area will be set up for construction works and temporary facilities. The temporary facilities will include site offices, welfare areas, parking, a turning area for vehicles, and storage areas for plant and materials. The construction working area will be located to the northwest of the site boundary, within the papermill site. Once construction of the site is completed, all portacabins, machinery and equipment will be removed from site.

Vehicles will drive into the site forwards, turn around on site and exit forwards. Measures will be in place to manage the timing of the delivery of material and plant to the site; if the site has insufficient space to accommodate a delivery (e.g., due to an ongoing delivery or obstructive site works), the delivery vehicle will be instructed to wait in a safe location, remote from site if necessary, until suitable space is available.

4.3 Mud prevention measures

During the works, measures shall be in place to ensure that mud and debris is not spread onto the adjacent public highway. The public highway will be regularly inspected, and any deposited debris or mud will be dealt with immediately by means of a road sweeper.

4.4 Local services

During the works, measures shall be in place to ensure that there is no disruption to local services e.g., bin collections and school buses.

Appendix A Drawings

A.1 Location Plan (05135-RES-LAY-DR-PT-010)

A.2 Proposed Access Routes and Construction Support Areas
(05135-RES-ACC-DR-PE-003)