

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

GRID REF: 561931E,173650N

PROPOSED BATTERY ENERGY STORAGE SYSTEM (BESS)

at

A226 THAMES WAY, NORTHFLEET
GRAVESHAM, KENT

prepared for

SPV – SPEEDGREEN (THAMES WAY) LIMITED

JULY 2025

REFERENCE: ST3865/CTMP-2507-Northfleet BESS

REVISION: 0



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1. Introduction

1.1 Background Information

- 1.1.1 Stomor Ltd has been commissioned by SPV – Speedgreen (Thames Way) Limited to prepare a Construction Traffic Management Plan (CTMP) to support a planning application for a Battery Energy Storage System (BESS) facility in Northfleet, Gravesham, Kent.
- 1.1.2 The site is located at the western end of Northfleet in the Borough of Gravesham, Kent. Northfleet is located immediately west of Gravesend and on the border with the Borough of Dartford.
- 1.1.3 The site comprises undeveloped land to the southwest of the A226 Thames Way. There is currently no vehicular access to the site.

1.2 Purpose of the Document

- 1.2.1 This CTMP outlines the procedures to be followed by the management, contractors and subcontractors during the construction phase of the site. Its primary purpose is to mitigate potential adverse impacts on environmental resources, residents, and businesses.
- 1.2.2 The CTMP assesses the impact of construction upon the surrounding local road network and sets out the arrangements for ensuring that the workforce and public remain safe throughout the project.
- 1.2.3 This CTMP is a live document and will be updated during construction to address any issues that may arise during this period. Any future revisions of the CTMP must also be approved by Gravesham Borough Council (GBC) and Kent County Council (KCC), as local highway authority, and complied with thereafter. It should be noted that any agreed CTMP does not prejudice or override the need to obtain any separate consents or approvals as required.
- 1.2.4 A summary of items included in this report are as follows:
- Existing conditions and outline of development proposals;
 - Proposed routing to and from the site;
 - Review of anticipated construction vehicle types and sizes expected to be accessing the site; and
 - Provision of mitigating measures for construction vehicle movements ensuring that minimal disturbance is caused to the surrounding community.

2 Existing Conditions

2.1 Existing Site Information

- 2.1.1 The site is situated in Northfleet, at the western edge of the town, approximately 700m southeast of Ebbsfleet International Station and approximately 5.6km southeast of the Dartford Crossing.
- 2.1.2 The site is bound by the A226 Thames Way and Sawyer's Lake to the northeast, the Springhead Enterprise Park to the southeast, the Northfleet Sewage Treatment Works to the southwest and undeveloped land to the northwest.
- 2.1.3 **Figure 2.1** shows the site location.



Figure 2.1: Site Location (Source: openstreetmap.org)

2.2 Local Highway Network

Thames Way (A226)

- 2.2.1 The A226 is a single carriageway road with one lane in each direction extending from the A2 at Rochester in the southeast up until its roundabout junction with the A207 and B2174 at Dartford in the northwest.
- 2.2.2 The A226 Thames Way is approximately 7.3m in width as it passes the application site and is provided with a 3m wide shared foot/cycleway along its northeastern edge. The carriageway is subject to a 40mph speed limit in the vicinity of the application site and is lit.

Ebbsfleet Gateway (A2260)

- 2.2.3 The A2260 Ebbsfleet Gateway is a single carriageway road that extends in a northeast-southwest direction from its signalised junction with the A226 Thames Way up until its roundabout junction with the A2260 Southfleet Road and B259 Southfleet Road.
- 2.2.4 The carriageway is approximately 7m in width and is provided with a 3m wide shared foot/cycleway on its northwestern edge.
- 2.2.5 The northeastern half of the A2260 Ebbsfleet Gateway is subject to a 40mph speed limit increasing to 50mph as it extends towards the southwest. The carriageway is lit along its entire length.

Southfleet Road (A2260)

- 2.2.6 The A2260 Southfleet Road is a short length of approximately 315m dual carriageway with two lanes in each direction that extends from the A2260 Ebbsfleet Gateway / A2260 Southfleet Road / B259 Southfleet Road / International Way roundabout in the north up until the A2260 Southfleet Road / A2260 / Ackers Drive / A2 westbound on- and off-slips in the south.
- 2.2.7 A 3m wide shared foot/cycleway is provided along both sides of the carriageway. The A2260 Southfleet Road is subject to a 50mph speed limit, and the carriageway is lit along its entire length.
- 2.2.8 An additional 150m length of A2260 dual carriageway with two lanes in each direction extends from the A2260 Southfleet Road / A2260 / Ackers Drive / A2 westbound on- and off-slips roundabout to another roundabout in the east that connects with the A2 eastbound on- and off-slips. The 3m shared foot/cycleway continues along the northern side of the carriageway and is lit.

A2

- 2.2.9 The A2 is a major road that connects London in the northwest and Dover in the southeast. The middle section has been replaced by the M2 motorway as part of the strategic road network.
- 2.2.10 To the south of the application site, the A2 is a dual carriageway with four lanes in each direction and is subject to the national speed limit of 70mph.
- 2.2.11 There is no foot/cycleway provision along the A2 in the vicinity of the site and the carriageway is lit.

2.3 Local Restrictions

- 2.3.1 There are no height / weight restrictions within the vicinity of the site, which would impact the routing of any construction traffic.

2.4 Public Rights of Way

- 2.4.1 A review of KCC's Public Rights of Way (PROW) Map identifies that there is a public footpath in close proximity to the site.
- 2.4.2 Footpath NU14 runs along the northwestern boundary of the site as it extends in a south-north up until the railway line to the of north of Sawyer's Lake. This PROW crosses the A226 Thames Way approximately 100m northwest of the proposed vehicular access (see *Section 3*) to serve the site. There is no formal crossing facilities provided to accommodate the crossing of the carriageway.
- 2.4.3 Restricted Bridleway NU20 extends in a southeast-northwest direction to the south of the Northfleet Sewage Treatment Works connecting with Footpath NU14 approximately 300m southwest of where Footpath NU14 crosses the A226 Thames Way.
- 2.4.4 **Figure 2.3** presents an extract from the PROW Map.

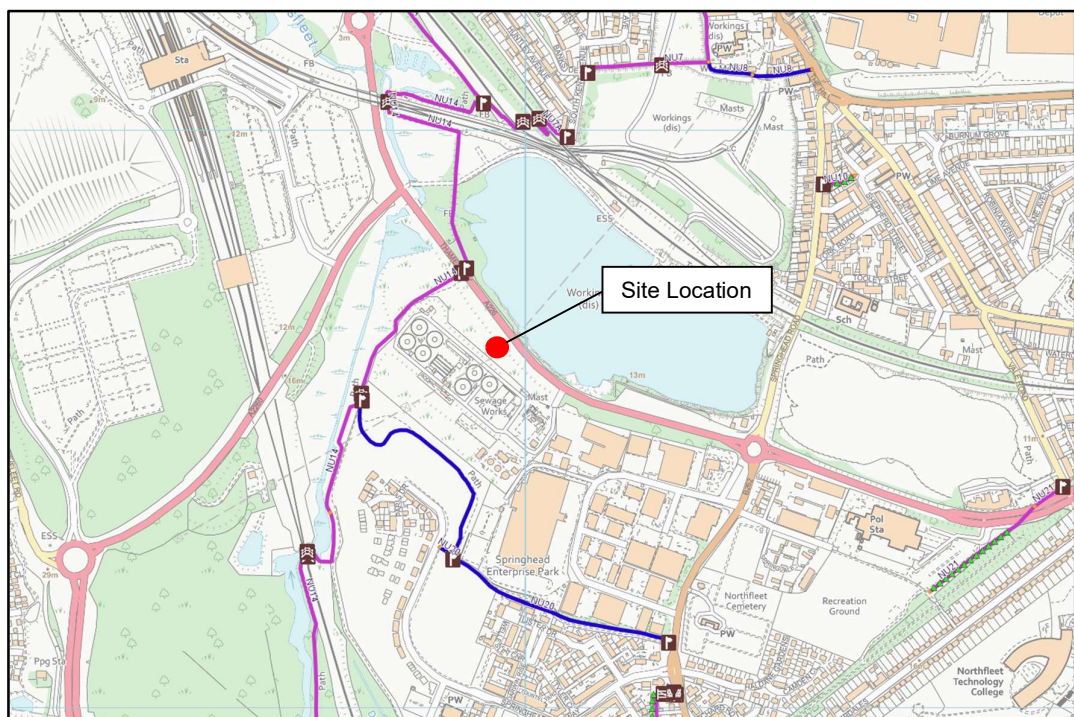


Figure 2.3: Public Rights of Way Extract (Source: Kent County Council PROW Map)

2.5 Pedestrian and Cycle Provision

- 2.5.1 As detailed in *Section 2.2*, a 3m wide shared foot/cycleway extends along the edges of the carriageways in the vicinity of the application site such that pedestrian and cycle access to / from Ebbsfleet International Railway Station is achievable.
- 2.5.2 The network of footways along the local highway network to the north and south of the A226 Thames Way also means that pedestrian access to / from Northfleet Railway Station and the residential areas is achievable, respectively.
- 2.5.3 It is noted that there is currently no foot/cycleway provision along the southwestern side of the A226 Thames Way as it passes the application site.
- 2.5.4 **Figure 2.4** shows an isochrone map identifying the extent of the area within a 5-, 10- and 15-minute walk of the application site.

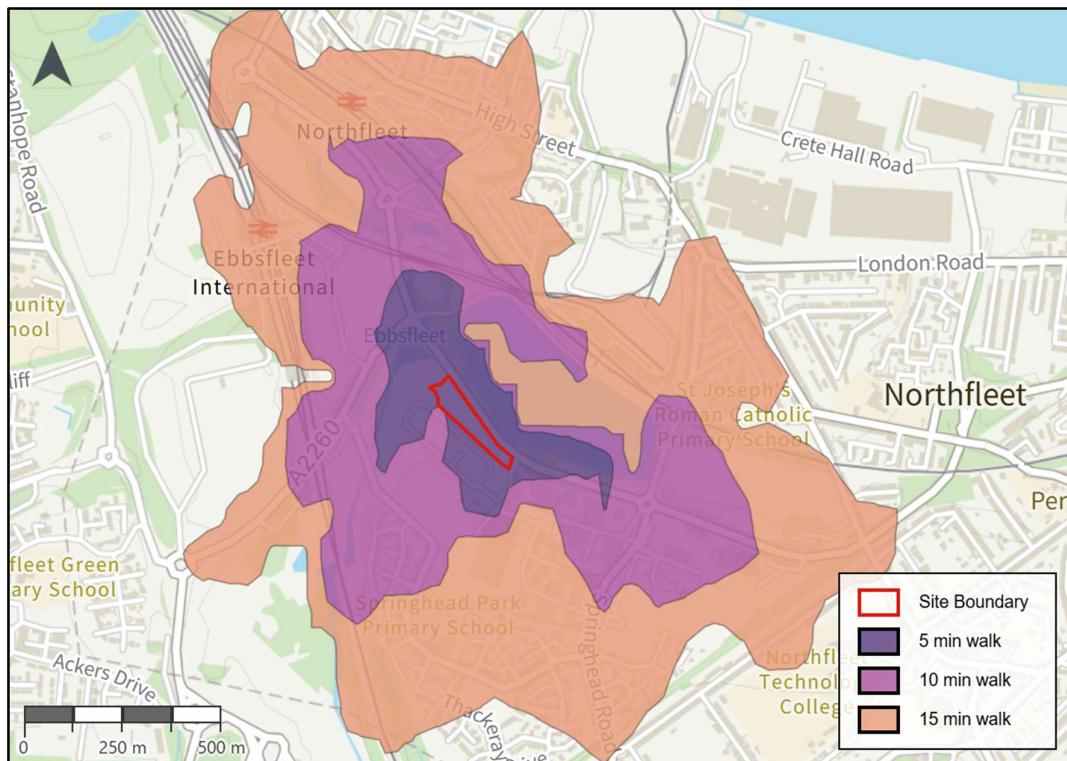


Figure 2.4: Walking Isochrone Map

- 2.5.5 National Cycle Route (NCR) 1 extends along the northeastern edge of the A226 Thames Way from Northfleet in the northwest and past the application site, accommodated by the 3m wide shared foot/cycleway. **Figure 2.5** shows the location of NCR 1 in relation to the site.

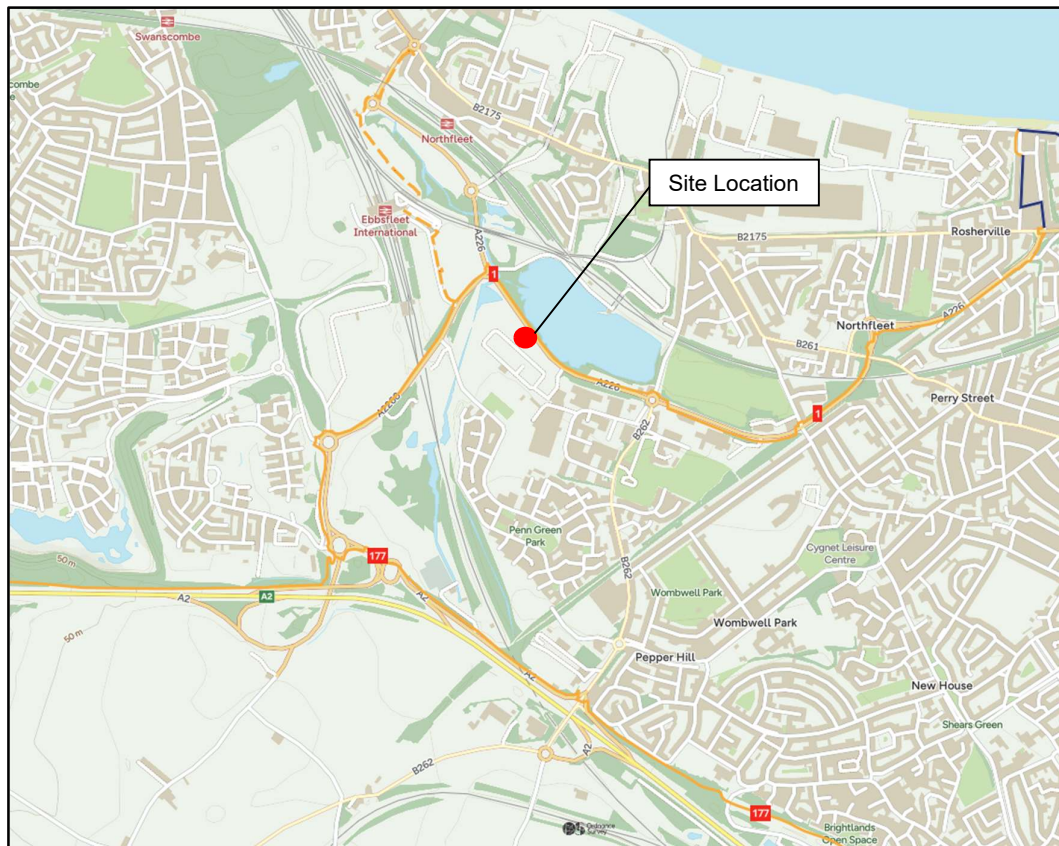


Figure 2.5: National Cycle Route 1 (Source: Sustrans National Cycle Network Map)

2.6 Public Transport Provision

Bus Services

- 2.6.1 The nearest bus stops to the site are located along the A226 Thames Way to the southeast of the site. The southeast bound bus stop is located approximately 400m walking distance to the southeast of the proposed site access. The northwest bound bus stop is located approximately 620m walking distance to the southeast of the site and is accessed by crossing the A226 Thames Way at the eastbound approach splitter island to the A226 Thames Way / Springhead Road roundabout.
- 2.6.2 Both of these bus stops are provided with a bus stop cage road marking, raised kerbs, a bus shelter with seating, bus timetables and a flagpole.
- 2.6.3 These bus stops are served by several bus routes as set out in **Table 2.1**.

Service	Operator	Route	Frequency		
			Weekday	Saturday	Sunday
481	Arriva Kent Thameside	Gravesend - Ebbsfleet International	2 per day	No service	No service
AZ	Go-Coach Hire	Gravesend - Dartford	2 per day	No service	No service
E	London General	Gravesend - Castle Hill	2 per hour	2 per hour	1 per hour

Table 2.1: Local Bus Services

Rail Services

- 2.6.4 The nearest railway station is Ebbsfleet International located approximately 1km walking distance northwest of the application site. The railway station is operated by London St Pancras Highspeed (formerly HS1 Ltd).
- 2.6.5 Domestic services at Ebbsfleet International are operated by Southeastern and provides links to London St Pancras, Maidstone West, Faversham, Canterbury West, Ramsgate, Margate and Dover.
- 2.6.6 Ebbsfleet International does not currently accommodate the Eurostar with services via this station suspended in March 2020 due to the Covid-19 pandemic.
- 2.6.7 Northfleet Railway Station is located approximately 1.6km walking distance from the application also to the northeast. This railway station is operated by Southeastern and Thameslink and provides links to London Charing Cross, Lewisham, Luton, Gravesend and Rainham.
- 2.6.8 **Figure 2.6** shows the location of the railway stations within the context of the application site.



Figure 2.6: Local Railway Stations Map

2.7 Summary

- 2.7.1 The application site is considered to be sustainably located in terms of accessibility to / from the site for construction workers via active travel and public transport provision.

3 Proposed Development

3.1 General

- 3.1.1 The development proposals include for the erection of a Battery Energy Storage System (BESS) and ancillary electrical infrastructure on land to the southwest of the A226 Thames Way in Northfleet, Gravesham. Further details of the proposal and the technology used are included within the supporting documents submitted separately with the planning application.
- 3.1.2 **Figure 3.1** shows an extract of the indicative site layout with a copy of the full drawing provided at **Appendix A**.

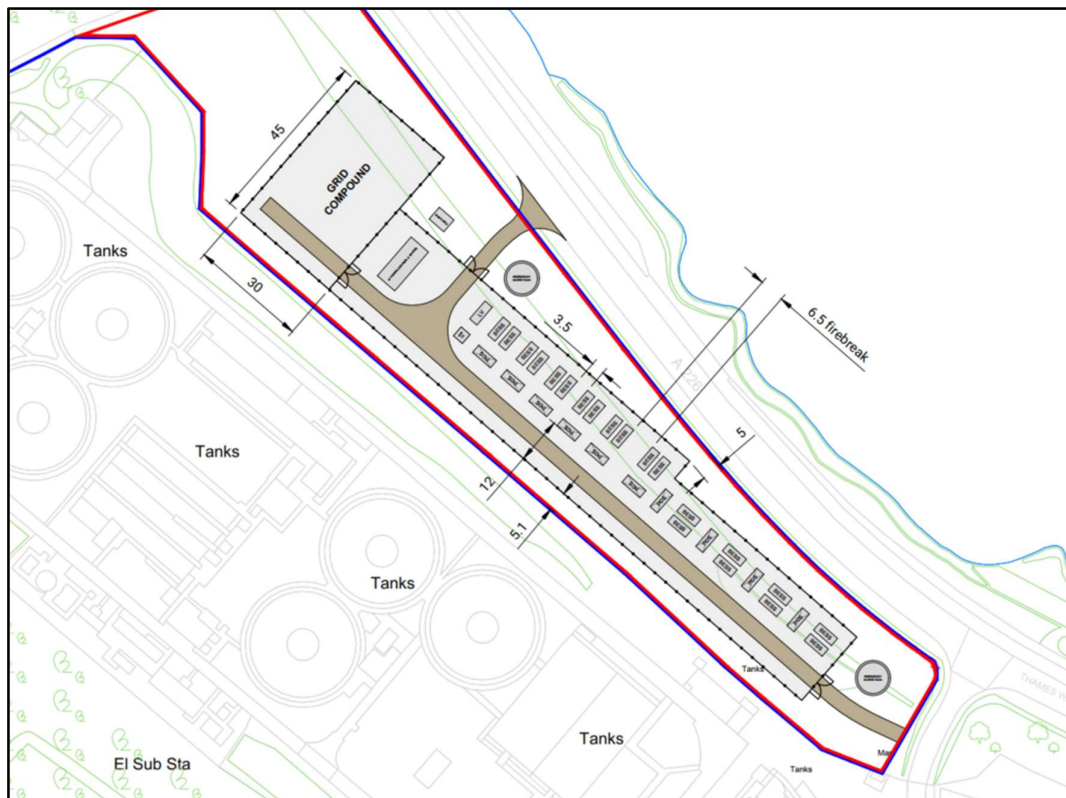


Figure 3.1: Indicative Site Layout

3.2 Site Access Arrangements

- 3.2.1 The primary operational access to the site is proposed via a priority junction from the A226 Thames Way approximately 290m to the southeast of the A226 Thames Way / A2260 Ebbsfleet Gateway signalised junction. This access will also form the construction access to the site.
- 3.2.2 The access will take the form of a simple priority junction with the A226 Thames Way including a 4m wide access road with 9m junction radii to accommodate the turning of large construction vehicles.

- 3.2.3 The first 25m of the access road will comprise a hard surface to prevent any loose material from the site being transferred onto the public highway. A vehicular gate will be provided 25m back from the edge of the A226 Thames Way to allow large HGVs to wait off the carriageway when entering the site.
- 3.2.4 As set out in *Section 2.2*, the A226 Thames Way is subject to a 40mph speed limit as it passes the application site. Based on the Design Manual for Roads and Bridges (DMRB), visibility splays of 4.5m x 120m are required at the primary site access along the A226 Thames Way in both directions.
- 3.2.5 Stomor drawing **ST-3865-700** 'Proposed Means of Access', which is provided at **Appendix B**, shows the extent of the site access and associated visibility splays. This drawing demonstrates that the required visibility splays are able to be accommodated within the extent of the adopted highway and land under the control of the applicant. It is likely that some vegetation to the northwest of the site access will require removal and / or trimming to accommodate the visibility splay in this direction.
- 3.2.6 A swept path analysis of the primary site access has been undertaken to demonstrate that a 16.5m articulated HGV, which will require access to the site for construction purposes, can be accommodated for all manoeuvres. This is shown at Stomor drawing **ST-3865-800** 'Swept Path Analysis', which is provided at **Appendix C**.
- 3.2.7 It should be noted that the HV transformer will be transported to the application site on a 30m long lorry and trailer. As this is a one-off trip to the site for the delivery of the equipment, this will be subject to discussions with KCC, as local highway authority as it is likely to require temporary short term road closures at specific locations to accommodate the large vehicle. It is likely that the HV transformer will be delivered to the application site via the primary / construction access from the A226 Thames Way.
- 3.2.8 Access to the site for maintenance vehicles, usually in the form of 4 x 4's serving the operational site will typically be via the primary access from the A226 Thames Way. As it has been demonstrated that this access is able to accommodate a 16.5m articulated HGV for all manoeuvres, it will also be able to accommodate these smaller maintenance vehicles.
- 3.2.9 A secondary emergency access is proposed via the access road that serves the Northfleet Sewage Treatment Works to the southeast of the application site. This access road is private, however, discussions are currently taking place with Thames Water to agree the secondary access to the site.
- 3.2.10 The proposed secondary access will also take the form of a priority junction from the existing access road, which extends towards the southwest from the A226 Thames Way.

The access track will be 4m in width with a 6m junction radius on its northeastern side to accommodate the turning of a fire appliance.

- 3.2.11 Stomor drawing **ST-3865-700** 'Proposed Means of Access', which is provided at **Appendix B**, shows the extent of the secondary site access and associated visibility splays.
- 3.2.12 Stomor drawing **ST-3865-801** 'Swept Path Analysis – Fire Appliance', which is provided at **Appendix C**, demonstrates that the secondary access is able to accommodate a fire appliance for a right turn entry and left turn exit. The drawing also demonstrates that the primary access is able to accommodate a fire appliance for all manoeuvres.

3.3 Pedestrian and Cycle Provision

- 3.3.1 As part of the temporary construction access arrangements to serve the site, it is proposed that a temporary dropped kerb crossing is proposed adjacent to the access to accommodate the crossing from the shared foot/cycleway on the northeastern edge of the A226 Thames Way to the site.
- 3.3.2 The crossing of the A226 Thames Way by construction workers who will be arriving / departing by foot or bicycle will be aided by a traffic marshal.

3.4 Internal Arrangements

- 3.4.1 The site access track from the A226 Thames Way will extend approximately 45m towards the southwest into the site where it will join a northwest-southeast track, which will extend along the southwestern edge of the site.
- 3.4.2 The northwest-southeast track will provide access to the grid compound at the northwestern end of the site and the BESS storage units and associated infrastructure to the southeast. The access track continues to the southeast to join the access road that serves the Northfleet Sewage Treatment Works.
- 3.4.3 All internal access tracks are proposed as 4m in width.

4 Construction Strategy

4.1 General

- 4.1.1 This section outlines the transport-related issues associated with construction of the BESS.

4.2 Build Programme

- 4.2.1 The construction of the proposed development will be managed to minimise potential conflicts between construction traffic and existing network traffic to reduce the overall impact on the local road network.
- 4.2.2 The duration of the works is expected to be 18 months.
- 4.2.3 Construction access for vehicles is as set out in *Section 3*.

4.3 HGV Construction Traffic Routing

- 4.3.1 The details for the proposed HGV construction traffic routing will be formally agreed with GBC and KCC before any works on the site commence. The appointed Contractor will be required to use designated traffic routes.
- 4.3.2 As mentioned previously in the report, there are no height or weight restrictions within the vicinity of the application site on the local highway network, which would impact the routing of any construction traffic.
- 4.3.3 A construction traffic routing strategy has been derived based on the most appropriate routes for HGV construction traffic to access the site from the SRN.
- 4.3.4 It is proposed that all HGV construction traffic will access the site from the A2 and then via the A2260, the A2260 Ebbsfleet Gateway and the A226 Thames Way. The same route in reverse would be applicable for construction vehicles departing the site.
- 4.3.5 Vehicle routing arrangements will be provided to all sub-contractors, material and plant suppliers such that construction vehicles will be obliged to adhere to the designated route.
- 4.3.6 Traffic marshals will be in place to assist in the guidance of heavy and large construction vehicles entering/exiting the site, ensuring that priority is always provided to the general (non-construction) traffic to minimise the impact on the local road network. The contractor will be responsible for providing any required traffic management subject to approval by KCC, as local highway authority, when applying for road space.
- 4.3.7 No significant overlapping construction activity is currently known in the immediate vicinity of the application site. Should other projects arise locally, coordination with GBC and KCC will be undertaken to manage cumulative traffic and noise impacts.

- 4.3.8 Details of the proposed HGV construction routing are shown on Stomor drawing **ST-3865-701**, which is provided at **Appendix D**.

5 Construction Traffic

5.1 Construction Phase

- 5.1.1 Construction traffic levels will vary throughout the construction period. It should be noted, however, that there will be periods when construction activities generate minimal vehicle movements.
- 5.1.2 The construction phase includes the preparation of the site, installing the access permeable crushed stone for access roads, erection of security fencing and CCTV and installation of the grid connection and battery modules.
- 5.1.3 A temporary construction compound area will be provided to the north of the site access road on entering the site.
- 5.1.4 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 a number of the non-local workforce will stay at local accommodation and be transported to the site by minibuses to minimise the impact on the strategic and local highway network.
- 5.1.5 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.
- 5.1.6 The components which are required to construct the BESS will predominantly arrive in standardised 40ft intermodal (shipping) containers by 16.5m-18m long articulated vehicles, however, there will also be vehicles of extended length including a 30m long lorry and trailer that will deliver the HV transformer, as detailed in *Section 3*.
- 5.1.7 Some deliveries will be associated with the preparation of the access tracks within the site. Permeable crushed aggregate will be used to construct the access tracks on the site and to the compounds. The aggregate is likely to arrive on 10m long tipper trucks.
- 5.1.8 Permeable crushed aggregate will also be used to provide the base for the construction compound and temporary parking area for construction workers.
- 5.1.9 The site will be enclosed by security fencing with two gated vehicular access points. A total of 470m of fencing is required to secure the BESS facility for the temporary construction and permanent phases. The fencing will be delivered by 10m hiab lorries.
- 5.1.10 The site compound will comprise containers for storage, a canteen, toilets and a drying room, which will be delivered by a 16.5m-18m articulated vehicles.

5.2 Vehicle Trip Generation

5.2.1 The applicant, from their experience of implementing BESS facilities, has indicated that the heavy goods movements set out in **Table 5.1** are likely to be associated with the construction period for the proposed BESS facility as set out in **Table 5.1**.

Delivery Type	Estimated total two-way trips over an 18-month construction period	Average monthly two-way trips	Average daily two-way trips
Site mobilisation/demobilisation (incl site welfare)	47	23	1
Temporary fence	20	20	1
Site welfare maintenance	84	4	1
General site deliveries	84	4	1
Imported stone	2,500	280	13
Concrete delivery	280	56	3
BESS PCS and MV skid delivery	227	25	1
Electrical equipment delivery	40	8	1
Substation equipment delivery	13	3	1
Cable and ducting delivery	27	5	1
Permanent fence delivery/CCTV	35	17	1
Spare container delivery	4	4	1
Total	3,361	449	26

Table 5.1: Bus Routes Available from the A226 Thames Way

5.2.2 Contractor teams are likely to require up to one hour before and one hour after core working hours (outlined in *Section 6*) for start-up and close-down activities, such as:

- Arrival and departure of workforce and staff on site;
- Briefings;
- Checks and examinations of plant and machinery (including test running) and the carrying out of essential repairs/maintenance to plant and machinery;
- Re-fuelling of plant and machinery engines;
- Site inspections and safety checks before commencing work;
- Site meetings; and
- Site clean-up.

5.2.3 Delivery and removal should not take longer than 20-30 minutes and deliveries will be coordinated by the Site Manager (and agreed at least 24 hours in advance with the supply chain and logistics manager) to prevent multiple traffic movements during the same period and reduce congestion during the busy hours.

- 5.2.4 Delivery drivers will be briefed and informed of the proposed vehicle routes which must be followed. Should contractors not adhere to this rule, warnings will be issued. If the problem continues, contractors will be removed from the project based on a 'three strikes' basis.
- 5.2.5 Qualified traffic marshal's will be in place to ensure no conflict between pedestrians, cyclists and construction activity. Furthermore, no vehicles will be left unattended at any time.
- 5.3 Operational Phase
- 5.3.1 Once operational, there are anticipated to be around 10 to 20 visits to the site a year for equipment maintenance. These would typically be made by light vans or 4 x 4 type vehicles.
- 5.3.2 Whilst the temporary construction compound will have been removed, space will remain within the site on the access tracks for such a vehicle to turn around to ensure that the vehicle can enter and exit the site in forward gear.
- 5.4 Summary
- 5.4.1 Based on the above, it is expected that there will be an average of around 13 large vehicles per day accessing the site over the construction phase.
- 5.4.2 There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis.
- 5.4.3 The level of traffic during the construction phase of the BESS facility is not considered to result in a material impact on the safety or operation of the local highway network.

6 Site and Highway Management

6.1 General

- 6.1.1 This section of the CTMP sets out matters relating to hours of work, road closures, general site management and on-site management.

6.2 Working Hours

Construction Hours

- 6.2.1 Construction activities at the site will be carried out Monday to Friday 08:00 to 18:00, and Saturdays 08:00 to 13:00. No construction or deliveries will take place on Sundays or Public Holidays.
- 6.2.2 Any proposed changes to these working hours will need to be agreed with GBC and KCC.

Delivery Hours

- 6.2.3 Deliveries will take place throughout the construction hours. The exception to this would be when abnormal loads, like the HV transformer, are being delivered to the site and GBC / KCC considers out-of-hour deliveries more appropriate. This process will be arranged in advance with the local authorities, and all necessary licenses and suspensions will be applied for by the contractor.

Communication with Neighbours

- 6.2.4 Local residents and businesses will be notified in advance of any busy delivery periods or intense construction activities, including construction traffic.
- 6.2.5 To facilitate communication with neighbouring properties, the site manager's mobile phone number will be displayed on notices outside the site. This will ensure the site manager can promptly address any third-party concerns if required.
- 6.2.6 Third parties may directly request additional information about site works from the site manager.

6.3 Road Closures

- 6.3.1 At this stage, it is not foreseen that any road closures will be required during the construction process, however, this will be at the discretion of the contractor and if deemed necessary will require agreement from KCC, as local highway authority.

6.4 Traffic Management

- 6.4.1 As with the above, the need for traffic management measures will also be the decision and responsibility of the appointed contractor.

6.4.2 Appropriate traffic management measures will be required where off-site highway works are required and will need to be supported by appropriate road signage. A regime of signage and barrier in section and maintenance will need to be implemented to ensure that highway safety is maintained at all times.

6.4.3 The procedures outlined in this CTMP aim to minimise the impact of construction traffic on the local facilities, as far as practicable, through the control of operational hours and the strategic routing of construction vehicles into and around the site.

6.5 Traffic Marshals

6.5.1 All construction vehicles accessing the site will enter and exit in forward gear. An appropriately trained, qualified and certified traffic marshal will be employed by the appointed contractor to assist in the guidance of heavy and large construction vehicles and supervise unloading.

6.5.2 Traffic marshals will not direct general traffic but will indicate to heavy and large construction vehicles, where appropriate, when it is suitable for them to enter and exit the site. Priority will always be provided to the existing traffic using the local road network.

6.6 Contractor Parking

6.6.1 Construction workers are expected to arrive on-site prior to the AM peak hour and depart either before or after the PM peak hour. The number of workers' trips are likely to be relatively low on a day-to-day basis, however, due to the need to transport specialist tools and equipment some will be made by private cars and light vans.

6.6.2 Car parking for contractors will be allocated within the site compound. Parking will be controlled by the site team and at no time will parking be permitted along the A226 Thames Way or the access road serving the Northfleet Sewage Treatment Works during any phase of construction.

6.6.3 All construction workers will be encouraged to use public transport wherever possible, whilst car sharing will also be encouraged to further minimise the number of construction vehicles accessing the site.

6.6.4 The following measures can be put in place by the contractor to encourage sustainable travel by construction workers to and from the application site:

- Display bus timetable information on-site;
- Promote the benefits of walking or cycling to the site;
- Set up a car share scheme so construction workers can travel to the site together, reducing the amount of traffic on the local highway network;

- Minibus provision from Ebbsfleet International and Northfleet Railway Stations; and
- Take advantage of local facilities and amenities rather than travelling further afield.

6.7 Contractor Responsibility

6.7.1 The appointed contractor will be required to comply with the following:

- Contractors Health and Safety Assessment Scheme (CHAS);
- Considerate Constructors Scheme (CCS) or similar;
- Construction Industry Training Board (or similar) scheme (CITB) with operatives and management holding CSCS, CPCS, CCDO, etc. cards;
- Site Managers Safety Training scheme / CSCS Gold Card;
- Qualified First Aid; and
- Construction (Design & Management) Regulations 2015.

6.7.2 Alongside measures already mentioned in this report, it will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities. It will also be the responsibility of the contractor to deal with any issues related to fuel and oil storage, together with a strategy for dealing with any spillages.

6.7.3 Details of the main contractor, project manager and site manager will be provided to GBC and KCC when the roles have been appointed.

6.7.4 The appointed contractor will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the on-site induction, and a copy of the CTMP will also be made available within the contractors' compound.

6.8 Materials Storage and Site Compound Area

6.8.1 Whilst the construction compound is a matter to be determined by the appointed contractor, it is envisaged that it will be located at the northwestern end of the site.

6.8.2 Access for construction vehicles and contractors will be via the new priority junction from the A226 Thames Way, which will provide access to contractor car parking, the site compound and the storage areas, which will include areas for plant and materials used in construction of the development and also an area for the storage of top soil.

6.8.3 The site compound will be of suitable size such that it is able to accommodate contractor parking and temporary buildings for site staff and welfare facilities.

6.9 Site Security

- 6.9.1 Only authorised persons will be allowed access to the site.
- 6.9.2 A Site Risk Assessment will be prepared by the contractor prior to commencement of works detailing site security measures and roles and responsibilities for site security during the construction works.

6.10 Mitigation Measures for Noise, Vibration, Dust and Dirt

- 6.10.1 Wheel washing facilities will be provided on exit from the site before entering the A226 Thames Way during the construction phases. Given the temporary nature of the construction phase, wheel wash facilities will be provided in the form of a portable automated high pressure wheel washer with motion sensors to conserve water. This will reduce the spread of debris onto the local highway network.
- 6.10.2 All construction vehicles will therefore have to exit through the wheel wash area prior to accessing the local highway network. Furthermore, a mobile road sweeper can be deployed by the contractor should the highway authority consider this necessary.
- 6.10.3 The following mitigation measures will also be adopted to minimise noise, vibration and dust pollution:
 - Requirement for all engines to be switched off when not in use;
 - Spraying of areas with water as and when conditions dictate;
 - A road sweeper will be made available whenever operations dictate. The road sweeper will be used outside of the peak network hours as specified earlier in the report; and
 - Vehicles carrying waste material off-site will be sheeted.

6.11 Pedestrian Management

- 6.11.1 Details on how pedestrian and cyclist safety will be maintained during construction, including any proposed alternative routes (if necessary), and any Traffic Marshal arrangements is summarised as follows:
 - Wherever possible, and especially for vehicles over 3.5t, drivers will be required to be accredited with the Fleet Operator Recognition Scheme (FORS), Bronze Level. Drivers will have undertaken cycle awareness training and vehicles associated with the development will need to have sideguards fitted (unless demonstrably unable to do so); have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens); have a Class VI mirror; and have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles.

- In line with industry best practice, the appointed contractor will be encouraged to adopt the Construction Logistics and Community Safety (CLOCS) national standard. CLOCS sets out measures to manage construction-related risks to vulnerable road users. This includes ensuring that site access points are safe, vehicle routes are planned with cyclist and pedestrian safety in mind, and that all vehicles and drivers meet robust safety criteria. CLOCS compliance will form part of site inductions, and its principles will be applied during ongoing construction traffic management reviews.
- 6.11.2 The principal contractor and all subcontractors will be contractually required to comply with the CLOCS Standard. Compliance will be monitored through periodic site audits and vehicle spot checks. Details of the CLOCS requirements are provided within contractor onboarding packs, with non-compliance resulting in removal from site under a three-strike policy.
- 6.11.3 A gateman barrier will be provided at the entrance to the site from the A226 Thames Way and a Traffic Marshal will be made available to direct construction traffic entering and exiting the site, as required.
- 6.11.4 A segregated pedestrian access will be provided during the construction phase together with segregated internal pedestrian routes between the construction compound and the construction site.
- 6.11.5 A site hoarding and walkway will be erected to protect pedestrians and vulnerable users from construction works. The hoarding screen will screen off any works or activities, protect passers-by and reduce the dust and noise emissions from the site.
- 6.11.6 After working hours each day, the site will be fully locked up by the contractor's project team. All hoardings on the project will be regularly cleaned and maintained, including re-decoration when necessary. The relevant hoarding licenses will be obtained from GBC.
- 6.12 Public Right of Way Mitigation Strategy
- 6.12.1 The applicant is committed to ensuring the highest levels of safety for the development site, whilst also minimising disruption to the public. Where there is a potential conflict between the two, a pragmatic approach to safety would be based on balancing the risks to the public as a given time against the disruption that removing that risk would cause.
- 6.12.2 It is the intention to seek to keep Footpath NU14, which extends along the northwestern boundary of the site open via management and the use of short-term temporary closures where necessary.

Signage and Information

- 6.12.3 All locations where a PROW would be impacted by the development site would have appropriate signage, which would advise of dates and hours affected. The applicant would develop, in discussion with PROW officers and KCC a standard form of signage relating to any temporary PROW closures which would be used across the site.
- 6.12.4 Signs would be erected informing PROW users of the potential presence of construction activities. Information signs detailing the works would, together with contact details for the construction team.
- 6.12.5 The location of signs providing information on any temporary diversions or closures would be agreed with PROW officers. Maps showing temporary diversions and alternative PROWs would be provided at the site.
- 6.12.6 In addition, signage well in advance of areas of construction may be helpful to avoid users having to turn back in certain locations. The applicant would agree a schedule of suitable locations for additional signage with PROW officers to provide this advanced information.

Managed Crossing and Temporary Closures

- 6.12.7 For each location at which a PROW would be affected by construction work, efforts would be made to minimise the impact on users following a simple decision-making process, which sets out a hierarchy of actions, starting with those that create the minimum impact. For example, in order of increasing impact:
- Using signs for both PROW users and construction vehicles to allow safe crossings of construction haul roads for PROW users (Temporary Stopping Up (Managed));
 - Using contract staff to hold PROW users for short periods (a few minutes) while construction vehicles pass or while construction activities are undertaken (Temporary Stopping Up (Managed)); and
 - Closing the PROW for a short temporary period and signing an acceptable diversion route (Temporary Stopping Up and Diversion).
- 6.12.8 All interventions would be developed in liaison with the relevant PROW officers and would be indicated by the contractor using signs as appropriate and agreed. Users would be advised by contractors at the relevant location when works are completed and when it is safe to use the PROW.
- 6.12.9 More detailed examples of potential forms of intervention likely to be implemented by the applicant are set out below.

Managed Crossing of Temporary Haul Road

- 6.12.10 Where a PROW crosses a haul road, it would be disproportionately disruptive to close the PROW for the duration of the use of the haul road, particularly when the risk to the public is likely to be lower than crossing a public road due to the low speeds of construction vehicles.
- 6.12.11 Instead, a system of signs informing PROW users of the construction activity would be used, together with signs warning drivers of construction vehicles using the haul road of the likely presence of PROW users crossing the haul road. This could be comparable to an uncontrolled crossing of a road, with low vehicle speeds giving the option for vehicles to slow or stop when they see pedestrians.
- 6.12.12 At certain locations, the contractor may provide a member of staff to assist crossing in a manner similar to school crossing patrols. In these instances, PROW users may have to wait for short periods of time whilst the PROW is in use by the construction team. Users would be advised when it is safe to cross the PROW at the crossing point by contractors.

Temporary Haul Road Coincident with PROW

- 6.12.13 Where construction haul roads follow an existing PROW, appropriate traffic management measures to minimise risk to PROW users would be employed. Signage, barrier treatment or segregation of the PROW would be used, and if necessary, a minor diversion put in place.

Temporary PROW Stopping Up and Diversions

- 6.12.14 Where a PROW has been identified for temporary stopping up and diversion for a longer duration (rather than management), the feasibility of temporary stopping up will be discussed with the relevant PROW officers.
- 6.12.15 PROW that would be Temporarily Stopped Up and Diverted could be managed for the entire construction period of the development site. However, the applicant would endeavour to ensure durations are minimised as far as practical and PROWs would be reopened at the earliest opportunity if no longer affected by the construction activities and safe to do so.

6.13 Waste Management Strategy

- 6.13.1 Surplus or waste materials arise from either the materials imported to site or from those generated on site. Imported materials are those, which are brought to the project for inclusion into the permanent works. Generated materials are those, which exist on the project such as topsoil, sub soil, trees and materials from demolition works.

- 6.13.2 There are, however, other considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal and recording, monitoring, education and reviewing. As such, a detailed record will be kept by the site manager in order to sustainably manage waste generated by the site. This will also set out the procedures that have been put into place to demonstrate how they benefit the environment and how these procedures and practices are sustainable.

Waste Minimisation

- 6.13.3 The contractor will from an early stage be required to determine how waste generated on site can be minimised such that the amount of waste to be removed from the Site can be reduced. Sub-contractors and suppliers will all be encouraged to look at ways to minimise the amount of waste produced at the work face with dated actions recorded.

Waste Segregation

- 6.13.4 In order to assist in the segregation of waste, a specific area will be laid out and labelled to facilitate the separation of materials for potential recycling, salvage, reuse and return. Recycling and waste bins are to be kept clean and clearly marked in order to avoid contamination of materials. The labelling systems shall be in accordance with the Waste Awareness Colour Coding Scheme. If the skips are clearly identified the bulk of the workforce will deposit the correct materials into the correct skip. Skips for segregation of waste would be classified as follows:

- Wood
- Metal
- Brick / rubble
- Canteen waste

- 6.13.5 As works progress and other sub-contractors are employed on site the potential for additional skips may arise to enable certain waste to be removed from site. This is likely to include:

- Plasterboard
- Paper and cardboard

Disposal of Waste

- 6.13.6 All surplus or waste materials fall into three categories for management, these are:
- Re-used
 - Recycled

- Landfill

Re-used

- 6.13.7 If surplus materials can be used in the permanent works, they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from the site and they can be removed and used in their present form, they can be removed from site for re-use.

Recycling

- 6.13.8 If the surplus material cannot be re-used in its present form but could be used in a different form, it will be sent for recycling.

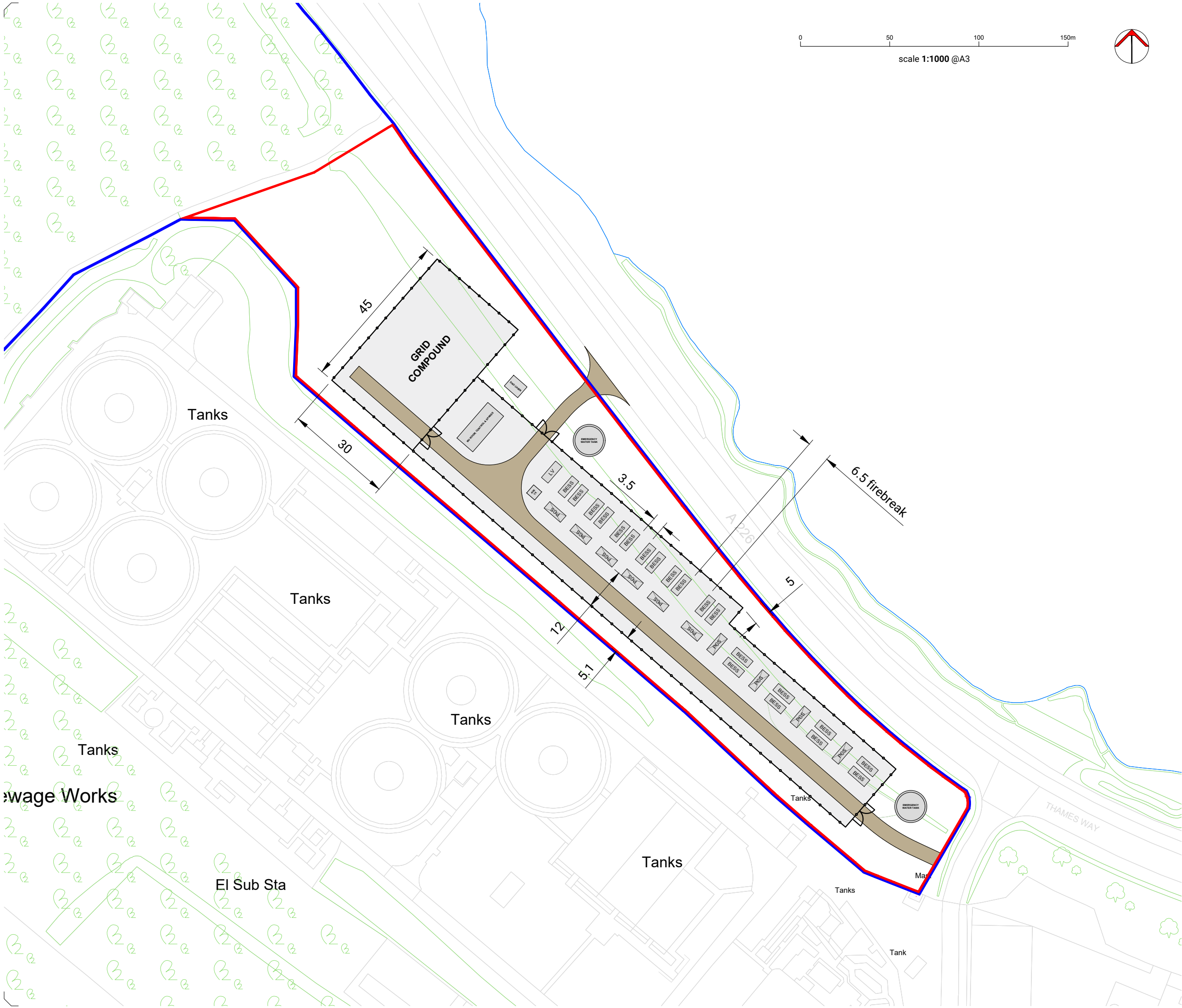
Landfill

- 6.13.9 If either of the above cannot be satisfied, then the only option left is to send the surplus materials to landfill. This would be considered a last resort.

Monitoring

- 6.13.10 The sub-contractors will be required to fill in a weekly log of all materials that come on to site, and the contractor will receive a record from the waste disposal company of the exact amount of waste materials removed from site. This record allows the contractor to identify how much material went to landfill and / or recycling.
- 6.13.11 It will be the responsibility of the contractor to ensure that contamination of segregated skips does not occur and to educate sub-contractors on how the waste management system should work and the implications if skips become contaminated with incorrect waste.
- 6.13.12 The contractor will continually review the type of surplus materials being produced and change the site set up to maximise on re-use or recycling, as appropriate in order to minimise the use of landfill. This waste management plan will be included as an agenda item at the weekly on-site meetings and will also be communicated to the whole project team (including the client) at the monthly meetings.
- 6.13.13 The waste management plan will be analysed during environmental audits. The contractor will also periodically follow waste transfer vehicles to their final point of disposal to monitor compliance.



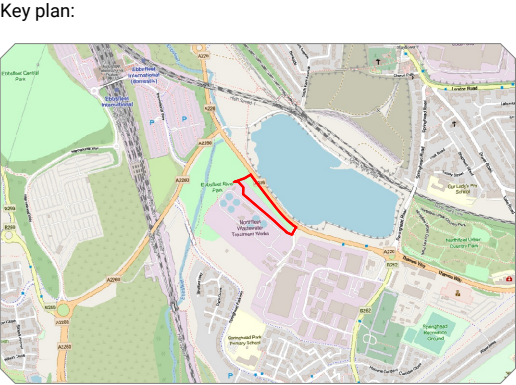


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LEGEND	
	LAND OWNERSHIP
	PREMISES
	PERIMETER FENCE
	PROPOSED ACCESS TRACKS

REVISIONS				
A	19.06.25	Layout changes, OS mapping	SS	GH
-	17.06.25	First issue	SS	GH
REV	DATE	COMMENTS	BY	CHKD

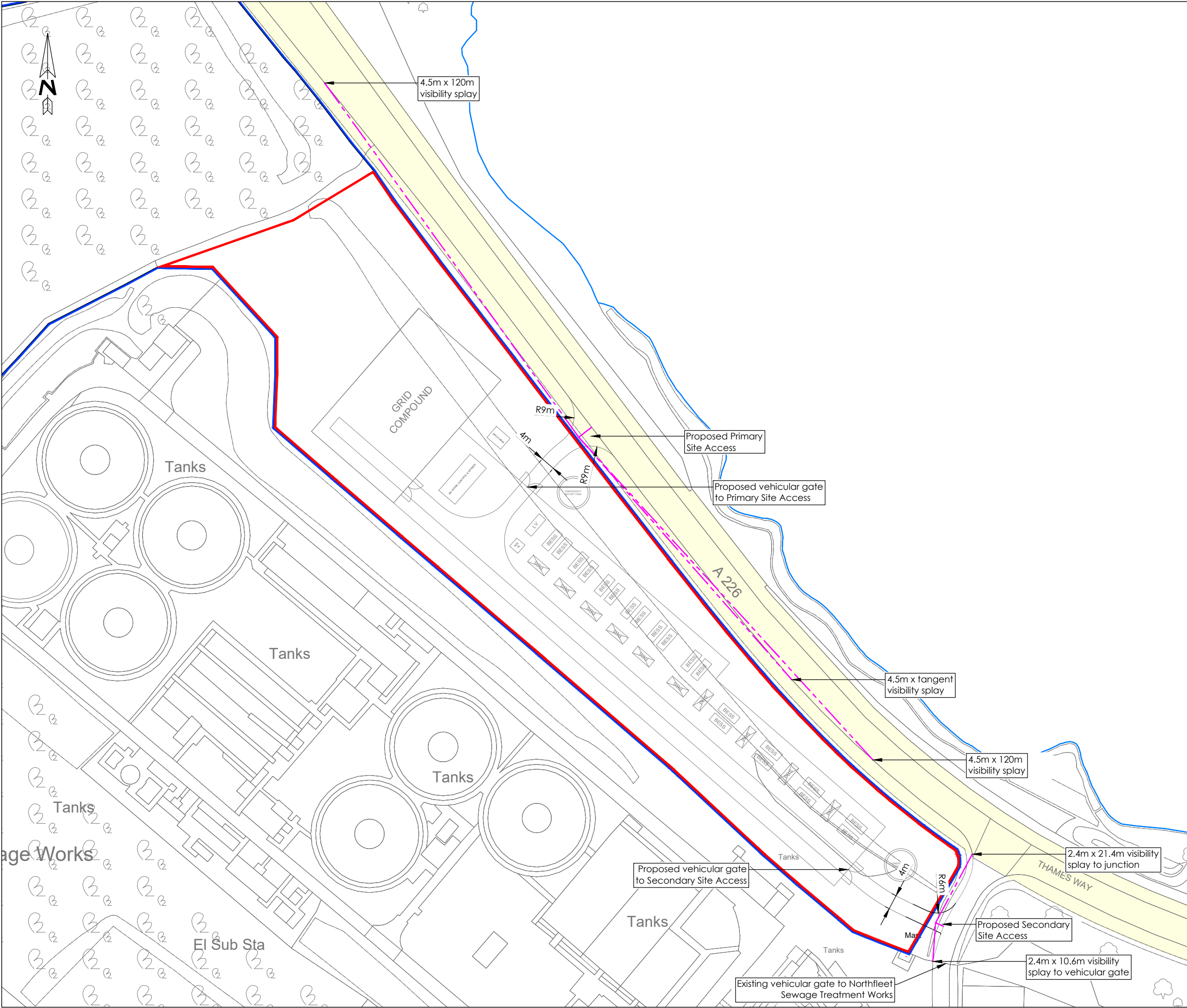


CLIENT	SpeedGreen Ltd			
PROJECT	Gravesend BESS			
LOCATION	Northfleet, Gravesend DA11 8HL			
TITLE	Proposed Site Layout			
DWG NO	SG-GRAVESEND-CIV-PLN-100	REV	A	



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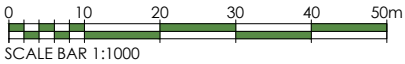


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Key:

- Extent of adopted highway maintainable at public expense
- Vehicle visibility splays
- Application site boundary
- Land ownership boundary



Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Battery Energy Storage System Northfleet A226 Thames Way					
Drawing Description					
Proposed Means of Access					
Project Number		Drawing Number			
ST-3865		700			
Scale	Date	Drawn	Checked	Approved	
1:1000@A3	14.07.25	KPS	PLC	SW	

Client

SPV - Speedgreen
(Thames Way) Ltd

Architect

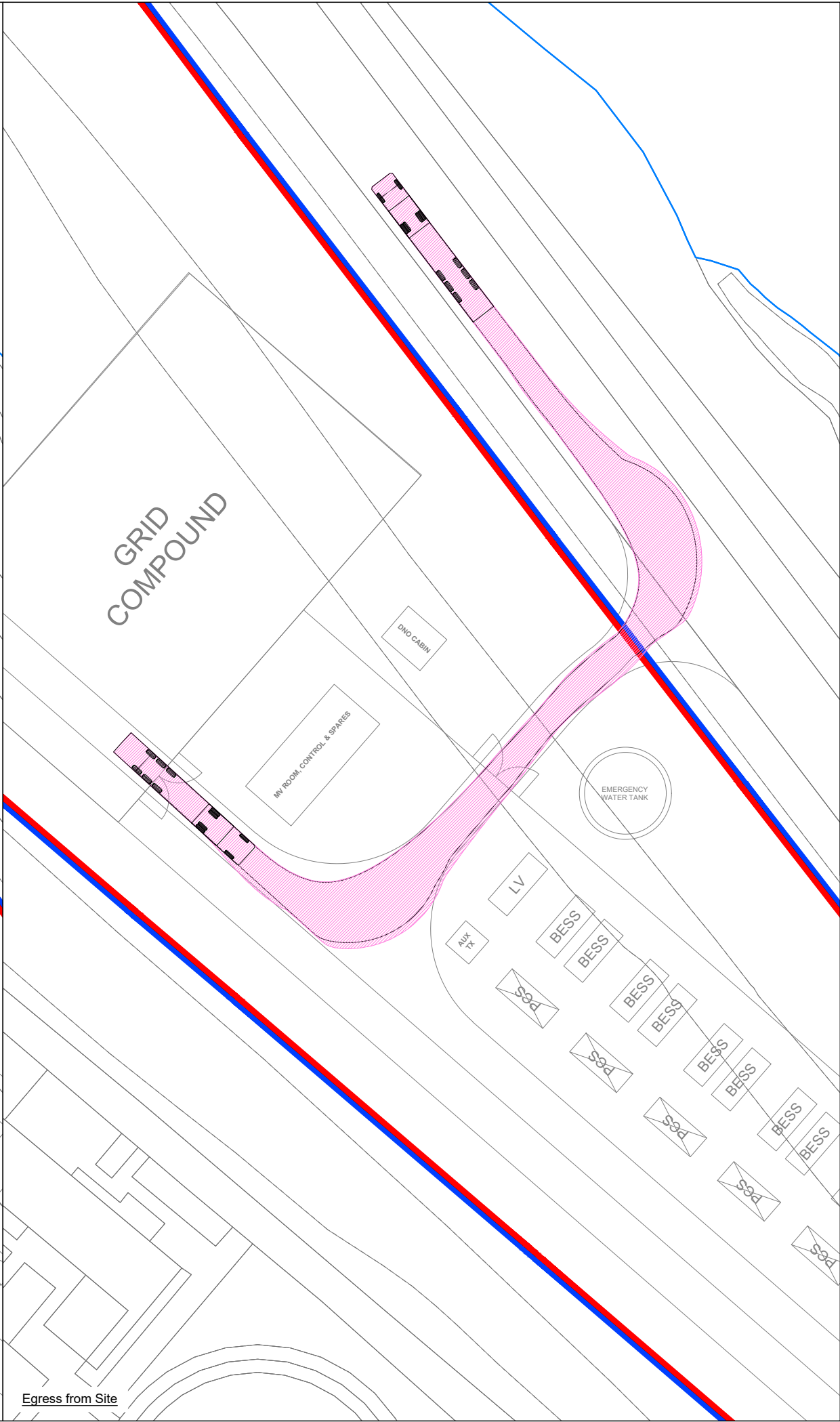
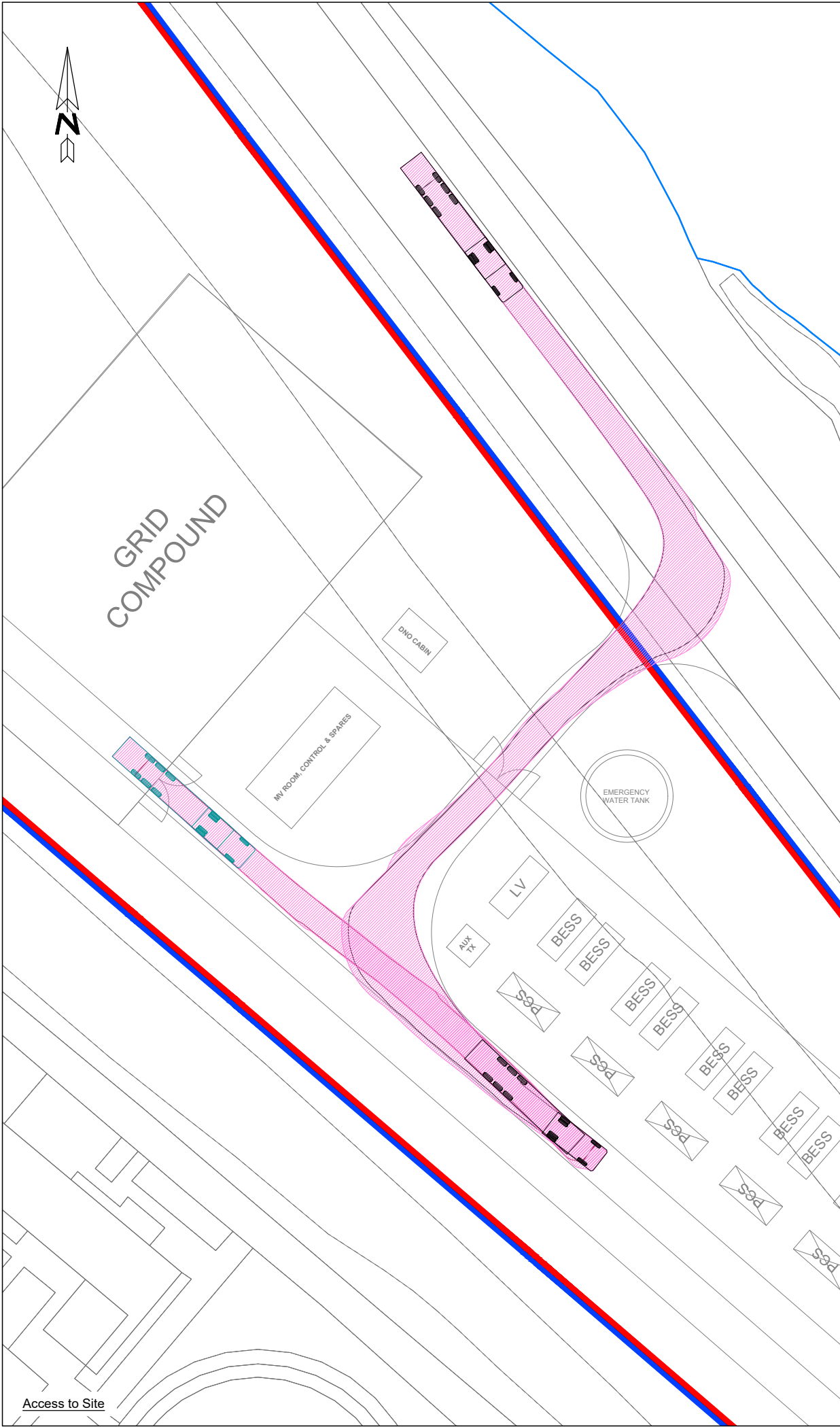
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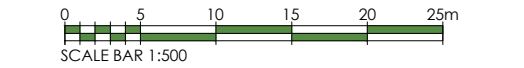
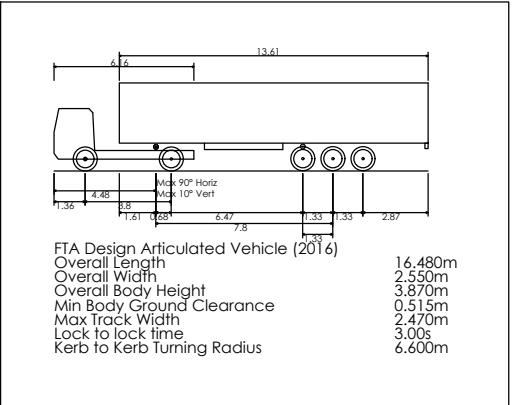
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Rev	Description	Date	Drawn	Checked	Apvd.
Project	Battery Energy Storage System Northfleet A226 Thames Way				
Drawing Description	Swept Path Analysis 16.5m Articulated Lorry				
Project Number	ST-3865	Drawing Number	800		
Scale	1:500@A3	Date	14.07.25	Drawn	Checked
				KPS	PLC
Client	SPV - Speedgreen (Thames Way) Ltd	Architect		Approved	SW

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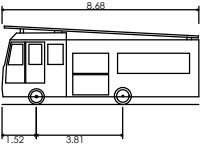
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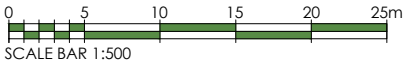
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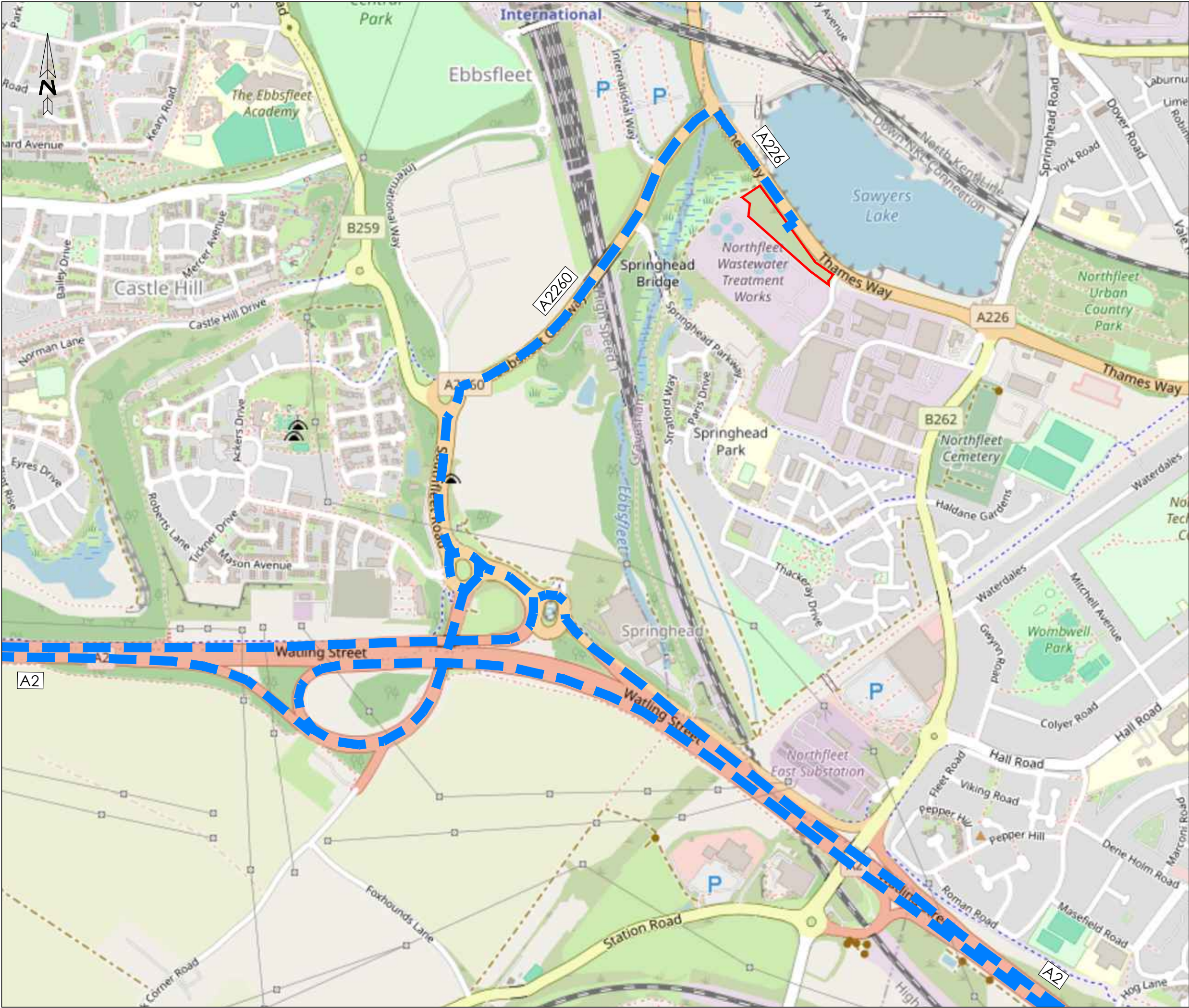


Fire Appliance	8.68m
Overall Length	2.180m
Overall Width	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Battery Energy Storage System Northfleet A226 Thames Way					
Drawing Description					
Swept Path Analysis Fire Appliance					
Project Number		Drawing Number			
ST-3865		801			
Scale	Date	Drawn	Checked	Approved	
1:500@A3	14.07.25	KPS	PLC	SW	
Client		Architect			
SPV - Speedgreen (Thames Way) Ltd					





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Key:

Application site boundary

Proposed route for construction vehicles to / from application site

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Battery Energy Storage System Northfleet A226 Thames Way					
Drawing Description					
Construction Traffic Routing Plan					
Project Number		Drawing Number			
ST-3865		701			
Scale	Date	Drawn	Checked	Approved	
NTS@A3	14.07.25	KPS	PLC	SW	
Client		Architect			
SPV - Speedgreen (Thames Way) Ltd					

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