

Key

- Site Location
- Stadium and Market place
- Stadium and Market place 5km Isochrone

Cycle Routes

- NCN Route 1
- Local Cycle Routes
- NCN Route 177

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- Stadium and Market place
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- NCN Route 1
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Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

The Stadium and Market Place Area
Cycling Routes and 5km Isochrone

vectos.

— PART OF **SLR**

Drawn By: Checked By: 26/09/2022

BH RS

Figure 2.3.4

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Appendix D

About You

1. How do you normally travel to/from work? (please tick one box only)

- | | |
|--|--|
| ☐ Car as driver (single occupancy) | ☐ Bus |
| ☐ Car as driver (multiple occupancy) | ☐ Train |
| ☐ Car as passenger | ☐ Motorcycle / Scooter |
| ☐ Walk | ☐ Taxi |
| ☐ Bicycle | |

Other (please specify)

2. How far do you live from your place of employment?

- | | |
|------------------------------------|-------------------------------------|
| ☐ 0 - 1 mile | ☐ 10 - 15 miles |
| ☐ 1 - 3 miles | ☐ 15 - 20 miles |
| ☐ 3 - 5 miles | ☐ 20 - 25 miles |
| ☐ 5 - 10 miles | ☐ Over 25 miles |

3. Please provide the first part of your home postcode. e.g. AB1

About You (continued)

4. Is your job based on-site or are you required to travel off-site on a regular basis?

- ☐ Based on site
- ☐ Regularly travel off site

5. What hours do you normally work on-site?

Monday	
Tuesday	
Wednesday	
Thursday	
Friday	
Saturday	
Sunday	

Travel to Work Information

6. If your car was out of action, what mode of travel would you use instead?

- | | |
|--|--|
| ☐ Walk | ☐ Ask a friend/relative for a lift |
| ☐ Cycle | ☐ Ask a work colleague for a lift |
| ☐ Use public transport | ☐ Take a taxi |
| ☐ Use my motorbike | ☐ Borrow a car until mine was repaired |

Other (please specify)

7. Why don't you use this mode of travel every day?

Car Sharing

8. Would you consider car sharing with other members of staff in future?

- ☐ Yes
- ☐ No
- ☐ Maybe

9. If not, why not? (please tick all that apply)

- ☐ No one lives near me
- ☐ I have to go to other places on the way to/from work
- ☐ I don't work the same hours as other people
- ☐ I can't find anyone to share with
- ☐ Other (please specify)

10. What would make car sharing more attractive? (please tick all that apply)

- ☐ A car share database
- ☐ Free lift home in an emergency
- ☐ Priority parking for car sharers
- ☐ Pool cars available for business journey

Other (please specify)

Public Transport

11. Would you consider getting a bus/train to work in future?

- ☐ Yes
- ☐ No
- ☐ Maybe

12. If not, why not? (please tick all that apply)

- ☐ There are no direct services from where I live
- ☐ Buses/trains don't run at my shift times
- ☐ I need my car for work during the day
- ☐ Free parking is available at work

Other (please specify)

13. What would make getting a bus/train to work more attractive? (please tick all that apply)

- ☐ More frequent/direct services
- ☐ Discounted staff travel
- ☐ Better information on routes/stops/timetables
- ☐ Season ticket loans

Other (please specify)

Cycling and Walking

14. Would you consider cycling or walking to work in future?

- ☐ Yes
- ☐ No
- ☐ Maybe

15. If not, why not? (please tick all that apply)

- ☐ I live too far away to walk or cycle
- ☐ Personal safety concerns
- ☐ Poor quality cycle/walk routes
- ☐ I need my car for work during the day

Other (please specify)

16. What would make cycling or walking to work more attractive? (please tick all that apply)

- ☐ Secure cycle parking/lockers
- ☐ Shower/changing facilities at work
- ☐ Better/safer walking and cycling routes
- ☐ Cycle purchase scheme at work/incentives to walk

Other (please specify)

Thank You!

17. Thank you for taking the time to complete this questionnaire. Please use the space below to add any further thoughts or comments in relation to your travel to work patterns. Please be assured that all comments will remain confidential.

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Appendix N

FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

August 2023

Framework Construction Traffic Management Plan

Contents

1	Introduction	1
2	Context, Considerations and Challenges.....	3
3	Construction Programme and Methodology	9
4	Construction Routing	10
5	Strategies to Reduce Impacts	13
6	Estimated Vehicle Movements	17
7	Implementation, Monitoring and Updating	18

Figures

Figure 2.1	– Site Boundary Plan
Figure 2.2	– Local Context Plan
Figure 2.3	– Regional Site Plan
Figure 4.1	– Access Routes
Figure 4.2	– Site Access Points

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.

Framework Construction Traffic Management Plan (CTMP) Objectives

- 1.2 The main aim of this CTMP is to manage all types of construction vehicle activity to and from the site during the construction period. The CTMP will improve the safety and reliability of construction related vehicle movement in relation to the site, minimise any potential impacts on local traffic conditions and mitigate any potential for adverse environmental impacts.
- 1.3 This CTMP has been prepared with the following objectives:
- To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community including protecting the safety for all road users (including vulnerable road users) during the construction period;
 - To reduce the impact of construction traffic on the conventional network peak traffic hours and afternoon peak; and
 - To identify measures to ensure safe and efficient movement of construction traffic.

Site Context

- 1.4 The site is located within Northfleet, 7.7km to the east of Dartford and 6.4km from Junction 1A of the M25. The site covers an area comprising Ebbsfleet United football ground, along with areas of industrial and warehousing use. The A226 (Stonebridge Road) passes through the centre of the site. The site is located within the administrative boundary of Gravesham Borough Council.

Development Proposals

- 1.5 The proposals for the site are as follows:

“Outline planning application with all matters reserved, except for the primary means of access, for a mixed-use redevelopment involving the demolition of existing buildings and structures including site preparation / remediation works, and the development of residential units (Use Class C3), Use Class E floorspace including floorspace for retail, food and beverage, office floorspace and flexible Class E floorspace, floorspace for a new multi-use stadium with associated business and leisure facilities, floorspace for a hotel (Use Class C1), floorspace for community uses (Use Class F2) and other sui generis uses, delivery of open space and the realignment of the A226 Galley Hill Road / Stonebridge Road with hard / soft landscaping, car and cycle parking, highways works, infrastructure works, ancillary and associated works.”

- 1.6 The proposed development comprises:

- Site clearance including the existing industrial uses on-site and remediation of brownfield land as relevant;
- Realignment of the A226 Galley Hill Road / Stonebridge Road;
- Up to 3,500 residential units (Use Class C3);
- A new multi-use stadium (with associated facilities) with up to 8,000 seats and up to 15,000m2 Gross External Area (GEA) (Sui Generis Use);
- Up to 22,500m2 (GEA) Use Class E(a) retail floorspace;
- Up to 9,500m2 (GEA) Use Class E(b) food and beverage floorspace;
- Up to 18,000m2 (GEA) Use Class E(g) office floorspace;
- Up to 5,000m2 (GEA) 'other' flexible use, comprising local services, indoor sport, recreation and fitness, medical or health services, crèche or nursery, etc.) (Use Class E(c, d, e, f));
- Up to 4,000m2 (GEA) (Use Class F2) local community use;
- Up to 300 room hotel (Use Class C1), comprising up to 20,000m2 (GEA) floorspace;
- Other Sui Generis Uses;
- Car, cycle parking and e-charging facilities; and
- Provision of landscaping, public realm and associated works.

CTMP Structure

1.7 The report is set out as listed below:

- **Chapter 2: Context, considerations, and challenges** – Key information about the site is provided to support access for construction staff;
- **Chapter 3: Construction Programme and Methodology** – provides information on the key construction processes and vehicle arrangements;
- **Chapter 4: Vehicle Routing and Access** – details the access routes to and from the site;
- **Chapter 5: Strategies to Reduce Impacts** – identifies the measures and initiatives that will be used to promote a safe and efficient construction period at this stage;
- **Chapter 6: Estimated Vehicle Movements** – provides an estimate of the number of vehicle movements associated with the construction of the development;
- **Chapter 7: Implementing, monitoring, and updating** – presents the proposed methodology for monitoring.

2 Context, Considerations and Challenges

Introduction

- 2.1 Information relating to transport accessibility to/from the site is provided in this section.

Guidance

- 2.2 This outline CTMP has been produced to support the planning submission. This document is an evolving document that will subsequently be updated.

Context Maps

- 2.3 **Figure 2.1** shows the site boundary plan. **Figure 2.2** shows the location of the site in relation to the surrounding local area. **Figure 2.3** shows a regional plan with the location of the site in the context the Thameside Area.

Figure 2.1: Site Boundary Plan

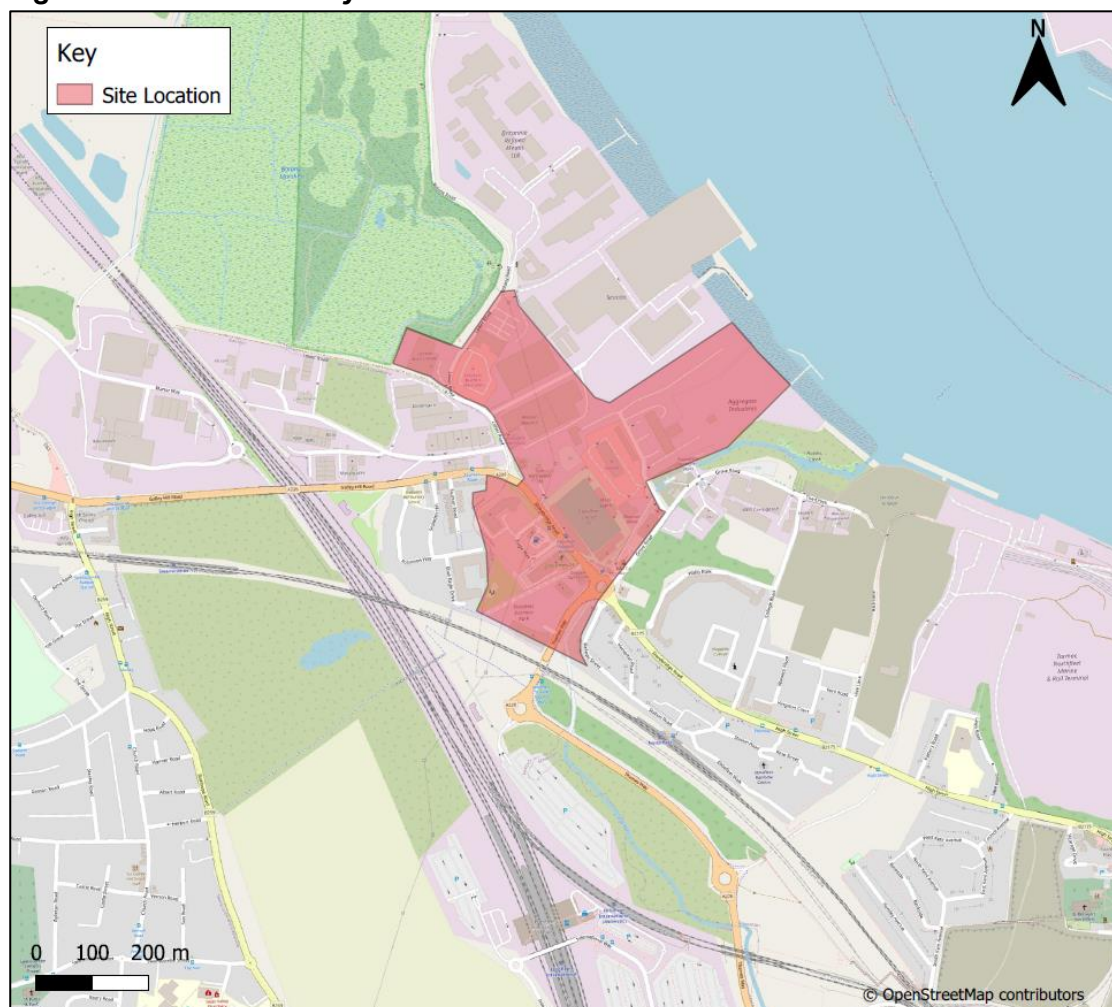


Figure 2.2: Local Context Plan

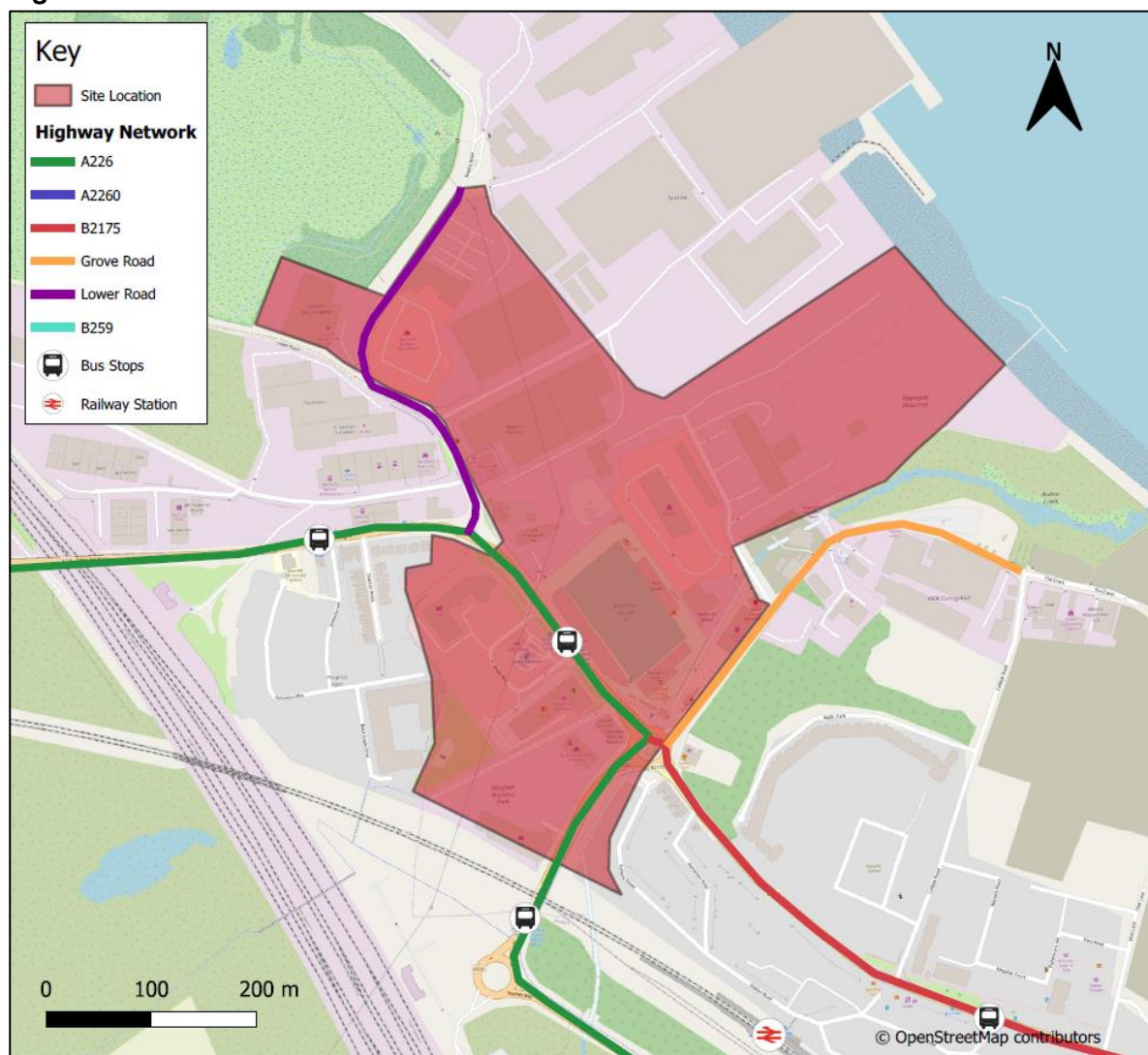
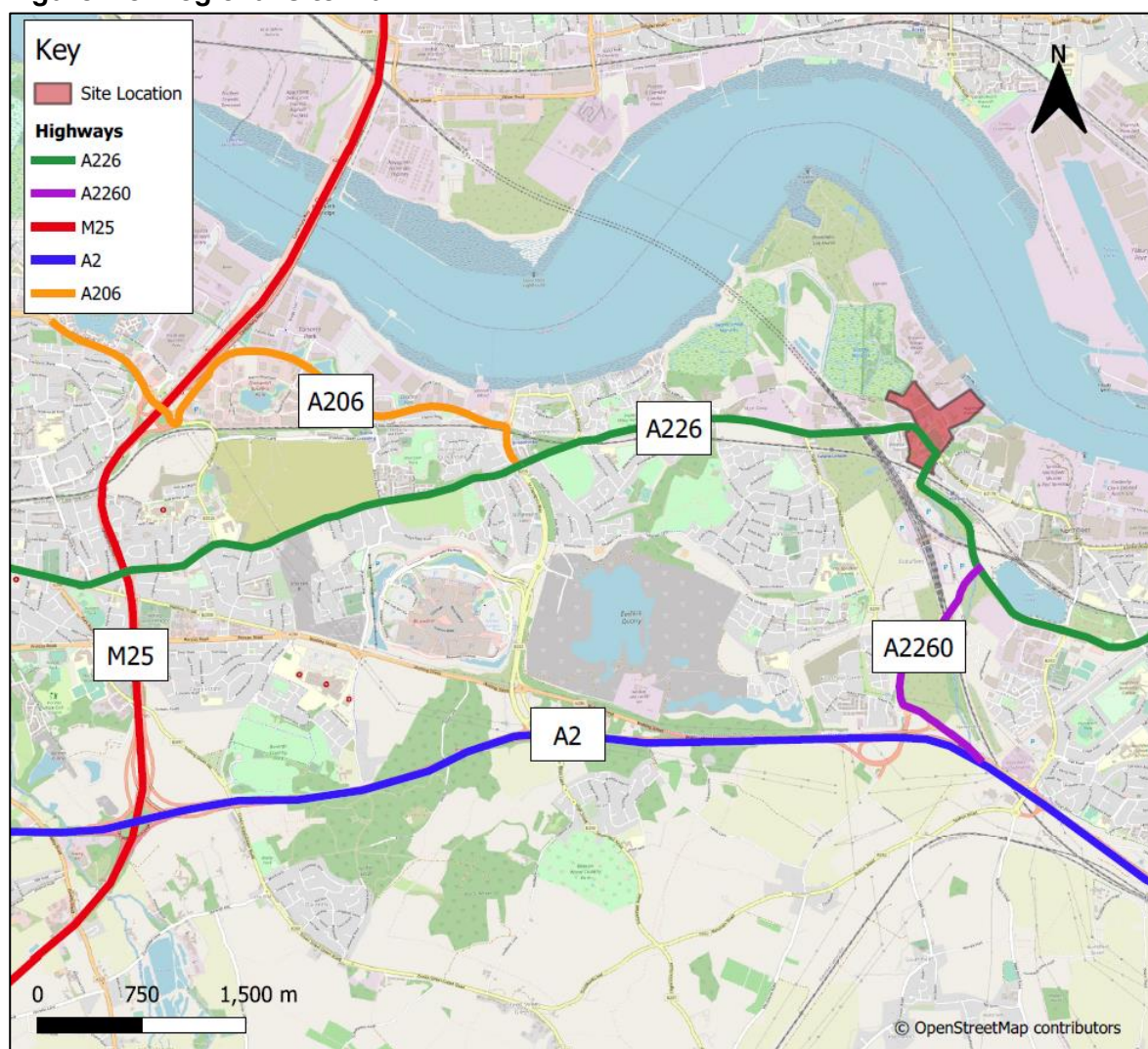


Figure 2.3: Regional Site Plan



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 The demolition and construction works are anticipated to commence in 2024, subject to approval at planning, and span approximately 9 years.
- 3.2 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		

- 3.3 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

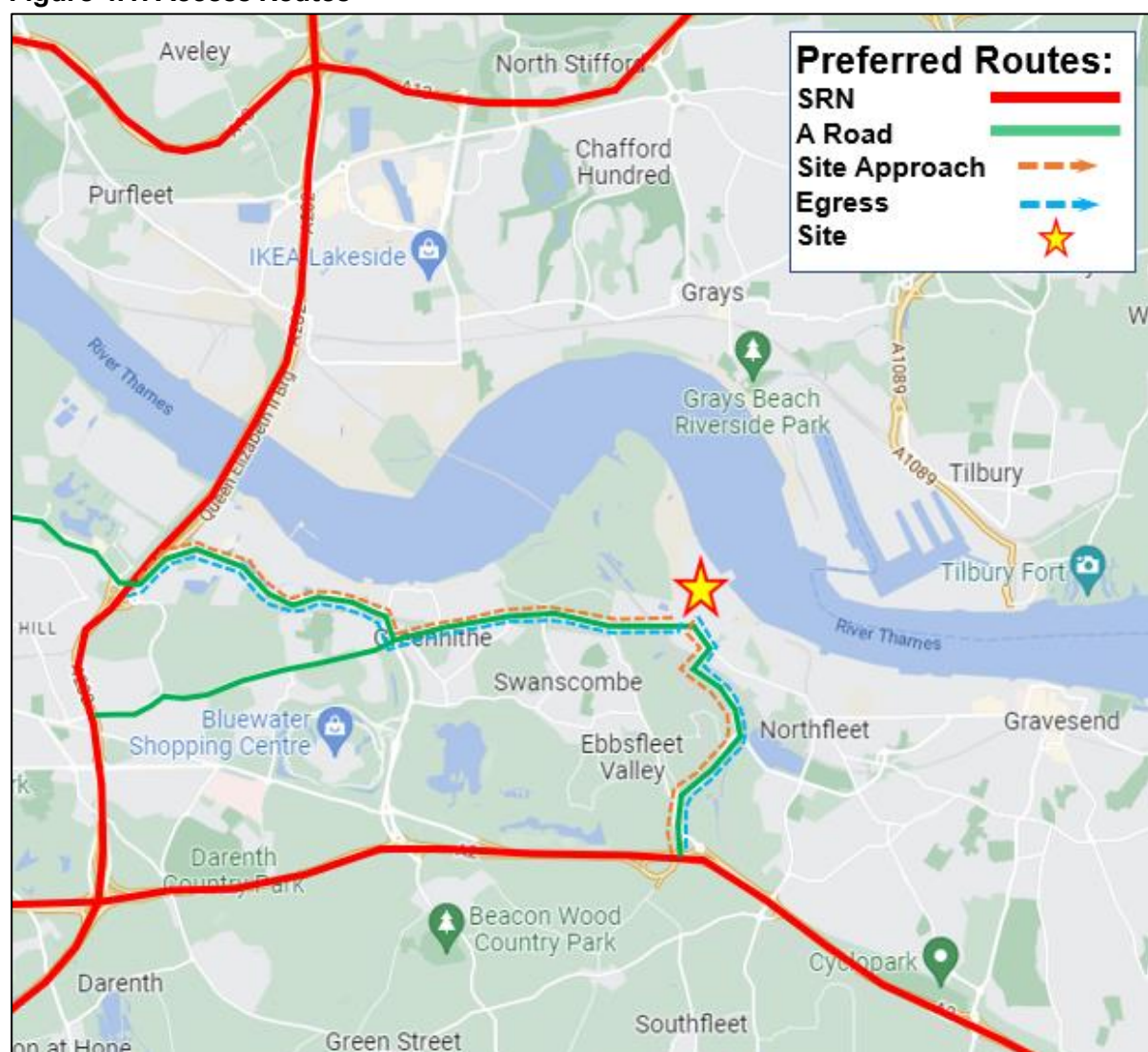
Access and Egress

- 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

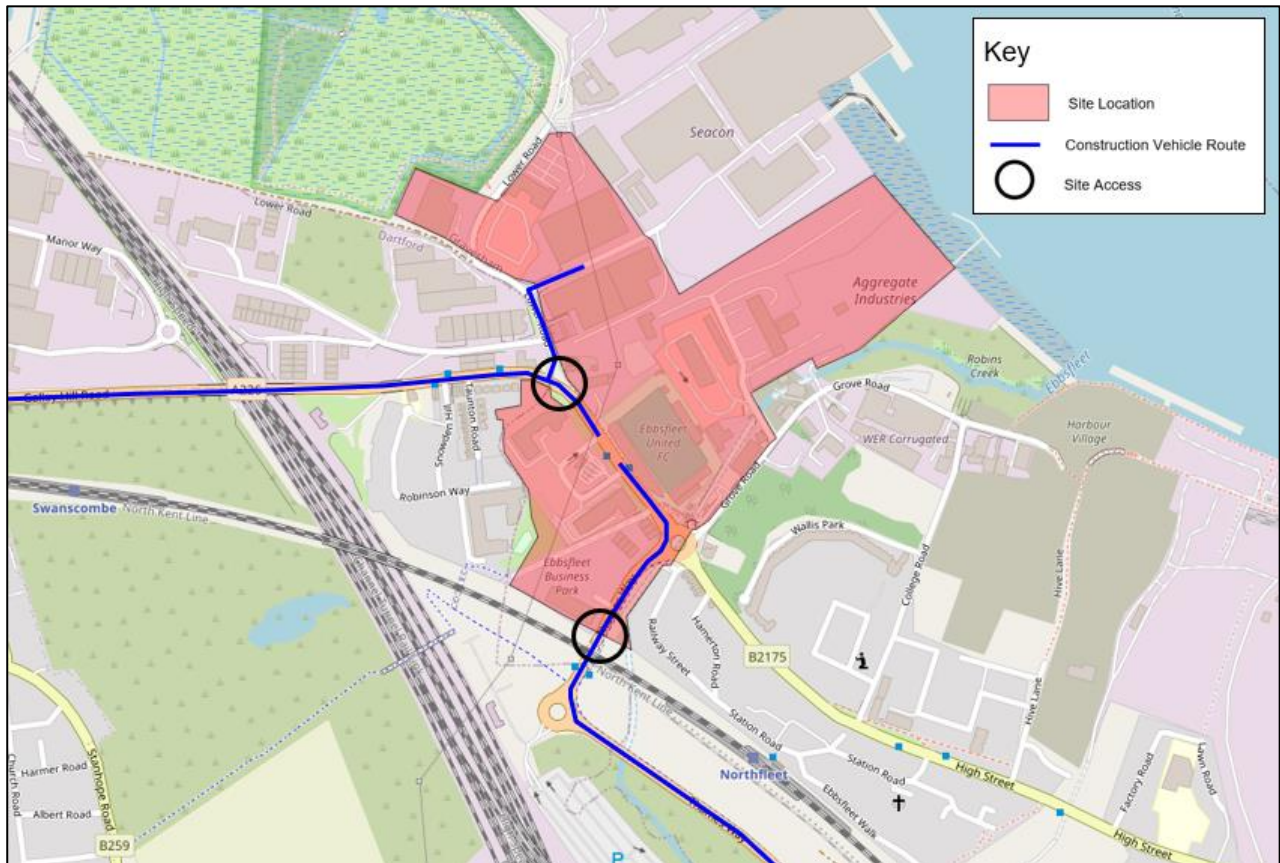
- 4.2 From the south, vehicles will access the Site from the A2, joining the A2260 Ebbsfleet Gateway and A226 London Road.
- 4.3 From the north and east, vehicles will leave the M25/ A282 onto the A2 or A206 Crossways Boulevard.
- 4.4 **Figure 4.1** below identifies this construction vehicle routing.

Figure 4.1: Access Routes



- 4.5 Haulage companies and drivers would be informed of these routes prior to their first journey to the site and drivers would have to agree to using these routes once appointed.
- 4.6 The main site access gate locations will vary as the phases develop. However, throughout construction traffic access will mostly be from the A206/A226. **Figure 4.2** shows the likely access points and construction routes at the proposed site.

Figure 4.2: Site Access Points



- 4.7 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, these access points will be clearly determine for all development phases.
- 4.8 The Final CTMP will outline temporary arrangements with regard to construction activity in the local area, specifically Ebbfleet Central and Lower Thames Crossing developments. Furthermore, the Final CTMP would outline the alternative construction traffic routes should Galley Hill Road remain closed for an extended period.
- 4.9 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.
- 4.10 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.

- 4.11 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.
- 4.12 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 Banksman 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 Banksman shall be utilised to manage deliveries to the site. Banksman 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-authorized 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.
- 5.15 In order to help encourage construction workers to travel using sustainable means a Construction Worker Travel Plan will be provided for the site. This will be prepared alongside the full CTMP.
- 5.16 Furthermore, 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.
- 5.17 It is anticipated that the mode share for construction workers would be the same as that for the proposed site. As such, the non-residential mode share presented within the Transport Assessment can be applied to the construction workers. This mode share is presented below at **Table 5.1**.

Table 5.1: Construction Worker Mode Share

Mode	Mode Split
Underground, metro, light rail or tram	0%
Train	1%
Bus, minibus, or coach	6%
Taxi	0%
Motorcycle, scooter or moped	2%
Driving a car or van	75%
Passenger in a car or van	5%
Bicycle	3%
On foot	8%
Other method of travel to work	1%
Total	100%

- 5.18 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.

River Usage

- 5.19 The contractor will explore the option of using the river and jetty to the north/east of the site to transport materials during the construction phase of the development. Details of this will be included within the detailed CTMP.

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 confirmed at this stage, however it is initially forecast that there could be up to 128 HGV movements per day during construction. Detailed vehicle estimates 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 to be 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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Appendix O

FRAMEWORK CAR PARK MANAGEMENT PLAN

Northfleet Central 1 Ltd

Northfleet Harbourside, Gravesham

August 2023

Framework Car Park Management Plan

Contents

1 Introduction 3

2 Role of a Car Parking Management Plan 5

3 Site Car Parking Management 8

4 Monitoring and Review 10

Figures

Figure 1.1	– Site Location
Figure 2.1	– 400m walking distance to proposed car club spaces
Figure 2.2	– Car Parking Zones
Figure 3.1	– Road Adoption Plan
Figure 4.1	– Parking Survey Area

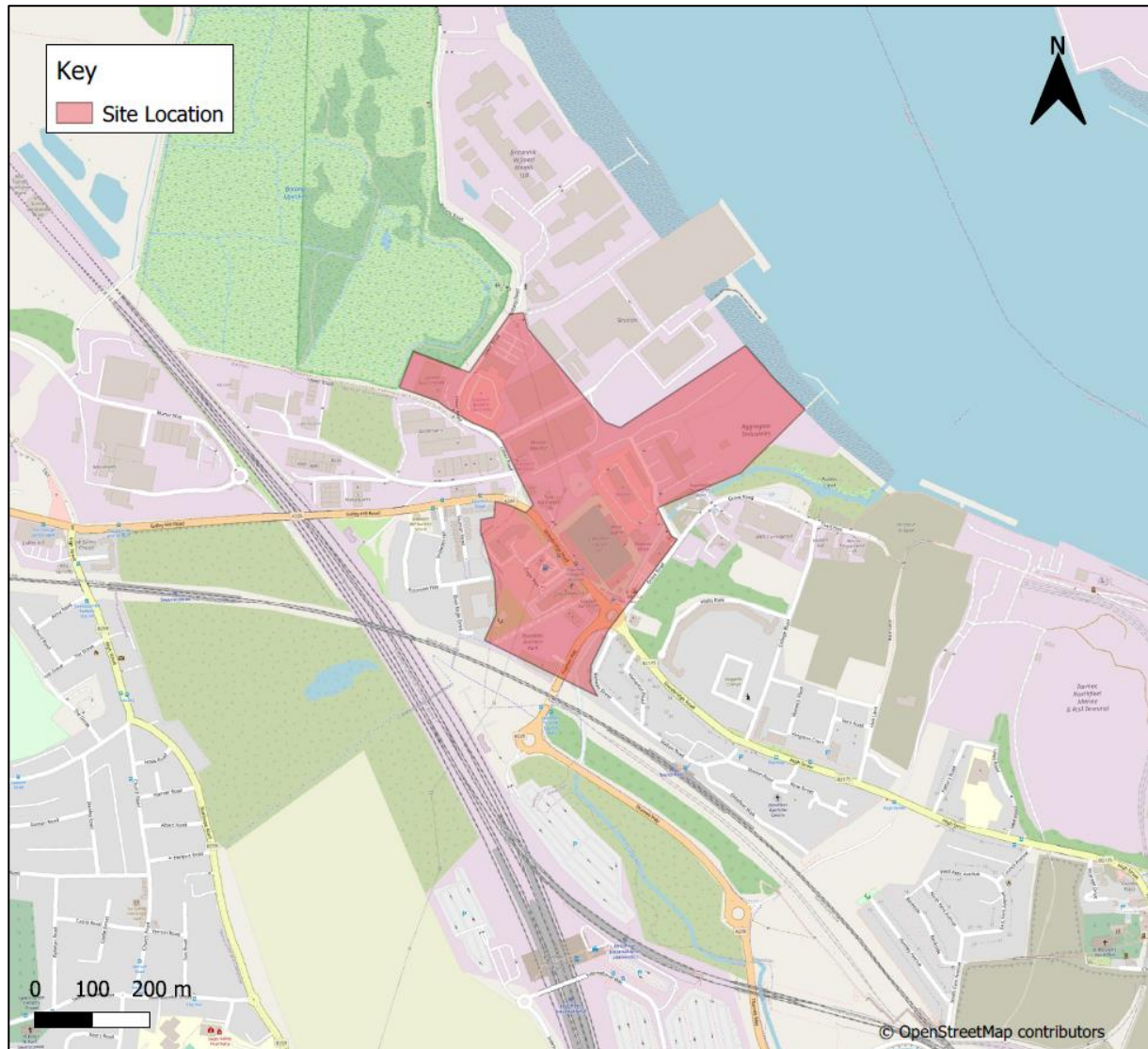
Appendices

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 CPMP will be reviewed within Reserved Matters Applications associated within individual development plots.
- 1.7 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 2.1** 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.

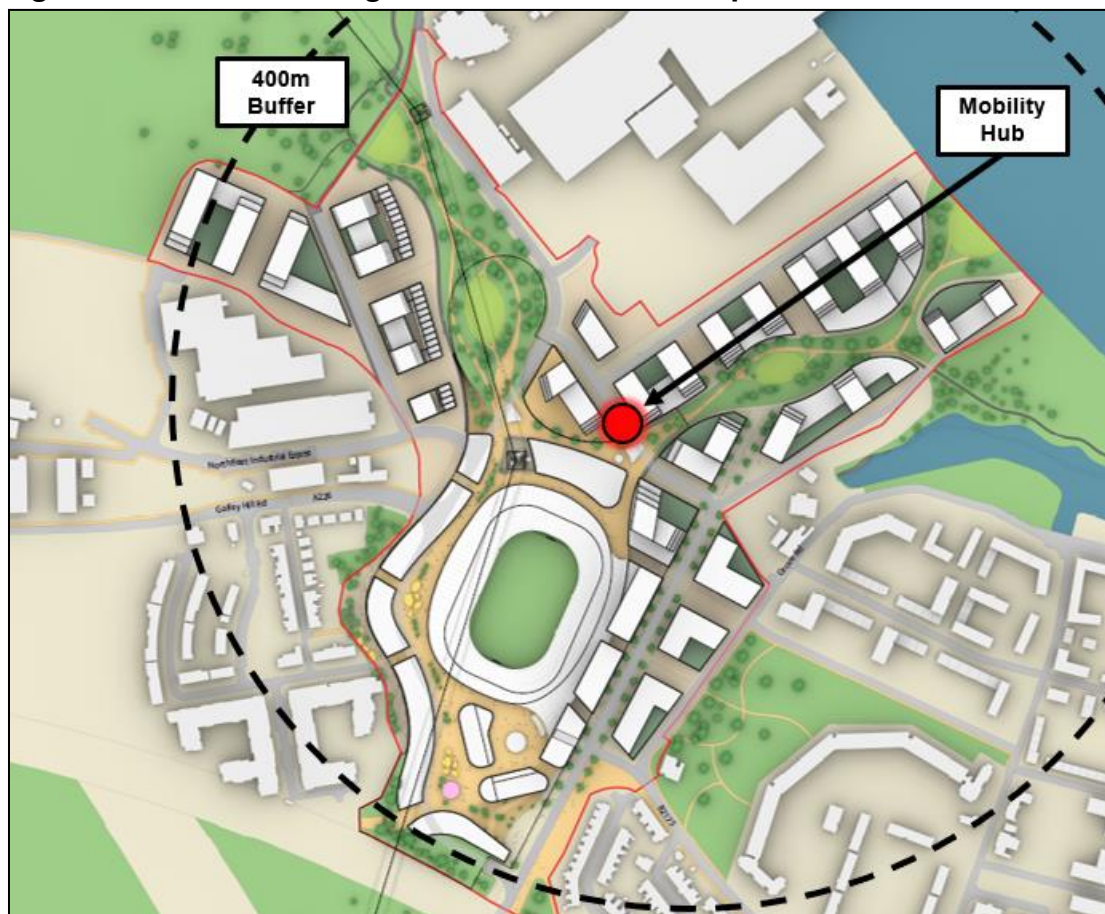
Table 2.1 – Vehicle Parking Provision

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

- 2.4 This level of parking is considered appropriate for the proposed site as supported by the car ownership data presented within **Table 4.2** of the Transport Assessment and the very accessible location of the proposed site.
- 2.5 Furthermore, it proposed that several car club vehicles will be provided at the proposed mobility hub and across the neighbourhoods of the site. Based upon the current guidance set out by EDC, a minimum of 3 car club vehicles would be required and so this will be further assessed and confirmed through the subsequent Reserved Matters applications across the site to ensure provision can be secured as each neighbourhood is completed.
- 2.6 The presence of these vehicles will mean that residents will still be able to access a car for occasional journeys without having to own one themselves. This responds to the demographical changes in demand that occur across a large-scale development. As such, this will further reduce the need for residents to own a private vehicle, thus reducing the need to provide parking in line with the 2021 Kent Design Guide standards.
- 2.7 The proposed location of the mobility hub at the site is such that it ensures that residents living across the site will be within walking distance of the hub, and the car club spaces located there.

Figure 2.1 shows the 400m distance from the mobility hub, illustrating that all residents at the site would be within a 400m (5-minute walk) of the on-site car club spaces.

Figure 2.1: 400m Walking Distance to Car Club Spaces

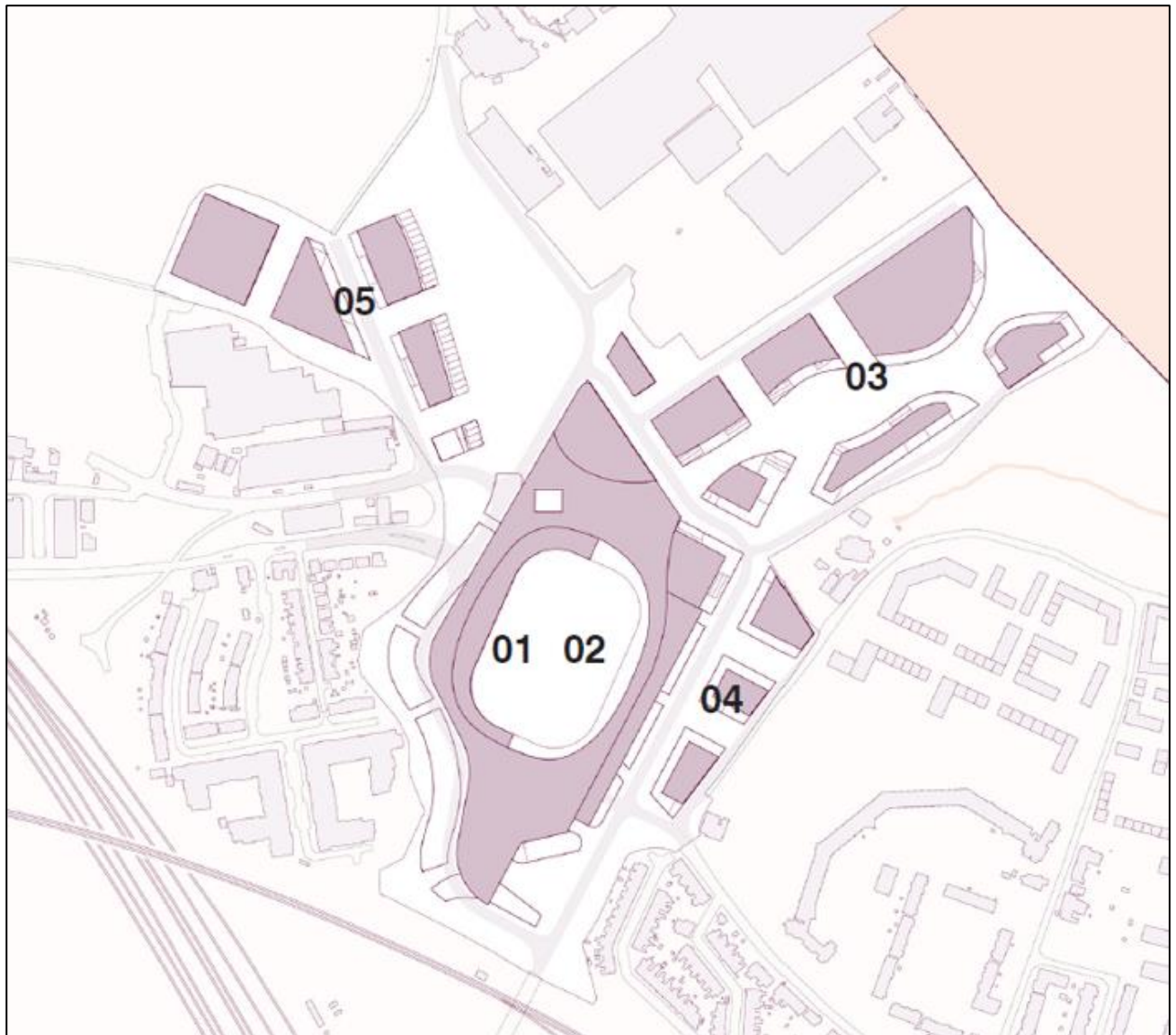


2.8 The residential car parking will be located within the podiums in each of the residential blocks. These car parks will be solely for the use of residents. Car parking for the other use-classes at the site will be located within the main stadium podium on the site. The car parking zones across the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

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

2.9 The parking zones listed above are shown within **Figure 2.2** overleaf.

Figure 2.2: Car Parking Zones



- 2.10 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.
- 2.11 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.

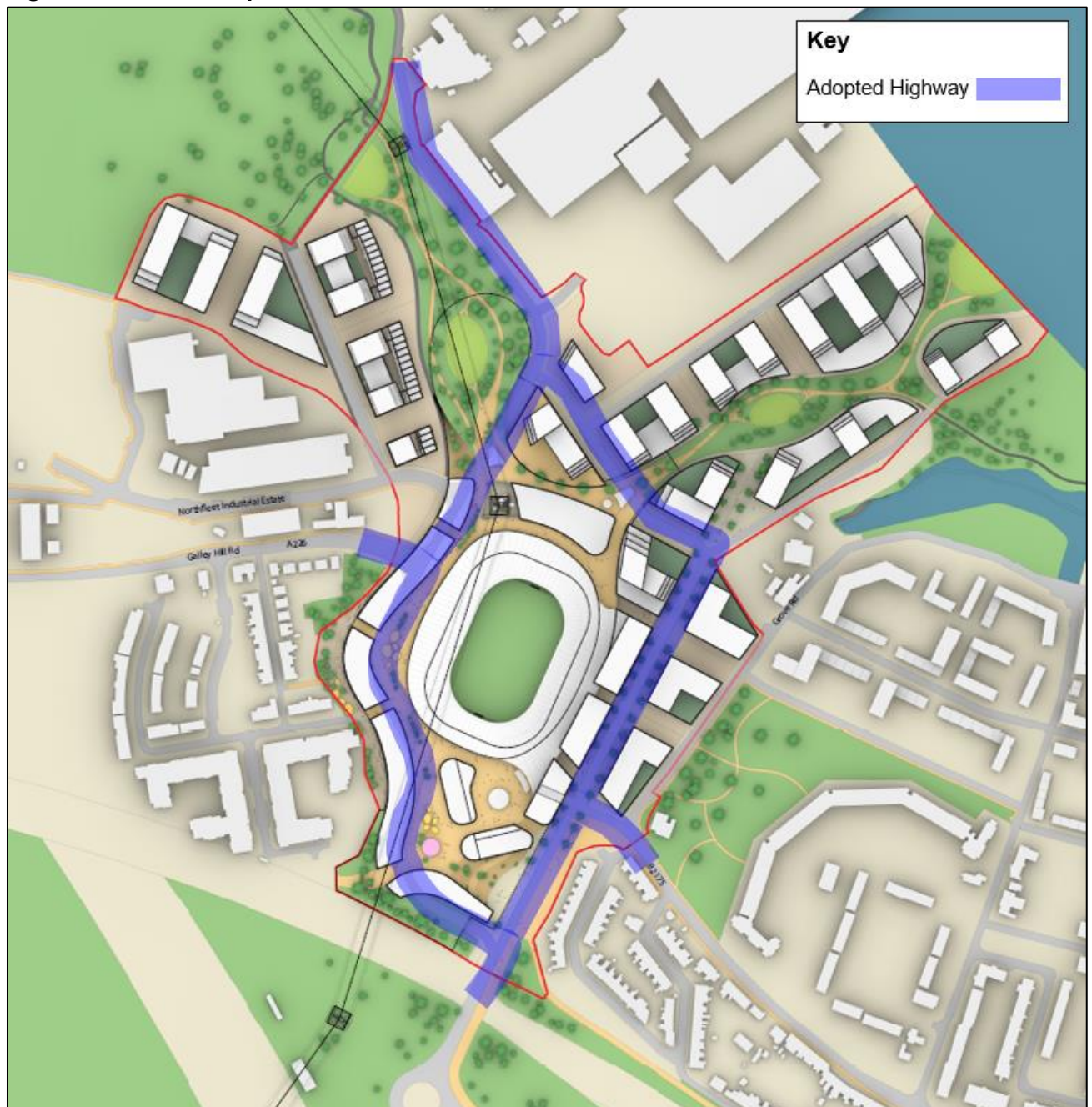
Non-Residential Parking

- 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.
- 3.7 Roads within the proposed site will incorporate a number of private roads and a number of roads that will be adopted, and therefore under the local highway authority's enforcement. **Figure 3.1** outlines the roads that would be adopted.

Figure 3.1: Road Adoption Plan



- 3.8 It should be noted that at present the Ebbsfleet United Football Club direct fans to the Ebbsfleet International car park C on match days. The proposed site will not promote parking in this location, and instead the proposed site will be able to accommodate the proposed parking.

Enforcement

- 3.9 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.

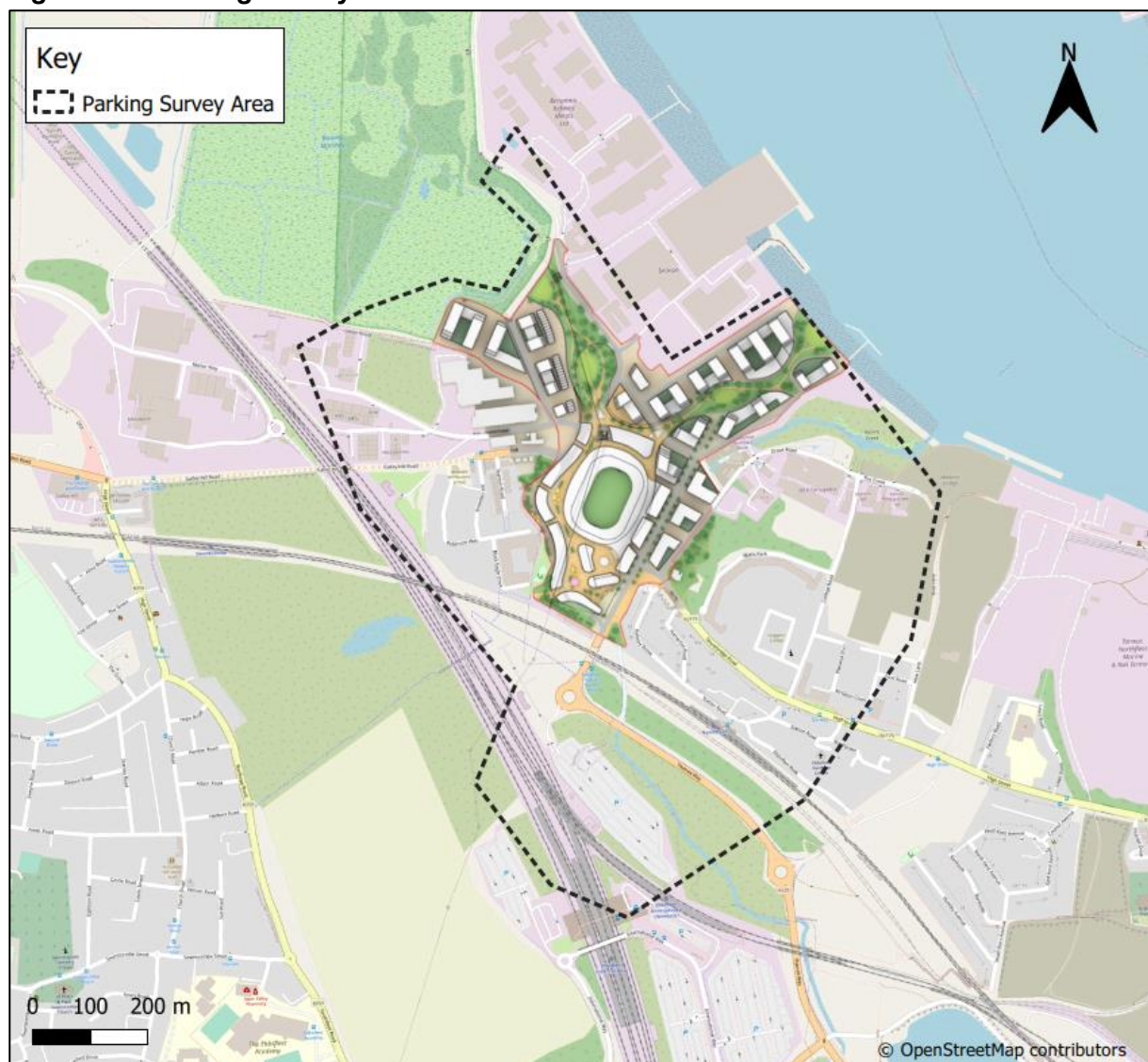
4 Monitoring and Review

- 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.

Car Parking Surveys

- 4.3 Car parking surveys will be undertaken on local roads over the course of the construction phase and once fully occupied. These car parking surveys will be co-ordinated with the travel surveys outlined within the Travel Plan. An indicative plan showing the area that would be incorporated into these surveys is shown below within **Figure 4.1**.

Figure 4.1: Parking Survey Area



- 4.4 The results of these car parking surveys would help to inform of any updates to the CPMP. Furthermore, if any issues with regard to local parking are identified then the applicant would look to resolve these issues. This could include further promotion of the Travel Plan and associated measures, and could include the introduction of new measures that could help to reduce the number of car drivers associated with the proposed site. Alternatively this could include providing a financial contribution towards the consultation for the introduction of parking controls.

Evolution of Car Park Management Plan

- 4.5 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.
- 4.6 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