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ARCHITECTS



Dalefield Way, Gravesend - West

Design & Access Statament

June 2025

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1 Introduction

Introduction

1.1 Executive Summary

Introduction

This Design & Access Statement has been prepared by Darling Associates Architects on behalf of Keady Construction Ltd. to support a full planning application for an industrial storage area located on land to the north of Dalefield Way, Gravesend, Kent DA12 2JH, and to the west of Dalefield Way Industrial Park. The park includes offices, workshops, and storage facilities currently used by B&T Plant Hire, O'Halloran & O'Brien, and Keady Construction.

Proposal

The development area is currently a brownfield site. The proposal includes the site to be used for external storage (use class B8).

While the broader industrial park is situated near a wildlife conservation area and a residential neighbourhood, the proposed development site is set well within the site boundaries, and therefore remain unaffected by the development.

Vision

Establishing a development approach that delivers:

- sustainable urban extension, linked to existing employment land clusters, while catering to the needs of businesses within Use Classes B2 and/or B8.
- Easily accessible from nearby population centres.
- A visually and physically integrated development within the existing.



2 Site Context

Site Context

2.1 Site Location & Access

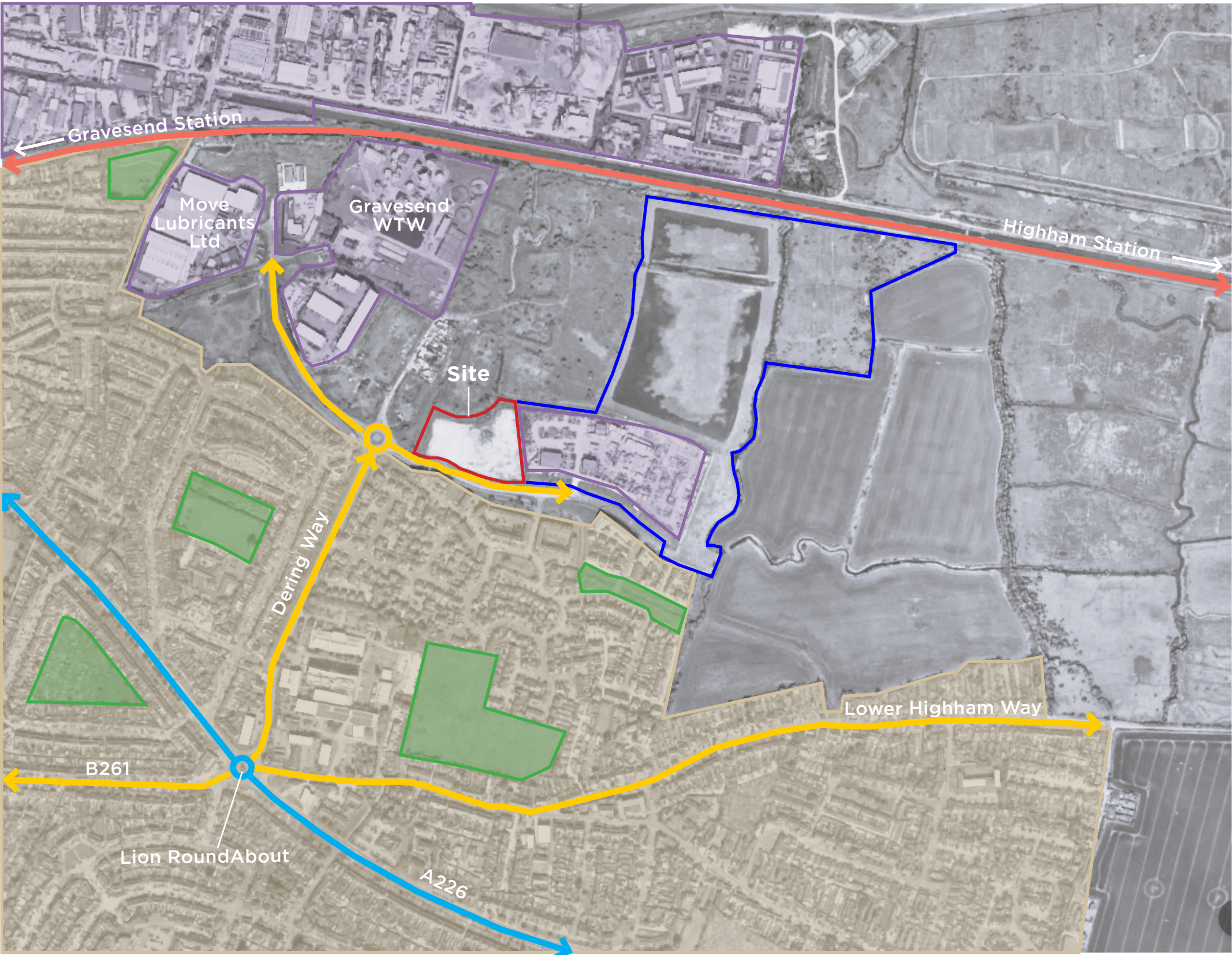
Overview

Access to the application site will be via Dalefield Way, a recently constructed distributor road that remains unchanged as part of this application. Dalefield Way runs east-west from its roundabout junction with Dering Way, providing access to the newly developed residential areas located to the southwest of the site. Dering Way itself is a distributor road that connects southward to the Lion Roundabout—a major five-arm junction linking the A226 Rochester Road, the B261 Old Road East, and Lower Highham Road. The A226 serves as a Primary Distributor Road.

The proposal is conveniently situated with good access to local public transport and can be easily reached on foot or by bicycle from nearby residential areas. Vehicular access to and from the site is also well-suited to the proposed uses, with traffic impacts, particularly on the Lion Roundabout, expected to remain within acceptable limits. There are no public footpaths or rights of way within the site itself. However, the surrounding area benefits from good pedestrian infrastructure, with foot ways on both sides of all nearby roads. Additionally, a dedicated pedestrian link connects the Dering Way/Dalefield Way roundabout to Ingoldsby Road.

Key:

The Site		Site Ownership	
Main roads		Industrial Estates	
Secondary Roads		Residential Areas	
Train Routes		Green Spaces (Public)	



Site Context

2.2 Wider Urban Planning Context

Overview

The proposal site falls directly within:

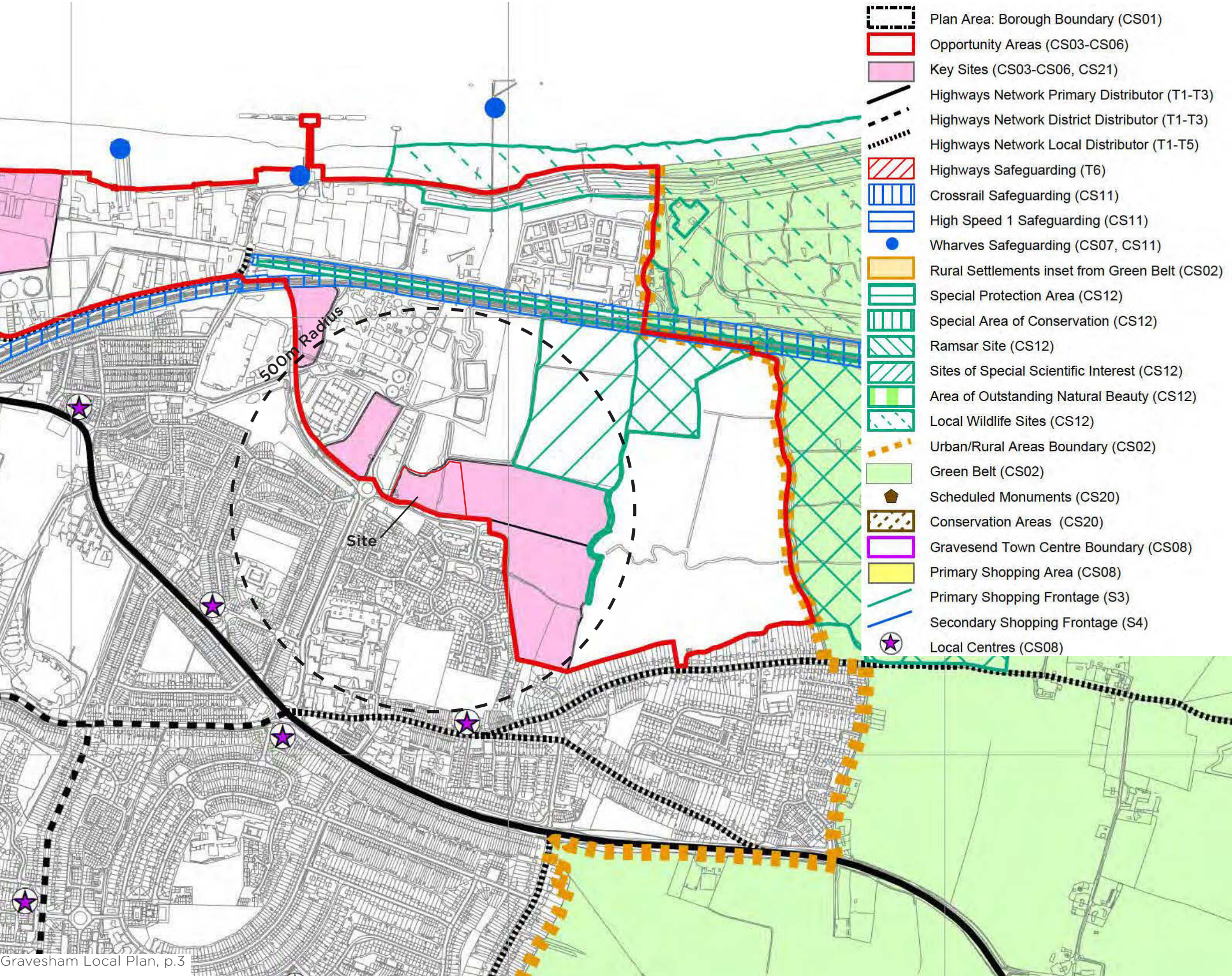
- Opportunity Area CS03-CS06
- Key Sites CS03-CS06, CS21

The proposal site is within approximately 500m of :

- Sites of Special Scientific Interest CS12
- Ramsar Site CS12
- Special Area of Conservation CS12
- Cross-rail Safeguarding CS11
- Highways Network Local Distributor T1-T5
- Local Centres CS08

The proposal site is more than 500m but within 1km of :

- Greenbelt CS02
- Local Wildlife Sites CS12
- Wharf Safeguarding CS07, CS11
- Highways Network District Distributor T1-T3
- Highways Network Primary Distributor T1-T3



2.3 Planning History

Overview

This is applications lapsed planning consent on the same site.

Outline planning permission for industrial development on the site was originally granted in June 2001 under reference GR/2000/0433.

This consent was subsequently renewed on 13th August 2004 and again on 23rd October 2007.

Each approval permitted industrial uses within Use Classes B2 and B8 of the Town and Country Planning (Use Classes) Order 1987, allowing for a total of 3,333 square metres of floorspace.

A reserved matters application (reference 2010/0969) was submitted to Gravesham Borough Council on 9th February 2011, covering access, site layout, scale, design, external appearance, and landscaping. A further renewal of the 2007 outline consent was approved in 2013 (Ref. 20130222), with the permission subsequently expiring on 14th June 2016.

2.4 Existing Site Observations



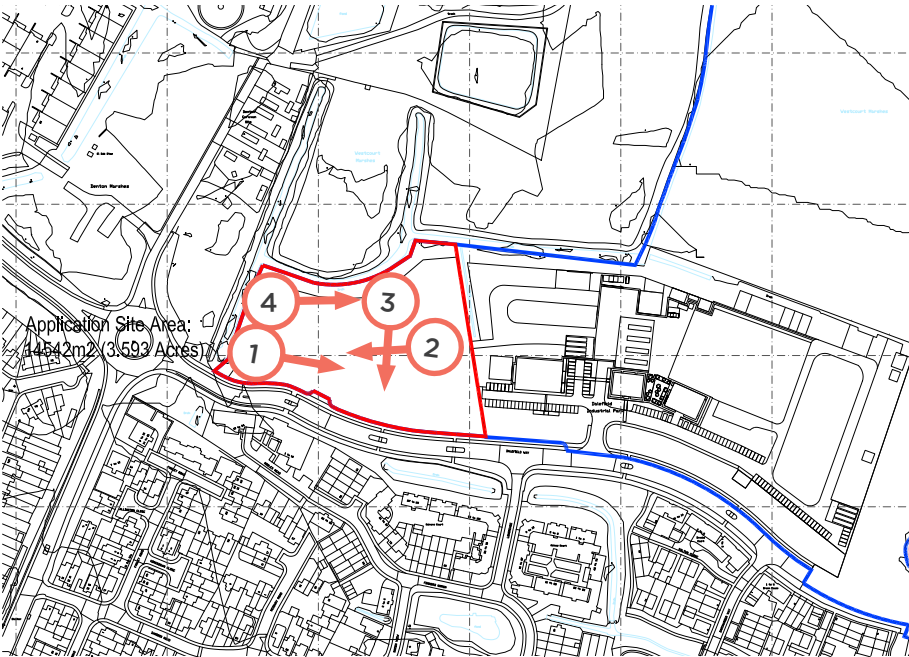
The site lies on the edge of the urban boundary of Gravesend and is bordered by an industrial storage park to the East. No trees or significant vegetation is established on the site.



The site has a low profile with a flat topography and backdrop. There is currently nothing protruding the skyline from the site and the perimeter is secured by high metal fencing.



The current industrial park next to the site provides the scheme with great potential for access and usability.



The three-storey housing on the opposite side of Dalefield Way visibly overlooks the site.



Natural drainage / marsh land is found around the perimeter of the west and northern edges of the site. This area is likely to be left alone as it is not suitable for construction.

2.5 Existing Site - Constraints & Opportunities

Overview

The brownfield site is bordered by Dalefield Way to the south, Westcourt Marshes and Great Clane Lane Marshes to the north and west, and an industrial park to the east, currently used by Keady Construction as an extended external storage area.

The façades of nearby residential buildings to the south of the site predominantly feature brickwork. These properties face away from the site, with their rear elevations overlooking the proposed location. The site is separated from the residential properties by Dalefield Way, a landscaped bund, and a vehicular access road, helping to minimise any potential overlooking.

Potential for multiply access routes and the existing drainages will determine where the tarmacked area of the site will be.

The primary potential source of noise from the development would be any plant or equipment installed on site. Should this occur, noise levels will be measured and assessed in accordance with BS4142:2014 to ensure they remain within acceptable limits.

Key:

The Site

Site ownership

Tributary / Drainage

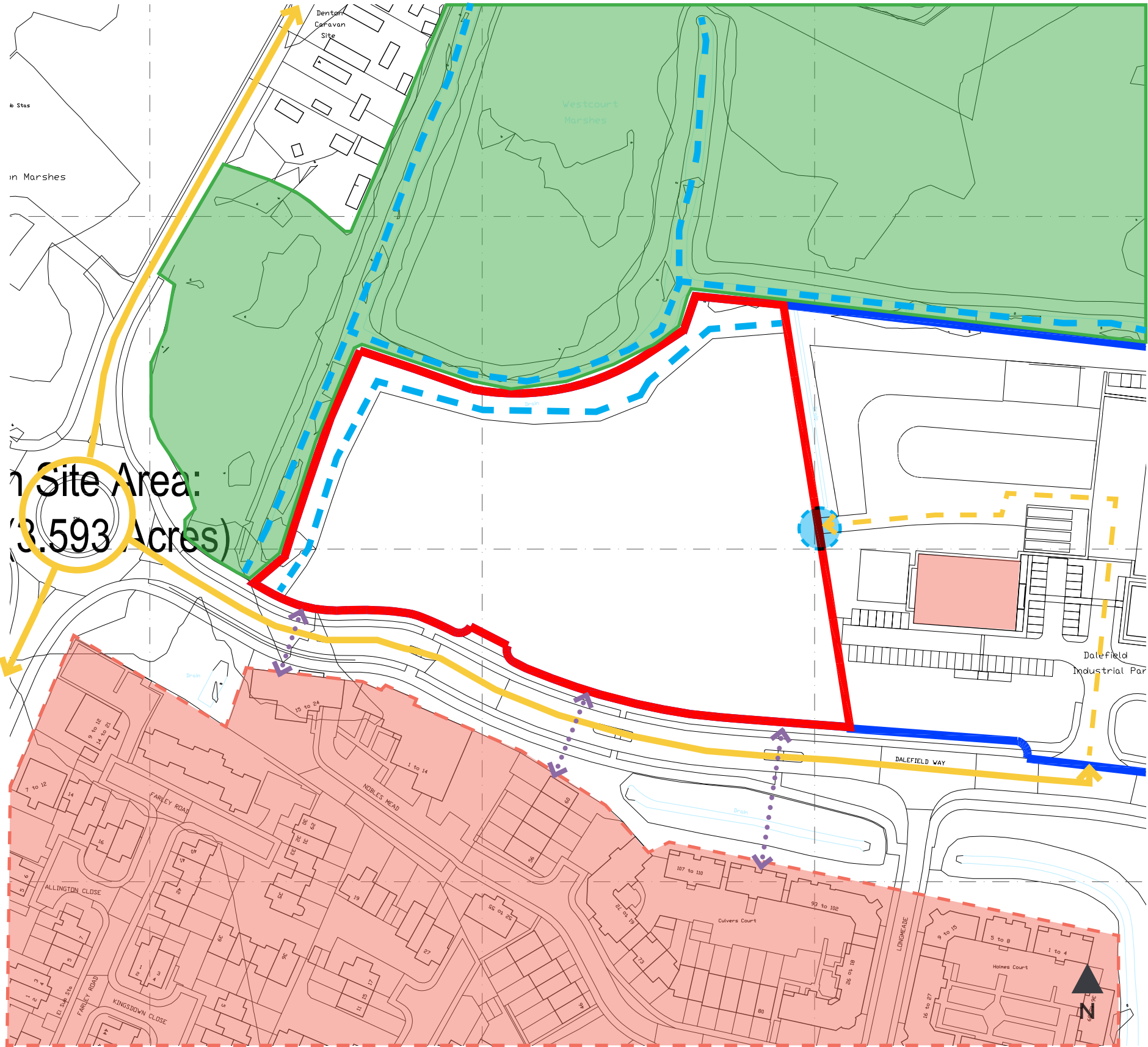
Roads Access & Entry

Overlooking buildings

Neighboring Buildings

Farm / Marsh land

Potential Access Points



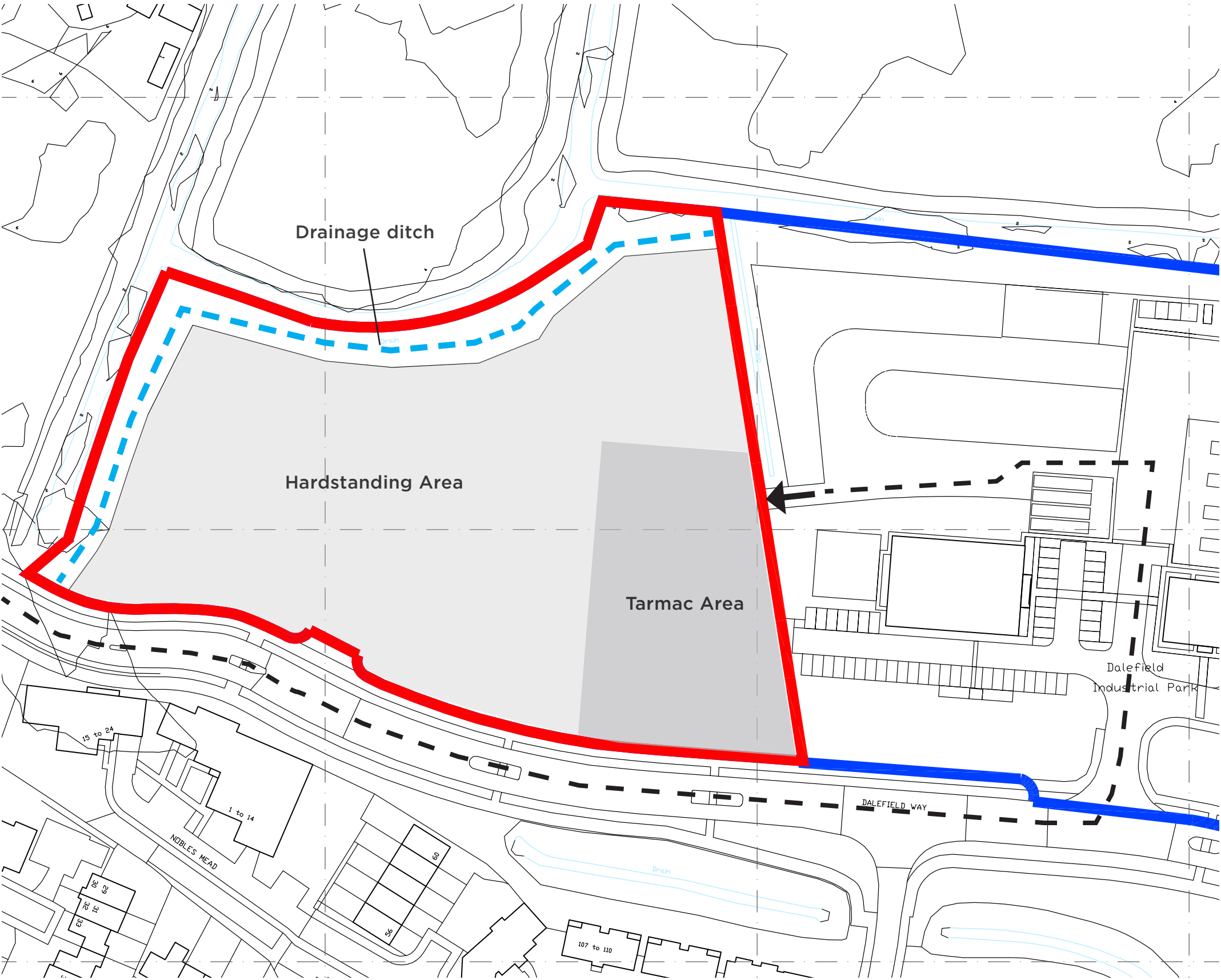
3 Design Proposal

Design Proposal

3.1 Design Layout

Overview

The existng road and gateway entering the site through the industrial park proves as the most convenient option for the point of access. Therefore, the tarmacked area will be placed in the north east corner, allowing access to the whole site and extending directly from the current industrial park. This way the existing drainage ditch will also be avoided.



Design Proposal

3.2 Proposed Layout

Overview

The proposed development represents a suitable and sustainable use of land, forming part of a broader, strategic approach to the comprehensive development of the Gravesend Riverside East and North East Gravesend Opportunity Area.

Areas:

Tarmac = 2969m²

Hardstanding = 9576m²

Total = 12 545m²

