

Dalefield Way, Gravesend

Transport Statement

Client: Keady Construction Ltd

30 May 2025

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REPORT DETAILS

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1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned by Keady Construction Ltd to produce a Transport Statement (TS) in support of a planning application for open storage on land to the west of Dalefield Way Industrial Park, Dalefield Way, Gravesend, Kent (the 'Site').
- 1.1.2 The site is located within vacant employment land to the west of the existing industrial park and Dalefield Way.
- 1.1.3 The proposal comprises of an open storage facility to accommodate the existing operations related to the adjacent Dalefield Way Industrial Park. The facility will include two hardstanding areas suitable to store materials and plant machinery, as well as a new access road.
- 1.1.4 This TS provides an assessment of the sustainable connectivity, access arrangements and transport impacts of the proposals. It has been produced to inform Kent County Council (KCC) as the Local Highway Authority (LHA) and Gravesend Borough Council (GBC) as the Local Planning Authority (LPA) on the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 The TS has considered policies and guidance set out in the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG), the GBC Local Plan, as well as experience of other similar sites.
- 1.2.2 As such, the TS has been structured to include the following:
 - Description of the existing conditions, including the local highway network and a review of road safety data within the vicinity of the site
 - Review of the existing planning context
 - Review of the connectivity of the site by sustainable modes of travel
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
 - Consideration of the impact of the proposals on the local highway network

2. EXISTING SITUATION

2.1 Site Location, Use and Access

- 2.1.1 The site is situated approximately 2.0km to the southeast of Gravesend Town Centre, located within a vacant land parcel to the north of Dalefield Way and west of the existing Dalefield Way Industrial Park.
- 2.1.2 The site is currently vacant land, designated as a key employment site within the Gravesend Local Plan Core Strategy (2014). It lies within the same ownership as the existing industrial park, which currently accommodates plant hire and construction companies and was recently granted consent for an additional office building and storage unit (App Ref: 20240199), which is discussed in more detail in Section 2.2.
- 2.1.3 The applicant currently accesses the site from the western boundary of the existing Dalefield Way Industrial Park via an informal access point. The existing industrial park forms a priority junction onto Dalefield Way.
- 2.1.4 The location of the site is shown on the site location plan provided at Appendix A, with the indicative site location shown in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Relevant Planning History

Planning Allocation

- 2.2.1 The site forms part of the Gravesend Riverside East and North East Gravesend Opportunity Area (Policy CS04) within the Gravesend Local Plan Core Strategy (2014). It is shown as an employment use in Figure 11 as a Key Site, and as such is allocated for this use within the key local policies and supported as such (paragraph 4.5.28 refers).

Relevant Planning Applications

- 2.2.2 In 2024, consent was granted for the development of a new three storey office building (1,170 Sq. m) and storage unit (234 Sq. m) within the existing Dalefield Way Industrial site. This was for the 'Erection of a new three storey office building, for use Class E and installation of solar panels to roof. Erection of a single storey storage building with integral roof lights, for use Class B8 and associated parking and landscaping' (App Ref: 20240199).
- 2.2.3 The 2024 consented scheme was supported by a TS and Draft Travel Plan produced by DHA Planning. The scope of the TS was agreed following pre-application engagement with KCC Highways and National Highways, and included details on the existing conditions, proposed development details and access arrangements, as well as the proposed trip generation associated with the proposals. KCC Highways had no formal objection to the proposals, and there were no local concerns in relation to the operation and/or safety of the surrounding highway network to consider. The LHA stated that they *"...do not consider the level of traffic generation is significant enough to require modelling of any local road junctions"*. The LHA's recommendation was subject to three pre-commencement conditions which were included in the Decision Notice, relating to the provision of a Travel Plan, provision of the proposed car parking spaces and provision of cycle parking facilities.
- 2.2.4 The 2024 consented scheme will result in the loss of existing yard space within the Dalefield Way Industrial Park, which is therefore being relocated into the proposed open storage which forms this application.
- 2.2.5 With no objections or concerns in relation to traffic and transport matters associated with the 2024 proposals, it is considered that there should not be any concerns in relation to the relocation of goods and plant to the proposed open storage site.

2.3 Local Highway Network

Overview

- 2.3.1 The surrounding local highway network already accommodates HGV movements associated with the existing Dalefield Way Industrial Park, and there is no evidence of an existing road safety issue within the vicinity of the site in relation to these movements.

Dalefield Way

- 2.3.2 The site is connected to Dalefield Way via the Dalefield Way Industrial Site. Dalefield Way is a single carriageway road that routes in an east-west alignment connecting to Dering Way to the west.
- 2.3.3 The carriageway measures approximately 10m in width within the vicinity of the site and accommodates central hatching with five refuge island crossings suitable for pedestrians and cyclists along its length.
- 2.3.4 It is subject to a 30mph speed limit, which is conducive towards pedestrian and cycle movements which can be accommodated on the northern footway and southern shared footway/cycleway located along Dalefield Way.
- 2.3.5 Dalefield Way provides access to the site via the existing Dalefield Way Industrial Park, which forms the minor arm of a priority junction to its north and provides access to residential dwellings to the south. The industrial park is provided with a dedicated access junction, with the residential dwellings accessed via two existing junctions (Longmeade and Barchamber Way).

- 2.3.6 To the west, it connects to the Dering Way / Dalefield Way roundabout, which provides access to the surrounding urban areas of Gravesend as well as connections to higher category roads.

Dering Way

- 2.3.7 Dering Way is a single carriageway road that routes in a north-south alignment to the west of the site. The carriageway measures between approximately 8m-9m in width and is subject to a 30 mph speed limit. To the north, it provides access to Lions Business Park via the western arm of Dering Way / Dalefield Way roundabout. To the south it provides access to the surrounding urban areas of Gravesend, as well as providing a connection to a five-arm roundabout known as 'Lion Roundabout', which provides links in all directions including access to the A226 and B261.

A226

- 2.3.8 The A226 is a single carriageway road that routes in a northwest-southeast alignment to the south of the site.
- 2.3.9 To the north, the A226 provides a connection to Gravesend Town Centre. To the south, the A226 connects to the A289 near Higham to the southeast, which provides a connection to the A2 at Rochester and Junction 1 of the M2.

2.4 Road Safety

- 2.4.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.4.2 The study area includes the proposed open storage site to the east of the current occupiers Dalefield Way to the west of the site and the four-arm Dering Way / Dalefield Way roundabout to the west of the site, as shown in Figure 2-2.

Figure 2-2: PIA Study Area



Source: Crashmap.co.uk

- 2.4.3 Over the seven year period there was a total of two PIA's recorded within the study area, which consisted of one slight and one serious incident. There were no fatal incidents recorded.
- 2.4.4 The slight incident occurred c.220m to the west of the existing Dalefield Way Industrial site access and involved one vehicle.
- 2.4.5 The serious incident occurred at Dalefield Way / Dering Way roundabout located to the west of the site and involved two vehicles.
- 2.4.6 The analysis shows there were no incidents involving vulnerable road users and/or goods vehicles, and as such there are no road safety issues relating to pedestrian, cycle or HGV movements in this location.
- 2.4.7 As such, although all incidents are regrettable, the PIA's that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposals.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 The site is located within a sustainable location, with existing pedestrian and cycle infrastructure and access to public transport services. This section of the TS sets out the connectivity by sustainable modes of transport for potential employees of the site.
- 3.1.2 It is noted that the site is an open storage use for the existing industrial park and as such is unlikely to increase the number of employees and visitors to the site. In addition, the site is allocated for employment use, therefore the location of the site for this use has been accepted through the strategic planning process. However, for completeness, the connectivity of the site has been demonstrated within this section, to show the site can be delivered in accordance with the requirements of the NPPF and the Local Plan in terms of access by all modes of travel.

3.2 Walking and Cycling

- 3.2.1 Walking and cycling are the most important mode of travel at a local level and offers the greatest potential to replace short car journeys for staff and visitors.

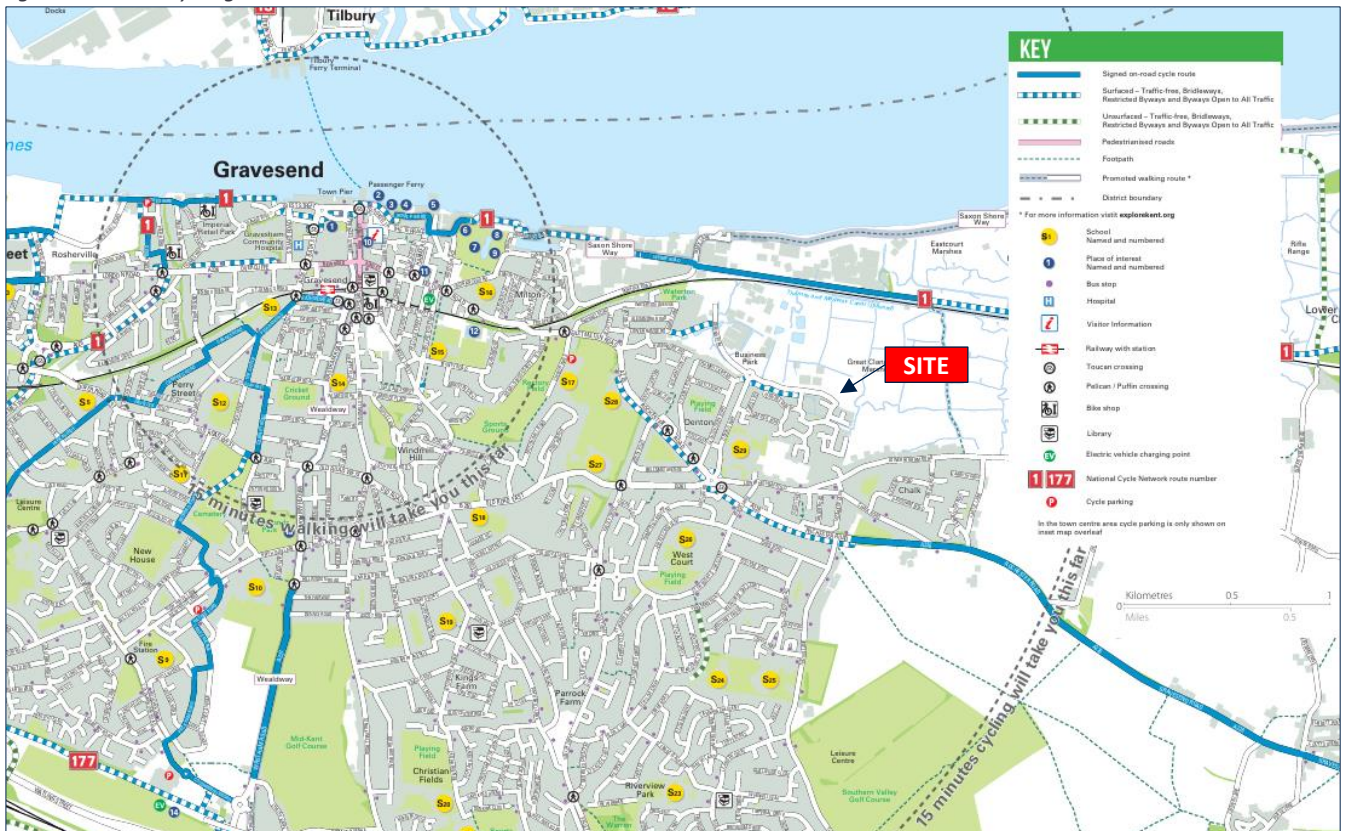
Walking Infrastructure and Routes

- 3.2.2 The site is connected to good quality walking infrastructure from Dalefield Way, which provides access to the surrounding walking infrastructure within Gravesend. This includes footways, with street lighting and crossing facilities. The existing infrastructure also connects to nearby public transport services.
- 3.2.3 Footway provision is currently available on both sides of Dalefield Way, which are accessible from the existing Dalefield Way Industrial Park access which serves the site. This provision includes a 2m footway on its northern side and a 3m shared footway / cycleway on its southern side. Pedestrians are also provided with refuge island crossing points along Dalefield Way, which are suitable for both pedestrians and cyclists.
- 3.2.4 This provision continues along Dering Way to the west, which is provided with 2m footways on both sides. These footways provide a key route to the south where they connect to the nearest bus stops and surrounding residential areas including Denton and East Gravesend.
- 3.2.5 Overall, the surrounding network and associated infrastructure is considered to be of good quality. The local area appropriately accommodates existing pedestrian movements relating to the surrounding residential and employment uses.

Cycling Infrastructure and Routes

- 3.2.6 The site is connected to the local cycling infrastructure on Dalefield Way via a shared footway/cycleway. This can be used to access additional routes including a route to the north of Dering Way which provides a traffic-free link to Lower Range Road to the west. These routes can also be used to access National Cycle Network Route (NCN) 1 located the north of the site, via a combination of traffic free routes, shared footway/cycleways and quiet residential streets. The local cycle routes within proximity to the site and within Gravesend are shown on Figure 3-1.
- 3.2.7 NCN Route 1 connects Gravesend to the northwest and Lower Higham to the southeast where it also connects to National Cycle Route 179. Figure 3-2 shows the location of NCN Route 1 within the vicinity of the site.

Figure 3-1: Local Cycling Routes



Source: KCC Cycle Mops

Figure 3-2: National Cycle Network



Source: Sustrans

3.2.8 As such, the site is well situated to benefit from cycle routes and infrastructure, and this will encourage cycling to and from the site. This will in turn minimise the requirement for travelling by car.

3.3 Public Transport

Bus

3.3.1 The closest bus stops to the site are located on Rochester Road (A226), approximately 850 metres to the south of the site access (11-minute walk). Referred to as the 'Lion Garage' stops, these are accessible via the existing pedestrian infrastructure which connect to the site. The northbound stop is provided with a dedicated layby, shelter and bus flag, while the southbound stop is provided with a shelter and bus flag. A summary of the local bus services accessible from these stops is provided in Table 3-1.

Table 3-1: Local Bus Services

Route No.	Operator	Route	Frequency (Minutes)				
			Mon-Fri Peaks	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
190	Arriva Kent Thameside	Gravesend – Chatham	4 services	20	20	20	30
416	Redroute Buses	Meopham – Gravesend	1 service	90	-	180	-
417	Redroute Buses	Gravesend – Cliffe	2 services	240	-	240	-
481	Arriva Kent and Surrey	Riverview Park – Gravesend	1 service	60	60	-	-
489	Arriva Kent and Surrey	New Ash Green – Gravesend	1 service	08:23	15:30	-	-

Source: *Bustimes.org*

3.3.2 Table 3-1 shows these stops are served by a number of services which provide access to a range of destinations within the surrounding area. All bus services route via Barrack Row bus station located to the north of Gravesend Rail Station, with a journey time of approximately 10 minutes.

3.3.3 The 190 service provides a frequent service between Gravesend and Chatham, with services available every 20 minutes from Monday to Saturday, and every 30 minutes on a Sunday.

3.3.4 As such, the site has good accessibility by bus which offers a realistic travel option for employment journeys.

Rail

3.3.5 The closest railway station to the site is Gravesend Rail Station, which is located c. 2.7km to the west of the site.

3.3.6 The station provides access to frequent services including to London, Faversham, eastern Kent coastal destinations and the Medway Towns to the east throughout the week. The station is accessible from the site by the bus services available from the closest stops, with all five services listed in Table 3-1 routing via Barrack Row bus station adjacent to the rail station.

3.3.7 The station also provides cycle parking, with 280 cycle parking spaces available, which would encourage a cycle then rail journey.

3.3.8 As such, it is feasible to use the rail services for commuting purposes. A combined bus or cycle, then rail journey has good potential for replacing car journeys.

3.4 Summary

- 3.4.1 The site is situated in a sustainable location, where staff and visitors can walk or cycle to the site from the surrounding residential areas via continuous and good quality footway and cycling infrastructure. These movements would already be occurring at the existing Dalefield Way Industrial Park.
- 3.4.2 The site also has good links to public transport services, with local bus stops located within a suitable walking distance, which provide convenient access to Gravesend Rail Station. This will assist in minimising the need to travel by car.
- 3.4.3 The site has a realistic choice of modes of travel. This will minimise the impact of the proposals on the surrounding area. The site location will encourage and promote sustainable travel behaviour and is fully in accordance with sustainable transport policies within the Local Plan and NPPF.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals comprise the construction of an open storage facility to accommodate the existing operations related to the existing Dalefield Way Industrial Park, referred to as the 'main site' within this section. The site will include a hardstanding area suitable to store materials and plant machinery, as well as a new access road and surfacing connecting to the main site.
- 4.1.2 The open storage space will be used to store construction materials and plant machinery currently stored within the main site, allowing the main site to operate more efficiently and safely within the overall ownership boundary. The recently consented office scheme will also reduce yard space within the main site, which will be replaced with the open storage space within the application site.
- 4.1.3 No additional staff are likely to be employed on the overall site as a result of the open storage use.
- 4.1.4 The proposed site layout plan is provided at Appendix A.

4.2 Access

- 4.2.1 As shown on the site layout plan included in Appendix A, access to the site will be obtained from the existing Dalefield Way Industrial Park to the east, which connects as the minor arm of a priority junction with Dalefield Way to the south. There will be no changes to the existing Dalefield Way site access.
- 4.2.2 The overall site is secured from this point with an internal gate and fencing.
- 4.2.3 A gated access is provided which connects the boundary between the main site and the application site to enable vehicles to travel into and out of the surfaced area from the main site. This access will also be used by pedestrians walking between the two sites.
- 4.2.4 The site will not provide any facilities (i.e. buildings or parking) for staff and visitors who will continue to access and egress the main site, and as such there will be no movements associated with these users onto the site itself. A small number of pedestrian movements will occur when staff pick up and drop off plant and machinery items to the site, and these users will access and egress the site via the access gate provided.

4.3 Site Layout

- 4.3.1 As shown on the proposed site layout plan, an initial surfaced area will be provided within the site to allow vehicles to access and egress safely. In addition, a separate hardstanding area will be provided further west which will accommodate the storage area. The proposed surfaced area provides appropriate forward visibility for drivers accessing and egressing the site from the existing industrial park to the east.
- 4.3.2 The access arrangements have been designed to accommodate up to 16.5m long articulated vehicles, which are likely to be the largest vehicles accessing the site. The arrangements therefore allow all vehicle types to access and egress the site in forward gear.
- 4.3.3 Swept path analysis, included in Appendix B, shows how the site can accommodate up to 16.5m long articulated vehicles accessing and egressing the site in forward gear. The majority of vehicles will be smaller than this, for example 10m long rigid HGVs, box vans, plant machinery and fork lift trucks. The site can also accommodate emergency vehicles appropriately, as fire tenders are smaller than an articulated vehicle.

4.4 Parking

- 4.4.1 There will be no staff based at the site, and as such there will be no requirement for formal parking. Staff and visitors will continue to park in the main site.

5. IMPACT ON SURROUNDING HIGHWAY NETWORK

- 5.1.1 The proposals will provide open storage, which would replace the existing storage space on the main site and enable the overall site to be used more efficiently and safely. As such, some vehicle deliveries would still be made to the main site, and some would then continue into the application site, through the internal access gate, to access the open storage.
- 5.1.2 The transferred vehicle movements would be associated with material deliveries and movements from staff transporting plant machinery to and from the main site as well as to off-site destinations. The proposed open storage will not provide any facilities for staff and visitors (i.e. welfare or parking) and as such, they will continue to access and egress the main site, and there will be no additional vehicle movements associated with these users.
- 5.1.3 There will be some movements between the main site and the application site in relation to the movement of materials and plant, as some goods and materials will be delivered to the main site and then moved to the storage, rather than being delivered directly to the open storage. However, these movements would be internalised within the overall site and would not travel on the highway network.
- 5.1.4 Dalefield Way is designed to accommodate HGV movements and the site is located within an existing employment area (and is allocated for employment use). As such, any movements on the network are in line with the existing / allocated use and can be accommodated appropriately.
- 5.1.5 The movements would not have a material impact on the operation of the highway or an unacceptable impact on road safety.
- 5.1.6 As part of the consented 2024 at Dalefield Way Industrial Park, a Travel Plan (TP) was produced in accordance with the planning condition. The TP includes measures to reduce single occupancy car trips to and from the industrial park and encourage staff and visitors to use sustainable modes of travel. Although no staff or visitors will be based at the open storage site, the TP will assist with containing vehicle trips to and from the overall site for staff and visitors.

6. SUMMARY AND CONCLUSIONS

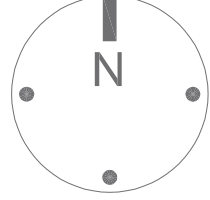
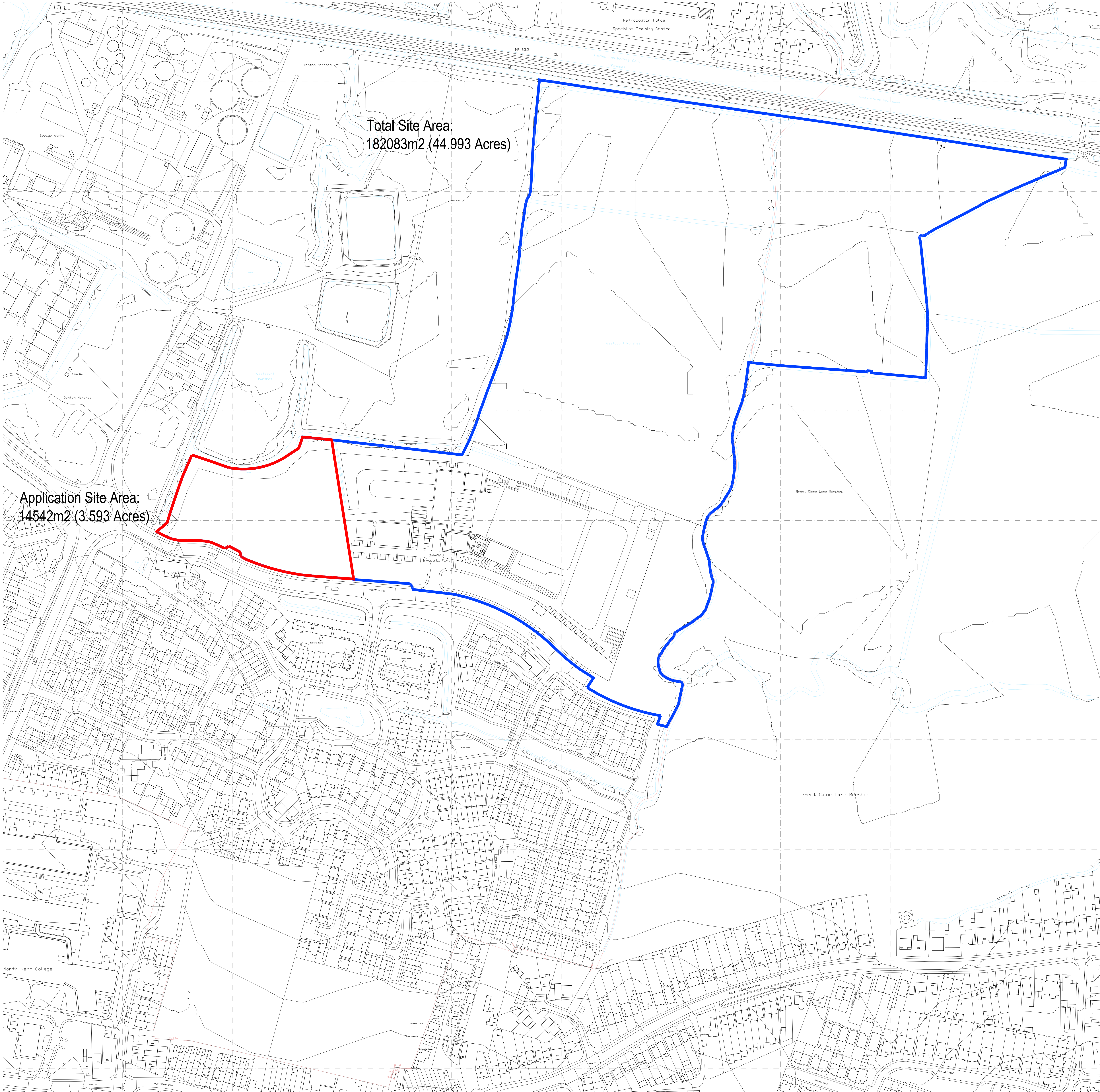
6.1 Summary

- 6.1.1 This TS has been produced to support a planning application for an open storage site to the west of Dalefield Way Industrial Park, Dalefield Way, Gravesend, Kent.
- 6.1.2 The application site is located within vacant employment land to the west of the existing Industrial Park and north of Dalefield Way. The site is also allocated for employment use as part of the Local Plan.
- 6.1.3 This report has been prepared to provide the necessary information to Kent County Council to consider the merits of the proposal in terms of location, connectivity, access, internal layout and the impact on the local highway.
- 6.1.4 The proposals comprise the construction of an open storage facility to accommodate the existing operations related to the existing Dalefield Way Industrial Park. The site will include a hardstanding area, as well as a new surfaced vehicle access area, which connect to the main industrial park site.
- 6.1.5 The open storage space will be used to store construction materials and plant machinery currently stored within the main site, allowing the main site to operate more efficiently and safely within the overall ownership boundary. The recently consented office scheme will also reduce yard space within the main site, which will be replaced with the open storage space within the application site.
- 6.1.6 Access to the site will be obtained from the existing Dalefield Way Industrial Park to the east, using the existing priority junction access onto Dalefield Way. The application site is accessed from a gated access on the boundary between the existing industrial park site and application site.
- 6.1.7 The site is situated in a sustainable location, with good walking and cycling links connecting the site to the surrounding residential areas. The site also has good links to public transport services, with local bus stops located within a suitable walking distance, which also provide access to Gravesend Rail Station. As such, these sustainable travel options provide an attractive and realistic alternative to car travel. The operator will also encourage sustainable travel as well as car sharing amongst the staff, as part of travel plan measures attached to the existing Dalefield Way Industrial Park.
- 6.1.8 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals.
- 6.1.9 The proposals will provide open storage, which would replace the existing storage space on the main site and enable the overall site to be used more efficiently and safely. As such, some vehicle deliveries would still be made to the main site, and some would be transferred to and from the application site, albeit these would still use the same access onto the highway network, via the existing industrial site.
- 6.1.10 The proposed open storage will not provide any facilities for staff and visitors (i.e. welfare or parking) and as such, they will continue to access and egress the main site, and there will be no additional vehicle movements associate with these users, and no additional staff are likely to be employed on the overall site as a result of the open storage use.
- 6.1.11 As an extension of the existing operations, the proposals would not have a material impact on the operation of the highway or an unacceptable impact on highway safety.

6.2 Conclusions

- 6.2.1 The site location offers a choice of travel options and the proposal represents sustainable development in line with the requirements of the NPPF.
- 6.2.2 The development will not have a severe impact on the operation of the surrounding highway network, or an unacceptable impact on highway safety, in accordance with the NPPF.
- 6.2.3 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Site Location and Proposed Site Layout Plans



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Notes

Site Ownership ———
Application Site ———

REV	NOTES	DATE	BY	AUTH
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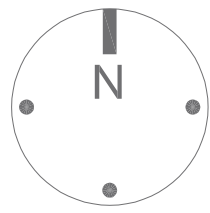
DRAWING STATUS
Planning

TITLE
Existing
Site Location Plan

PROJECT
Land at Dalefield Way (West), Gravesend

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SCALE AT A3: N.T.S.

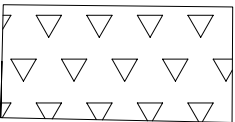
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0 2.5m 12.5m 25m 30m

Notes



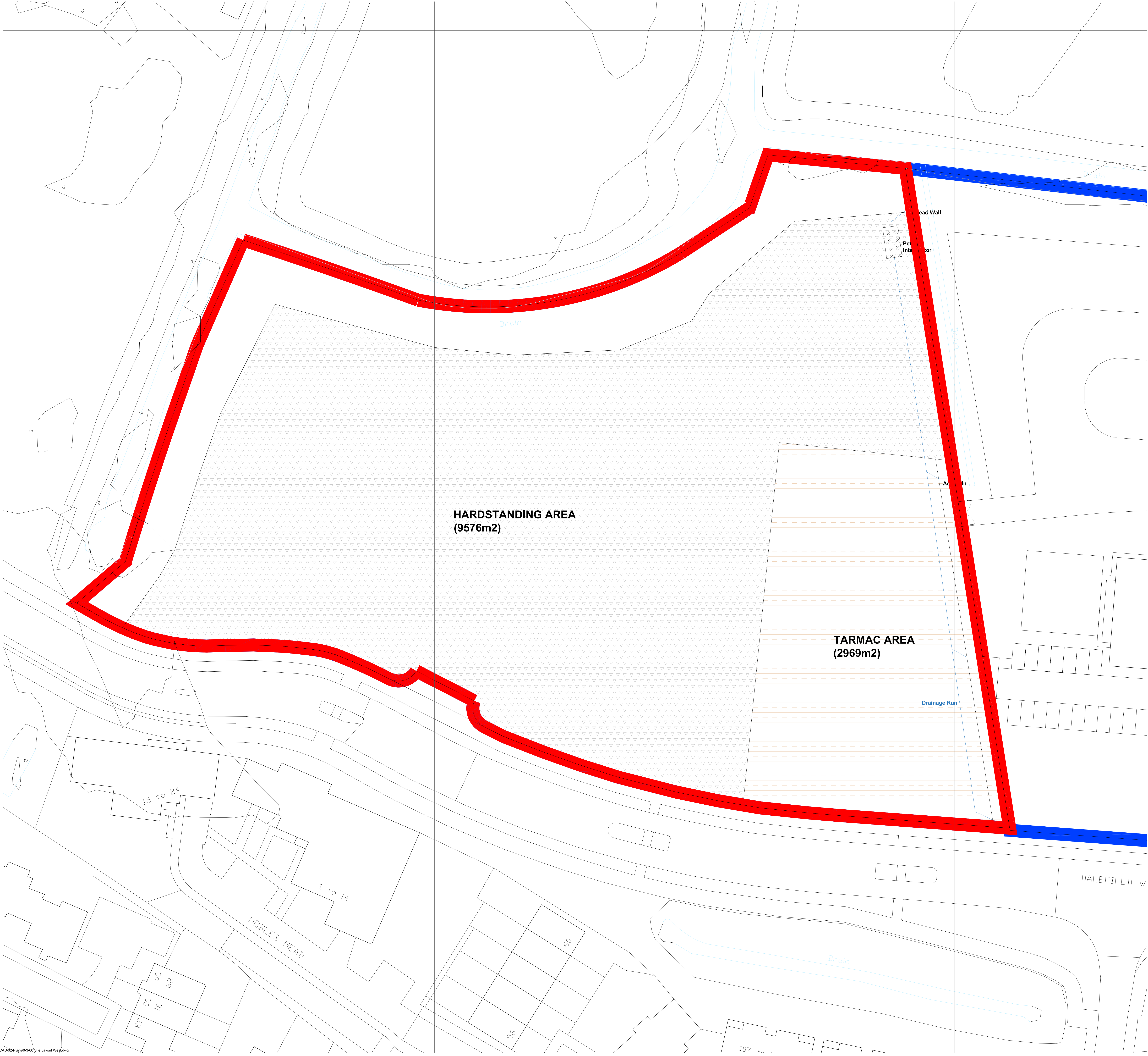
HARDSTANDING AREA



TARMAC AREA



APPLICATION BOUNDARY



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DRAWING STATUS

Planning

TITLE
Proposed
Site Layout

PROJECT
Land at Dalefield Way (West), Gravesend

SCALE AT A0:
1:250

SCALE AT A3:
N.T.S.

JOB NO.
25008

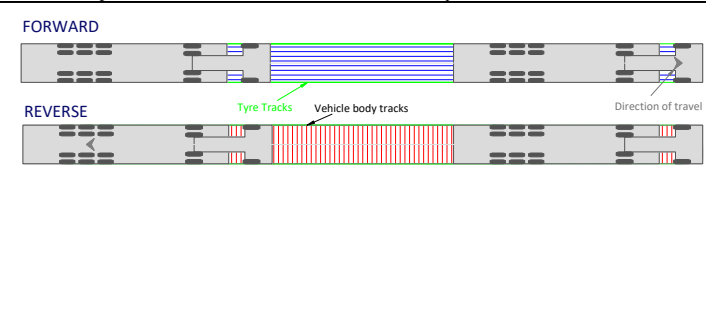
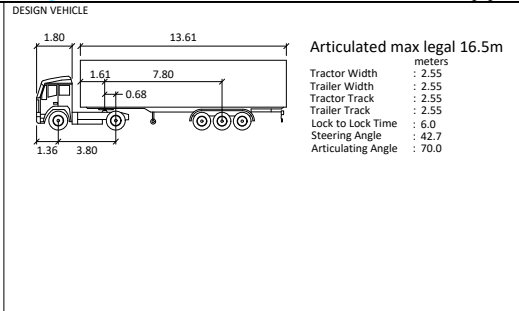
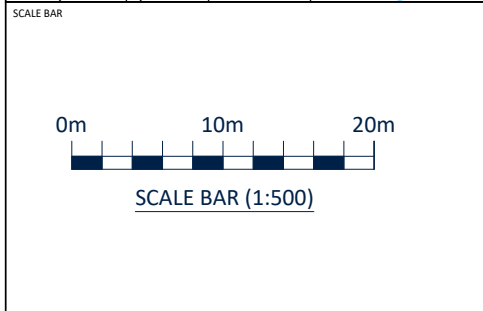
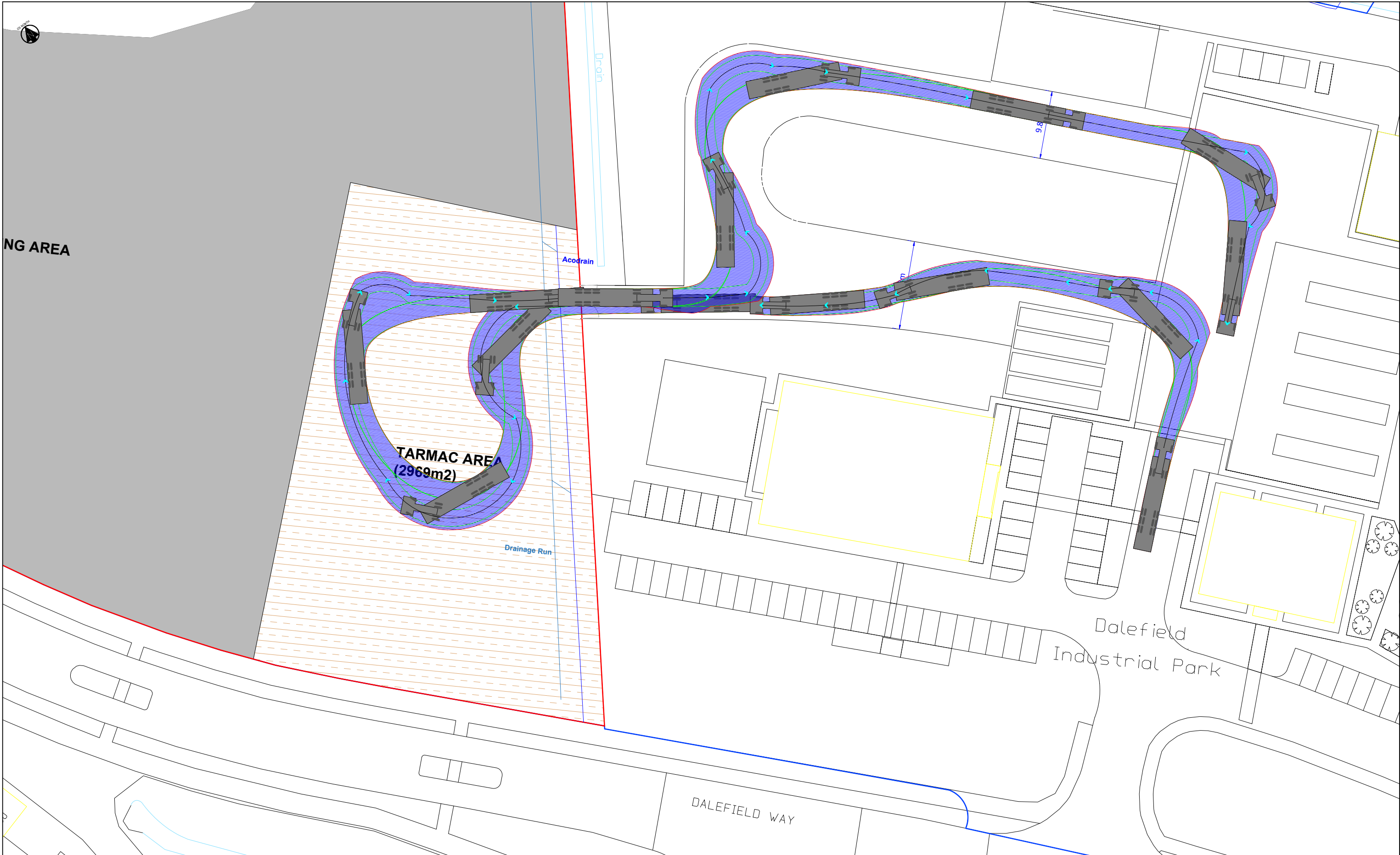
DRAWING
0-3-00

REV.

-

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Appendix B Swept Path Analysis



REVISIONS					
Rev	Date	Description	By	App	
P01	29/05/25	First Issue	GP	DC	

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apexp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apexp.co.uk

CLIENT
KEADY CONSTRUCTION LTD

PROJECT
DALEFIELD WAY, GRAVESEND

TITLE	
SWEPT PATH ANALYSIS USING 16.5M LONG ARTICULATED HGV	
PRIVATE SITE ACCESS - DALEFIELD WAY INDUSTRIAL PARK	
PROJECT NO. C25-066	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C25066-ATP-DR-TP-003	