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ARCHITECTS



Dalefield Way, Gravesend - East

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

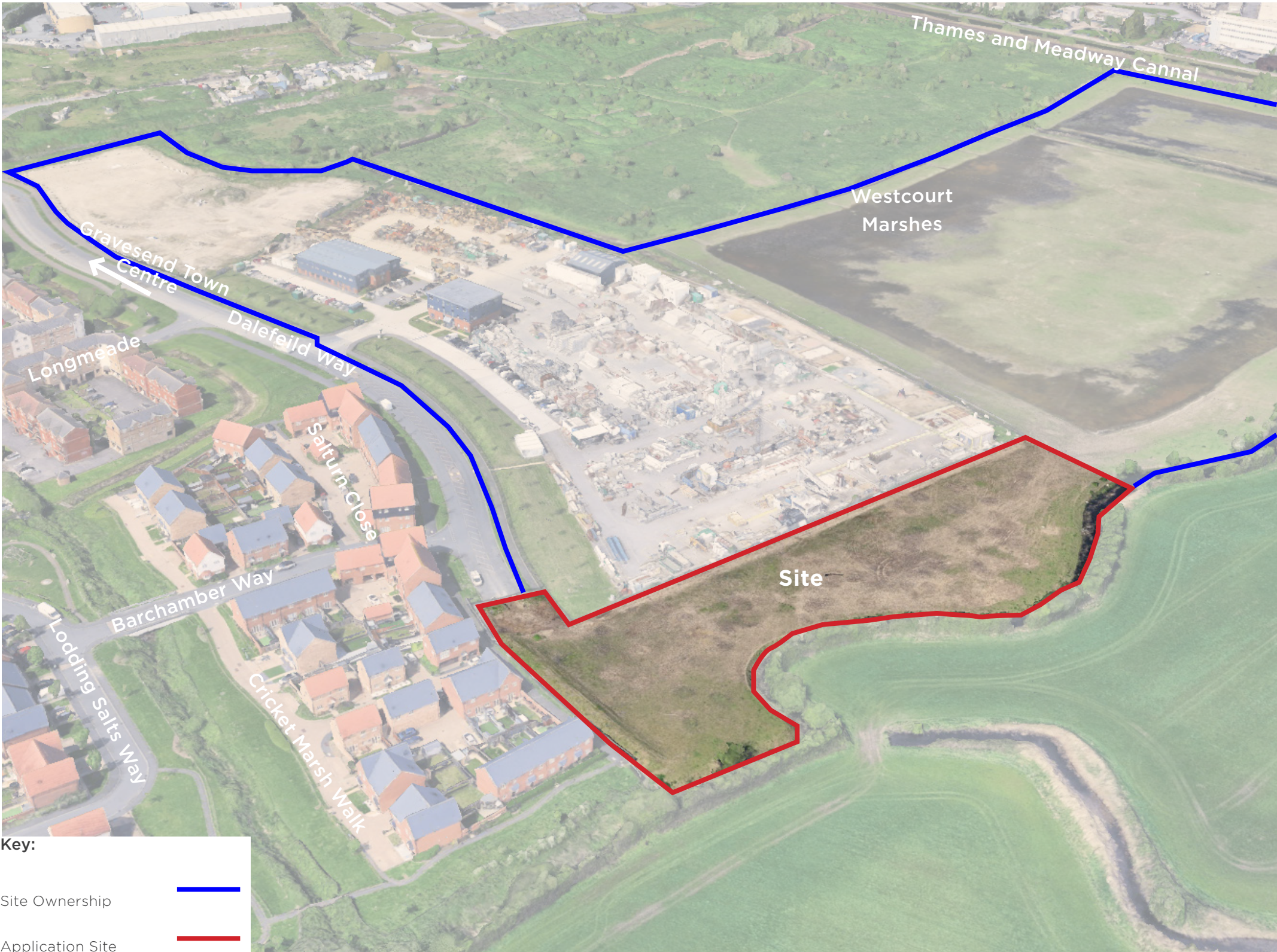
The development area is currently a brownfield site. The proposal includes the site to be used for external storage (use class B8).

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

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 Higham 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

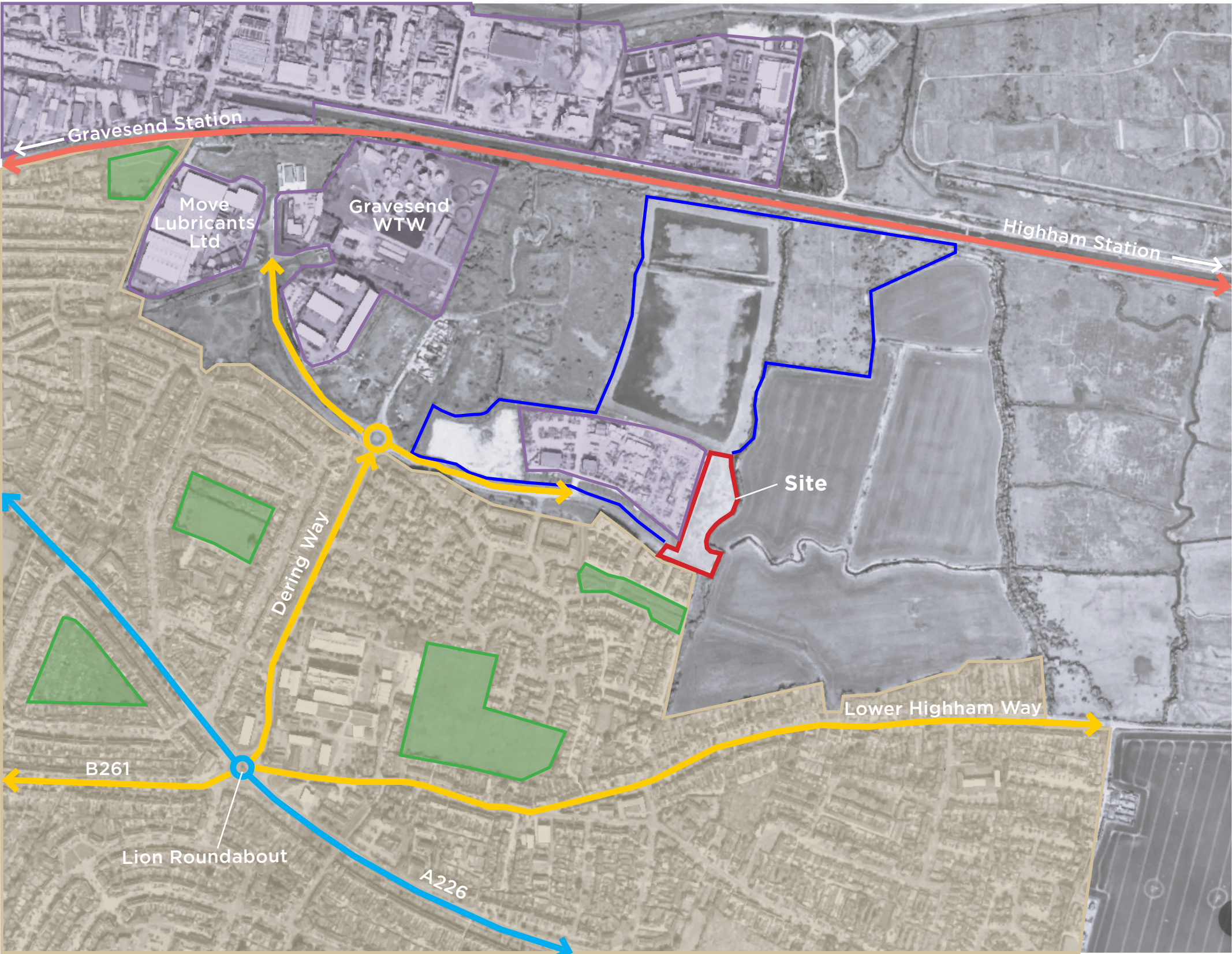
Industrial Estates

Secondary Roads

Residential Areas

Train Routes

Green Spaces (Public)



Site Context

2.2 Wider Urban Planning Context

Overview

The proposal site falls directly within:

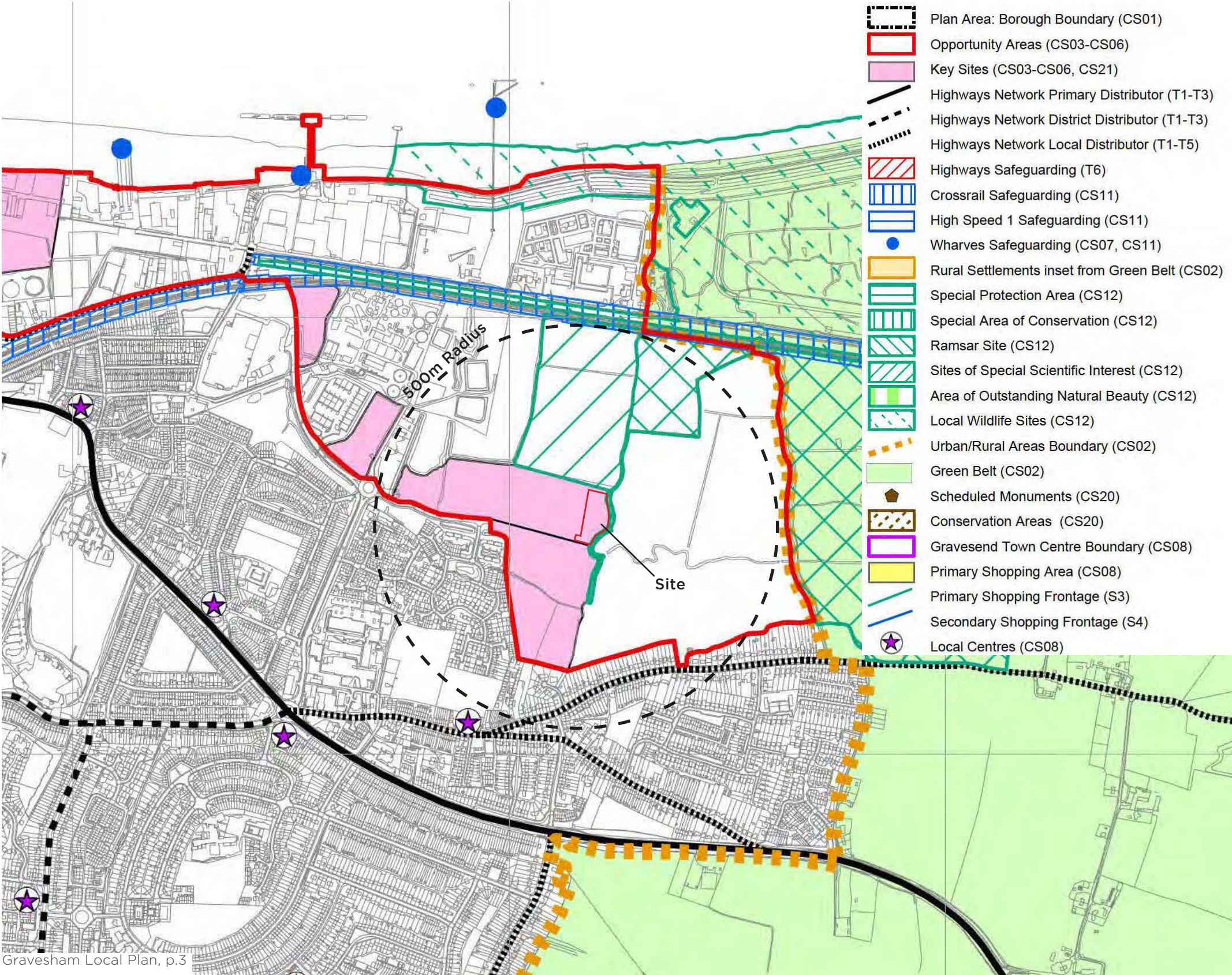
- Opportunity Area CS03-CS06
- Key Sites CS03-CS06, CS21

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



Site Context

2.3 Existing Site Observations



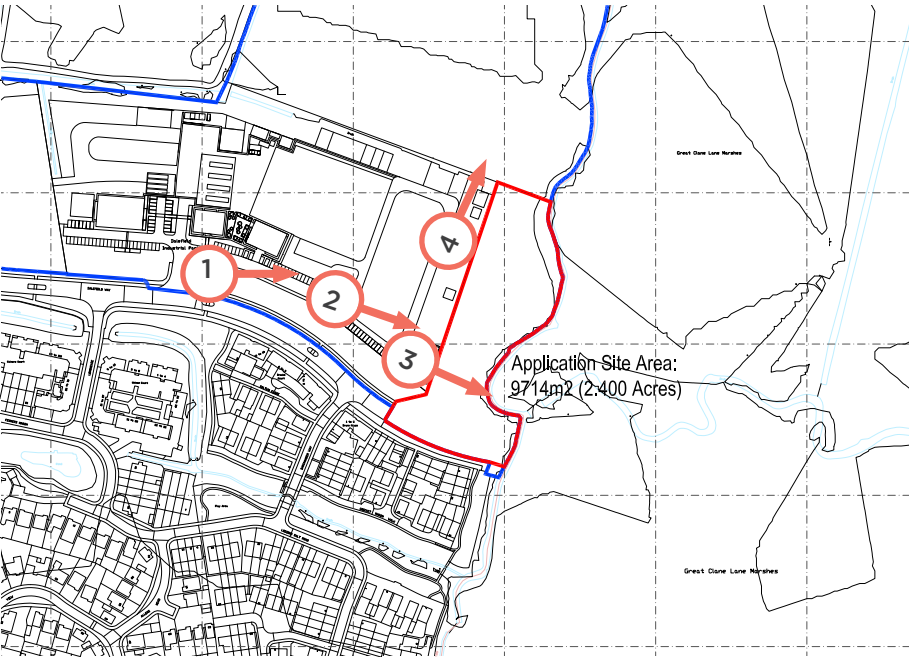
The site lies on the edge of the urban boundary of Gravesham and is bordered by a river tributary on its East side. No trees or significant vegetation is established on the site, only flat grassland. Arable farm land lies on the west.



From the neighboring industrial yard, the site has a low profile with a flat topography and backdrop. There is currently nothing protruding the skyline.



The current industrial park next to the site provides the scheme with great potential for business accessibility.



An external industrial storage site is located on the eastern side of the site, with the three-storey housing on the opposite side of Dalefield Way visible beyond the access road.



Northern end face of the site boundary extends onto Westcourt marshland that acts as a flood zone for the Thames and Medway Canal water network as well as a diverse natural environment and habitat.

2.4 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 farm land to the east, and an industrial park to the west, currently used by Keady Construction as an extended external storage area.

The facades 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.

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

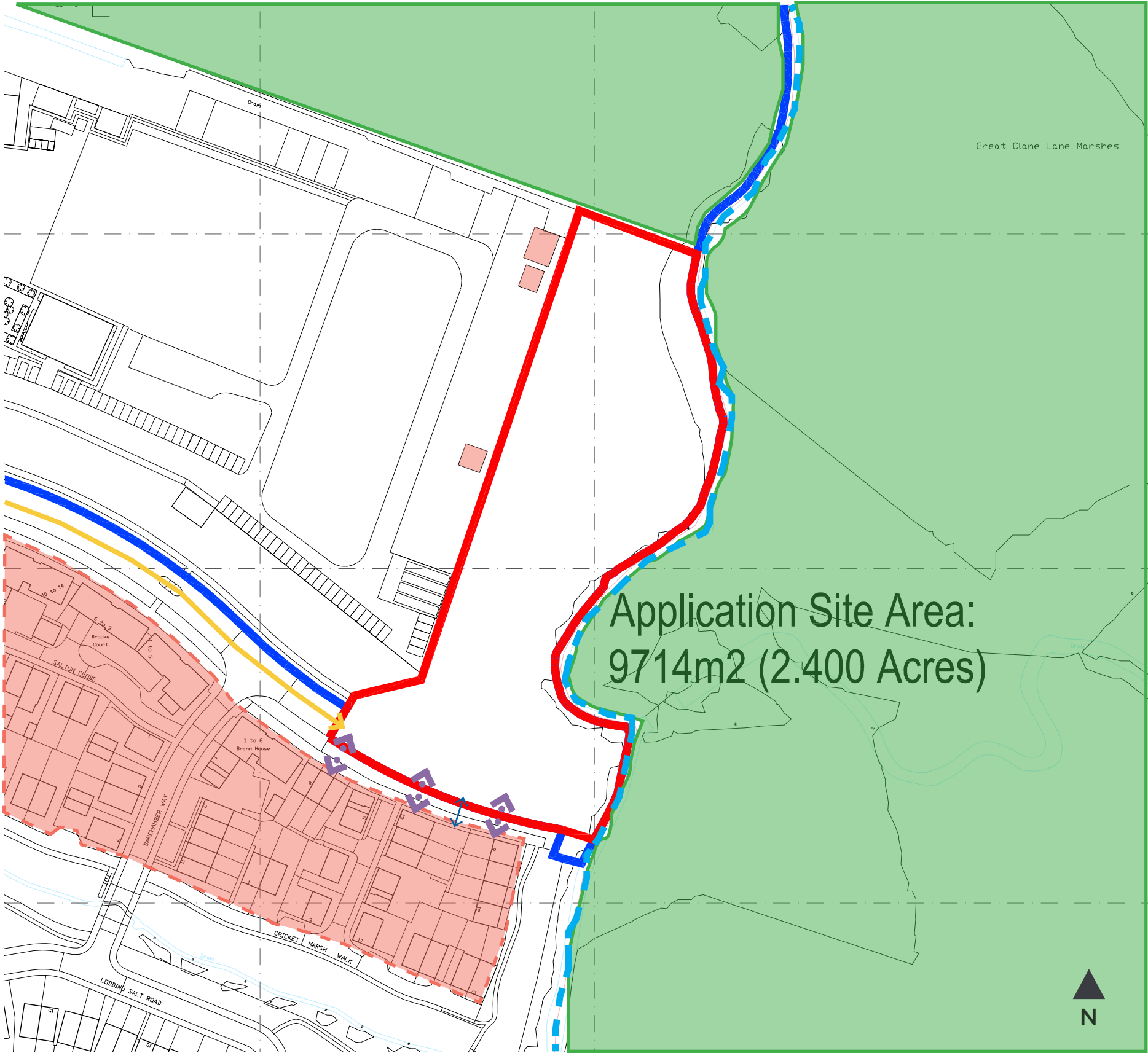
Site ownership

Tributary / Drainage

Roads Access & Entry

Overlooking buildings
- Neighboring Buildings

Farm / Marsh land



3 Design Proposal

Design Proposal

3.1 Design Layout

Overview

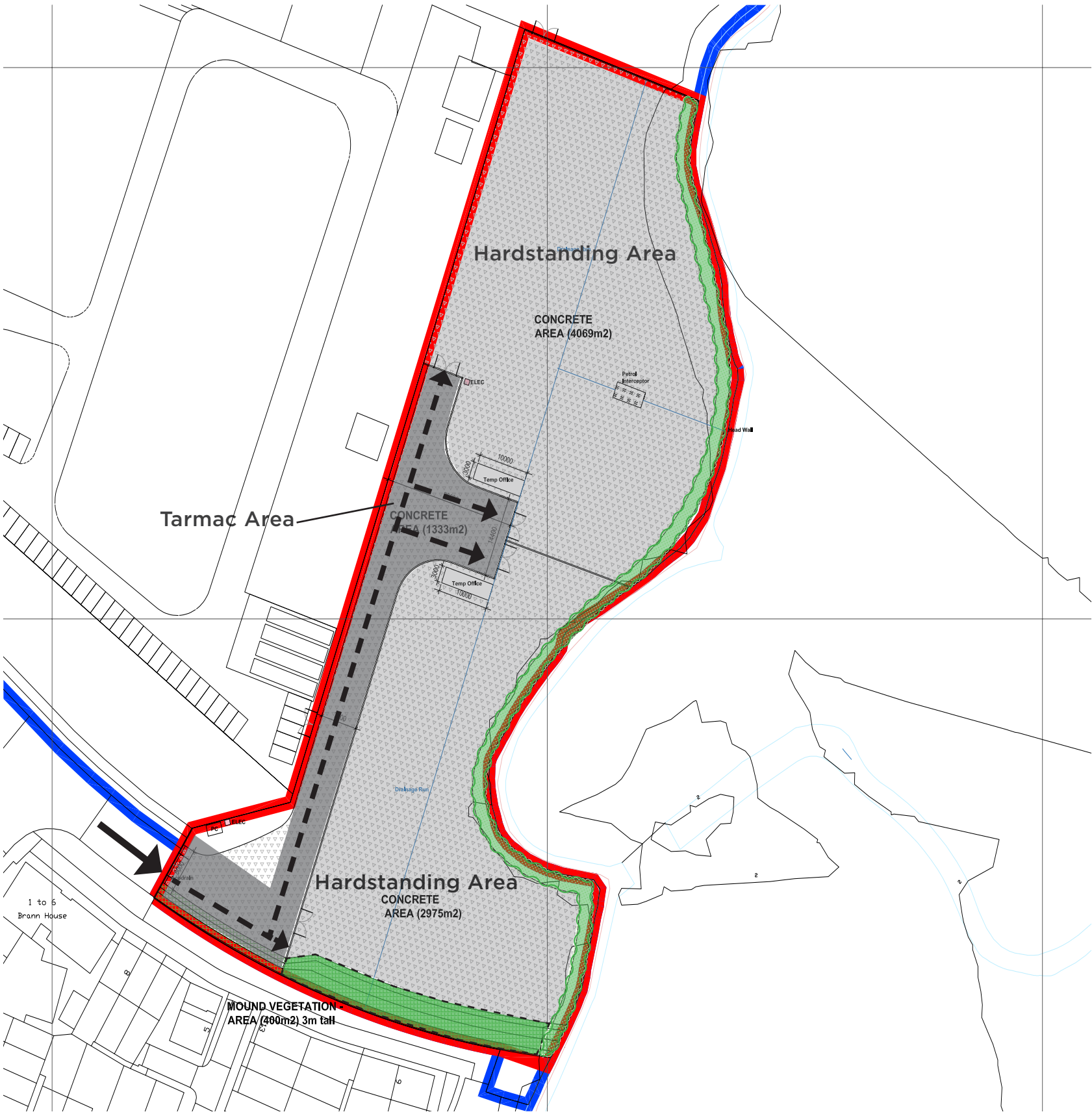
The site will be access via the end of Dalefeild way. From the entry point, access around the site will be possible via the tarmacked area which will run along the west edge of the site. At halfway the tarmac will extend into the site providing a route to both areas of hardstanding.

The east edge of the site that will border farm land will be defined by a new hedge row long the full length of that side.

Meanwhile, along the edge closest to the neighbouring housing development, there will be a public play area for the residences' use. The additional Mound will act as a physical barrier to help separete the two schemes.

Key:

- The Site
- Site ownership
- Hardstanding Area
- Tarmac Area
- Mound Vegetation
- New hedge



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.

Suitable tarmac widths have been considered to allow easy vehicle access in and out of the site. The hardstanding areas have been divided into two separate areas for organised storage.

Areas:

Tarmac = 1333m²

Hardstanding 1 = 4069m²

Hardstanding 2 = 2975m²

Mound Vegetation = 400m²

Grass Play Area = 80m²

Total = 8 857m²

