

Dalefield Way, Gravesend

Transport Statement

Client: Keady Construction Ltd

17 July 2025

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QUALITY MANAGEMENT

REPORT DETAILS

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The material presented in this report is confidential. This report has been prepared and is intended solely for Keady Construction Ltd for use in relation to the Dalefield Way, Gravesend project.

CONTENTS

1.	INTRODUCTION	1
1.1	Background	1
1.2	Scope of Report	1
2.	EXISTING SITUATION	2
2.1	Site Location, Use and Access	2
2.2	Relevant Planning History	3
2.3	Local Highway Network	4
2.4	Road Safety	5
3.	CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL	7
3.1	Introduction	7
3.2	Walking and Cycling	7
3.3	Public Transport	9
3.4	Summary	10
4.	DEVELOPMENT PROPOSALS	11
4.1	Overview	11
4.2	Access	11
4.3	Site Layout	11
4.4	Parking	12
5.	IMPACT ON SURROUNDING HIGHWAY NETWORK	13
6.	SUMMARY AND CONCLUSIONS	14
6.1	Summary	14
6.2	Conclusions	15

Tables

Table 3-1: Local Bus Services	9
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Figures

Figure 2-1: Indicative Site Location	3
Figure 2-2: PIA Study Area	6
Figure 3-1: Local Cycling Routes	8
Figure 3-2: National Cycle Network	8

Appendices

Appendix A	Site Location and Proposed Site Layout Plans
Appendix B	Swept Path Analysis

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 east of Dalefield Way Industrial Park, Dalefield Way, Gravesend, Kent (the 'Site').
- 1.1.2 The site is located within vacant employment land to the east of the existing industrial park and Dalefield Way. The site benefits from an existing gated access off Dalefield Way, which has been used informally for some time to access to the applicant's wider land parcels which include the site.
- 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 2.3km to the east of Gravesend Town Centre, located within a vacant land parcel to the east of Dalefield Way and east 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 using the existing gated access, located at the eastern end of Dalefield Way approximately 160 metres to the east of the Dalefield Way Industrial Park access. This is an informal access and would be formalised as part of this planning application (details in Section 4). Access to the existing industrial park will be retained from Dalefield Way via the existing site access junction.
- 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.

The image consists of two maps. The top map is a street map of Gravesend, Kent, showing the A226 road and surrounding streets. A red box with a white arrow points to the location of the Harvester Gravesend Book A Table. The bottom map is an aerial view of the same area, showing the Dalefield Way Industrial Park and the specific site location. The site is marked with a red box and labeled 'SITE'. Other labels include 'Dering Way', 'A226', 'Old Road East', and 'Harvester Gravesend Book A Table At Harvester'.

2.2 Relevant Planning History

Planning Allocation

Relevant Planning Applications

- 2.2.2 In 2013, the site formed part of a larger application site which was granted outline consent for “...the use of land for industrial purposes (Use Class B2/B8) comprising 7,000 sq. metres floor space together with associated extension of Dalefield Way, new site access with related parking and circulation space, landscaping scheme and associated flood accommodation works” (App Ref: 20100436).
- 2.2.3 This included the existing Dalefield Way Industrial Park, which was granted consent in 2016 for the “Erection of 3 industrial units (Use Class B1/B2 and B8) with site access, related parking and circulation space” (App Ref: 20160314). The consented scheme equates to approximately 3,479 Sq. metres of floor space across three buildings, although the larger c. 2,000 Sq. m manufacturing plant was not brought forward in its entirety.
- 2.2.4 More recently, 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).
- 2.2.5 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.
- 2.2.6 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.
- 2.2.7 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 Dalefield Way connects to the site at its eastern end. It 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 currently provides access to the site via a gated access located at its eastern extent, as well as the existing Dalefield Way Industrial Park to the north and 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 proving 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 offer the greatest potential to replace short car journeys for staff and visitors.

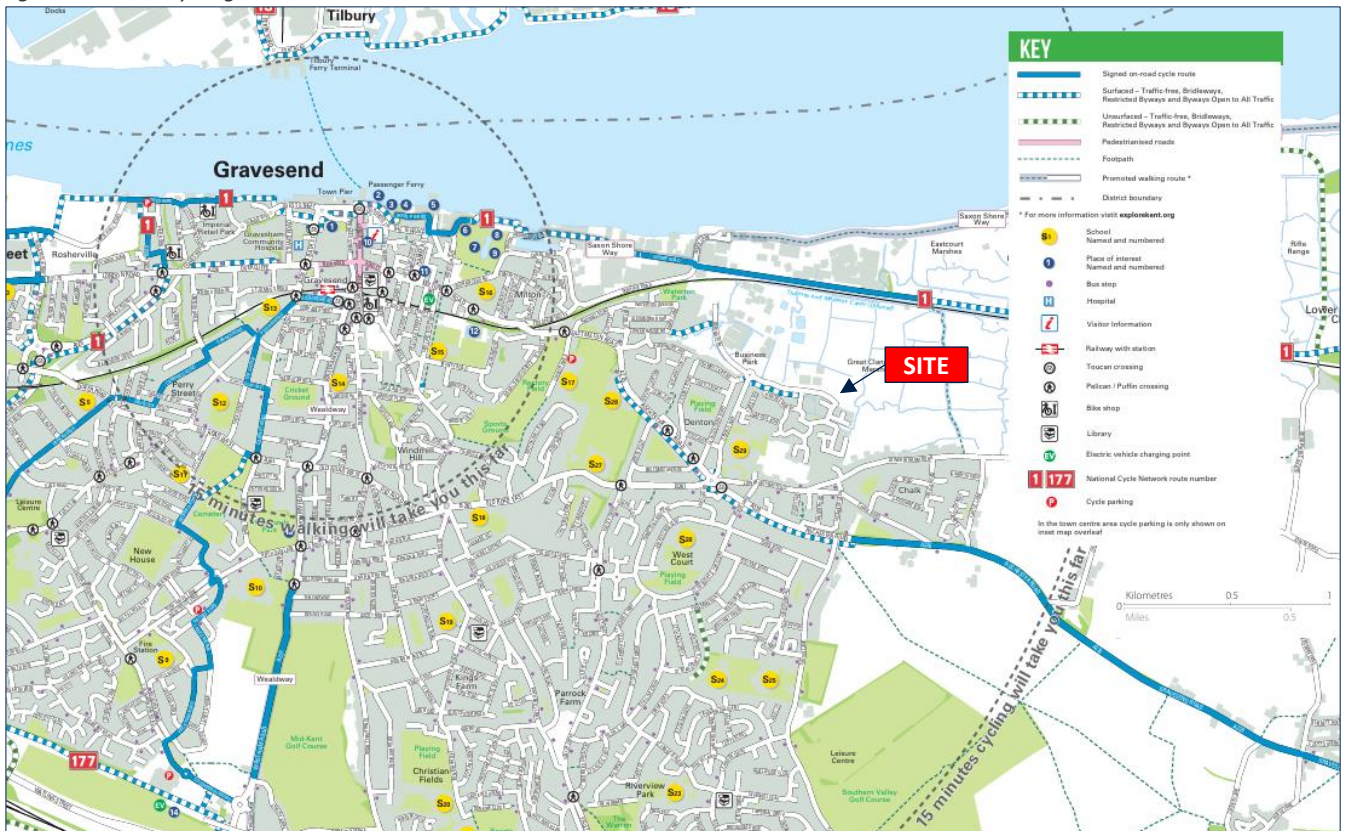
Walking Infrastructure and Routes

- 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 terminate at the western site boundary located at the eastern extent of Dalefield Way. 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 950 metres to the south of the site location (13-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.2.9km 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 two hardstanding areas, as well as a new access road connecting to the eastern extent of Dalefield Way and two temporary offices.
- 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 Access to the site will be obtained from the existing gated access located at the eastern end of Dalefield Way, located approximately 160 metres to the east of the main site access.
- 4.2.2 As part of the proposals, this access would be upgraded and formalised to appropriately connect to the existing carriageway in line with KCC's highway specification. The existing kerbs will be removed to allow the road to continue east into the site as shown on the proposed site layout plan included in Appendix A. This would form a natural continuation of Dalefield Way, maintaining the existing alignment. Emerging drivers are provided with appropriate forward visibility onto Dalefield Way.
- 4.2.3 The site will be private from the edge of the site boundary, as per currently, and will be secured by gates which would follow the existing boundaries. The access road will not be designed to adoptable standards, with this remaining private. The position of the gates on the edge of the site is considered appropriate, as Dalefield Way finishes at the edge of the site, and there is c.30m back to the junction to the immediate west of the site boundary, which would allow a vehicle to wait at the gates for a short time, prior to these opening, without impacting on any other vehicle movements on the highway network.
- 4.2.4 The site will not provide any facilities (i.e. parking) for staff and visitors who will continue to access and egress the main site, and as such there will be no movements to and from the upgraded site access associated with these users. Pedestrian movements will only occur when staff pick up and drop off plant and machinery items when moving between the open storage and the main site. The proposals include a pedestrian gate located along the western boundary with the main site, which is accessible via a footway located along the western edge of the access road.

4.3 Site Layout

- 4.3.1 As shown on the proposed site layout plan, it is proposed that a c.8m wide access road will continue east into the site, maintaining the existing alignment of Dalefield Way. After approximately 20 metres into the site, the access road will reduce in width to 7.2m, and route north along the western boundary of the site. The proposed access road provides appropriate forward visibility for drivers accessing and egressing the site. A gate is provided at the northern end of the proposed access road to maintain access to the northern fields.

4.3.2 Two proposed hardstanding areas will be located to the north and east of the access road, accessible from an internal turning head / access junction, as well as two further gated accesses from the northern and southern ends of the access road. The turning head incorporates two access points, separating the site into two hardstanding areas. This junction has 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 the access road and internal access junction 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 be transferred to and from the upgraded access at the eastern end of Dalefield Way into 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) other than two temporary office buildings. 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 also be some movements between the main site access and the open storage access 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. This would be a relatively low level of movements along a short section of c.160m of Dalefield Way. 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, these movements are in line with the existing / allocated use and can be accommodated appropriately.
- 5.1.4 The movements would not have a material impact on the operation of the highway or an unacceptable impact on road safety.
- 5.1.5 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

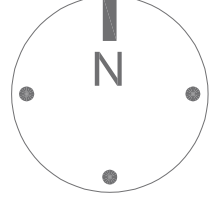
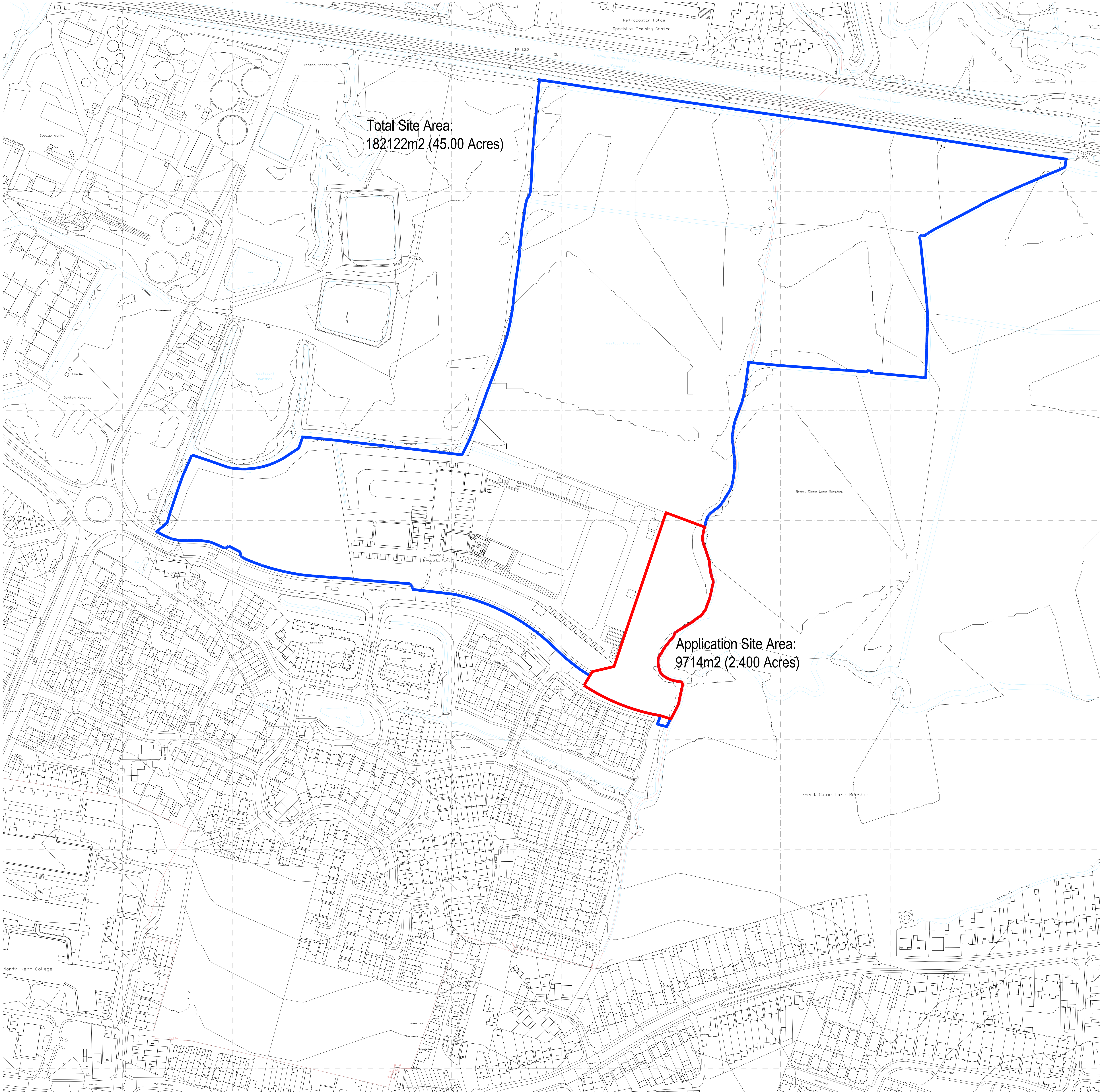
- 6.1.1 This TS has been produced to support a planning application for an open storage site to the east of Dalefield Way Industrial Park, Dalefield Way, Gravesend, Kent.
- 6.1.2 The application site is located within vacant employment land to the east of the existing Industrial Park and Dalefield Way. The site benefits from an existing gated access off Dalefield Way, which has been used informally for some time to access to the applicant's wider land parcels which include the site. 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 two hardstanding areas, as well as a new access road connecting to the eastern extent of Dalefield Way and two temporary offices.
- 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 gated access located at the eastern end of Dalefield Way, located approximately 160 metres to the east of the main site access. This access would be upgraded and formalised to appropriately connect to the existing carriageway.
- 6.1.7 The upgraded junction, and internal access road can accommodate up to a 16.5m long articulated vehicles, which are likely to be the largest vehicles accessing the site. The majority of vehicles will be smaller than this, for example 10m long rigid HGVs, box vans, plant machinery and fork lift trucks.
- 6.1.8 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.
- 6.1.9 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.
- 6.1.10 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 upgraded access at the eastern end of Dalefield Way into the open storage.
- 6.1.11 The proposed open storage will not provide any facilities for staff and visitors (i.e. welfare or parking) other than a temporary office building 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.

- 6.1.12 There will also be some movements between the main site access and the open storage access 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. This would be a relatively low level of movements along a short section of c.160m of Dalefield Way.
- 6.1.13 The minimal level of movements would not have a material impact on the operation of the highway or an unacceptable impact on road safety.

6.2 Conclusions

- 6.2.1 The site location offers a choice of travel options, and the proposals represent sustainable development in line with the transport 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



General Notes
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Drawings, specifications and schedules are to be read in conjunction with the following where applicable: Employer's Requirements documents, Agreements to issue, Structural Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Survey Drawings, Party Wall Boundary Awards. Other specialist design consultant's requirements as appointed by the Main Contractor. Other specialist design sub-contractor's requirements as appointed by the Main Contractor.



Notes

Site Ownership —————
Application Site —————

REV	NOTES	DATE	BY	AUTH
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DRAWING STATUS
Planning

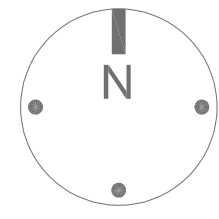
TITLE
Existing
Site Location Plan

PROJECT
Land at Dalefield Way (East), Gravesend

SCALE AT A0: 1:1250
SCALE AT A3: N.T.S.

JOB NO. **25008**
DRAWING **00-0-00**
REV.

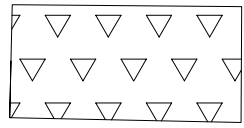
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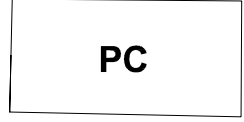
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0 2.5m 12.5m 25m 30m

Notes



CONCRETE AREA



PUMPING CHAMBER



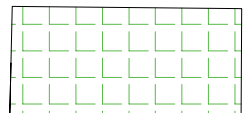
APPLICATION BOUNDARY



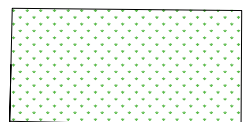
ELECTRIC POINT



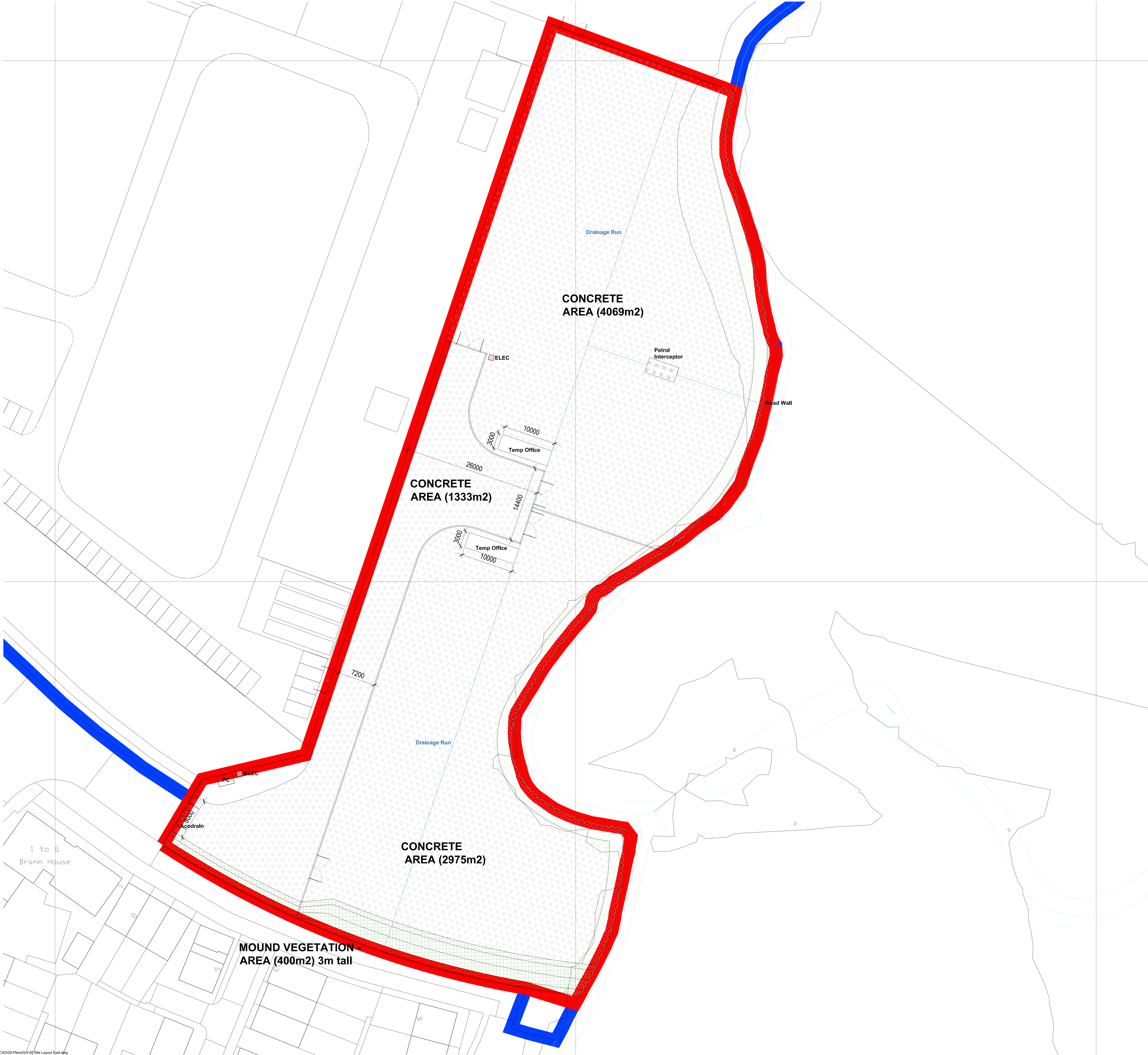
NEW HEDGE



VEGETATION MOULD



PLAY AREA



REV	NOTES	DATE	BY	AUTH
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ARCHITECTS

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DRAWING STATUS

Planning

TITLE

Proposed

Site Layout

PROJECT

Land at Dalefield Way (East), Gravesend

SCALE AT A0:

1:250

SCALE AT A3:

N.T.S.

JOB NO.

25008

DRAWING

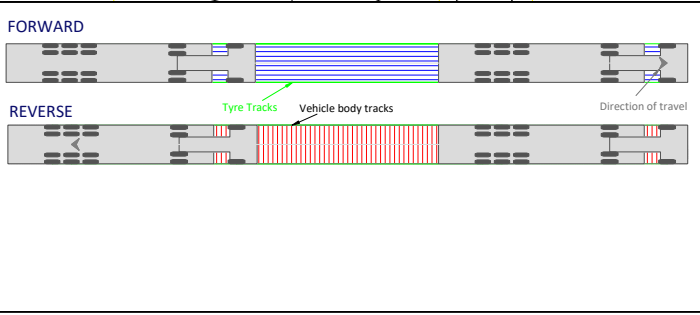
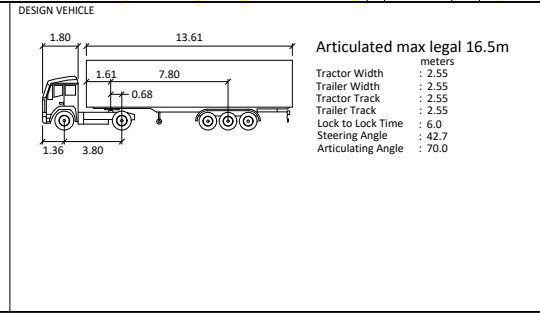
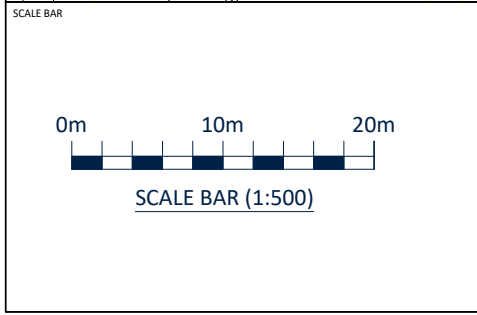
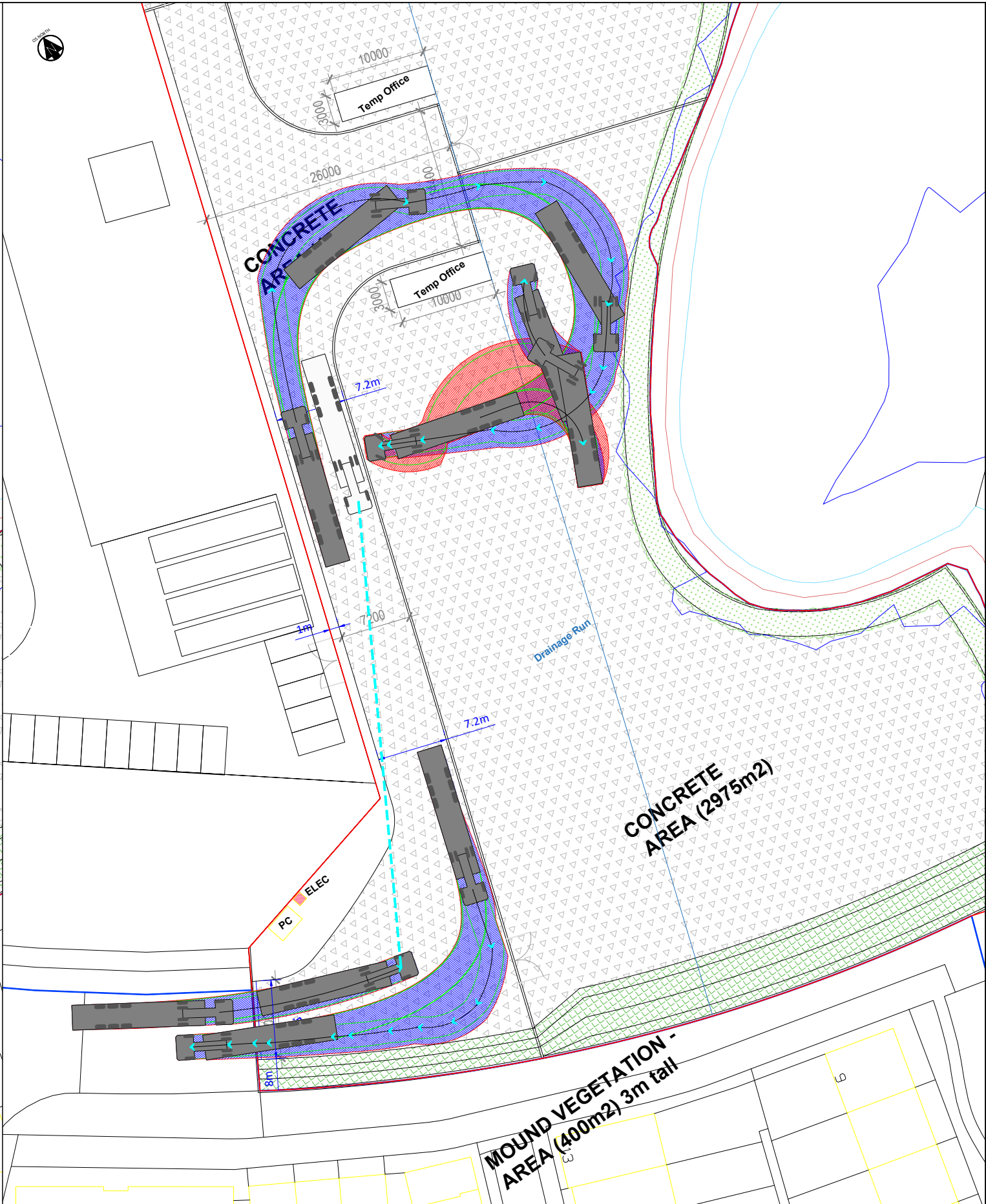
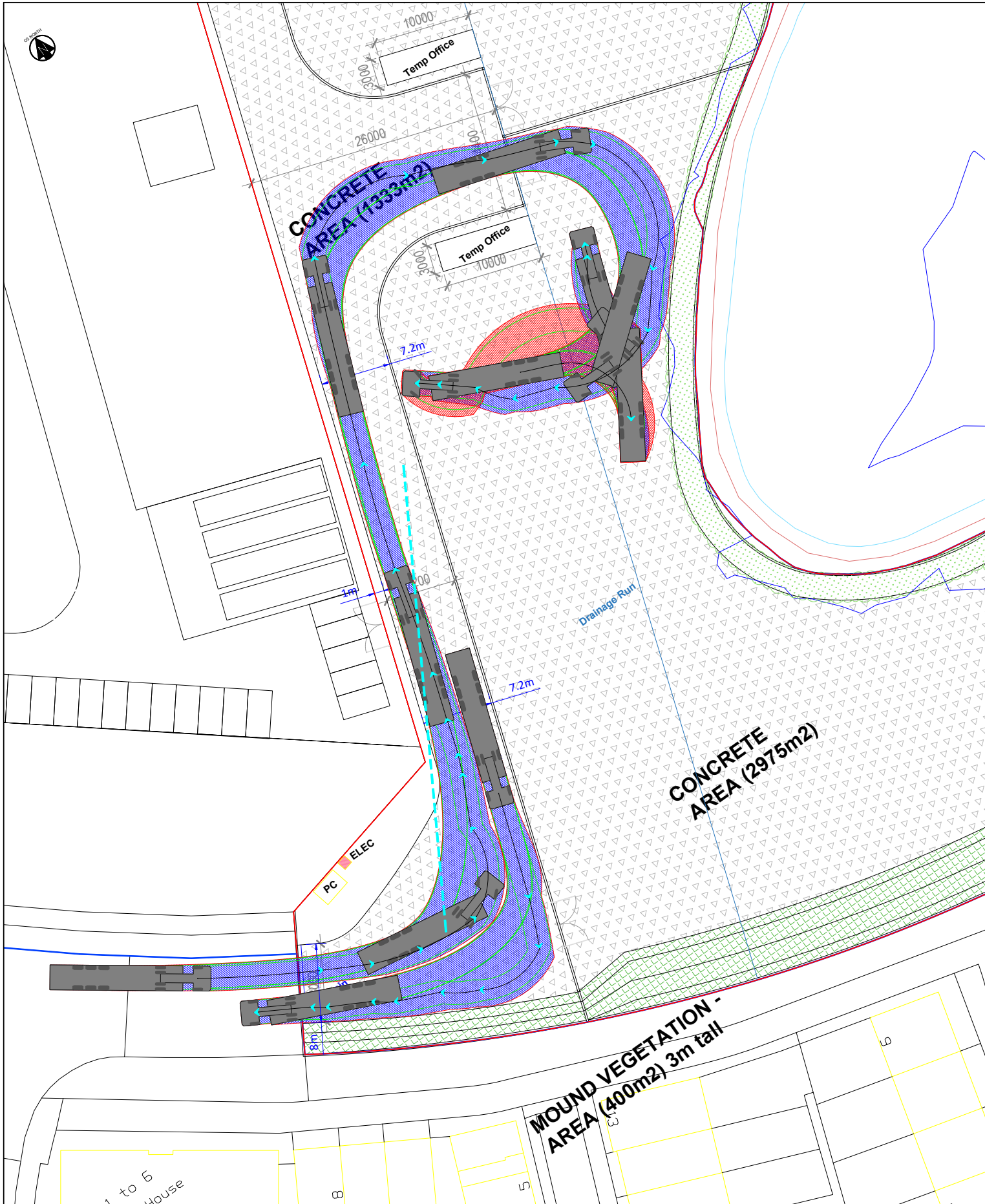
0-3-00

REV.

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Appendix B Swept Path Analysis



REVISIONS

Rev	Date	Description	By	App
P03	17/07/25	Third Issue	SD	DC
P02	19/06/25	Second Issue	GP	DC
P01	29/05/25	First Issue	GP	DC

Apex
TRANSPORT PLANNING

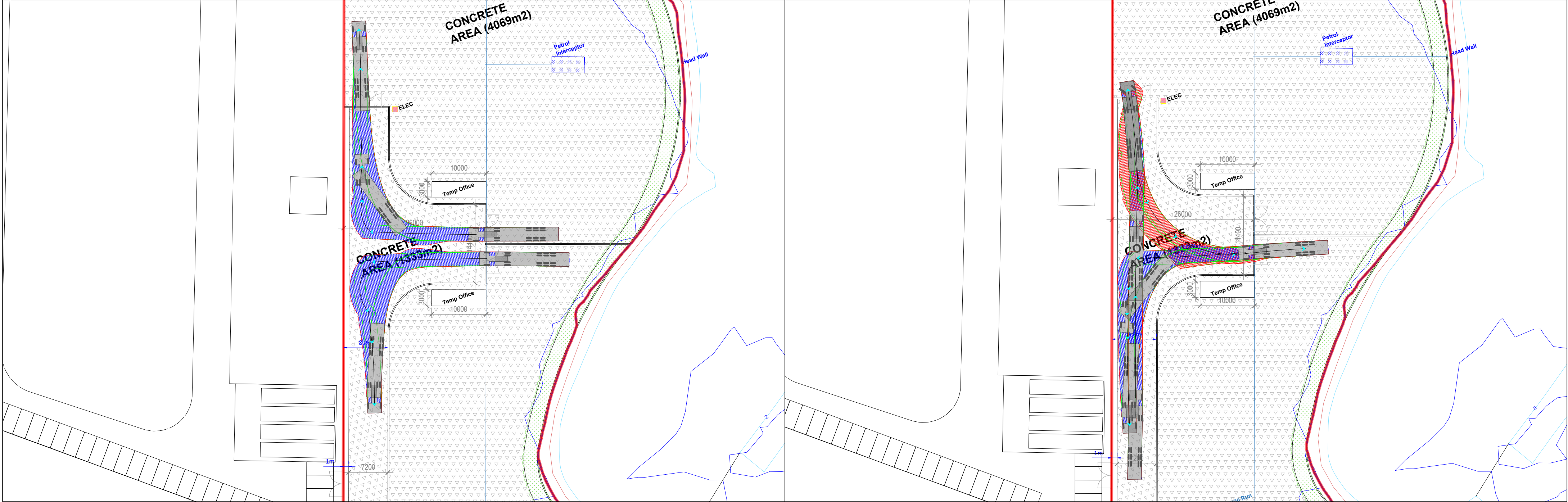
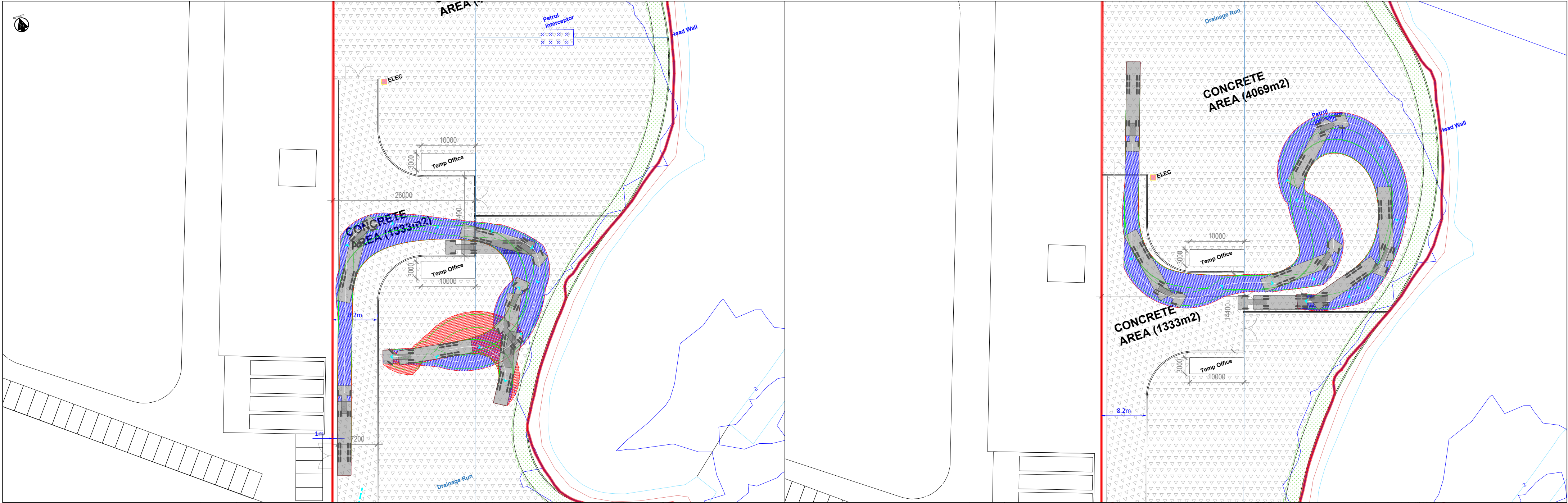
CLIENT
READY CONSTRUCTION LTD

PROJECT
DALEFIELD WAY, GRAVESEND

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF34 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

TITLE SWEEP PATH ANALYSIS USING 16.5M LONG ARTICULATED HGV	
SITE ACCESS - DALEFIELD WAY	
PROJECT NO. C25-066	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C25066-ATP-DR-TP-001	



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

DESIGN VEHICLE

Articulated max legal 16.5m

Tractor Width: 2.55
Trailer Width: 2.55
Tractor Track: 2.55
Trailer Track: 2.55
Lock to Lock Time: 6.0
Steering Angle: 42.7
Articulating Angle: 70.0

FORWARD

REVERSE

Vehicle body tracks

Direction of travel

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

POI	Date	Description	GP	DC
P02	19/06/25	Second Issue	GP	DC
P01	29/05/25	First Issue	GP	DC

Apex
TRANSPORT PLANNING

CLIENT
KEADY CONSTRUCTION LTD

PROJECT
DALEFIELD WAY, GRAVESEND

PROJECT NO.
C25-066

SCALE @ A2
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C25066-ATP-DR-TP-002