

The Steam Tug Cervia Preservation Trust

(Charity number 120169)

Supplementary Information

1. Introduction

This supplementary information has been prepared by the applicant on behalf of The Steam Tug Cervia Preservation Trust. Its purpose is to assist officers at Gravesham Borough Council (GBC) in their consideration and determination of the minor physical works required in relation to the following application.

“Application reference number 20230515 for a Lawful Development Certificate for the mooring of the historic steam tug Cervia at St Andrews Quay, Royal Pier Road, Gravesend, DA12 2BD, and its proposed use as a heritage museum under Use Class F1, in accordance with Section 192 of The Town and Country Planning Act 1990.”

The following additional plans and documentation are provided to support this application.

- This Supplementary Information document
- Mooring Bollards and Utility Pillar - as existing (Dwg No. 008 Rev 2)
- Mooring Bollards and Utility Pillars – as proposed (Dwg No. 009 Rev 2)
- Typical T-Head Bollard (Dwg No. 010 Rev 1)
- Existing Utilities and Mooring Bollards images (JPEG Zip Folder)

2. Mooring Bollards

There are currently six 10-tonne mooring bollards fixed to the top of the quayside wall. It is likely that these were installed circa 2011 following Gravesham Borough Council's decision in January 2011 to install vessel mooring facilities along the northern edge of St Andrews Gardens, henceforth to be known as St Andrews Quay.

There are also six 20-tonne mooring bollards fixed to the top of the quayside wall. These were installed in 2017, replacing existing 10-tonne bollards, to facilitate the mooring of the former Trinity House lightship LV21 at St Andrews Quay. Each of these bollards is mounted on a steel plate (approximately 700mm wide x 600mm deep x 25mm thick) to provide additional strength and structural integrity where the wall has been drilled for the original 10-tonne bollards, and for the steel fence which was originally installed on top of the wall.

It is proposed to replace three of the six existing 10-tonne bollards with three new 20-tonne mooring bollards to match those installed in 2017. In addition, it may be necessary to install one additional 20-tonne bollard close to the position of an original bollard that has been removed at some time in the past. The locations of the bollards, existing and proposed, are shown in drawings 008 and 009.

Dimensions of the bollards are given in drawing 0010, and images of the existing 10-tonne and 20-tonne bollards are included in the JPEG zip folder. Since the proposed new bollards will match those already in use, it is not considered that there will be any adverse visual impact.

3. Utility Services

The existing electricity and water services to St Andrews Quay are supplied from a brick-built utilities cabinet adjacent to Crooked Lane, and which was built in 2017. Underground metered services are laid from the cabinet to a utilities connection pillar installed on the edge of the grassed area in St Andrews Gardens. The pillar is 130cm tall x 30cm diameter, and contains a 63 Amp electricity socket outlet and a water connection point. Electricity and water connections from the utilities pillar to LV21 are achieved by laying a flexible cable and water hose in a 5-metre long, 150mm wide metal-capped trough which is cut into paved area. The existing arrangements are shown in drawing 008, and images of the utilities cabinet, utilities connection pillar, and the metal-capped trough are provided in the JPEG zip folder.

In order to facilitate the repositioning of LV21 and the mooring of Cervia, it is proposed to relocate the existing utilities connection pillar, and to install an additional utilities connection pillar of the same or similar type. These will be connected to the existing utilities cabinet adjacent to Crooked Lane via new and/or diverted underground metered services.

The location of the existing utilities connection pillar is sub-optimal, being 5 metres away from the quayside, on the opposite side of the pedestrian walkway. Our preferred location for the connection pillars is adjacent to the quayside wall. This is the normal practice for quayside berths; it simplifies the connection of services to vessels, it avoids the need for accessible troughs, and enables the paved pedestrian walkway to be permanently reinstated. The proposed layout is shown in drawing 009.

Nevertheless, if Gravesham Borough Council has a valid and over-riding reason not to permit the siting of the utilities connection pillars in the standard location adjacent to the quayside, we have shown optional locations for the pillars on the edge of the grassed area, precisely the same arrangement as is currently used.

4. Access Platform

There are currently three vessel access points on St Andrews Quay, consisting of raised concrete platforms with ramps. LV21 currently uses the central access platform.

As set out in the Planning & Heritage Statement, the proposal to locate Cervia at St Andrews Quay will require the repositioning of LV21, either by moving the vessel approximately 18 metres to the west (ie towards the Three Daws and Town Pier), or by moving the vessel approximately 15 metres to the east (towards Bawley Bay and St Andrew's Arts Centre). Since Gravesham Borough Council is the owner and operator of St Andrews Quay, we are content for Gravesham Borough Council to determine the preferred option.

In the event that LV21 is repositioned 15 metres to the east (ie towards Bawley Bay and St Andrew's Arts Centre), it is possible that the eastern access platform will need to be extended by approximately 1 metre to 1.2 metres, to align with access to the vessel. This is shown in Note 3 in drawing 009. However, if LV21 is repositioned to the west, it is unlikely that any alterations to the access platforms will be required.

5. Summary

It can be seen that the physical works are of a minor nature, such as the installation of utility services that do not normally require planning consent, and are the same type or similar to those already installed on the site. The proposed mooring bollards are purely upgraded replacements for existing bollards, using the same equipment as those that are already

installed and in use at St Andrews Quay. The possible extension of the existing raised access platform is relatively minor engineering work, and can be avoided altogether by repositioning LV21 to the western section of St Andrews Quay. Once reinstated, the works will have no adverse impact on the appearance of St Andrews Quay or St Andrews Gardens, and are the same facilities that are already installed and in use at St Andrews Quay. These minor physical works do not introduce any fundamental changes to the current use of St Andrews Quay.

We can see no valid reason why this application should be refused, it accords with policies in Gravesham's Local Plan Core Strategy, and it is therefore our view that this application should be supported in accordance with the NPPF's presumption in favour of sustainable development.

If you require further information or clarification, please do not hesitate to contact the applicant.