

Delegated Report

Lawful Development Certificate (Proposed)

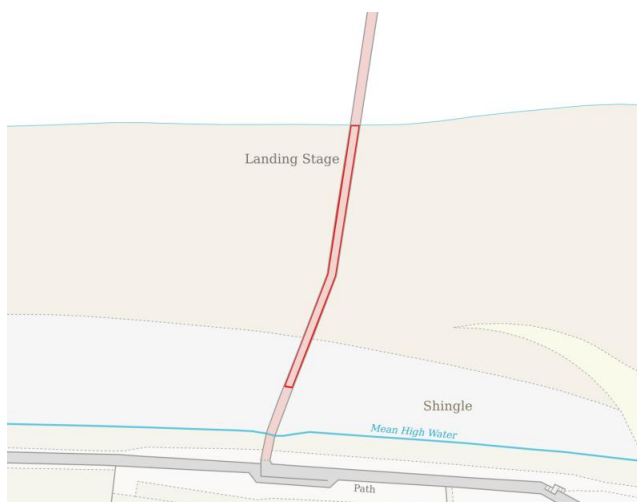
Application no:	20250936
Location	Denton Wharf Mark Lane Gravesend Kent
Proposal:	Application for a Proposed Lawful Development Certificate for the repair of the pier using new steel bridge sections.
Applicant:	Mr Paul Tetu, City Of London Corporation
Site Visit	N/A Desktop Assessment

Plans & Documents

- Application form;
- Location Plan;
- Drawing no. 136-106-11 Rev. P01 – General Arrangement;
- Drawing no. 136-106-12 Rev. P01 – Modifications to Bridge Structure (Unit 1);
- Drawing no. 136-106-13 Rev. P01 – Modification to Bridge Structure (Unit 2);
- Drawing no. 136-106-14 – Bridge Structure (Unit 1);
- Drawing no. 136-106-15 Rev. P01 – Bridge Structure (Unit 2);
- Drawing no. 136-106-16 Rev. P01 – Details at Grid 3, Grid 5 Bridge Structure;
- Drawing no. 136-106-17 Rev. P01 – Details at Grid 7 Proposed Piles;
- Drawing no. 136-106-20 Rev. P01 – Details at Grid 5, Grid 6 Proposed Piles;
- Drawing no. 136-106-21 Rev. P01 – Details at Grid 5 Proposed Piles; and
- Drawing no. 136-106-22 Rev. P01 – Pier Details.

Application Site

The site consists of Denton Pier at Denton Wharf as seen in the below site location plan:



Material Consideration

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO).

Relevant Planning History

None.

Officer Assessment

Permitted Developments Rights Restrictions

Article 2 (3) Land (AONB, Conservation Area)	N
Article 4 Direction	N
Permitted Development Rights Removed/Restricted	N/A

The proposal is for repair of the pier following an arson attack fire which took place on 31 August 2024. Due to the damage to the pier from the fire, the occupier of the pier the City of London Corporation have applied for this Proposed Lawful Development Certificate as they consider that the proposed repairs are permitted development under Part 8 (Class B) of the GPDO.

The existing timber decks at either end of the pier as well as the jetty are to be retained. It is the two central sections 'Bridge Unit 1' and 'Bridge Unit 2' which are to be refurbished – parts of the bridge decks are to be removed and over sleeved. A number of spans and piers were damaged in the fire and it is proposed to repair the pier using new steel bridge sections; it is stated these will be no wider than the previous timber sections and the new bridge spans will largely remain within the dimensional boundary of the fire damaged structure. This would be overlaid with Durbar flooring (hot-rolled structural steel floor plate) which is anti slip. Furthermore, at the junction between 'Bridge Unit 1' and 'Bridge Unit 2' the sections will be repaired with steel piles located over the positions of the existing timber piles. The existing timber piles will be cut down to just below the existing pile cap, the new piles driven over existing pile stump with the new piles will penetrate approximately 2m in the riverbed; bracing is to be bolted to the existing timber piles using bolts.

The proposal stands to be considered under Part 8 (Class B) of the GPDO which is as follows:

B. Development on operational land by statutory undertakers or their lessees or agents of development (including the erection or alteration of an operational building) in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings, required— (a) for the purposes of shipping, or (b) in connection with the embarking, disembarking, loading, discharging or transport of passengers,

livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking, or (c) in connection with the provision of services and facilities

B.1	Development is not permitted by Class B if it consists of or includes—	Y/N
(a)	the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic; or	N
(b)	the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of— (i) an educational building, (ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation, or	N
(c)	where the development falls within paragraph B(c)— (i) the erection of a building other than an operational building; or (ii) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.	N – The pier could be said to be a building being re-constructed but from the submitted drawings it is not considered that its design or external appearance would be materially affected. There are new changes with steel instead of timber for the Bridge Units 1 & 2 sections with Durbar floor finish and new steel piles but overall it is not considered that the design or external appearance would be materially affected.

Condition B.1A.—(1) Development is permitted by Class B subject to the condition that the relevant statutory undertaker consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph B.3.

As such, given that the proposed repair works to the pier would not change the overall size of the pier and its design or external appearance would not be materially affected, it is considered that the proposed development complies with Schedule 2, Part 8, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, and a Proposed Lawful Development Certificate can be granted.

Recommendation: Grant Lawful Development Certificate

Case Officer:	Ms Rebecca Harrison	Team Leader:	Richard Hart
Signed:	<i>Rebecca Harrison</i>	Signed:	<i>R Hart</i>
Dated:	17th November 2025	Dated:	17th November 2025