

LV21, Gravesend

Gravesham Borough Council

HERITAGE STATEMENT | JANUARY 2024

On behalf of Gravesham Borough Council



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Section 1

Introduction.

1 | Introduction

Overview

- 1.1 This Heritage Statement has been prepared on behalf of Gravesham Borough Council ('the Applicant') to support a full planning application for the permanent mooring of LV21 lightship at St Andrews Quay, West Street, Gravesend, DA11 0BG. It provides an assessment of the anticipated heritage effects of the proposals. The ship is currently in-situ under a temporary consent and has been moored at this location since 2017.
- 1.2 The proposed location is adjacent to the river front boundary of the High Street and Queen Street Conservation Area and within the setting of a number of nearby heritage assets.
- 1.3 This report will:
- Set out the relevant legislative and policy framework within which to understand the proposed development of the Site;
 - Provide a proportionate and robust analysis of the Site and surrounding area's historic development;
 - Describe the Site and identify relevant heritage assets, their significance and the contribution of their setting to significance;
 - Provide an assessment of the potential effects to the significance and setting of identified heritage assets resulting from the proposed development.
- 1.4 The methodology used in this assessment is set out in Appendix 1. The baseline was prepared using ongoing desk-based research and fieldwork undertaken in Jan 2024.
- 1.5 The report is produced by Icen Projects. Specifically, it is authored by: Edward Wollaston - Senior Consultant and Lucy Nicholson - Associate.

Understanding the Site

- 1.6 LV21 has been under a temporary mooring along the Gravesend river front since 2017. As part of its regeneration plans, Gravesham Borough Council ('GBC') is looking to permanently retain the LV21 vessel along the river front at Gravesend, for cultural and tourism use. This vessel is to be located on the River Thames, to the west of Gravesend Pier, north of Crooked Lane and Elizabeth Gardens.
- 1.7 There is a requirement that the permanent mooring of the vessel requires planning permission to enable the change of use of the riverside.
- 1.8 The proposed location is located along the boundary of High Street and Queen Conservation Area. A location which collectively tells the story of the changing character of Gravesend and the river front. The area was once a hub of commercial maritime activity over many centuries.
- 1.9 The historic development of Gravesend is intimately connected to the Riverside and the commercial activity associated with it, which saw the construction of a variety of commercial buildings, warehousing, residential houses, and shops, public houses and brewery buildings. Some of which survive today within the Heritage Quarter and the High Street and Queen Street Conservation Area.
- 1.10 Many of the heritage assets in the vicinity of the Site are of considerable architectural, artistic and historic interest. Many of their settings are defined by their relationship to the River Thames and often the best views of these heritage assets are from the areas adjacent to the site along this portion of the south bank.



Figure 1.1 Site Location (approximate site boundary)

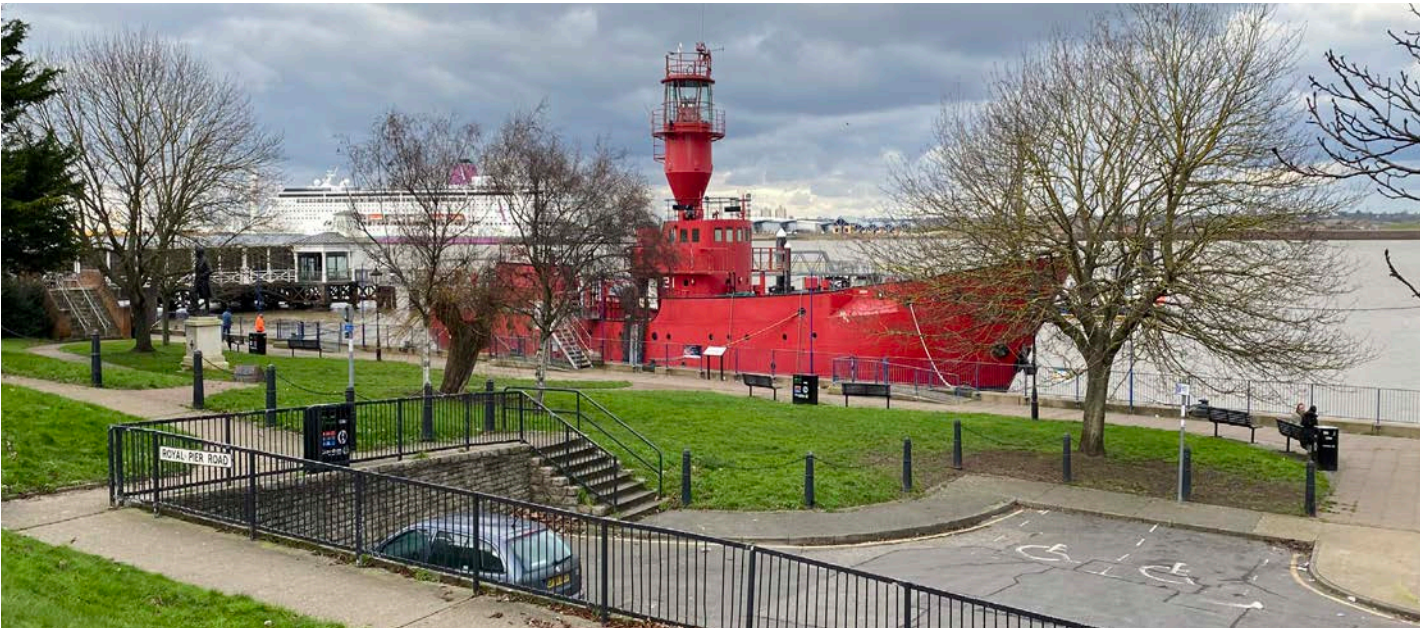


Figure 1.2 LV21 Site Visit 2024

1 | Introduction

Identification of Heritage Assets

- 1.11 The location for the permanent mooring and new dock is located on the boundary of the (A) High Street & Queen Street Conservation Area, (identified in the adjacent map.) (B) The Riverside Conservation Area abuts St Andrews Gardens to the east of the proposed mooring location and has the potential to be effected by change within its setting.
- 1.12 As identified in the High Street & Queen Street Conservation Area Appraisal as important focal point buildings the change to the setting of The Town Pier (Grade: II*, List Entry Number: 1089004), The Three Daws Public House(Grade: II, List Entry Number: 1089052, St Andrew’s Arts Centre (Grade: II, List Entry Number: 1039109) - are all individually assessed, in order to provide a proportionate and succinct assessment.
- 1.13 Heritage Assets carried forward for individual assessment therefore include;

Conservation Areas

- (A) High Street & Queen Street Conservation Area (outlined in pink)
- (B) Riverside Conservation Area (western areas outlined in blue)

Listed Buildings (Outlined in Yellow)

- (1) The Town Pier (Grade: II*, List Entry Number: 1089004)
 - (2) The Three Daws Public House (Grade: II, List Entry Number: 1089052)
 - (3) St Andrew’s Arts Centre (Grade: II, List Entry Number: 1039109) (Within Riverside Conservation Area) & The Mission House (Grade: II, List Entry Number: 1089038)
- 1.14 Due to their physical connection The Mission House (Grade: II, List Entry Number: 1089038), is considered within the assessment of St Andrew’s Arts Centre.
- 1.15 The effects on heritage assets located at further distances from the application site, including those at the north end of conservation area nearby to the riverside, on West Street and along High Street and Queen Street including; 80, High Street (Grade: II*, List Entry Number: 1367090), The New Falcon Inn (Grade: II, List Entry Number: 1025874), The Pier Public House (Grade: II, List Entry Number: 1341514), 3 and 3A, High

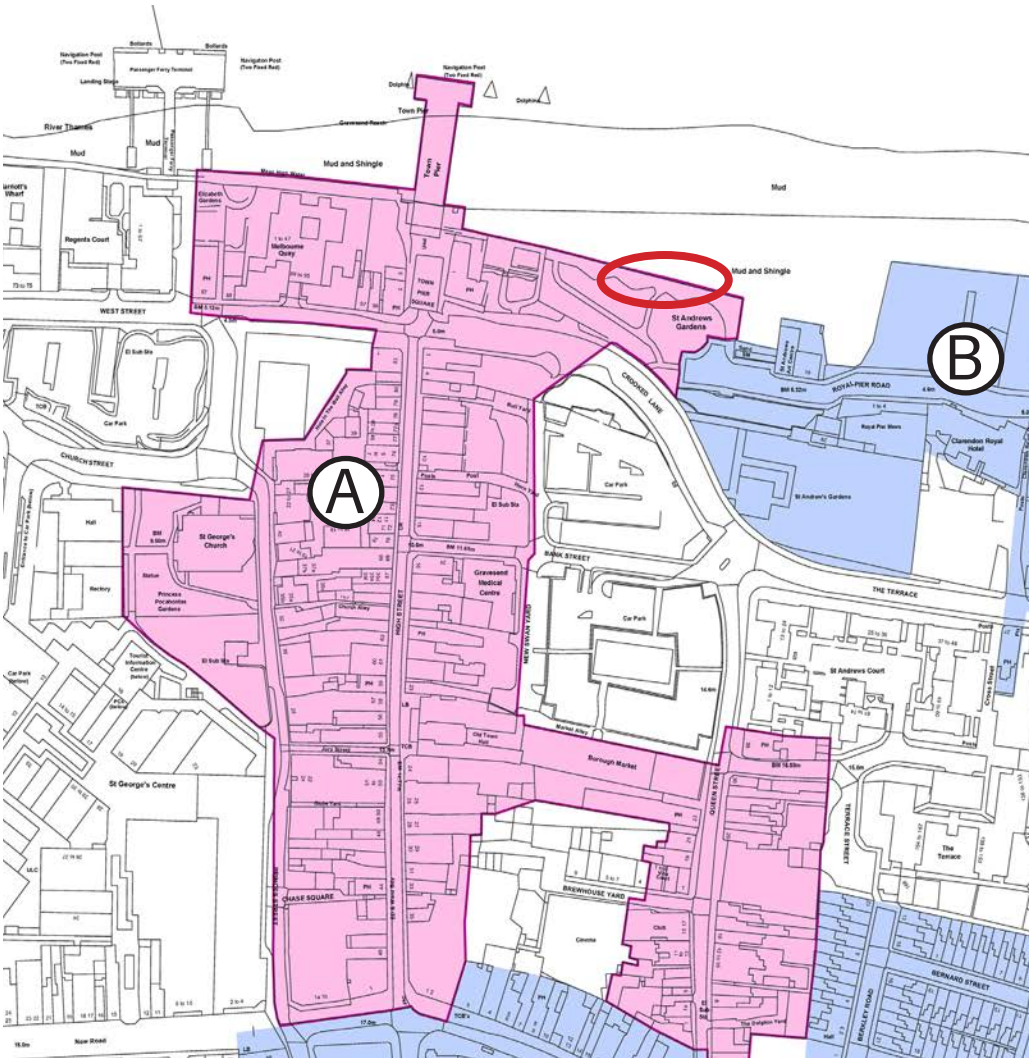


Figure 1.3 High Street & Queen Street Conservation Area Boundary - Current Boundary Map Gravesham Council

Street (Grade: II, List Entry Number: 1054807) Thames House (Grade: II, List Entry Number: 1038337), 79, High Street (Grade: II*, List Entry Number: 1089059), 96,97,98, West Street (Grade: II, List Entry Number: 1261190), 4 and 5, High Street (Grade: II, List Entry Number: 1341499) (all shown on the Map in Figure 1.4) are likely to experience more generalised effects upon their setting. Therefore they have been scoped out of individual assessment and have been referred to in general terms when discussing the effects on the conservation area as a whole.

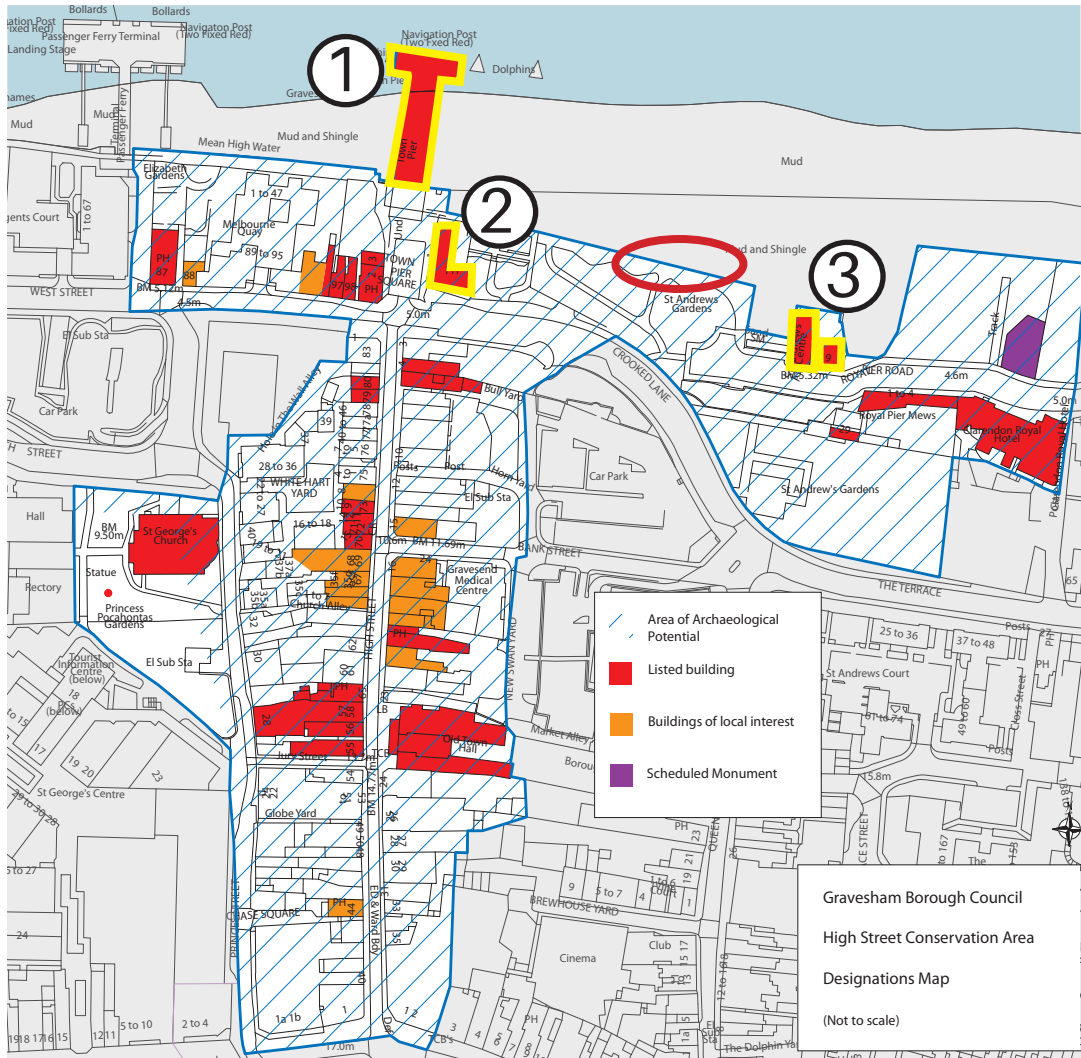


Figure 1.4 Heritage Asset Map High Street and Queen Street Conservation Area Appraisal Note - Boundary Altered c.2009 to include areas to the south around Brewers Yard. Eastern edge of character Area 4 given over to the Riverside Conservation Area.

Section 2

Relevant Planning Policy, Legislation & Guidance.

Legislation		Statutory Development Plan		
2.1	Primary legislation under Section 66 (1) of the Planning (Listed Buildings and Conservation Areas Act) 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or Secretary of State, as relevant, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest that it possesses.	Policy Document	Relevant Policy	Summary
		Gravesham Local Plan Core Strategy (2014)	Policy CS05: Town Centre Opportunity Area	This sets out the policy that Gravesend Town Centre Opportunity Area will be the principal focus for town centre related economic and social activity in the Borough. The importance of the Heritage Quarter has specific mention. Within this area relevant point of the policy include; • Support the redevelopment of under-used sites where this makes more efficient use of the sites and improves townscape character; and; • Support and enhance retail, leisure, entertainment, cultural and tourism provision in accordance with the sequential approach;
			Policy CS20: Heritage and the Historic Environment	The Council will accord a high priority towards the preservation, protection and enhancement of its heritage and historic environment central to the regeneration of the area and the reinforcement of sense of place. There is a focus on securing viable, sustainable and appropriate futures for such assets at risk will need to be reconciled with the sensitivity to change hat many present. it states; Proposals and initiatives will be supported which preserve and, where appropriate, enhance the significance of the Borough’s heritage assets, their setting where it contributes to the significance of the asset and their interpretation and enjoyment, especially where these contribute to the distinct identity of the Borough. These include: • Gravesend Town Centre, its development as a heritage riverside town, and its setting; • The Borough’s urban and rural conservation areas; and • Surviving built features and archaeology relating to the Borough’s maritime, military, industrial and transport history. The policy states that when considering the impact of a proposed development on a designated heritage asset, the weight that will be given to the asset’s conservation value will be commensurate with the importance and significance of the asset. For non-designated assets, decisions will have regard to the scale of any harm or loss and the significance of the heritage asset.
2.2	The Development Plan for Gravesham currently consists of: • Gravesham Local Plan Core Strategy (2014) • Gravesham Local Plan First Review (1994) – saved Policies	Gravesham Local Plan First Review (1994) Saved Policies	Policy TC3: Development affecting Conservation Areas	The Borough Council will adopt the following approach to applications for development within or affecting conservation areas:- (i) Where development is acceptable in relation to other policies in this Plan, it will be carefully judged for its impact and will be expected to make a positive contribution to the conservation area. The Borough Council will expect applications to contain sufficient details to enable the impact of the proposal upon the conservation area to be assessed. (ii) The demolition of unlisted buildings will be resisted unless the Borough Council is satisfied that the existing building is harmful to the conservation area and that the proposals for redevelopment or other use of the site will be beneficial. To this end, the Borough Council may, in suitable cases, require an agreement for the replacement of the building or other suitable treatment of the site, prior to the granting of conservation area consent for demolition.
2.3	The relevant policies to this report are summarised in Table 2.1 adjacent.			
2.4	Relevant allocations at the Site include: • Within Gravesend Town Centre Opportunity Area (CS05) • Within the Conservation Area Policy CS20: Heritage and the Historic Environment			
2.5	Relevant national guidance and policy is contained within the National Planning Policy Framework, Planning Practice Guidance and National Design Guide.			

Table 2.1 Summary of Local Policy

2 | Relevant Planning Policy, Legislation & Guidance

National Policy and Guidance

National Planning Policy Framework (Dec 2023) (As amended)

- 2.6 The NPPF affirms, in paragraph 135, the need for new design to function well and add to the quality of the surrounding area, establish a strong sense of place, and respond to local character and history, while not preventing or discouraging appropriate optimisation, innovation or change (such as increased densities).
- 2.7 Paragraph 139 requires development that is not well-design to be refused, whilst significant weight should be given to development which reflects local design policies and/or is outstanding, innovative and helps raise the design standards in the area.
- 2.8 Paragraph 200 states that local planning authorities should require applicants to describe the significance of heritage assets affected and any contribution made by their setting. The level of detail provided should be proportionate to the significance of the asset.
- 2.9 Paragraph 201 emphasises that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- 2.10 Paragraphs 205 - 208 address the balancing of harm against public benefits. If a balancing exercise is necessary (i.e. if there is any harm to the asset), great weight should be applied to the statutory duty where it arises, and any harm to significance should require a clear and convincing justification. Where substantial or less than substantial harm will arise as a result of a proposed development, this harm should be weighed against the public benefits of a proposal, including for less than substantial harm, securing its optimum viable use (para.208). In the case of substantial harm, this must be necessary to achieve substantial public benefits, or a number of criteria set out in paragraph 207 apply..
- 2.11 Paragraph 212 encourages opportunities for new development within, and within the setting of, Conservation Areas and World Heritage Sites, to enhance or better reveal their significance. Whereas paragraph 213 notes that loss of an element which makes a positive contribution to these should be assessed according to paragraphs 207 and 208, taking into account its contribution to the whole.

Planning Practice Guidance (Last Updated June 2021)

- 2.12 Paragraph 002 states that conservation is an active process of maintenance and managing change that requires a flexible and thoughtful approach.
- 2.13 Paragraph 006 sets out how heritage significance can be understood in the planning context as archaeological, architectural, artistic or historic.
- 2.14 Paragraph 018 explains that, where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the NPPF (paragraphs 207-208) apply. It goes on to state that whether a proposal causes substantial harm will be a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the NPPF. In general terms, substantial harm is a high test, so it may not arise in many cases.
- 2.15 The PPG also provides clear guidance in paragraph 020 on the meaning of ‘public benefits’, particularly in relation to historic environment policy, including paragraphs 207 to 208 of the NPPF. The PPG makes clear that public benefits should be measured according to the delivery of the three key drivers of sustainable development: economic, social and environmental outcomes, all of which are reflected in the objectives of the planning system, as per Paragraph 8 of the NPPF.

Other Relevant Guidance

- 2.16 The following is considered to be relevant national and local guidance and has informed this report:
 - High Street & Queen Street Conservation Area Appraisal (2007)
 - Riverside Conservation Area Appraisal (2007)

Figure 1.5 Extract of Planning Policy Mapping

Section 3

Historic Development of the Site & Surroundings.

3 | Historic Development of the Site & Surroundings

LV21, GRAVESEND RIVERSIDE

Historic Development of the Area - Gravesend Riverside

3.1 The earliest mention of Gravesend is in doomsday however there is earlier signs of settlement in the area nearby. Development in the medieval period occurs due to the status of the town first granted a charter for a market in 1286. At various time since the medieval period the town has been subject of wide scale reconstruction, sacked and burned during the hundred years war in 1380. The first notable fortifications were constructed was the Blockhouse in 1543 the footings of which survive along the river front. Gravesend, was formed by the amalgamation of the historical parishes Gravesend and Milton, broadly demarcated along High Street, and was initially conferred as a borough in 1562, which underwent successive renewals. The town remained significant throughout the 15th-18th centuries as the first port on the Thames towards London acting as an important place for resupply, or embarking passengers.



Figure 3.1 1871-1890 OS Map

3.2 High Street was established by the early medieval period due to its position adjacent to the river and the landing wharfs. It formed the primary route into the town and served as the central spine of development which began to emerge further south at the junction with West Street. It was during the late 18th century, that the current pattern of the town emerges with West Street, East Street, Crooked Lane, High Street, King Street, Queen Street, and Princes Street becoming the most prominent streets and largely dictating the pattern of future development in the wider town.

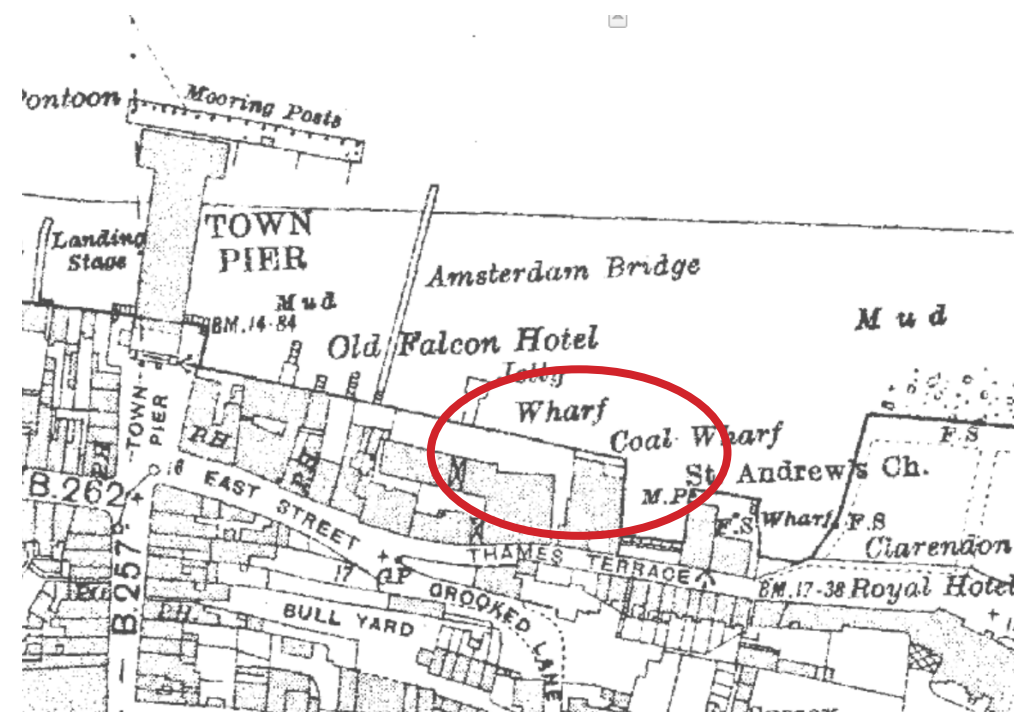


Figure 3.3 1907-1923 OS Map

3.3 In the early 19th century, Gravesend witnessed a surge in popularity as a coastal retreat with the establishment of the Clifton Baths in 1800, featuring nine sea bathing machines. Around 1815, steam pleasure boat services from London to Gravesend further enhanced its appeal. Concurrently, Albion Parade emerged boasting separate baths further enhancing the towns reputation as a leisure destination. In 1834, the Town Pier was constructed, a cast iron structure designed by William Tierney Clark. Its purpose was to cater to visiting pleasure boats. Following this, the Royal Terrace Pier was inaugurated in 1844. These piers not only facilitated transport but as pleasure piers served as important attractions to the riverside and Gravesend as a resort.

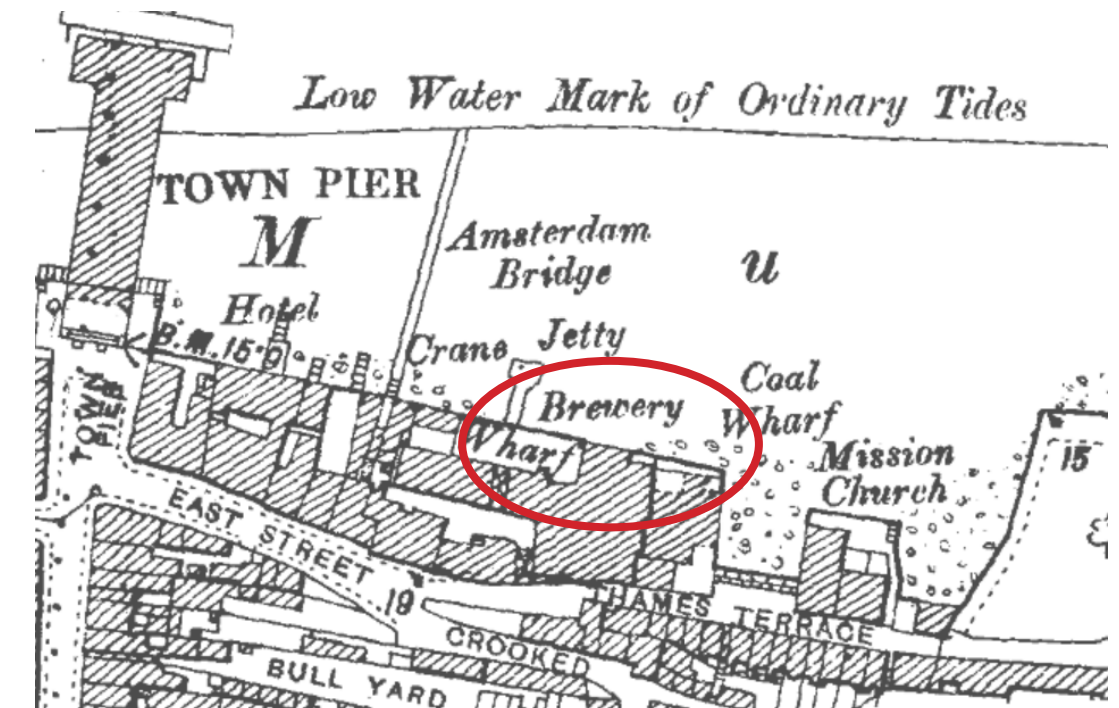


Figure 3.2 1897-1900 OS Map



Figure 3.4 1929-1952 OS Map

3 | Historic Development of the Site & Surroundings

- 3.4 A series of fires throughout the 19th century, throughout the northern part of the town and along West Street and High Street necessitated extensive rebuilding of the riverside buildings. The subsequent rebuilding efforts allowed for new interconnecting street towards the main routes of High Street, Queen Street, Crooked Lane, and West Street. Over time, development occurring within this pattern of streets has resulted in a generally densely packed clustering of building extending southwards from the river.
- 3.5 The area adjacent to the mooring location was historically occupied by a tight group of the commercial and residential properties some of which were associated with the river frontage but largely featured inns and public houses, of mixed age but broadly dating to the early 17th-19th Century. This is marked as a 'Landing Stage' on the earliest OS Maps of the area later featuring markers for a jetty and with a number of wharfs evident. Buildings in the block included The "Old Falcon Hotel" and next door "King of the Belgians", Public House. The rear of the Old Amsterdam Pub is shown in Figure 3.5 taken from 'The Old Amsterdam Bridge a pier stretching out over the mud bank adjacent to Town Pier and shown on the OS Maps in Figures 3.1-3.4. The image in Figure 3.6 shows some of these demolished structures had a commercial use connected to the riverside including the offices for the The Sailors Society and Norwegians Seaman's Mission.
- 3.6 The buildings were all demolished from the 1930s onwards eventually cleared in the 1960s and replaced with a new road system and St Andrew's Gardens. This heavily altered the urban setting and largely cut High Street off from the river including the St Andrews Chapel, The Mission House and the Clarendon Royal Hotel located to the east. Only the Three Daws remains of this group of buildings.

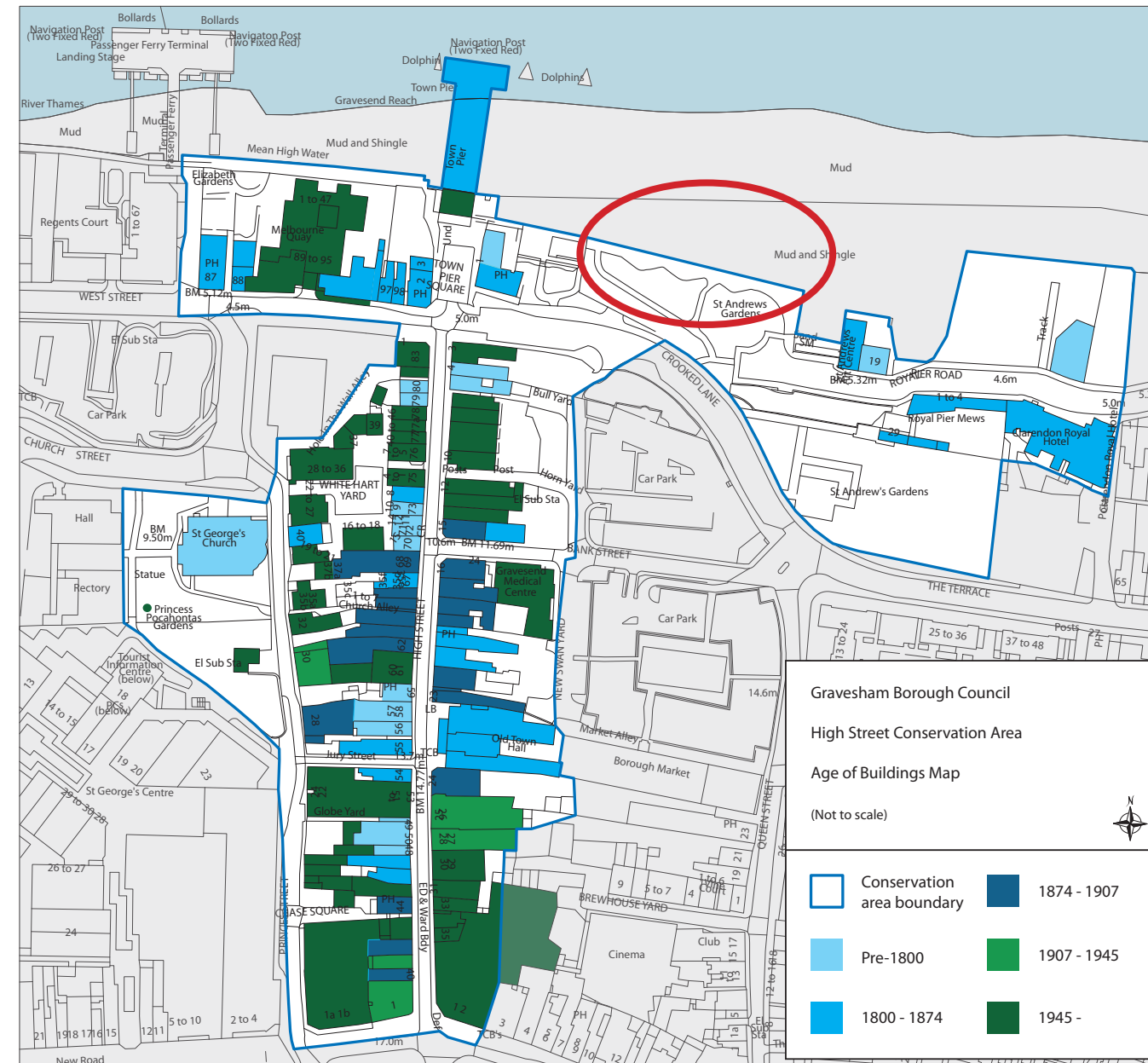


Figure 3.7 Townscape Appraisal Map High Street and Queen Street Conservation Area Appraisal Age of Building s Map. 2007 Note: without boundary changes.



Figure 3.5 Date unknown (pre 20th Century) View from the Amsterdam Bridge of the rear of the Riverside and the Old Amsterdam Public House



Figure 3.6 c1909 The row of Public Houses showing the Three Daws (furthest left) The Old Amsterdam, The Old Falcon Hotel and the King of the Belgium.

3 | Historic Development of the Site & Surroundings

Historic Development - LV21

- 3.7 As a museum ship, a detailed history of the vessel and its service history is available aboard the vessel and online. The following summarises the ships history for context. The information has largely drawn from the detailed research available at <https://lv21.co.uk/>.
- 3.8 The ship was Launched in 1963. (Light Vessel 21 (LV21) National Historic Ship Number.3220) as the last Philip and Sons of Dartmouth ship at commissioned at Trinity House.
- 3.9 The largely ship assumed duties along the Kent coast, being stationed at various locations, including The Varne and East Goodwin, during the period spanning from 1976 to 1988.
- 3.10 In 1981, the vessel was involved in an incident whereby it collided with the ORE METEOR, which was being towed by the tug SUZANNE M. The ship survived intact. In 1988, LV21 underwent a substantial modification, transforming into an automatic lightvessel. After being stationed in the channel, East Goodwin and Seven Stone in Cornwall the ship was decommissioned by Trinity House in 2008.
- 3.11 The ship was subsequently, purchased in 2009, and has since been converted to a floating museum ship. It arrived at Gravesend Riverside in 2017. Most recently the ship received the 2023 Static Flagship of the Year Award from National Historic Ships.

3.12 Key Dates

- 1962 - Ordered by Trinity House, London
- Sept 1963 - Launched on
- December 1963 - Handed over to Trinity House
- 1976 - Stationed at East Goodwin station, on the East Coast
- 1980 - Stationed at Varne station, southwest of Dover
- June 1981 - Suffered a collision with ORE METEOR, which was being towed by the tug SUZANNE M
- 1988 - Converted to automatic lightvessel in Newcastle
- 1995 - Stationed at Channel station
- 1997 - Stationed at East Goodwin station
- 2003 - Stationed at Seven Stones station, west of Cornwall
- 2008 - Decommissioned by Trinity House and moored at Trinity House Depot, Swansea
- 2009 - Acquired by current owners



Figure 3.8 LV21 1969



Figure 3.9 Lv21 1972



Figure 3.10 Lv21 1982



Figure 3.11 LV21 1989



Figure 3.12 Lv21 2017 - from the riverside

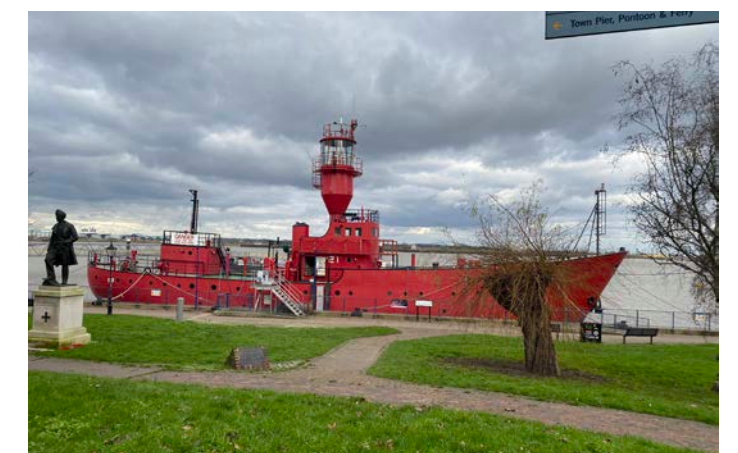


Figure 3.13 Lv21 from St Andrews Gardens Site Visit 2024

Section 4

Assessment of Significance.

4 | Heritage Assets & Significance

Conservation Areas

High Street Conservation Area

- 4.1 The High Street and Queen Conservation Area was first designated on 16th January 1970. The Conservation Area Appraisal (2007) divided the area into four distinct Character Areas; 1 - High Street, 2 - Town Pier and West Street, 3 - St George's Church, 4 - Riverside (Figure 4.1) The conservation area boundary was later amended to include areas to the south around Brewhouse Lane and reallocate areas along the waterfront (most of character area 4 -Riverside) to within the Riverside Conservation Area.
- 4.2 Only the character area 2 Town Pier and West Street (within the High Street & Queen Street Character Area and the previous character area 4 Riverside (now part of Riverside Conservation Area) are likely to experience any meaningful change as a result of the proposals due to proximity. Particular focus is therefore draw towards these areas and the assets within them.
- 4.3 The positive qualities of the Town Pier and West Street Character Area are described the Conservation Area Appraisal as having an urban riverside character; there are cohesive groupings of buildings with similar qualities, these are commonly between three or four storey buildings dating to the 18th and 19th centuries although features some modern infill. Town Pier remains an important feature in the streetscape, as do St Andrews Church, and The Three Daws which are all identified as landmark buildings. Town Pier Square at the base of High Street is an important part of the Heritage Quarter and although with a degree of variety is broadly cohesive in its historic riverside character. St Andrews Gardens is noted as a Positive Open Space.
- 4.4 Buildings within the conservation area demonstrate a variety in terms of materials, design and roof style; There is a use of local vernacular materials and techniques including local brick and weatherboarding,. other important features including doorways parapet lines and the variety of historic sash windows form and shop fronts, add further interest;

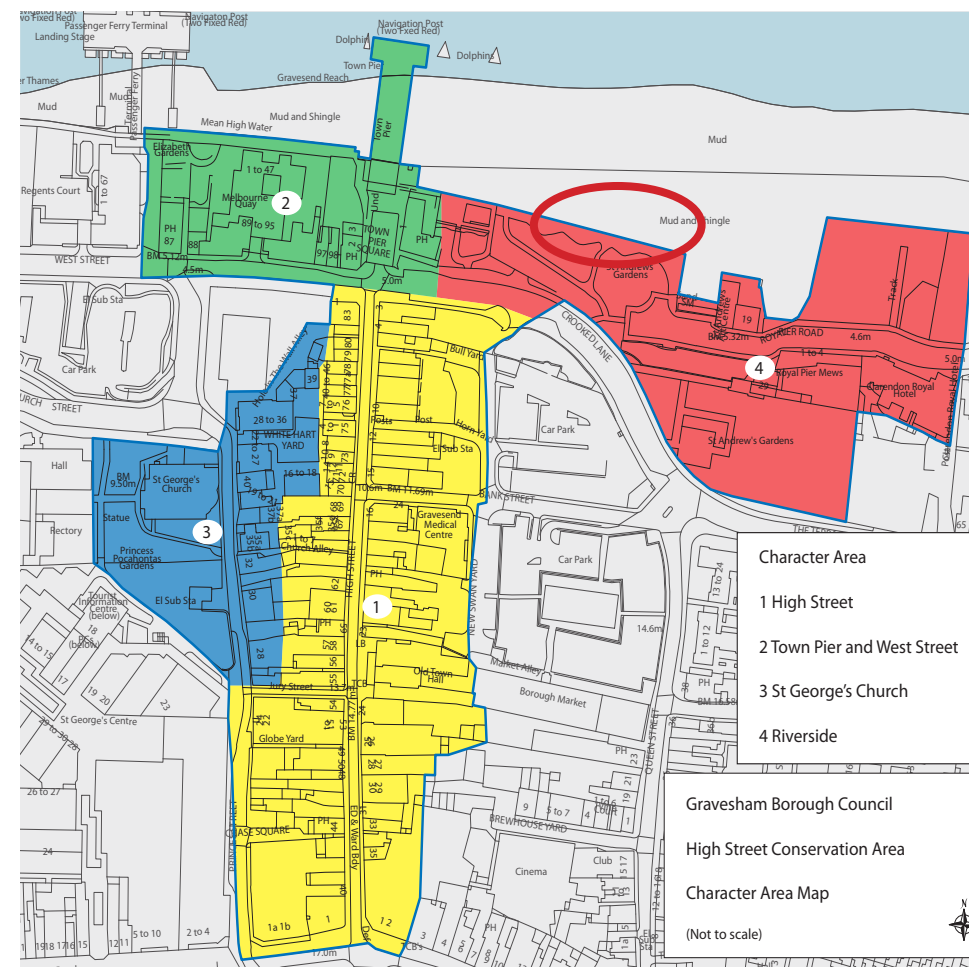


Figure 4.1 Character Area Map Townscape Appraisal Map High Street and Queen Street Conservation Area Appraisal. Note - Boundary Altered c.2009 to include areas to the south around Brewers Yard. Eastern edge of character Area 4 given over to the Riverside Conservation Area.

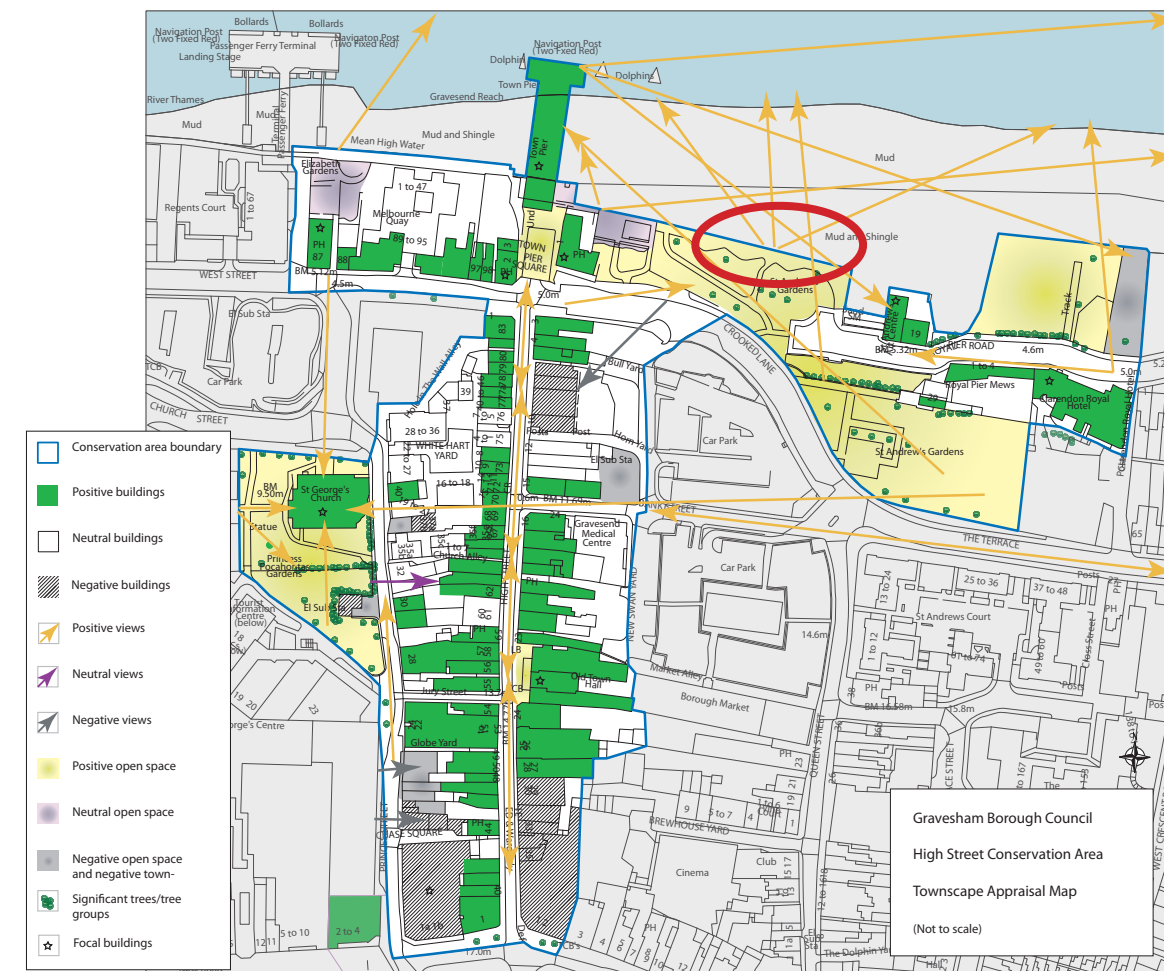


Figure 4.2 Townscape Appraisal Map High Street and Queen Street Conservation Area Appraisal

4 | Heritage Assets & Significance

LV21, GRAVESEND RIVERSIDE

- 4.5 There is some more modern materials and form present in the area including the refurbished Town Pier, the large concrete flood barrier behind the Three Daws Public House, and other infrastructure some of which is associated with the riverside. Negative features/issues identified in the conservation area include; Under utilisation of the public areas, notably the use of Town Pier Square for car parking; Poor visual quality of the flood defence wall and the open area behind The Three Daws; Disconnection of West Street from the rest of the town; Proximity of a major road, which has divided a once a bustling commercial centre.

- 4.6 The area is described directly within the Conservation Area Appraisal as;

The squat Town Pier provides a focal point at the bottom of High Street as it stands against the open space of the River Thames with views across the water to Essex. The pier is also a considerable landmark when approached from St Andrew's Gardens or the river itself. Other focal points include the junction of High Street and Town Pier Square, including the square itself, and St Andrew's Gardens. The weatherboarded Three Daws Public House dominates the corner of Crooked Lane and Town Pier Square.

The earlier street pattern and urban character in this area has largely been obliterated except for a few landmark buildings along Royal Pier Road. The latter is now a dead-end street to the west. The result of the modern inner ring road scheme is that the High Street has become separated from the area by the river, weakening the historic links between the two.

The new road layout and the demolition of neighbouring buildings has resulted in The Three Daws Public House marking the limits of commercial streetscape in this direction.

The ring road also creates a separation between the more residential and commercial parts of the town, which is most noticeable in the west of the Conservation Area. Here, the church is visually removed from the riverside commercial quarter and the hospital by large areas of tarmac, the wide ring road, and a large roundabout.

Significance

- 4.7 The significance of the conservation area is largely derived from its status as part of the historic centre of Gravesend, which played an important role in its development as a centre of commercial and maritime activity. Many of the building in the area are designated or non-designated heritage assets which carry an adjunctive architectural and historic interest. The conservation area covers an important route to the riverside through the Heritage Quarter. Many of the buildings on High Street have a distinct vernacular character and line the route towards the restored Town Pier, and Riverside Heritage Trail.
- 4.8 The cobbled area in front of the Threes Daws, and St Andrews Gardens provide some openness at the end of the route, which is generally an attractive approach to towards the riverside. LV21, Town Pier, The Three Daws and St Andrews Chapel all appear as the most significant focal points along this section of the riverside. The historic pattern of streets and routes into the town are still strongly present which cooperatively with the urban fabric of the areas remains highly illustrative of the historic development of Gravesend

Setting

- 4.9 The setting of the Conservation Area is defined by the relationship to the Thames, there remains there is a more urban townscape to the east, west and south which represent the expansion of the town away from the historic core, and these are also largely designated as separate conservation areas, with pockets of excluded of more modern development. To the east is the Riverside Conservation Area, largely accessed by travelling along the West Street-Crooked Lane. This has a distinctly different character moving eastwards past the Mission House where the character is more indicative of the 19th Century expansion of the area.

- 4.10 Views out across the river to Tilbury and features along the north bank are apparent from locations along the river and the northern bank.

Contribution of Site to setting

- 4.11 As an open river front (without the mooring of LV21) this area affords views across the river towards the north bank. Although these are partially interrupted by the pontoon arm extension to Town Pier.

- 4.12 LV21 has been moored at this location since 2017. The presence of the ship strongly adds to the maritime character of the riverside and adds a contextual enhancement to many of the nearby structures associated with the areas maritime past. This is a positive effect on the character and appearance of the conservation area.
- 4.13 The effects on the setting of heritage assets within the conservation area boundary is also considered positive. The ship acts as a significant cultural attraction to this termination point of the Heritage Quarter and provides an important point of interactive heritage which affirms the towns former maritime importance.



Figure 4.3 High Street Looking South Site Visit 2024



Figure 4.5 Town Pier Square Site Visit 2024



Figure 4.4 West Street looking east Site Visit 2024



Figure 3.15 Historic weather boarded houses on High Street Site Visit 2024



Figure 3.14 Historic weather boarded houses on High Street Site Visit 2024

4 | Heritage Assets & Significance

LV21, GRAVESEND RIVERSIDE

Riverside Conservation Area

- 4.14 The Gravesend Riverside Conservation Area was designated on 18th December 1980. It was extended in 2001 and in 2009 to include the areas along the waterfront formerly within the High Street and Queen Street Conservation Area. It now sits immediate adjacent to the High Street and Queen Street Conservation Area terminating at St Andrews gardens at its western edge.
- 4.15 The conservation area's designation and the main component of its architectural and historic interest is focused upon the town's relationship to the river. There are a number of buildings within the conservation area which continue to illustrate this relationship and the historic development of the town more widely. The most important buildings within this western area remain the Grade II listed Mission House, St Andrews Chapel and Clarendon Hotel. The western part of the Conservation Area along the water front includes the later 19th century houses along The Terrace, Royal Pier Road and Clarendon Road which were all constructed with a more formal arrangement in rows with front gardens and are typical for its time and as infill development occurring during the town's 19th century growth.
- 4.16 The character of the area to the western edge is summarised as;
- Urban riverside character;
 - Extensive public gardens with benches, a promenade and grassed areas;
 - Buildings with differing scales and features scattered across the stretch of riverside as a legacy of widespread 20th century demolition in the area;
 - A large 19th century hotel facing the river with more modest buildings attached;
 - Variety of building materials, design and roof style;
 - Building origins ranging from 17th, 18th and 19th centuries; The use of local brick, and the variety of sash windows add interest;
 - Use of other traditional materials such as the ragstone of St Andrew's Arts Centre (formerly St. Andrews Chapel); Predominant finish being render (Clarendon Royal Hotel).

- 4.17 Views featuring the beacon atop LV21 are possible from within the conservation area, west along the riverside. Here it appears within the context of historic of maritime infrastructure associated with the Pier and the more intensive dockyard infrastructure at Tilbury.

Setting

- 4.18 The setting of the Conservation Area is defined by the Thames to the north. Views are available in some location out across the river to Tilbury and features along the north bank but are often restricted by buildings and private land. The immediate surroundings of the south, east and west are largely urban townscape, often also designated as conservation areas/
- 4.19 While the areas to the south are more intensely urbanised, with a mixture of 19th century development areas to the east are modern and industrial. To the west is the High Street and Queen Street Conservation Area and St Andrews Gardens assessed above.

Contribution of Site to setting

- 4.20 The contribution the existing mooring makes to the setting of the conservation area is positive. The designation of the conservation area is specifically related to the riverside setting and the preservation of its maritime history. The presence of LV21 adds a contextually appropriate feature to the riverside and allows a greater degree of legibility of the river's historic functional use. The lightship adds an additional visual draw to the water front which gives more opportunities for visitors to experience the conservation area.



Figure 4.6 Clarendon Hotel Garden looking West at LV21 Site Visit 2024



Figure 4.7 Clarendon Hotel Site Visit 2024

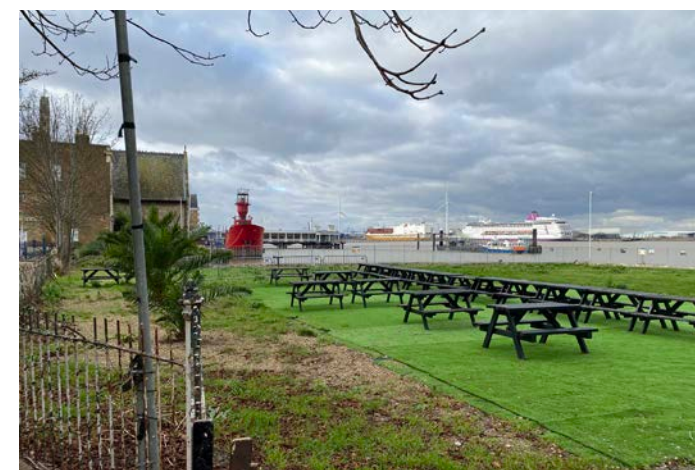


Figure 3.16 Clarendon Hotel Gardens Towards LV21 and Town Pier Site Visit 2024

4 | Heritage Assets & Significance

Listed Buildings

- 4.28 Heritage assets with the conservation area boundary are shown on the adjacent map.
- 4.29 Of those shown only the most prominent and those within the closest proximity of the mooring location are likely to be effected.
- The Town Pier (Grade: II*, List Entry Number: 1089004)
 - The Three Daws Public House (Grade: II, List Entry Number: 1089052)
 - St Andrew's Arts Centre (Grade: II, List Entry Number: 1039109)
- 4.30 These are all identified as 'Principal Landmarks' in the High Street, Gravesend Conservation Area Appraisal.

The Town Pier (Grade II*, List UID: 1089004)

- 4.21 The pier, was designed by WT Clark and constructed between 1831-34, it is known as 'probably' the oldest surviving cast iron pleasure pier in the world, although serving dual purposes as both a pleasure pier and an embarkation point for passengers. The Pier was refurbished in 2004-2005, and now features a new pontoon at the pier head for small to medium-sized water craft.

Significance

- 4.22 The Pier is listed at Grade II*, predominately for its architectural and historic interest. As the pier is potentially the earliest surviving pleasure pier. There is significant interest in the structure as the first example of a type of attraction which would come to characterise the British seaside. The innovative design methods used in its construction, in part through the use of iron cylinders driven into the mud bank, and the decorative complex ironwork structure further add to its interest. The structure reflects the technological innovation and engineering expertise inherent in the period, but also draws significance from its use as a pleasure and entertainment venue. It remains indicative of the historic development of Gravesend and its prominence as a resort town.
- 4.23 Despite alterations, key architectural elements remain, including decorative structural ironwork, pavilions with columns and cupolas, and a cast-iron lighthouse.
- 4.24 In the present the structure remains a local landmark in riverside views. Distinctive features, including the cast-iron lighthouse and pavilions are visible along the waterfront.

Setting

- 4.25 The setting of the Pier is defined by its relationship to the river. Town square and the buildings surrounding it offer a sense of enclosure at its main entrance, where it appears as the terminus and the focal point for views south along High Street and the River front area. The buildings within this cluster bounding the square all have a group value with Town Pier as comparable in age and as part of a broadly cohesive historic townscape.
- 4.26 The openness of its surroundings allows the pier to have a high degree of visibility along the waterfront despite views being relatively contained from within the square, appearing in inwards and outwards views across the water to Essex.

Contribution of the site to setting

- 4.27 As part of the riverside adjacent to the Pier the mooring location for LV21 provides views outwards towards Essex which feature the Pier in the foreground of views. The current presence of LV21 adds a contextual feature to the riverside and enhances the interest.

LV21, GRAVESEND RIVERSIDE



Figure 4.8 Town Pier Square - Main Entrance Site Visit 2024



Figure 4.9 Town Pier viewed from the west of the mooring point Site Visit 2024



Figure 4.11 The pier extension viewed from west of the mooring point Site Visit 2024

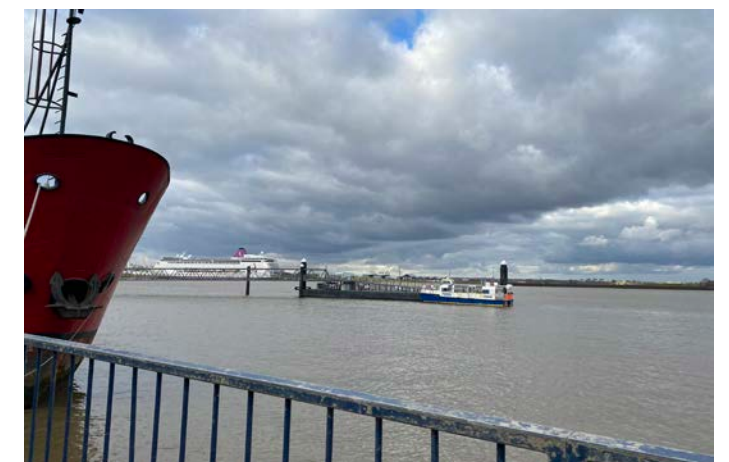


Figure 4.10 The pier extension viewed from west of the mooring point Site Visit 2024

4 | Heritage Assets & Significance

The Three Daws Public House (Grade: II, List Entry Number: 1089052)

- 4.31 The building was first listed in 1952, it is noted for its group value with Town Pier and Nos. 2-5 Town Pier. Significance is predominantly derived from the buildings architectural and historic interest. The building is noted as 'probably the oldest licensed house in the town.' The exact date of the Three Daws is unknown, but a building in use as an inn is known to operated on the site since the 16th Century. It is noted that as a timber structure would have been unlikely to survive the significance fires across this portion of the town in the 18th and 19th Centuries. The building has a number of phases most evidently from the 18th and 19th centuries. The extent of historic piecemeal alteration lends the building a degree of character and architecturally, the building's diverse materials, including white-painted weatherboarding, timber framing, and painted brick, create an interesting contrast and clear phasing of the building adaptability and long history at this location. There is further notable social historic value as a public house in the centre of the historic portion of the town, which has existed on the site for such a long period of time and carries a strong community value.

Setting

- 4.32 The Riverside, Town Pier and Town Pier Square forms all form important components of the buildings setting. Although the setting has historically been significantly altered to the east, notably when the other public house buildings within the block were demolished in the 20th Century and St Andrews gardens was created. Which somewhat isolated the building. However it continues to provide a sense of enclosure to the cobbled Town Pier Square to the west in front on the entrance to Town Pier. This is an important open space which terminate the route from the High Street, and remains illustrative of the pattern of historic development. The surrounding serves as wayfinding point for the wider heritage quarter, the buildings bordering the square and on West Street and High Street all appear as part of a broadly cohesive historic townscape although with a degree of variety and modern infill.

Contribution of the site to setting

- 4.33 The presence of LV21 adds a further contextual signifier of the areas maritime past and enhances an appreciation of the Three Daws historic connection to the riverside.



Figure 4.12 Three Daws looking north Site Visit 2024



Figure 4.13 Three Daws looking south from the riverside Site Visit 2024



Figure 4.14 Three Daws looking north from Town Pier Square Site Visit 2024

St Andrew's Arts Centre (Grade: II, List Entry Number: 1039109) and The Mission House (Grade II, List Entry Number: 1089038)

- 4.34 St Andrew's Arts Centre and The Mission House are the only surviving buildings from the earlier phase of the areas development situated on the river's edge. The two buildings adjoin one another, although the relationship is not entirely comfortable as the mission house projects forwards of the churches main gable and its square form interrupts an appreciation of the church presence and form. Nevertheless, the buildings have a strong presence as part of the riverside streetscape and provide a sense of enclosure to St Andrews Gardens. The special interest of the Chapel is largely defined by its historic and architectural interest. As a place of worship it has a interest as a centre for religious activity in the area and remains a signifier of the importance of religion throughout the 19th Century.
- 4.35 The Mission House is predominately of historic interest for its connection to the welfare of Gravesend's Seaman and includes a memorial within the fenced area to the west. There is a degree of architectural interest derived from its status as a Georgian town house and later as a mission, with a number of retained original features and a probably later but interesting stained glass top light above the entrance. The building plot also contains its own riverside access including a historic route down a set of steps to the water line.

Setting

- 4.36 The setting is defined the river side, the buildings sit immediately adjacent with views outwards towards Essex. The buildings appear prominently due in part to the shore side location but also isolated from other buildings by the 20th redevelopment of the road. The Clarendon Royal Hotel dominates the street scene to the east which is set back from the open area of private open land. The sunken standing remains of Gravesend Blockhouse, re located here but it reads as a peripheral edge of the heritage quarter. Thames House (Grade II) is located immediately to the south.
- 4.37 The setting to the west is formed of St Andrews Gardens bounds and the waterfront at the foot of the High Street. The buildings in this respect contribute to the sense of enclosure and more generally to the

townscape appeal of the area.

Contribution of the site to setting

- 4.38 To an extent the presence of LV21 connects the buildings into the more established centre of the Heritage Quarter further east.
- 4.39 More generally, the Ship lends the buildings a contextual aid in understanding the maritime history of the area and this is particularly evident in respect of the memorial where there is a correlation between lives lost at sea and the inherent purpose of the lightship.



Figure 4.15 St Andrew's Arts Centre and The Mission House Site Visit 2024



Figure 4.16 The Mission House viewed from the east Site Visit 2024

Section 5

Assessment of Effects.

5 | Assessment of Effects

Proposed Development

- 5.1 The proposals exclusively relate to the permanent mooring of LV21. The vessel has been moored at this location since 2017. The current gangway access will be retained as the means of accessing the vessel. There will be no changes to mooring points.
- 5.2 The permanent mooring of the boat would be an enhancement to the conservation area, it will continue to attract attention as a cultural venue, and will enhance a legibility of the areas maritime past.
- 5.3 There is extensive evidence of former jetty's, piers and shore loading facilities along this stretch of the water front. The permanent mooring of the ship and the permanent gangway access will be used exclusively to access LV21 and although fixed will be removal. .
- 5.4 In heritage terms the effect would not be harmful to the setting or significance of any nearby heritage assets.

Benefits

- 5.5 As a tourism and cultural attraction which focusing on maritime heritage there are extensive benefits associated with the long term mooring of the vessel in this location.

Enhanced Maritime Heritage:

- Gravesend Riverside, with its historical connection to maritime activities, has already harmonised with the presence of the LV21 lightship, and the maritime heritage experience along the waterfront. The permanent mooring will continue to contribute to a more comprehensive understanding of the area's history.

Heritage Quarter Connectivity

- The mooring of LV21 along Gravesend Riverside aids in the establishment of the Heritage Quarter located within an area which can help connect the listed public house, the riverside, and chapel and repair some of the connections lost when the road was redevelopment. This interconnected heritage landscape serves as a centre point for the visitors journey's through to the heritage quarter and those interested in exploring the layered history of the town .

Local Vibrancy:

- The combined attraction of the LV21 lightship and Gravesend Riverside can positively impact local businesses, such as cafes, restaurants, or shops, creating a hub for both residents and tourists. Increased foot traffic can support economic growth.

Recreational and Event Opportunities, Educational Programs:

- The Riverside setting provides opportunities for recreational activities, events, and festivals that align with the maritime theme. This can foster community engagement and provide a platform for showcasing local arts and culture. Gravesend Riverside, along with the LV21, can become a focal point for educational programs and workshops. Schools and community groups may benefit from curated experiences that delve into the maritime history, ecology, and conservation efforts along the riverside.

Heritage Trail Development:

- Establishing another link in the heritage trail to include LV21, and Gravesend Riverside can encourage engagement with other nearby assets and an appreciation for local heritage.
- 5.6 In summary, incorporating Lv21 permanently into the Gravesend Riverside heritage context positively amplifies the character of the surrounding area as a strong signifier of the areas maritime history. The lightship would serve as a heritage attraction and destination that celebrates Gravesend's rich maritime legacy and has a number of interconnected benefits to wayfinding, and the vibrancy of the heritage quarter.



Figure 4.17 LV21 Viewed from the concrete flood structure behind the Three Daws Site Visit 2024



Figure 4.18 LV21 Viewed from the river front Site Visit 2024

Conservation Areas

High Street and Queen Street Conservation Area

- 5.7
- The riverside has historic interest as a important physical reminder of the area’s maritime and commercial past. Serving as an important connection between the town and River Thames which remains a navigable waterway, and the riverside features a number of functioning mooring points. The use of the riverside for the mooring of vessels is the primary use historically. Therefore the change of use to allow for permanent mooring is considered to have a positive change which reflects the historic use of this part of the Conservation Area.
- 5.8
- As a lightship, designed for its visibility LV21 will continue to be a prominent feature from views within and towards the conservation area, and in views towards Gravesend more widely. The appearance of the ship is already familiar and permission would allow the ship to continue to serve as a positive contextual element to the conservation area and setting of nearby listed buildings. The ship remains a strong signifier of the areas maritime connections and the interrelationship between the town and riverside. One which is distinctly related to the history of the area and now acts as a beacon to the heritage quarter. The appearance of the lightship would connect more of the wider area with the riverside location,, orientating viewers towards Gravesend from further distances. Contributing to a legibility of the - Gravesend as being intrinsic connected to the River and it important maritime past.
- 5.9
- In summary, the proposals for permanent mooring would not effect a change to the character and appearance of either the High Street and Queen Street Conservation Area that is considered harmful. The effect would be a preservation of the key elements of its special interest. The ongoing heritage benefits to the areas cultural heritage and tourism are considerable and as such,represent a significant benefit to the area overall.

Riverside Conservation Area

- 5.10
- The vessel is contextually relevant to the riverside, and the areas maritime history. Where visible it acts as a significant positive visual way finder to the water front. The proposals would only impact positively upon the key features of the Conservation Areas special interest effected. Other important elements of its special interest, including the physical presence of listed buildings, how they articulate the historic development of the area, the primacy of historic routes, and the important material qualities of the buildings within the conservation area would be entirely unaffected.

Listed Buildings

Town Pier (Grade II*)

- 5.11
- The setting of Town Pier is defined by its relationship to the Thames and forms an important component of its overall heritage significance, as the structure is visible in both long range and close-up views and appears in wider views of the town from the River
- 5.12
- The permanent mooring of the vessel will continue to read as a contextually relevant feature in the setting of this asset. This brings a number of positive effects to the legibility of the pier as a historic embarkation point, and the appearance and vitality of the historic riverside setting.
- 5.13
- The pier was conceived as a way to attract visitors to the riverside, a purpose shared with LV21. The effects would provide an overall enhancement to the setting of this asset. With regards to the NPPF this equates to no ham.

Three Daws Public House (Grade II),

- 5.14
- The building occurs as a fragment of the urban block which formerly sat against the riverside, demolished for St Andrews Gardens. The setting of the building makes an important contribution to its significance, most notably the surrounding grouping of buildings around Town Pier Square and the nearby Riverside. The area to the rear of the pub atop the concrete flood defences sits between the mooring location and the public house, views of the ship occupy views to the east from the public house and its appears prominently within the setting.
- 5.15
- The existing presence of the lightship is regarded as a positive element within the setting of this building. It adds a contextual element to the riverside character and to an extent the ship serves as a reminder of why a public house has historically existed and has persevered in this location. The ship serves as a significant heritage draw which in turn supports the operations of the pub. The effects on historic interest and setting are therefore considered to be positive and in NPPF terms would not amount to any harm..

St Andrew’s Arts Centre (Grade: II, List Entry Number: 1039109) and Mission House (Grade II),

- 5.16
- The setting of the St Andrew’s Arts Centre and the Mission House has already been enhanced by the presence of the vessel, particularity in regards to the Mission House which has a historic interest more directly connected to the maritime history of the area. The permanent siting of LV21 in this location would maintain a historic contextual element which would adds an enhancement to an appreciation of the areas maritime history.
- 5.17
- Views east from the Clarendon Hotel are largely blocked by the Mission House. The ‘open’ ground in front of the hotel and around the scheduled monument is unfortunately not public access. In the limited views towards the riverside, back towards the LV21 from the Riverside Conservation Area, the ship is experienced in views featuring the Mission House and St Andrews Church. LV21 appears contextually with Town Pier, larger shipping in the background and the historic river access steps from the Mission House.
- 5.18
- The continued appearance would be entirely appropriate to the setting of these assets, and the effects of the permanent mooring are considered to be positive.

Section 6

Conclusion.

Summary

- 6.1 This Heritage Statement has been produced by Icení Built Heritage and Townscape, on behalf of Gravesham Borough Council, to support a proposals for the permanent mooring of LV21 Light ship
- 6.2 The assessment has set out the relevant legislative and policy framework to understand the proposals. It has identified nearby designated and non-designated heritage assets surrounding the site both in terms of historic development, significance, setting and contribution to the character and appearance of the conservation area.
- 6.3 The report has assessed the potential impacted of the proposals upon the character and appearance of the conservation and the setting of the important listed landmark buildings nearby to LV21.
- 6.4 Given the nature of the proposals, a heritage assets lying outside of the immediate are generally distanced from the site, and are included in the consideration of effects on the conservation area more generally.
- 6.5 The assessment has demonstrated that the proposals would, in our view, continue to provide the already established enhancement, which carry a number of conjunctive heritage benefits. It enhances a legibility of the areas historic development and functional maritime use, it provides a strong visual interest. There are adjunctive benefits to the local community through increased tourism and cultural value.
- 6.6 The ship has been in this location since 2017 and demonstrates this is a suitable and viable long-term location. The impact on the character and appearance of the High Street & Queen Street Conservation Area and the setting of nearby listed buildings would remain positive and enhanced by its presence.

Policy Compliance

- 6.7 It is considered that the proposal will preserve the historical and architectural interest of the area, with high quality place making a positive contribution to townscape. No harm will arise to the significance of the designated and non-designated heritage assets, in line with paragraphs 205-209 of the NPPF.
- 6.8 As such, the proposed development is considered to adhere to primary legislation under the Planning (Listed Buildings and Conservation Areas Act) 1990, National Planning Policy Guidance (Dec 2023), and Planning Practice Guidance (July 2019). The development is also considered to adhere to Gravesham local heritage planning policy and guidance, including Policy TC3: Development affecting Conservation Areas and Policy CS20: Heritage and the Historic Environment .

Appendix 1

Heritage Methodology.

Assessment Methodology

- 6.9

This report provides an assessment of the significance of identified heritage assets and the potential effects of the proposed development. It has been informed by:

 - Relevant legislation, and national and local planning policy (see Section 2); and
 - Best practice guidance set out in:
 - Principles of Cultural Heritage Impact Assessment in the UK (IEMA/IHBC/CiFA, 2021)
 - Conservation Principles, Policies and Guidance (Historic England, 2008)
 - Good Practice Advice in Planning Notes (Historic England, various).
- 6.10

Heritage Assets are defined in Annex 2 of the National Planning Policy Framework (NPPF) as:

‘A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)’
- 6.11

The scope of this assessment is considered to be proportionate to the significance of identified heritage assets and the nature of change proposed, in line with National Planning Policy Framework (NPPF) paragraph 194.
- 6.12

While IEMA’s Principles identifies that there is no ‘one-size fits all’ methodology for assessing impacts on cultural heritage, it provides guidance on heritage impact assessment. It identifies the need to understand cultural heritage assets by:

 - Describing the asset;
 - Ascribing cultural significance; and
 - Attributing importance.
- 6.13

And evaluate the consequences of change by:

 - Understanding change;
 - Assessing impact (on significance or contribution of setting to significance); and
 - Weighting the effect.

Understanding Significance and Importance

- 6.14

The methodology used here for ascribing the significance of the identified heritage assets draws from the approach set out in Historic England’s Conservation Principles and NPPF Annex 2 by identifying significance based on heritage value or interest. As defined in the Planning Practice Guidance (Historic Environment, para 06), the heritage interest may be:

 - Archaeological;
 - Architectural and artistic; and/or
 - Historic.
- 6.15

The methodology for attributing importance is set out in Table H1. IEMA’s Principles identifies that unlike significance, importance is scaled and *‘It is therefore appropriate to refer to ‘high’, ‘medium’ or ‘low’ importance or any other simple scale that offers a form of gradation’*. As such, designation is an obvious way of attributing importance.
- 6.16

IEMA’s Principles clarifies that: *‘in relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance’* (para. B.12). This aligns with NPPF para. 199 on the weighting of impacts.
- Non-designated Heritage Assets
- 6.17

Non-designated Heritage Assets (‘NDHAs’) are defined in Planning Practice Guidance (PPG, 2021) as buildings, structures and places which have a degree of heritage significance but do not meet the criteria for designation.
- 6.18

In paragraph 039 of the PPG, it notes: *‘A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets’*.
- 6.19

IEMA’s Principles notes that where heritage assets are not designated, *‘it will be up to the practitioner to make an informed judgement on the level of importance to be ascribed’* (IEMA et al).

Heritage Importance	Designation of Receptor
Very High	Site acknowledged of international importance World Heritage Site
High	Grade I or Grade II* Listed Asset Scheduled Ancient Monument
Medium	Grade II Listed Asset Conservation Area
Low	Locally Listed Asset Designated Heritage Assets compromised by poor preservation
Very Low	Non-Designated Heritage Asset (not recognised as locally listed) Locally Listed Asset with little or no surviving interest

Table H1: Heritage Importance

Setting

- 6.20

The setting of a heritage asset is defined as:

‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF, Annex 2)
- 6.21

Historic England’s GPA 3: The Setting of Heritage Assets (2nd Edition, December 2017) gives general advice on understanding setting and how it may contribute to the significance of heritage assets. This report follows the staged approach set out in this guidance to making decisions on the level of the contribution which setting and related views make to the significance of heritage assets.



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