

Port of London Control Centre, Gravesend

Planning Design and Access Statement
April 2025



**BENNETTS
ASSOCIATES**

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INTRODUCTION

Introduction

This Design and Access Statement is for the proposal for the refurbishment and extension of the Port of London Authority's (PLA) Port Control Centre (PCC) building, situated within the PLA's London River House complex at Royal Pier Road, Gravesend. The project will also improve the access to the London River House and Link buildings and accommodate an upgraded Vessel Traffic Service System within the PCC. The project also includes proposals to enhance and bring up to date the surrounding public realm and landscape in front of the PCC and the PLA complex at Royal Pier Road, ensuring there is a consistent approach and a welcoming entrance for staff and visitors to the PLA, in keeping with the wider Conservation Area within which this site is located. The aim of this project is to ensure this site continues to act, both now and in the long term as the key base of operations for PLA as part of modern, future proofed facility.

The PLA is a Statutory Harbour Authority for the Tidal Thames, acting as custodians for the river across 95 miles from Teddington in West London into the Thames Estuary. The PLA is headquartered in Gravesend and was formed by an Act of Parliament in 1909 employing approximately 400 people. The PLA works to keep commercial and leisure users safe, protect and enhance the environment and promote the use of the river for trade and travel. The Port of London oversees 230,000 vessel movements handling over 53m tonnes of cargo each year and is currently the largest Port in the UK. Unlike most UK ports, the PLA does no cargo handling – that is done by the individual terminals along the river that make up the Port. Currently located within the PCC is PLA's Vessel Traffic Services (VTS) department, whom oversee the Port of London's VTS area which covers an area of approximately 600 square miles of waterway within the PLA navigational jurisdiction on a 24/7 basis 365 days a year. This operation forms an essential part of the PLA's responsibilities and the need to modernise and ensure this operation can continue at Gravesend is the key reason for this proposed development.

PROJECT DEFINITION

- The PLA
- Briefing
- Vision
- Sustainability

The Port of London Authority

Foreshore Permits



Permits allow metal detecting, beachcombing and digging to 7.5cm.

Filming & Photography



All commercial filming and photography on the tidal Thames requires a licence.

River Works Licensing



All development works and dredging in the tidal River Thames require a licence.

Vessel Licensing



We are responsible for the licensing of inland waterways vessels operating commercially on the tidal Thames.

PECs A & B



A Pilotage Exemption Certificate may be granted to a Master who fulfils criteria showing they can safely manage their vessel.

LKEs



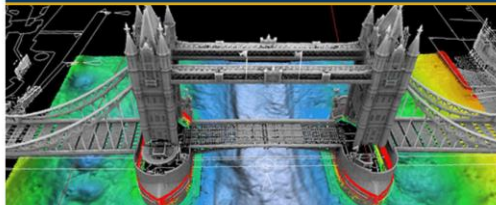
Masters of commercial vessels operating on the Thames in London need a Local Knowledge Endorsement.

Pilotage Services



Our team of skilled Pilots board and guide more than 10,000 ships through the Port of London every year.

Hydrography



A century of tradition, the latest technology. Knowledge and solutions for your business.

Ship Movements



Forthcoming and completed vessel arrivals and departures in the Port of London.

The Port of London Authority (PLA) was created to bring order to the chaos and congestion that prevailed on the Thames as rival wharfs, docks and river users battled for business in the late 1800s. The Bill that led to the creation of the PLA was introduced in April 1908; receiving Royal Assent as the Port of London Act, 1908, in December 1908.

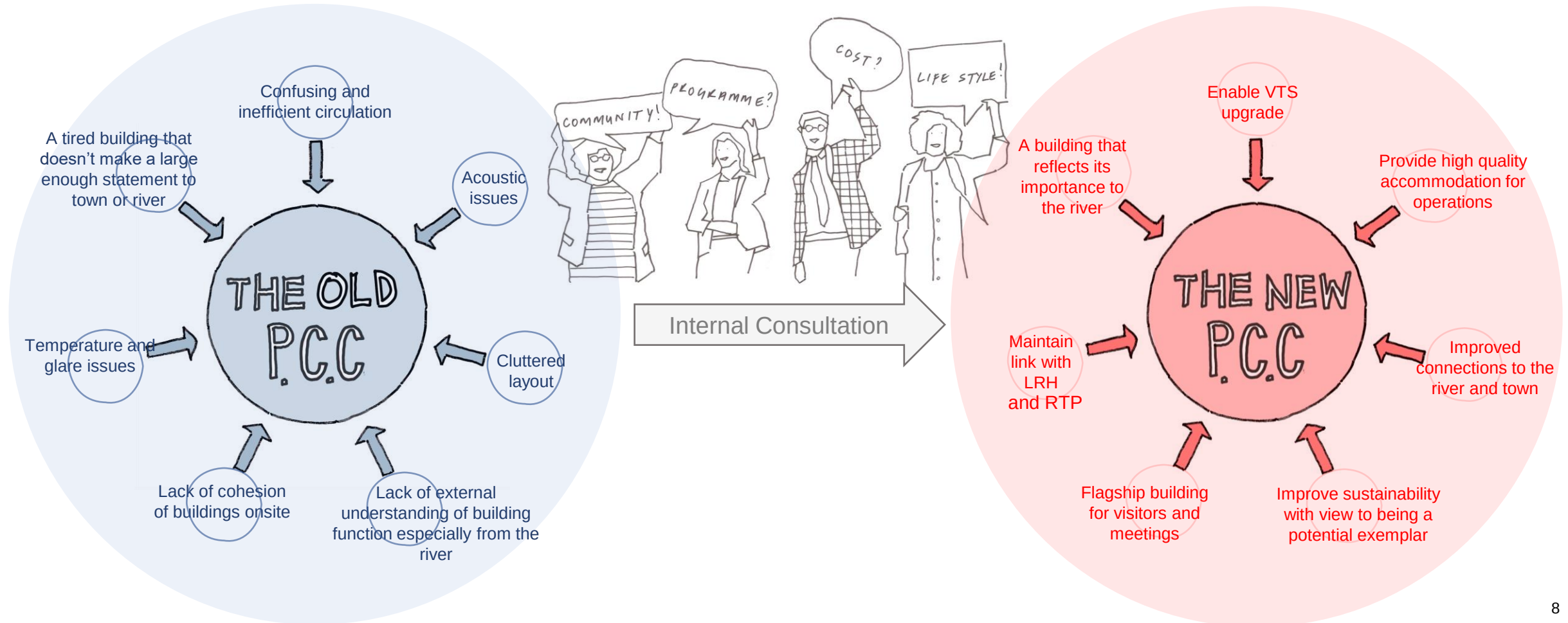
Today the PLA employs over 400 people and continues in its core role - helping people make the most of the river safely - whether it is for deep-sea trade, river borne freight within London, commuting, sailing or rowing.

Its operations over 95 miles of river from Teddington Lock to the North Sea include:

- Running the Port Control Centre and Thames Barrier Navigation Control
- Providing pilots to guide the largest ships in and out of the Port
- Surveying the bed of the river and dredging where necessary to ensure ships have safe access
- Patrolling the river from Gravesend to Putney
- Providing divers to survey things in the river and helping to remove obstructions

Briefing – Transformative Objectives

The development of the PCC represents a once in a generation opportunity for the PLA to modernise its site and buildings. Our first task involved re-establishing the brief and holding a short internal consultation event to get a better understanding of the requirements of the PLA. We are interested in both the spatial accommodation and the motives and aspirations of the organisation. The short consultation event was important as it helped us define the key project themes and a simple project vision.



Project Vision

Our briefing work allowed us to distil the project into a simplified vision, anchored around the two statements below. While the wider brief includes a number of key items that target a successful building, a simplified vision establishes the key drivers for design development and review.



A **Project that enables a better connected PLA**

A **Building that makes the people in it feel valued
and makes a positive contribution to its context**

Project Vision

Below outlines some of the core functions and spaces the new PCC building would need to contain. This is centred around the new upgraded VTS Operation floor which operates 24/7 monitoring all aspects of the River Thames. Each of these spaces have specific and varied requirements that have been considered in the design for the new PCC.

Proposed Key Accommodation:

The adjacent accommodation schedule outlines the current layout of the PCC building although the final arrangement of spaces is yet to be defined, we have organised the new PCC around a number of specific rooms and functions and support spaces which are outlined below.

Core Functions

VTs Operations - Operation room for live traffic management of the river

Emergency room - Room designated for emergency response to incidents on the river

Flexible working and innovation space – Space for working that is more flexible and can accommodate a number of different users

Pilot Ready – updating of the existing pilot ready space

Board room – Large meeting room that can be used for board meetings and presentations

Support Spaces

VTs Manager office - Small office adjacent to ops space

VTs Mess room - breakout space for VTs ops

Meeting rooms - increased number of meeting rooms for use by whole site

It is also envisaged that other items such as storage, plant space, risers, tea points etc. will be integrated into each floor where necessary

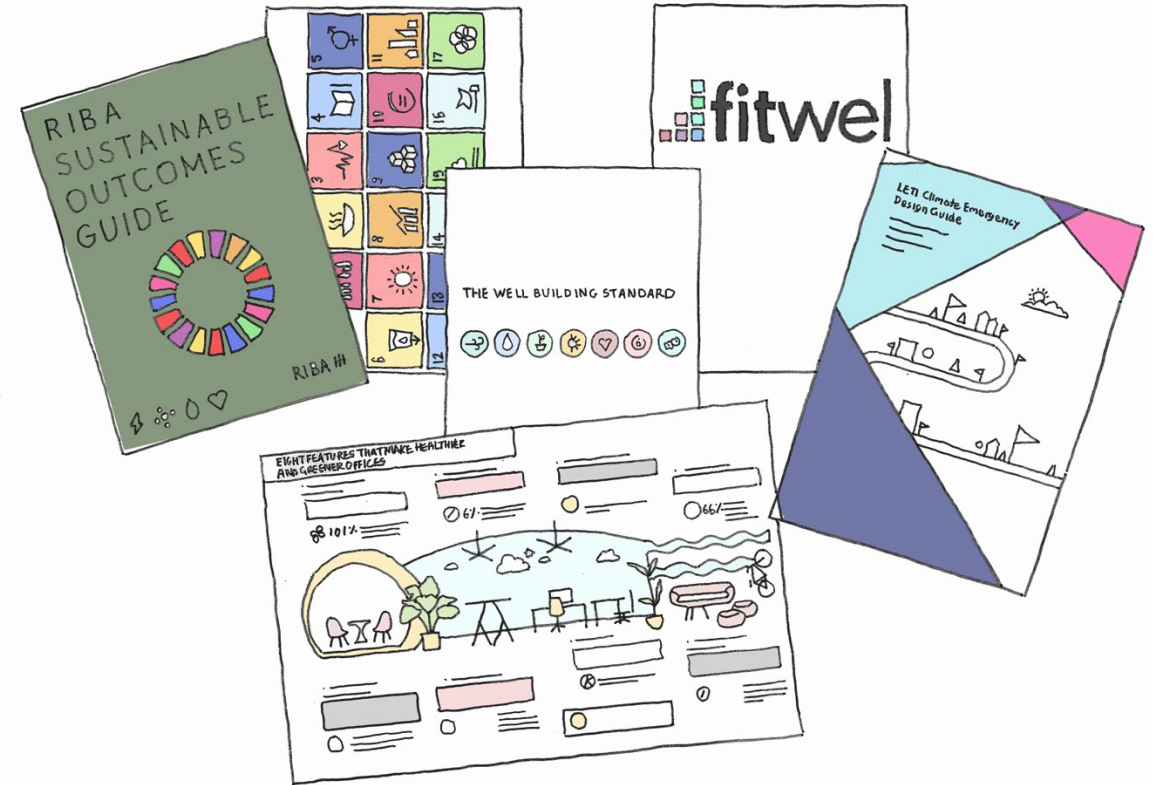
Sustainability - Setting Targets

Sustainability is of paramount importance to the PLA, whom in 2020 announced plans to more than half carbon emissions relative to a 2014 baseline by 2025, and achieve Net Zero by 2040, or sooner. Following a planned change to waste/bio-fuels for pilot launches, energy use within buildings and scope 3 emissions (which includes construction) will become the PLA's most significant carbon footprint. Therefore, as part of the PCC redevelopment the project team has identified 3 core goals:

- **Minimise embodied carbon**
- **Minimise operational carbon**
- **Increase health and wellbeing of users**

Setting clear and sensible targets for both operational and embodied carbon is key to a successful project as they will influence so many decisions. Operational targets for a building like PCC are challenging, due to its energy use profile, which is not a conventional office building. While there are a number of different accreditation schemes for buildings, such as BREEAM, WELL, NABERS etc., (as highlighted in paragraph 5.14.23 of the Local Plan) these all have differing merits and drawbacks. Initially though it is clear targets for operational and embodied carbon that are most beneficial and to find a sensible mechanism to promote health and wellbeing within the PLA.

The following pages set out the reasoning and approach to operational and embodied carbon targets. These give an indication of where appropriate targets could sit within a trajectory towards a net zero carbon economy.



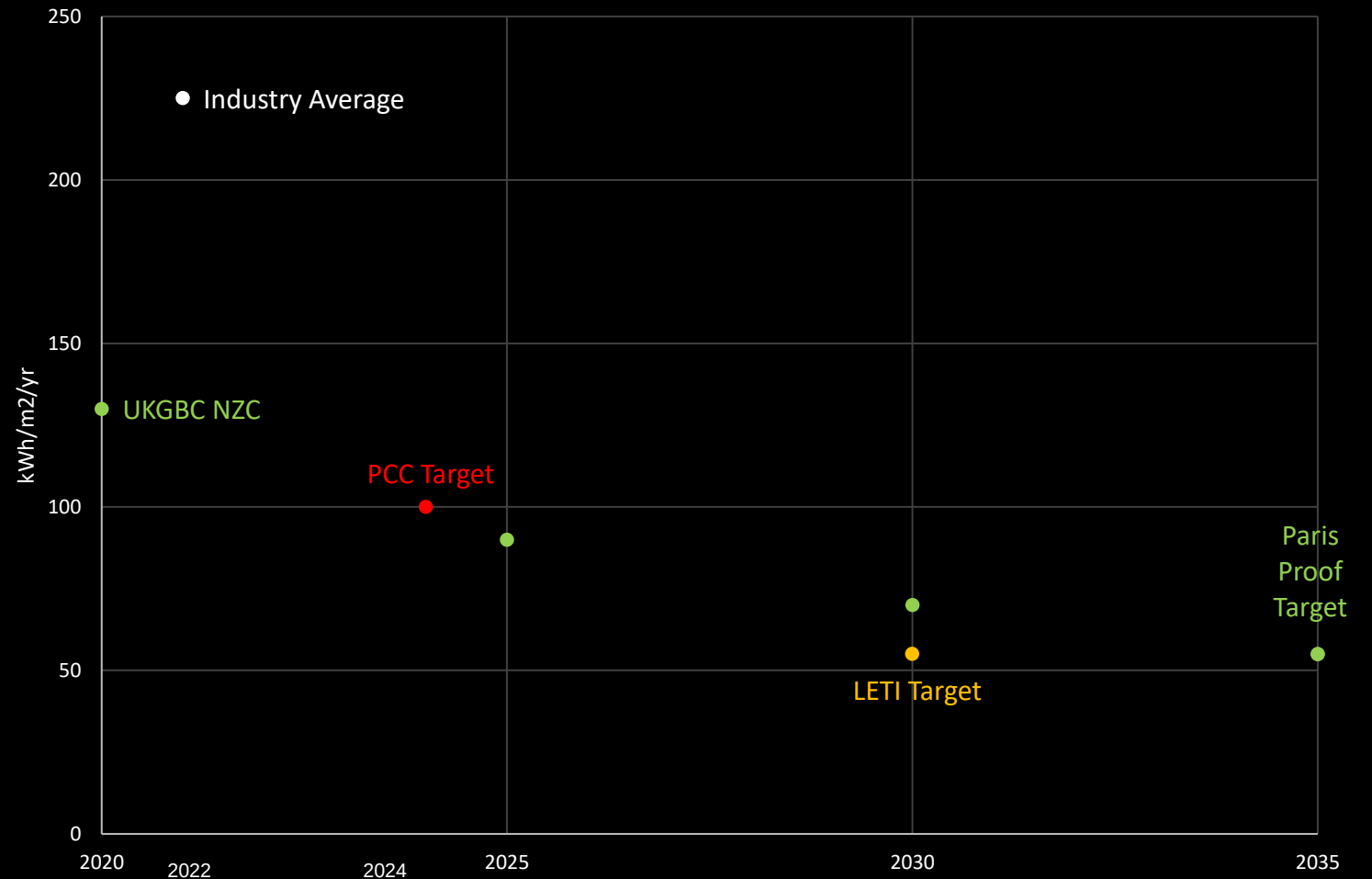
Sustainability - Setting Targets – Operational Carbon

This graph indicates the energy use intensity targets (EUI) to achieve the UK Green Building Council's definition of Net Zero Carbon (NZC).

Both UKGBC and LETI have coalesced around an EUI target of 55kWh/m²/a, albeit with differing target dates. However, those targets are developed for buildings operating 8h a day, 5 days a week, using standard office equipment.

However, the PCC building isn't a conventional office and the significant abnormal energy loads (VTS equipment) and increased time of operation (24h operation, 7 days a week) which need to be factored in. As a result of the predictive energy modelling at RIBA Stage 3 appropriate target of 100kWh/m²/a was determined, which is over 50% lower than current industry average. For more information please refer to 'TM54 Predicted Energy Use Study'.

As the project progressed, design team will look to further reduce operational energy in line with NZC principles.



Sustainability - Setting Targets - Embodied Carbon (A1–5)

As previously mentioned, upfront carbon (stages A1-A5) in new buildings is significantly greater than ongoing operational impacts. This graph indicates the embodied carbon reductions required to achieve suggested targets from LETI and the RIBA.

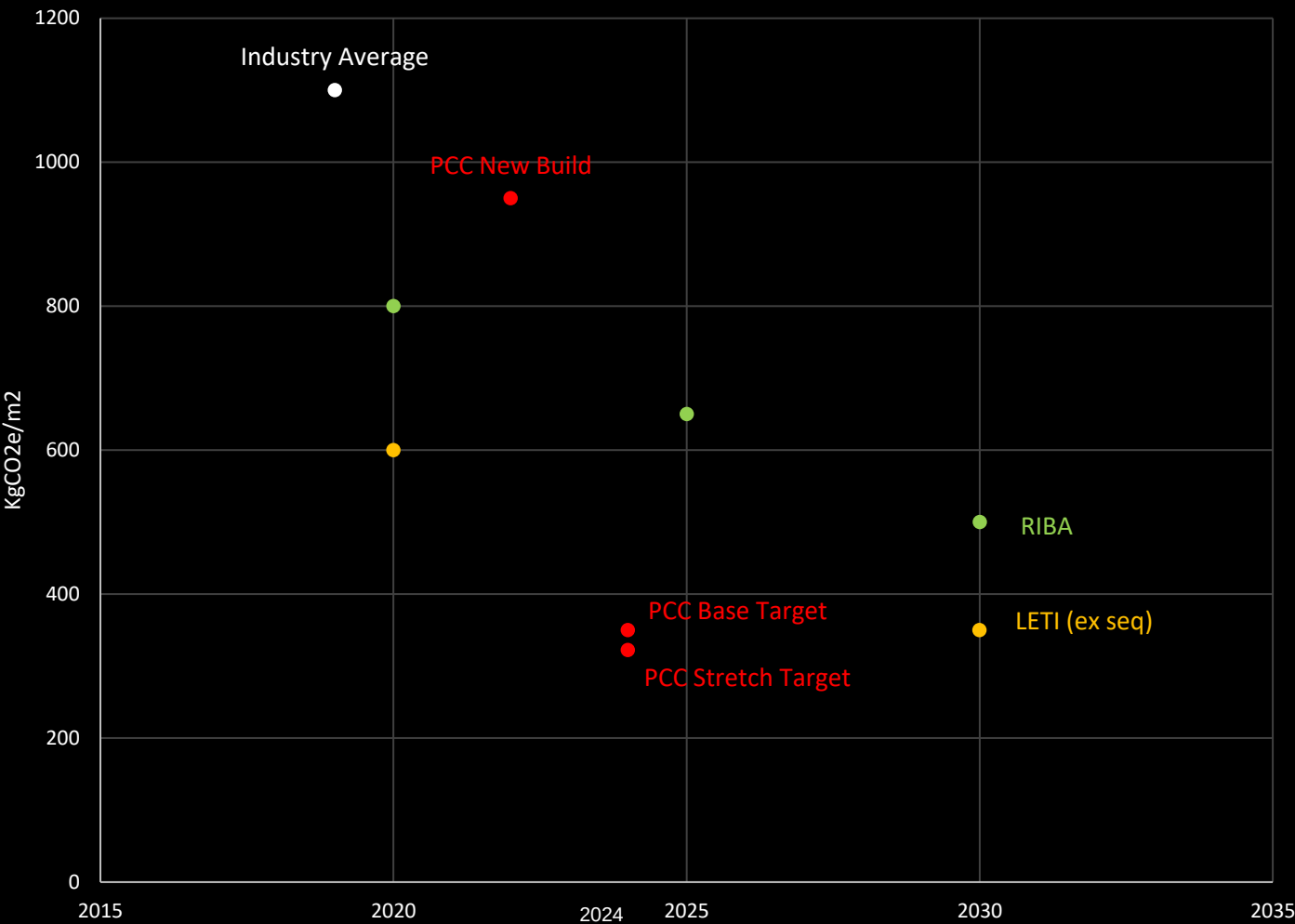
Here PCC has the inherent advantage of being a largely existing building (the LETI assumptions for 2030 assume at least 50% of each project is re-use).

The key challenge related to any refurbishment work is keeping any upfront additional embodied carbon to minimum. The less the existing building can be altered, the better. New elements will benefit greatly from being regenerative materials (usually meaning timber) wherever possible.

The Stage 3 - Upfront and Embodied Carbon Report outlines reduction strategies aim to achieve a base target of 350 kgCO₂e/m² at Practical Completion and further reductions to reach 320 kgCO₂e/m² - a stretch target that goes beyond the LETI A rating threshold.

The Stage 3 - Upfront and Embodied Carbon Report considered the scenario where the existing structure and external walls of PCC were demolished and rebuilt. The Upfront Carbon of the new build PCC building would have been at least 950 kgCO₂e/m² or higher. The carbon emissions of the refurbished PCC are almost three times lower than the new build scenario and over three times lower than the industry average emissions.

For more information please refer to 'Stage 3 - Upfront and Embodied Carbon Report'.



Sustainability - Setting Targets

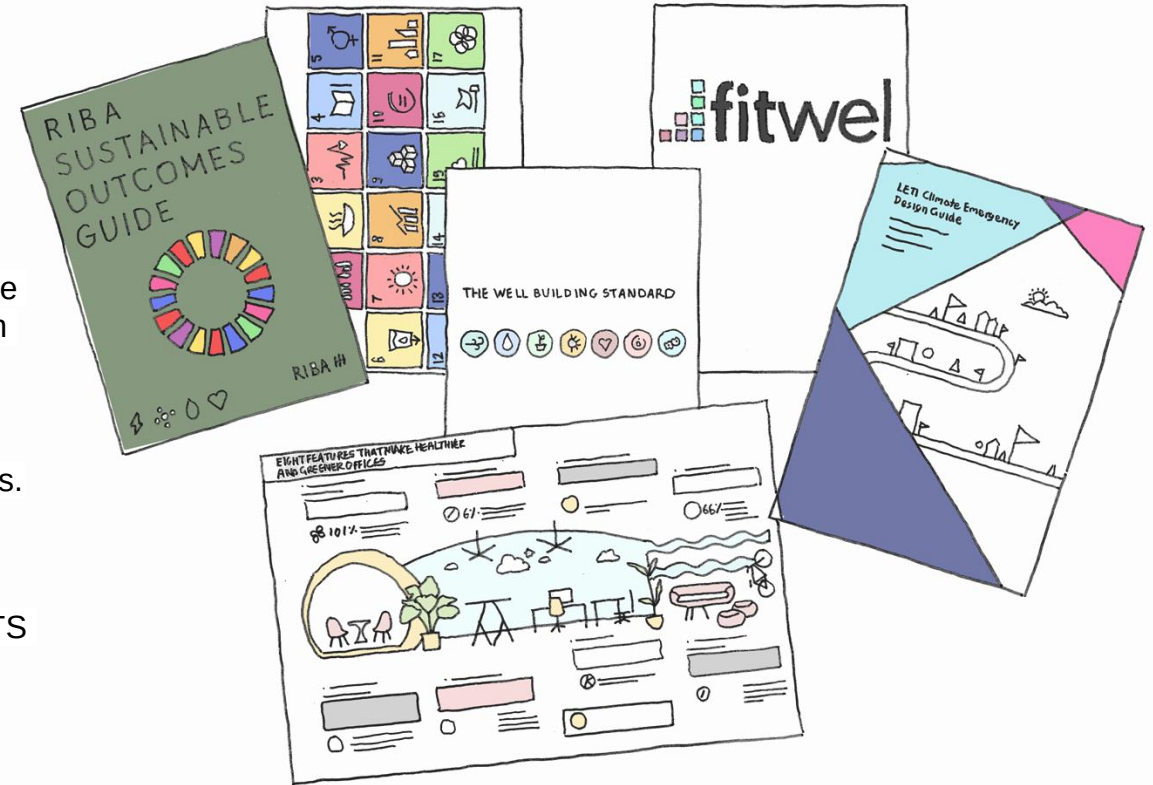
Given the information stated previously. The PLA have settled on the following quantitative targets, which will be further refined as the project progresses.

1. **Operational Energy Target: 100 kWh/m²/a**
2. **Upfront Carbon Target : 350 kgCO₂e/m²**
3. **Target Criteria from WELL Criteria: at least 60 %**

This criteria will be constantly assessed through the duration of the project. The PLA have commissioned specific studies on both embodied and operational carbon to give them an accurate measure of how the buildings should perform, allowing them to improve on performance if targets are not being met. The 'TM54 Predicted Energy Use Study' and 'Stage 3 - Upfront and Embodied Carbon Report' submitted alongside the application provide more detail on the operational energy and upfront carbon calculations and targets.

It is important to note that the above targets are more onerous in comparison to criteria set by BREEAM or another similar accreditation and factor in specific demands of the VTS operation centre. The adopted approach allows to interrogate the design during its development and provides a clear overview of energy and carbon consumption on the project. As seen on graphs on pages 12 and 13, carbon footprint and energy emissions the PCC is designed to be over 50% lower than an average office building.

These targets are aspirational and sometimes cannot be met due to various factors, but setting aggressive but sensible targets are important to allow for future lessons to be learned.



PROJECT CONTEXT

- Site and Occupier
- Existing Buildings
- Planning Policy Context
- Planning History

Existing Site

Gravesend is situated 20 miles East of London just before the Thames Estuary. The PLA manage the watercourse from the North Sea all the way to Teddington Lock in West London



A satellite map of the River Thames in England. A red line traces the river's course from the left side of the frame to the right. On the left, a red dot marks the starting point, labeled 'Teddington Lock'. On the right, a dashed red circle marks the ending point, labeled 'Gravesend'. The river flows through a landscape of green fields and some urban areas. The river itself is a mix of green and blue, indicating varying depths and sediment levels.

Teddington Lock

Gravesend

Existing Site

The site itself sits a small walk from Gravesend town centre with good rail and road links. Although close in its proximity the site itself feels a little apart from the town with a relationship that could be improved.



Existing Site and Buildings

The site is located along Royal Pier Road to the North East of Gravesend town centre and faces north onto the River Thames. The overall site is within the Gravesend Riverside Conservation Area and the collection of PLA buildings stretch out along the river edge with an uninterrupted north facing view over the Tidal Thames.

Fronting the buildings on its south side are a number of mature trees which screen the buildings from the road. Opposite there is a mixture of Victorian and Edwardian houses and nearby the recently refurbished Clarendon Royal Hotel.

The PLA's site is divided into 4 buildings all adjacent to one other:

1. **London River House**, on the west, built in 1992 and refurbished between 2019-2021. This includes the building known as the Link which connects London River House to the PCC.
2. **Port Control Centre (PCC)** with its array of rooftop radars.
3. **Royal Terrace Pier**, Grade II Listed, constructed in 1844.
4. **Alexandra House** on the east side, built in the 1970's.



Of these buildings the primary focus of this application for refurbishment is the Port Control Centre (PCC) as shown in the image adjacent:

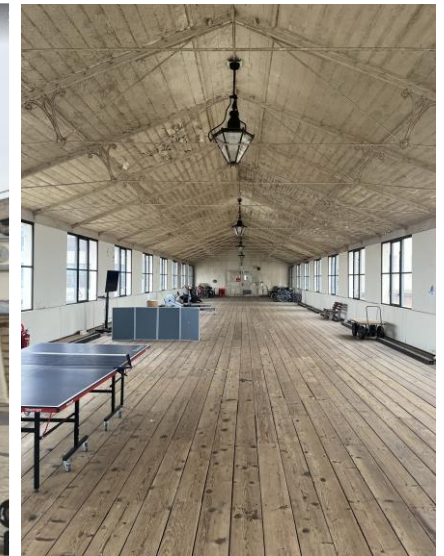
Existing Site and Buildings

The existing building comprises a ground floor plus 3 storey building over a single level basement with a rooftop structure above the 3rd floor. The building houses the PLA's Vessel Traffic Services (VTS) and radar equipment for the PLA and ancillary office areas. The basement is occupied by plant serving the building. The PCC building is bounded by The 'Link' building to the west, the Grade II listed Royal Terrace Pier to the east, the river front to the north and Royal Pier Road to the south.

As highlighted in the introduction, currently located within the PCC is the PLA's Vessel Traffic Services (VTS) department whom oversee safety of navigation of some 600 square miles of waterway spanning 95 miles from Teddington to the North Sea on a 24 hour basis 365 days a year.

All VTS personnel are fully trained to the International Association of Lighthouse Authorities (IALA) and Maritime and Coastguard Agency (MCA) standards. The infrastructure utilised by VTS is rapidly evolving and the need for the PLA to ensure its VTS operations can continue to operate effectively forms a key part of the need to modernise and ensure the PLA's PCC building can continue to act as the main base of operations for the PLA both now and in the long term.

The PLA currently have a VTS site at the Thames Barrier Navigation Centre (TBNC) in Woolwich. As part of these consolidation proposals VTS staff will move from TBNC to PCC. This will involve an increase of 10 VTS officers at Gravesend.



Existing Site and Buildings – River and town visibility

The PLA sits on a unique place on the Banks of the River Thames at the point it becomes the Thames Estuary. The PCC building and its communications tower could become a marker on the river and the project offers the opportunity to better reflect the key service provided within.



View along Thames from eastern approach. The PCC and comms tower is visible above the pier and offers an opportunity for visual impact.



View from town centre showing potential impact of new forms on the approach experience. Silhouette also visible on river approach from the west.

Existing Site and Buildings – Town side



Images showing the various buildings that make up the PLA, its connection to the river and the mix of architectural styles and eras.

Whilst the existing PLA Gravesend site includes a number of characterful buildings and has an amazing relationship to the river, the site presents a cluttered and confusing face to the town. Within the Gravesend Riverside Conservation Area Appraised for this area, other than the Grade II listed Royal Terrace Pier, the PLA's collection of buildings are shown as 'neutral' buildings. Furthermore it is stated that the buildings within the Conservation Area have different scales, materials and designs and create an interesting mix of structures that sometimes create a visual clash with their neighbours with the PLA buildings and Royal Pier Road residences are given as an example of this. Access to the main door is compromised by steps whilst carparking, service entrances and bins stores dominate the frontage.

Existing Site and Buildings – River side



The position of the PCC allows for long panoramic views along the Thames in both directions.

Planning History

Recorded information for the site indicates that the existing PCC building was originally constructed in 1958 and partially refurbished in 1985. The building was also extended after a 1997 planning application with partial extension in the late 1990's to form an enlarged equipment room associated with the antenna. Details of the relevant planning history can be found below:

- 19970463: Erection of extensions to the Port Control Centre at roof level on the north and south elevations to form rest room, kitchen, toilet accommodation and enlarged equipment room. Granted permission 24 December 1997.
- 19980214: Change of the external facing materials to the Port Control Centre fronting the River and erection of a 6m high flagpole on the roof. Granted permission 22 May 1998.
- 19980247: Display of individual internally illuminated lettering at 2nd and 3rd floor levels on the River elevation of the Port Control Centre. Consent for advert granted 2 June 1998.
- 20190222 & 20190223: Conversion of existing archive area into an area for staff welfare and social activities, erection of a new terrace on the riverside elevation with additional windows and roof lights to the front and back elevations of the link section of the London River House; installation of photovoltaic solar panels on the roof of the London River House main block (east and west elevations); installation of a river water cooling plant system; alterations and improvements to the hard and soft landscaping to the front of the Royal Terrace Pier entrance and forecourt. Granted permission 17 May 2019.

Planning Policy Context - Local Plan: Gravesend Core Strategy (Adopted 2014)

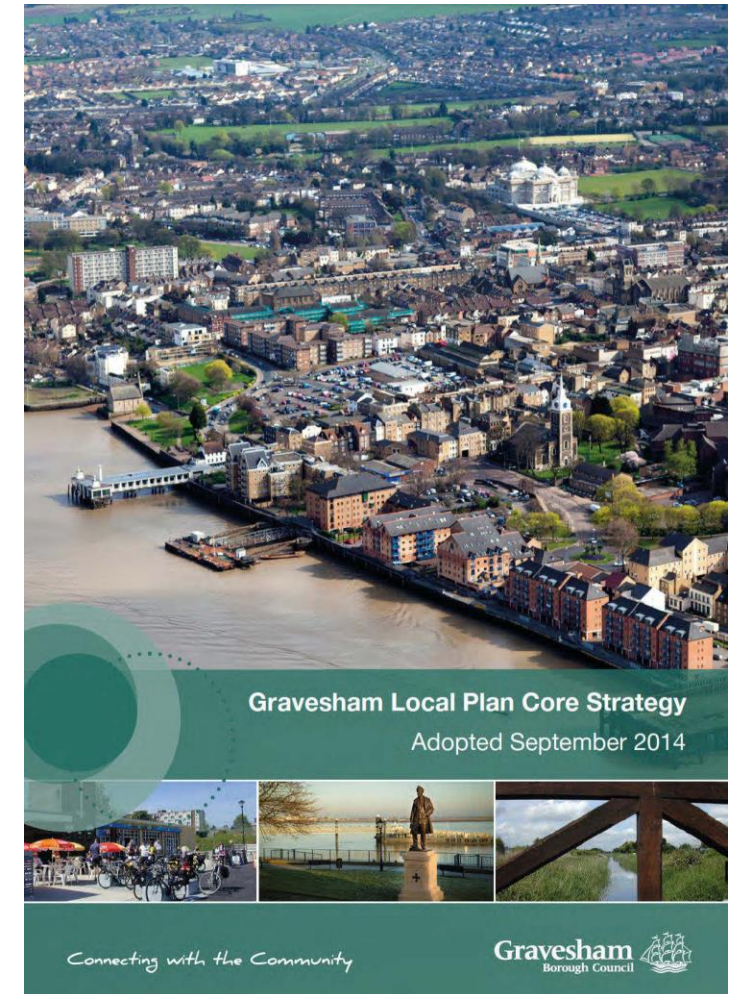
The following section provides an overview of some of the key policies of the adopted Gravesend Local Plan, and how these have been taken into account as part of this proposed development:

- Policy CS01: Sustainable Development

Extract from Gravesend Local Plan Core Strategy:

“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

This application aims to improve the economic, social and environmental conditions of the area through the refurbishment of the existing PCC building to ensure that the PLA, and particularly its VTS operations can continue to operate safely and effectively both now and into the future utilising modern technology to ensure the PLA sets the benchmark for VTS services in the UK.



Gravesend Local Plan Core Strategy

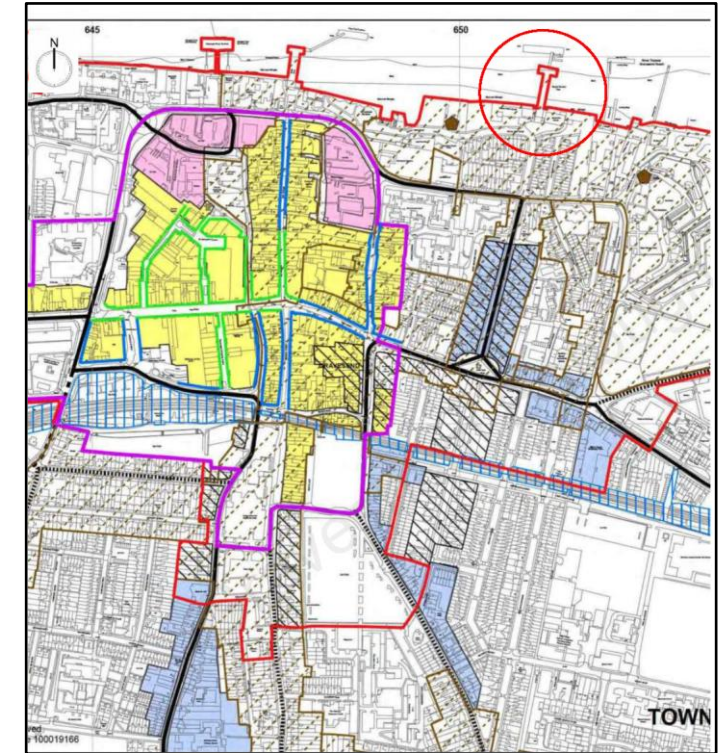
Planning Policy Context - Local Plan: Gravesend Core Strategy (Adopted 2014)

- Policy CS05: Gravesend Town Centre Opportunity Area

Extract from Gravesham Local Plan Core Strategy:

“The Gravesend Town Centre Opportunity Area will be the principal focus for town centre related economic and social activity in the Borough. This will be achieved by consolidating the existing retail area, encouraging a mix of employment and residential uses, improving its role as a transport hub by the creation of a public transport interchange, promoting an evening economy through giving support to the provision of leisure uses and taking full advantage of its heritage and riverside setting.”

This application will enhance the office facilities at the PCC facility, following on from the successful enhancement of London River House and the Link completed between 2019-2021. In addition the proposed landscaping works to the public realm in front of the PCC and the wider London River House complex will create a consistent approach that will better link the PLA's facility to Gravesend Town Centre and celebrate the fact that the UK's largest port has its state of the art headquarters based in Gravesend which serves the entirety of the PLA's jurisdiction from Teddington Lock in the London Borough of Richmond Upon Thames to the Thames Estuary. The PLA is proud of its location in Gravesend and as the UK's largest Port wishes to ensure that its base of operations is modernised and future proofed for the long term, to act as an example of best practice as a Port Authority and a high performing VTS operations.



Gravesham Local Plan Policies Map



Planning Policy Context - Local Plan: Gravesend Core Strategy (Adopted 2014)

- Policy CS07: Economy, Employment and Skills

Extract from Gravesham Local Plan Core Strategy:

“5.1.35 Development proposals facilitating the expansion of river-related employment will be supported, particularly where these involve the use of the river for transport and/or provide specialist training or other facilities intended to support the continued use of the River Thames as a major commercial waterway.”

This proposal will ensure that VTS operations linked to the Port of London within Gravesend can continue both now and into the future, which will support the continued use of the River Thames as a major commercial waterway, in line with the PLA's Thames Vision 2050 plan which details how maritime technological change is set to be manifest across ship propulsion, auxiliary systems, navigation, monitoring and control. At the PLA our preparations will include developing a flexible new maritime control hub, ready to adjust as new technology and approaches, including vessel autonomy and potentially shore based pilotage, start to take shape.

Planning Policy Context - Local Plan: Gravesend Core Strategy (Adopted 2014)

- Policy CS18: Climate Change

Extract from Gravesend Local Plan Core Strategy:

“Flooding - Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing guidance as appropriate)

Sustainable Drainage and surface water run-off - The Council will seek to minimise the impact of drainage from new development on waste water systems. In particular, the Council will: require that surface water run-off from all new development has, as a minimum, no greater adverse impact than the existing use; and require the use of Sustainable Drainage Systems on all developments where technically and financially feasible.

Carbon reduction - The Council will seek to reduce the overall carbon footprint of the Borough. In particular, the Council will In the context of national policy on the transition to zero carbon development via amendments to Part L of the Building Regulations, require proposals for development of the Key Sites throughout the Borough and other major development elsewhere in the Gravesend Town Centre Opportunity Area to consider the potential and include proposals for low carbon and renewable energy generation, including combined heat and power. Where choosing not to do so, applicants must submit evidence which demonstrates that compliance is not technically or financially feasible or that improved fabric energy efficiency or an allowable solution results in improved carbon saving benefits”

On flood risk and drainage, this is discussed on page 30 of this document and in the associated Flood Risk Assessment and Drainage Strategy.

With regard to Carbon Reduction, as part of the proposed development, energy efficiency shall be achieved through compliance with and improvements upon the current Building Regulations Part L 2021 Volume 2 (Conservation of fuel and power in buildings other than dwellings) (see part 4.1 of the submitted Energy Statement).

In addition a number of Low or Zero Carbon (LZC) technologies have been assessed for their viability to be included in the design. Further detail can be found in parts 5.3.3 – 5.3.6 of the Energy Statement including on the provision of solar panels and electric heat pumps as part of the proposals.

Planning Policy Context - Local Plan: Gravesend Core Strategy (Adopted 2014)

- Policy CS19 Development and Design Principles

Extract from Gravesham Local Plan Core Strategy:

“The Council will seek to manage new development in a way that makes a positive contribution to the built, historic and natural environment. Ensuring new development is attractive and fit for purpose, reinforces local character and safeguards people’s amenity is the key to achieving successful neighbourhoods and gaining community acceptance of changes to their local area. However, this does not mean that only traditional design solutions will be supported. The Council recognises the positive impact that contemporary, innovative design solutions can have in appropriate locations, particularly where they embrace sustainability and enhance local distinctiveness.”

“5.15.7 National policy recognises the contribution that a high quality public realm makes in creating successful places. Public art is a component of the public realm and can contribute to the creation of a strong sense of place and local distinctiveness in a scheme. It can take many forms from physical pieces to creative lighting, street furniture and street paving. The Council will expect applicants to consider opportunities to provide public art as an integral part of their approach to the public realm.”

“New development will include details of appropriate hard and soft landscaping, public art, street furniture, lighting and signage and will ensure that public realm and open spaces are well planned, appropriately detailed and maintained so they endure;”

“New development will protect and, where opportunities arise, enhance biodiversity and the Borough’s Green Infrastructure network. Support will be given to environmental enhancements where opportunities arise;”

“The layout of new development will create a safe and secure environment and provide surveillance to minimise opportunities for crime and vandalism.”

This application will greatly assist in strengthening the character and distinctiveness of the local area and will make a positive contribution to the environment. The refurbishment of the PCC will result in a significant improvement to the existing façade, including the overall Conservation Area designation and the adjacent listed pier. The area will be further enhanced by the proposed external works, which will create a clear and more welcoming entrance to the PLA’s offices and create a consistent public realm, clear of clutter, creating a stronger sense of identity across this site. The proposed development will also result in the removal of redundant infrastructure on the PCC facility, and create a replacement comms tower onto the roof of Alex House, designed to meet current and future requirements in a more streamlined and modern design. This will ensure that the essential VTS function of the PLA’s operations at Gravesend can continue to successfully and safely operate. In addition, as part of the proposed works the proposed development will avoid adverse environmental impacts from pollution, including noise, air and light pollution, particularly during the construction stage. Further information on how these matters are taken into account can be found in the associated outline Construction Management Plan.

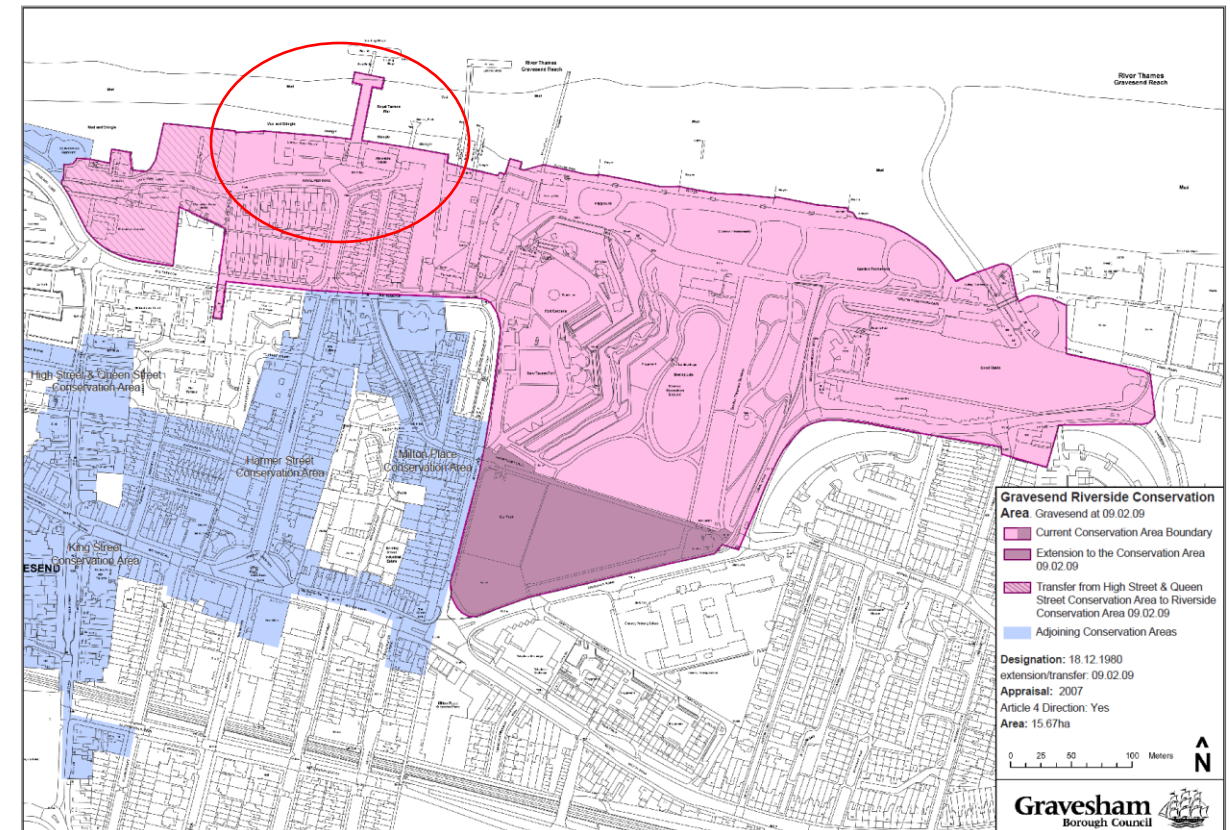
Planning Policy Context – Gravesend Riverside Conservation Area

Extract from Gravesham Local Plan Core Strategy (Policy CS20):

“The Council will accord a high priority towards the preservation, protection and enhancement of its heritage and historic environment as a non-renewable resource, central to the regeneration of the area and the reinforcement of sense of place.”

It is considered that the development proposals will enhance the setting of the historic environment and wider conservation area, including the Grade II Listed Royal Terrace Pier through the following means:

- A considerate refurbishment of the PCC building itself, currently designated as a ‘neutral’ building in the Conservation Area Appraisal. The building will be designed in muted colours in keeping with the surrounding buildings and landscape and will be constructed of materials that compliment the tones of the existing area whilst taking into the account the Conservation Area context of the setting of the adjacent listed pier.
- The proposals will involve the removal of redundant infrastructure and unsightly parts of the existing building, including eastern staircase and rooftop unit.
- The external landscaping proposals will enhance the wider area by creating a clean, consistent approach that is more accessible and appealing for staff and visitors to the site whilst being considerate to the areas conservation area designation through the type of paving proposed and design of the area of the external area.
- The removal of the car parking directly in front of the entrance and the waste bin location will assist in achieving an enhancement to the general public realm in this area, which will serve to create a sense of civic public realm to the site, enhancing links to Gravesend and presenting a more welcoming face to the public.



Gravesend Riverside Conservation Area Boundary

Planning Policy Context – Flood Risk

Flood Risk: The application site is located within Flood Zone 2& 3 and the PCC building is located within an area benefiting from flood defences. Specifically, the site is currently protected from potential flooding by a variety of flood defence walls along the river frontage and around specific elements of the site, where critical services and accommodation are located. The proposed development will not result in a greater flood risk, above and beyond what is already experienced, to the area, and there would be no requirement to amend or change the existing flood defences that are in place and there are no proposals for any encroachment into the areas between the existing building and river wall to the North. Further information on flooding and drainage matters can be found in the associated Flood Risk Assessment and Drainage Strategy.



PROPOSALS

- Development scope
- Constraints and Opportunities
- Design Strategies
- Internal Organisation
- External Envelope - Materials + Detail
- Landscaping and Public Realm
- External Lighting and Signage
- Comms Mast
- Visual Impact

Proposals – Development Scope

The adjacent drawing shows the proposed red line boundary for development and the blue showing the overall ownership boundary of the PLA.

Whilst the majority of the development will be centred around the current PCC building. The proposals include extensive areas of landscaping and the relocation of the comms tower from the PCC to Alex House. The proposals also involve the alteration of some existing processes including the removal of seven parking places from the front of London River House and the relocation of the existing waste collection area to the London River House car park to the west of the site. Hence the extension of the red line boundary to include these elements.



Constraints and Opportunities – Defining the challenge

The PLA site is an interesting collection of buildings with an important function but doesn't maximise the potential of its setting. Our analysis of the site, buildings and context led to the following issues requiring attention -

Limited connection and views to the river

Jumbled arrangement of building types and aesthetics

Arrival sequence lacks impact

Complex levels

Lack of hierarchy between buildings and entrances

Inaccessible entrances and workspace

Limited connection to the town



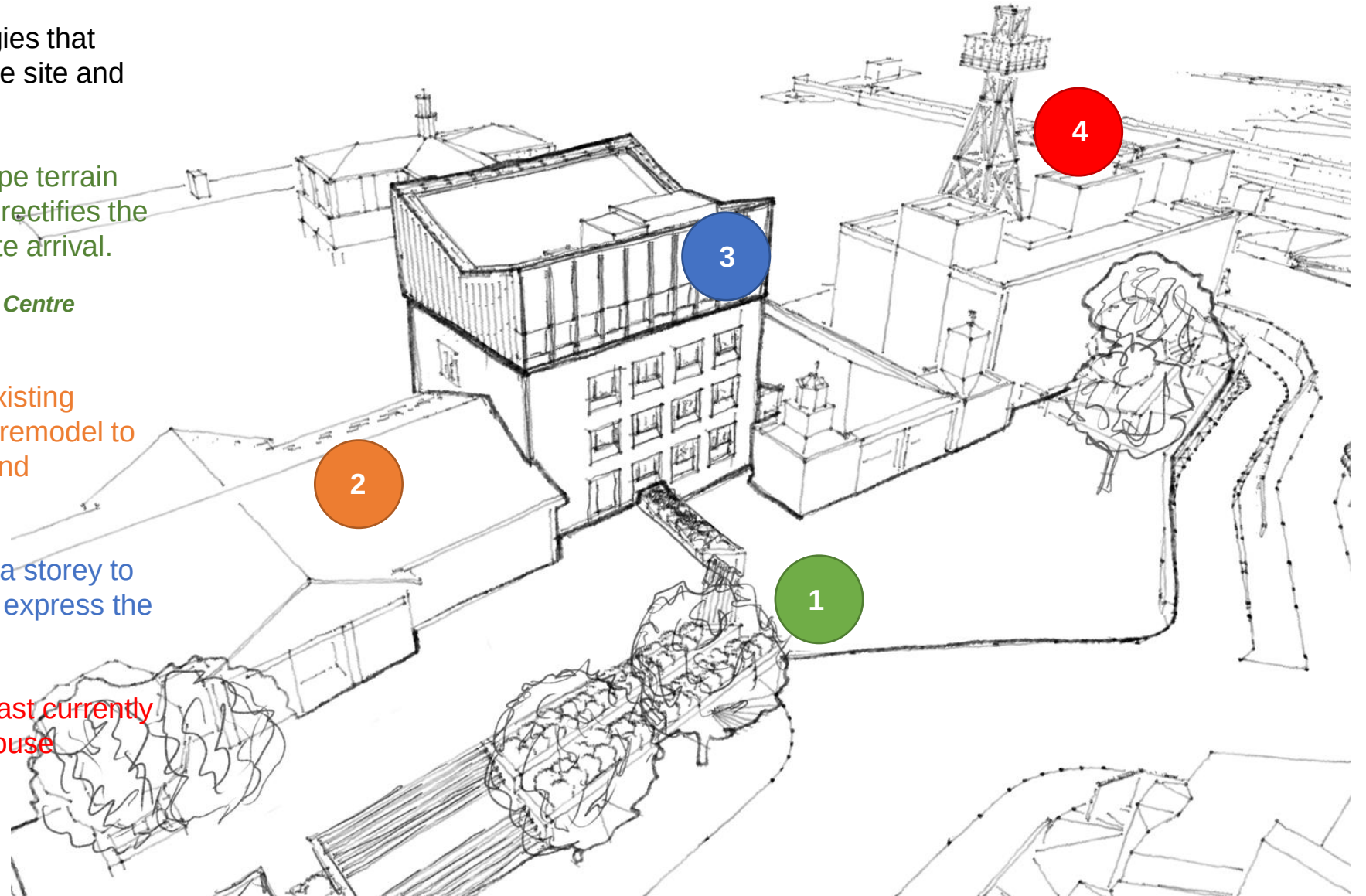
Design Strategy – Design Strategies Summary

We have identified 4 key design strategies that respond to the existing challenges of the site and building:

1. Urban Design Concept - A landscape terrain that unifies the PLA ensemble and rectifies the access and perception issues of site arrival.

(proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping)

1. Remodel - Retain the bulk of the existing building to limit carbon impact and remodel to improve workplace, performance and character
2. Extension - Extend the building by a storey to house a new port control suite and express the new era of PLA occupation on site.
3. Relocate – Relocate the comms mast currently on PCC to the roof of Alexandra House

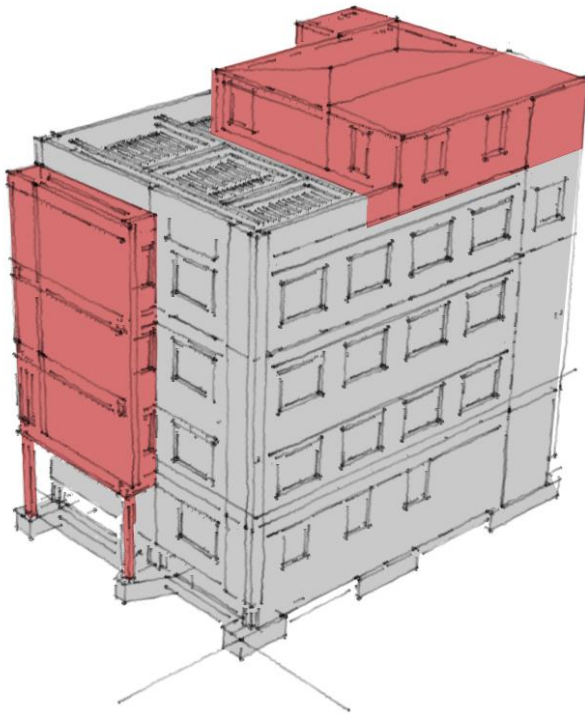


The following pages outline the thinking behind these strategies

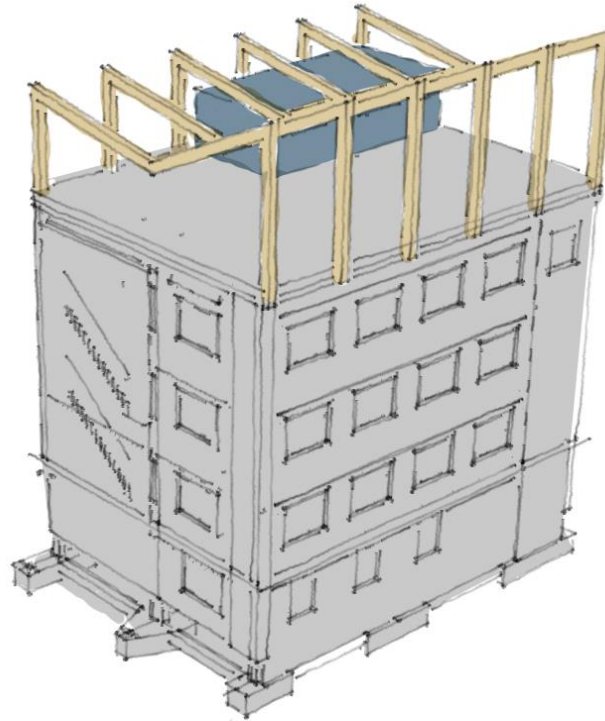
Architectural Concept

Sustainability targets driving design choices

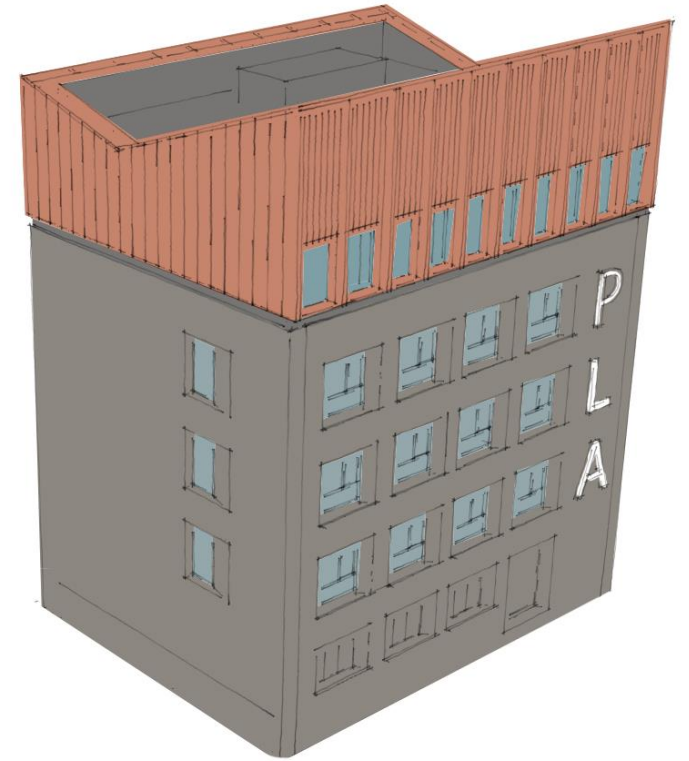
Retaining the bulk of the existing building has informed the architectural strategy and visual expression of the proposals.



Existing building retained with fourth floor accommodation and secondary stairwell removed to simplify form.



New lightweight timber structural frame forming a rooftop enclosure to house the VTS suite, a new core located in the south west corner simplifies vertical circulation.



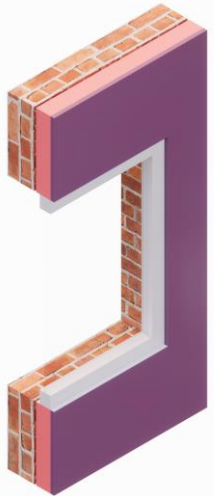
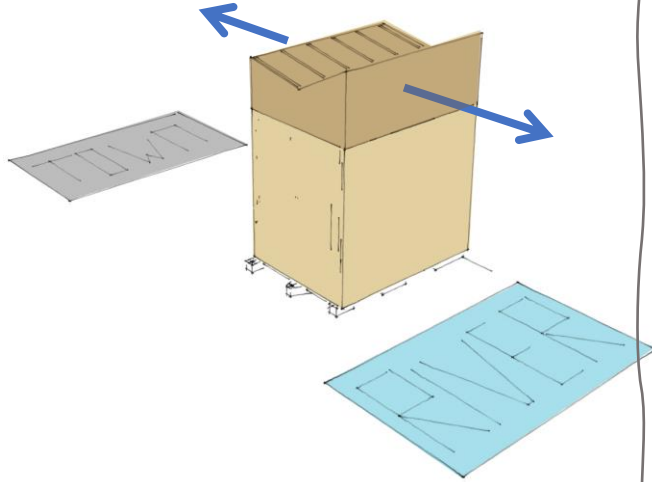
This existing building fabric is overlaid and windows replaced to upgrade the performance. The new extension is expressed as a new object sat on this existing box with specialist windows to the VTS floor and views towards the river

Architectural Concept

A building form that reflects its location on the rivers edge.

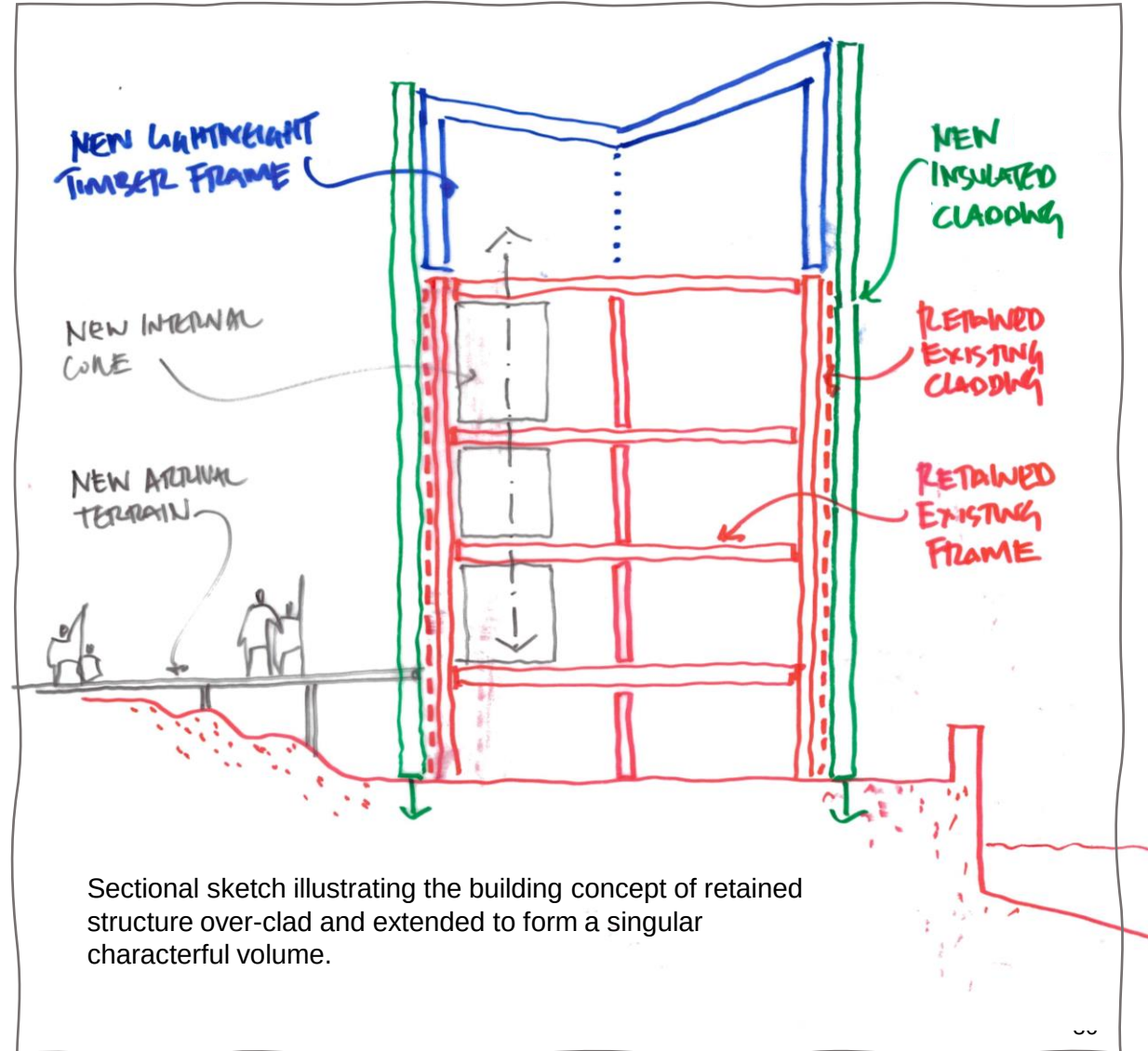
A simple massing the addresses the river and the town context

Massing diagram illustrating how the amended volume is unified through cladding and orientated towards the river and town. The overall volume is prominent but overly dominant and in keeping with its riverside and conservation area context.



Existing façade retained, upgraded with new insulation positioned externally.

This solution improves the U-value and the embodied carbon figure is relatively low, moisture management is easier and the net internal area is not impacted. A new external skin is required which offers the opportunity of a transformative aesthetic. Preferred solution.

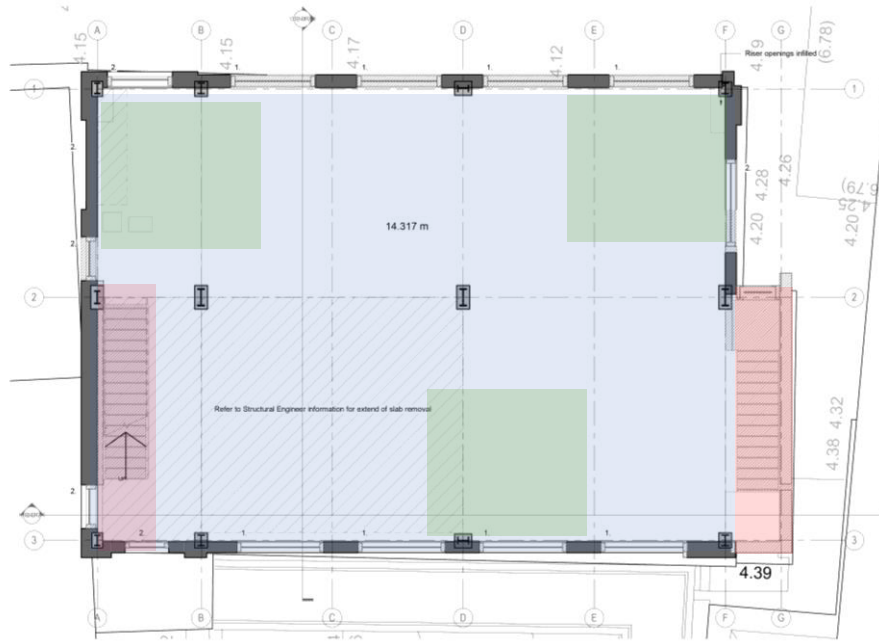


Sectional sketch illustrating the building concept of retained structure over-clad and extended to form a singular characterful volume.

Proposals – Internal organisation

What can we learn from analysing the existing building, its structural frame and vertical circulation ?

Existing building internal organisation

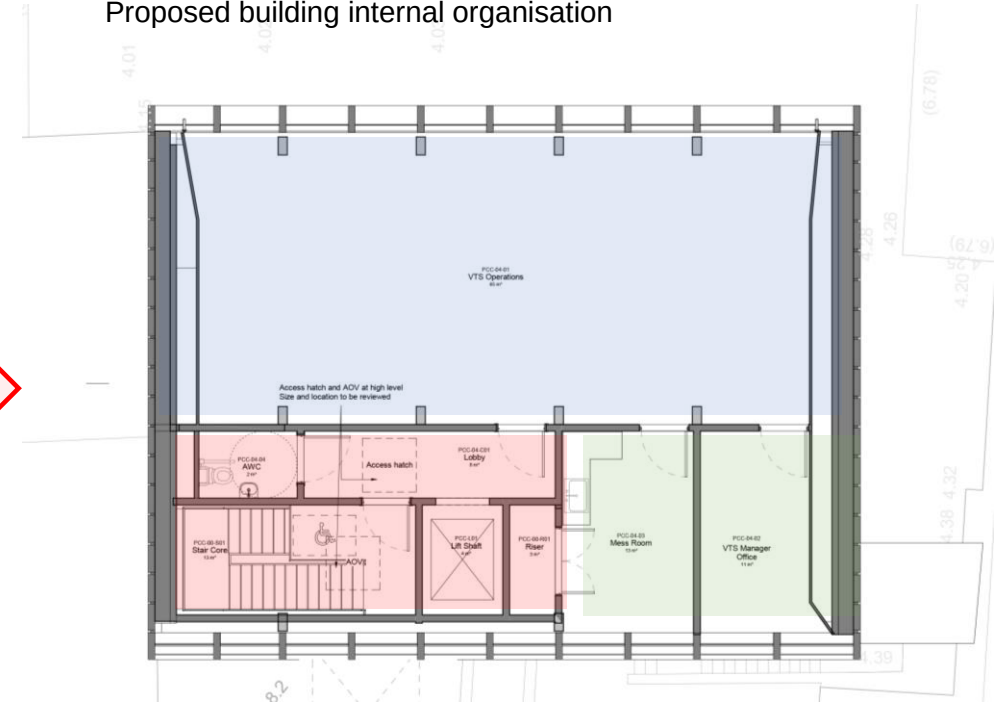


The existing building structure is a concrete-encased steel primary frame which has an eccentric grid. The grid dimension is unsuitable for future workplace use as the PCC.

The existing building has two access cores, which create an awkward arrangement internally and don't link to the adjacent building in a satisfactory manner. There is also no lift access to the PCC within the building. Support space (in green) is randomly distributed on floors depending on the level

Our initial thought is that removing one access stair and creating a new single stair and lift core would be beneficial to the internal planning of the new PCC.

Proposed building internal organisation

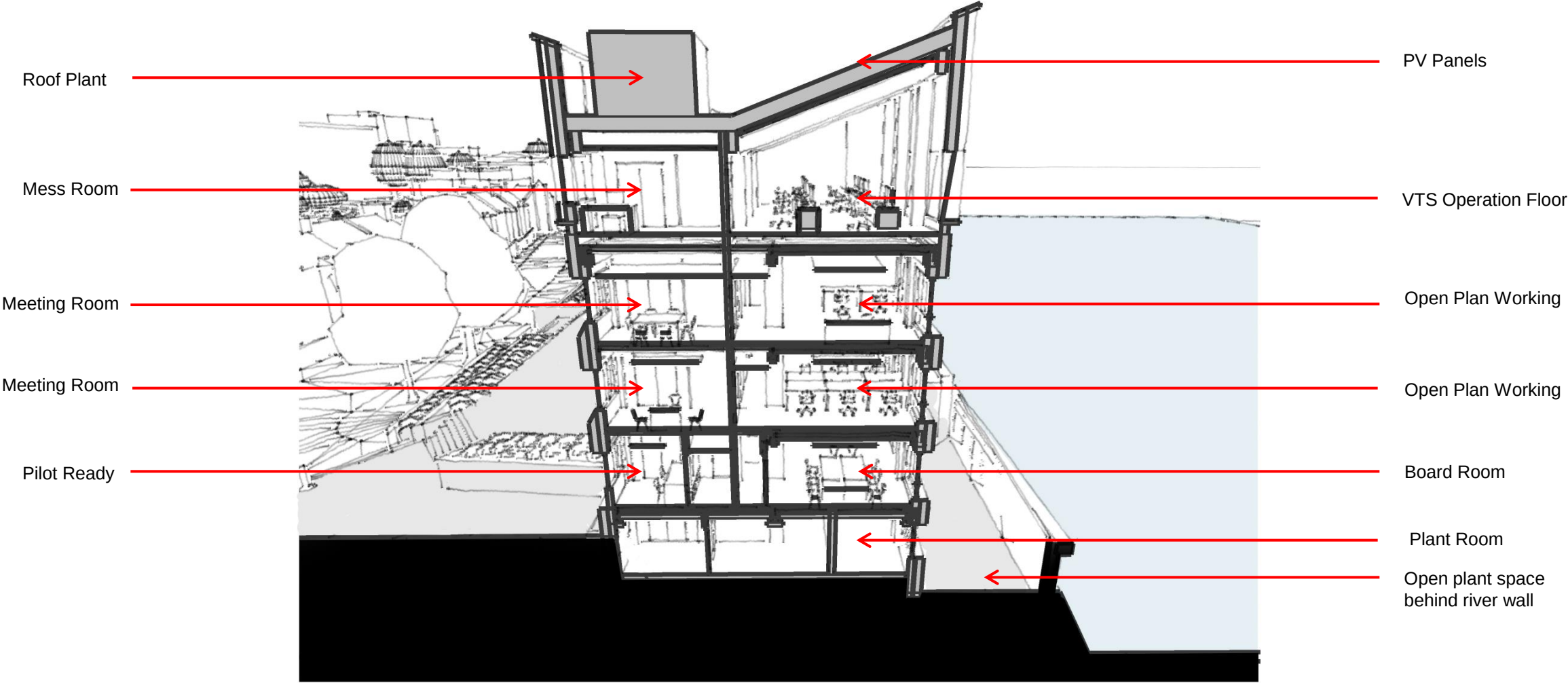


This Level 4 layout shows the organisation in its simplest form. A core is placed towards the southern façade containing a lift, a stair, a WC 'superloo' a wheelchair refuge point and a main services riser.

This configuration allows the northern part of the plan to be flexible open plan workspace taking advantage of river views. The south east corner of the plan is occupied by support space including meeting rooms, private offices, tea points etc.

This biased configuration places the major open plan spaces toward the river to maximise occupier engagement with the Thames.

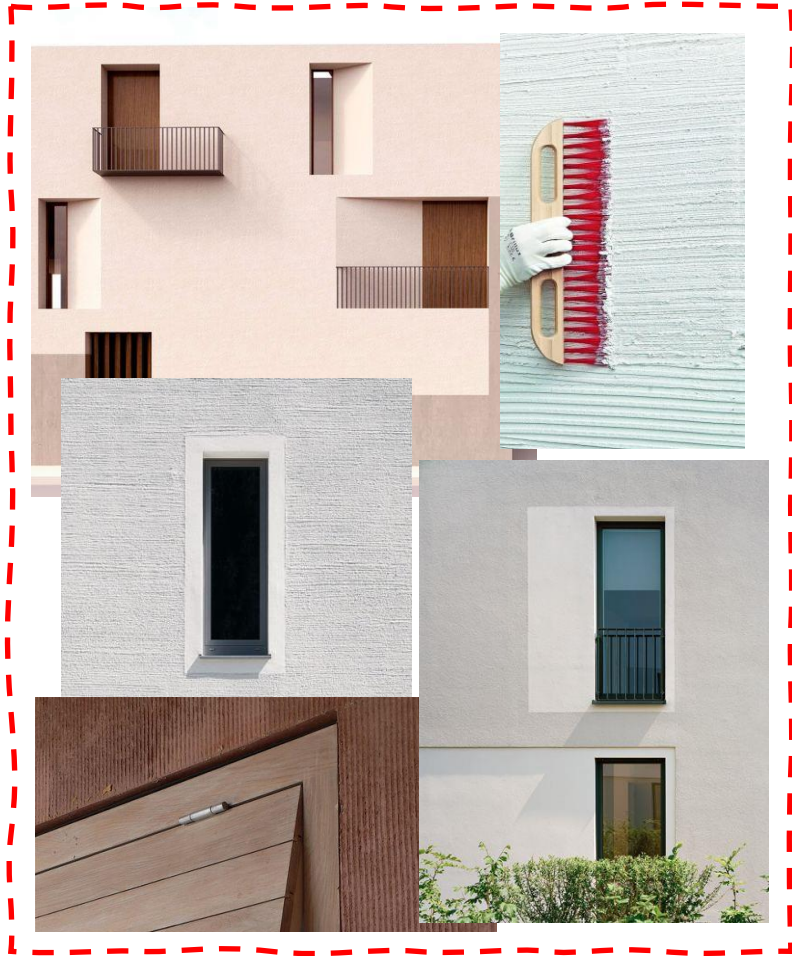
Proposal – Internal Layout Section



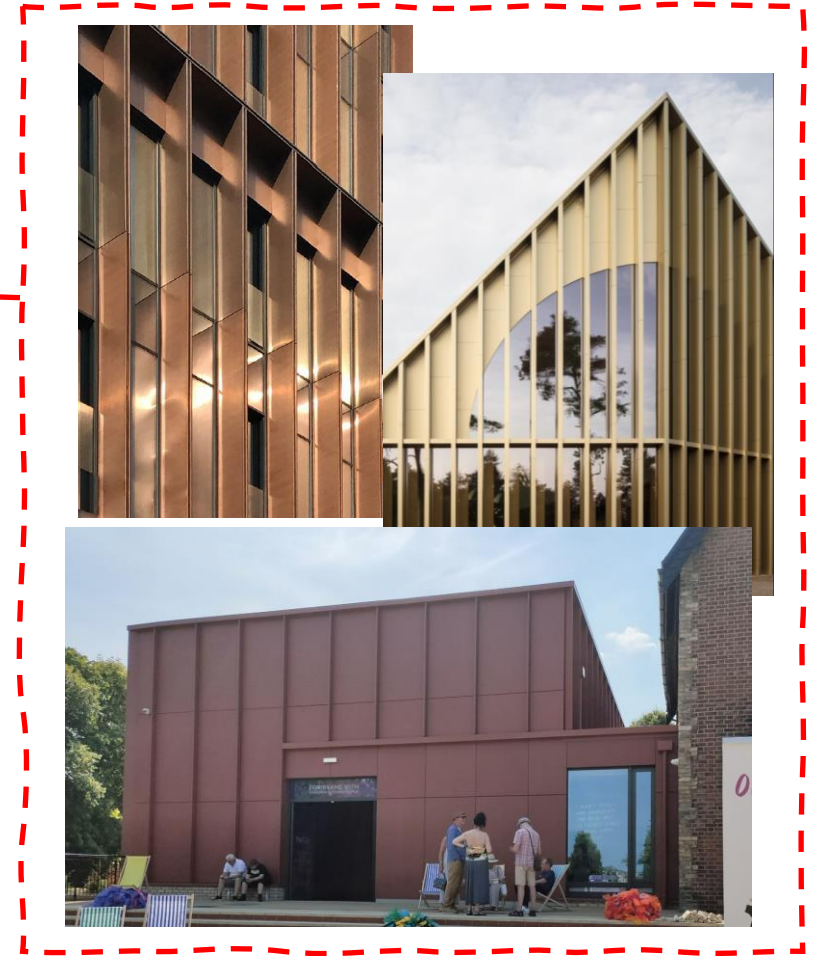
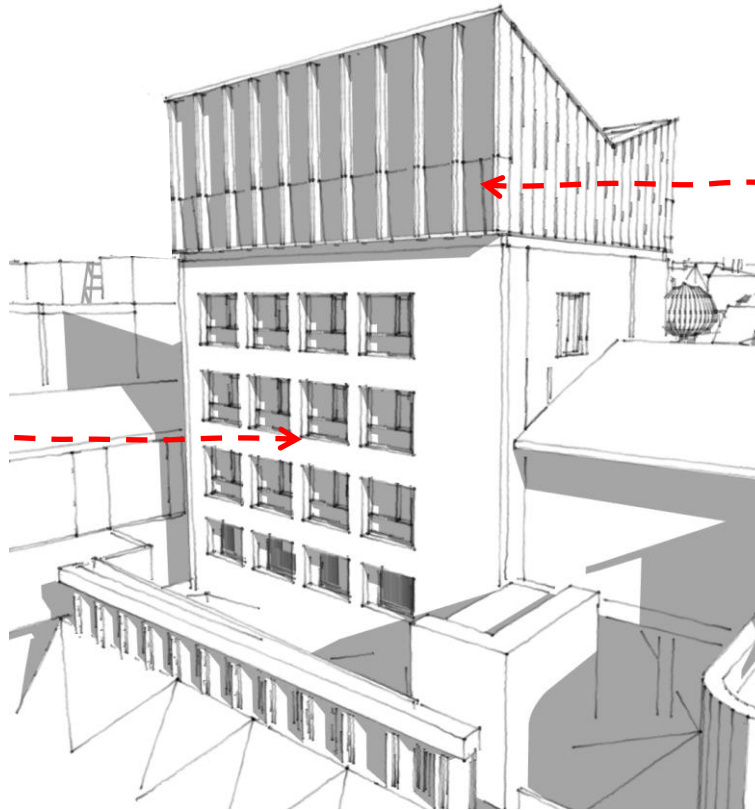
The sectional diagram above shows the potential layout of spaces in the refurbished and extend new PCC

External Envelope + Materials

The emerging material palette and expression seek to unify the retained part of the PCC building through simple, rigorous openings and solid textured surfaces and to express the new, extended upper volume in a lightweight vertical rhythm. This concept subtly expresses the newness of the proposal whilst embedding the PCC in its context.



Simple, monolithic base and sides in render of varying textures



Articulate, fine, expressive top in, metal and glass.

External Envelope - Colour

The emerging material palette for the PCC need to have a contemporary expression while be fitting of its conservation area context and sit comfortably within the current ensemble of buildings. The material swatches taken from site below don't give a strong indication of the colour the building should be expressed in but the new building should be able to work with this range so as not to stand out too much



Simple, monolithic base and sides in render, stone or tile

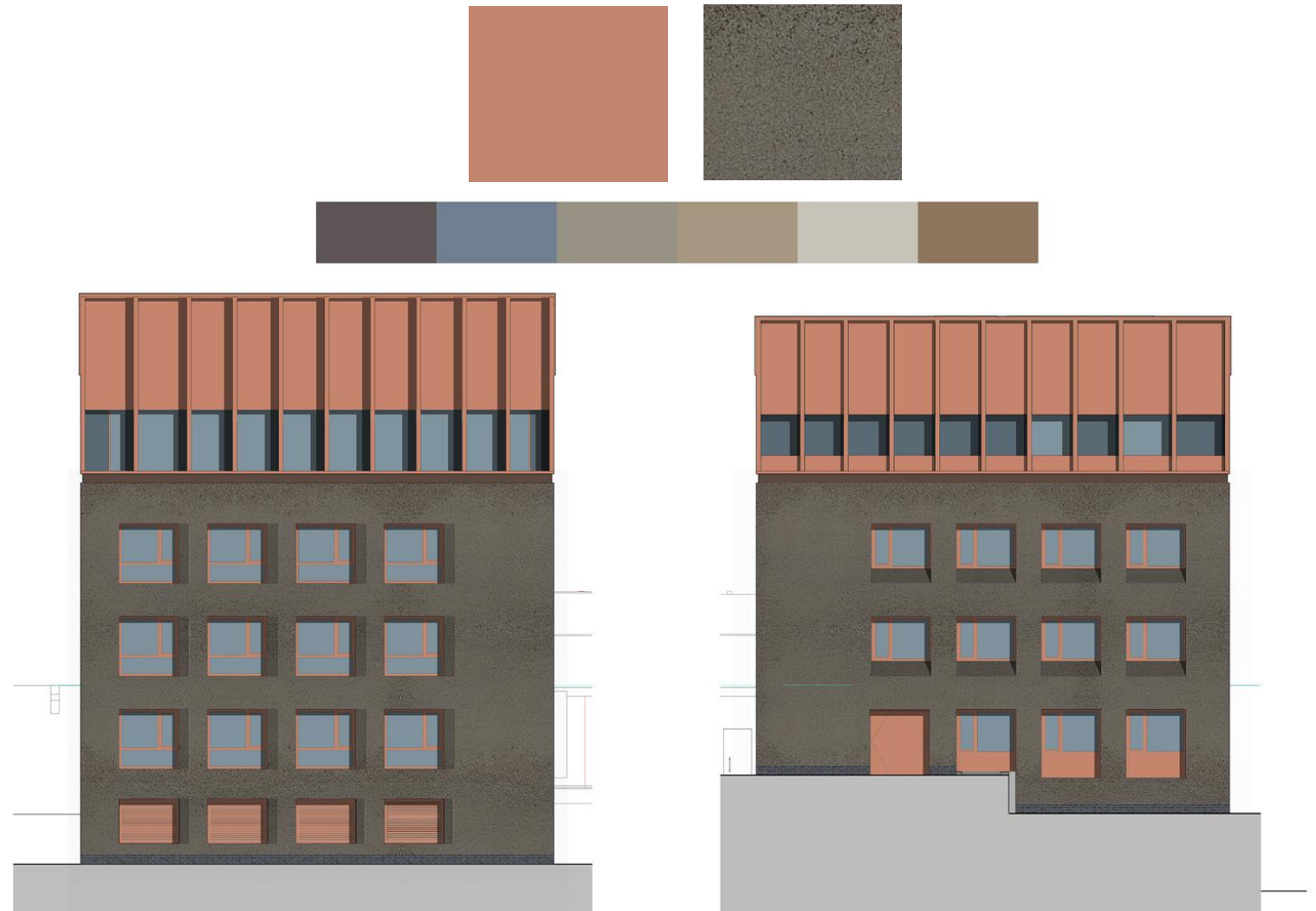
External Envelope - Colour

A palette of dark, earthy textured render that will be more forgiving to weathering and a tonal, metallic top that compliments the tones of the existing area has been chosen for the new PCC.

Whilst any final colours and textures will be subject to conditional approval, this palette allows for the new building to confidently express its new place within the ensemble and establish its importance while not being overbearing or causing harm to the conservation area context or setting of the listed pier.

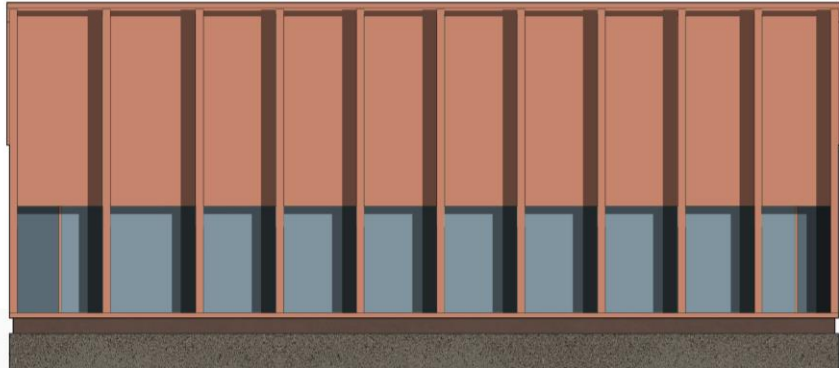
The images adjacent show the key North and South elevations that address the river and the town and the relationship of the colours to the existing palette onsite shown above. We have proposed that the same colour for the top is to be carried through to the new windows in the base to strengthen the relationship between the two.

Example colour pallets sat next to existing building colour swatches



External Envelope - Detail

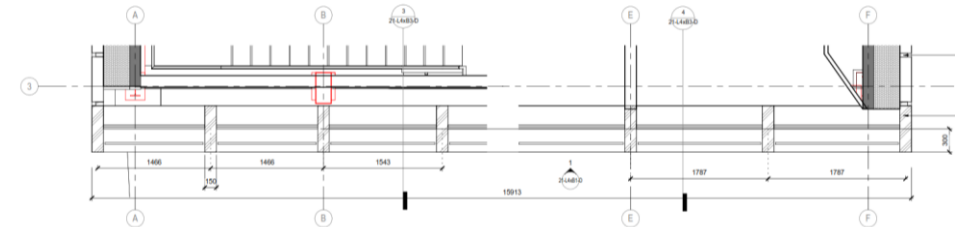
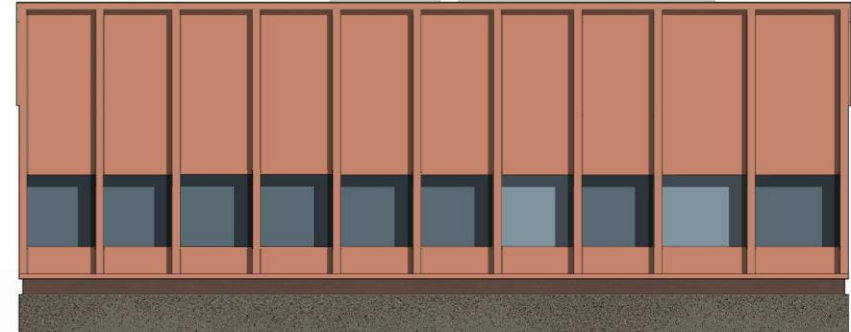
Level 4 North Elevation



The North elevation addresses the river and has a higher window set back and at an angle to reduce glare for the VTS operators this will give a consistent picture window out towards the River Thames. The solid panels at high level allow for the mounting of VTS screens above the windows which is a normal arrangement for a VTS office

The details for the top extension to the PCC have been crafted to create an articulated box using metal fins, solid panels and curtain wall glazing with subtle changes depending on the orientation.

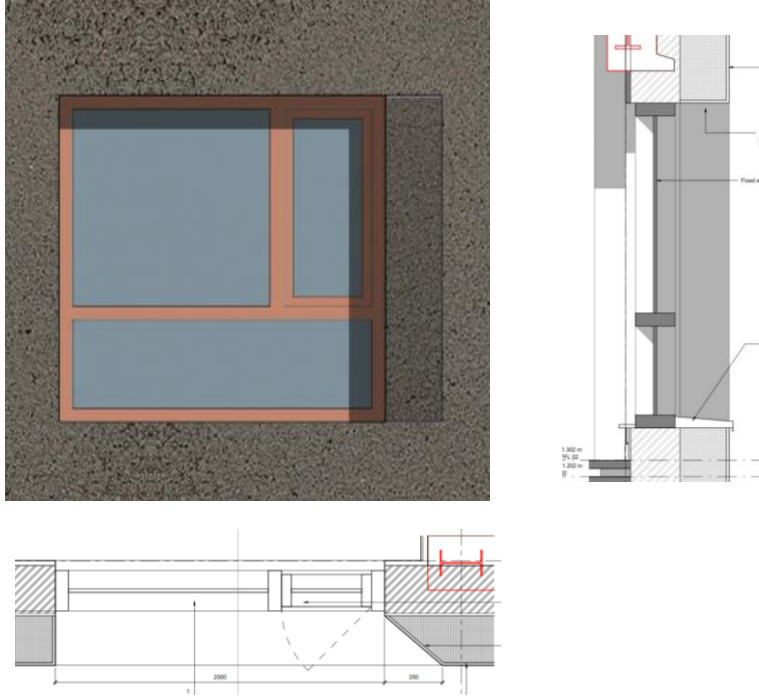
Level 4 South Elevation



The south elevation is lower and has smaller windows to reduce overheating and have a mixture of opaque and translucent glass. This has been done to provide consistent window to solid arrangement as per the North elevation. The solid portion at the lower end allows for desks to be placed against the window which differs from the North elevation also. Moreover, the reduced size and amount of translucent glazing also prevents from overlooking neighbouring properties.

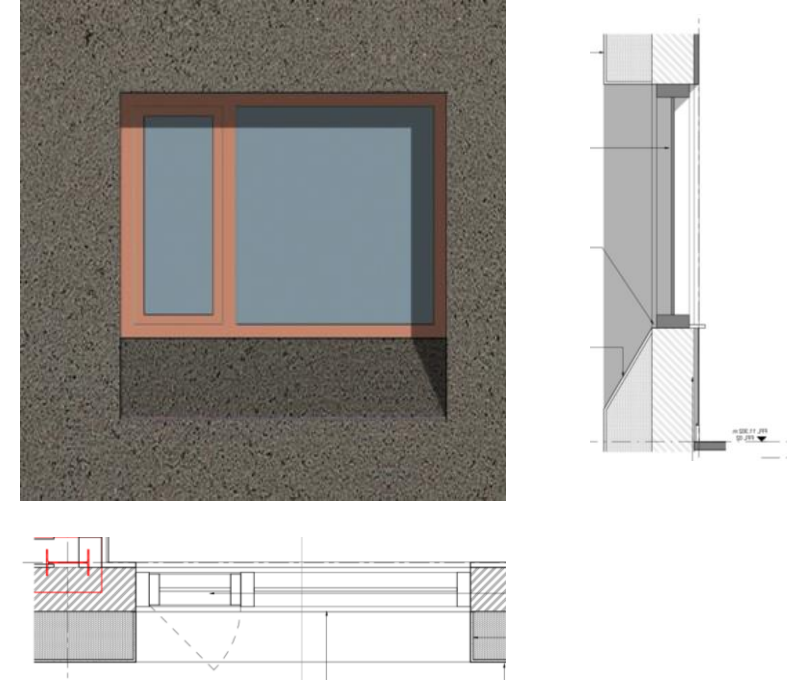
External Envelope - Detail

Typical window Levels 1-3 North Elevation



The windows to the north are larger to allow for more light. They are a mix of fixed and operable portions to allow for natural ventilation and the overclad render has been shaped with a chamfer to provide more opportunity for light to enter and provide oblique views along the river

Typical window Levels 1-3 South Elevation



The windows to the South as per the level 4 extension are smaller and are shaped to the same size as the existing openings. They also use a mix of fixed and operable sections and the same chamfer detailing has been applied but to the base to make the overall opening feel larger while allowing for a desk to be placed right up against it internally.

The windows within the refurbished PCC lower portion exploit the existing window openings again with slight variations in the size and detail depending on the orientation. The overclad render will present as a rough texture to the outface and where the render have been chamfered will be smooth to provide variation

Concept Illustration from the River



The concept visualisation above shows a view of the new PCC from the River Thames. The mixture details and materials articulate an interplay between old and new while also presenting a new singular building that fits within the riverside context but has more prominence .

Concept Illustration from the River



As a 24/7 working environment this visibility has been considered at night also with the way can be used to accentuate the buildings detailing while not being overly disruptive to the surrounding area. This decorative lighting could also be turned on and off at agreed times.

Landscaping and Public Realm

The existing frontage within the curtilage of the PLA's London River House complex is currently in a poor condition. The pavement has been repaired throughout the years with mismatched tiles which gives an untidy appearance and the overall character is disjointed. The surrounding existing street furniture including bollards are also in a poor condition and in need of enhancement and there is no consistency across the frontage of the PLA's complex.

In terms of existing access the main entrance to the PLA's London River house complex is via a stepped access due to the existing levels, with an alternative sloped access located in front of the PCC building. The overall entranceway is unclear and dominated by the car park and waste collection area located in front of the office buildings.

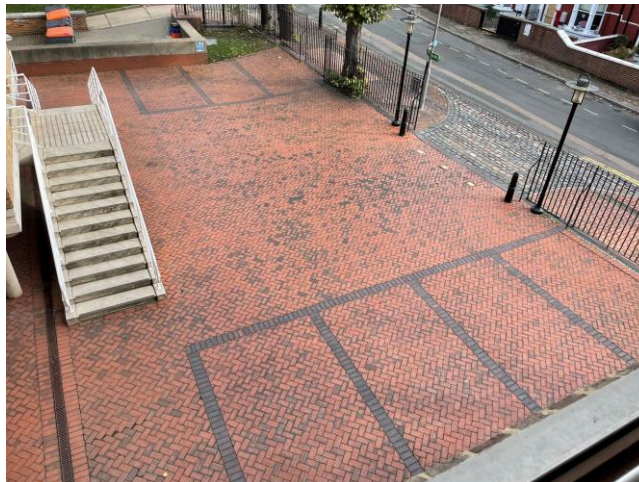
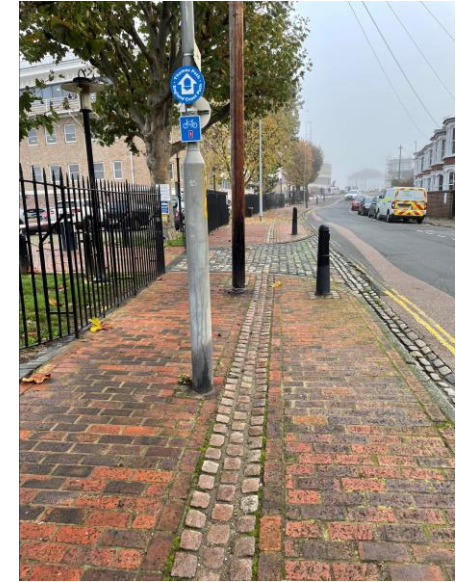
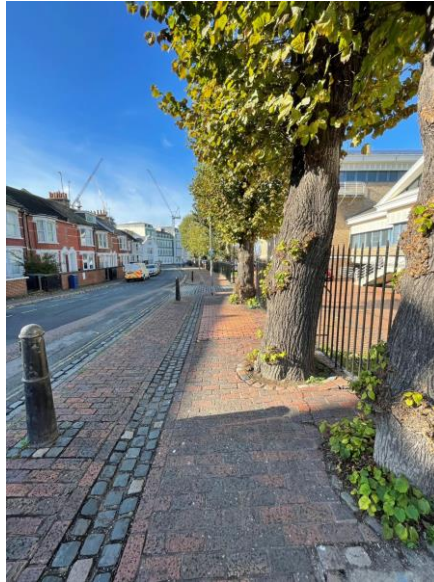
The existing hard landscaping slopes downwards from Royal Pier Road northwards towards the river bank with a level difference of approximately 2.5m. The PCC building itself is currently accessed at the existing ground floor level via a ramp or through the Link building via a stair from the lower external ground area.

The PCC also has a lower ground floor identified as basement level which is wholly above the existing surrounding external ground levels but below the level of Royal Pier Road due to the sloping topography towards the river. There is no basement to London River House or the Link building.



Urban Design Concept

Existing Public Realm



Urban Design Concept

Character and activation of an eclectic ensemble



The existing PLA Gravesend site is a collection of buildings from different eras and in different styles. This ensemble lacks focus and unity. The remodelling of the PCC offers an opportunity to establish a new relationship with its context. The landscape in front of the buildings is fundamental in setting the tone for arrival and perception.

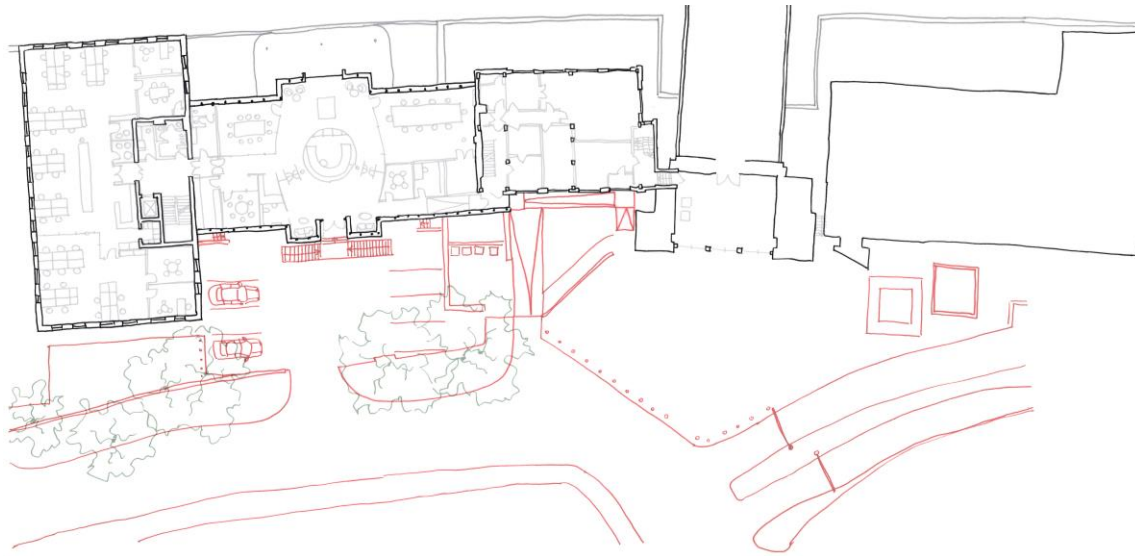


Gravesend high street is also an eclectic ensemble of non-uniform facades and volumes but the treatment of the street edge and building facades form a legible whole, what lessons can we learn from this?

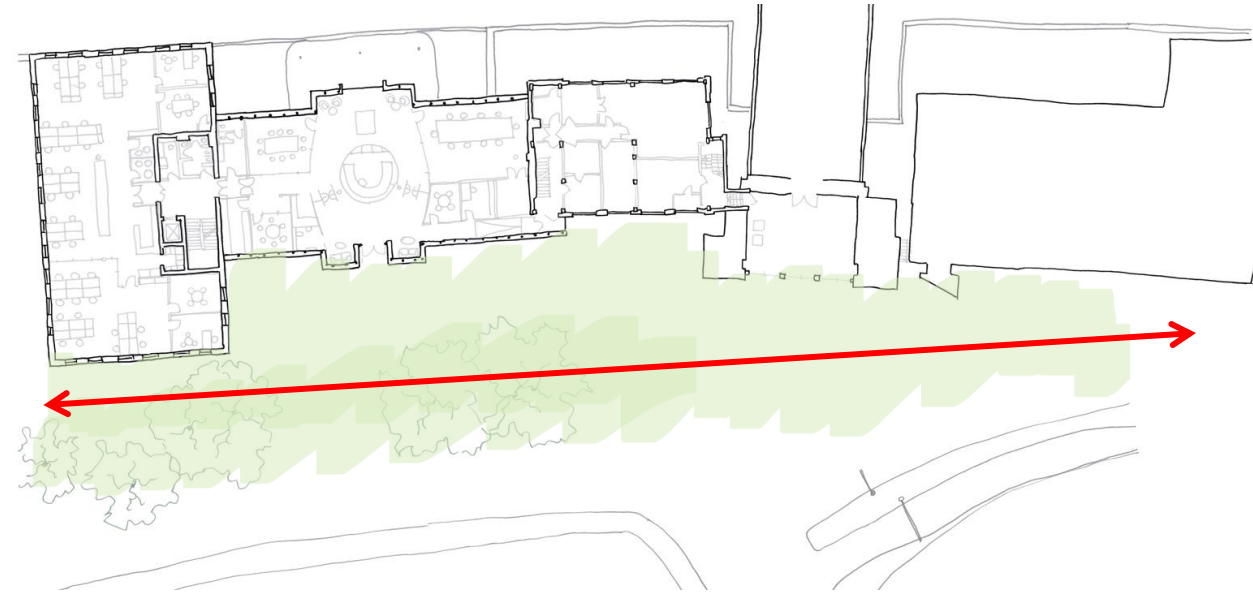
Urban Design Concept

Landscape and Entrance - transforming the experience of arrival

A new plaza could redefine the PLA's relationship with the town. A landscape terrain proposal that benefits both staff and visitors, is more accessible and engaging and unifies the disparate PLA buildings.



Items in red to be removed/relocated



A new common landscaping idea that negotiates level changes and provides a consistent face to the circulation in front to the buildings brings cohesion to the ensemble.

By clearing away the unnecessary elements in front of the PLA site and creating a unified landscape. There is a real potential to bring legibility, hierarchy and a sense of a civic public realm to this site, creating a stronger link to the town and presenting a more open face to the public.

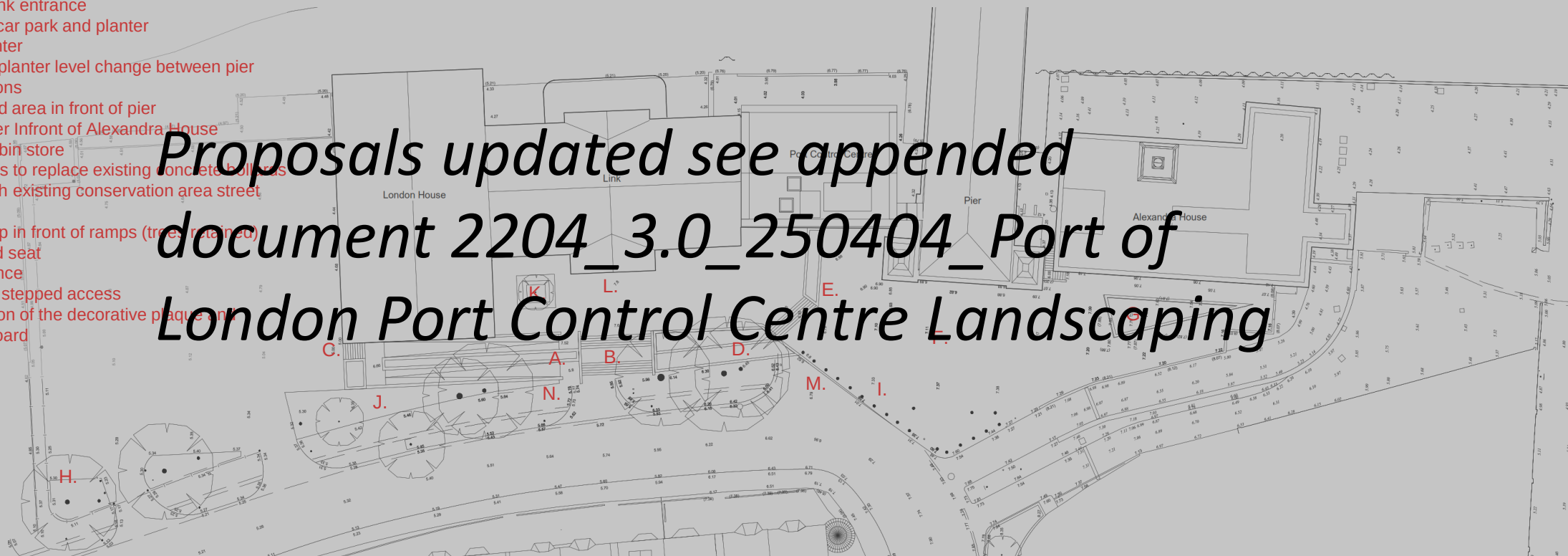
Urban Design Concept

Landscape - transforming the experience and arrival

The plan below outlines the proposals for the new landscaping around the PLA. This presents a consistent and unified presence to the PLA's site with an improved public realm which better connects the buildings and the site to the town while enhancing the setting of the listed pier.

- A. Sloped ground (1:21) access to Link entrance
- B. Stairs to Link entrance
- C. Stair from car park and planter
- D. Tiered planter
- E. Steps and planter level change between pier and link sections
- F. Re surfaced area in front of pier
- G. New planter Infront of Alexandra House
- H. Relocated bin store
- I. New bollards to replace existing concrete bollards in keeping with existing conservation area street furniture
- J. Planted strip in front of ramps (trees retained)
- K. Planter and seat
- L. Main entrance
- M. Feathered stepped access
- N. New location of the decorative plaque and information board

Proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping



The main entrance will remain the same with access to the PCC via the link for consistency with the site having “one front door”
For further details see landscape drawings and site plan in supplemental drawings to this report. Final details of soft landscaping, planting types, details of kerb positions to be agreed through a condition.

Urban Design Concept

Landscape - transforming the experience and arrival



The plan below outlines the proposal for the new location of the decorative plaques and information board



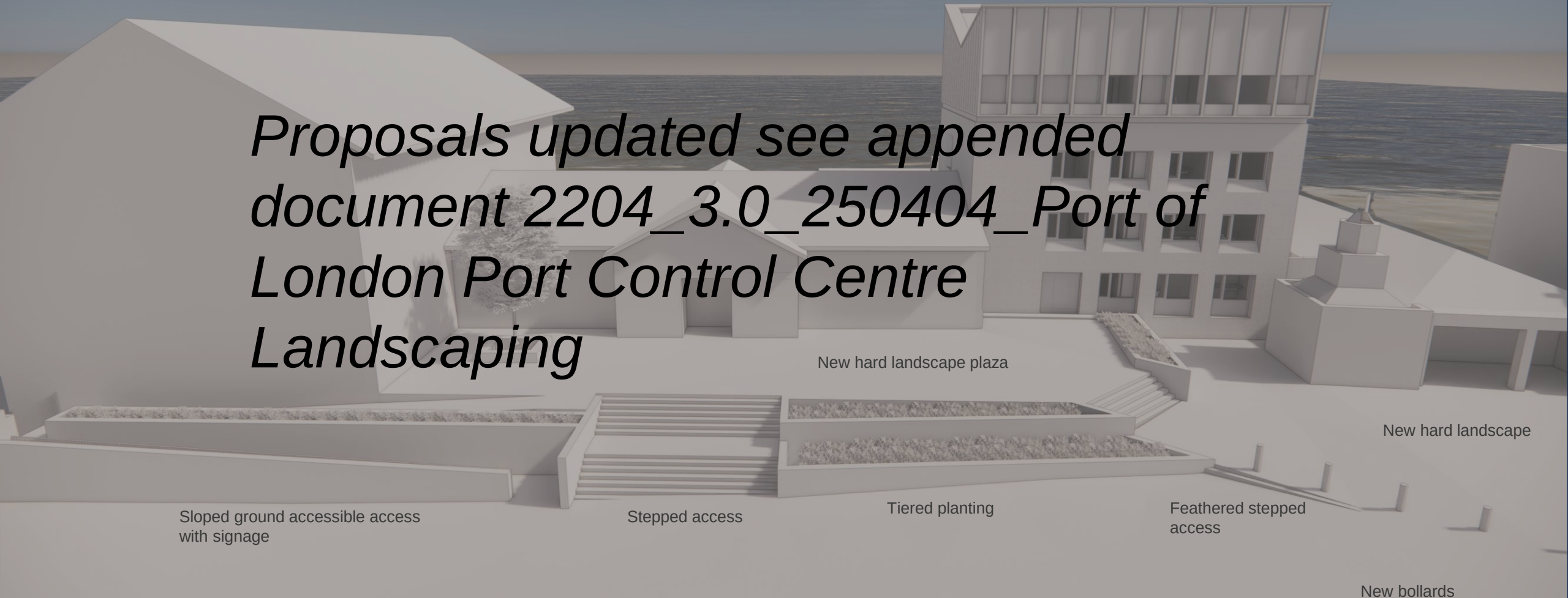
Existing decorative plaque and information board



Existing plaque – London River House

Concept images of landscape

Proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping



Concept images of landscape

Proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping

New hard landscape plaza

Tiered planting

Stepped access

Sloped ground accessible access
with signage

Concept images of landscape

*Proposals updated see appended
document 2204_3.0_250404_Port of
London Port Control Centre
Landscaping*

New replacement bollards

Stepped access

Tiered planting

New hard landscaping

Concept images of landscape

*Proposals updated see appended
document 2204_3.0_250404_Port of
London Port Control Centre
Landscaping*

Stepped and ramped access

New hard landscaping

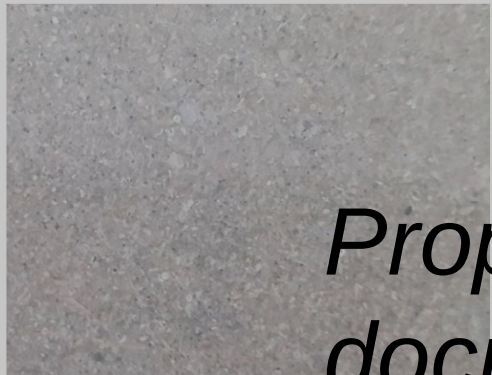
New replacement bollards

New hard landscaping

Landscape – Hard Landscaping

The intention would be to use Kentish Ragstone for the floor surface and facing of planters creating a unified civic landscape with a quality local material. The image outlines the extent. We want to use the material everywhere for consistency but the final detail of the pattern direction will be agreed at a later date.

KENTISH RAG STONE



ORIGIN
Britain, Maidstone, Kent

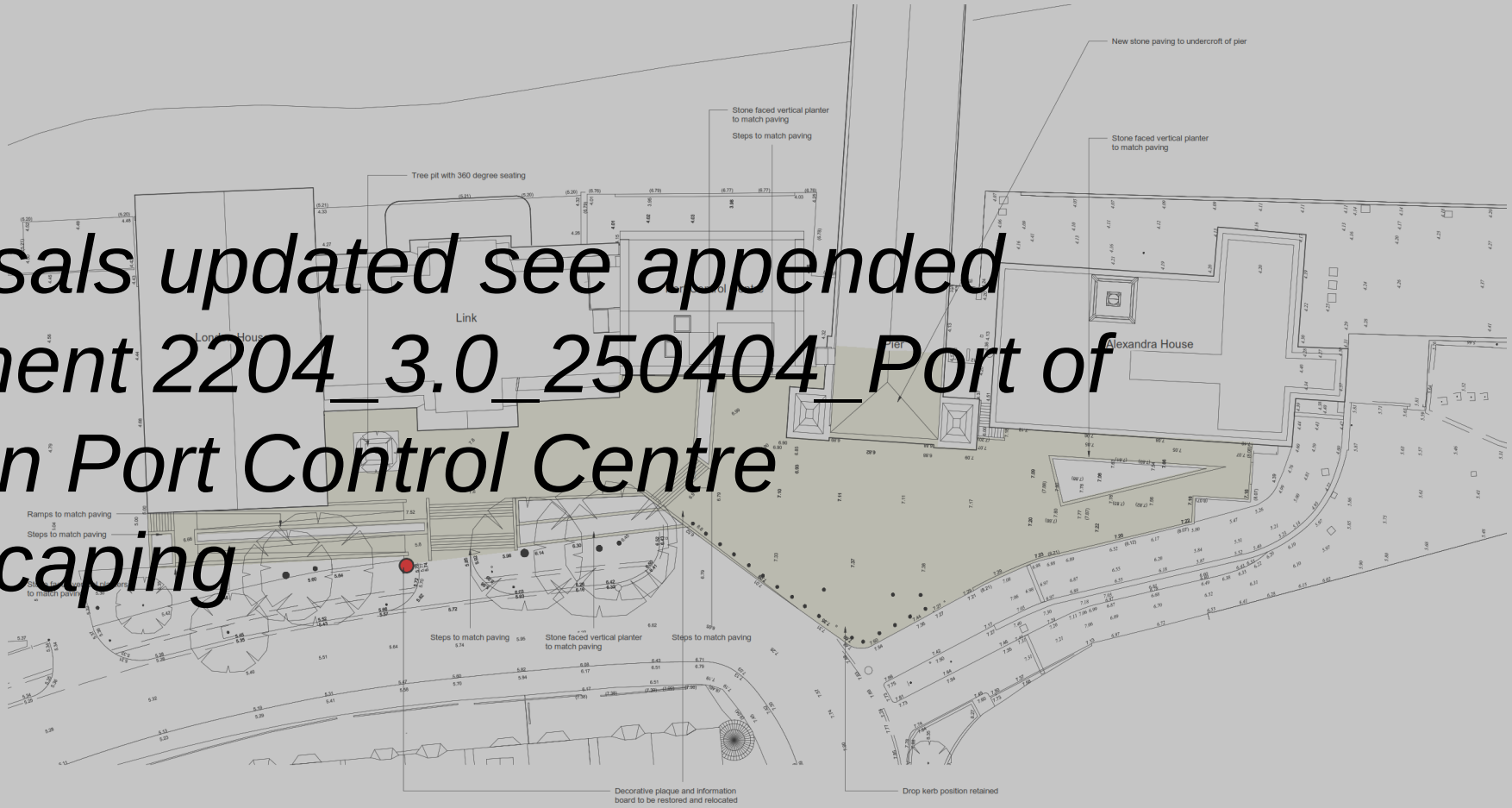
APPEARANCE
Hard sandy limestone, grey to blue grey in colour

USE
Load bearing masonry, cladding, external paving, internal flooring, carving, landscaping, manhole worktops



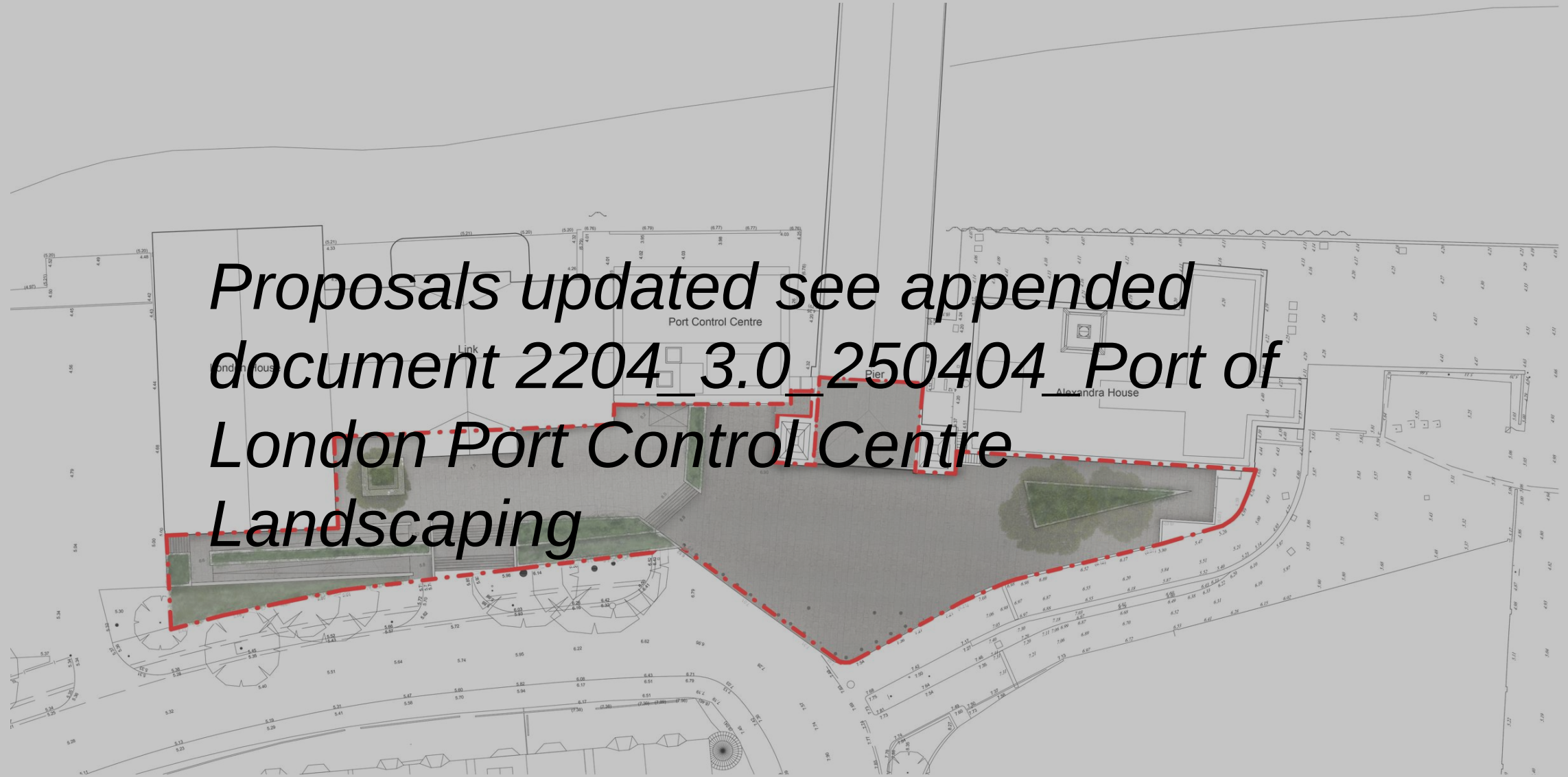
Planters and kerb will be clad in the same material as paving. The design of tiered planning walls and ramps will consider measures to prevent skating and other inappropriate uses.

Proposals updated see appended document 2204_3.0_250404
Port of London Port Control Centre Landscaping



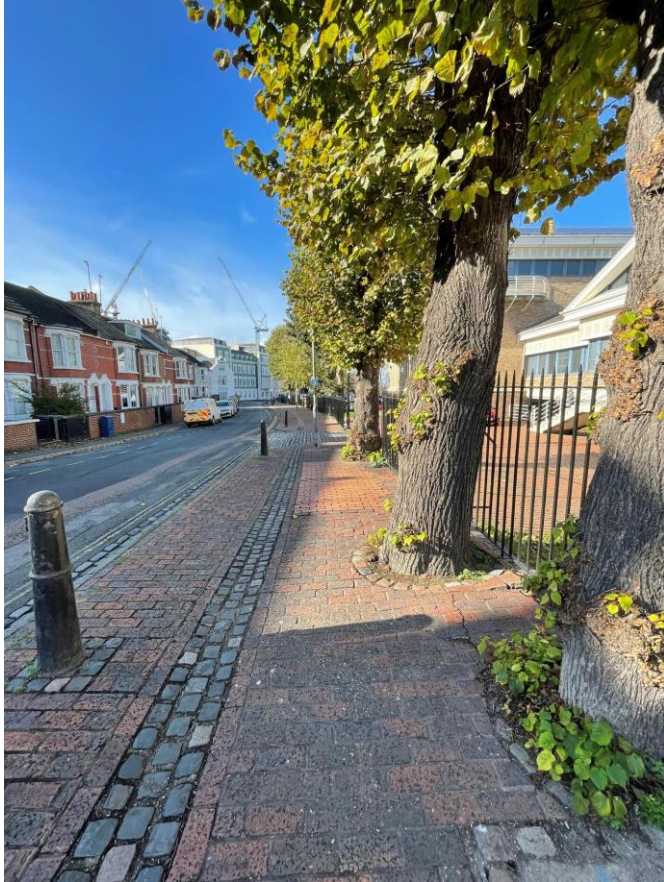
A small piece of land included within the development proposals is outside of the PLA's ownership – this space which forms part of the repaving proposals will be clearly marked to highlight the ownership boundaries

Landscape – Proposals



Above is a rendered concept diagram showing the extent of the new hard landscaping idea. The soft landscape planting palette would need to be developed and agreed to soften the edges of the landscaping but not distract from the more formal arrangement the site now has.

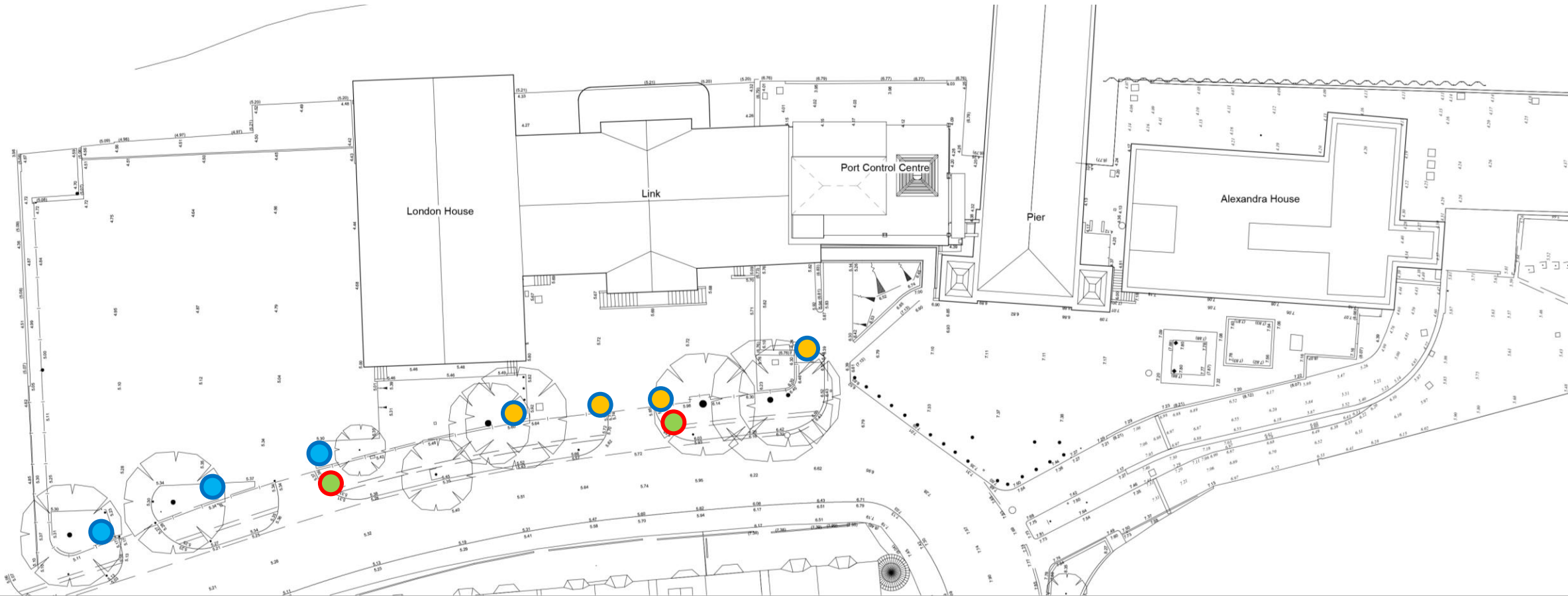
Landscape – Existing trees



All exiting trees will be retained in the design and during the construction of the building and landscape.

External Lighting – Existing Condition

The lighting to the existing site is minimal with a mixture of fittings between tall grey lamp posts on the pavement and smaller faux Victorian lamps to the PLA site. As a whole there is no decorative lighting to the listed pier and the whole site lacks cohesion and focus.



-  Existing faux Victorian lamps (to be removed)
-  Existing faux Victorian lamps (to be retained)

-  Existing lamppost (not on PLA demise)

External Lighting – Proposed Strategy

We would propose a mix of new lighting contained within the new landscape elements to light routes for safe access and security. This could mix with more decorative elements to directly light the new PCC and the Historic pier, re establishing their hierarchy and importance upon the site.

We would also propose the relocation of the lamppost Infront of the new steps to the main entrance although as this is not on PLA demise land this is to be agreed with the relevant body.

Proposals updated see appended document 2204_3.0_250404 Port of London Control Centre Landscaping

Key:

- Light fittings to illuminate buildings mounted at buildings' base
- Light fittings to illuminate buildings mounted onto its facade
- Light fitting recessed either side of stairs and ramps to illuminate circulation route
- Light fitting recessed in planters to wash light on circulation routes and public square

External Lighting – Proposed Strategy

The adjacent images are precedents for how the lighting on the site could be achieved.

This makes use of mainly using concealed fittings within hard landscape elements such as planters etc. to avoid large lighting columns. Smaller luminaires that are floor mounted and directed at the buildings could provide decorative, directional lighting to enhance the buildings while not disrupting and causing light spill over to the residential properties across the road.

The time that these could be switched on/off, the colour and final Lux levels are all items which can be agreed/conditioned. The proposed lighting will illuminate PCC and Royal Terrace Pier to highlight their features and enhance the character of the Conservation Area.

Lighting will be designed to ensure there is no hazard to navigation or any negative impact on river ecology as a result of the proposals.



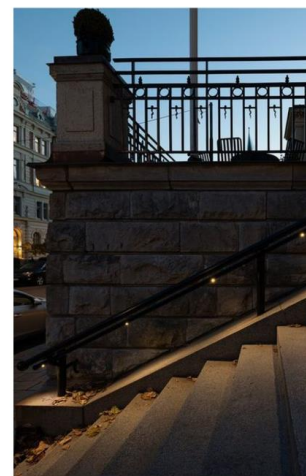
Light fittings to illuminate buildings mounted at buildings' base



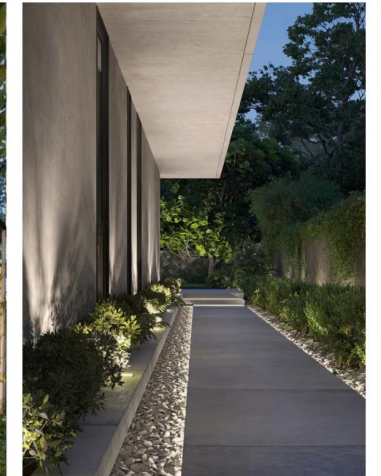
Light fittings to illuminate buildings mounted onto its facade (illuminated from top)



Light fitting recessed either side of stairs and ramps to illuminate circulation route

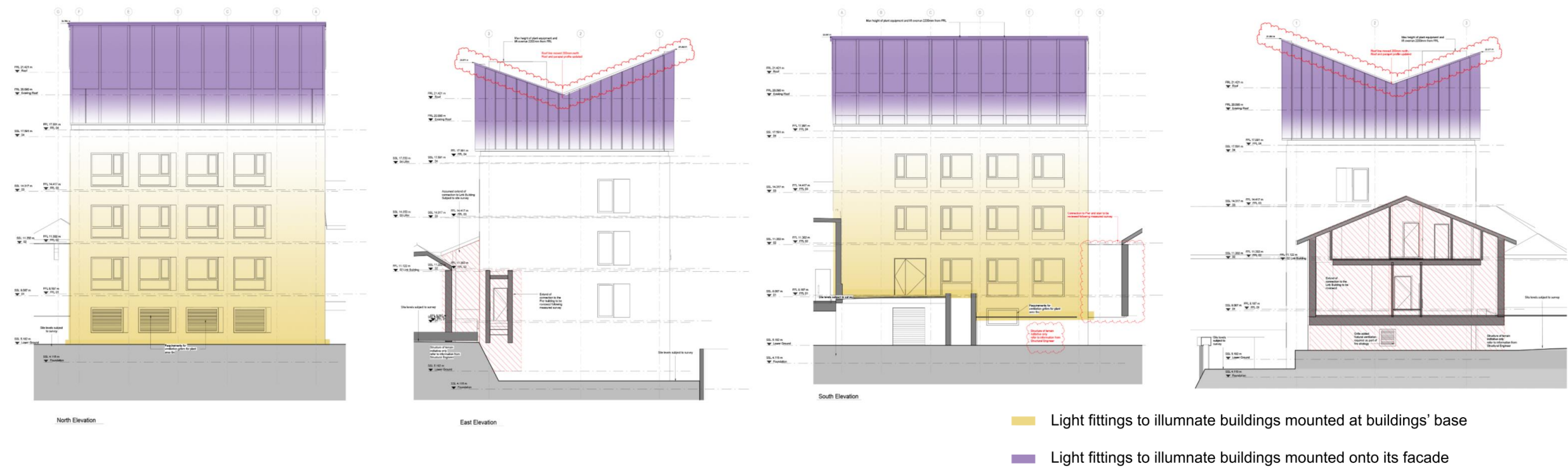


Light fitting recessed in planters to wash light on circulation routes and public square



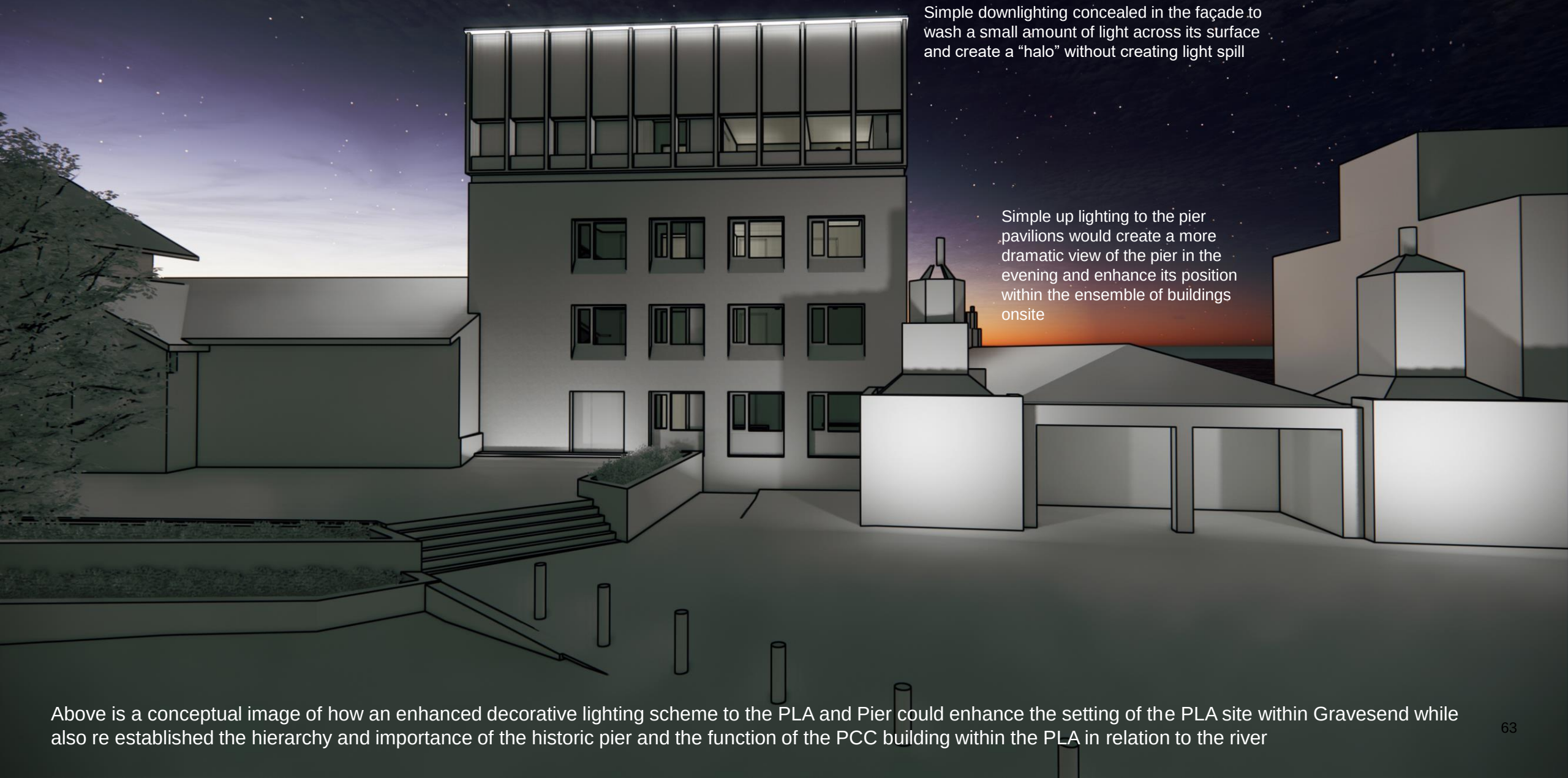
External Lighting

In addition to the decorative up lighting of the PLA and Pier from the ground. We have proposed a concealed lighting detail in the ridge of the new extension to the PLA.



This downlighting would wash light over the surface of the new façade to give it more visibility at night without it causing harm to the neighbouring properties. This is also an item which in terms of lux level, colours and times that could be agreed/ conditioned.

Decorative Lighting Concept



Simple downlighting concealed in the façade to wash a small amount of light across its surface and create a “halo” without creating light spill

Simple up lighting to the pier pavilions would create a more dramatic view of the pier in the evening and enhance its position within the ensemble of buildings onsite

Above is a conceptual image of how an enhanced decorative lighting scheme to the PLA and Pier could enhance the setting of the PLA site within Gravesend while also re established the hierarchy and importance of the historic pier and the function of the PCC building within the PLA in relation to the river

External Signage - Existing

The current PCC building has branding signage on both the North and South Facades.



External branding signage on the South Façade of PCC



External branding signage on the North Façade of PCC



External Signage - Proposed

The current PCC building has branding signage on both the North and South Facades. We would propose to keep the external signage in the new building in some form although the exact type style and size is to be determined. We have shown the location adjacent and on the supplemental drawings with this report.

In addition, the hard landscaping planters could provide the opportunity for further signage to announce the PLA to the town better than it does currently. The suggested location for this is shown adjacent. New signage will replace the existing wording, but not style and font of the current sign. Further details and appearance of the signage to be agreed at the later stage.

Proposed locations for external signage



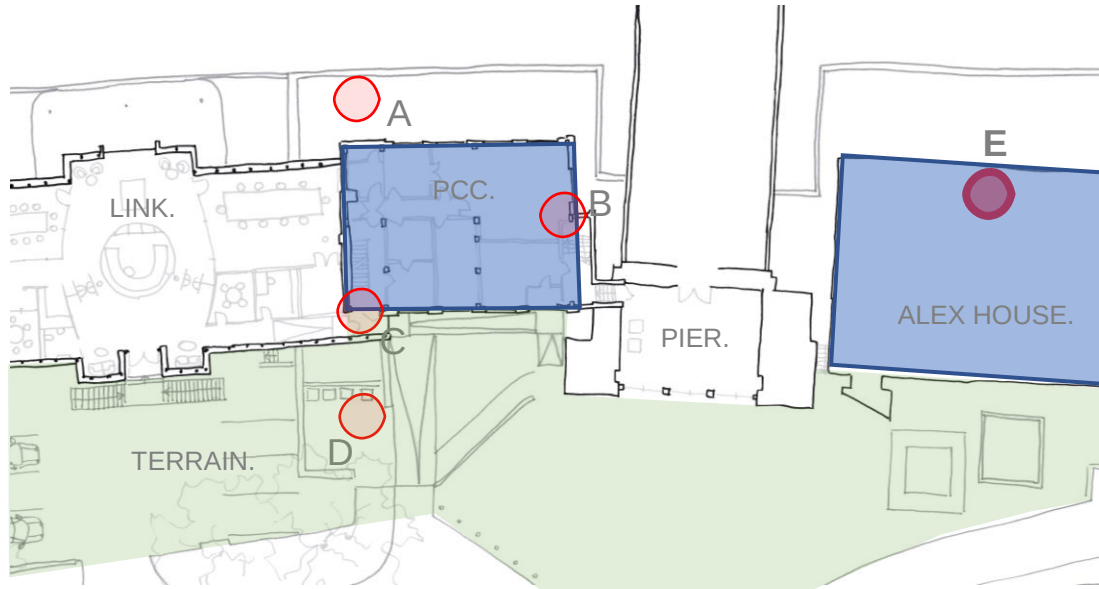
Proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping



Communications Mast

Finding the best location and expression

The comms tower is a vitally important functional element of the PLAs occupation at the Gravesend site. It currently sits on the top of the PCC building and supports a number of active systems. A number of locations were explored to reposition the tower with the impact on the wider PLA ensemble critical in the decision. The proposal is to position a new leaner tower on top of the 'Alex' house and to remove the current tower as part of the demolition works.



Options considered for the relocation of the comms tower at the PLA site -

A – on the ground between the north façade and the river wall

B – fixed to the east side facade

C – fixed to the south side facade

D – free standing in the public landscape

E – on top of the 'Alex' house. Preferred solution.



The current comms tower is a pylon type steel structural frame with access ladder which sits on top of the PCC. An audit of the existing and future systems requirements is currently underway which will determine the amount of kit the new comms tower is to accommodate.

During the construction stage both the existing and proposed comms towers will be in place for 24 months to allow for continuous operation of VTS services.



The proposed comms tower location is on top of 'Alex' house. This keeps the complicated tech away from the PCC, ensuring the sleek silhouette of the remodelled building is kept legible from the river and town. The highest point of the tower will remain at 30.57m above sea level. The new tower on 'Alex' house will be maximum 4.75m wide at its base.

The design of the tower is to be developed further and signed off through planning condition subject to approval. For purposes of this DAS and drawing information the tower location and size has been represented as per the existing giving the maximum height and size parameters in awareness this will be reduced following further detailed design.

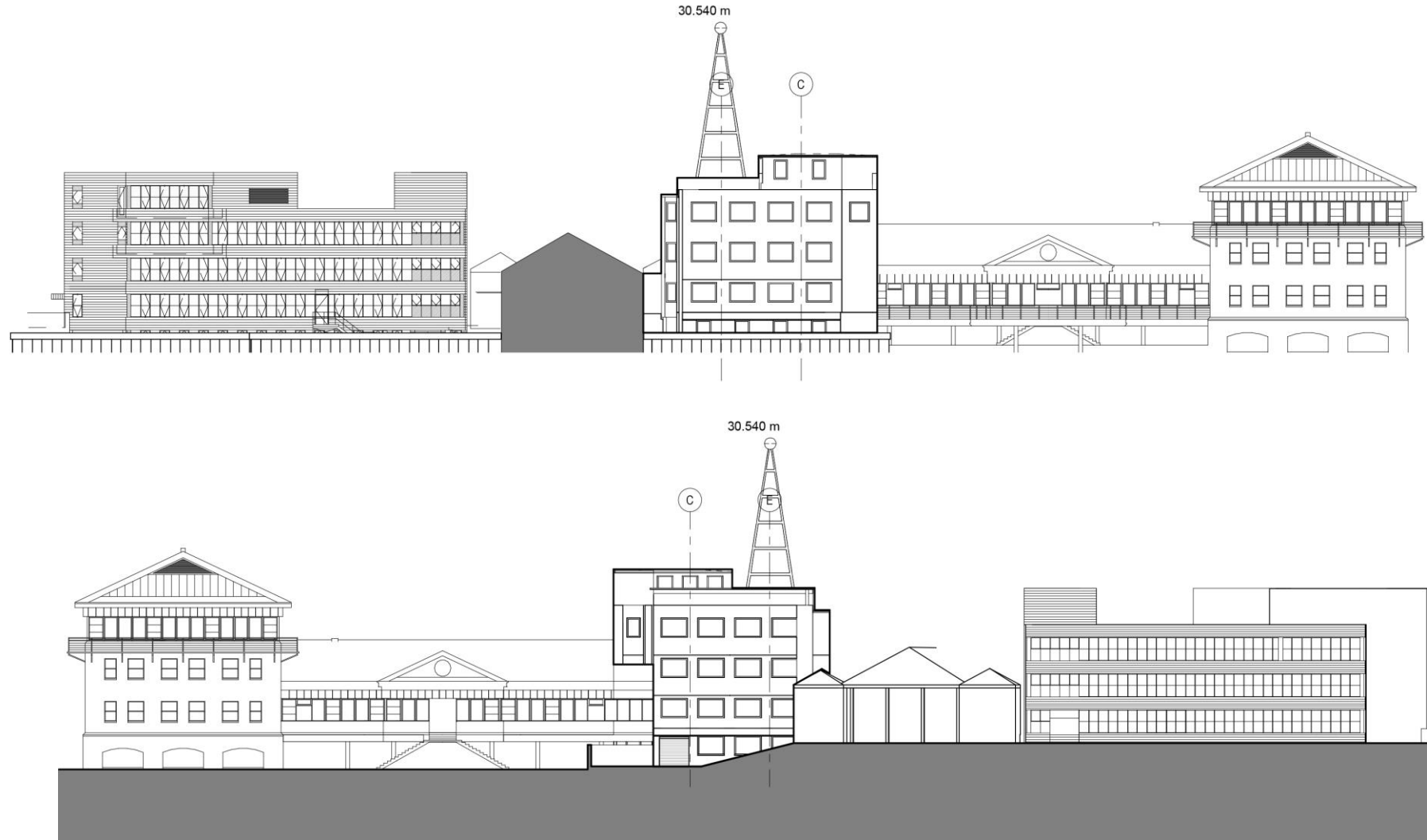
Communications Mast

Finding the best location and expression

Options considered for the relocation of the comms tower at the PLA site. The preferred solution (E) relocates the tower on top of the 'Alex' House.

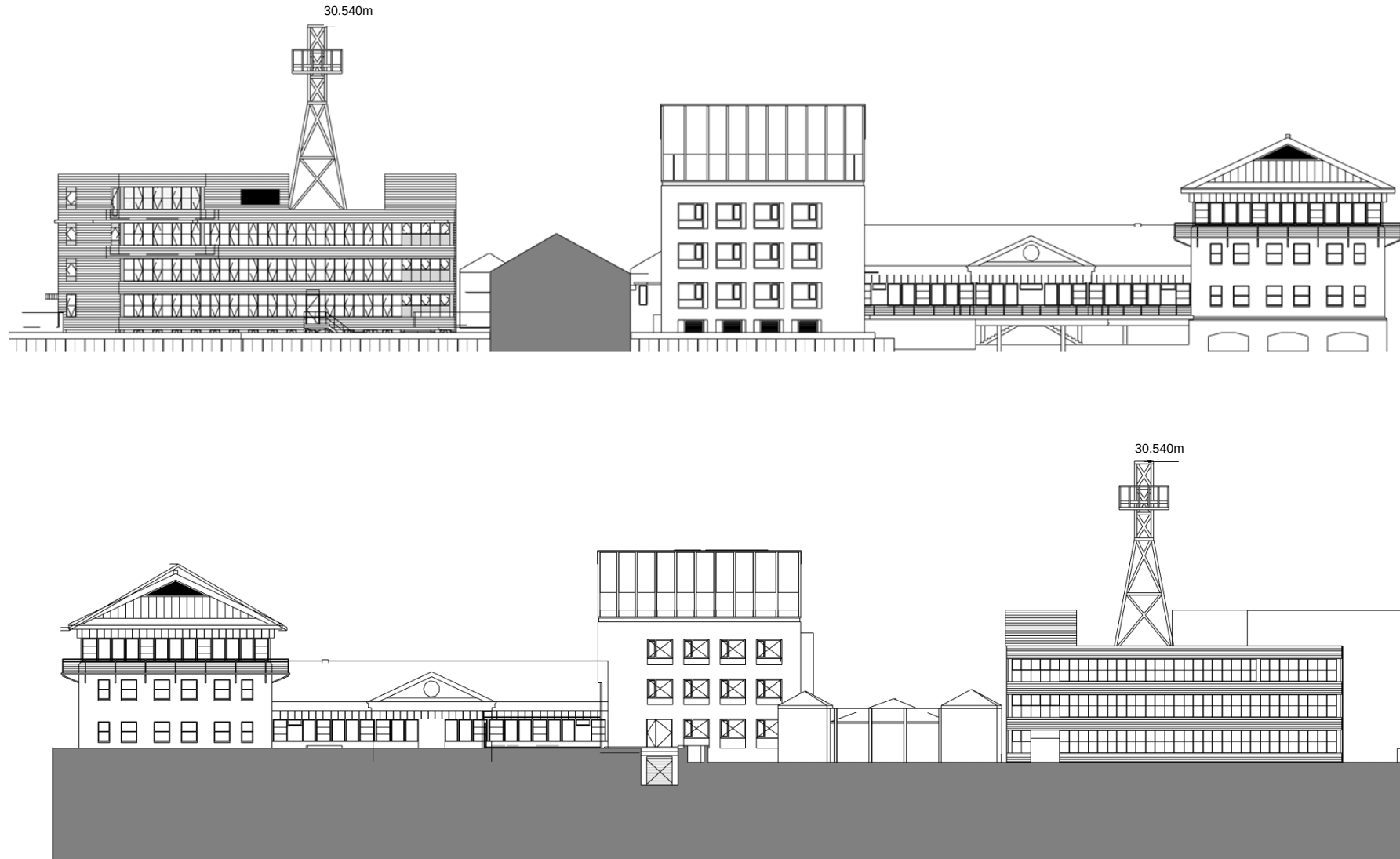
	Location	Reason for / against proposal
A	On the Ground between the Northern façade and the River Wall	- Replacement comms tower must be of the same height as the existing tower so a structure on the ground would be a significant structure. - Would negatively affect access to the river wall for maintenance requirements, likely Environment Agency concerns. - Would visually be more prominent from the river which could negatively affect setting of the PCC as well as the adjacent Grade II listed pier.
B	Fixed to the east side façade of PCC	- Replacement comms tower must be of the same height as the existing tower so feasibility of a structure of this height on the façade of the PCC requires further structural studies. - Would be closer to the Grade II Listed Pier than existing location and would negatively affect the setting of this heritage asset.
C	Fixed to the South Side Façade	- Replacement comms tower must be of the same height as the existing tower so feasibility of a structure of this height on the façade of the PCC requires further consideration. - Due to the required height of the structure this would have a negative visual effect on the design of the PCC façade and landscaping proposals.
D	Free standing in the public landscape	- Replacement comms tower must be of the same height as the existing tower so a structure on the ground would be significant in size which would detract from the overall public realm enhancement works in this area. - Structure would be closer to nearby residential properties and have a negative effect on the character of the Conservation Area.
E	On top of the 'Alex' house	- Preferred solution. The proposed relocation will have a positive effect on the character of the area compared with the existing location in that it will no longer be a focal point of views towards the river from the top of Royal Pier Road. - The proposed tower itself will also be of a more modern design than existing with less infrastructure and therefore will be less visually intrusive

Comms Mast – Existing Location



The two elevations above show the existing location of the comms mast on the existing PCC

Comms Mast – Proposed Location



The two elevation above show the proposed new location of the comms mast in conjunction with the new elevation of the PCC. Separating these elements has benefits for both the new PCC visually but also framing of elements around the historic pier.

Visual Impact

The new PCC building sits within a conservation area and adjacent to the Historic Pier. It has been of importance to us to assess the visual impact of the new building within its town and river context to have a building of prominence that isn't out of place. We have used our 3D model to look at the visual impact of the new PCC taking the relocated comms tower into account. The viewpoints highlighted below are those considered to be key. This information provides a reasonable and appropriate sense of scale and setting which has allowed us to amend the scale and detail of the proposals to ensure it fits within its surroundings.

A – Customs House

B – Royal Pier Axis

C – Royal Pier Road West

D – River West

E – River East

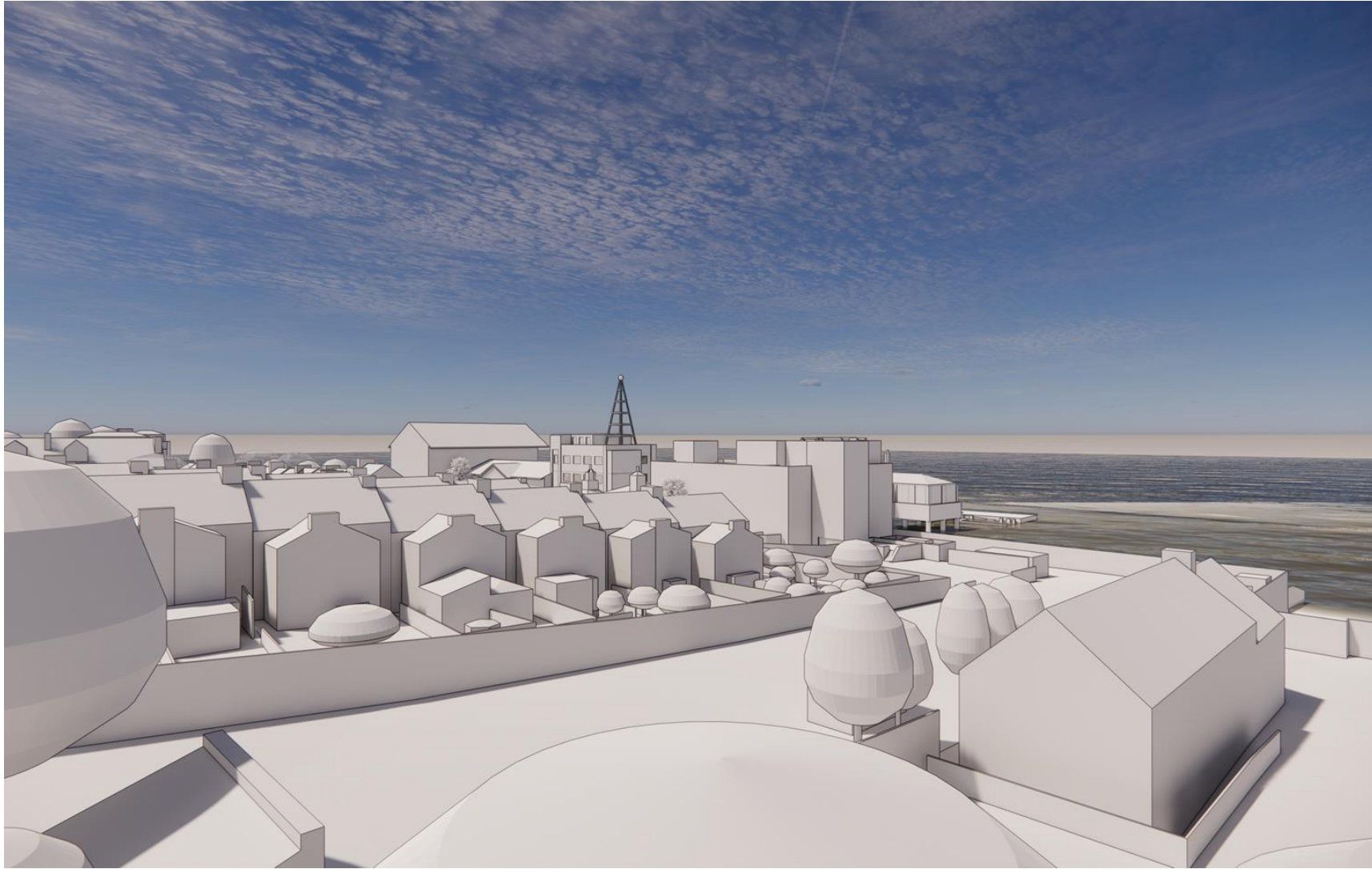
F – Royal Pier Road South



The following pages show the existing condition of the site then the new view from the same viewpoint in the 3D model with the new PCC and relocated comms mast position. The comms mast detail is subject to change but the overall height will be the same as shown.

Visual Impact

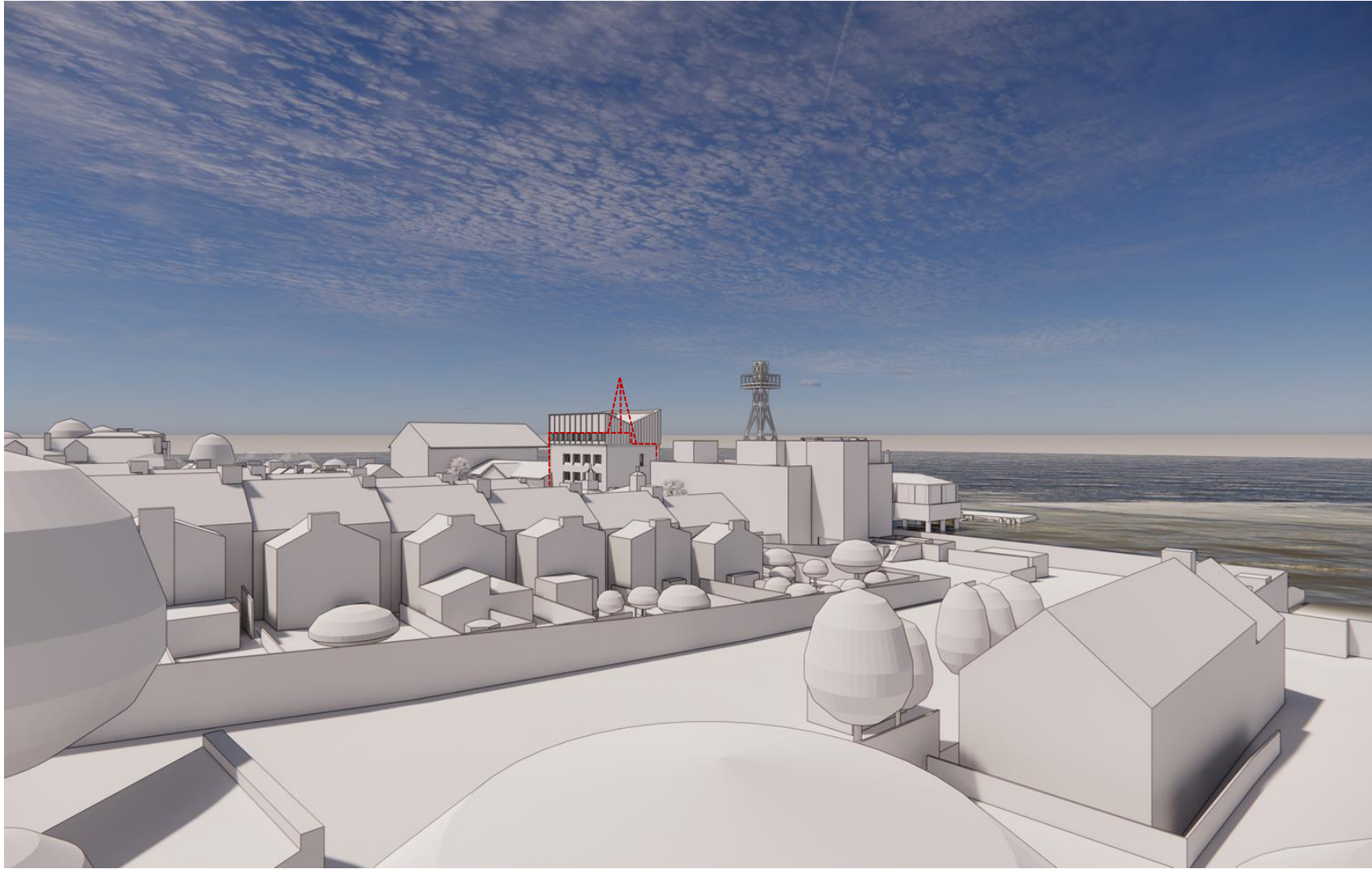
A – Customs House



Existing

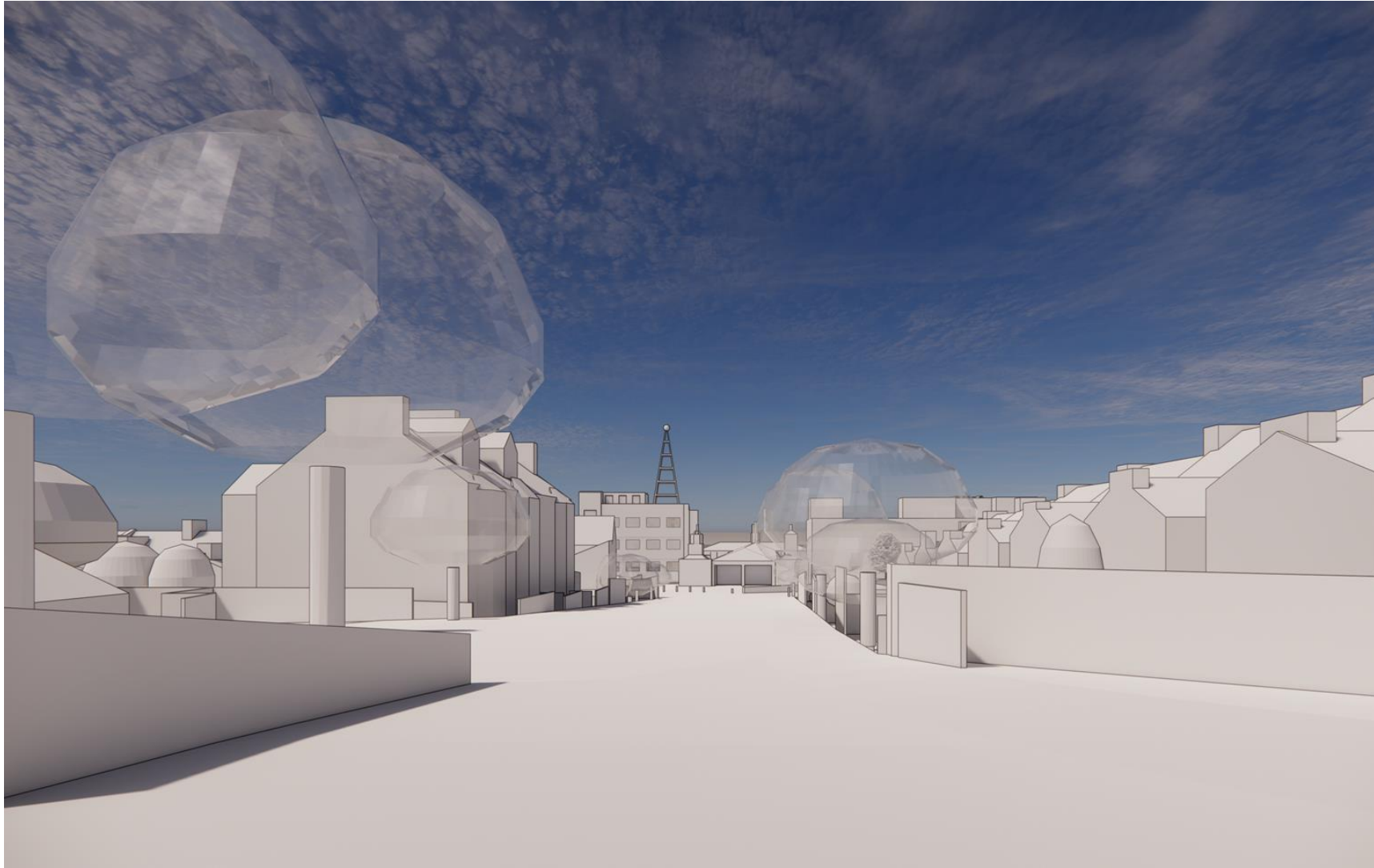


Visual Impact A – Customs House

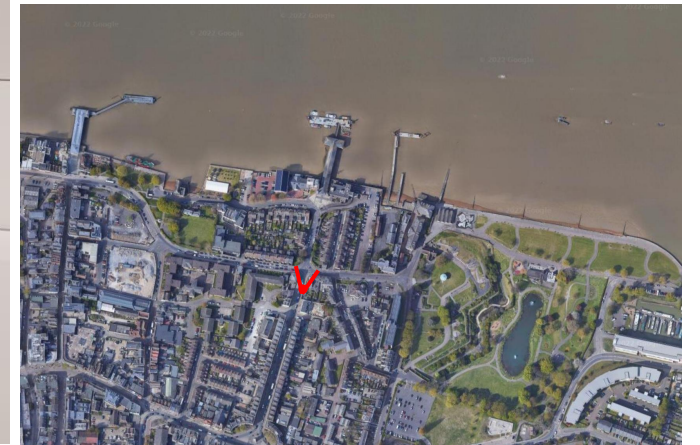


Proposed

Visual Impact B – Royal Pier Axis

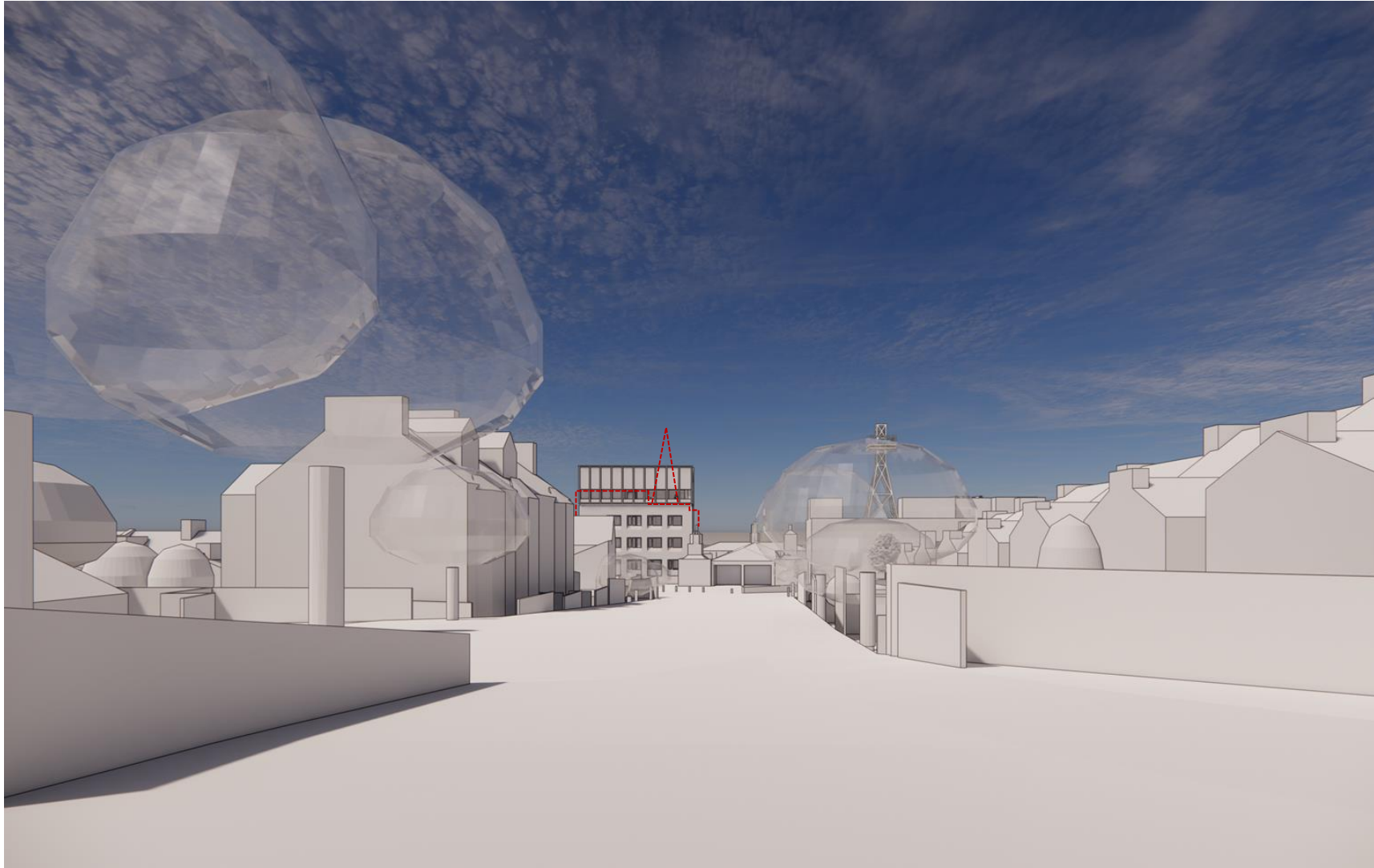


Existing

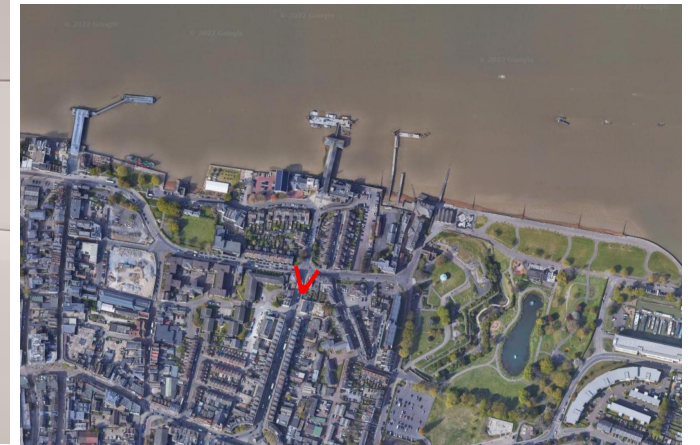


Visual Impact

B – Royal Pier Axis



Proposed



Visual Impact C – Royal Pier Road West



Existing



Visual Impact C – Royal Pier Road West



Proposed



Visual Impact D – River West



Existing



Visual Impact D – River West



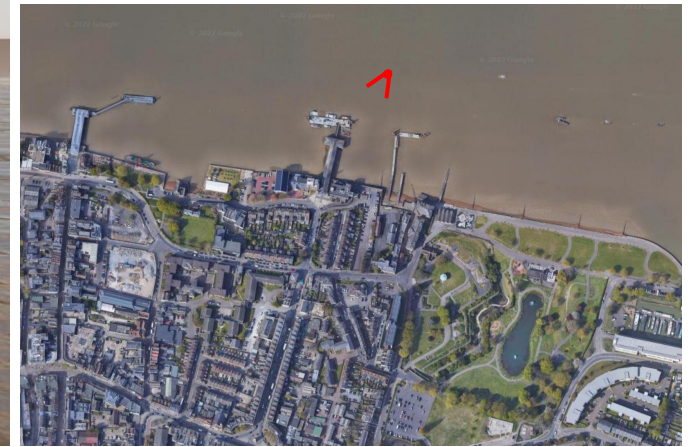
Proposed



Visual Impact E – River East



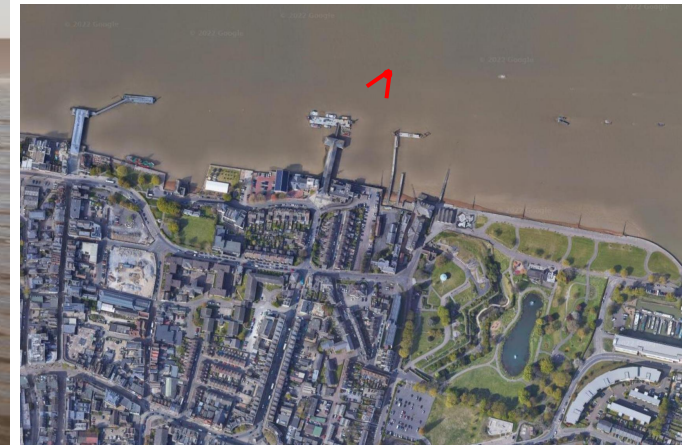
Existing



Visual Impact E – River East

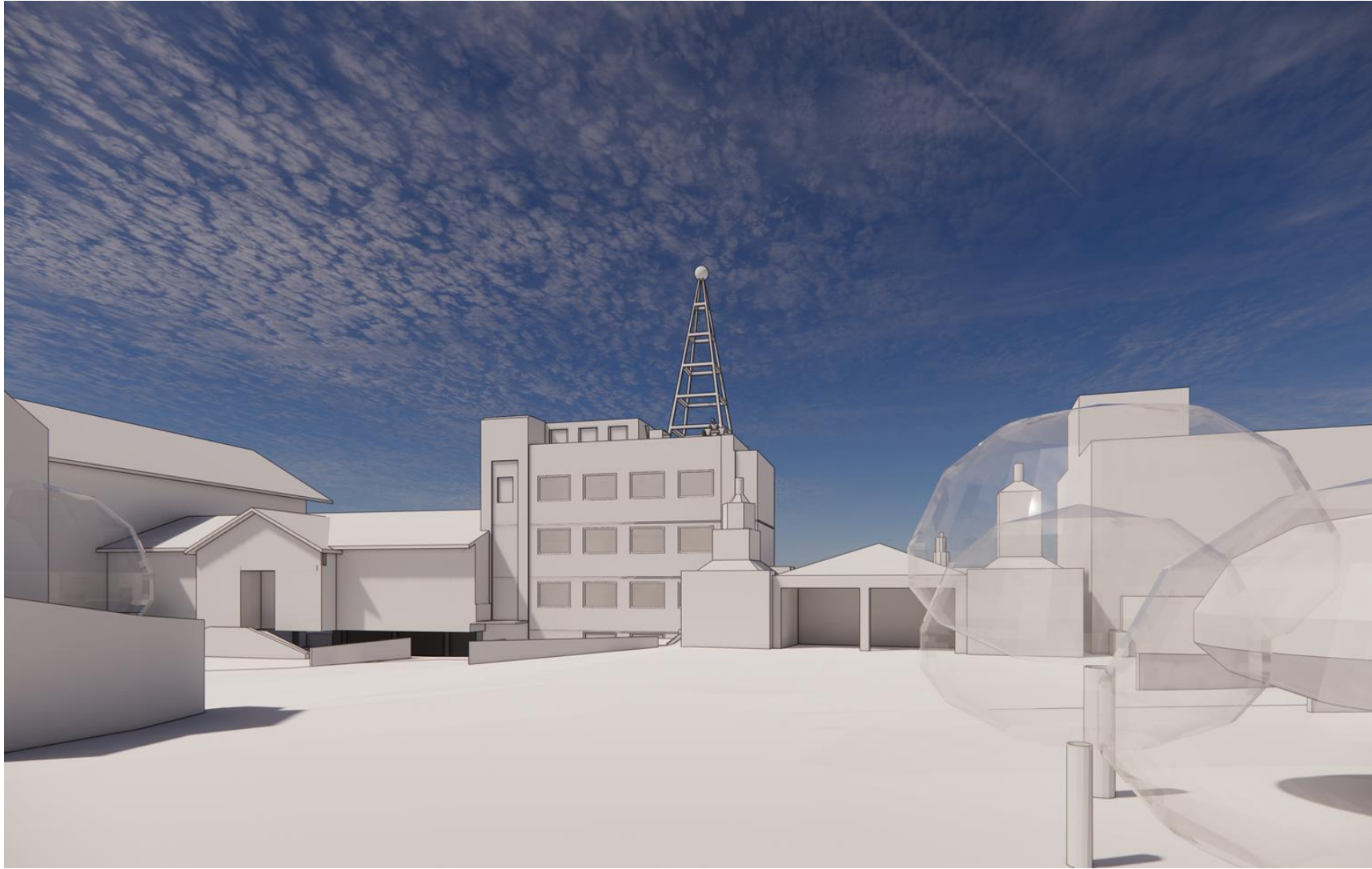


Proposed



Visual Impact

F – Royal Pier Road South



Existing

Visual Impact

F – Royal Pier Road South



Proposed

Concept Illustration

Proposals updated see appended document 2204_3.0_250404_Port of London Port Control Centre Landscaping

ANALYSIS AND SUPPORTING INFORMATION

- Access and Inclusive Design
- Heritage
- Transport and Waste
- Cleaning and Maintenance
- Plant Replacement
- Security

Access and Inclusive Design

Access Aims

The proposed redevelopment is designed to be as inclusive as possible so that it can be comfortably and independently used by people working in the new VTS and accessing the wider PLA site. The development has the potential to meet the guidance of Approved Document M Volume 2 and the access and inclusive design policies of the Gravesham Local Plan, specifically policy CS19 (Development and Design Principles) which states that new development will be designed in an inclusive way to be accessible to all members of the community.

Designing Inclusively is defined by The Commission for Architecture and the Built Environment (CABE) as:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and
- Providing buildings and environments that are convenient and enjoyable to use for everyone.

Where possible the design of the proposed redevelopment has also considered and incorporated the following:

- Design guidance stated in relevant British Standards BS8300:2018 and other current good practice guidance about meeting the requirements of disabled people; and
- Contemporary requirements and expectations.

Access and Inclusive Design

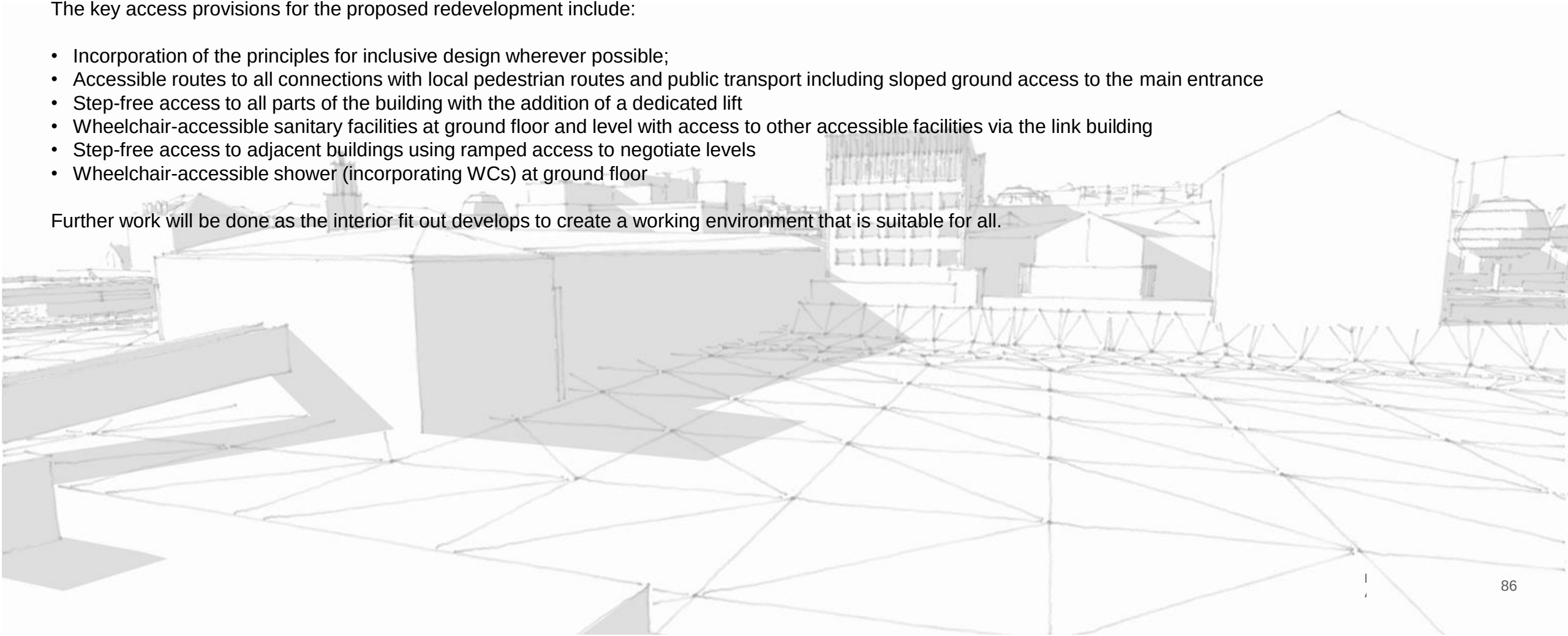
Summary of Access Provisions

The proposals for the redevelopment at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme given the constraints of the site, existing structure and connections to existing buildings.

The key access provisions for the proposed redevelopment include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport including sloped ground access to the main entrance
- Step-free access to all parts of the building with the addition of a dedicated lift
- Wheelchair-accessible sanitary facilities at ground floor and level with access to other accessible facilities via the link building
- Step-free access to adjacent buildings using ramped access to negotiate levels
- Wheelchair-accessible shower (incorporating WCs) at ground floor

Further work will be done as the interior fit out develops to create a working environment that is suitable for all.



Heritage Statement

The proposed development is within the Gravesend Riverside Conservation Area (2009) and adjacent to the Grade II Listed Royal Terrace Pier. These important heritage assets have been fully taken into account as part of the design of the proposed development. It is essential for the operation of PLA and safety of the Pilots to maintain the existing route via the Royal Terrace Pier and this application is accompanied by an associated Listed Building Consent application principally with regard to the existing link between the PCC and Royal Terrace Pier. Further information on this can be found in the associated Heritage Statement, and pages 92 - 99 of this document.

Transport and Waste

For further detail on the transport and waste collection aspects of the proposed development including the proposed bin store relocation from the front of the PCC to the London River House Car Park please see the associated Transport Statement provided as part of this application.

Cleaning and Maintenance

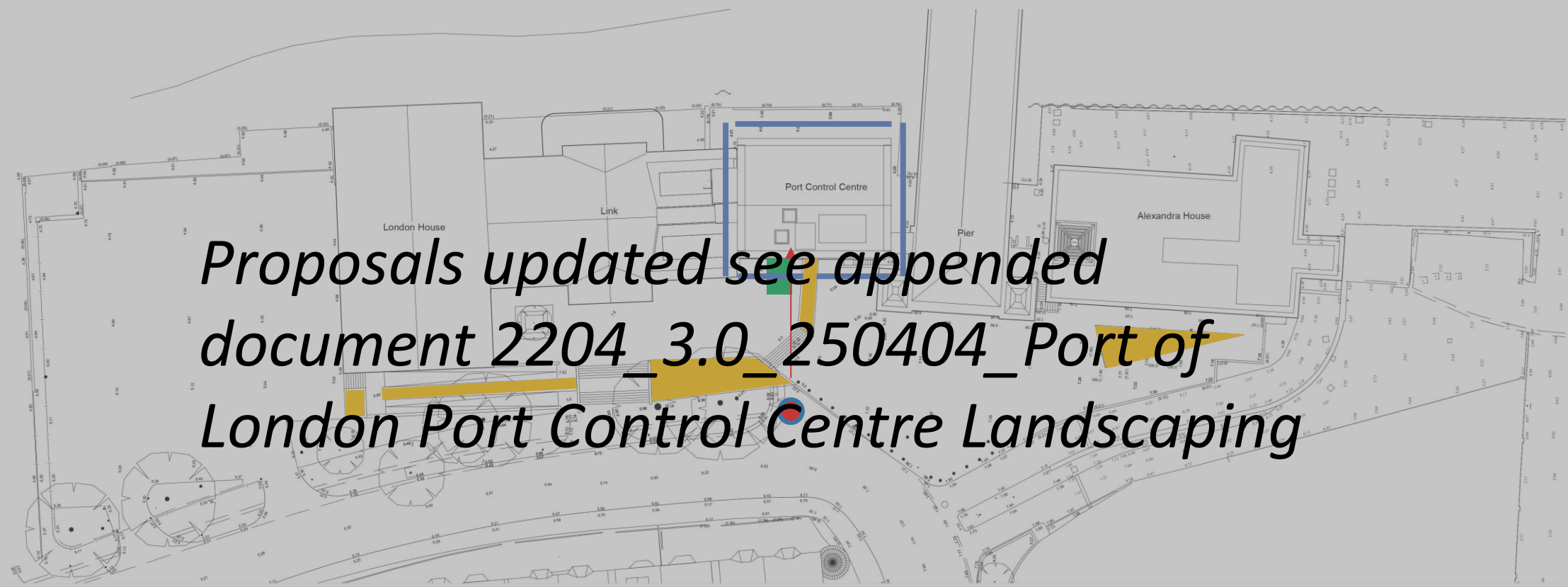
The following diagrams show how the proposed building will be cleaned and maintained:

- Glass replacement will either be performed using a mewp from the landscape or mobile crane from the street
- Cleaning of windows can be performed from the ground via water fed pole
- Plant space is divided between the basement which is accessible via stair, lift and externally and the roof which can be accessed via a ladder and hatch from Level 4.
- A fall restraint system will be provided to aid working at height for the access to the roof which would be infrequent.
- Plant replacement can be achieved via small parts in the lift using a trolley or for one in a generation items via a removable piece of landscaping and existing roller shutter.
- Replacement access can also be achieved via the underside of the pier if required but this has a restricted head height (1.6m)

Cleaning via external landscape via water fed pole. Glass replacement via mewp or mobile crane from street or landscape



Cleaning and Maintenance



-  Cleaning and replacement glass via ground
-  Removeable landscaping for once in a generation plant replacement
-   Access for fire tender
-  New planters incorporated into the maintenance strategy

Security

The security needs for the new PCC have been considered throughout the design process with further details to be developed as the project progresses. While not considered critical national infrastructure, the security of the PCC and PLA is of great importance given the role the PLA plays in the managing of the Thames on a 24/7 basis.

Top areas of consideration during the design process has been:

- External lighting and working to create a feeling of safety and visibility with clear lit routes
- Maintaining a single entrance for all users via the Link to maintain a single, clear route
- Allowing for continued access for PLA Pilots between the PCC and Royal Terrace Pier 24 hours a day
- Façade detailing to dissuade climbing
- Understanding how the building will want to be operated from a delivery point of view so as to manage in goings and outgoings
- Placement of bollards and street furniture around the site
- Sightlines and visibility in general to improve natural surveillance across the site
- Clear definition of boundaries between public and private spaces

The security locking procedure will need to develop in line with the door lock strategy. The coverage of the PLA's existing security cameras, and any potential amendment to these will be assessed by the PLA's security team.

Listed Building Consent

- Connection between Royal Terrace Pier and PCC
- Under Croft of Pier – Hard Landscaping

Connection between Royal Terrace Pier and PCC

Existing condition

The connection joining Royal Terrace Pier and PCC was added in XX century to allow Pilots a direct access to the Pier. It is a brick extension to the PCC with a stair case to mitigate a level change between the two buildings. The exit/entrance door in the Pier undercroft appears to be fitting into a modern wall, likely to be added at the same time as the connecting stair case.

On the town side, the connection is hidden behind one of the Pier's turrets. There is no public access to the area behind the PCC.



Connection between PCC and Pier – river side



Connection between PCC and Pier – town



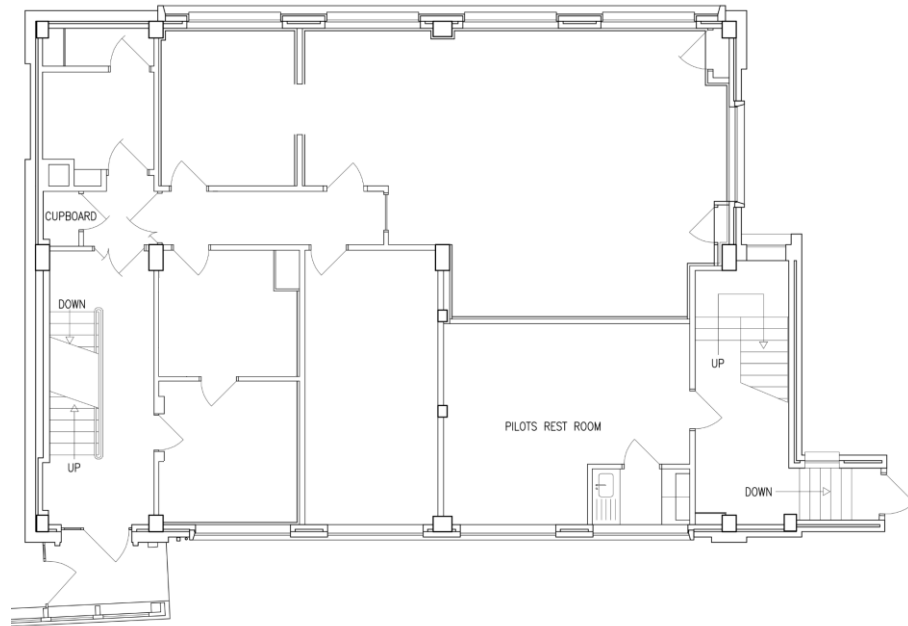
Connection between PCC and Pier – Pier undercroft

Connection between Royal Terrace Pier and PCC

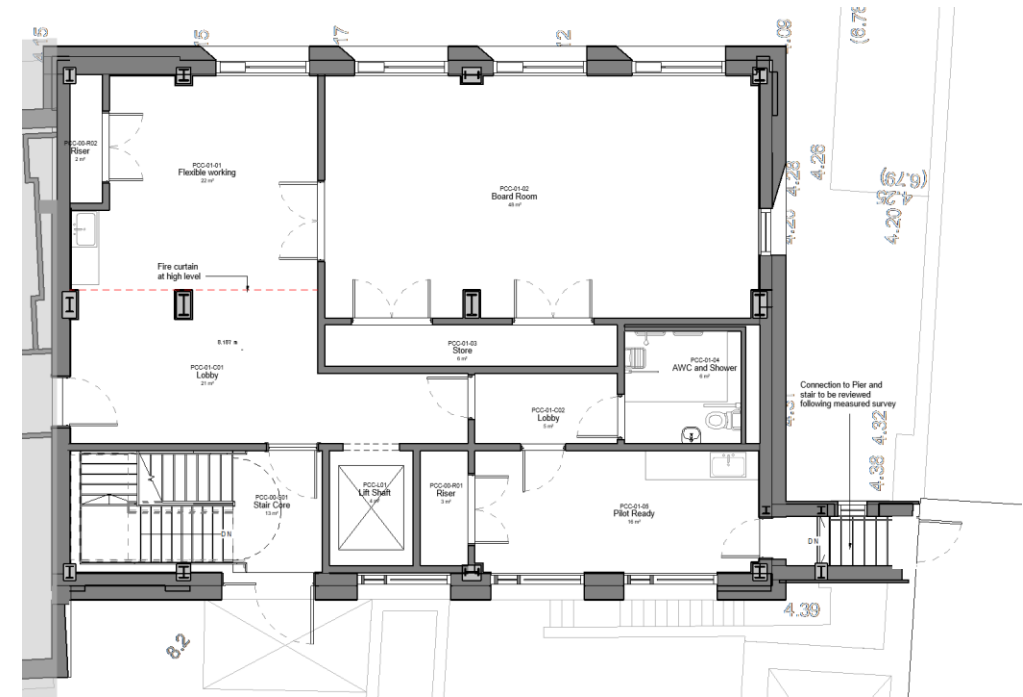
PLA Operations

The connection between Royal Terrace Pier and PCC is currently used as a direct exit and entry route by Pilots. It provides a save 24h route directly onto the Pier, from where Pilots can board boats. If the Pilot's route starts from another Pier, the existing exit via Royal Terrace Pier allows them to quickly and safely leave the PCC building to taxi. It is essential for the operation of PLA and safety of the Pilots to maintain the existing route via the Royal Terrace Pier.

The existing connection is currently leading to Pilot Ready and upper levels via a secondary staircase. In the proposed design the connection between PCC and Pier will lead directly to the Pilot Ready where they can rest and wait for the upcoming calls. Pilot ready is also connected to the rest of PCC and can be accessed via the main entrance in Link Building during day time.



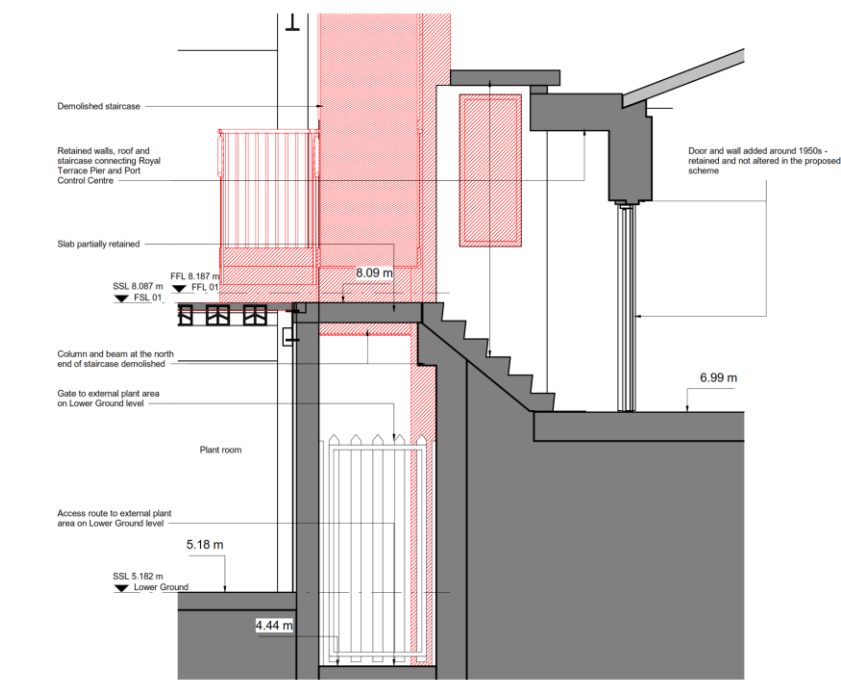
Existing Level 1 layout



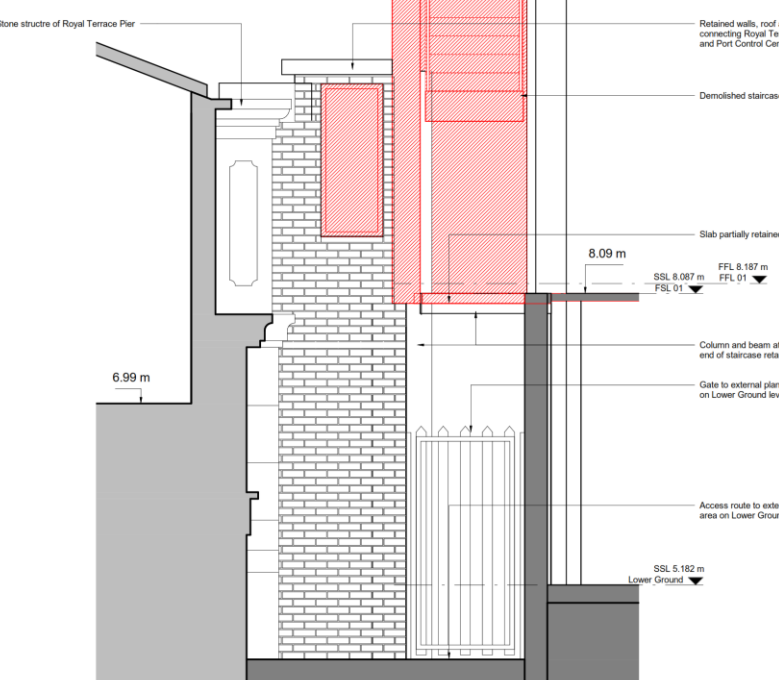
Proposed Level 1 layout

Connection between Royal Terrace Pier and PCC

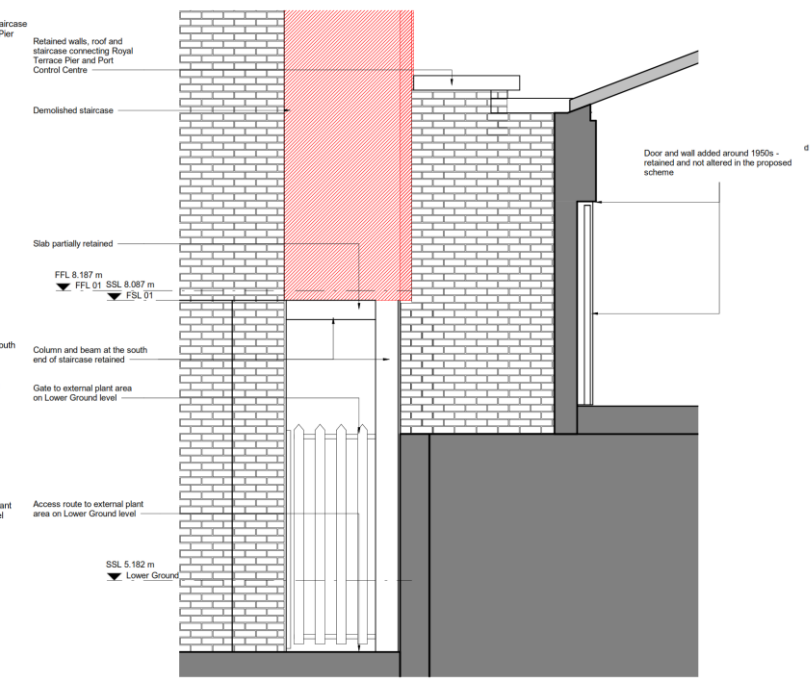
Extent of demolition works



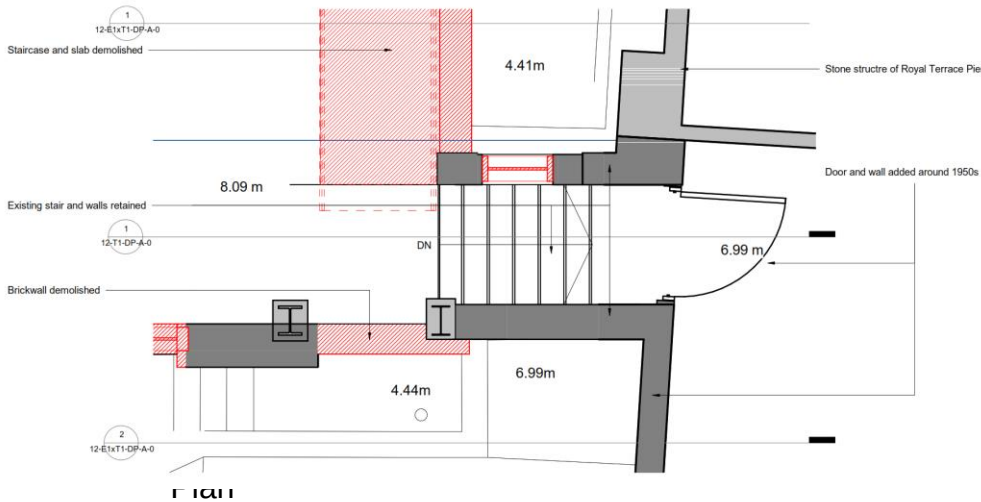
Section



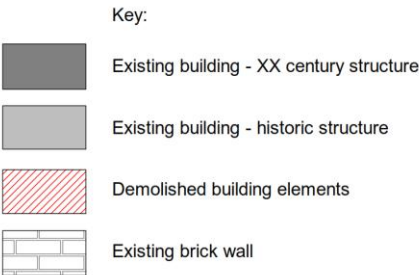
North Elevation



South Elevation



Collated drawings present the extend of demolition around the connection between PCC and Pier. Majority of the structure and external walls is retained. Demolition works are predominantly focused on removal of the secondary stair core. Walls and slab connecting directly to the Pier are to be retained.



Connection between Royal Terrace Pier and PCC

Extent of demolition works

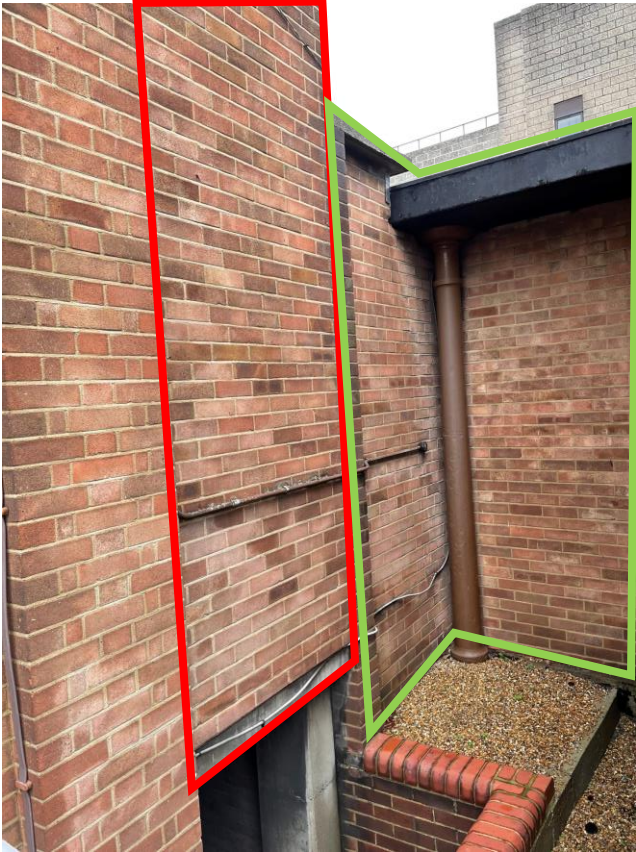


Connection between PCC and Pier – river side

- To be retained
- To be demolished



Connection between PCC and Pier – town side,
hidden behind Pier

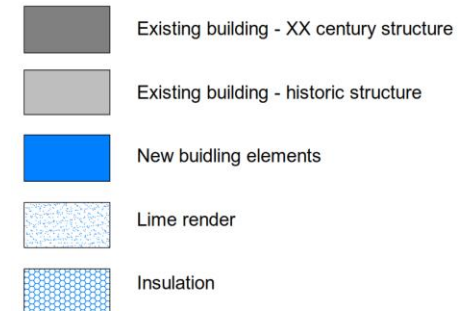


Connection between PCC and Pier – town side,
hidden behind Pier

Proposed connection



Key:



Under Croft of Pier – Hard Landscaping

KENTISH RAG STONE



Gallagher Group

ORIGIN

Britain, Maidstone, Kent

APPEARANCE

Hard sandy limestone, grey to blue grey in colour

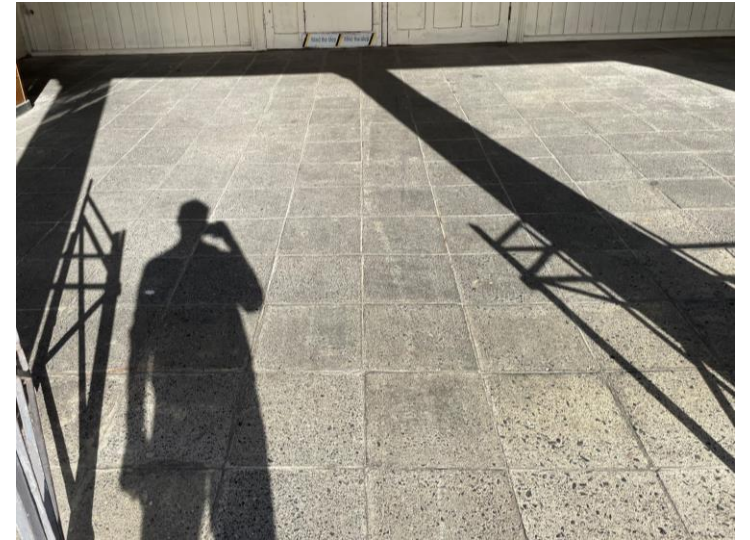
USE

Load bearing masonry, cladding, external paving, internal flooring, carving, landscaping, memorial, worktops



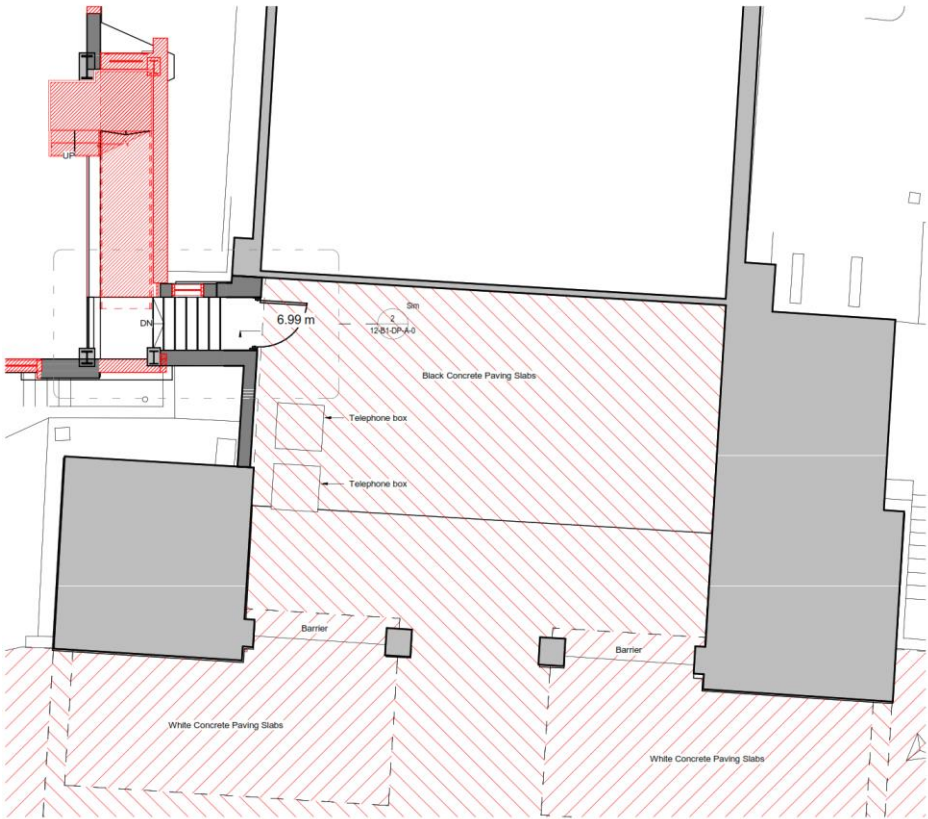
The existing paving in the under croft of the Royal Terrace Pier was likely replaced in the XXth Century. It is made of poor quality, worn down, black concrete paving slabs which contrasts with the historic fabric of the Pier. The existing paving continues from the under croft to the square in front of the Pier and Alexandra House. The new landscape design includes a uniform finish for paving, steps, ramps and planters across the whole site. It is proposed to continue the new paving into the under croft and replace the existing block concrete slabs.

The intention would be to use Kentish Ragstone for the floor surface and facing of planters creating a unified civic landscape with a quality local material. We want to use the material everywhere for consistency but the final detail of the pattern direction will be agreed at a later date.

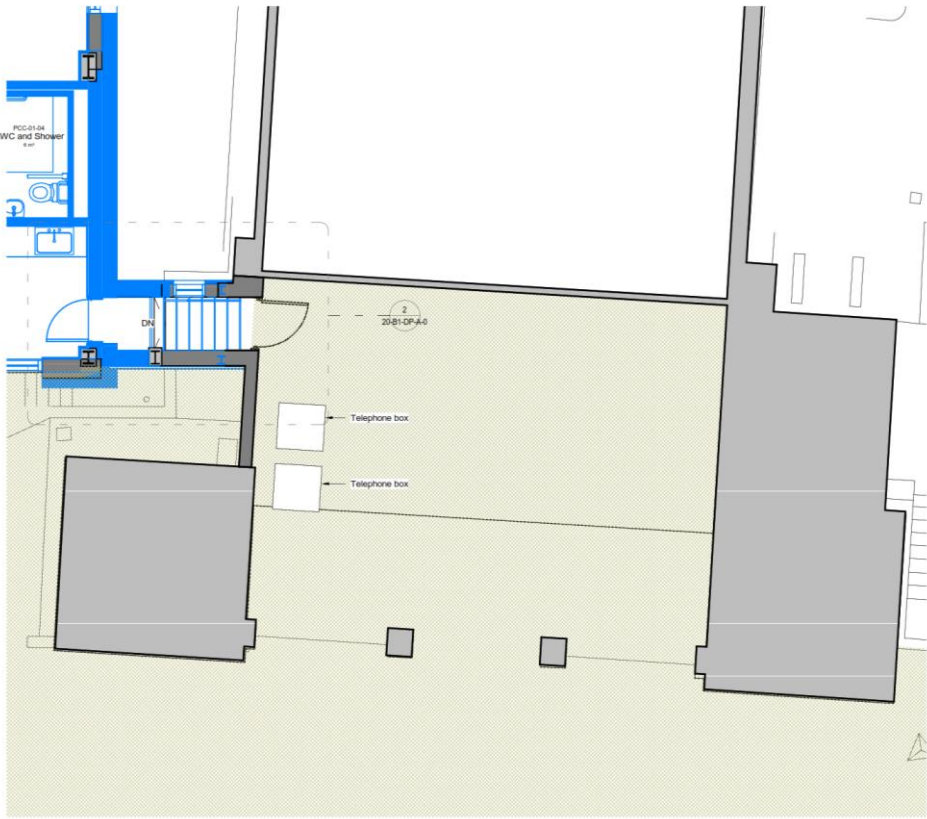


Under Croft of Royal Terrace Pier

Under Croft of Pier – Hard Landscaping



Existing paving in the under croft and around the Royal Terrace Pier



Proposed paving in the under croft and around the Royal Terrace Pier

Key:

	Existing while concrete paving slabs		Demolished building elements
	Existing balck concrete paving slabs		New buidling elements
	Permeable flag stone paving - final material TBA		
	Existing building - XX century structure		
	Existing building - historic structure		

