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Ms K Joyce
Planning Services
Civic Centre,
Windmill Street
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DA12 1AU

14 May 2024

AH/HY- 23/021

Dear Kelly,

LPA REF: 20240149

LV21, ST ANDREWS QUAY, WEST STREET, GRAVESEND, DA11 0BG – FULL PLANNING APPLICATION FOR CHANGE OF USE

Following our recent discussions on the above planning application (ref. 20240149), we are pleased to set out the following on behalf of Gravesham Borough Council ('The Applicant') which we hope will positively facilitate a recommendation for approval and consideration at your Planning Committee meeting on 12 June.

a. Background Context

The original planning application sought planning permission for the change of use of the riverbed to Class F1 to facilitate the potential mooring of vessel(s). Specifically, the mooring of LV21 but the way the application has been prepared and the accompanying red line plan allowed for the relocation of LV21 up or downstream along a c. 80 metre stretch and the potential location of a second vessel in Class F1 use.

Planning Officers have raised concerns over this approach, specifically, the mooring of a second vessel which it considers should be assessed properly once details are known. Notwithstanding our view that a second vessel does not give rise to amenity concerns which would change the outcome of a planning decision, in the interests of seeking to work collaboratively with the Council we agree to the amendments as set out in this letter. These continue to facilitate the potential relocation of LV21 up or downstream but prevents a second vessel from mooring without a separate planning application.

b. Description of Development

We agree to the following change to the proposed description of development is detailed below:

"Change of use of river to Use Class F1 – Learning and non-residential institutions to facilitate the permanent mooring of a vessel."

c. Red Line Amendments

We have amended the red line on the accompanying Location Plan. This has been extended, at the request of officers, to include the associated moorings and quayside.

We have also reduced the depth of the red line into the river itself which is considered to be unnecessarily as the vessel will be moored at the riverbank.

d. Amended Planning Drawings

Please find enclosed the following planning drawings, which have been amended to reflect a change to the proposed red line boundary.

Planning Documents, Technical Reports and Drawings / Plans

Plans and Drawings	Plan Ref.	Original rev.	Superseded Rev.
Site Plans	4004 -LBXXXXDU102000	01	n/a
Elevation	4004 -LBXXXXDU104000	01	n/a
Sections	4004 -LBXXXXDU105000	01	n/a
Block Plan	4004 -LBXXXXDU101002-	01	02
Location Plan	4004 -LBXXXXDU101001	01	02

e. Justification for Application Site Boundary

The original intention was to seek to facilitate flexibility to GBC to allow LV21 to move up or down stream within the red line area; and / or to facilitate a second vessel. However, we note the concerns of officers that a proposed second vessel is not being considered as part of this application and there is reluctance to provide a permission which facilitates this. Whilst we not consider a second vessel gives rise to amenity concerns which would change the outcome of a planning decision, in the interests of seeking to work collaboratively with the Council we propose the following:

1. Retaining the red line along the width of the riverbank as originally proposed, to enable if required, the LV21 Vessel to move up or downstream.
2. Agree to a condition which would limit the permission to the mooring of one vessel only within Use Class F1. Additional Vessels should be subject to a separate planning application so the impacts can be assessed accordingly.

We consider this approach is justified and acceptable in planning terms. This provides the necessary comfort to Officers that a second vessel cannot be moored in this location without a separate planning application.

We consider retaining the proposed length of the riverfront we are seeking permission for extending beyond the current mooring of the vessel is acceptable. We note this is c. 18-19 metres which represents just under half of the length of the vessel. The impacts arising from the location of the vessel remain unchanged whether it moves up or downstream within this area.

The application is accompanied by a Heritage Statement which specifically looked at the heritage impacts arising from the proposed development. This concludes that 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. The Statement continues by acknowledging that there is extensive evidence of former jetty's, piers and shore loading facilities along this stretch of the water front. In heritage terms the effect would not be harmful to the setting or significance of any nearby heritage assets.

These conclusions remain valid for the vessel's location anywhere within the proposed amended red line boundary and we consider the approach taken is acceptable in planning terms.

f. Summary

We trust you have sufficient information to consider the proposed development and take forward to committee. If you have any queries regarding the enclosed or require further information, then please do not hesitate to contact me (07584 234 536 / hyoung@iceniprojects.com).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'HYoung'.

Hannah Young
ASSOCIATE DIRECTOR