
SUMMARY REPORT

Application Ref:	20240149
Site Address:	Lighthouse Vessel 21, St Andrews Quay, Royal Pier Road, Gravesend, Kent, DA12 2BD
Application Description:	Change of use of river to Use Class F1 - Learning and non-residential institutions to facilitate the permanent mooring of a vessel.
Applicant:	Gravesham Borough Council
Agent:	Mrs Hannah Young, Icen Projects
Ward:	Town
Parish:	Non-Parish Area
Decision due date:	28 June 2024
Publicity expiry date:	14 June 2024
Decision Level:	Committee Decision
Reason for referral:	Gravesham Borough Council planning application
Recommendation:	To follow in supplementary report

Summary of Reasons for Recommendations

To follow in supplementary report

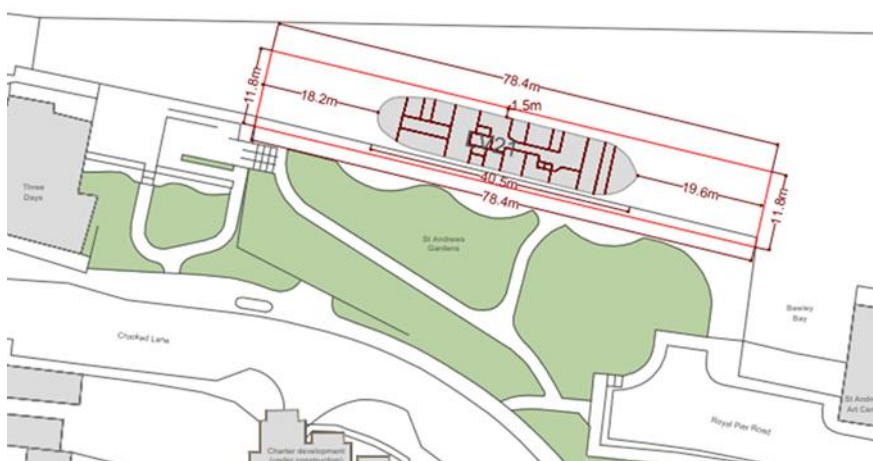
MAIN REPORT

1. Site Description and Surroundings

- 1.1 The application site comprises of the Lighthouse 21 (LV21) vessel and an area of river/land of some 180 square metres, which surrounds the boat. There are 12 mooring bollards located on top of the river wall, alongside the boat, three concrete access ramps, located adjacent to the river wall and a metal access platform located at the central access ramp.



- 1.2 The wider area surrounding the application site includes the open space at St Andrews Gardens, which is bounded by Crooked Lane (part of the Gravesend one way system), beyond which, to the south is The Charter development. To the west, is the Three Daws public house (a Grade II listed building) and the Town Pier (a grade II* listed building). To the east, are the St Andrew's Arts Centre and The Mission House (grade II listed buildings).



- 1.3 The application site is located in the High Street & Queen Street Conservation Area and the Riverside Conservation Area is located immediately to the east. In addition, the site is located in the Gravesend Town Centre Opportunity Area and Flood Zone 3.

2. Relevant Planning History

Reference	Description	Decision	Decision Date
20230515	Application for a Lawful Development Certificate for works to facilitate the mooring of the historic steam tug Cervia at St Andrews Quay, Royal Pier Road, Gravesend, DA12 2BD, and its proposed use as a heritage museum under Use Class F1, in accordance with Section 192 of The Town and Country Planning Act 1990.	Certificate refused	01.09.2023

3. Proposal

- 3.1 The proposed development seeks the change of use of the application site to Use Class F1

(learning and non-residential learning institutions) and the permanent mooring of the LV21 vessel.

- 3.2 The LV21 would be used as a cultural hub incorporating a heritage facility, art space and performance space. The use would be ad hoc, depending on when specific projects and events occur. The proposed development would be the continuation of a use that has been operating at the application site since 2017. Previous events have included theatrical, musical and comedy performances and craft and other education workshops.
- 3.3 The proposal incorporates an area of river/land which is wider than the LV21, which could facilitate the movement of the vessel further to the west or east if required. The applicant has confirmed that only one boat would be permanently moored at the application site.
- 3.3 The application has been accompanied by a Planning Statement, a Heritage Statement and a Flood Risk Assessment.
- 3.4 Members are requested to note that the original application details did not include the moorings/access on the river front within the application site, the site boundary extended further into the river and they made reference to more than one vessel being moored at the site. However, following a request for clarification, the site boundary has been amended to include the associated moorings and access and so that it extends significantly less into the river. Furthermore, the description of the development was amended to remove the reference to more than one boat.

4. Planning Policy, Development Plan and other Material Considerations

4.1 Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS05 – Gravesend Town Centre Opportunity Area
- CS08 – Retail, Leisure and the Hierarchy of Centres
- CS09 – Culture and Tourism
- CS10 – Physical and Social Infrastructure
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- TC2 – Policy for Listed Buildings
- TC3 – Development Affecting Conservation Areas
- TC7 – Other Archaeological Sites
- T1 – Impact of Development on Highway Network
- P3 – Policy for Vehicle Parking Standards

- 4.2 Paragraph 33 of the NPPF (2023) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.
- 4.3 The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994)

generally conform with the NPPF (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 7 – Ensuring the vitality of town centres
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed and beautiful places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 – Conserving and enhancing the natural environment
- Section 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- High Street & Queen Street Conservation Area Character Appraisal (2009)
- Riverside Conservation Area Character Appraisal (2009)
- Gravesend Town Centre Conservation Areas Management Plan (2009)

- 4.4 Under the Marine and Coastal Access Act 2009, chapter 4, paragraph 58, public authorities must make decisions in accordance with appropriate marine policy documents unless relevant considerations indicate otherwise.

South East Inshore Marine Plan and Technical Appendix June 2021

- SE-HER-1 Heritage assets
- SE-SCP-1 Seascape and landscape
- SE-CC-2 Climate Change
- SE-ACC-1 Access
- SE-TR-1 Tourism and Recreation
- SE-SOC-1 Social Benefits
- SE-BIO-1 Biodiversity

5. Consultations, Publicity and Representations

Consultees

5.1 GBC Conservation Officer

The ship has been moored in this location for a couple of years and makes some contribution to the maritime heritage. Whilst it clearly does obscure views across the river when standing close to the ship, there are plenty of opportunities for views either side. The juxtaposition of the ship and buildings contributes to an appreciation of scale that is also seen when larger ships are on the river docking at Tilbury. The variety of vessels contributing to the maritime context of Gravesend can be seen as a positive impact on the setting of the conservation area and listed buildings. That is not to say that any further ships should be moored in this area, as this would certainly start to close the views across the river, potentially resulting in a complete loss of the maritime context that views of the river does make to Gravesend's heritage, the listed buildings and conservation area. On balance the proposals do not adversely impact on the adjacent conservation area or the setting of the adjacent listed buildings.

5.2 GBC Environmental Protection Team (Regulatory Services)

No objection.

5.3 GBC Regeneration & Resilience Manager (Communities)

No comment provided due to conflict of interest.

- 5.4 GBC Commercial Team (Regulatory Services)
No comments or objections.
- 5.5 GBC Waste & Recycling Manager
The only comment would relate to waste production and storage of which there is none in the application.
- 5.6 KCC - Highways & Transportation
I refer to the above planning application and consider that there are no highway implications associated with the proposals.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance> Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

- 5.7 KCC - West Kent Public Rights Of Way Officer
I can confirm that I do not have any objections to the above planning application for the Lighthouse Vessel. English Coastal Path ECP/8 is adjacent to the vessel and is not affected by the application.

Please note that the ECP should not be obstructed in any way and no furniture or fixtures may be erected on or across the ECP without consent.

5.8 KCC - Flood & Water Management

We have reviewed the submitted plans and reports and whilst we have no objection in principle to the development, we would advise that prior to occupation of the site, a copy of the Flood Risk Evacuation Plan should be supplied in line with the recommendations set out in the Flood Risk Assessment report dated 22/01/2024. This will ensure that there is a safe means of access and egress from this site during flood events.

5.9 KCC Heritage Conservation (E & W) (Archaeology)

The permanent mooring of the lighthouse vessel 21 would be unlikely to have a significant archaeological impact. If any groundworks were to be needed to facilitate the longer-term mooring we would wish to be consulted so that we could make recommendations for any necessary mitigation such as an archaeological watching brief. No doubt your Conservation Officer will provide advice on the setting of nearby designated built heritage assets. In this case I have no further comments to make and no objections on archaeological grounds to the proposal.

5.10 Port of London Authority (PLA)

Initial comments:

The PLA and the Applicant have been in discussions for some time now about this site and the PLA has no objection to the permanent mooring of LV21 at the application site. There does however need to be much more clarity around what is proposed in application 20240149 before a decision can be made on it. This is because the application appears to seek not only consent for the permanent mooring of LV21 but potentially other vessels and potentially the moving of LV21. None of this appears to have been assessed in the application.

The red line box as drawn is very wide extending some 31.6m into the river which could result in four vessels the size of LV21 being moored at this location. Whilst it is noted the planning statement refers to facilitating a second vessel, the description of the development 'the permanent mooring of a vessel(s)' does not limit itself to two vessels. And if only two vessels are proposed it is unclear why such a large red line mooring box is required.

No details are provided on factors such as access – if a second vessel was moored on the outside of LV21 what access arrangements would there be, how would the necessary power, water etc be provided to that vessel, what numbers of people might access each vessel each day?

The use class is also fairly broad. Whilst LV21 has a cultural and heritage focus which forms part of GBC's overall regeneration strategy for Gravesend, the proposed use class is Class F1 – Learning and non-residential institutions so could extend outside of a cultural and heritage offer and be as an example a school. No assessment has been undertaken of the implication of this.

As set out in the planning statement there are no fixed opening times for LV21 – whilst this might be acceptable for LV21 on its own, the cumulative impacts of multiple vessels with no fixed opening times has not been assessed in terms of issue such as noise and lighting.

Harbour Master:

- Vessels moored within the red line box will take the ground at low water – has the applicant determined this is safe? Will the applicant be treating this effectively as a NAABSA berth, and implementing a program of surveys and inspections to ensure vessels can safely rest aground here?
- If LV21 will be moved along the wall and/or additional vessels moored, has applicant considered safe ship-shore access?
- Has any consideration been given to the navigational or other implications associated with the change of use including interference with the safe and efficient use of Town Pier / Gravesend Pontoon or display of lights deleterious to safe navigation.

Environment:

It is difficult to comment on the implications of an additional vessel(s) without knowing the details. In terms of environmental considerations, the following need to be considered:

1. A WFD assessment may be required depending on the details of the mooring of the second vessel (if they are planning to install a mooring or other related structures)
2. A method statement including consideration of environmental risks/control measures relating to pollution prevention, waste management.
3. The consideration of options for biodiversity net gain.
4. The foreshore is a priority habitat and therefore protection of it should be included in the method statement – vessels will sit on the foreshore at low tide.

Conservancy:

The applicant should at least consider the implications to river regime by drawing on examples from elsewhere.

We have arranged a meeting with the applicant to talk through these points in more detail.

Second comments:

To follow in supplementary report

5.11 Natural England

Initial comments:

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Other advice:

The development proposal affects the King Charles III England Coast Path, which should be protected and enhanced in line with paragraphs 104, 178(d) and 180(c) of the National Planning Policy Framework. Natural England has a duty to prepare a Variation Report for the Secretary of State where the alignment (but not the margin) of the King Charles III England Coast Path changes and local planning authorities are advised to notify Natural England of any development or other change that impedes or obstructs people's ability to undertake a continuous journey on foot on the National Trail.

You may wish to consult South East England Coast Path Partnership officer (Tom Kennedy) on secoastpath@eastsussex.gov.uk

Sites of Special Scientific Interest Impact Risk Zones:

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website.

Second comments:

Priority habitats and Species are of particular importance for nature conservation and are included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. A list of priority habitats and species can be found on [Gov.uk](https://www.gov.uk).

Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the

potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

5.12 Marine Management Organisation

Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.

Response to your consultation:

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing:

Works activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.

Applicants should be directed to the MMO's online portal to register for an application for marine licence <https://www.gov.uk/guidance/make-a-marine-licence-application>

You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in English waters.

The MMO is also the authority responsible for processing and determining Harbour Orders in England, together with granting consent under various local Acts and orders regarding harbours.

A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

The MMO is a signatory to the [coastal concordat](#) and operates in accordance with its principles. Should the activities subject to planning permission meet the above criteria then the applicant should be directed to the follow pages: [check if you need a marine licence](#) and asked to quote the following information on any resultant marine licence application:

- local planning authority name,
- planning officer name and contact details,
- planning application reference.

Following submission of a marine licence application a case team will be in touch with the relevant planning officer to discuss next steps.

Environmental Impact Assessment:

With respect to projects that require a marine licence the [EIA Directive \(codified in Directive 2011/92/EU\)](#) is transposed into UK law by [the Marine Works \(Environmental Impact Assessment\) Regulations 2007 \(the MWR\), as amended](#). Before a marine licence can be granted for projects that require EIA, MMO must ensure that applications for a marine licence are compliant with the MWR.

In cases where a project requires both a marine licence and terrestrial planning permission, both the MWR and The Town and Country Planning (Environmental Impact Assessment) Regulations <http://www.legislation.gov.uk/uksi/2017/571/contents/made> may be applicable.

If this consultation request relates to a project capable of falling within either set of EIA regulations, then it is advised that the applicant submit a request directly to the MMO to ensure any requirements under the MWR are considered adequately at the following link <https://www.gov.uk/guidance/make-a-marine-licence-application>

Marine Planning:

Under the Marine and Coastal Access Act 2009 ch.4, 58, public authorities must make decisions in accordance with marine policy documents and if it takes a decision that is against these policies it must state its reasons. MMO as such are responsible for implementing the relevant Marine Plans for their area, through existing regulatory and decision-making processes.

Marine plans will inform and guide decision makers on development in marine and coastal areas. Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. Marine plans are a statutory consideration for public authorities with decision making functions.

At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.

A [map](#) showing how England's waters have been split into 6 marine plan areas is available on our website. For further information on how to apply the marine plans please visit our [Explore Marine Plans](#) service.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the [Marine and Coastal Access Act](#) and the [UK Marine Policy Statement](#) unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our [online guidance](#) and the [Planning Advisory Service soundness self-assessment checklist](#). If you wish to contact your local marine planning officer you can find their details on our [gov.uk page](#).

If you require further guidance on the Marine Licencing process, please follow the link <https://www.gov.uk/topic/planning-development/marine-licences>

5.13 Kent Police - Designing Out Crime Team
No Comment.

5.14 At the time of this report being published, no response had been received from the following consultees;

- Environment Agency
- Thames Defence Heritage
- Thames Estuary Partnership
- Thurrock Borough Council

However, a response is anticipated from the Environment Agency and this will be set out in in a supplementary report that will follow.

Neighbouring properties

5.15 The application has been advertised by a site notice and press notice. Seven representations have been received, at the time of this report being published (four letters of support and three letters of objection). A summary of these representations follows:

Support

- The LV21 adds interest to the riverfront by its unique silhouette and for the events it has hosted.
- LV21 is an incredible, dynamic and unusual arts venue and part of the local landscape.
- The LV21 is a hugely important cultural asset for the Borough.
- The LV21 is a physical landmark helping to link Gravesham's maritime past to its progressive future.
- The applicants are professional and positive in their involvement with the public.

Object

- The mooring space should be short stay and used for other vessels of public interest.
- The LV21 blocks views of the Thames and would result in the permanent loss of river frontage.
- St Andrew's Gardens has been spoilt.
- Could another location be found for a permanent mooring for the LV21?

Final deadline for comments

- 5.16 The final deadline for consultee comments is 06 June 2024 and the final deadline for comments from local residents is 14 June 202

6. Planning Analysis and Head of Planning Comments

Principle of the Development

- 6.1 The application site is located in the Gravesend Town Centre Opportunity Area, which according to Policy CS05 of the Gravesham Local Plan Core Strategy 2014 (LPCS), is the principle focus for town centre related economic and social activity in the Borough. Amongst other things, the policy promotes taking full advantage of Gravesend's heritage and riverside setting and supports leisure, entertainment, cultural and tourism provision, in accordance with a sequential approach.
- 6.2 Policy CS10 (LPCS) provides support for proposals that protect, retain or enhance existing physical and social infrastructure. Policy SE-TR-1 of the South East Inshore Marine Plan (2021) supports proposals that promote or facilitate sustainable tourism and recreation activities and Policy SE-SOC-1 of the South East Inshore Marine Plan (2021) requires proposals to enhance public knowledge, understanding, appreciation and enjoyment of the marine environment.
- 6.3 The proposed development would provide a permanent location for an existing cultural hub, which incorporates a heritage facility, art space and performance space. Local residents have identified that the LV21 is a cultural asset, which adds interest to the riverfront from the events it has hosted. Furthermore, the vessel is a museum ship which provides historical information regarding the operation of the LV21.
- 6.4 The PLA has no objection to the permanent mooring of the LV21.
- 6.5 Overall, the proposal would improve cultural and tourism facilities in the town centre. Therefore, the proposal would be in accordance with Policies CS05 and CS10 (LPCS) and Policies SE-TR-1 and SE-SOC-1 of the South East Inshore Marine Plan (2021).

Design, Heritage and Conservation Impacts

- 6.6 Paragraph 195 of the NPPF (2023) identifies that heritage assets range from sites and buildings of local historic value to those of the highest significance and that heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance. At paragraph 200 it requires developers to describe the significance of any heritage assets affected by proposed development and at paragraph 201 it requires local planning authorities to identify and assess the

particular significance of any heritage asset that may be affected.

- 6.7 Paragraphs 205 to 210 of the NPPF (2023) set out how a consideration of the potential impacts of a proposed development on the significance of a designated heritage asset should be undertaken. If substantial harm would occur then planning permission should be refused unless four criteria are met (paragraph 207) and if less than substantial harm would occur then the harm should be weighed against the public benefits of the proposal (paragraph 208).
- 6.8 The application site is located within the High Street & Queen Street Conservation Area and the Riverside Conservation Area is located immediately to the east. Four listed buildings are located in close proximity, the Three Daws public house (a Grade II listed building), the Town Pier (a grade II* listed building), St Andrew's Arts Centre and The Mission House (grade II listed buildings).
- 6.9 Policy CS20 of the Gravesham Local Plan Core Strategy September 2014 places a high priority on the preservation, protection and enhancement of the heritage and historic environment. It states that support will be given to proposals which preserve and where appropriate, enhance the significance of heritage assets, their setting, their interpretation and their enjoyment. Saved Policy TC2 of the Gravesham Local Plan First Review 1994 (LPFR) sets out that the primary consideration for development affecting the setting of listed buildings will be the maintenance of the integrity of the original listed building. Proposals also need to be sympathetic to the listed building in terms of massing, scale, appearance and materials. Saved Policy TC3 (LPFR) states that development within or affecting conservation areas will be carefully judged for its impact and will be expected to make a positive contribution to the conservation area.
- 6.10 Policy CS19 (LPCS) sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.
- 6.11 The proposed development would result in the LV21 being permanently moored adjacent to St Andrews Gardens, which prior to the introduction of the vessel, was an open space, which afforded wide views of the river and was part of a formal public garden context for the surrounding listed buildings. As highlighted by local residents, the siting of the LV21 impedes views of the River Thames and beyond.
- 6.12 The LV21 is a boat and as such, it does not look out of place in the riverside environment. It also provides a link to the maritime history of Gravesend. The vivid colour and interesting design of the vessel, add interest to the locality and draws people towards the river. The LV21 is viewed in the context of the listed buildings and the conservations areas. The potential for the movement of the LV21 vessel either westwards or eastwards within the red line boundary area is acknowledged. This movement would result in the vessel either being closer in proximity to the Three Daws Public House (to the west) or the St Andrews Arts Centre (to the east), listed buildings.
- 6.13 The GBC Conservation Officer has acknowledged that the LV21 obscures views across the river when standing close to the ship and that it can be moved within the red line boundary area. However, he highlights that there are plenty of opportunities for views on either side and he has set out that the juxtaposition of the ship and buildings contributes to an appreciation of scale that is also seen when larger ships are on the river docking at Tilbury. In addition, he states that a variety of vessels contributing to the maritime context of Gravesend can be seen as a positive impact. Overall, the GBC Conservation Officer considers that the proposals do not adversely impact on the conservation areas or the setting of the listed buildings.
- 6.14 In line with the requirements of the NPPF (2023), the impacts of the proposal on designated and non-designated heritage assets has been assessed and it is concluded that there would be no harm.

- 6.15 Therefore, the proposed development would be an appropriate feature in the locality, which preserves the character and appearance of the High Street & Queen Street Conservation Area and the Riverside Conservation Area and which would not detract from the setting of the surrounding listed buildings. As such, the application would meet the statutory test of S72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and would be in accordance with Policies CS19 and CS20 (LPCS), Saved Policies TC2 and TC3 (LPFR) and Sections 12 and 16 of the NPPF (2023).

Parking and Highways

- 6.16 Paragraph 114(b) of the NPPF 2023 requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 115 sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.
- 6.17 Policy CS11 (LPCS) and Saved Policies T1 and P3 (LPFR) require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.
- 6.18 The application site is situated in a highly accessible, town centre location, where a range of public transport links and public car parks are available. KCC Highways & Transportation considers that there are no highway implications associated with the proposal and it is acknowledged that the LV21 has been located at the application site for a number of years and no adverse parking or highway safety impacts have been identified.
- 6.19 Overall, the proposed development would not be detrimental to highway safety and would be in accordance with Policy CS11 (GLPCS), Saved Policy P3 (LPFR) and Section 9 of the NPPF (2023)

Neighbouring Amenity

- 6.20 Paragraph 135(f) of the NPPF 2023 sets out that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 6.21 Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers and to avoid adverse environmental impacts from pollution, including noise, air, odour and light pollution.
- 6.22 There are no residential properties located in close proximity to the application site. The development known as The Charter, which includes residential units and is currently under construction, is located some 38 metres to the south of the application site. However, due to this distance, there would be no privacy, sunlight or daylight impacts to any future neighbouring occupiers.
- 6.23 The application details do not include the proposed hours of operation. The application site is located close to a public house and various commercial properties and the Gravesend one way system adjoins St Andrews Gardens. Therefore, the area surrounding the site is already subject to a high level of noise and disturbance. Future residential occupiers would experience the proposed use in that context and due to their separation from the site, there would be no adverse noise and disturbance impacts.
- 6.24 In the event that members resolve to grant planning permission for this proposal, a condition would be attached setting out the hours of operation. It has been agreed that the hours can be conditions as follows;
- Mondays to Sundays 08.00 to 23.30
- 6.25 No information regarding refuse arrangements has been provided, however sufficient space would

be available for waste storage. In the event that members resolve to grant planning permission for this proposal, an informative would be attached advising the applicant regarding commercial waste arrangements.

- 6.26 Overall, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in accordance with Policy CS19 (LPCS) and paragraph 1359F) of the NPPF 2023.

Flood Risk

- 6.27 To follow in supplementary report

Ecology and Biodiversity

- 6.28 To follow in supplementary report.

King Charles III England Coast Path

- 6.29 The application site is located on the King Charles III England Coast Path but does not adversely affect it. The KCC West Kent Public Rights of Way Officer does not raise any objection to the proposal but states that the path should not be obstructed and that no furniture or fixtures may be erected on or across the path without consent. These issues can be brought to the attention of the applicant in an informative on any planning permission granted.

Issues raised by local residents

- 6.30 Local residents have raised a number of concerns, the majority of which have been covered in the above discussion. The outstanding issues are summarised and commented on as follows;
- *The mooring space should be short stay and used for other vessels of public interest* – the proposed development would result in a relatively small area of the riverside being unavailable for temporary moorings. Therefore, sufficient alternative temporary mooring facilities would be available.
 - *Could another location be found for a permanent mooring for the LV21?* – There is no policy requirement for an alternative location to be considered for the proposed development. Therefore, the application must be determined as submitted.

Other matters

- 6.31 The PLA have raised concerns regarding the extent of the proposed uses at the application site. The proposed development would allow for a blanket change of use to Class F1 (Learning and non-residential institutions) of the Town and Country Planning (Use Classes) Order 1987 (as amended). Class F1 comprises of seven use types;

- **F1 Learning and non-residential institutions** – Use (not including residential use) defined in 7 parts:
 - **F1(a)** Provision of education
 - **F1(b)** Display of works of art (otherwise than for sale or hire)
 - **F1(c)** Museums
 - **F1(d)** Public libraries or public reading rooms
 - **F1(e)** Public halls or exhibition halls
 - **F1(f)** Public worship or religious instruction (or in connection with such use)
 - **F1(g)** Law courts

- 6.32 The proposed development would result in the provision of a cultural hub incorporating a heritage facility, art space and performance space. Previous events on the LV21 have included theatrical,

musical and comedy performances and craft and other education workshops. Therefore, Classes F1 (a), F1(b), F1(c) and F1(e) would be most relevant. However, due to the size and layout of the boat, the extent of any Class F1 use would be very restricted. Therefore, the proposal would be appropriate in terms of use.

- 6.33 The MMO and KCC Highways & Transportation have raised a number of issues which can be brought to the attention of the applicant by way of informatives attached to any planning permission granted.

7. Conclusion

- 7.1 To follow in supplementary report

8. Recommendation

- 8.1 To follow in supplementary report.