

A05

L/TH/16/0979

PROPOSAL: Application for listed building consent for new railings and pedestrian barrier along with new wall mounted lighting to replace existing handrail lighting to Harbour Arm

LOCATION: Margate Harbour Arm Stone Pier MARGATE Kent CT9 1AP

WARD: Margate Central

AGENT: No agent

APPLICANT: Mr Luke Glover

RECOMMENDATION: Approve

Subject to the following conditions:

- 1 The works to which this consent relates shall be begun not later than the expiration date of three years beginning with the date on which this permission is granted.

GROUND:

In pursuance of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The development hereby approved shall be carried out in accordance with the submitted drawings including Site Plan Dwg No. 3596_502 Submitted on 18th October 2016, Sections and Details 3596_503 Submitted on 18th October 2016

GROUND:

To secure the proper development of the area.

SITE, LOCATION AND DESCRIPTION

The Grade II listed Harbour Arm in Margate is situated to the east of Margate Main Sands. It was constructed in 1815 and is a 220 metre long stone structure. The Harbour Arm was constructed as a safe haven and harbour for fishing and commercial shipping. After redevelopment over the last decade the Harbour Arm now offers a mixture of businesses including art studios, retail, cafes and licensed premises. The Harbour Arm is a popular public area and the proposals are being made in order to maintain public safety.

RELEVANT PLANNING HISTORY

L/TH/13/0954 - Application for listed building consent for the installation of binoculars and associated stand (Granted - 20/01/2014)

L/TH/12/0391 - Application for Listed Building consent for the installation of 1No parking meter. (Granted - 08/08/2012)

F/TH/11/0220 Construction of sheet piling with concrete cap and resurfacing of Harbour Arm (Granted - 5 August 2011)

L/TH/11/0221 - Application for Listed Building consent for the construction of sheet piling with concrete cap, resurfacing of Harbour Arm and injection of cement grout into Harbour Arm. (Granted 7 - October 2011)

F/TH/10/0032 - Erection of a K6 type telephone box, together with advertisements, and a parking meter (Granted - 17 March 2010)

L/TH/10/0049 - Application for Listed Building consent for the erection of a K6 type telephone box, together with advertisements and a parking meter (Granted - 17 March 2010)

F/TH/07/0936 - Change of use to café, restaurant, artists' studios, art gallery and retail units, together with the erection of staircase and external alterations. (Granted 03/10/2007)

PROPOSED DEVELOPMENT

The alterations to the Harbour Arm consist of the provision of 8 new round stainless steel bulkhead wall mounted lights along the raised walkway section of the harbour arm adjacent to the vehicle parking spaces, which measure 250mm in diameter. Also the provision of new railings along the full length of the Harbour Arm from in front of The Droit House round the perimeter to the units on the end of the harbour arm, these are proposed to be 1218mm in height and a Marshalls Ferrocast 3 bar railing system made of Polyurethane in a black gloss finish, designed to imitate traditional painted cast iron and a barrier/gate at the bottom of the dumphead steps at the end of the harbour arm with signage.

The proposals are made in the interests of public safety and will remove the hazard of falling from the currently unprotected edge, eliminating the need for signage and additional life rings along the edge of the harbour arm. The Harbour Arm was risk assessed by Thanet District Council' Health and Safety advisor and Engineers. The advice given was that there is no way of mitigating the risk of falling from the unprotected edge of the harbour arm, especially at low tide when the chance of survival is minimal. The insertion of railings will remove the hazard of falling from the unprotected edge, the wall mounted lighting will increase visibility for both pedestrians and vehicles and the barrier at the bottom of the steps at the end of the harbour arm will create a physical barrier, which can be opened as a safety feature if required.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2006 – saved policies

EC10 - Margate Old Town and Harbour

NOTIFICATIONS

Letters were sent to neighbouring properties and a site notice has been posted. No representations have been received.

CONSULTATIONS

Conservation Officer - No objection to the application.

Historic England - Originally the application included lamp columns and Historic England advised the applicant to reconsider this element of the application because the silhouette of the harbour arm is such a key part of its significance. The applicant then submitted amended plans to include wall mounted lighting instead of the columns, to which Historic England advised this application should be determined in accordance with national and local policy guidance, and on the basis of our expert conservation advice.

Kent Police Crime Prevention - No concerns raised and fully support the application in the interests of public safety.

COMMENT

This application is brought before planning committee as Thanet District Council are the applicant.

Impact on Designated Heritage Asset

The Harbour arm is Grade II listed and situated within the Margate Conservation Area and Margate Old Town. The main consideration as a result of the application is the visual impact of the designated heritage asset balanced against the public safety improvements of the development.

Of the proposed development for new railings, pedestrian barrier and wall mounted lighting, the insertion of the railings to the harbour arm will result in the greatest change to the character and appearance of the listed structure. This visual impact will be both in terms of long distance views of the harbour arm when viewed across from Marine Terrace and Marine Drive as well as the impact of the presence of railings for users of the harbour arm. The photo montage included with the application shows that the railings will likely be visible from long distances. This in itself is not considered to be harmful as there are railings along most parts of the seafront and railings are a common feature at seafront locations. Meetings were held with the applicant to discuss railing styles and the Conservation Officer advised that these railings should be traditional in style and of a heritage appearance in order to complement the listed structure. A material sample was provided and the Marshalls

Ferrocast Hartlepool Railing System in a black gloss finish was considered to be in keeping with the character and appearance of the Harbour Arm. This material imitates traditional cast iron designs and has been used in other conservation areas across the country. The benefits of the material are that it is heavy and robust with a high gloss finish like a traditional painted cast iron railing, but with very low maintenance costs. There is no need for re-painting due to corrosion, which ensures a consistently good appearance of the railings, with no longer term detrimental visual impact due to corrosion. The historic photo of the Harbour Arm, taken circa 1890, details that there were previously railings along the length of the Harbour Arm. It is believed these were removed when a new crane system was introduced utilising the rail, which meant the railings hindered the operation.

Paragraph 132 of the National Planning Policy Framework states that significance can be harmed or lost through alteration or destruction of a heritage asset and substantial harm or loss should require clear and convincing justification. In this instance, the alteration to the listed structure will have a visual impact, but it is not considered that this will be a harmful impact on the listed structure, because the materials and railings proposed are in keeping with the character and appearance of the area and there have historically been railings present before.

Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. The use of the Harbour Arm has changed from a working harbour, to a more recreational usage. The art studios, retail, cafes and licensed premises draw in tourism and a higher level of activity to the harbour arm. It is for this reason that the safe use of the harbour arm must be balanced against the level of harm created to the designated heritage asset. The physical joining of the railings to the listed structure will be by inserting anchor bolts into the granite slabs. It is considered that this will cause less than substantial harm to the harbour arm and the public safety benefits of these additions outweighs any harm as they will help to secure the continued use of the harbour arm. It is therefore considered that the proposals will not be harmful to the listed structure and will ensure safe and continued use of the designated heritage asset.

The application originally included lighting columns, but advice from Historic England was that low level lighting would be preferable given the silhouette of the Harbour Arm being a key part of its significance, which lighting columns would impact upon. The applicant amended the proposals to include low level lighting, which Historic England raised no objection to. The lighting is proposed to be affixed to the stone wall with dowel bars drilled and set into the concrete. Whilst this will require physical works to the listed structure, the wall mounted lighting will improve lighting to the harbour arm which will create improvements to pedestrian visibility and highway safety, as cars are parked and manoeuvre on a section of the harbour arm. The railings will also create improvements to highway and public safety by providing a physical barrier to the edge of the harbour arm, where previously there has been none. It is considered on balance that the physical works to the harbour are not considered harmful when weighed against the public benefit of improving visibility and protecting public safety.

It is therefore recommended that members approve the application.

Case Officer

Lauren Hemsley

TITLE: L/TH/16/0979

Project Margate Harbour Arm Stone Pier MARGATE Kent CT9 1AP

Scale:

