

5 Soft start piling shall be used in accordance with the details included within the Construction Environmental Management Plan received 14 February 2024.

GROUND;

In order to protect the environment and safeguard protected species, in accordance with advice as contained within the NPPF.

6 Prior to works commencing on site, a pre-commencement breeding bird survey must be carried out by a qualified ecologist within the port and harbour area. If any breeding birds are present and are judged by the ecologist to be disturbed by the construction work, all works must cease until all observed young have fledged.

GROUND;

In order to safeguard protected species, in accordance with advice as contained within the NPPF.

7 A Marine Mammal Observer shall oversee the development in accordance with the details included within the Construction Environmental Management Plan received 14 February 2024.

GROUND;

In order to safeguard protected species, in accordance with advice as contained within the NPPF.

INFORMATIVES

Information on how to appeal this planning decision or condition is available online at <https://www.gov.uk/appeal-planning-decision>

Please be aware that your project may also require a separate application for Building Control. Information can be found at: <https://www.thanet.gov.uk/services/building-control/> or contact the Building Control team on 01843 577522 for advice.

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

SITE, LOCATION AND DESCRIPTION

The site is located within Ramsgate Port between a number of existing berths, pontoons and structures that project into the sea. Access to the site is shown from Military Road between the Vattenfall and Thanet Offshore Wind buildings.

RELEVANT PLANNING HISTORY

F/TH/23/0953 - Erection of a Fixed Boat Landing Platform. Granted 14 December 2023

PA/TH/22/0132 - Application for prior approval for the installation of a 119m long berth following the removal of existing berth 4/5 under Part 18 Class A of Town Country Planning (General Permitted Development) Order 2015. Prior Approval Granted 19 May 2022

F/TH/14/0254 - Erection of two storey side and rear extensions to existing buildings, with alterations to parking layout to increase vehicle parking. Granted 23 May 2014

PROPOSED DEVELOPMENT

The proposed development is the erection of a fixed boat landing platform. It would comprise 15 steel tubular columns piled into the harbour floor with a platform above measuring 11.5m by 22m. The platform would be freestanding and the deck would be fixed at the same height as the harbour. A pedestrian footbridge would link the harbour and the platform and two hydraulic cranes would be situated on the outside of the platform to service the platform and boats.

An application for a similar development from the same applicant was approved by the planning committee in December 2023 under application reference F/TH/23/0953.

When compared to this previous application, the location of the platform has been altered, approximately 35m to the south west, along with the design of the pedestrian access from the port to the platform and the size and position of the proposed cranes. A transition plate linked the platform to the port as part of the previous application, however due to the shoreline rock in this new location, a longer pedestrian footbridge is required. The size of the cranes has also been increase from a 7m radius to a 19m radius to allow for the increased distance from the side of the port. The size of the platform and its height remains the same as previously approved.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

SP11 - Ramsgate

SP26 - Landscape Character Areas

SP28 - Protection of the International and European Designated Sites

SP29 - Strategic Access Management and Monitoring Plan (SAMM)

SP30 - Biodiversity and Geodiversity Assets

SP35 - Quality Development

SP36 - Conservation and Enhancement of Thanet's Historic Environment

SP37 - Climate Change
SP43 - Safe and Sustainable Travel
SP44 - Accessible Locations
GI01 - Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)
GI02 - Locally Designated Wildlife Sites
GI03 - Regionally Important Geological Sites (RIGS)
QD01 - Sustainable Design
QD02 - General Design Principles
QD03 - Living Conditions
HE01 - Archaeology
HE02 - Development in Conservation Areas
HE03 - Heritage Assets
CC01 - Fluvial and Tidal Flooding
CC02 - Surface Water Management
CC03 - Coastal Development
SE06 - Noise Pollution
SE08 - Light Pollution
TP01 - Transport Assessments and Travel Plans
TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

NOTIFICATIONS

Letters were sent to neighbouring property occupiers, a site notice was posted close to the site and an advert was posted in the local paper.

No responses have been received.

Ramsgate Town Council - No comment.

CONSULTATIONS

Environment Agency - We have no objection to the proposed development on flood risk grounds.

Flood Risk

The LPA should be satisfied with the Flood Evacuation and Management Plan as outlined in the Flood Risk Assessment (SHF.785.003.HY.R.001.A), by Richter Associates Ltd, dated January 2024. The applicant should check whether other licences and permits are required such as the MMO (Marine Management Organisation) licence.

KCC Biodiversity - We advise that sufficient information has been provided. The following comments are largely similar to those we provided for application F/TH/23/0953

The site is adjacent to the Thanet Coast and Sandwich Bay SPA and Ramsar and the Sandwich Bay to Hacklinge Marshes SSSI and when we previously commented we raised concerns that no ecological information had been submitted as part of the application.

A shadow HRA has been submitted which has assessed the impact on the above listed designated sites. We have reviewed the submitted information and we are satisfied that the proposal is unlikely to have an adverse impact on the designated sites due to the mitigation proposed. The mitigation proposed includes the following:

- o A soft start method to the piling is to be implemented, whereby piling power is gradually increased incrementally, minimising noise and vibration disturbance on wildlife in the area.
- o Piling will be carried out outside of the wintering bird season
- o Best practice measures will be implemented to avoid/minimise the risk of pollution during the construction.

We advise that the measures must be included within the construction management plan and the site manager has a good understanding of the reasoning for these measures to be implemented.

We advise that TDC must adopt the shadow HRA as part of the planning application.

Breeding Birds

It is possible that breeding birds (not associated with the designated sites) may be present within the Ramsgate Harbour area. The works will be carried out during the breeding bird season and therefore there is a risk that the works may disturb breeding birds and their young. We advise that prior to works commencing a pre commencement breeding birds survey is carried out and if breeding birds are recorded within the site the following approach is carried out:

- o Works are delayed until all the young have fledged Or
- o Breeding birds are monitored to ensure that the works are not causing a disturbance and if so works are ceased until all the young have fledged.

We recommend that if planning permission is granted the above approach is implemented as detailed within the construction management plan.

Marine Mammals

The report has detailed there is potential for marine mammals to be impacted by the proposal and has detailed that the following will be carried out within a 500m radius of the piling works: Within this mitigation zone, observations of marine mammals will be undertaken by a trained member of the construction team using marine mammal identification resources 30 minutes prior to the commencement of percussive piling, a search should be undertaken by the Marine Mammal Observer to determine that no marine mammals are within the mitigation zone. Percussive piling activity would not be commenced if marine mammals are detected within the mitigation zone or until 20 minutes after the last visual detection;

This must be implemented by an experienced ecologist as detailed within the construction management plan.

KCC Highways - The proposal seeks to provide a new load landing, a 250sqm deck structure, for operation and maintenance of the off shore windfarms.

It is noted that following pre-application discussions that details of the access arrangements for maintenance of the wind farms, number of employees and parking facilities. The operation already takes place, whereby the proposal offers an improved facility.

The site is accessible by public transport and sufficient public parking is available. Access is available via the existing Vattenfall Yard via Military Road. I suggest that the construction management is secured by way of a suitable condition.

In line with the above, I confirm that provided the following requirements are secured by condition, then I would raise no objection on behalf of the local highway authority:

Submission of a Construction Management Plan before the commencement of any development on site to include the following: (a) Routing of construction and delivery vehicles to / from site (b) Parking and turning areas for construction and delivery vehicles and site personnel (c) Timing of deliveries (d) Provision of wheel washing facilities (e) Temporary traffic management / signage

KCC Minerals and Waste - Updated comments received 10 May 2024

Thank you for forwarding the applicants submitted Infrastructure assessment (IA) for the above proposal.

I have looked through the details and arguments the IA details in relation to the safeguarding exemption requirements of

Policy DM 8 of the Kent Minerals and Waste Local Plan 2013-30 (as amended in the Early Partial Review 2020). I have concluded that the proposal would not have any adverse effect on the continued viability of the nearby mineral importation wharf in terms of its lawful operation or the ability for transportation to and from this mineral importation facility not to be compromised.

Therefore, the County Council has no safeguarded mineral infrastructure objection to this proposal.

Initial comments received 23 April 2024

From the details submitted it appears that the application is within 250m of a safeguarded mineral importation facility, as identified as Ramsgate Port (Site: L) in the adopted Kent Minerals and Waste Local Plan 2013-30 (Early Partial Review 2020). Policy CSM 6: Safeguarded Wharves and Rail Depots sets out the safeguard status of such facilities. As the proposal is within, it would appear, 250m of the safeguarded facility the applicant is required to assess whether or not the continued viable lawful operation of the facility would be adversely affected by the development proposed. This is normally achieved by an Infrastructure Assessment (IA) that addresses the testes of exemption from the presumption

to safeguard as set out in Policy DM 8: Safeguarding Minerals Management, Transportation Production & Waste Management Facilities, where it states:

Planning applications for development within 250m of safeguarded facilities need to demonstrate that impacts, e.g. noise, dust, light and air emissions, that may legitimately arise from the activities taking place at the safeguarded sites would not be experienced to an unacceptable level by occupants of the proposed development and that vehicle access to and from the facility would not be constrained by the development proposed.

Further guidance on the application of this policy will be included in a Supplementary Planning Document.

The planning application details do not include an IA to address the exemption criteria as set out in Policy DM 8. Therefore, the County Council raises a holding objection until the matter as detailed above has been addressed. Hopefully, this will be a relatively simple matter, as it appears that the only potential impact that would potentially impact the safeguarded mineral importation wharf operation is transportation to and from the facility.

Marine Maritime 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

Work 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

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 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 following page: 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/ukxi/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.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below; - The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry. - The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply. - The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply. - The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions - including marine. This means that even landlocked counties may have to consider the role that marine sourced supplies (delivered by rail or river) play - particularly where land based resources are becoming increasingly constrained.

Natural England - Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Further information on when to consult Natural England on planning proposals is here- Planning and transport authorities: get environmental advice on planning - GOV.UK (www.gov.uk)

Natural England is not able to provide specific advice on this application and therefore has no comment to make on its details. Although we have not been able to assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes, we offer further advice and references to Standing Advice.

Natural England advises Local Planning Authorities to use the following tools to assess the impacts of the proposal on the natural environment:

Impact Risk Zones: Natural England has provided Local Planning Authorities (LPAs) with Impact Risk Zones (IRZs) which can be used to determine whether the proposal impacts statutory nature conservation sites. Natural England recommends that the LPA uses these IRZs to assess potential impacts. If proposals do not trigger an Impact Risk Zone then Natural England will provide an auto-response email.

Standing Advice: Natural England has published Standing Advice. Links to standing advice are in Annex A. If after using these tools, you consider there are significant risks to statutory nature conservation sites or protected landscapes, please set out the specific areas on which you require Natural England's advice.

Non detailed advice from Natural England does not imply that there are no impacts on the natural environment. It is for the local planning authority to determine whether or not the proposal is consistent with national and local environmental policies. Other bodies and individuals may provide information and advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision making process.

TDC Conservation Officer - Following the previous approval for this site and given the functional nature of the port environment I do not object to the application proposed.

COMMENTS

The application is reported to members as the site is located in an area owned by Thanet District Council.

Principle

The site is located within Ramsgate Port where policy SP11 of the Thanet Local Plan applies. This policy states that; "The Council supports further development at Ramsgate Port which would facilitate its improvement as a port for shipping, increase traffic through the port, and introduce new routes and complementary land based facilities including marine engineering, subject to:-

- a demonstrable port-related need for any proposed land based facilities to be located in the area of the port, and a demonstrable lack of suitable alternative inland locations; and
- compatibility with the character and function of Ramsgate waterfront and the Royal Harbour as a commercial leisure facility; and
- an acceptable environmental assessment of the impact of the proposed development upon the harbour, its setting and surrounding property, and
- the impact of any proposed land reclamation upon nature conservation, conservation of the built environment, the coast and archaeological heritage, together with any proposals to mitigate the impact.

Land reclamation will not be permitted beyond the western extremity of the existing limit of reclaimed land.

Development will only be permitted under this policy where it can be demonstrated that it will not adversely affect any designated nature conservation sites through any pathway of impact, including increased visitor pressure. Development proposals must comply with the requirements of SP28, SP29 and GI01."

The proposed use is port related, would appear to increase traffic through the port, and would be located adjacent to the existing Vattenfall buildings. Therefore subject to the assessment of the environmental impacts the principle of development is considered acceptable.

Character and Appearance

Paragraph 135 of the National Planning Policy Framework (NPPF) states decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible. Policy QD02 of the Thanet Local Plan outlines that the primary aim of new development is to promote or reinforce local character and provide high quality and inclusive design that is sustainable in all other respects. Proposals should therefore relate to surrounding development, form and layout, be well designed, pay particular attention to context and identity of location, scale, massing, rhythm, density, layout and materials, and be compatible with neighbouring buildings and spaces. Any external spaces and landscape features should be designed as an integral part of the scheme.

Policy SP36 of the Thanet Local Plan states that "The Council will support, value and have regard to the historic or archaeological significance of Heritage Assets.."

Policy HE02 of the Thanet Local Plan requires that appropriate materials and detailing are proposed and that developments would not result in the loss of features that contribute to the character or appearance of the conservation area. New development which would detract from the immediate or wider landscape setting of any part of a conservation area will not be permitted.

Policy HE03 of the Thanet Local Plan states that; "Proposals that affect both designated and non-designated heritage assets, will be assessed by reference to the scale of harm, both direct and indirect, or loss to, the significance of the heritage asset in accordance with the criteria in the National Planning Policy Framework."

The site is also located within the Ramsgate and Broadstairs Cliffs Landscape Character Area as defined by policy SP26 of the Thanet Local Plan. This policy states that "Proposals on the coast should respect the traditional seafront architecture of the area, maintain existing open spaces and should ensure that recreational and wildlife opportunities are not

compromised by development. Proposals should maintain and enhance the setting of sandy bays, low chalk cliffs and associated grassland and long sweeping views of the coastline."

The proposed boat landing would have a limited projection above the height of the harbour and have a similar appearance to the other berths and landings that are currently visible in Ramsgate Port. The proposed boat landing is considered to be a structure that would be expected to be seen in this location. The site is also located a significant distance from Ramsgate Harbour with its various listed structures and the Conservation area. This proposal is therefore not considered to result in any significant harm to the character and appearance of the area in line with policies HE02, HE03, QD02 and SP26 of the Thanet Local Plan and the National Planning Policy Framework.

Living Conditions

The site is located within Ramsgate Port approximately, 144m from the base of the cliff. The proposed landing would be set at the same level as the port and the only part of the development that would extend above this level are the proposed hydraulic cranes. These cranes would be used to move items from the platform to the boats and would have a maximum radius of 19.3m.

Given the position within the port, away from the cliff with the residential properties above and the scale of the platform, this development is not considered to result in any significant harm to the living conditions of the neighbouring property occupiers in line with policy QD03 of the Thanet Local Plan and the National Planning Policy Framework.

Transportation

The site is located within Ramsgate Port, away from the boundaries with the highway. The proposed boat landing would provide access for three boats and crew that provide maintenance and servicing to the offshore wind farms. The platform would be accessed through the existing Vattenfall car park, which the applicant has indicated would be utilised by employees, visitors and during construction. The landing and boats that it would serve appear to be limited in scale and the applicant has indicated that this development would consolidate the existing vessel transition facilities used by Vattenfall and London Array. Given the scale of the proposed boat landing, the existing operations in the area and its location, this development is not considered to result in any significant increase in vehicular movements or harm to highway safety.

Biodiversity

The site is located within a working port and the proposed platform would be sited in a similar location to a pontoon that was previously in place. The site itself is therefore considered to represent limited potential for biodiversity.

The site is adjacent to the Thanet Coast and Sandwich Bay SPA and Ramsar, the Sandwich Bay to Hacklinge Marshes SSSI, and Thanet Coast Special Area of Conservation (SAC). The operation of the platform would be similar to the existing uses in the port, however the

construction has the potential to result in impacts upon these designated sites and protected species.

The applicant has submitted a shadow Habitat Regulations Assessment (HRA). This assessment concludes that potential effects on the qualifying features of a designated site have been identified including hydrological, noise/vibration, light pollution and physical disturbance. However, only construction related pollution/run-off and noise/vibration, may result in a likely significant effect. The report goes on to say that best practice construction mitigation measures are required in order to confirm no residual effects and have been included as part of a construction management plan.

KCC Biodiversity and Natural England have reviewed the application. KCC Biodiversity agree with the conclusions of the HRA and have raised no objections to the application subject to conditions requiring soft start piling, piling to be completed outside of wintering bird season, best practices used to avoid/minimise the risk of pollution during the construction and a pre-commencement breeding bird survey to be completed. These conditions are considered to be reasonable and necessary.

An application to amend the existing Marine Management Organisation Marine Licence is being progressed by the applicant.

The Council intends to adopt the HRA assessment and subject to the conditions outlined by KCC Biodiversity and Natural England, it is considered that the proposed development would have no significant impact upon biodiversity in the area.

Other Matters

The site is located in flood zone 3 due to its position within the harbour, however the proposed boat landing is considered to be a water compatible development. Tidal flooding is the primary source of flood risk, however it is not considered that there are any more suitable locations for such a development and this proposal would not significantly increase the risk of flooding either during construction or operation.

KCC Minerals and Waste initially raised concerns regarding the potential impact upon Safeguarded Mineral Infrastructure, however following the submission of from the applicant regarding the operation of the proposed platform and its construction KCC have withdrawn their objection.

The development has been screened for an Environmental Impact Assessment (EIA). This screening concludes that due to the nature, siting and scale of the development it is not considered to be so environmentally sensitive as to require an EIA. This assessment has also considered the cumulative effects of the development and the extant permissions for similar facilities adjacent to the site.

Conclusion

The siting, and design and appearance of the proposed platform is considered to be appropriate for the port location, and subject to the mitigation measures set out within the

Appropriate Assessment and as requested by consultees including KCC Biodiversity and Natural England, this proposal is not considered to result in any significant impacts upon the environment or adverse effects upon the integrity of the designated sites. Therefore it is recommended that the Planning Committee approve the application and adopt the Appropriate Assessment at Annex 1.

Case Officer

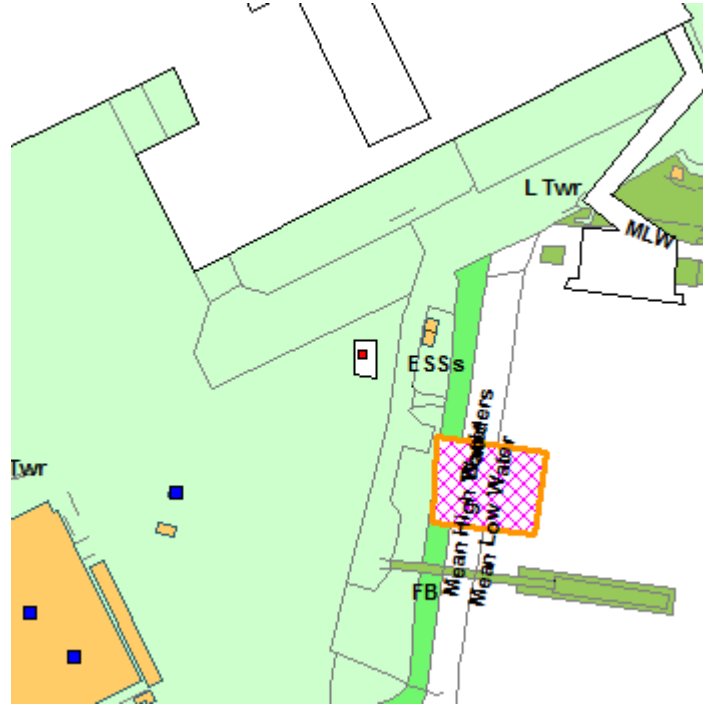
Duncan Fitt

TITLE:

F/TH/24/0157

Project

Land At Vattenfall Port Of Ramsgate Royal Harbour Approach Ramsgate
Kent



A05

F/TH/24/0136

PROPOSAL: Change of use of land for the siting of tables and chairs to extend external seating area to the West elevation

LOCATION: Pier Head Shelter The Harbour BROADSTAIRS Kent CT10
1EU

WARD: Bradstowe

AGENT: Mr Daniel McCarthy

APPLICANT: Mr Warren Roe + Christian Miles

RECOMMENDATION: Approve

Subject to the following conditions:

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Purchase Act 2004).

2 The development hereby approved shall be carried out in accordance with the submitted drawings numbered 05, 06 and 08 received 8 February 2024 and, 07 received 6 March 2024.

GROUND;

To secure the proper development of the area.

3 The planter enclosure, hereby approved, shall be constructed to the same design as the existing planters, and be finished with matching dark stained cladding and glass screening, as shown on the approved drawings.

GROUND:

To safeguard the special character and appearance of the area as a Conservation Area in accordance with Policy HE02 of the Thanet Local Plan, and advice as contained within the National Planning Policy Framework.

INFORMATIVES

Please be aware that landowner's permission will be required for the development to be carried out and planning permission does not override land ownership rights. Please contact