3 PLANNING POLICY AND CONTEXT

3.1 INTRODUCTION

3.1.1 This chapter presents an overview of the legislative framework as well as the national, regional and local planning policy and guidance in the context of the Project. As the terrestrial areas of the application sites lie within two local authorities, North Lincolnshire Council (NLC) and East Riding of Yorkshire Council (ERYC), local planning policy will be considered for both areas (that of ERYC to be considered in Chapter 27). The planning policy and guidance identified in this chapter and throughout the ES have informed the development of the Project.

3.1.2 The inclusion of planning policy is intended to provide an understanding of the broad context in which the Project sits. National, regional and local planning policies address a wide variety of environmental issues which are relevant to the environmental assessment of the proposed Project. Detailed reference is made to the relevant planning policies in the individual technical chapters of this ES.

3.2 LEGISLATIVE FRAMEWORK

Overview

3.2.1 The Project falls within the scope of the 2008 Act, which is the required authorisation procedure for nationally significant infrastructure projects (NSIPs). The Project is an NSIP by virtue of sections 14 and 24 of the 2008 Act, since once constructed it will have the capacity to handle more than 5 million tonnes of cargo per year. NSIPs require “development consent” under section 31 of the 2008 Act and applications are made to the IPC (section 37(2)). A National Policy Statement (NPS) for Ports was laid before Parliament for designation on 24 October 2011 but designation has not yet taken place. The Localism Act 2011, enacted on 15 November 2011, will replace the IPC with a unit of the Planning Inspectorate, expected to be no earlier than April 2012. The process for making and examining applications will remain largely the same but the Major Infrastructure Planning Unit (as it will be known) will make a recommendation to the Secretary of State who will then make the decision on any application.

3.2.2 Development consent replaces the need for a NSIP to obtain several other consents, such as:
• planning permission;
• conservation area consent;
• listed building consent; and
• scheduled ancient monument consent.

3.2.3 Development consent can include other powers that avoid separate consents being necessary, such as:

• acquisition of land and rights in land;
• stopping up or diversion of highways; and
• creation of, or alteration to, powers of a harbour authority.

3.2.4 Development consent can also modify statutory provisions that relate to matters that can be included in the consent, although for some such provisions, the permission of the body that would otherwise have given consent is required.

3.2.5 A licence under Part 4 of the Marine and Coastal Access Act 2009 (marine licence) can also be deemed within an application for development consent.

Environmental Impact Assessment

3.2.6 EIA is the process whereby,

‘environmental information is collected, publicised and taken into account in reaching a decision on a relevant planning application’ (ODPM, 1999).

3.2.7 As described in Chapter 2, EIA is a process that must be followed for certain types of project above a certain size. This requirement derives from European Union law in the form of Directive 85/337/EEC, as amended. It has been transposed into UK law for NSIPs by the 2009 EIA Regulations. The purpose of EIA is to allow the decision-maker to be able to consider the likely significant effects of the Project on the environment and whether they will be satisfactorily mitigated. The principal document produced as part of this process is the ES.

Habitats Regulations: Appropriate Assessment

3.2.8 A further environmental assessment process is required when a proposed project is considered likely to have a significant effect on certain protected natural areas (Natura 2000 sites), and is known as "appropriate assessment". This obligation arises from the EU Habitats
Directive (92/43/EEC), which has been transposed into UK law by the Conservation of Habitats and Species Regulations 2010.

3.2.9 Able accepts that the AMEP is a "plan or project" and is likely to have a significant effect on the Humber Estuary Natura 2000 site and that an appropriate assessment should therefore be carried out. The assessment is carried out by the decision-maker, in this case supported by data provided in a Habitats Regulations Report submitted with the application.

Legislation Relating to the Humber Estuary

3.2.10 The Humber Estuary is a harbour with ABP as its harbour authority, although its functions have been delegated to Humber Estuary Services (HES). As such, the estuary is governed by a series of local Acts of Parliament:

- the Humber Conservancy Act 1852;
- the Humber Conservancy Act 1868;
- the Humber Conservancy Act 1871;
- the Humber Conservancy Act 1899;
- the Humber Conservancy Act 1905;
- the Humber Conservancy Act 1907;
- the Humber Conservancy Act 1951; as well as
- General Directions for Navigation in the Humber 1974 (Standing Notice to Mariners No. S.H.1); and

3.2.11 The General Directions for Navigation in the Humber 1974 (Standing Notice to Mariners No. S.H.1) is a General Direction by the Harbour Master for the Humber, made under the British Transport Act 1972 (reissued as a Standing Notice to Mariners) and gives general directions in relation to the Humber. The General Directions pertain to: time of arrival; prohibited waiting in the Humber; prohibited anchoring in a fairway; and navigation in poor visibility.
3.2.12 The Byelaws make provision for: the general duties of masters of vessels; light and signals; mooring and management of vessels; conduct of persons; and penalties for contravention of Byelaws, responsibility and defence.

3.2.13 The harbour is managed by a Harbour Master, appointed by ABP under section 5 (Appointment of Harbour Master) of the British Transport Docks Act 1972. The Harbour Master has responsibility for, but not limited to, the following:

- safety of navigation;
- conservancy;
- dredging and depositing; and
- pilotage examinations and enquiries.

3.2.14 In addition to being the Harbour Authority, ABP is the Conservancy and Navigation Authority for the Humber, further to the Humber Conservancy Acts 1852-1907 and the Humber Harbour Reorganisation Scheme 1966 (Confirmation Order) 1967, and the Local Lighthouse Authority, within the meaning of the Merchant Shipping Act 1894.

3.2.15 ABP is also the beneficial owner of much of the bed and foreshores of the Humber and parts of the Trent and Ouse, by virtue of long-term leases from the Crown for 999 years (1869 and 1872).

3.2.16 The Harbour Master is the engineer for the “Sunk Dredged Channel”, which was dredged to enable deep-draughted vessels to use the deep-water terminals of the Immingham Oil Terminal and the Immingham Bulk Terminal. As such, the Harbour Master is responsible for calling in the dredger when the channel is shoaling and requires dredging to its guaranteed depth of -8.8 mCD.

3.2.17 The carrying-out of all works below Mean High Water Mark of Ordinary Spring Tides normally requires the prior written approval of the following authorities, although the order granting development consent will seek to modify these provisions to allow a single consent process to take place as far as possible:

- the Department for Transport (DfT) (for the purposes of Section 9(i) of the Humber Conservancy Act 1899 (as amended by Section 6 of the Humber Conservancy Act 1905) and Section 71 of the Marine and Coastal Access Act 2009);

- the Environment Agency (EA) (for the purposes of the Water Resources Act 1991); and
• ABP (for the purposes of Section 9 of the Humber Conservancy Act 1899, as amended by Section 6 of the Humber Conservancy Act 1905).

Other Consents and Approvals

3.2.18 Various miscellaneous consents and approvals would also normally be required for the Project. Able’s approach is to combine these into a single approval under the Planning Act 2008 where possible, by inserting protective provisions into the order granting development consent for the body from which the consent would normally have been sought.

3.2.19 Certain consents are listed in the Infrastructure Planning (Miscellaneous Prescribed Provisions) Regulations 2010, in which case the agreement of the body that would have granted consent is required before the consent can be included within the order granting development consent. Able will seek to obtain the agreement of such bodies, failing which it will make separate applications for such consents.

3.3 RELEVANT PLANNING POLICIES

The Planning System

3.3.1 The English planning system is “plan-led”, which is to say each local authority with planning responsibilities produces a set of polices contained in a development plan, and applications for planning permission in the authority’s area are then measured against this. The Project lies within two local planning authorities, NLC and ERYC; both are unitary Councils. In the coastal zone, a local planning authority’s jurisdiction extends to the mean low water mark.

3.3.2 In law there is a presumption that planning permission will be granted if the application is in accordance with the development plan, unless material considerations indicate otherwise ¹. One such “material consideration” is government planning guidance.

3.3.3 If an application is in accordance with the relevant NPS(s), then the presumption is that it will be granted, unless the IPC finds that its adverse impacts outweigh its benefits. See Paragraph 3.2.1 on the future of the IPC.

¹ Town and Country Planning Act 1990, section 54A
3.3.4 The primary relevant source of planning policy will be the National Policy Statement for Ports once that has been finalised (or “designated”).

3.3.5 There is a level of policy between government policy and local policy, namely regional policy. AMEP is in the Yorkshire and Humberside Region. However, as set out below, this level of policy is in the process of being dismantled by the Government.

**National Planning Policies**

*Marine Policy Statement*

3.3.6 The UK Marine Policy Statement (MPS) was published on 18th March 2011 to provide a framework for the preparation of regional marine plans and taking decisions affecting the marine environment. It was prepared and adopted for the purposes of Section 44 of the Marine and Coastal Access Act 2009. The MPS aims to:

- promote sustainable economic development;

- enable the UK’s move towards a low carbon economy in order to mitigate the causes of climate change and ocean acidification and adapt to mitigate effects;

- ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and

- contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues.

3.3.7 The MPS sets out the policy objectives for the key activities that take place in the marine environment, and provides guidance on the pressures and impacts associated with these activities, which decision makers will need to consider when planning for the permitting development in the UK marine area.

*National Policy Statements*

3.3.8 A series of draft NPSs has been prepared and consulted on which sets out policy on major infrastructure projects in England and Wales. The draft statements were issued for consultation in late 2009, with revised drafts of the energy NPSs being issued in autumn 2010. The six energy NPSs were designated on 19th July 2011.
3.3.9 The draft Ports NPS (which has been laid before Parliament and is awaiting imminent designation) is of the most relevance to the Project, with two of the energy NPSs of some relevance given that AMEP will facilitate the delivery of new renewable energy infrastructure:

- Overarching Energy (EN-1); and
- Renewable Energy (EN-3).

3.3.10 Between them, these two NPSs set out Government policy on the need for renewable energy infrastructure at port locations. The priorities identified by the government before the 2010 general election remain core to the new Government’s strategy; indeed, an aspiration to further increase the UK’s already challenging 2020 renewable energy target was under consideration.

Planning Policy Statements and Guidance

3.3.11 National planning policies are promulgated by the Department for Communities and Local Government. They cover different aspects of planning and the rules that govern the operation of the planning system. National planning policy is set out in Planning Policy Statements (PPSs), which have gradually replaced Planning Policy Guidance documents (PPGs). Although they have no formal statutory force, a planning authority must have regard to them when determining planning applications as “material considerations”. Where the decision maker does not follow national guidance it must give clear and convincing reasons for not doing so.

3.3.12 In accordance with *The Planning System: General Principles* (ODPM, 2005), draft planning policy statements are also a material planning consideration.

3.3.13 The Government unveiled a draft National Planning Policy Framework (NPPF) in July 2011 which, if adopted, will cancel the vast majority of PPS/PPGs. However, as this has yet to be adopted the PPS/PPGs most relevant to the Project are discussed in the “Legislation and Policy” section of each of the technical assessment chapters (*Chapters 7 to 24*) and summarised in *Table 3.1*. 
<table>
<thead>
<tr>
<th>Planning Policy Guidance/Statement</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPS 1: Delivering Sustainable Development</td>
<td>PPS 1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. PPS 1 emphasises the importance of the planning system for achieving sustainable development through social progress, effective protection of the environment, prudent use of natural resources and maintenance of stable economic growth.</td>
</tr>
<tr>
<td>PPS 1 Supplement: Planning and Climate Change</td>
<td>This supplement to PPS 1 sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.</td>
</tr>
</tbody>
</table>
| PPS 4: Planning for Sustainable Economic Growth | PPS 4 sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. PPS 4, published in 2009 replaced:  
• PPG 4: Industrial, Commercial Development and Small Firms  
• PPG 5: Simplified Planning Zones  
• PPS 6: Planning for Town Centres; and  
• Economic development sections of PPS7: Sustainable Development in Rural Areas |
<p>| PPS 5: Planning for the Historic Environment | Created to replace PPG 15: Planning and the Historic Environment and PPG 16: Archaeology and Planning PPS 5 sets out the Government's planning policies on the conservation of the historic environment. |
| PPS 7: Sustainable Development in Rural Areas | The Government's planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas are outlined in PPS 7, replacing PPG 7: The Countryside - Environmental Quality and Economic and Social Development. |
| PPS 9: Biodiversity &amp; Geological Conservation | PPG 9 was replaced by PPS 9, the most recent version, published in 2005 sets out planning policies on protection of biodiversity and geological conservation through the planning system. |
| PPS 10: Planning for Sustainable Waste Management | PPS 10 sets out the Government’s policy to be taken into account by waste planning authorities and forms part of the national waste management plan. |
| PPS12: Local Spatial Planning | PPS 12 replaced PPG12: Development Plans in 1999. Revised in 2008 outlines the Government’s policy on local spatial planning, which plays a central role in the overall task of place shaping and in the delivery of land |</p>
<table>
<thead>
<tr>
<th>Planning Policy Guidance/Statement</th>
<th>Summary Description</th>
</tr>
</thead>
</table>
| PPG 13: Transport                 | The Government’s objectives to integrate planning and transport at the national, strategic and local level and promotion of more sustainable transport choices both for carrying people and for moving freight are outlined in the new edition of PPG 13 (2011).  
This updates Planning Policy Guidance 13 published on 20 April 2001 to reflect changes to parking standards and charges. Amendments have been made to paragraphs 49 to 56 only. |
| PPG 20: Coastal Planning          | PPG 20 covers the character of the coast, designated areas, heritage coasts and the international dimension. Published on 1 October 1992 but dated September 1992.  
The new Planning Policy Statement 25 Supplement: Development and Coastal Change replaces the policy on managing the impacts of coastal erosion to development set out in PPG20, which is cancelled with the exception of paragraphs 2.9, 2.10 and 3.9. |
| PPS 22: Renewable Energy          | PPS 22 sets out the Government’s policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions.  
This replaces Planning Policy Guidance 22: Renewable Energy. |
| PPS 23: Planning and Pollution Control | PPS 23 is intended to complement the pollution control framework under the Pollution Prevention and Control Act 1999 and the Pollution Prevention and Control (England and Wales) Regulations 2000. |
| PPG 24: Planning and Noise        | PPG 24 guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. Published on 3 October 1994 but dated September 1994. |
| PPS 25: Development and Flood Risk | PPS 25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. |
| PPS 25 Supplement: Development and Coastal | This Planning Policy Statement (PPS) Supplement sets out a planning framework for the continuing economic and social viability of coastal communities. The policy |
Planning Policy Guidance/Statement | Summary Description
--- | ---
Change | aims to strike the right balance between economic prosperity and reducing the consequences of coastal change on communities.

Source: [www.communities.gov.uk](http://www.communities.gov.uk)

**Planning Circulars**

3.3.14 Planning circulars are issued by the Government to provide guidance on material planning issues and are generally afforded weight in any planning decision.

**Regional Planning Policy**

3.3.15 The site for the proposed development lies within the Yorkshire and Humber Region and is covered by the (May 2008) Yorkshire and Humber Plan Regional Strategy to 2026. Section 2 of this states that:

‘Further development of the Humber Ports should be realised within the context of the RS’s objective of maintaining the integrity of internationally important biodiversity sites such as the Humber Estuary cSAC, SPA and Ramsar site.’

3.3.16 The government attempted to revoke Regional Strategies in July 2010, but this was overturned by the courts later that year. Under the Localism Act 2011 Regional Strategies can properly be abolished. The force of the policies in the Regional Strategy will therefore gradually diminish until they are revoked. Accordingly, the Regional Strategy is not considered in any significant detail.

**Local Planning Policy**

*North Lincolnshire Council Local Plan*

3.3.17 The proposed port development lies within the area of North Lincolnshire Council.

3.3.18 North Lincolnshire’s Local Plan, adopted in May 2003, provides detailed planning policy advice for the North Lincolnshire area. The broad aim of the Local Plan is:

‘to improve and enhance the environment of North Lincolnshire by enabling development to be undertaken in the most economically, socially and environmentally sustainable way.’
Following the commencement of the Planning and Compulsory Purchase Act 2004, the policies were saved for an initial period of three years after the commencement of the Act in September 2004. Following this, the Secretary of State issued a direction setting out “saved” policies from September 2007. These “saved” Local Plan policies form the basis on which planning decisions are made until they are replaced by new policies in the Local Development Framework (LDF).

The LDF is not a single plan, but a portfolio of documents that contain all the local development documents of the local authority together with other related information. Some development plan documents are mandatory; others can be prepared at the discretion of the Council. The mandatory documents are the Core Strategy, site specific allocations and the proposals map.

NLC adopted its Core Strategy document on 28th June 2011. This document currently retains most of the Local Plan policies.

As the detailed applicability of Local Planning Policy is divided on a topic basis, these policies are addressed in detail in individual topic sections.

**North East Lincolnshire Local Development Framework**

As the development site is close to the boundary between North Lincolnshire and North East Lincolnshire, it is appropriate to consider the context of North East Lincolnshire Council’s (NELC) Planning Policy (at a strategic level). NELC’s key strategic planning policies will be set out in the Local Development Framework, the Core Strategy of which is under preparation at present. This document will set out the long term spatial vision and objectives for the Borough, and the strategic planning policies to deliver that vision. It will also include a suite of Development Management policies aimed at addressing identified Core Strategy issues. Final sign-off prior to publication for consultation is expected in Autumn 2011, but it is anticipated that this document will be in accord with the aims and objectives of the South Humber Gateway.

**North East Lincolnshire Local Plan**

As the Local Development Framework is still under development, the detailed local planning policy for North Lincolnshire Council is set out in the Local Plan. This is not of relevance for the AMEP project under most circumstances, but where impacts arising from AMEP may have cross-boundary effects (e.g. air quality, traffic), the effects within North
East Lincolnshire are assessed under the policies of NELC’s local plan. Statements of how these policies have been applied are set out within the specific topic chapters.

3.4 **PLANNING HISTORY**

**AMEP Site**

3.4.1 The terrestrial areas of the application site include 122.4 ha of land that has the benefit of extant planning consents for port related storage and 11.5 ha of land that has temporary consent as a lay-down area during the construction of a biomass fuelled power station. Planning application boundaries are shown on *Figure 3.1* and details of permissions are presented in *Table 3.2*.

**Table 3.2** **Extant Planning Consents within the AMEP Site**

<table>
<thead>
<tr>
<th>Planning Ref.</th>
<th>Location</th>
<th>Details</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA/2010/1263</td>
<td>Land Off, Roper Road, North Killingholme, DN40 3JP</td>
<td>Planning permission to construct a test foundation (12 x 12 m) and a tower (5 m diameter) with a total height of 67 m (approximately).</td>
<td>Granted 06/12/2010</td>
</tr>
<tr>
<td>PA/2008/1375</td>
<td>Area E, AHPF*, Roper Road, North Killingholme, DN40 3JP</td>
<td>Planning permission to vary Condition 3 on application PA/2006/0039 dated 01/08/2007 (relating to low level shrubbery and hedging) to replace the words <em>Within ten months of the permission…</em> to <em>Prior to the commencement of operation…</em></td>
<td>Granted 22/12/2008</td>
</tr>
<tr>
<td>PA/2008/0571</td>
<td>Area D1 &amp; D2, AHPF*, Roper Road, North Killingholme, DN40 3JP</td>
<td>Remove Condition 1 of planning permission 2004/1528 to make permanent the existing temporary consented use of vehicle storage and distribution, erect a single storey cabin, workshop and office building, raise ground levels to 3.1-4.0 m OD and surface with tarmac, install 3 m high electrified fencing with bird deflectors and erect 4 No. 30 m high lighting masts on land off Roper Road.</td>
<td>Granted 22/12/2008</td>
</tr>
<tr>
<td>PA/2008/1428</td>
<td>Area G, AHPF*, Roper Road, North Killingholme, DN40 3JP</td>
<td>Remove Condition 1 (no access to and egress from Haven Road) and Condition 2 (the use shall be discontinued before 31/12/2008) on planning permission PA/2004/1601.</td>
<td>Granted 19/12/2008</td>
</tr>
<tr>
<td>Planning Ref.</td>
<td>Location</td>
<td>Details</td>
<td>Status</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
</tr>
<tr>
<td>PA/2008/1401</td>
<td>Area B, Able Humber Port Facilities, Rosper Road, North Killingholme, DN40 3JP</td>
<td>Planning permission to remove condition 1 on PA/2004/1528 (use to be discontinued on or before 31 December 2008) and condition 9 on PA/2002/1828 (site to have a permeable surface at all times) in connection with use of land for vehicle distribution and storage.</td>
<td>Granted 18/12/2008</td>
</tr>
<tr>
<td>PA/2007/0101</td>
<td>Area C, AHPF*, Rosper Road, North Killingholme, DN40 3JP</td>
<td>Planning permission to tarmac the 22.11 ha site for port-related external storage, to include the construction of 2 workshop buildings, a modular office building, a modular security building, construction of a wash pad wash bay and associated staff and visitor car parking and install a 3 m high security fencing, lighting towers and a sewage treatment plant.</td>
<td>Granted 16/01/2008</td>
</tr>
<tr>
<td>PA/2005/0562</td>
<td>Area D, AHPF*, Rosper Road, North Killingholme, DN40 3JP</td>
<td>Planning permission to construct a port related storage facility including erection of various buildings, construction of car parking, erection of lighting towers and 2.4 m high electrified security fencing.</td>
<td>Granted 14/11/2006</td>
</tr>
<tr>
<td>DECC 01.08.10.04/439C</td>
<td>West of the MOD Tank Farm</td>
<td>Construction and operation of a biomass fuelled generating station at South Killingholme, near Immingham</td>
<td>Granted 10/08/2011</td>
</tr>
</tbody>
</table>

*Able Humber Ports Facility
Figure 3.1
Existing Planning Consents

<table>
<thead>
<tr>
<th>Plot Reference</th>
<th>Planning Reference</th>
<th>Description of Development</th>
<th>Planning Status</th>
<th>Decision Date</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>PA2008/1401</td>
<td>To remove condition 1 on PA/2004/1528, and condition 9 on PA/2003/1528 in connection with use of land for vehicle distribution and storage.</td>
<td>Granted</td>
<td>18/12/2008</td>
<td>7.7ha.</td>
</tr>
<tr>
<td>C</td>
<td>PA2007/6101</td>
<td>To remove 22.1 plan for port related storage. Include workshop, office, security office, wash pad and bay, and associated car park, install 3m high security fence, lighting towers &amp; sewage treatment plants.</td>
<td>Granted</td>
<td>19/11/2008</td>
<td>22ha.</td>
</tr>
<tr>
<td>D</td>
<td>PA2005/0562</td>
<td>To retain a port related storage facility, including erection of buildings, car park, lighting towers and 2.4m high electrified security fence, and tarmac entire site.</td>
<td>Granted</td>
<td>19/08/2005</td>
<td>35.2ha.</td>
</tr>
<tr>
<td>D1 &amp; D2</td>
<td>PA2008/6571</td>
<td>Remove condition 1 of planning permission 2004/1528 to make permanent the existing temporary consent for port related storage.</td>
<td>Granted</td>
<td>22/12/2008</td>
<td>9.4ha.</td>
</tr>
<tr>
<td>E</td>
<td>PA2008/1375</td>
<td>Vary condition 3 on consent PA/2006/0039 for port related storage. Replace words &quot;Within ten month of the permission&quot; to &quot;Prior to the commencement of operation...&quot;.</td>
<td>Granted</td>
<td>22/12/2008</td>
<td>42ha.</td>
</tr>
<tr>
<td>G</td>
<td>PA2008/1428</td>
<td>Remove condition 1 and condition no 2 on planning permission 2004/1601</td>
<td>Granted</td>
<td>19/12/2008</td>
<td>0.64ha.</td>
</tr>
<tr>
<td>W1</td>
<td>PA2008/1563</td>
<td>Construction of a test foundation and a tower.</td>
<td>Granted</td>
<td>07/12/2010</td>
<td>0.25ha.</td>
</tr>
</tbody>
</table>