

## Planning Officer's Report – LDCA FEBRUARY 2022

<b>APPLICATION</b>	<b>2021/83</b> – Proposed Replacement of Timber Ramp with a Concrete Access Ramp
<b>PERMISSION SOUGHT</b>	Full Permission
<b>REGISTERED</b>	7 <sup>th</sup> October 2021
<b>APPLICANT</b>	W A Thorpe & Sons Ltd
<b>PARCEL</b>	JT080021
<b>LOCALITY</b>	Thorpe's Wholesale Store, Jamestown
<b>ZONE</b>	Intermediate
<b>CONSERVATION AREA</b>	Jamestown
<b>CURRENT USE</b>	Shop and Store
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ Independent Newspaper on 8<sup>th</sup> October 2021</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	22 <sup>nd</sup> October 2021
<b>REPRESENTATIONS</b>	None
<b>DECISION ROUTE</b>	<del>Delegated</del> / <b>LDCA</b> / <del>EXCO</del>

### A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection
2. Energy Division	No Objection
3. Fire & Rescue	No Response
4. Roads Section	No Objection
5. Property Division	No Response
6. Environmental Management	No Response
7. Public Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	Not Consulted
10. Aerodrome Safe Guarding	Not Consulted
11. Sustainable Development	No Response
12. National Trust	No Response

13. Sure SA Ltd

No Objection - Comment

14. Heritage Society

No Response

## B. PLANNING OFFICER'S APPRAISAL

### LOCALITY & ZONING

The application site is at the front of Thorpe's Whole Sale Shop on Market Street within Crown Land. The site is designated within the Intermediate Zone and within the Jamestown Conservation Area.

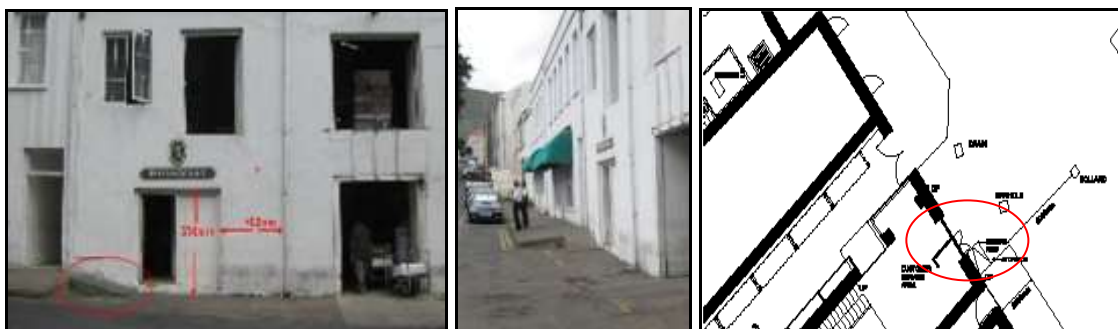
**Diagram 1: Location Plan**



### EXISTING

The existing ramp linking the upper pavement to the area outside of Thorpe's Wholesale Shop entrance is a timber structure covered with wire netting. Its gradient is 13 degrees and approximately 900mm in width. Over the years the ramp has been repaired on numerous occasions, which has left it in a poor and unsafe condition.

**Diagram 2 & 3: Existing Ramp**





## REPRESENTATIONS

No representations were received, however Sure South Atlantic highlighted that underground cables are in the area of the proposed ramp and therefore any potential excavation works must be carried out with the utmost care. This will be conditioned with the advisory to obtain a permit to dig before any development commences.

## POLICY CONSIDERATION

The proposed development is assessed against the LDCP Policies set out below:

- Built Heritage: Policies BH1 c) & BH5

## OFFICER'S ASSESSMENT

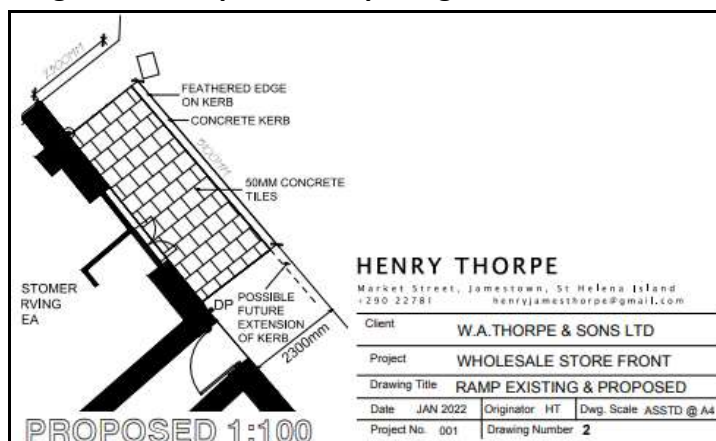
The overall Jamestown development proposal which includes the covering of open drains through Market Street and the completion of the pavement refurbishment in the area of the applicant's proposal has been approved as a strategic priority under Phase 1 of the Economic Development Investment Programme (EDIP).

The applicant has been in communication with the EDIP team about timescales around completing the pavements in the area of the proposed development and discussions were had regarding the surface finishing of the proposed ramp. A timescale could not be given, however the EDIP team felt that having paving slabs (as used on the pavement refurbishment through Main Street) placed on the proposed ramp would be ideal considering that when the pavement refurbishment development commences it will match and align coherently.

The LDCP Built Heritage Policy BH5 states that development permission can be given if the "Development within a Historic Conservation Area or affecting its setting shall preserve or enhance its character and be consistent with any relevant management plan for the area."

It is the planning officer's view that identical paving slabs to those used on the pavement refurbishment project should be placed on the proposed ramp to render it consistent with the proposal for that area, to which the applicant has agreed.

### Diagrams 7: Proposal with paving slabs



Overall the development complies with the LDCP policy and is consistent with the Jamestown Development Strategy under the phase 1 of EDIP.