

Planning Officer's Report – LDCA MAY 2020

APPLICATION	2020/26 – Proposed Doorway at the rear of Atlantic Store
PERMISSION SOUGHT	Permission in Full
REGISTERED	16 th March 2020
APPLICANT	Michael Stevens
PARCEL	JT050034
LOCALITY	Narra Backs, Jamestown
ZONE	Intermediate
CONSERVATION AREA	Jamestown Conservation Area
CURRENT USE	Existing Shop
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Sentinel Newspaper on 19th March 2020▪ A site notice displayed in accordance with Regulations.
EXPIRY	2 nd April 2020
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

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 Objection – Due care and attention required when under construction in line with Health and Safety requirements.
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. Enterprise St Helena (ESH)	No Objection
12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Objection – The proposal appears to be in keeping with the character of the building and its surroundings. Concerns have been raised about extra loading activity that could restrict road access in Narra Backs.

B. PLANNING OFFICER’S APPRAISAL

LOCALITY & ZONING

The application site is Atlantic Store within Jamestown. The building is Grade II Listed and designated within the Intermediate Zone and proposed Jamestown Conservation Area.

Diagram 1: Location Plan



THE PROPOSAL

The applicant proposes to remove the existing window and a section of wall to form a new doorway. The rationale from the applicant for this proposal is the concern regarding servicing of the store. Currently the containers are off loaded off the main road at the back of the Old Bakery via Narra Backs and stored there. When needed,

goods are then transported by hand trolley to Atlantic store via the busy Main Street. This means that staff must negotiate traffic as well as pedestrians walking along the pavement on Main Street.

Once at the stores (Atlantic Store), it must be taken into the shop floor to avoid blocking traffic and pedestrians. Once inside, the goods are carried to the back-storage area and having regards to the customers in the store. With the rear entrance door to the shop, the goods can be hand delivered via the much quieter Narra Backs form the back of the Old Bakery straight into the back-storage area of Atlantic Store. Thus, ensuring the safety of our staff, by not having to use the busy Main Street, and reducing the likely hood of causing an injury to any pedestrians traveling along this stretch of the street, as well as customers on the shop floor of Atlantic Store.

It is hoped that by approving this new propose doorway will help solve our restocking issue at the Store but will also help to enhance this neglected area of Narra Backs.'

Diagram 3: Location of Proposal

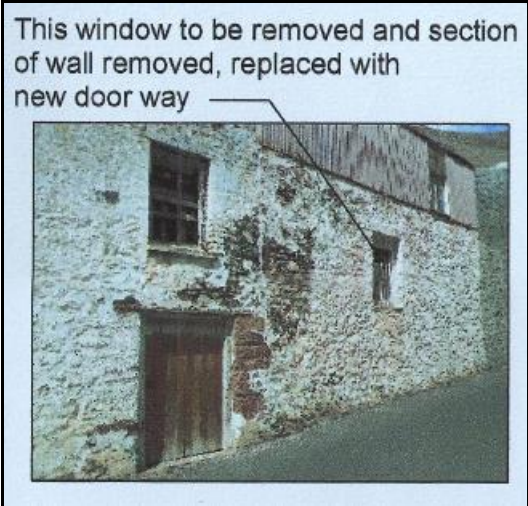


Diagram 5: Proposed & Existing Elevation

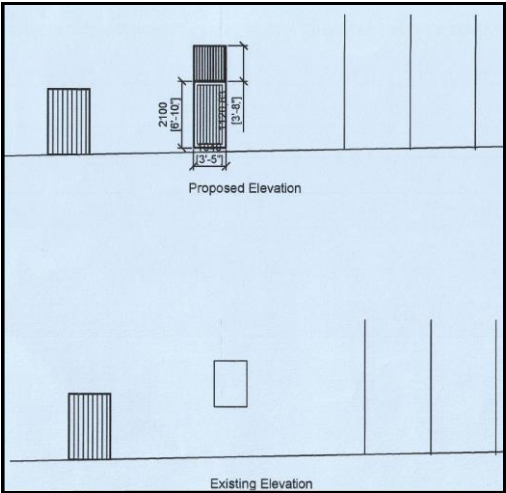


Diagram 6: Design of Proposed Door



Diagram 7 Design of Proposed Window



The door itself will be of the same style as the existing door situated a few metres west of the proposal, and window design replicated from the same style as on the existing building. 12mm rebar will be placed over the window and it will open inwards for ventilation purposes.

POLICY CONSIDERATION

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

- Intermediate Zone: Policies
- Built Heritage Policies

OFFICER ASSESSMENT

In terms of the proposal and its impact on the building, it is considered that it will not have any adverse effect on the external appearance of the building, as it takes design inspiration from those features on the existing and neighbouring buildings and therefore accords with objectives of policy BH.2 & BH.3.

The proposal will offer benefit from both an operational side for the shop, as well as improving pedestrian flow at the front of the store, albeit only during a specific period of time and provide safer working condition for workers and for shoppers. As the access point at the rear will not be used for vehicular drop offs, there will not be any negative impact on the existing traffic flow through this area, therefore can be supported.