



Mrs Connie Johnson
Corporate Services
The Castle

Ref: 2020/87
Date: 9/12/2020

Dear Mrs Johnson,

Land Planning and Development Control Ordinance 2013: Application No. 2020/87

The Land Development Control Authority (LDCA) considered the Application 2020/87 at its meeting on 2nd December 2020 and agreed the Chief Planning Officer's report to recommends to the Governor-in—Council to grant **FULL DEVELOPMENT PERMISSION** for the Rehabilitation of Field Road and Side Path Road with selective widening by cutting into the hillsides, improving the Field Road/Side Path junction, subject to the following conditions:

- 1) This **permission will lapse** and cease to have effect on the day, 5 years from the date of this Decision Notice, unless the development has been begun by that date.
Reason: required by Section 31(2) of the Land Planning and Development Control Ordinance 2013.
- 2) The development shall be implemented in accordance with the details specified on the Application Form; Site Plan, Design Proposal Plans (DWG No. R2-001, R2-004, D001.1, D001.2, D001.3, D001.4, D002, D003, D004, D005, D006, D007, D008 and DOC No. R2-002, R2-003, R2-003.1 and R2-005) received on 21st October 2020 as stamped and approved by the Planning Officer, on behalf of the Land Development Control Authority, subject to the Condition of this Decision Notice and unless the prior written approval is obtained for an amendment to the approved details under Section 29 of the Land Development Control Ordinance, 2013.
Reason: Standard condition to define the terms of the development and to ensure that the development is implemented in accordance with the approved.
- 3) Notwithstanding the design details provided with application, before the construction of the development commences, full detailed design of the Field Road and Side Path junction will be submitted in writing for approval by the Chief Planning Officer on behalf of the Land Development Control Authority. These details should also show the level of excavation required to enable the construction of the junction.

Reason: to enable assessment of the impact on the landscape and the general environment of the area

- 4) Before the commencement of the construction, detailed traffic management arrangement during construction that will require closure of Field Road and Side Path, showing traffic diversion routes and control of parking along this route will be submitted and approved in writing by the Chief Planning Officer on behalf of the Land Development Control Authority.

Reason: to ensure that the level of disruption of vehicular traffic is effectively managed during the planned closure of the two roads during construction and ensure that the route are safe for all road users

- 5) **Traffic Management Plan:** Within six months of the construction, detailed Traffic Management Plan for central Jamestown, including control and policing of car parking within Napoleon Street, will submitted and approved in writing by the Chief Planning Officer on behalf of the Land Development Control Authority. Thereafter, the Traffic Management Plan will be implement within six months of the Port Operations commencing in Lower Rupert's Valley.

Reason: to ensure that the access road into Jamestown is unobstructed during peak hours to enable safe movement of vehicular traffic and to ensure pedestrian safety

- 6) Before any construction work commences, the applicant will undertake a "walk over" for the development site with a specialist nature conversation professional to assess the impact on any endemic invertebrate that may be affected and set out mitigation measure that will be taken to overcome any adverse impact and this will be submitted to and approved in writing by the Chief Panning Officer on behalf of the Land Development Control Authority.

Reason: To ensure all possible effort is made to protect the endemic invertebrates and reduce the adverse impact on the natural and historic environment.

- 7) Notwithstanding the detail already submitted for the drainage of the storm and surface water for the two road, detail design drawing of how the potentially increased storm and surface water managed and distributed to appropriate point of exit to the sea.

Reason: to ensure that there is sufficient capacity in the drainage system to manage the potential increase in storm and surface likely to arise from upgrade roads and to avoid any potential for flooding, particularly in Jamestown.

- 8) Before commencement of construction detailed of design for the improvement and realignment of the junction Seales Corner with Napoleon Street/Side Path, at the

Brow, should be submitted to and approved in writing by the Chief Planning on behalf of the Land Development Control Authority.

Reason: to improve the safety of this junction for all road users and to enable single turning movement for small vehicles.

- 9) **Construction Practices:** During construction of the roads no obstruction shall be caused on any other adjoining public road or private access and applicant or its contractor shall reinstate damage to any public road and other public or private infrastructure arising from implementation of the development permission.

Reason: To ensure safe vehicular access and reinstate damage to public infrastructure arising directly from the approved development in accordance with LDCP IZ1 (g).

- 10) Any Street Lights that may be installed shall be designed and sited so that they do not emit light at or above the horizontal.

Reason: to protect the Dark Skies status of St Helena in accordance with LDCP E8.

Right of Appeal: If you are aggrieved by this decision you may, within 28 days of the date of this Notice, appeal to the Land Development Appeals Tribunal, with payment of a fee of £150, addressed to the Clerk of the Tribunal, using the prescribed form which is available from this office.

Yours Sincerely

Karen Isaac
Secretary to LDCA