Planning Officer's Report – LDCA FEBRUARY 2022

APPLICATION 2021/83 - Proposed Replacement of Timber Ramp with a

Concrete Access Ramp

PERMISSION SOUGHT Full Permission

REGISTERED 7th October 2021

APPLICANT W A Thorpe & Sons Ltd

PARCEL JT080021

LOCALITY Thorpe's Wholesale Store, Jamestown

ZONE Intermediate

CONSERVATION AREA Jamestown

CURRENT USE Shop and Store

PUBLICITY The application was advertised as follows:

Independent Newspaper on 8th October 2021

A site notice displayed in accordance with Regulations.

EXPIRY 22nd October 2021

REPRESENTATIONS None

DECISION ROUTE Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

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

Report Author: Paul Scipio (Planning Officer)

Authorised: Shane Williams (Ag Chief Planning Officer)

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



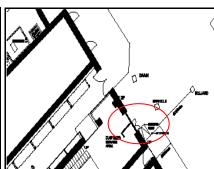
EXISTING

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







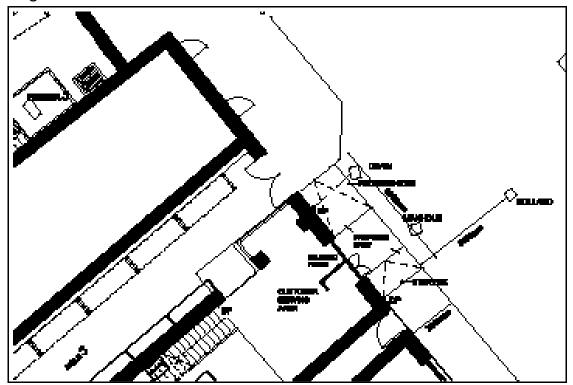
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PROPOSAL

It is proposed to remove and replace the existing timber ramp with concrete. The new ramp will be constructed across the entire front of the wholesale shop and will include a level platform directly in front of the shop entrance, where it will follow the line of and be the same width as the existing pavement to the south, as shown on the site plan below.

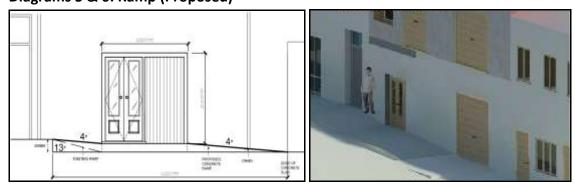
Diagram 4: Site Plan



The proposed concrete ramp will have a 4 degree slope making it much easier for trolley manoeuvring by the applicant, but also making it disabled friendly for the public's use.

It is proposed to finish the ramp with brushed concrete creating a non-slip surface which will create a similar appearance to the existing pavement in that area.

Diagrams 5 & 6: Ramp (Proposed)



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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.

FEATHERED EDGE
ON KERB
CONCRETE KERB

STOMER
RVING
EA

POSSIBLE
EXTENSION
OF KERB

PROPOSED

PRO

Diagrams 7: Proposal with paving slabs

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

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