

Planning Officer's Report – LDCA FEBRUARY 2022

APPLICATION	2021/95 – Installation of Proposed Security Gates
PERMISSION SOUGHT	Permission in Full
REGISTERED	4 th November 2021
APPLICANT	Marine Section, ENRP, SHG
PARCEL	JT010020
SIZE	0.17 (715m ²)
LOCALITY	Former Freight Terminal, Wharf, Jamestown
ZONE	Intermediate Zone
CONSERVATION AREA	Heritage Coast
CURRENT USE	Building under refurbishment to become the new Marine Centre
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Sentinel Newspaper on 4th November 2021▪ A site notice displayed in accordance with Regulations.
EXPIRY	18 th November 2021
PUBLIC 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
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
14. Heritage Society	No Response

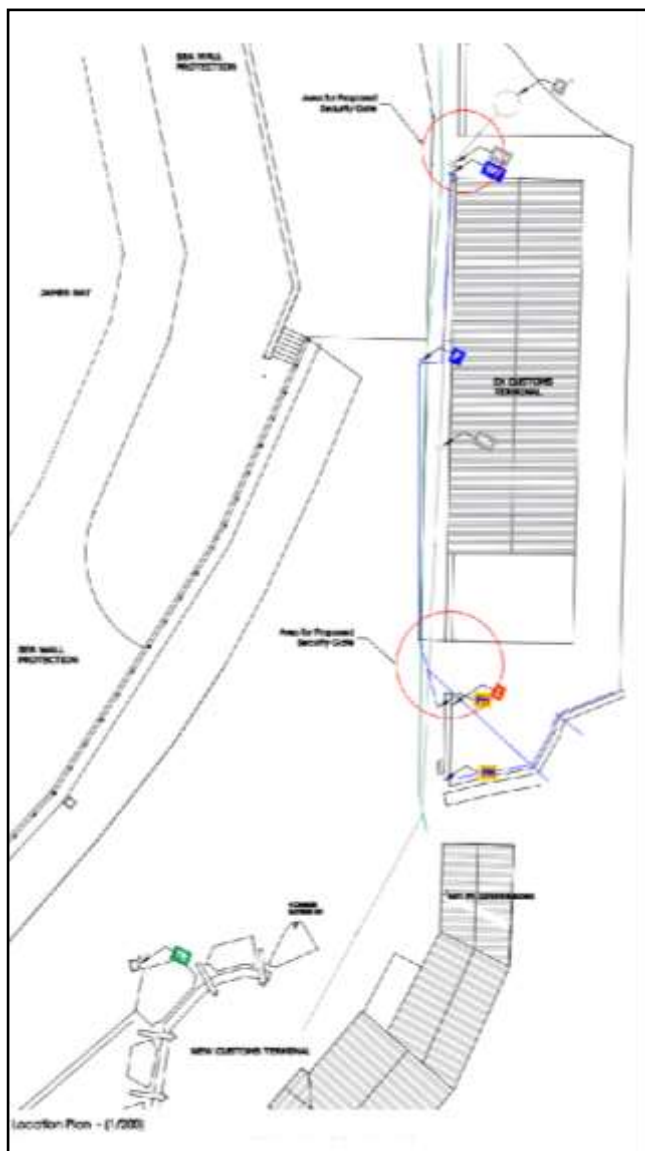
B. PLANNING OFFICER’S APPRAISAL

LOCALITY & ZONING

The site is situated at the Seafront, north of the Customs Terminal Building and was previously known as ‘The Freight Terminal’. The building is currently under refurbishment and will become the new Marine Centre on completion.

The development falls within the **Intermediate Zone** and also the Jamestown Conservation Area (Heritage Coast) where built heritage issues are a consideration.

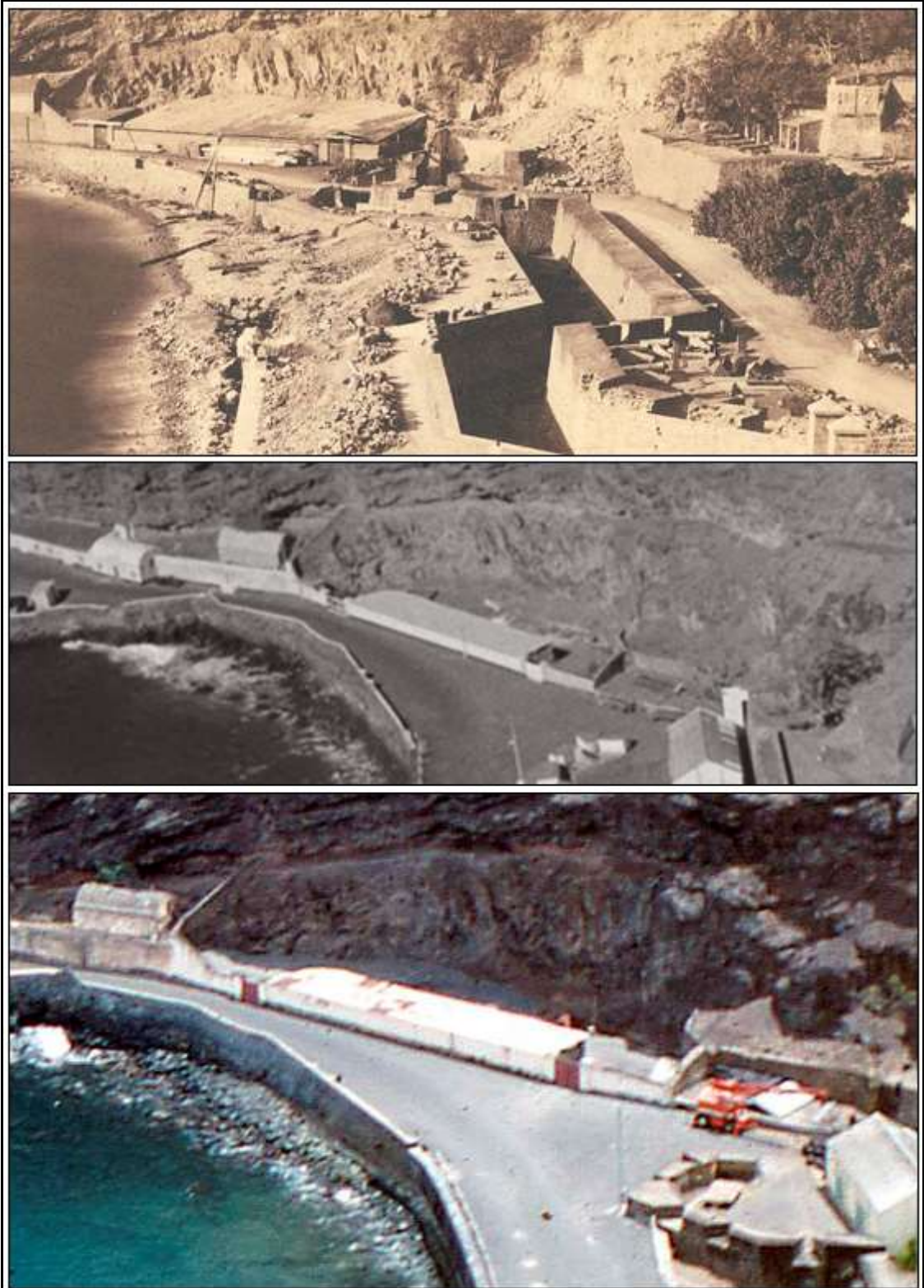
Diagram 1: Location Plan



HISTORY

The entrances/exits on both sides of the building has basically remained the same over the years linking a yard area at the rear and sides of the building. As the images below shows these entrances/exits have always been closed off with timber gates.

Diagram 2: Images showing gates in identical position over the years as proposed



EXISTING:

The building was last used as a freight terminal and the yard to the south as container storage. Currently no gates exist on either entrance/exit.

Diagram 3: Existing Structure & Surrounding Area – Present Day



PROPOSED

Based on historical pictographic records the applicant proposes to reinstate security gates on both openings either side of the building. Both gates will be timber structure with metal frames, sliding gate on the south opening and swinging gate on the north. Existing gate jams will be repaired to match existing material and finished surface.

Diagram 4: Image showing location for security gates



Diagram 5: Plan & Elevation - Proposed

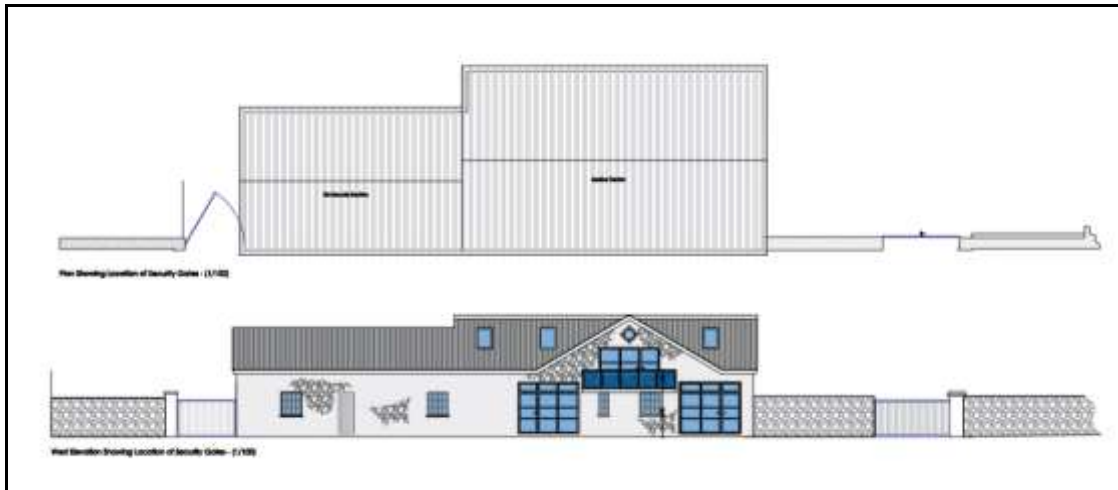


Diagram 6: Security Gate Details - Proposed

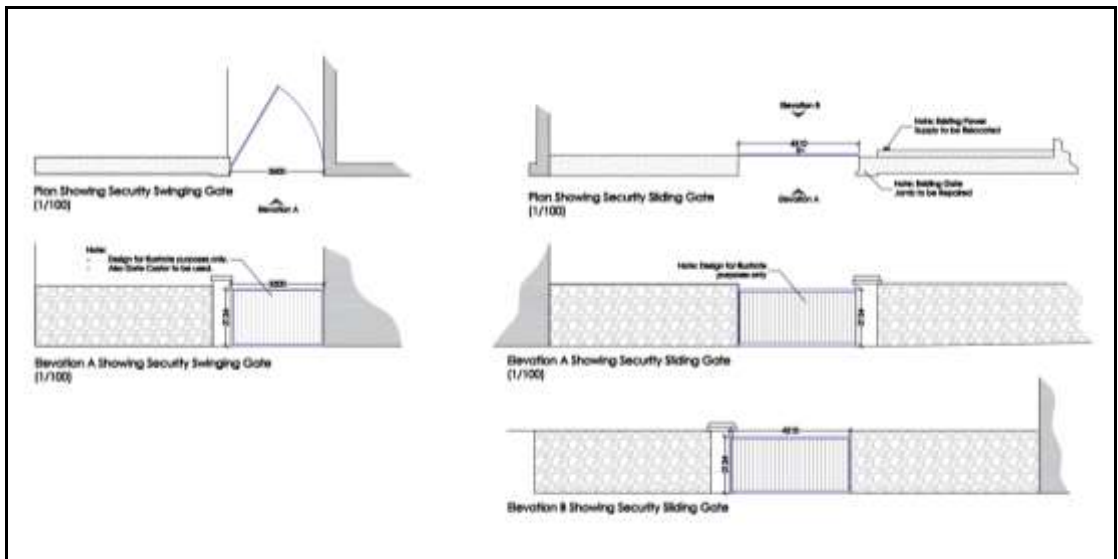


Diagram 7: Example of Security Gate - Proposed



POLICY CONSIDERATION

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

Coastal Zone Policy **CZ.2** (1): *'all development complies strictly with a Coastal Village development design brief and management agreement for the area which defines the height, scale, proportion, details, external materials and landscaping of all new buildings, including their roofs, the layout and provision of roads and services including any new access road, **the conservation of historic structures within or adjoining the development area**, the future maintenance of all buildings and services to ensure sustainability and no risk of pollution; and to maintain public access to beaches and other public areas; and to ensure that the effects of climate change are fully considered.*

OFFICER'S ASSESSMENT

Given that the building (formerly the freight terminal and now the Marine Centre) has lost most, if not all, of its heritage value as a building following its recent demolition and rebuild, it will be difficult to now use the argument that the new security gates will play a part in the conservation of an historic structure. This is not to say that we can now disregard any further protective measures to the building, therefore, the proposed gates are designed both from appearance and material to mirror those of earlier years as can be seen from the images above.

Overall the development complies with the LDCP policy and creates an appearance that is acceptable in terms of appearance with regards to historic records and therefore can be supported.