Planning Officer's Report - LDCA JULY 2022

APPLICATION	2022/30 – Construction of a Garage to Store Buses
PERMISSION SOUGHT	Permission in Full
REGISTERED	24 th May 2022
APPLICANT	Jeffrey Joshua
PARCEL	LWS0411
LOCALITY	Longwood Avenue
LAND OWNER	Hayley Jane Joshua (Sister)
ZONE	Intermediate Zone
CONSERVATION AREA	National Conservation Area (NCA)
CURRENT USE	Applicants Home Residence
PUBLICITY	 The application was advertised as follows: Independent Newspaper on 26th May 2022 A site notice displayed in accordance with Regulations.
EXPIRY	9 th June 2022
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 Response
5.	Property Division	No Response
6.	Environmental Management	No Objection
7.	Public Health	No Response
8.	Agriculture & Natural Resources	No Response
9.	St Helena Police Services	Not Consulted
10.	Aerodrome Safe Guarding	No Response

11.	Sustainable Development	No Response
12.	National Trust	No Objection
13.	Sure SA Ltd	No Objection
14.	Heritage Society	No Response

B. PLANNING OFFICER'S APPRAISAL

The application site is located on the avenue and forms part of a string of houses on the right hand side from Longwood Gate to Longwood House. These houses are in a Historic National Conservation Area (NCA) because of the Avenue's association with Longwood House where relevant Built Heritage policies apply. The site falls within the Intermediate Zone where relevant IZ1 policies apply such as serviceability and impact on neighbouring amenity.

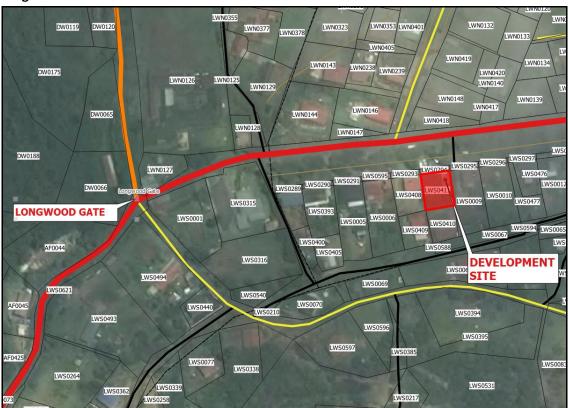
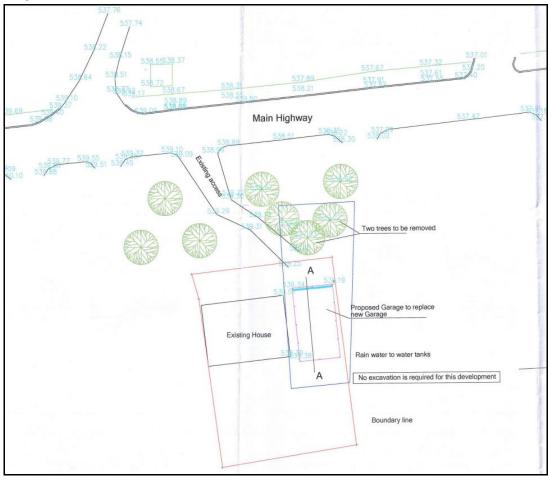


Diagram 1: Location Plan

Diagram 2: Site Plan



THE EXISTING

The existing structures are two makeshift car storage units constructed from timber frame with metal sheet cladding and sits adjacent to the applicant's family home. Access to the units is from the main road (Avenue) via a dirt track across the grassed area amidst trees that are all part of the conservation area. The trees immediately to the north of the existing structure allows adequate space for the manoeuvring of cars currently, but will create a hazard for the manoeuvring of buses under the proposed development.



Diagram 3: Image of the Existing Garage

THE PROPOSAL

Full development permission is requested for a new double garage to replace the existing make-shift structure. The proposal is to construct a concrete floor slab on consolidated hard core, on which the timber frame with steel cladding will be built.

No additional site excavations are required, however the applicant has requested permission to remove two of the trees directly in front of the proposed development.

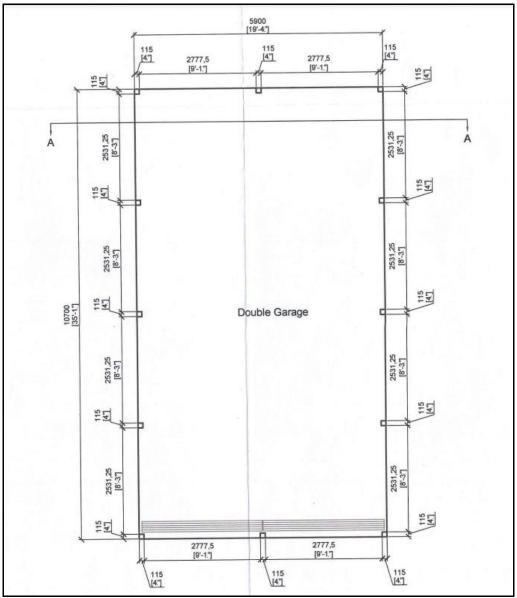
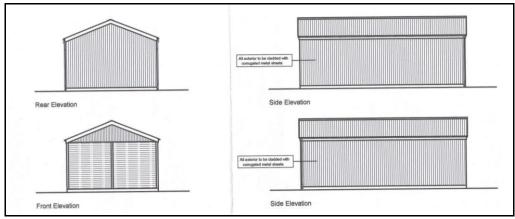


Diagram 3: Building Plan

Report Author: Paul Scipio (Planning Officer) Authorised: Rob Thornhill (Chief Planning Officer) Application: 2022/30

Diagram 4: Elevations



REPRESENTATIONS

No representations were received from neighbouring property owners or stakeholders.

POLICY CONSIDERATION

The relevant policies of the Land Development Control Plan (LDCP 2012 - 2022) that are applicable in the assessment of the proposed development are set out below:

- Intermediate Zone: Policies IZ1 (a, b, f, g and h)
- Road and Transport Policies: RT1 (c and d), RT3 and RT7
- Built Heritage: BH1 (c), BH2 and BH5

OFFICER'S ASSESSMENT

The development creates an appearance that is acceptable in terms of siting, orientation, scale and massing, and will be an improvement over the existing makeshift shed. While the existing garage has a mono-pitched roof, the dual pitched design on the proposed forms a coherence with the existing, adjacent house. Taking this into account, the proposed development is appropriate to the character of the Conservation Area and its setting.

The proposal includes the removal of two trees in the National Conservation Area (NCA) and has been considered alongside the Built Heritage Policy. Policy BH5 states that: *"Trees which are considered to contribute to character and appearance shall be preserved."*

In this case the thickness of the tree belt along Longwood Avenue is significant. The trees are not part of the row of trees close to the Avenue itself and suffer from extreme leaning. They do not contribute significantly to the character and appearance of the area and the overall development complies with the LDCP policies and therefore can be supported.