

Planning Officer's Report - LDCA NOVEMBER 2022

APPLICATION	2022/64 – Installation of a Bus Shelter
PERMISSION SOUGHT	Full Permission
REGISTERED	29 th September 2022
APPLICANT	Capital Programme Section
PARCEL	LWS0371
LOCALITY	Nr Hutts Gate Store
ZONE	Intermediate Zone
CONSERVATION AREA	None
CURRENT USE	Vacant
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 30th September 2022▪ A site notice displayed in accordance with Regulations.
EXPIRY	14 th October 2022
REPRESENTATIONS	One received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection - Comments
2. Energy Division	No Response
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	No Objection
11. Sustainable Development	No Response
12. National Trust	No Objection
13. Sure SA Ltd	No Objection - Comments

B. PLANNING OFFICER'S APPRAISAL**LOCALITY & ZONING**

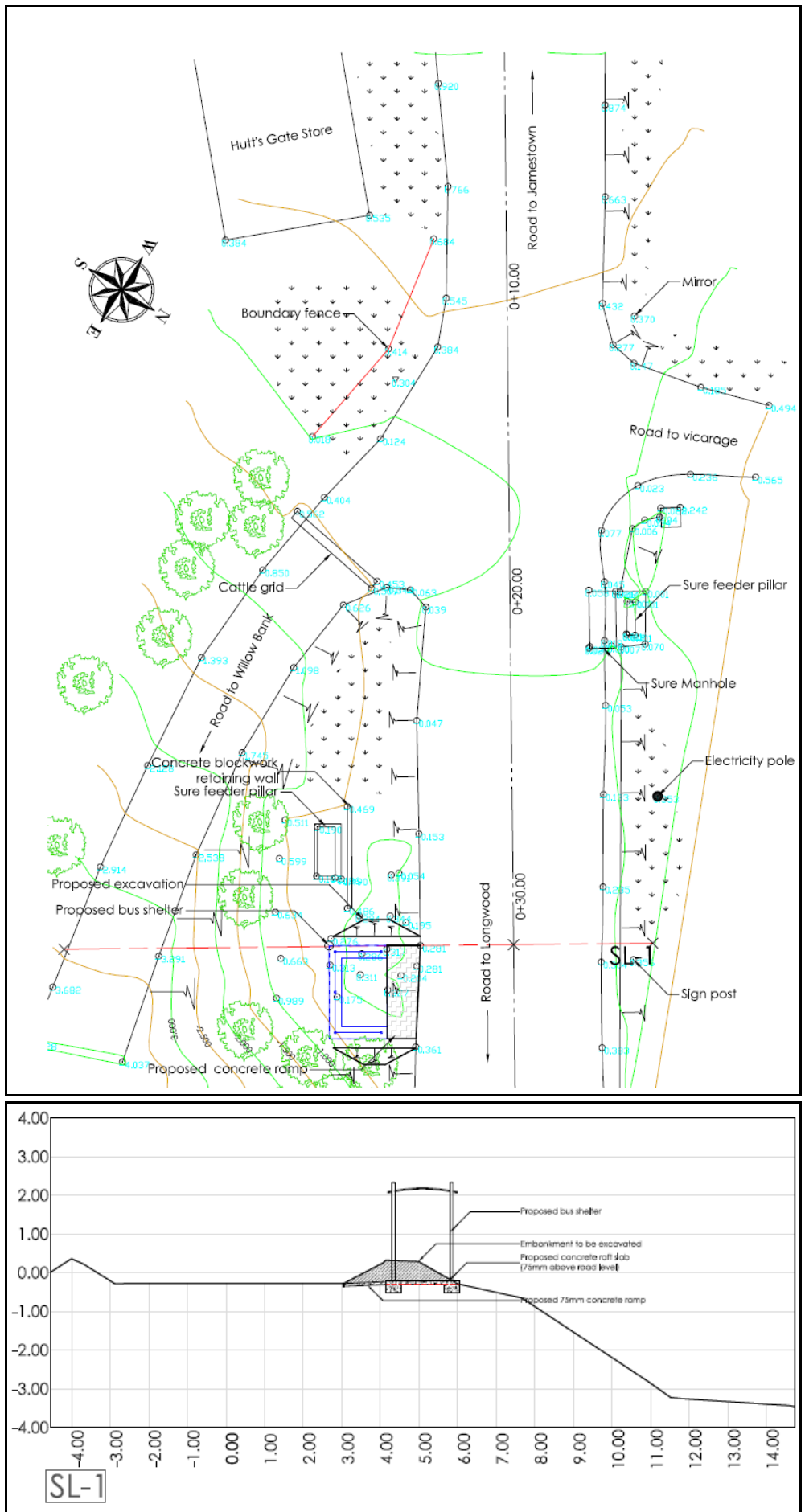
The proposed development site is situated within the Hutt's Gate area near Willow Bank junction.

Diagram 1: Location Plan**PROPOSED**

The request is to install a bus shelter, which will involve excavating the embankment to create a level platform on the verge near an existing telecommunications cabinet, creating a platform space of approximately 9m². The bus shelter is the standard 'Malta' designs that will have a rear and two side's cladded with polycarbonate sheeting.

Diagram 2: Bus Shelter Design

Diagram 3: Site Plan



STAKEHOLDER FEEDBACK & REPRESENTATIONS

Stakeholder comments were received from Connect St Helena Ltd and Sure SA Ltd.

Connect St Helena Ltd – Water main proposed area, permit to dig and site visit advised before any excavation work start.

Sure SA Ltd – Please leave adequate space to allow safe access to the Sure cabinet... when excavating for the bus shelter, please make Sure aware of the planned works in advance so that arrangements can be made to protect the cabinet from dust. Sensitive and expensive equipment within the cabinet.

One representation was received from a neighbouring property.

Representation – ‘...Willow Bank Lane has an appalling site visibility to the right i.e. Longwood direction, to further obscure this visibility with a bus shelter, assumably side clad due to its weather exposure, would seriously hinder Safe egress of vehicles from the lane, and not in the interest of road safety.

The Longwood side of this junction is already obscured to driver’s eye line by banking and vegetation, which really should be reduced to some 800mm height max above the main road carriageway as is the norm for visibility standards. At this point there is also some casual parking slowly impinging the site lines creating more site blinding for lane users that needs to be addressed at some stage.

The weather can indeed be bleak and the need for a shelter is not denied, but placement needs to take account of users and road safety.

Historically the bus stops almost on the three way split outside Huttsgate Store and all passengers get off quite quickly, traffic knows the bus is stopped so therefore safe but the pedestrians are at risk for a bit while they disperse in all directions, that’s the highway risk. Not aware of any accidents to date.

It’s my belief no obstructions should be encouraged within say 50m or more from Willow Bank Lane on the Longwood side to preserve visibility site lines, and indeed the opposite side of the main road has a verge of adequate size to accommodate a bus shelter and also on a straight length of highway with good forward visibility for all vehicles and pedestrian users.

Perhaps more consideration is needed?’

Officers Response – Stakeholder responses can be conditioned accordingly to ensure they are consulted before works commence.

In terms of the representation from a member of the public, the shelter will not encroach onto the main highway, therefore there will be no impact on the view out from the junction. Vehicles do currently park along this stretch of the road, however

the shelter will prevent road users from parking directly in front of the junction, thereby improving the sight lines marginally.

OFFICER'S ASSESSMENT

The development complies with the Intermediate Zone Policies in terms of siting, scale, layout, proportion, details and external materials and does not materially damage the amenity of any existing development.