

Planning Officer's Report - LDCA NOVEMBER 2025

APPLICATION	2025/79 – Proposed Installation of 10 Bollards
PERMISSION SOUGHT	Full Permission
REGISTERED	27 August 2025
APPLICANT	St. Helena National Trust
PARCEL	HTH1386
LOCALITY	Near High Knoll Fort Car Park
ZONE	Coastal
CONSERVATION AREA	High Knoll Fort
CURRENT USE	Historical Landmark
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ <i>The Independent</i> Newspaper on 29 August 2025.▪ A site notice displayed in accordance with Regulations.
EXPIRY	12 September 2025
REPRESENTATIONS	None
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

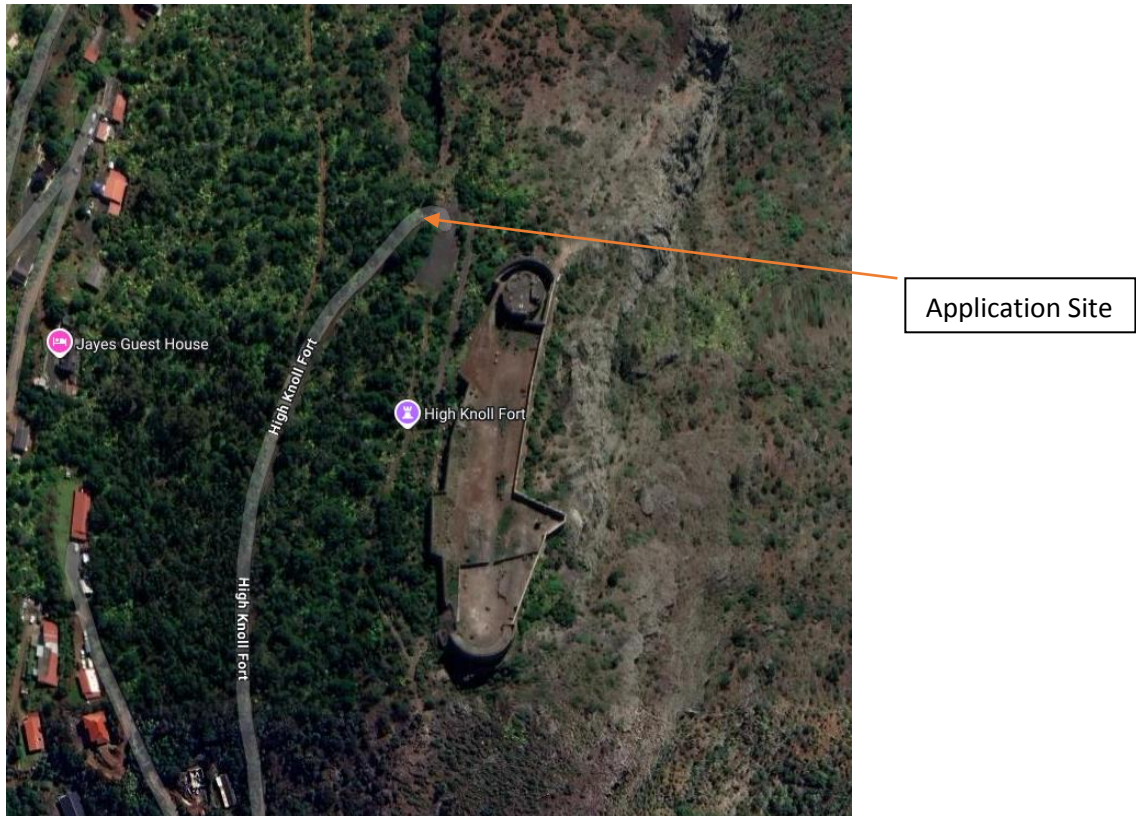
1. Sewage & Water Division	No Objection
2. Energy Division	No Response
3. Fire & Rescue	No Objection
4. Roads Section	No Objection
5. Property Division	No Objection – Comment
6. Environmental Protection	No Objection
7. Environmental Health	No Objection
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	No Response
10. Aerodrome Safe Guarding	No Response
11. Economic Development	No Objection
12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Objection – Comment
15. Maritime	No Response

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

This development site is located at High Knoll Fort Car Park, where it is designated within the Coastal Zone and High Knoll Fort Conservation Area.

Diagram 1: Location (Google Maps)



PROPOSED DEVELOPMENT

The applicants have identified that an area just below High Knoll Fort within the High Knoll Conservation Fort Area has been used as a fly tipping and dumping ground for some time. This ongoing issue is causing environmental damage, detracting from the natural beauty of the location, and potentially posing health and safety risks to the public and local wildlife. The accumulation of waste not only creates an eyesore but also encourages further illegal dumping if left unaddressed.

The proposed that 10 wooden bollards be installed along the back edge of the roadway. These bollards would be placed 1 meter apart and, according to the submitted supporting letter, at a height of 1 meter, creating a physical barrier to restrict vehicle access and discourage further dumping.

Diagram 3: Image Showing Wooden Bollards



STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no representations or objections received from stakeholders or any members of the public. However, there was a comment received from *Property Division* as detailed below.

Property Division

I am assuming that all other options has been discussed but could the Bollard's be increased in height to deter higher vehicles (trucks) from fly-tipping in the area?

Historic Society

How anyone could imagine that putting twelve wooden posts in the ground, in the location proposed, amounts to development that merits a formal development application is surely extraordinary. It is an utter waste of everyone's time, including that of the Heritage Society, better directed into more important work. if the Trust feels it necessary to instal the posts they should simply be invited to get on with it.

[Officer Comment: The proposal is not “de minimis” and is development within the definition of development in the Planning Ordinance. As there are no permitted development allowances for gates, fences, walls or enclosures in National Conservation Areas, the proposal requires development consent]

LEGAL AND POLICY FRAMEWORK

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:

- Coastal Zone Policies CZ1
- Built Heritage Policies
- Road and Transport Policies: RT1 (c and d), RT3 and RT7

OFFICER'S ASSESSMENT

The 10-bollard development separates out one area from another and the proposal is treated, as the bollards are, while not connected to each other, as a single row which clearly separates what is in front of them from what is behind them. This forms a partly-permeable barrier which would (part) enclose land to its rear, rather than 10 individual randomly-sited bollards.

In evaluating this proposal, the provision of the bollards to seek to prevent fly-tipping/dumping involves timber which is considered to be a suitable material and, although the bollard wall would be visible to anyone using the road to access High Knoll Fort, their impact would not be harmful to the character and appearance of the Conservation Area in which the bollards would be located.

The bollards would be located adjacent to the roadway but would not be on the roadway which would not impact on use of the roadway. There would be no other impacts raised.

Overall, the proposal complies with the Coastal Zone and those for Built Heritage and Roads and Transport and therefore can be supported.