

## Planning Officer's Report - LDCA NOVEMBER 2025

<b>APPLICATION</b>	<b>2025/86</b> – Installation of Security Fencing and Crash Barrier around the Rupert's Waste Water Treatment Plant
<b>PERMISSION SOUGHT</b>	Full Permission
<b>REGISTERED</b>	30 September 2025
<b>APPLICANT</b>	Connect Ltd.
<b>PARCEL</b>	RV0075
<b>LOCALITY</b>	Rupert's Valley
<b>ZONE</b>	Coastal
<b>CONSERVATION AREA</b>	None
<b>CURRENT USE</b>	Waste Water Treatment Plant
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ <i>The Sentinel</i> Newspaper on 9 October 2025.</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	23 October 2025
<b>REPRESENTATIONS</b>	None
<b>DECISION ROUTE</b>	<del>Delegated</del> / LDCA / EXCO

### A. CONSULTATION FEEDBACK

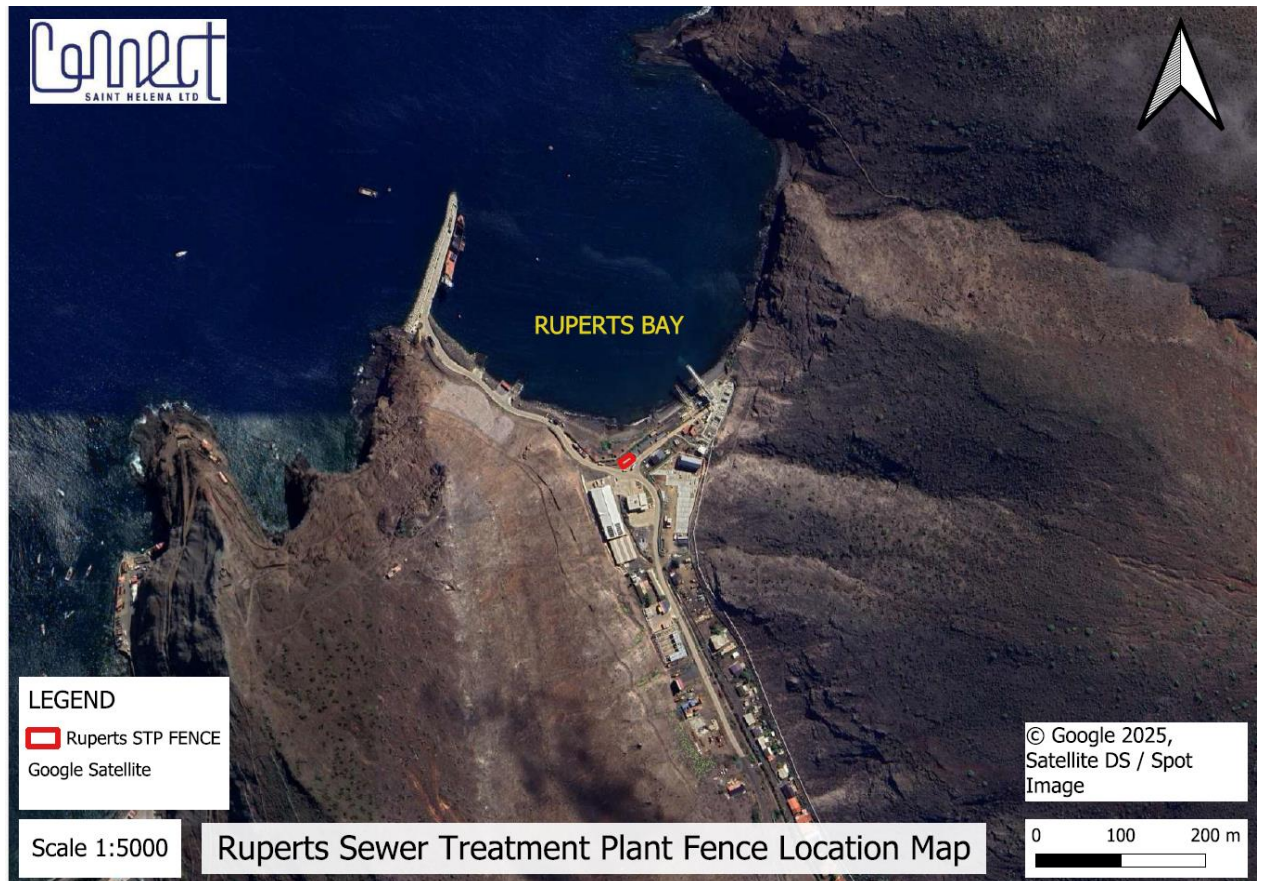
1. Sewage & Water	No Objection (Applicants)
2. Energy Division	No Response
3. Fire & Rescue	No Objection
4. Roads Section	No Response
5. Property Division	No Objection
6. Environmental Protection	No Objection
7. Environmental Health	No Response
8. Agriculture & Natural Resources	No Objection
9. St Helena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

## B. PLANNING OFFICER'S APPRAISAL

### LOCALITY & ZONING

This development site is located in lower Rupert's Bay, where it is designated within the Coastal Zone. The site is adjacent to Rupert's Lines which is listed Grade III (M).

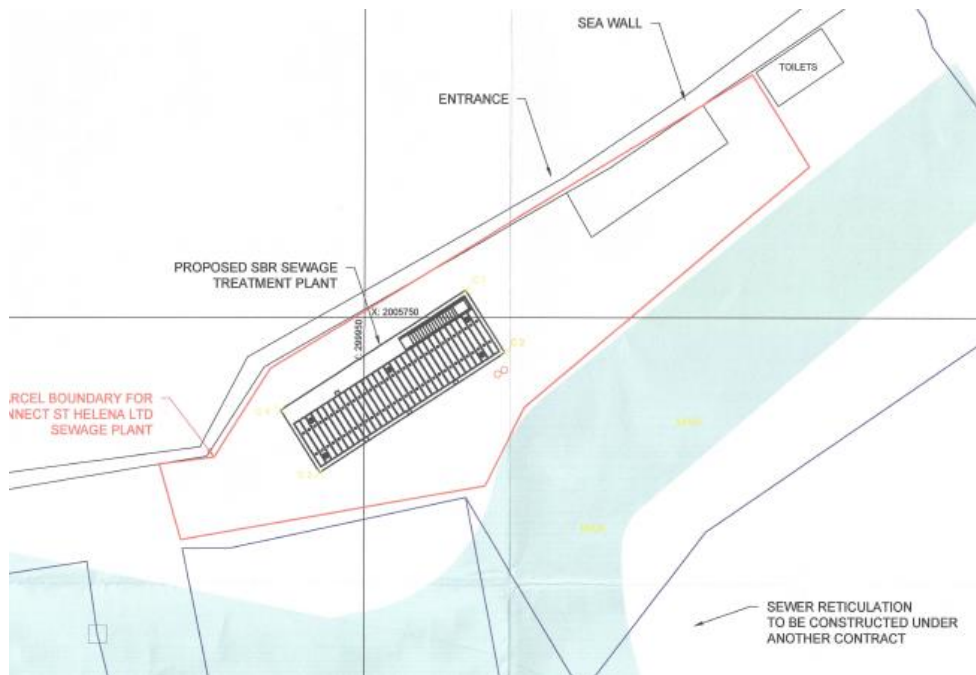
**Diagram 1: Location Plan**



### PLANNING HISTORY

2015/117 – Development Approval for a Sewer Network in Rupert's Valley, including a new Sewage Treatment Plant – Deemed Withdrawn.

2016/54 – Development Approval for a Sewage Treatment Plant



The Decision Notice for Approval 2016/54 relevant Conditions are as follows:

- 2) **Finishing:** Notwithstanding the approved drawings, building walls above finished ground level should be clad in natural stone. Railings and other accretions above finished ground, including ventilators, shall be coloured black.

**Reason:** to assist visual integration and to accord with Built Heritage Policies BH1, BH2 and BH5.

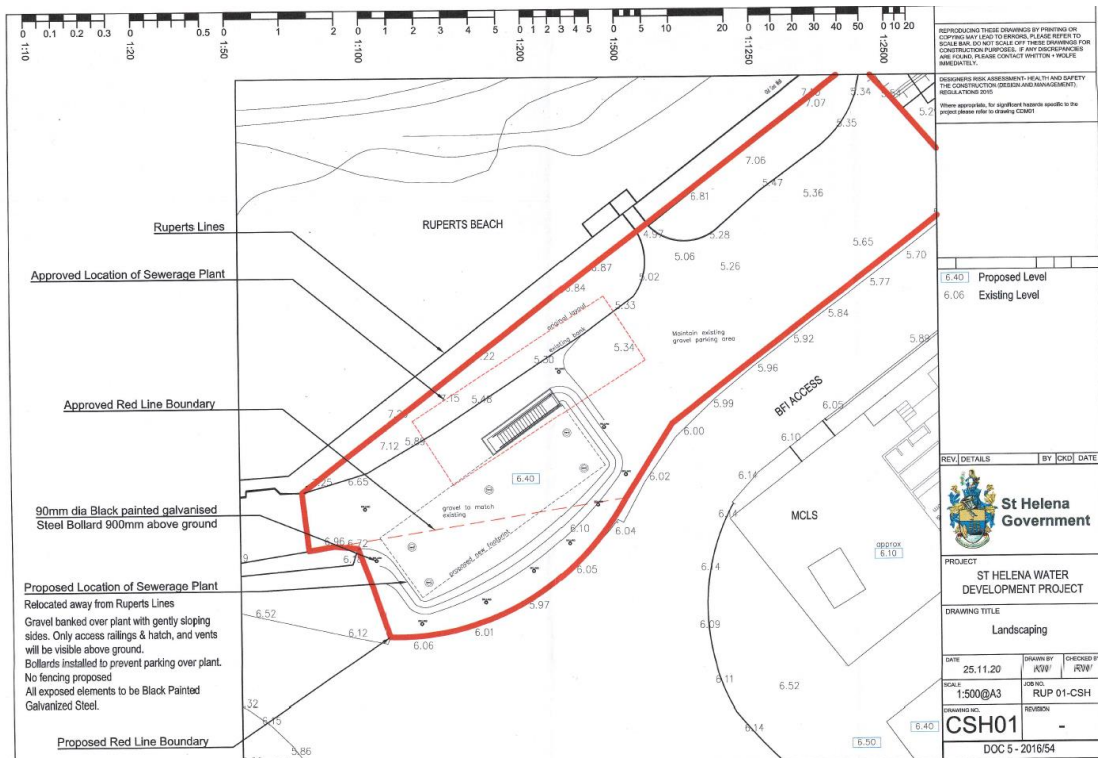
- 5) No development shall commence until a **Scheme of Boundary Treatment, Surface Treatment and Landscaping** has been submitted to and approved in writing by the Planning Authority. The scheme shall include details of:

- i) Location, design and materials and colour of proposed walls, fences and gates of the Chamber;
- ii) Surface treatment of proposed means of access and hardstanding areas;
- iii) Any proposed re-contouring of the site by means of existing and proposed ground levels; and
- iv) Proposed hard and soft landscape works.

The development shall not be brought into use until such time as the boundary treatment, surface treatment and any re-contouring works have been completed in accordance with the duly approved scheme. All of the hard and soft landscaping works shall be carried out in accordance with the approved scheme immediately following practical completion of construction of the development, unless otherwise agreed in writing by the Authority.

**Reason:** To assist with the visual integration of the proposal with its surroundings in the interest of amenity.

## 2016/54 – Minor Variation 1 (2016/54 MV1) – approved 10.12.2020



### PROPOSED DEVELOPMENT

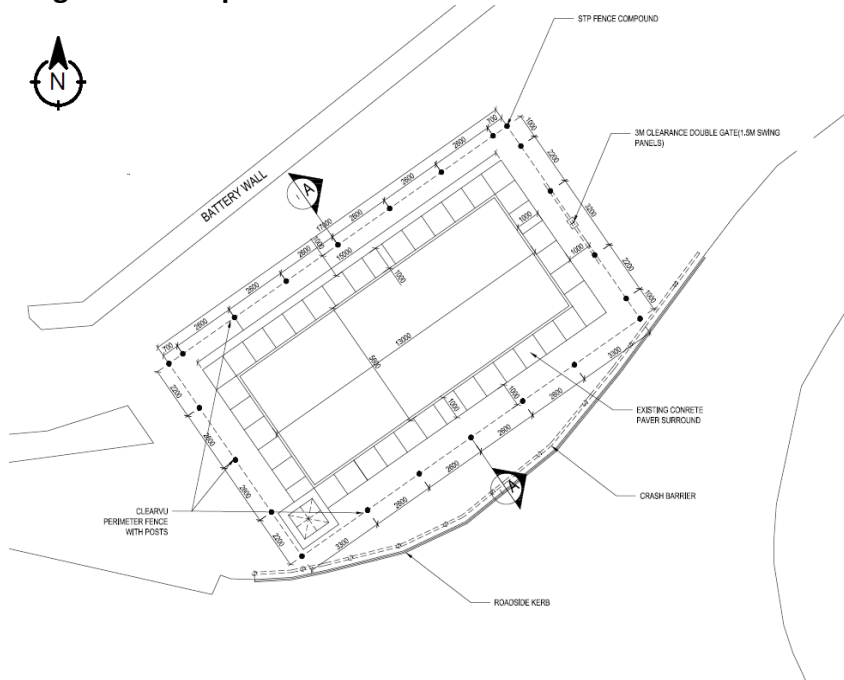
The WWTP has already been constructed, if not bought into use but no details of security fencing were previously submitted.

The applicant indicates that the proposal is for Security Fencing and a Crash Barrier and that this represents a change from the approved hard landscaping details approved under the previous approval (2016/54).

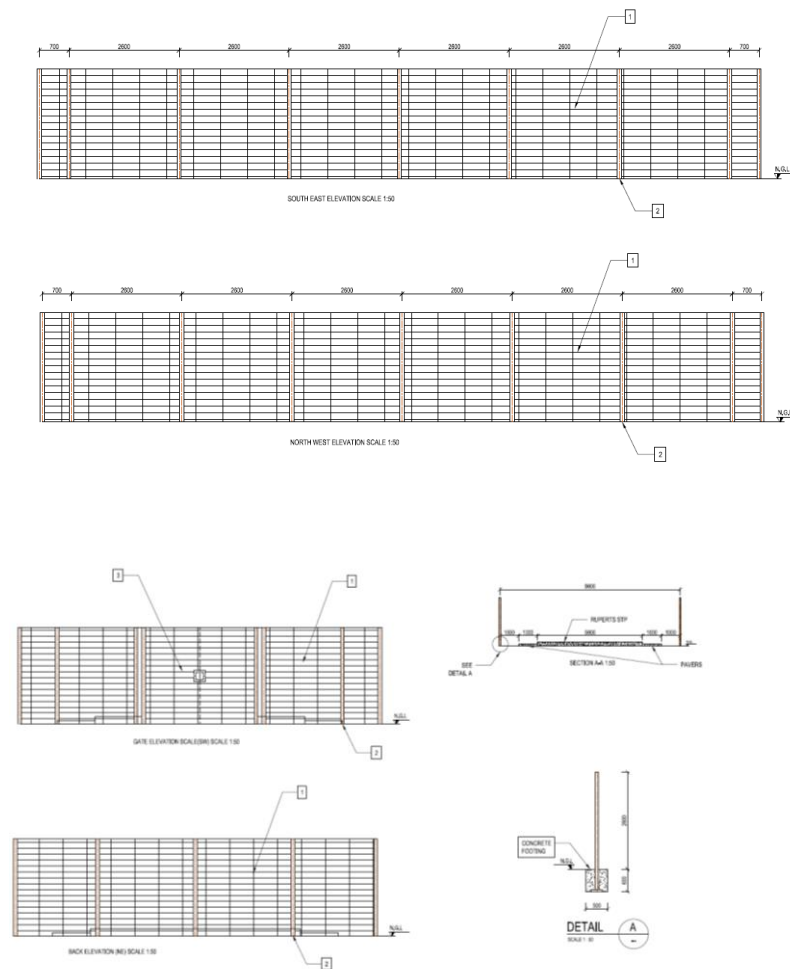
It is noted that this current application is for full planning approval and that the original details (which have not been implemented) relate to a “gravel bank over the plant with gently sloping sides with only access rails and hatch and vents to be visible above ground” and a row of “bollards” with “no fencing proposed” as shown in the Minor Variation drawing which also enabled the relocation of the sewerage plant further away from Rupert’s Lines.

This current proposal is for galvanised 3m high steel fence posts and mesh panels and a crash barrier to the south of the waste water plant with galvanised steel supports. Also shown is a concrete paviour surround which was not approved in relation to the previous plans.

**Diagram 2 – Proposed Plan**



**Diagram 3: Elevations of Proposed Security Fence**



## **STAKEHOLDER FEEDBACK & REPRESENTATIONS**

There were no representations or objections received from stakeholders or any members of the public.

## **LEGAL AND POLICY FRAMEWORK**

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

- Coastal Zone Policies CZ1
- Built Heritage Policies BH.1, BH.2, BH.6
- Road and Transport Policies: RT1 (c and d)

## **OFFICER'S ASSESSMENT**

The proposed fencing and crash barrier would be located to surround a piece of essential infrastructure in the form of a waste water treatment plant (WWTP), which has already been completed, near a popular public beach and waterfront area, approximately 22m from the sea. The proposal would prevent access to the below ground facility.

The proposed crash barrier is necessary, being located at the end of a long road which mainly slopes down from the south before splitting into two immediately in front of the WWTP to prevent vehicles from accidentally entering the WWTP site. The crash barrier will need to meet Road's standards for such barriers.

While located close to Rupert's Lines a grade II listed Monument, the impact of the permeable fencing is not considered to be so harmful to the character and appearance of the Listed Monument as to refuse the proposal, bearing in mind that it is seeking to also provide security to the waste water treatment plant which provides necessary and important infrastructure (once brought into use).

Similarly it is not considered that the overall visual impact would result in harm to visual amenities in the locality.

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