

## Planning Officer's Report - LDCA February 2026

<b>APPLICATION</b>	<b>2025/101</b> – 1-bed Dwelling with Change of Site Alignment and Repositioning of Access Road – Part Retrospective
<b>PERMISSION SOUGHT</b>	Full Permission
<b>REGISTERED</b>	18 November 2025
<b>APPLICANT</b>	Dave Yon
<b>PARCEL</b>	HTH0476
<b>LOCALITY</b>	Half Tree Hollow
<b>ZONE</b>	Intermediate
<b>CONSERVATION AREA</b>	None
<b>CURRENT USE</b>	Development under construction
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ Independent Newspaper on 28 November 2025.</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	12 Dec 2025
<b>REPRESENTATIONS</b>	None

**DECISION ROUTE**                      ~~Delegated~~ / **LDCA** / ~~EXCO~~

### A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Response to objection or not - Comment
2. Energy Division	No Response
3. Fire & Rescue	No Response
4. Roads Section	No Response
5. Property Division	No Response
6. Environmental Management	No Objection
7. Public Health	No Objection
8. Agriculture & Natural Resources	No Objection
9. St Helena Police Services	Not Consulted
10. Aerodrome Safe Guarding	Not Consulted
11. Economic Development	No Objection
12. National Trust	No Response

- |                      |                |
|----------------------|----------------|
| 13. Sure SA Ltd      | No Objection   |
| 14. Heritage Society | No Objection   |
| 15. Maritime         | Not Applicable |

## B. PLANNING OFFICER'S APPRAISAL

### LOCALITY & ZONING

This plot is located within the residential area of Half Tree Hollow, where it is designated within the Intermediate Zone and has no conservation area restrictions.

### Site Location

The site is located within the Half Tree Hollow relatively high-density residential development, interspersed with some undeveloped land and established access roads. The site benefits from an existing access route connecting to the local road network.

Topographically, the site slopes south to north across its width, which informed the original excavation and access proposals approved in March 2024.

### Diagram 1: Location Plan



**Diagram 2: Image of the Site**



## **BACKGROUND/PLANNING HISTORY**

The original application 2024/03 – one-bed dwelling - was granted planning approval in March 2024. The approved development established the principle of residential use on the site and confirmed that access, excavation, and drainage were acceptable in planning terms, subject to planning conditions, including implementation in accordance with the approved plans.

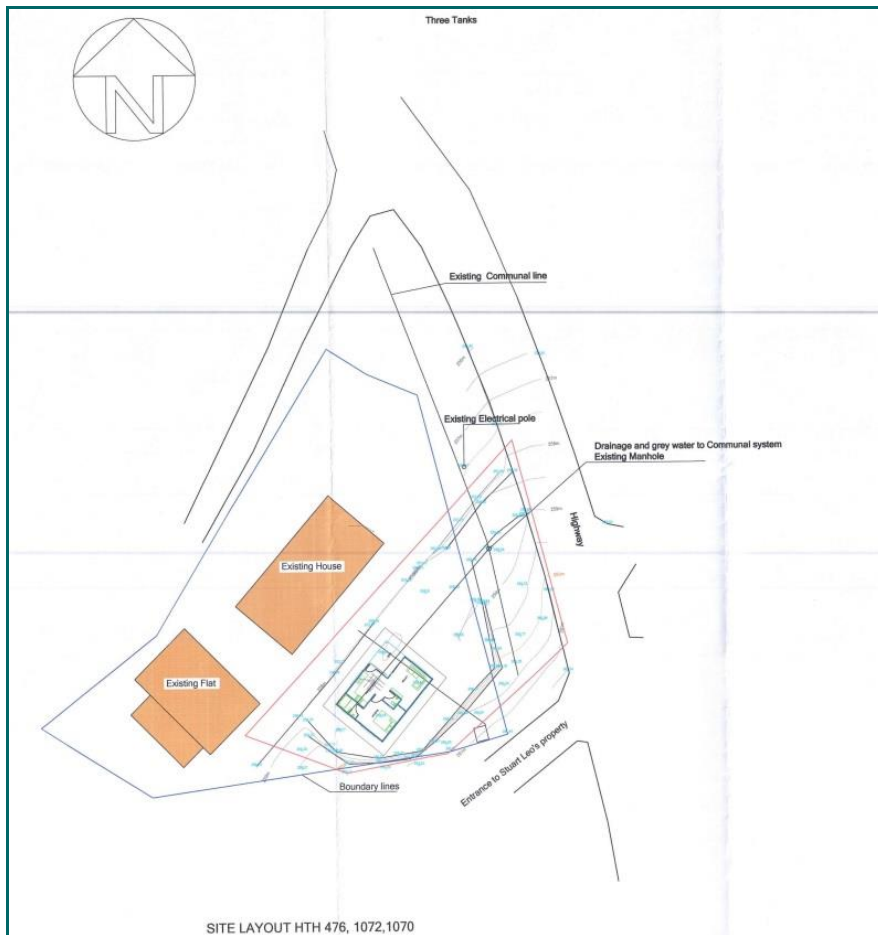
**Diagram 3: Previous Site Plan (Development Approval 2024/03)**



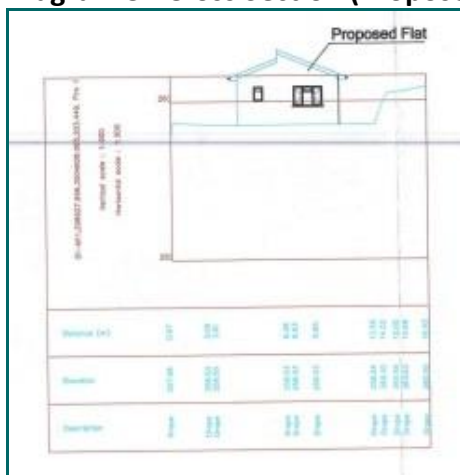
## PROPOSED DEVELOPMENT

The purpose of this submission is to seek part retrospective approval for the dwelling together with a realignment of the approved site excavation and a repositioning of the access road. No changes are proposed to the approved dwelling size, height, use, or overall design intent and the dwelling has yet to be implemented. The amendments relate to a change to the original development boundary and to site layout and access arrangements.

#### Diagram 4: Site Plan (Proposed)



**Diagram 5: Cross Section (Proposed)**



## **Description of the Proposed Amendments**

The current proposal seeks retrospective approval for the dwelling and the following changes:

### **Site Excavation Realignment**

The approved excavation footprint is proposed to be realigned to:

- Better follow natural ground contours;
- Reduce the overall depth and extent of cut into the slope;
- Improve site stability and construction efficiency; and
- Minimise the volume of excavated material requiring removal or redistribution.

The realignment does not increase the overall footprint of development and remains fully within the previously approved site boundary.

### **Repositioning of the Access Road**

The access road is proposed to be repositioned along the north boundary from the previously approved alignment. This adjustment:

- Improves gradient and vehicular manoeuvrability;
- Reduces the need for excessive excavation and retaining structures;
- Enhances safety and ease of access during construction and occupation; and
- Avoids unnecessary disturbance to adjacent land.

The revised access route continues to connect to the same approved access point and does not affect any public rights of way.

## **STAKEHOLDER FEEDBACK & REPRESENTATIONS**

There were no representations or objections from any members of the public or stakeholders. However, a comment was received from **Connect St Helena** regarding insufficient information on the proposed access road and the existing infrastructure services.

## **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:

- Intermediate Zone: Policies IZ1 (a, b, f, g and h)
- Housing Policy



- Water: Policy W2
- Sewage, Storm and Drainage: Policies SD1 (b, c), SD3, SD.4 and SD7
- Road and Transport Policies: RT1 (c and d), RT3 and RT7

## **OFFICER'S ASSESSMENT**

### **Principle of Development**

The principle of residential development has already been established through the conditional approval of previous application 2024/03 and remains acceptable in principle. The proposed amendments do not alter the approved use, scale, or density of development and are therefore acceptable in principle.

### **Visual and Landscape Impact**

The realigned excavation and revised access road are expected to reduce visual impact when compared with the approved scheme, as they respond more sensitively to existing land levels. No additional visual intrusion is created, and the overall appearance of the site remains consistent with the approved proposal.

### **Residential Amenity**

The amendments do not result in any change to the dwelling's position relative to neighbouring properties. As such, there are no additional impacts in terms of overlooking, loss of privacy, noise, or disturbance.

### **Highways and Access**

The repositioned access road provides an improved gradient and alignment, enhancing safety and usability. Vehicle access remains suitable for both construction and residential use, and no adverse impacts on the local highway network are anticipated.

### **Environmental and Drainage Considerations**

By reducing excavation depth and improving alignment, the proposal is likely to:

- Lower the risk of soil erosion;
- Improve surface water management; and
- Reduce long-term maintenance requirements.

It is not considered that there would be any additional environmental impacts as a result of the proposed changes.

The proposed realignment of site excavation and repositioning of the access road represents a minor and pragmatic amendment to the approved scheme. The changes

improve constructability, site stability, and access safety while maintaining full compliance with the intent and conditions of the original approval of application 2024/03.

The proposal does not give rise to any new or additional planning impacts and is considered acceptable in planning terms in line with the relevant policies of the LDCP.