

## Planning Officer's Addendum Report – LDCA March 2026

<b>APPLICATION</b>	<b>2025/88</b> – Proposed Siting of 4 x 20-foot Containers for Storage Purposes
<b>PERMISSION SOUGHT</b>	Permission in Full
<b>REGISTERED</b>	7 <sup>th</sup> October 2025
<b>APPLICANT</b>	Transport Section (CSS), SHG
<b>PARCEL</b>	NG0510
<b>SIZE</b>	8,510 m <sup>2</sup>
<b>LOCALITY</b>	Government Garage Compound, Donkey Plain, New Ground
<b>ZONE</b>	Intermediate Zone
<b>CONSERVATION AREA</b>	None
<b>CURRENT USE</b>	Government Garage
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ The Sentinel Newspaper on 09 October 2025</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	23 <sup>rd</sup> October 2025
<b>REPRESENTATIONS</b>	None Received
<b>DECISION ROUTE</b>	<del>Delegated</del> / <b>LDCA</b> / <del>EXCO</del>

### A. CONSULTATION FEEDBACK

1. Water & Sewerage (CSH)	No Objection
2. Energy Provider (CSH)	No Response
3. Fire & Rescue	No Objection
4. Roads Section	No Response
5. Property Division	No Response
6. Environmental Management	No Objection - comments
7. Environmental Health	No Response
8. Agriculture & Natural Resources	No Objection
9. Police Service	No Response

10. Aerodrome Safeguarding	Not Consulted
11. Economic Development	No Response
12. National Trust	No Objection
13. Telecoms (Sure SA Ltd)	No Objection
14. Heritage Society	No Objection
15. Maritime	No Response

## **B. PLANNING OFFICER'S APPRAISAL**

### **BACKGROUND**

The application was deferred from a LDCA meeting on 5<sup>th</sup> January 2026 on the grounds that the proposal, even including a temporary consent, would be contrary to Policy on the Siting and Use of Containers (Appendix 6 of LDCP 2012). The item was deferred to enable further discussions to take place with the applicants about the application site and whether an alternative location within the application site boundaries might be available.

The CPO made a site visit with the applicants and their agent on 11th February 2026. The CPO noted that while the application site appears to be a large area with much not actively used (from aerial vantage points on Google Maps), the site is on a slope and has been formed into a number of levels with the frontage building being on 3 levels stepping down and facing the road with the rear attached building (workshop) internalising the change in levels to provide a lower and upper work area. To the rear, levels increase to roughly 5 with the administrative one-storey building being located a whole level above the workshop building with storage and a covered area at the rear with steep slopes connecting flat sections used for storage, container storage, work station, open storage and parking (vehicles for hire while other SHG vehicles are being repaired are provided on site and returned to site once the original vehicle is usable).

The site was constructed near the quarry some 25 years ago and the requirements for servicing SHG vehicles of all sizes from vans upto cherry-pickers and refuse trucks together with a current, once a year, large parts supply delivery. The main store is to the front of the building so that flow goes from drop off/delivery at the front, into the stores and from there parts are requested directly into the workshop. There is nowhere else on site more suitable to place the containers which would meet current operational requirements/flow.

Soon there is an expected change from Ford to VW vehicles with parts coming in for both existing Ford and future VW vehicles requiring maintenance and repairs. The current storage space/arrangements will be insufficient for the expected operational needs.

A permanent, more expensive, storage solution is not currently included in the operation's budget and would involve possible excavation, provision of a new vehicle access point and/or changes to the delivery point(s)/front elevation of the building, however the applicant indicates that this would be possible.

The applicants provided further information on 11.2.26 as follows:

*"Thanks for the visit today to view the site and look at any possible options to support our request.*

*As discussed, the SHG transport operation has developed over the years. In the last 15 years we have relocated all store holding sites to one location here at the main garage complex at Donkey Plain. The demand in vehicles has expanded the fleet and therefore stock lines has grown, we are also in the stage of transitioning from one dealership to another. During this process a large proportion of the currently fleet will be gradually phased out whilst new is introduced, this will involve purchase and holding of additional stock. With all the mentioned activities over the years, the space to accommodate the stock hasn't been upgraded, hence the reason for container storage space.*

*It is hoped that the proposal for container storage is only for a short period, it is doable for permanent development to the existing stores. This we are exploring and would like plans completed for approval, during the period we hope approval is granted for temporary storage. We are also exploring the option to digitalise the stock/stores within the next financial year, this would speed up processes and hopefully allow less stock holding over more shipments."*

Given the above, the remainder of the Officer report otherwise remains unchanged together with the recommendation for approval with a condition to be attached relating to the proposal only being granted for a temporary period.

## **LOCALITY & ZONING**

The property is situated within an area known as Donkey Plain in New Ground. The development site is within the Intermediate Zone but not within a Conservation Area.

## **SITE DESCRIPTION**

The application site (8,510 square meters) slopes relatively gently downward to the sea (north) such that the frontage building is staggered dropping/rising along the contours and at an angle to, and set back from, the road furthest as its southernmost point; with a large servicing building attached behind. The remainder of the site provides for commercial vehicle parking, covered storage and other storage in

connection with the government vehicle garage, including 4 containers located to the front of the building close to the southern boundary.

## PLANNING HISTORY

An application was submitted (Ref. 2018/43) - Erection of 2 Storage Shelters - approved on 6.6.18. The existing 4 containers indicated above do not appear to have been on site at that time and there is no record of a Development Application being submitted/approved since then.

Plot NG0366 is located closer to the road than the application site (albeit also part of "Government Garage") and it currently contains a small container approved as an oil storage unit in December 2020 (Development Approval Ref. 2020/82) specifically to comply with regulation requirements to store a large quantity of lubricants on-site.

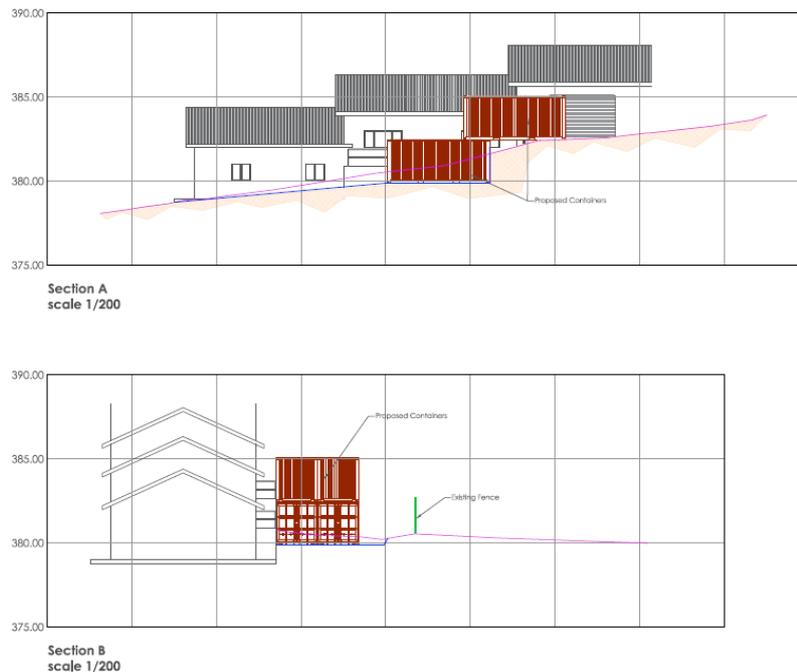
## PROPOSED DEVELOPMENT

The applicant proposes two sets of 2 containers (4 in total) with a footprint of 51m<sup>2</sup>. The 4 x 20ft containers would be located in front of the existing building. The 4 containers would be stacked in a 2-offset above the lower 2 and involve excavations to enable the containers to be sited on level ground in different directions and to enable access to each container level from the prevailing ground level.

### Diagram 2: Site Layout



### Diagram 3: Sections



### STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no objections to the proposals. There were no representations from members of the public. The following comments were received:

**Environmental Protection:** No objection but interested to know if the Policy on Siting and use of containers – Appendix 6 to the LDCP still applies? Also there is no indication of what would be stored in the containers, assume this won't be hazardous materials?

### LEGAL AND POLICY FRAMEWORK

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

- Intermediate Zone
- LDCP Appendix 6: Policy on the Siting and Use of Containers

### OFFICER'S ASSESSMENT

**Proposed Use:** The containers will be used for storing garage-related items only, while no details have been provided it is not expected that this would result in any nuisance created (in line with Appendix 6 Policy 6.5)

**Dimensions:** The containers are standard sized 20ft shipping containers as highlighted under (in reference to Appendix 6 Policy 6.3)

**Structural Implications:** The containers will not be used for living accommodation, and would therefore not require approval under the Building Regulations. Can therefore be supported (reference to Policy 6.4)

**Maintenance:** if approved, a condition to ensure maintenance monitoring may be incorporated in order to mitigate against deterioration - subject to the Amenity Order under the Planning Ordinance that may require its removal (reference to Policy 6.7).

**Effects on Views & Proximity to Neighbouring Dwellings:** The proposed containers will be visible from the road and from inside the existing employment area. The containers will be in close proximity to the front façade of the building result in obscuring existing windows and, in part, a roller-shutter door in the front elevation of the building. The building itself is well designed and of high quality such that it has a positive impact on the visual amenities of the employment area as do other buildings opposite including that containing Brian's Tyres and Shape's warehouse. Policy 6.10 indicates that *"containers will not be permitted.....in front of the forwardmost part of the nearest building in the direction of a public road."*

There also appears to be considerable space behind the building which could possibly accommodate the proposed containers. Notwithstanding, there are already 4 containers to the front of the government garage and there is a whole employment site plot to the south of the application site which is made up entirely of containers.

It is clear that the employment area was well designed and thought out when originally conceived and that the proposed development would result in damage to the visual amenity of the area and would detract from the building which the containers would be sited in front of. This would result in 8 containers to the front of the building, albeit that the existing containers are more sensitively located in a less obvious position. It is therefore to be preferred that a permanent, higher-quality solution is found to provide the storage needed and it is therefore recommended that this proposal is only for a limited period to enable the applicants to seek a permanent solution for this storage need.

The containers would not be sited within 10m of any neighbouring dwellings. The site is at a cul-de-sac which terminates at the local quarry. It is not situated within any residential area, albeit that there is a residential area to the south of the application site. It is therefore not considered that the principal view from the dwellings would be harmed by the proposed development.

The policy also requires that if a container is sited on an employment or industrial site it is to be painted grey and so maintained.

The proposals do not include roofing or a rainwater collection system; however, if this is a temporary consent, then this can be required and conditioned dark slate grey to blend in with the surrounding environment to accord with Policy 6.12 and 6.13, if a more permanent solution is to be provided.

It is considered that the proposal would result in harm to local visual amenities but that a temporary consent could be allowed in the shorter term to enable storage to be undertaken prior to a permanent solution being provided.