# Planning Officer's Report – LDCA NOVEMBER 2026

| | |
|---|---|
| **APPLICATION** | **2026/86 –** Proposed Access Road including Excavation and Fill to Land |
| **PERMISSION SOUGHT** | Full Permission |
| **REGISTERED** | 01 July 2026 |
| **APPLICANT** | Fiona Allen |
| **PARCEL** | TH020261 |
| **LOCALITY** | Crack Plain, St. Pauls |
| **ZONE** | Intermediate |
| **CONSERVATION AREA** | None |
| **CURRENT USE** | Vacant |
| **PUBLICITY** | The application was advertised as follows:<br>▪ *The Sentinel* Newspaper on 09 July 2026.<br>▪ A site notice displayed in accordance with Regulations. |
| **EXPIRY** | 23 July 2026 |
| **REPRESENTATIONS** | None |
| **DECISION ROUTE** | ~~Delegated~~ / **LDCA** / ~~EXCO~~ |

## A. CONSULTATION FEEDBACK

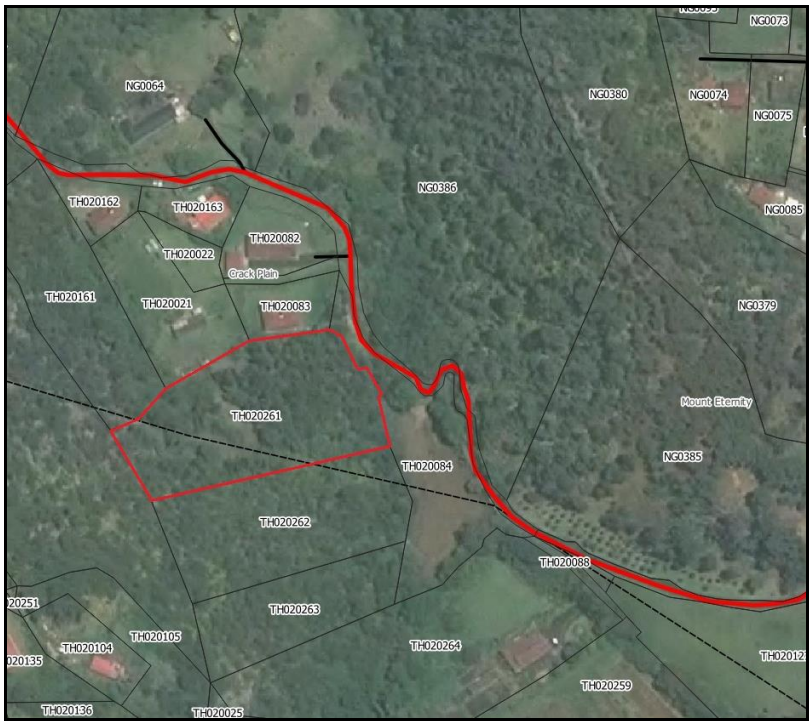
| | | |
|---|---|---|
| 1. | Sewage & Water Division | No Objection |
| 2. | Energy Division | No Response |
| 3. | Fire & Rescue | No Objection |
| 4. | Roads Section | No Objection – Comment |
| 5. | Property Services | No Objection – Comment |
| 6. | Environmental Protection | No Objection |
| 7. | Environmental Health | No Objection – Comment |
| 8. | Agriculture & Natural Resources | No Response |
| 9. | St Helena Police Services | No Response |
| 10. | Aerodrome Safeguarding | No Response |
| 11. | Economic Development | No Response |
| 12. | National Trust | No Response |
| 13. | Sure SA Ltd | No Objection |
| 14. | Heritage Society | No Objection |
| 15. | Maritime | Not Applicable |

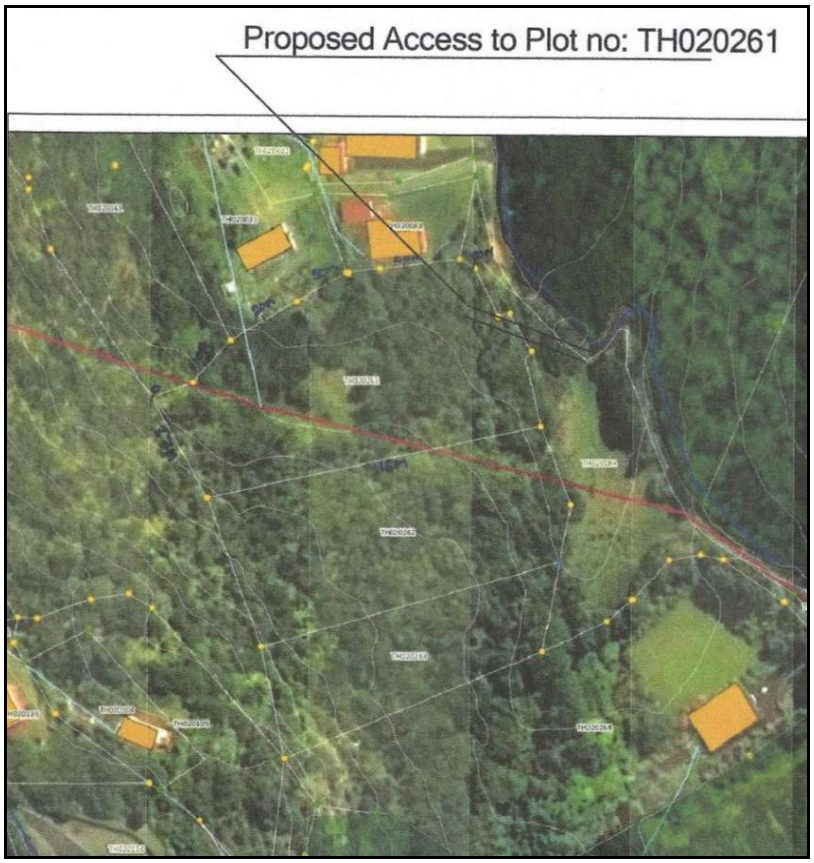
## B. PLANNING OFFICER'S APPRAISAL

### LOCALITY & ZONING

The proposed development site is located at Crack Plain in St. Pauls, which is primarily a residential area, designated within the Intermediate Zone and has no conservation area restrictions.

**Diagram 1: Boundary & Location Map**



**PROPOSED DEVELOPMENT**

The Developer is proposing to create a new access road to their plot of land, which is currently vacant, overgrown and undeveloped. The access road will connect to the existing, main road from Rosemary Plain to Crack Plain and is proposed to be about 35m long by 3.2m wide with a gradient of 0.6m approximately. To develop the access road, some Cedar trees will have to be removed prior to excavation works commencing.

The access road will pass through a section of Crown land that is managed by Agriculture & Natural Resources Department (ANRD). Property Services have advised that ANRD has agreed to allow the Developer to use this section of Crown land to access their property.

**Diagram 2: Site Plan**

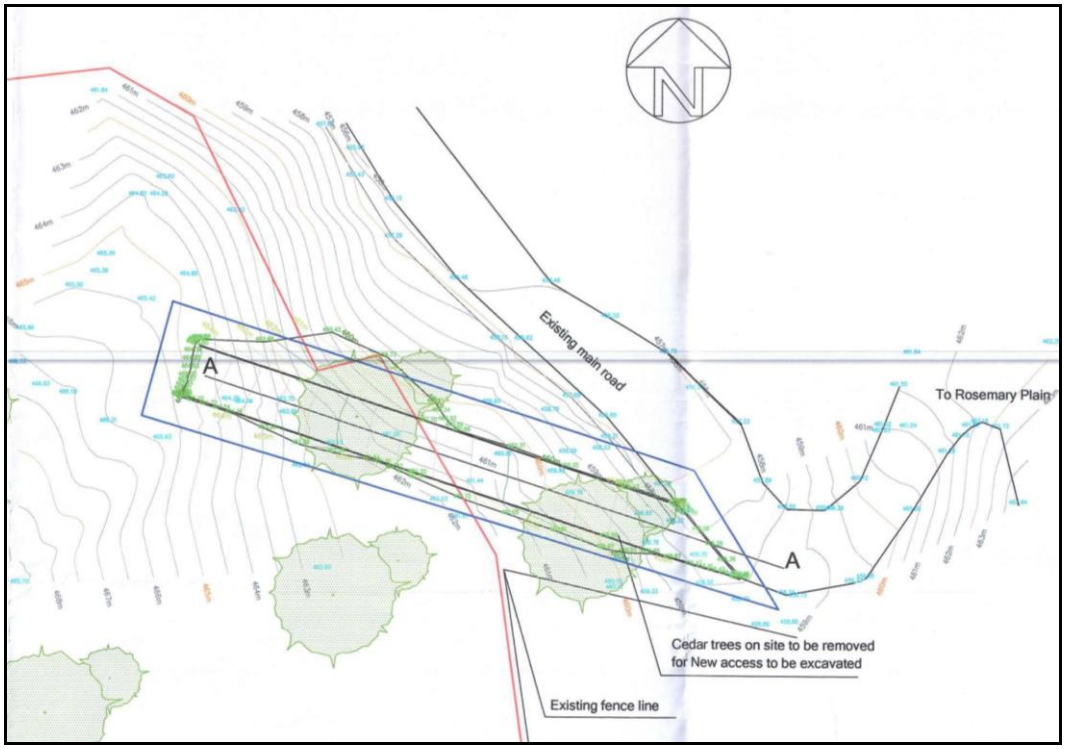
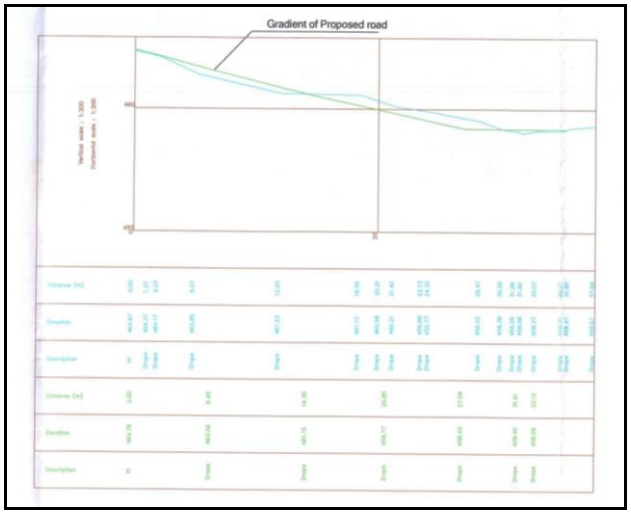



**Diagram 3: Site Section A-A**



**STAKEHOLDER FEEDBACK & REPRESENTATIONS**

There were no objections or representations received from stakeholders or any members of the public. However, comments were received from *Environmental Health, Property Services* and *Roads Section*, as detailed below.

**Environmental Health**

Assuming that all the permissions has been granted to access property not owned by the applicant.

**Property Services**

The access route has been in discussions with ANRD and approved. ANRD requested Land Registry to produce and register an easement over this Crown land for the applicant to access her property.

**Roads Section**

3.8 Storm Water Drainage

The Road section shall endeavour to keep highway drains clear and free of blockages.

The Roads Section is required to approve any new or modified accesses onto a public road or Highway. As one of the conditions for this approval, it is clearly stated in the Land Development Control Plan that the applicant must be fully responsible for any storm water flowing from the existing public road onto the property and should bear the cost of installing drains as appropriate. If appropriate, conditions should also require the applicant to be fully responsible for managing any storm water that falls on the development site. Storm water /roof water shall not be discharged onto the public highway.

**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:

- Intermediate Zone: Policies IZ1 a), b), c), f) and g)
- Roads & Transport: Policies RT1 and RT3 a) and b)
- Storm Water:
- Natural Heritage NH1

**OFFICER'S ASSESSMENT**

In assessing this development proposal, the main considerations pertain to principle of development of the application site and the Intermediate Zone and Roads and Transport policies in establishing this new access road to the Developer's undeveloped plot of land at Crack Plain.

Principle of Development:

The applicants indicate that the purpose of creating the newly proposed road to the Developer's plot of land, is to gain access to the land site to be able to survey/ assess the terrain for designing a suitable dwelling to build on the site. This is therefore the first stage of the applicant's development process, as the site is currently inaccessible due to being a completely undeveloped land site.

In relation to the principle of development, the whole proposal includes a change of use to housing land; notwithstanding, the development of a house is not proposed at this stage and only a proposed access road can be considered. An application will need to be submitted in due course for a change of use and proposed dwelling house and will be assessed separately.

It is considered that the proposed access road would be acceptable in principle in line with LDCP Policy IZ1 g) and RT1 which require that development demonstrates the availability of safe vehicular access. Details of the access are considered below.

Other Considerations:

Road and Transport policy RT3 a) states; "*Development permission …served by access from existing roads…will be granted only where a) geometry and visibility at the access crate safe highway conditions… and b) existing road drainage is safeguarded or otherwise will be granted for the construction of new roads… provided that, in the design and layout of the roads to achieve safe conditions…*" There is no objection from Roads Section and it is therefore considered that the proposed access road would be acceptable.

The Developer has agreement with both the owner, Crown Estates, of the land parcel through which the access will pass and the management body, ANRD, with an already implemented easement.

Some Cedar trees are to be removed. Policy NH1 relates to protection of native trees and the removal of these trees, which are not subject to a Tree Preservation Order, is considered to be acceptable.

There were no objections or representations received during the public consultation period.

To conclude, considering the points as outlined above, the newly proposed access road is considered to comply with the relevant Intermediate Zone and Road & Transport policies and therefore can be supported.