

Planning Officer's Report – LDCA AUGUST 2021

APPLICATION	2021/43 – Construction of a Bus Shelter
PERMISSION SOUGHT	Permission in Full
REGISTERED	3 rd June 2021
APPLICANT	Property Division, St Helena Government
PARCEL	SH0498
LOCALITY	Red Hill Junction, Levelwood
ZONE	Intermediate
CONSERVATION AREA	None
CURRENT USE	Vacant Crown Land
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 4th June 2021▪ A site notice displayed in accordance with Regulations.
EXPIRY	18 th June 2021
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection
2. Energy Division	No Objection
3. Fire & Rescue	No Response
4. Roads Section	No Objection
5. Property Division	The Applicant
6. Environmental Management	No Response
7. Public Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	No Objection - Comments
10. Aerodrome Safe Guarding	No Response
11. Sustainable Development	No Objection
	Comment: The SD team supports development of infrastructure in the

	Levelwood District)
12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Response

B. PLANNING OFFICER’S APPRAISAL

PLANNING HISTORY

Development permission was granted in August 2019 for the construction of a bus shelter within the Levelwood district, near Quincy Vale sheltered accommodation at Red Hill – Application reference 2019/55.

The application was to site a bus shelter on the eastern side of the main road, where it would be positioned in front of the existing government landlord housing. Excavation was to be undertaken on the western side of the road to improve the layby area, which would allow visibility either direction on the main road, thereby creating a safe crossing for passengers and enabling free flow of traffic when the buses are stationary. During the consultation period of this application, no representations was received from the public.

Diagram 1: Application 2019/55 Location of Bus Shelter

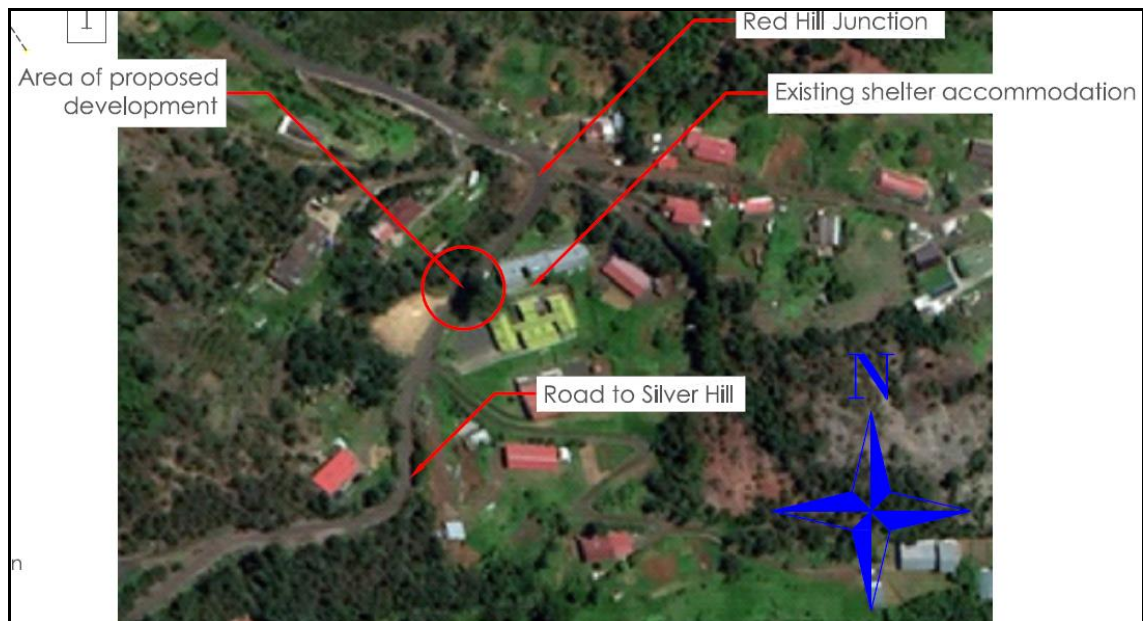
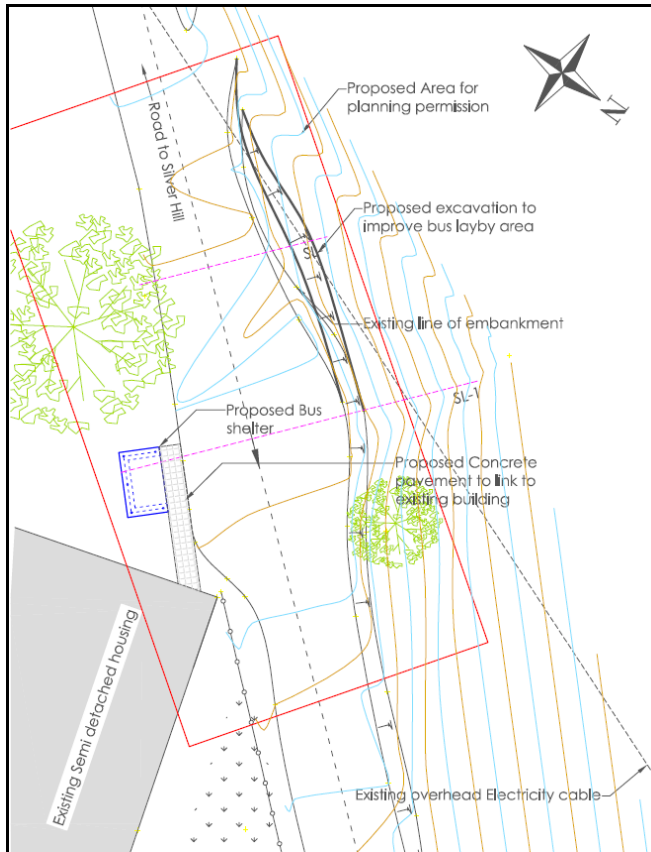


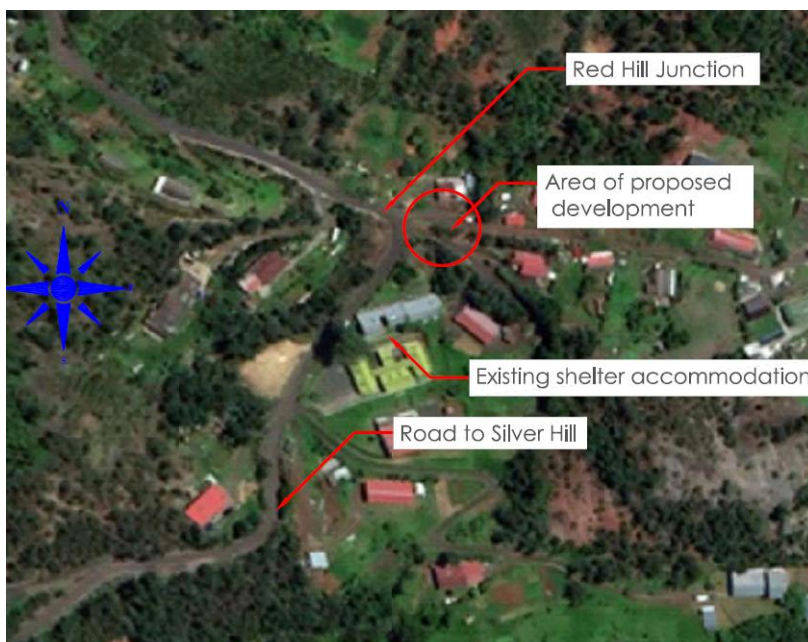
Diagram 2: 2019/55 – Approved Site Plan



LOCALITY & ZONING

The request now is to consider constructing the bus shelter at a new location further north at the Red Hill junction. The site is still designated within the Intermediate Zone with no proposed conservation area restrictions.

Diagram 3: Location Plan



THE PROPOSAL

The area for the development is approximately 7m east of the junction, where it will be situated on the south side of the road to the Red Hill area. In order to accommodate a level platform for the bus shelter, excavation into the existing slope will be needed, where gabions will be constructed to the ground level of the existing road as supporting foundations. A concrete slab will then be poured on top of the gabions to provide a base for the bus shelter to be installed.

Diagram 4: Site Plan & Section

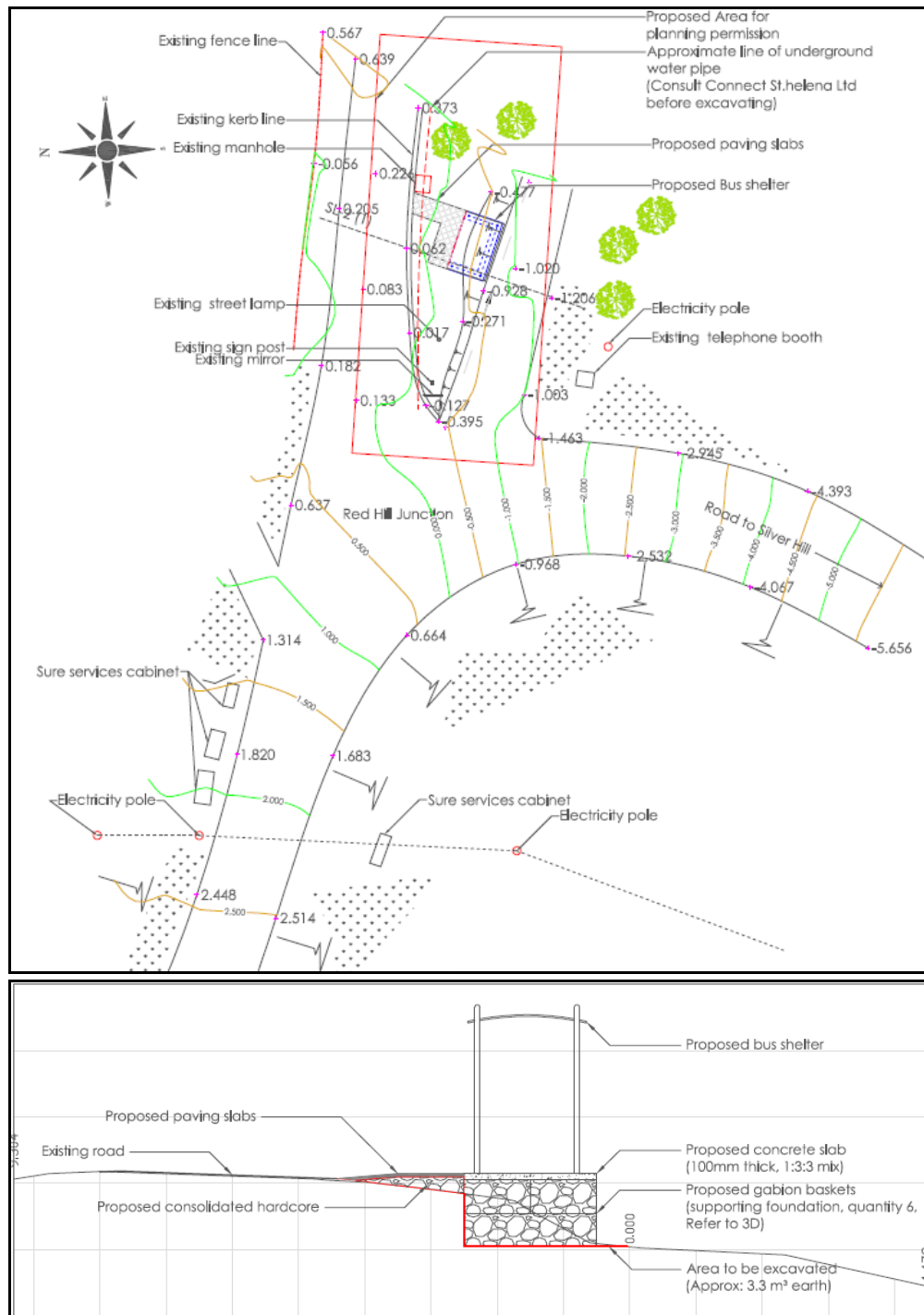
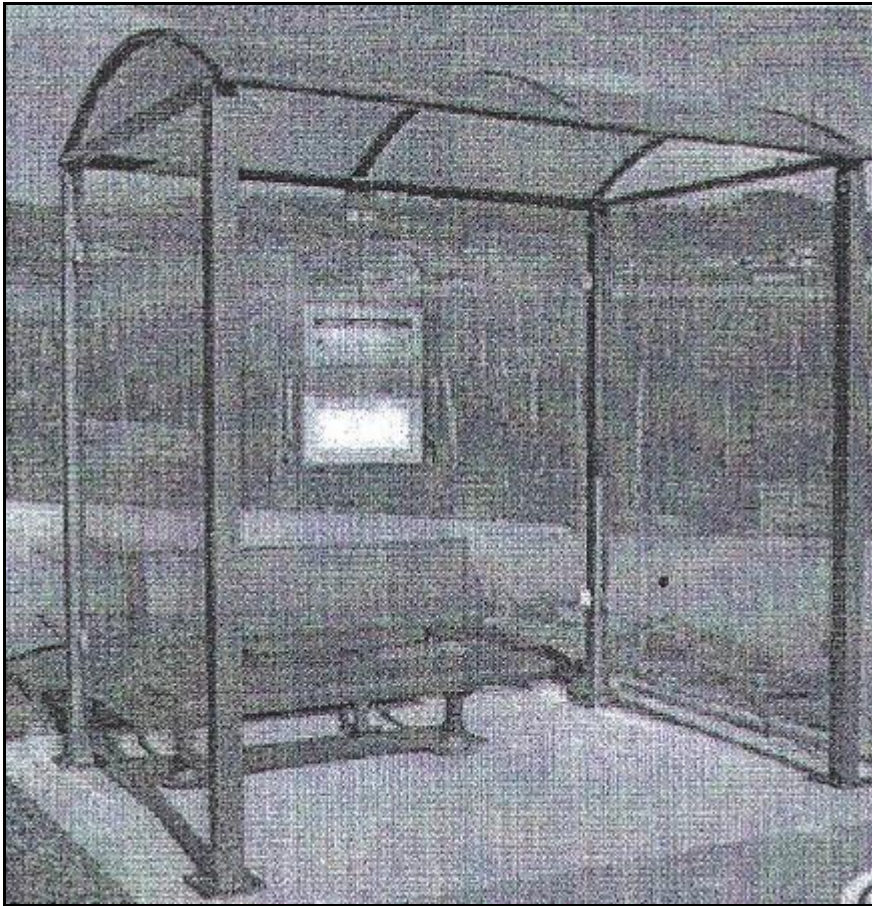


Diagram 5: Proposed Bus Shelter



The structure itself is what is being used around the island currently. Known as the 'Malta Bus Shelters' they have been designed to integrate harmoniously into rural or urban environments. The sides and rear are made from glass and the roof from polycarbonate. The dimensions of the shelter are 2.65m x 1.5m.

No representations were received from any statutory body or members of the public. As part of the pre-application discussion with the Planning Officers, the applicant was advised to carry out public consultation with the residents within the area to determine how many people use the bus service, the frequency and whether they support the location and if not, suggest an alternative location for the bus shelter.

The total number of residents who received the questionnaire was 37, 18 of which responded with support of the proposed location.

POLICY CONSIDERATION

The proposed development is assessed against the LDCP Policies set out below:

- Intermediate Zone: Policies IZ1a

OFFICER'S ASSESSMENT

The layout of the development does not take into consideration the current bus service routes and the pick-up and drop off points in this area. Currently buses informally stop across the junction as they are ready to head towards Silver Hill. Vehicles that are coming from Woody Ridge will then attempt to overtake on a blind bend, where they risk a head on collision with another unsuspecting vehicle.

Although the layout of the bus shelter may be acceptable in terms of utilisation of land that would otherwise be considered undevelopable, its location in close proximity to a junction, steep incline and blind bend will continue to encourage unsafe highway practises i.e. – stopping on a blind bend, reversing onto a main road from a side road. In comparison to what was approved, application referenced 2019/55 provided a safer area for the bus shelter to be located with clear line of sights due to a layby also being created. In conclusion, this proposed development will formalise and encourage unsafe highway practises and therefore cannot be supported.