

Planning Officer's Report – LDCA FEBRUARY 2025

APPLICATION	2024/64 – Proposed Covered Area - consisting of 2 x 20ft Containers to either side with an Apex Roof over
PERMISSION SOUGHT	Full Permission
REGISTERED	18 th December 2024
APPLICANT	Capital Programme Section, EDIP, St Helena Government c/o Kyle Shoesmith
LOCALITY	Break Bulk Yard, Rupert's Container Handling Port Facility
ZONE	Coastal
CONSERVATION AREA	None
CURRENT USE	Break Bulk Yard in Construction
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 20th December 2024▪ A site notice displayed in accordance with Regulations.
EXPIRY	10 th January 2025
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection
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 Response
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 - Comments
15. Maritime	No Objection - Comments

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The application site is within the Break Bulk Yard, Rupert's Container Handling Port Facility, formerly Haytown House Gardens. Haytown House is situated directly south of the site and the surrounding garden walls is Grade III Listed, with the plot designated within the Coastal Zone.

Diagram 1: Location Plan



PROPOSED DEVELOPMENT

The new industrial facility for cargo operations at new Rupert's port includes a break bulk area. This will be used to facilitate cargo arriving on the ship, this area will be used to store and secure cargo arriving in flat racks and as loose cargo consisting of various merchant cargo and private cargo. This cargo is discharged from the ship on pallets, in bundles or crates etc. and arrives with no appropriate outer protection. The cargo stored in the break bulk yard is owned by different consignees and importers, and will remain under the control of Customs before being collected by various importers. In accordance with the Customs and Excise Ordinance 1999, Third Schedule, Wharfage and Warehousing, legally the importer has a period of 10 days after the day on which they are landed to collect before being charged; therefore it is the responsibility of Customs and the Security Company to ensure the goods are secure during this time. During this time all efforts for securing and relieving liability to SHG has to be ensured.

The original approval included two containers located to the north-east of the break bulk yard. As a replacement and to provide an enlarged covered area, this proposal is to construct a covered area consisting of 2 x 20ft Containers to either side with an apex roof over covering an area of 18.1m wide and 7.1m deep (128.51 sq.m). The apex will be a maximum of 4.7m above ground level. The covered area will allow Customs to store unprotected imports safely for a duration of time without the items being spoiled

or damaged, therefore avoiding goods having to be disposed off/compensation given for these items. At present such items are secured appropriately at the Jamestown wharf.

The applicants indicate that if this shelter is not approved (or a similar structure is not implemented), then Customs will not have the facilities to secure such items while under Customs control and will therefore not fulfil the legal responsibilities as required under the current ordinance.

The applicants indicate that the two 20ft shipping containers can serve a purpose of securing palletize pharmacy goods, building materials like cement and vital food supplies as they will give additional protection from animals, rodents and the weather. The covered area will be open sided providing a ventilated area to store perishables, electricals, and hazardous aerosols etc. These types of cargo need ventilation however still require shelter.

Other items that are more durable can remain on the hard core surface within the fenced perimeter of the Break Bulk Yard. The positioning of the structure has been selected adjacent to the southern boundary of the Break Bulk Yard, where the usual wind directions will avoid rain, dust and vehicle fumes, from blowing onto cargo.

Diagram 2: Proposed Site Layout

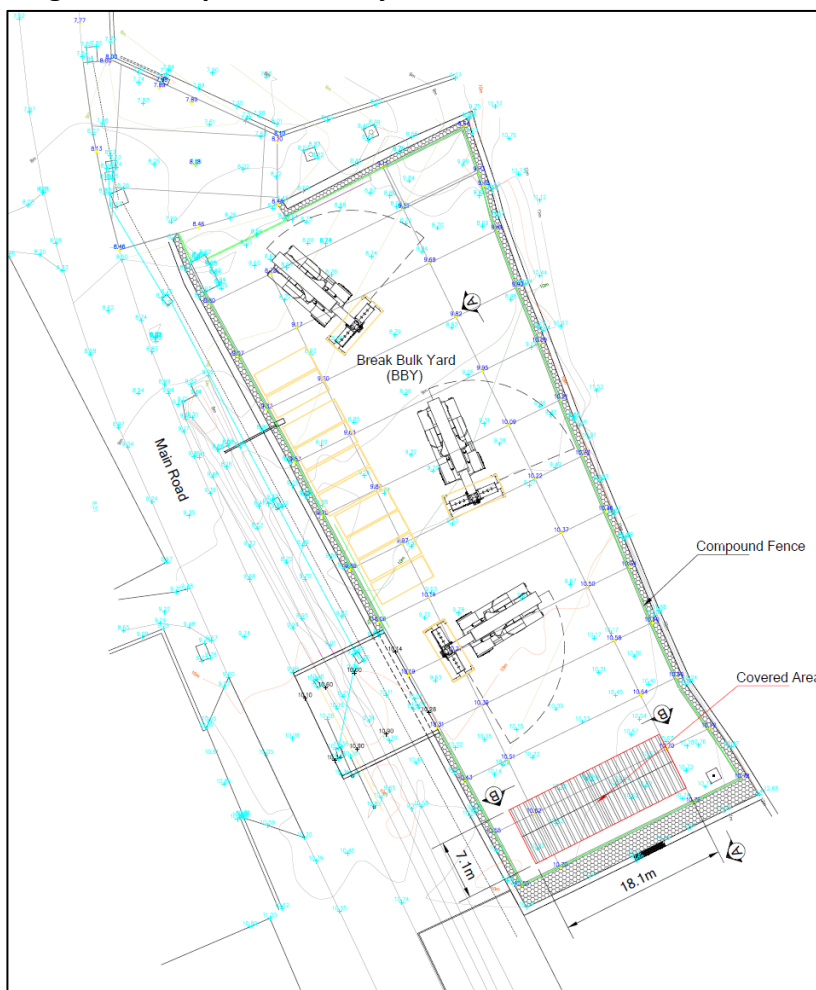
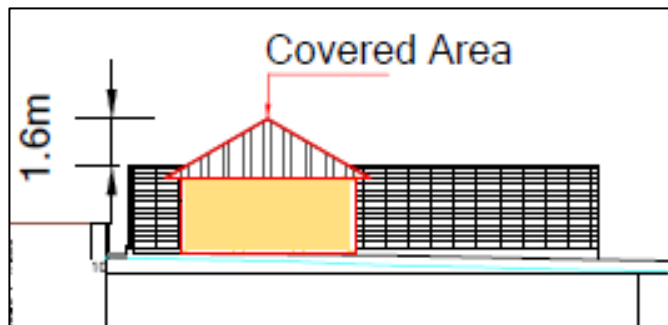
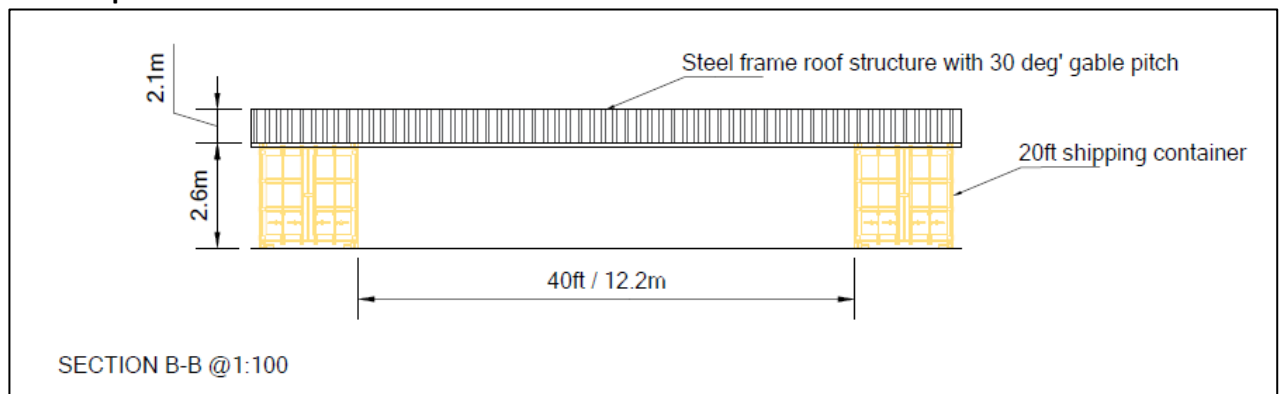


Diagram 3: Proposed Elevations



STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no objections received from stakeholders during the consultation period with exception to the Heritage Society and comments made by Maritime. No representations was received from any members of the public.

Maritime/Acting Harbor Master – No Objection: ‘I fully support this application due to the fact that this structure is critical to managing the islands perishable supplies.’

Heritage Society – Original Comments: No Objection: ‘This structure as designed in the form of a steel gantry supported on two containers is materially damaging to the setting of Grade II Listed Haytown House therefore not complying with LDCP policies BH1a and b. It therefore needs redesigning or a refusal of development permission.’

[Planning Officers Comments - The applicant submitted a revised scheme indicated in diagram 3, where the gable design is no longer north/south facing and has now been amended for the gable to be situated on the eastern and western elevations towards the hillside and main road. This has resulted in the ridge height being lowered from 2.3m to 2.1m in height.]

The Heritage Society were consulted with by the applicant on this change and has now rescinded their objection, stating the revised structure should have a roof pitch approximately matching that of Haytown House.

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:

- Coastal Zone Policy CZ1
- Built Heritage BH1 & BH2
- Employment Premises: EP1 & EP3

OFFICER'S ASSESSMENT

The Break Bulk Yard was approved under development application 2020/41 as part of the Rupert's Container Handling Port Facility. Activities within this Yard as stated within the approved application was the storing of break bulk items and the parking of container stackers.

The siting of this structure, together with its scale and form, will have a visual impact on the setting of Grade III Listed Haytown House Grade, particularly when viewed from the northern elevation of the House. While a higher design quality could have been provided by a built for purpose building, rather than the use of containers to support an Apex roof, containers will be prevalent in the break bulk area and covers supported by containers are a feature elsewhere on St Helena. The proposal would result in some minor harm as a result of its design, siting, scale and massing. The applicant's revised scheme reduced the harm from that of the original submission so that the high point of the apex coincides with that of the verandah on Haytown House and shares a similar pitch and style. As such, it is not considered that the harm identified would be so significant and therefore the proposal is considered in accordance with Policies BH1 & BH2 in respect of impact on the Built Heritage.

The proposed structure at over 500 cubic meters with a apex height of 4.7m will be visible from public viewpoints along the spine road and public footpaths either side and through Rupert's Valley The roof structure will only protrude approximately 1.6m above the top of the site's security fencing that will sit behind and to the sides of the proposed covered area. Given the structure would be located within a break bulk yard with an industrial/warehousing use, it is not considered that the overall impact would detract from visual amenities of the locality.

In respect of residential amenity, the occupiers of Haytown House would be the most affected. However, given that the use of the Break Bulk Yard has already been granted consent, the only issue is: in moving the container area to the southern boundary, whether any significantly greater noise and disturbance would occur. The proposed development is supporting activities that were already permitted within the yard, as well as being no change in comparison to operations such as large machinery and cargo being placed within close proximity of the southern fence, which could be considered more of a nuisance to the residential property. As it would not intensify or deviate from the currently approved use, it is not considered that the proposed development would result in any adverse impact on the amenity of the residential occupiers.

It is therefore considered that the proposal is acceptable in line with Coastal Zone, Built Heritage and Employment Premises Policies.

