

Planning Officer's Report – LDCA FEBRUARY 2025

APPLICATION	2025/02 – Retention of Installation of Electric Vehicle (EV) Charger
PERMISSION SOUGHT	Full Permission
REGISTERED	16 th January 2025
APPLICANT	Derek Pedley
LOCALITY	Museum Car Park, Jamestown
ZONE	Intermediate Zone
CONSERVATION AREA	Heritage Coast
CURRENT USE	Car Park
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 17th January 2025▪ A site notice displayed in accordance with Regulations.
EXPIRY	31 st January 2025
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

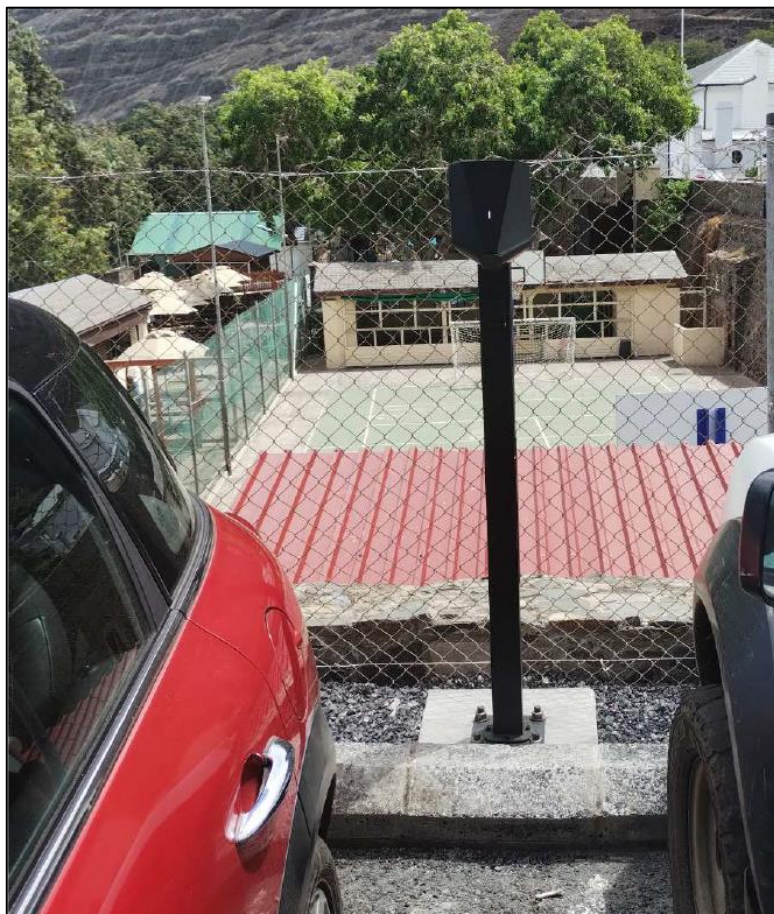
1. Sewage & Water Division	No Objection
2. Energy Division	No Objection
3. Fire & Rescue	No Response
4. Roads Section	No Objection
5. Property Division	No Response
6. Environmental Management	No Response
7. Public Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	Not Consulted
10. Aerodrome Safe Guarding	Not Consulted
11. Economic Development	No Objection
12. National Trust	No Response
13. Sure SA Ltd	No Response
14. Heritage Society	No Objection
15. Maritime	Not applicable

B. PLANNING OFFICER'S APPRAISAL

Diagram 1: Location Plan



Diagram 2: EV Charger in situ



PROPOSED DEVELOPMENT

The EV charger and associated EV vehicle charging bays were approved under development application 2024/33 as an EV charging station for a temporary period for four months until January 2025 when Planning Condition 1 required the unit to be removed. This current application for the retention of the charger only was submitted within the four-month temporary period. The request is to retain the installation of the EV charger within the Museum Car Park. The charger itself is approximately 256mm x 193mm x 106mm and finished in black.

The applicant has confirmed that none of the public parking spaces near the charger are requested to be specifically allocated as part of the proposal for permanent retention of the EV charger. The applicant is aware that permission should, in any event, be sought from the Highway Authority who are responsible for parking spaces/the public car park prior to any parking spaces being used in connection with the retained charger.

STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no objections received from stakeholders or members of the public. Comments from the Economic Development Portfolio were as follows:

‘Economic development portfolio fully supportive this application. It is fantastic to see that the EV trial project has led to the potential permanent use of this site as a charging point for EV vehicles. Hopefully leads to more EV imports and charger points installed and provide impetus/focus for more green energy generation on Island.’

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 Policy IZ1 a), b),
- Built Heritage Policies BH1 c) & BH5
- St Helena Sustainable Economic Development Strategy 2023 – 2033

OFFICER'S ASSESSMENT

The application is to retain the installed EV charger at the Museum Car Park. Any member of the public, who owns an electric vehicle will have the opportunity to use the charger via an app provided to them by the applicant/service provider such that it will be a private service. The Charger unit would not be amended from that approved and can, as previously, be considered as supporting infrastructure.

Whilst there is a lack of policy within the LDCP (2012) specifically relating to EV Chargers, given there are a number of electric vehicles already on-island and there is the intention by the applicant to import additional EV vehicles imminently, this development would be in line with the (more recently published) St Helena Sustainable Economic Development Strategy 2023 – 2033 whereby this development can be considered as meeting the key objectives of ‘better infrastructure’. It is a material consideration that the later document supports this more sustainable transport which is in line with St Helena Policy for Climate Change and reductions in carbon emissions across the globe.

In terms of the siting and design, as previously, the Charger is very limited in scale, of dark colour and is located away from more historic/tourist areas such that it is not considered to result in any significant visual harm to the setting of any listed building or on the special character and appearance of the Jamestown Heritage Conservation Area itself.

As the applicant has not requested that any parking bays are associated with the EV Charger as an EV charging station, any non-EV vehicles will be able to park in the parking spaces nearest the Charger, even if/when EV vehicles need to be charged. It is of concern that there may be resulting inconvenience for other users of the public car park, in particular if EV vehicles are parked behind non-EV vehicles parked in the two bays nearest the EV charger. Or, if the parking spaces are full, that long cables may be stretched out over the car park area such that this could cause inconvenience. This is compounded by the “slow” charging nature of the EV charger such that the period of time being inconvenienced could be long. A suitable condition is proposed to ensure that other users of the public car park are not inconvenienced if EV vehicles cannot use the nearest bays to the EV Charger for charging.

Overall, this development will provide infrastructure that enables the opportunity for current and future electric vehicle owners to utilise a private service that is not currently available (subject to applying for the applicant’s app). By enabling this type of development, this should encourage the importing of electric vehicles by the local community and businesses, thereby reducing the need for vehicles to continue to be reliant on the immediate use of fossil fuels in the form of petrol or diesel, providing for a more sustainable solution for the island into the future.

The proposal would be acceptable in respect of Built Heritage Policies and those generally for the Intermediate Zone.