

Memorandum for Executive Council

SUBJECT

Development Application – Security Office

Memorandum by the Chief Secretary

ADVICE SOUGHT

1. **Executive Council is asked to consider and advise whether Full Development Permission should be granted, with Conditions, for the Siting of Port Security Office and Installation of Security Fence for a period of two Years at Rupert’s Wharf as recommended by the Land Development Control Authority (LDCA).**

BACKGROUND & CONSIDERATIONS

2. At the Land Development Control Authority meeting held on 6 November 2019, it was recommended that Full Development Permission be granted for the Siting of a Port Security Office and Installation of a Security Fence for a period of two Years at Rupert’s Wharf, subject to conditions as set out in Section D of the 6 November Report in Annex A and the Decision Letter in Annex B.
3. In accordance with the directions issued by the Governor in Council to the Chief Planning Officer on 14 April 2014 under Section 23(1) of the Land Planning and Development Control (LPDC) Ordinance, 2013, the Chief Planning Officer is required to refer to the Governor-in-Council all applications for Development Permission for the development on any land covered by water or land within 50 metres of land covered by water as clarified in paragraph 3 and 7 of the April 2014 letter.
4. A copy of the directions is attached at Annex C for easy reference.
5. **Section 17** of the LPDC Ordinance reads:

A grant of development permission may be of either of the following types –

- (a) Outline Development Permission, the effect of which is to give **Approval in Principle** to the proposed development which is the subject of an application, but not to permit (except to the extent, if any, allowed by conditions attached to the permission) commencement of development to take place, or

Open Agenda

(b) full development permission, the effect of which is to permit the development, subject of the terms and conditions of the grant of full development permission.

6. The following are the relevant Primary Policy clauses from the Land Development Control Plan (LDCP) that are applicable in respect of this development and these include:
- **Coastal Zone Primary:** Policies CZ1CZ1, CZ6
 - **Water Supplies:** Policy W2
 - **Sewage, storm and Drainage:** Policies SD1(b, c) and SD7
 - **Road and Transport:** Policy RT7

Whilst the proposed development has some direct and indirect implications in respect of the policies identified for consideration, it is considered however, that the general principles of these policies are not being compromised in the spirit of providing improved facilities on a temporary basis for the employees engaged in the security of the port facilities.

7. RATIONALE BEHIND THE PROPOSAL

7.1 The proposal is to provide more acceptable accommodation for the security officer operation at Ruperts Wharf providing 24 hour security in the area. Currently there are no office facilities for the security staff when operating in the area, except for a small prefabricated hut or their work vehicle as the only means of shelter. Whilst there are proposals being prepared for a more permanent facility when the whole of the port operation is located to Rupert's Wharf from Jamestown Wharf, in the meantime the proposal is to provide temporary facilities until the permanent facilities are designed and built and become fully operational.

7.2 There is no specific time scale for the delivery of a permanent facilities at Ruperts and as a short-term measure, temporary facilities will be provided to ensure the security officers have a respectable accommodation and facilities in the area for their work. The location is considered to be one which will prejudice future facilities and enable the temporary facilities to remain operational whilst permanent facilities are planned and constructed.

7.3 The development of the port facilities at Rupert's Wharf for all cargo operations is part of the economic vision for the Island that will see all shipping operations moving to Rupert's Wharf where considerable investment has already taken place to provide modern facilities for the transport of goods to the Island. This is

Open Agenda

part of an important operation for the future economic growth and prosperity of the Island.

8. DETAILS OF THE DEVELOPMENT

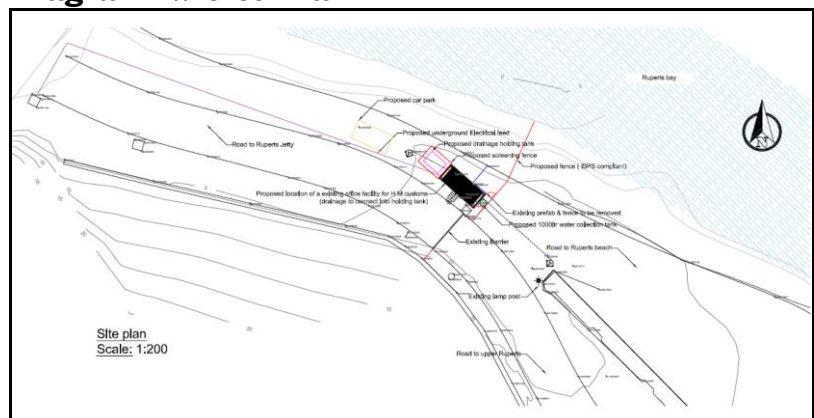
8.1 In order to accommodate the office, the existing prefabricated hut and fence will be removed. The office will then be sited on the north eastern corner of the barrier. The floor layout consists of an office and kitchenette area. An intervening lobby will separate the office from the toilet.

Diagram 1: Locality



8.2 Sewage will be dealt with by a holding tank, which will be emptied periodically. Rainwater from the roof of the building will be directed into a 1000 litre water storage tank with the overflow piped into the sea. Drinking water supply will be connected from the nearest water mains. Electricity will be fed via the existing underground cable north west of the site.

Diagram 2: Site Plan



This document is the property of the St. Helena Government; it is protected by copyright laws and by the Official Secrets Acts.

The unauthorised possession or copying of the document may result in civil or criminal penalties.

Open Agenda

8.3 This area will then be sectioned off with a fence, which is to be compliant with the International Ship and Port Facility Security Code. This fence comes in 3m sections at 2.9m in height. Secondly a screening fence will be erected around the holding tank to provide some form of visual shielding.

9. REPRESENTATION

9.1 One representation was received from the Heritage Society, which highlighted that although temporary permission was not an issue, permanent siting of this structure should not be allowed to continue indefinitely. Overall the content of this representation is not considered a material consideration.

10. CONCLUSION

10.1 Overall the proposal is to improve on the current unpractical situation employees face. Once a permanent facility has been sought, this temporary solution will be removed and the area reinstated to its current setting. The site is not currently utilised and therefore would not pose any detriment to the amenity of the area.

10.2. There are no policy issues that impact the proposal and as a temporary requirement the proposals can be supported to enable operational office facilities to be provided for the security officers who patrol the area.

10.3 In view of the process that has been followed to ensure the development proposal is considered in light of all the available information, the LDCA recommends to the Governor-in-Council to grant Full Development Permission with a number of conditions, as set out Section D of the LDCA report for 6 November 2019, attached as Annex B to this Memorandum. It should be noted that this development is within the Heritage Conservation Area and the area is supported by the strategic vision of the Sustainable Economic Development Plan.

FINANCIAL IMPLICATIONS

11. Executive Council acts as the Planning Authority in this case.

ECONOMIC IMPLICATIONS

12. The delivery and implementation of the development will promote growth in the construction sector and will contribute towards economic growth and prosperity. The construction sector faced some downturn after the airport project came to a close, and therefore this will be a boost to the sector, improving employment opportunities.

This document is the property of the St. Helena Government; it is protected by copyright laws and by the Official Secrets Acts.

The unauthorised possession or copying of the document may result in civil or criminal penalties.

Open Agenda

13. The proposal is to improve the working facilities for the security officers patrolling the area and ensure that safe working conditions are provided for workers. This helps us to achieve our international Port designation, which will in turn contribute to the use of Rupert's Wharf in place of Jamestown for operations. The development of Rupert's Wharf in place of Jamestown would have positive landscape and tourism effects for the Jamestown Waterfront.

CONSISTENCY WITH INVESTMENT POLICY PRINCIPLES

14. N/A

PUBLIC / SOCIAL IMPACT

15. A negligible public/social impact is anticipated

ENVIRONMENTAL IMPACT

16. No Environmental impact.

PREVIOUS CONSULTATION / COMMITTEE INPUT

17. The development application was advertised for a period of 14 days to seek comments from the community and stakeholders on the development proposal.
18. Key Stakeholders have responded and their views have been considered by LDCA.

PUBLIC REACTION

19. There was one representation received from the Heritage Society following consultation and this has been considered as set out in paragraph 9.1 above
20. This could possibly generate public and media interest.

PUBLICITY

21. The decision will be covered in the Media briefing following the ExCo Meeting.

SUPPORT TO STRATEGIC OBJECTIVES

22. This paper supports the Effective Infrastructure goal and Strategic Objective 1.1 – 'Ensure effective investment in physical infrastructure'.

LINK TO SUSTAINABLE ECONOMIC DEVELOPMENT PLAN GOALS

23. The development will help to achieve goals 5 and 7 of the SEDP. Goal 5 of the SEDP is to Improve Land Productivity and Goal 7 is to improve infrastructure.

This document is the property of the St. Helena Government; it is protected by copyright laws and by the Official Secrets Acts.

The unauthorised possession or copying of the document may result in civil or criminal penalties.

Open Agenda

SOB

**OPEN /CLOSED
AGENDA ITEM**

24. Recommended for the Open Agenda.

Corporate Support
Corporate Services

19th November 2019

This document is the property of the St. Helena Government; it is protected by copyright laws and by the
Official Secrets Acts.

The unauthorised possession or copying of the document may result in civil or criminal penalties.