

Planning Officer's Report - LDCA November 2019

APPLICATION	2019/70 – Comprehensive Development Residential service plots, Government Landlord Housing, Green Space, Retail park, Road and Cap Parking
PERMISSION SOUGHT	Permission HYBRID (PART OUTLINE, PART FULL)
REGISTERED	05 September 2019
APPLICANT	Crown Estate
PARCEL	LWN0179, 0479, 0480, 0481 and 0482
SIZE	90.73 acres (367,171.28m ²)
ACTUAL SITE SIZE	11.0 Acres (44,420 m ²).
LOCALITY	Bottom Woods West Comprehensive Development Area, Longwood North
LAND OWNER	Crown Land
ZONE	Intermediate
CONSERVATION AREA	None
CURRENT USE	Vacant/Grazing
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper - 06 September 2019▪ Independent Newspaper - 13 September 2019▪ A site notice displayed in accordance with Regulations.
EXPIRY	27 September 2019
REPRESENTATIONS	One received from Mr A Pearce
DECISION ROUTE	Delegated / LDCA / EXCO
SITE VISIT	Preliminary site visit prior to the Application being made and formal site visit on submission of the Application

A. CONSULTATION FEEDBACK

a) Water Division	No Objection
b) Sewage Division	No Objection
c) Energy Division	No Objection
d) St Helena Fire & Rescue	No Objection
e) St Helena Roads Section	No Objection
f) Heritage	No Response
g) Environmental Management	No Objection –
h) Public Health	No Response
i) Agriculture & Natural Resources	No Objection
j) Property Division (Crown Est)	Applicants
k) St Helena Police Services	Not Consulted
l) Aerodrome Safe Guarding	Not Consulted
m) Enterprise St Helena (ESH)	No Objection
n) National Trust	No Consulted

B. DEVELOPMENT DETAILS SUMMARY (approximate / rounded figures)

The proposed development application covers number of plot areas, some that extend beyond the development application site. The total development application site is 11.0 acres (44,420sqm). For the purpose of this development application, whilst layout of the application site is detailed there is no detail for the amount of land that will be built upon for each plot. The LDCP policy advises that density of the development should be 20 houses per hectares. The density proposed is around 11 houses per hectares.

C. REFERRAL TO GOVERNOR-IN-COUNCIL

This Application to be Referred to Governor-in-Council (in accordance with Directive dated 17 April 2014): 1 – The development of a site (or a group of two or more sites in the same vicinity) which exceed (or exceed in aggregate) five acres in area.

The Governor-in-Council further directs by way of clarification, that paragraph 6 and 7 are intended to include (without prejudice to their generality) all of the following current or proposed capital programme projects name those known as:

CDA (Housing Development) – To develop new GLH units, service plots and homes for sale.

D. PLANNING OFFICER'S APPRAISAL

This is hybrid planning application seeking full planning permission for the new access road to the development, number of internal roads and development of number of residential parcels aimed at Government Landlord Housing, general layout of the development area and outline planning permission for the total forty residential plots (general market housing), retail park, open space and general amenity area. The applicant was encourage to submit a hybrid planning application in respect of this development proposal as it would be appropriate to deal with number of important detailed development issues which would be firmed at the early stage of the development process, such the access road to the site, the internal estate lay-out and in particular the location of the retail-park, amenity space, however the development of the individual housing plots, the retail development and the amenity open space to be shown as outline. The table below sets out the details of the proposed development and the area covered by each use.

Diagram 1: Location Plan



Table: The land-use distribution proposed for the development:

Use	Area (sqm)
Market Value Plots Homes	13,027
Affordable Homes Plots	5,299
Government Landlord Housing Plots	4,865
Retail Park	5,260
Green Space	3,964
Communal Play Area	576
Terrace	299
Road Surface	5,792
Miscellaneous:	5,338

Location

The application development area lies to the south of the Haul Road opposite the Bottom Woods Nature Conservation Area identified as important for wirebird conservation that lies north of the Haul Road. To the east of the site the Bottom Woods East CDA. To the south and east of the site is mix of residential and green land and to the west is mainly arable land and green area. The proposed development will be set away from the Haul Road with a land buffer of approximately ten meters that runs along the whole length of the Haul Road frontage. The access road to the development area running parallel south of the buffer.

The Bottom Woods West CDA is one of a number of comprehensive development areas that have been identified and allocated in the Land Development Control Plan as major housing area to meet the future housing needs of the Island and the proposal for this areas has been in the formulation stage for some time. The objective being to deliver housing in a more planned and comprehensive way with the appropriate services and facilities for the individual plots and for the area.

There is a single access to the development site from Haul Road, positioned probably on the most visible part of this road. It will be approximately 200m east of the new planned access road to the new prison site on the north of Haul Road. It will also provide a good visibility in both directions for the traffic joining the Haul Road from the new development. For the volume of traffic on the Haul Road and the likely traffic generated from the new development, including the future retail use, the “give-way” junction should be adequate with the use of appropriate warning and information traffic signs along the Haul Road.

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formal and informal access routes across the site that appear to have established over the years. This is set out in the Diagram 3 below.

Diagram 3: Road Access into the Development

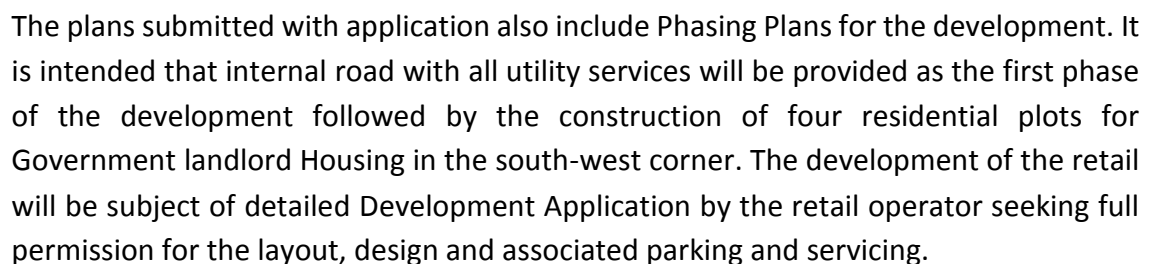


The roads have been designed to a good standard to help improve access and traffic management. The standard road width throughout the proposed development is 5.5 meters. The pavements in some areas are 3 meters wide. This will allow for the services to be installed within them to help keep the various services organised and tidy and easily accessible for maintenance and future development. There will therefore be adequate space for pedestrians safely whilst ensuring that appropriate street furniture can also be provided.

The site layout has been designed so that all plots will have relatively easy vehicular and pedestrian access. The layout has also had regards to the existing services, which could not be moved, the existing access roads and the private land surrounding the CDA. There is a reasonable slope of the land, the layout is designed to ensure that minimal excavation works is required to enable development.

The residential development of the proposal is to deliver forty residential units. This includes a mixture of market housing, starter homes, social housing and specialist housing and has been designed so that it can be in phased. The distribution of the housing tenure includes six parcels available for GLH development, ten parcels available for affordable housing and the remaining twenty four parcels will be for market value housing. This will also include a two storey building to provide single bedroom accommodation with ground floor units being wheelchair accessible.

Diagram 4: Development Layout



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and Phase 4 will provide 8 plots. This would then ensure that the future development of this site accords with the services that will be delivered in the area.

Diagram 4: Development Layout



Policy Consideration

The proposed development application is assessed against the Principle and Strategy of the Land Development Control Plan and in respect of the policies that apply and these include the following:

Principle 1 (3): to provide for and enable appropriate and well-located housing development, including for domestic demand

Intermediate Zone Policies: IZ1, IZ3, IZ4 and IZ6

Water Policies: W2, W3 and W4

Sewage and Storm Drainage Policies: SD1, SD2 and SD7

Solid Waste Policies: SW3 and SW4

Road and Transport Policies: RT1, RT1, RT2, RT3 and RT4

Social Infrastructure Policies: SI1(b), SI11

Housing Policies: H1, H2, H4 and H5

Employment Premises Policy: EP1

REPRESENTATION

Representation in respect of this application has been received Mr Pearce. He raises issues with regards to position of the access road that requires right turn across new road that will have fast moving traffic. He states that there is policy that states that there would be a proliferation of side road of this main road. Whilst the Haul Road is designed to provide improved transport access the Island from the airport, however there will be new development along this strategic road that will require access. Whilst the new development will increase vehicular movement along this road and within the vicinity of this development, however the new road and design of this junction would not considered to raise any major traffic issues.

The two storey development of plots 6 and 7 is considered to be out of place in the context of this rural setting and the development of the retail store is not appropriate use for the CDA. In the main, most of the development across this will be single storey, however, the applicant has introduced two storey development for two plots of GLH more provide a point of interest in the landscape. There are no design visual amenity issues across the site and the proposed two storey appears to be acceptable in this location. The development of a retail use within this site to ensure a more sustainable development and a local retail store is considered to be an acceptable use in a residential development. There are already existing residential use in the adjoining area to this site. A retail use would complement the residential neighbourhood and create local jobs.

OFFICER ASSESSMENT

The development proposal as set out in this application accords with the principles of the policy objectives in the LDCP. The Comprehensive Development Area were allocated to provide a comprehensive approach for the development and delivery of future housing, ensuring that the services and infrastructure is delivered to meet the needs of the area. The application is in compliance with the various LDCP policies against which the development has been assessed. Fundamentally, the Principle 1(3) is important in that the allocation and delivery of the housing development as set in the Housing Policy accords with this and the site assessment and development layout makes the best use of the land and its gradient. There is already considerable residential development along east and south of the sites that has been built over number of years and some it is very recent. The main access to the site from the Haul Road is well positioned in relation to other existing and proposed junctions.

The design details for the road for the main access road and the internal roads and access point to secondary links to existing routs will provide good accessibility around the development. The retail park and the openspace close to the café site, with a terraced are will also provide recreational and social space local residents, shoppers and

other visitors. The phasing of the development is more of a management of the future development, however what is most important is that the road network is provided with all utilities and services are underground to enable future development to proceed as plots are released and developed.

The main reason for insisting on a hybrid development application in respect of this development was to ensure that details of development layout, the access road and movement within the development are set out clearly at the initial stage as this was considered to be important in meeting the development principles. The outline permission would enable the details of the future development of each plot to deal with the layout of the house in terms of its footprint and design.

The details submitted with development, including a Design and Access Statement set out how this development will proceed and overall the design and layout of the development meets with principle set out in LDCP.

Prior to submitting this development application, application was made for a Screening Opinion in accordance with the Environmental Impact Assessment Regulations. In view of the environmental conditions and the nature of the site, whilst it is in close proximity to the Bottom Woods NCA, considered to be important for wirebird conservation, view was taken that from the evidence available and the screening undertaken that EIA would not be required. In light of the EIA that was submitted for the New Prison development application, it is considered that the decision made is acceptable.