

## Open Agenda

Copy No:

No: 16/2020

### Memorandum for Executive Council

#### SUBJECT

**Development Application - Comprehensive Development Area to Provide Access Road, Residential Service Plots for Private and Social Housing, Community Facilities Amenity Open Space and Retail Shop at Bunkers Hill**

Memorandum by the Chief Secretary

**ADVICE SOUGHT** 1. **Executive Council is asked to consider and advise whether Outline Development Permission should be granted, with Conditions, for the Proposed Comprehensive Development Area to Provide Access Road, Residential Service Plots for Private and Social Housing, Community Facilities Amenity Open Space and Retail Shop at Bunkers Hill as recommended by the Land Development Control Authority (LDCA).**

**BACKGROUND & CONSIDERATIONS** 2. At the Land Development Control Authority meeting held on 15 January 2020, it was recommended that only OUTLINE Development Permission be granted for the Proposed Comprehensive Development Area to Provided Access Road, Residential Service Plots for Private and Social Housing, Community Facilities Amenity Open Space and Retail Shop at Bunkers Hill, subject to conditions as set out in Section D of the 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 the Development of a site (or group of two or more sites in same vicinity) which exceeds (or exceeds in aggregate) five acres in area (Section 1).

4. A copy of the directions is attached at Annex C for easy reference.

5. Section 17 (a) of the LPDC Ordinance reads:

A grant of Development Permission may be of either of the

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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
- b) Full Development Permission - the effect of which is to permit the development, subject to the terms and conditions of the grant of Full Development Permission.

### 6. PLANNING POLICY CONSIDERATION

6.1 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:

1. Principle 1 (3): to provide for and enable appropriate and well-located housing development, including for domestic demand
2. Intermediate Zone Policies: IZ1, IZ3, IZ4 and IZ6
3. Water Policies: W2, W3 and W4
4. Sewage and Storm Drainage Policies: SD1, SD2 and SD7
5. Solid Waste Policies: SW3 and SW4
6. Road and Transport Policies: RT1, RT1, RT2, RT3 and RT4
7. Social Infrastructure Policies: SI1(b), SI11
8. Housing Policies: H1, H2, H4 and H5
9. Employment Premises Policy: EP1

6.2 In view of the Environment Impact Assessment undertaken in assessing the proposed development there is some impact on the local natural environment of the area. Whilst it may be considered to be significant due to the undisturbed nature of the area, mitigation measures will reduce the negative or adverse impact to make the proposed development acceptable. Similarly there are also a number of benefits arising from the development with the supply of land for future housing to meet the needs of the local residents and in particular, will add to the social housing stock. The most significant LDCP policies are those related to the allocation of the Bunkers Hill site for future housing as a comprehensive scheme to meet the future housing needs of the Island. Similarly, the proposed development is in compliance with the LDCP policies to enable the development to be delivered. There are also significant positive economic and social benefits arising from this development that will increase

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the supply and choice of housing land and boost the construction sector for job training and construction jobs.

6.3 The overall conclusion of the proposed development is that it can be supported as it is in compliance with LDCP policies and any adverse impact on the environment can be mitigated.

## 7. BACKGROUND OF DEVELOPMENT APPLICATION AND REPORTS

7.1 The area of land in Bunkers Hill that is the subject of this development application for comprehensive housing with associated community facilities has been allocated for such purpose in the current Land Development Control Plan 2012 and previous Land Development Control Plans and Strategic Development Plans for St Helena. It is only now that a local developer has been allocated this land parcel for future development by Crown Estates. The condition of this sale by Crown Estates is that the developer should obtain development permission for the future development of this land before the sale can be completed. The contract for this sale is still at a negotiation stage at present, however a pre-requisite of this purchase agreement is the need to ensure that development permission for the site is obtained by the developer.

7.2 Prior to the submission of the development application, the applicant sought advice from the Chief Planning Officer on documents and plans that would be required for consideration of the future development proposals for this area of land. For the development of such a vast area of land the applicant was advised that a “Hybrid” development application would be preferred, seeking full permission for the access road to the site, the main access road within the development site, indicative position of services roads, sewage and drainage and service infrastructure and outline permission for the housing plots and other proposed land-uses. The applicant was also advised that for the full permission, detailed plans and drawings would be required showing the exact alignment and construction design of the access road to the development site; and improvement required to the existing access road that will provide access to the new road to ensure the existing access road, which is a narrow single track, can be upgraded to take the level of increased vehicular traffic that will be generated by the new development, the detailed alignment and construction design of the main access road in the development site, the detailed layout service roads, location of all the services required for the scale of development proposed. For the outline permission detailed plans and drawings would be required showing the indicative

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layout of housing plots and location of other proposed uses (retail shop and community facilities, open space and amenity areas).

- 7.3 The development application should also be supported by a “Design and Access Statement” (D&AS) and Environmental Impact Assessment for the whole development. The purpose of the D&AS is to set out the objectives of the proposed development and options considered for the layout of this development and design principles for building the individual housing plots. It is most unfortunate that the development application has been submitted with the minimum of information that has been requested. There is no D&AS and plans that have been submitted do not provide sufficient information of how the access road and internal access road can be delivered as it has no regard to the land contours.
- 7.4 In view of the lack of detailed plans and drawings submitted with the development application, the LDCA decided that the whole development application should be considered as an outline development application. The applicant has been advised of the views expressed by the LDCA and has agreed that the description of the development application should be amended and application should be considered as OUTLINE development permission.
- 7.5 The Sustainable Economic Development Plan 2018 - 2028 (SEDP) has a vision for St Helena ‘to achieve development which is economically, environmentally and socially sustainable by increasing standards of living and quality of life; not relying on aid payments from the UK in the longer term; whilst affording to maintain the Island’s infrastructure; achieve more money coming into St Helena than going out and sustain and improve Helena’s natural resources for this generation and the next.’
1. To achieve this vision, the SEDP sets a goal to improve infrastructure by ‘using tax revenue and other funding streams for investments to improve health, education, water, electricity, transport, risk management and other infrastructure’.
  2. The development and investment in the local economy is important to the economic prosperity and social being of the Island and the development of good quality and sustainable housing on the Island to meet the needs of local communities is an important strategic development and investment for its

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future economic growth and prosperity that will provide housing choice for those wishing to return to the Island and in encouraging growth and providing accommodation for tourists. The development of new homes will boost the local economy, in particular the construction industry and will be attractive to Saints living abroad looking to return. Such development falls within the vision of the SEDP and 10-Year Plan and the ongoing programme for encouraging future investment in all economic sectors and will create employment opportunities and development of skills for the local people.

### 8. DETAIL OF THE DEVELOPMENT

8.1 The proposed development application provides up to 160 housing development plots, retail use, community facilities, amenity area and open space and amenity space may extend beyond the development application site. The total development application site is 55.0 acres (22.26 hectares). 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 housing plot. The LDCP policy advises that the density of the development for Bunkers Hill should be a minimum of 15 houses per hectare. The density proposed is around 11 houses per hectares.

**Diagram 1: Location Plan**



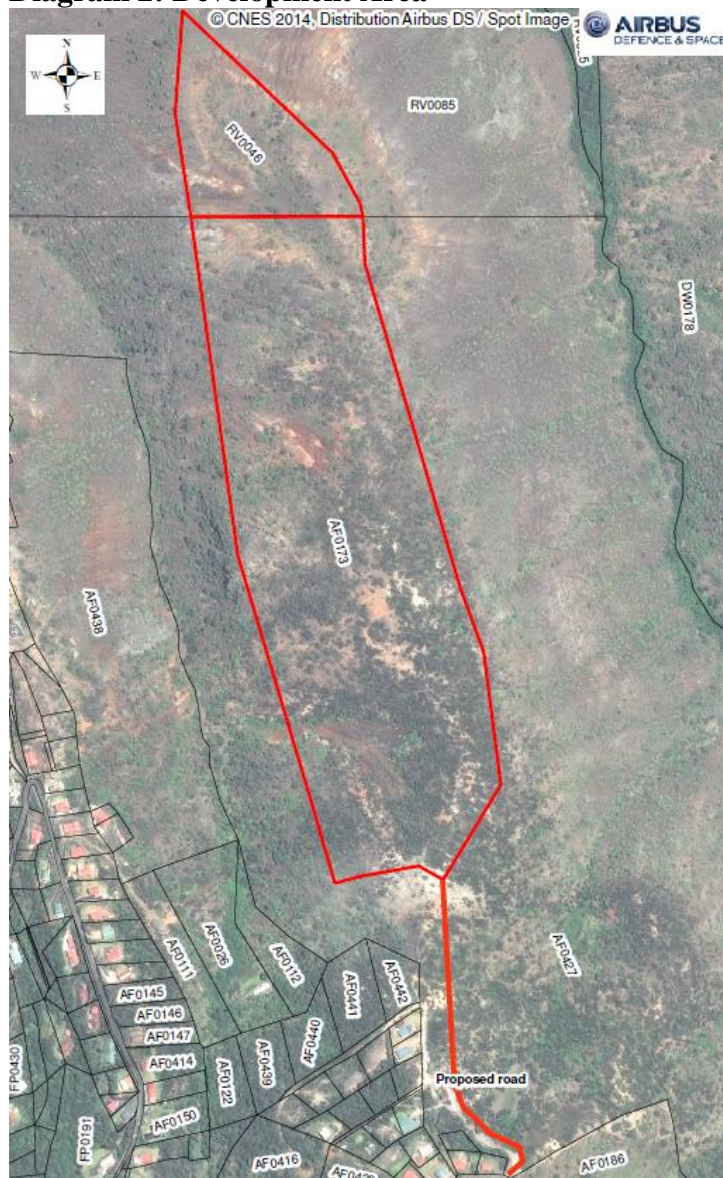
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8.2 This was initially a hybrid development application seeking full development permission for the position of the new access road to the development, alignment of the main access road into and through the Comprehensive Development Area at Bunker's Hill, the position of the internal secondary roads to serve the plots, other associated land-use for shop and community open space and the layout of the services (electricity, water and sewage and OUTLINE development permission for up to 160 (one hundred and sixty) home land parcels, the alignment of the internal secondary roads, the position of other land-uses that will includes shops, community facilities, open space and general amenity area for which full development permission will be required.

**Diagram 2: Development Area**



8.3 Following the decision of LDCA the application is now being

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reported as OUTLINE permission due to the level of information that has been provided by the applicant for the proposed development. The applicant has agreed with the decision of the LDCA in order to proceed with a decision on the proposed development.

8.4 The total area of development (excluding the new access road to the site) is 55 acres (22.56 hectares) and the built development would cover a land area of around 30 acres (12.14 hectares) for this development application. The current use of the area is as open landscape with a varying terrain with limited area of land that can be considered reasonably flat and therefore much of the future development in this area will require a degree of excavation to enable housing development on each of the development plots.

8.5 There are no distinctive landscape features in the area, however there is considerable vegetation, trees and bushes amongst some very barren areas. The land slopes downwards from east to west and also downward from south to north with contour level varying from 288m in the north-west to 350m in the east at a more central point, with highest contours at 415m in the southern area of the site. Whilst in some areas of the application site there is a gentle slope, some areas of the site are considered to have steep gradient.

8.6 Proposed Development: The development application site is located east of the housing neighbourhood in Alarm Forest with no direct road access to the two land parcels allocated for housing development in the Land Development Control Plan from an existing road network. The larger parcel in the south is within the Alarm Forest district and the smaller northern parcel is in Rupert's Valley district. This is a narrow linear site stretching from Alarm Forest to Rupert's Valley, approximately 1.7km in length north-south and approximately 250m at the widest point east-west. The land is allocated in the LDCA for up to 150 housing units and will require an access road to enable future development. The site has a very difficult terrain that requires careful consideration for development.

8.7 The proposed development will comprise of:

1. Haul and Access Road 1.7km in length and 5m wide
2. Approximately 150 – 160 homes that will include; 20+ social and affordable housing plots (single storey, split level, double storey) and approximately 130+ private market housing plots (single storey, split level, double storey)
3. Shopping (local grocer etc.) and community facilities
4. Recreational Area (Playground, Crèche etc)
5. Communal Septic Tanks
6. Aboveground HV Power Line to the development site from

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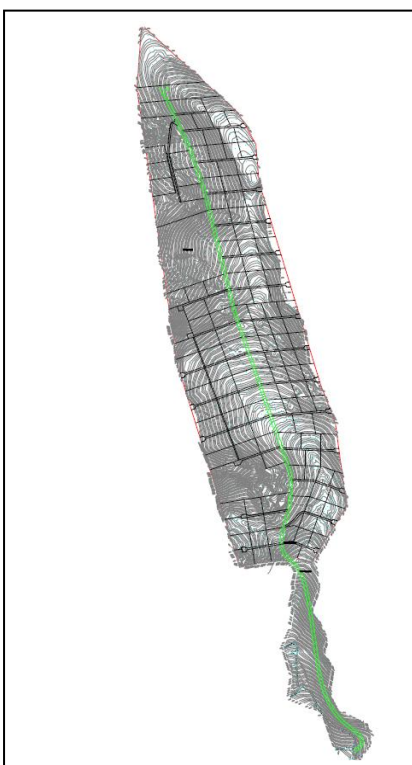
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Rupert's existing (Field road) 1050m (16 poles and 2 transformers)

7. Water line from existing residential connection above Bunker's Hill, approximately 1.2km.

8.8 The proposed development is to construct an access road of around 450m, on the western side of land parcel reference AF0427, from the most north-easterly point of the existing Alarm Forest access road northwards towards Rupert's Valley. Although no design and construction details of the access road have been provided with the application, however the alignment of the road can be considered to be sufficient, forming part of the development application to determine how the development site will be accessed from the existing primary and secondary road network in the Alarm Forest area. The future design and construction of the road will be required to meet the construction standards recently approved by the Highways Authority and adopted by the Roads Teams. It will also be subject to an appropriately worded Condition on the development permission that will require full design and construction details to be provided and approved before construction of the road starts. This may also require some improvement, if considered necessary to the existing access road in Alarm Forest to ensure that it is able to support the increase in the number of vehicles likely due to this development.

### Diagram 3: Development Layout



8.9 Proposed Development Layout: The main access road through the development site will be aligned centrally south to north, whilst it is shown to be straight, however there may be some slight deviation once more detailed design is worked out to follow the land contours. There will be number of service roads both east and west off the main access road providing access to development plots. These roads are shown as straight on the enclosed plan, however with the gradient, in view of the contour lines shown, there will need to be more thought given in designing of their exact alignment to ensure these are safe and usable by both vehicles and pedestrians.

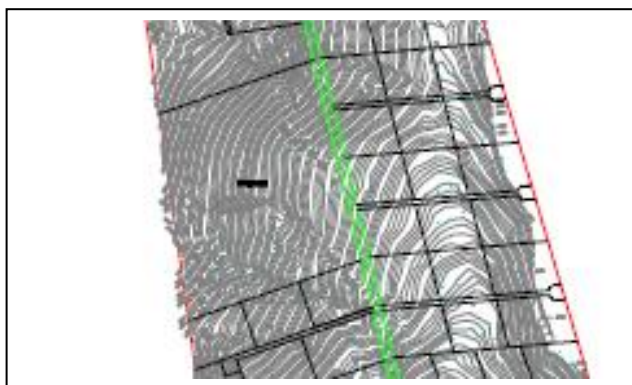
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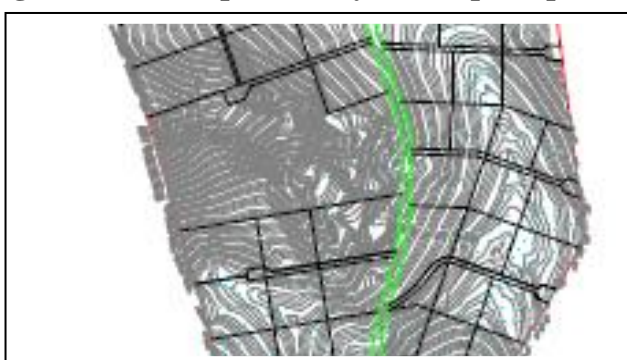


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**Diagram 4: Development Layout – Retail and Community Use**



**Diagram 5: Development Layout – Open Space/Amenity Use**



8.10 The residential development of the proposal is to deliver up to 160 residential units. This includes a mixture of market housing, starter homes, social housing and layout of the development has been so designed that it can be delivered in three phases. The first phase is mostly southerly to deliver up to 80 homes and amenity space and the second phase is the middle section to deliver 40 homes and a retail area and community facilities. The final phase in the north section of the site is to deliver up to 30 homes. The first phase also includes the access road to the site from Alarm Forest and the main road through the site. There is no design detail provided to indicate any housing lay out or design style for the buildings.

8.11 The housing development plots are of varying dimension, from the small plots that are 35m by 35m (1045sqm), to the larger plots that are 60m by 35m (2110sqm). These plots are considered to be of sufficient dimension and area to enable a reasonable size residential building with associated space for access and car parking on site as well as sufficient amenity space. Even allowing for the topography of the area and any physical constraints on site there would be sufficient land available to accommodate development. Future development of these housing plots will need

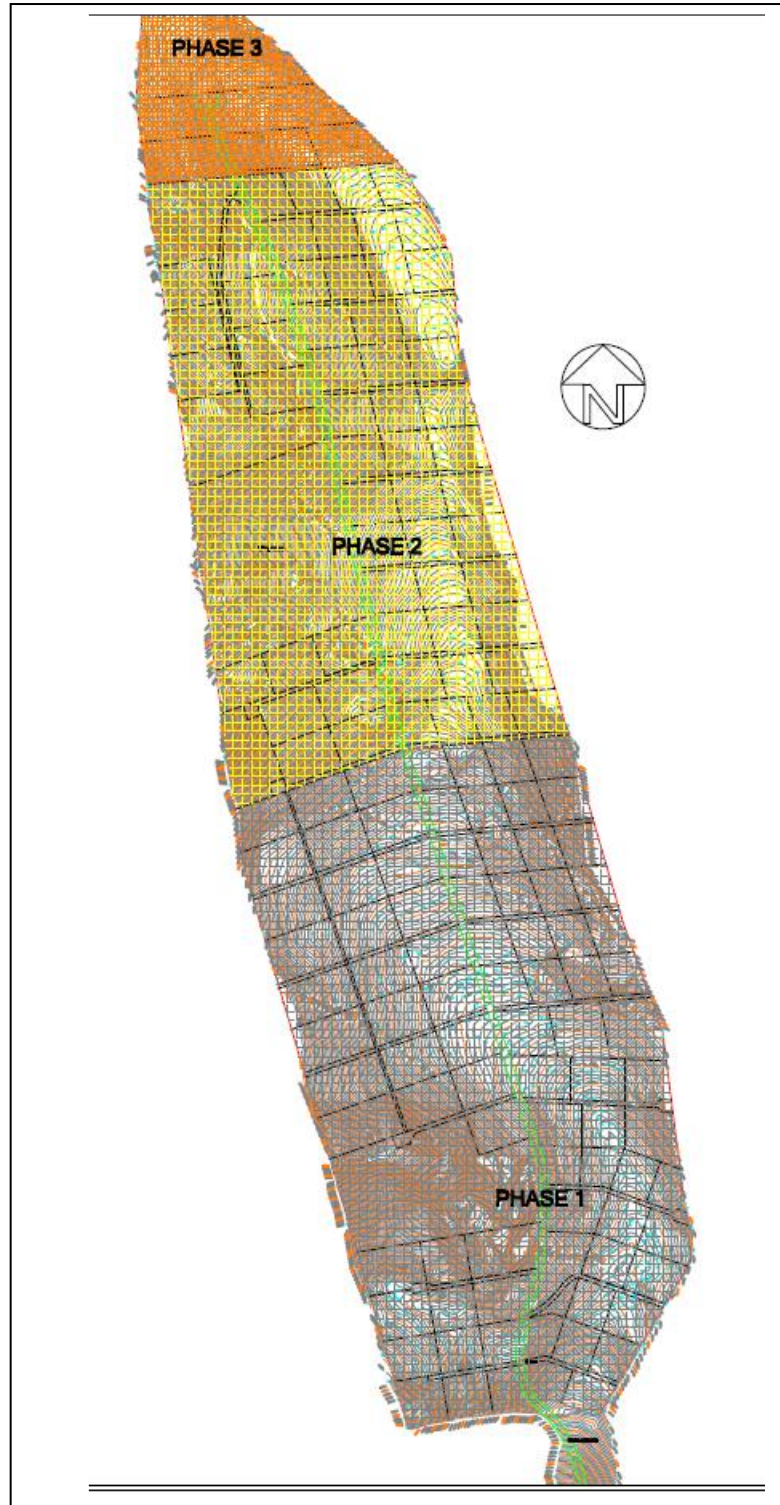
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to ensure that the layout of the plots will minimise the level of excavation that will be required to enable construction. Where the development plot is below the road development would be designed so car parking and access to the houses would be from the upper level.

**Diagram 6: Phasing Layout of the Development**



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8.12 The details submitted with regards to the sewage and water do not meet the standard design requirements of Connect Saint Helena Limited (Connect) and these have been conveyed back to the applicant. The need for detailed design requirements have been agreed with the applicant and these are being worked up by the applicant's design engineers. These details can be included as a condition to the permission and would need to be discharged by the Chief Planning Officer in consultation with Connect.

8.13 Environmental Impact Assessment: The applicant has submitted an Environmental Impact Assessment (EIA) in support of the development application. During the pre-application discussion with the applicant, the applicant was advised that in view of the scale of the development, the vast area of development and general unspoilt natural environment of the development area, an EIA would be required with the development application. Unfortunately there has been no advice sought or request made by the applicant to discuss the content of the environment assessment that would normally be through a Screening Opinion or a Scoping Opinion. In view of the lack of a meaningful dialogue or discussion with the Planning Team or the Chief Environment Officer, the EIA is considered to be very basic in its content and weak in the assessment of the potential impact with some of the mitigation measures lacking substance.

8.14 The natural environment of the area remains unspoilt and there is likely to be some ecological features of interest that should be carefully managed during construction and post construction. The EIA is considered to be absent of any detailed environmental evaluation of the area and the focus of the document is very much on the assessment of potential risks and how these risks may be managed during the construction phase. The EIA is a tool for identifying and evaluating the potential impact and then assessing the mitigation that can be put in place to eliminate and/or reduce the potential adverse impact or maximise the potential benefits. It is considered that the EIA fails to fully identify and evaluate the ecological value of the area and how the development can be best laid out to ensure that any landscape and ecological features can be protected and that future development fits well within the landscape of the area so that best use is made of the landscape features to lessen the impact of the development in the landscape. The EIA submitted is a management exercise assessing the potential risks of occurrence and the consequences for the main receptors that have been identified and how these may be managed to reduce the negative impact. With a Construction Management Plan (CMP) or Environmental Management Plan (EMP) setting out the mitigation measures, the potential impact can be managed during construction.

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8.15 The nature of this area and its physical constraint in terms of accessibility, topography and availability of specialist knowledge and advice for preparing an EIA and evaluating development options for this large area of land (master planning/urban design) the detailed information available and submitted with the development application is considered to be reasonable for a Hybrid application to assess the impact of the proposed development and to enable a decision to be made.

8.16 Chief Environment Officer Comments: The Chief Environment Officer (CEO) has raised concerns on the content of the EIA to assess the impact of the proposed development on this vast area of Bunker's Hill that is totally untouched by any physical disturbance. The CEO states that:

1. there are no clear reasons for producing this EIA Report, other than the legal requirement to conform with advice relating to LDCP policy and without stating, the actual policy is not sufficient;
2. there had been a decision previously that any LDCP policy stating 'subject to an environmental impact assessment' meant that an EIA Report would be required, even if a Screening Opinion concluded otherwise;
3. for this proposed development this is only relevant to the road to which LDCP Policy RT.5 (g) refers;
4. Screening and Scoping Opinion for the whole development would have been beneficial and it would have concluded that a EIA Report was required;
5. the scale of the development is on a site that has not been previously disturbed and there is a lack of baseline data;
6. Scoping Opinion would have set out the relevant issues to be assessed, the author recognises this under Environmental Impacts and Mitigation Measures;
7. the document states that the site has limited ecological value, as this site has never been developed and as far as information is available and of any awareness, no ecological surveys have been done on the site;
8. an ecological baseline assessment should have been done to support this statement and should have been included as part of this EIA Report
9. the presence of some plant species including protected species, is noted; further detail should have been provided in terms of population numbers and locations
10. there are graphs and tables that have no context and relevance to the development area being assessed
11. potential adverse impacts and mitigation includes mostly relevant mitigation measures, although again some of the proposed measures do not relate to this development and there are some

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odd ones like 'Invasive vegetation to be maintained during construction and operation stages'

12. the mitigation measures are not related to any identified impacts
13. the Table as a whole does not provide the full information and explanation
14. recognise that there is limited expertise on Island to undertake EIAs and that this EIA Report is considered to be of greatly lower standard.

8.17 In view of the concerns expressed by the CEO, there has been detailed discussions with CEO as to how the issues raised can be overcome in order to enable the development application to be progressed without compromising the authority of the system and regulation and to ensure that there is a due element of control by the Planning Service on behalf of the LDCA for the development to proceed. One of the big issues in respect of this proposed development is that whilst the proposal is for only 150 plus homes with associated supporting services, the area covered by the development is 22.26 hectare (55.0 acres) that has a very difficult terrain and is at present not very accessible.

8.18 As there does not appear to be any evidence of previous surveys of the area or one ever been undertaken, there is little or no evidence against which assessment of the impact of the proposed development can be made. With an understanding that this area has probably never been disturbed and given the ecology of the area and environmental sensitivity of the Island as a whole, the requirement would be for the developer to undertake a detailed survey of the whole area to establish an information base. However, in reality given the vastness of this area, accessibility and the difficult terrain, in the undertaking work for an EIA, through the Scoping Opinion a process could have been developed and agreed that would have benefitted the applicant and enabled the Planning Service to ensure a fit for purpose EIA was submitted in support of the development.

8.19 In view of the current position on the decision making on the development application, the applicant would be required to undertake a detailed ecological survey of the area, around a minimum of ten plots of minimum 2,500sqm and three areas of 500sqm for the access road area before any land disturbance work is undertaken and to submit a report for the consideration of the Chief Planning Officer. This would represent less than 10% of the whole area affected by the development. This selective survey and assessment could provide some ecological evidence to assist with an understanding of the environmental condition of the area. The areas of survey would be agreed with the Chief Planning Officer in consultation with Chief Environment Officer and the applicant's environmental consultant.

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### 9. REPRESENTATION

9.1 A representation to this development application has been received from a member of the public and the major issues raised are:

1. level of detail that has been submitted with the application which makes it difficult to assess and considers the application and should have been rejected;
2. Outline and Full permission being sought in view the level of details submitted and considers it be contrary to the Ordinance;
3. drawings show a simple grid pattern of lines laid over a deeply undulating topography with virtually no relationship between the two and is clearly not a worked-out scheme and many of the plots indicated will not be viable;
4. major site with tremendous opportunities for future housing that is also visually prominent and with spectacular view and needs, to be very carefully considered to attain its full potential; and
5. the Draft Environmental Impact Assessment is written by the applicant and is not impartial and so not an Environmental Impact Assessment according to the Ordinance.

9.2 Officer Response: The issues raised by this representation are legitimate in that there is unfortunately very little detail submitted with development application. However, as this is a Hybrid application seeking Full and Outline permission for number of elements of the development, there is sufficient information provided to be able assess the development proposal and make a recommendation. The EIA is considered to be very basic in its evaluation of the site and the assessment of the impact of the development on the area. It is considered that whilst considerably more information should be provided to assess the development proposal, with the appropriately worded conditions that will require more detailed design on the various aspects of the development, there will be a level of control on how the development is progressed and managed to enable the Planning Service to ensure that the developer complies with the legal requirements and work is not undertaken until all details are provided and approved by the Chief Planning Officer.

### 10. OFFICER ASSESSMENT

10.1 The development proposal as set out in this application accords with the principles of the policy objectives in the LDGP. The Comprehensive Development Areas were allocated to provide a comprehensive approach for the development and delivery of future housing, ensuring that the services and infrastructure is

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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 in Alarm Forest just to the southwest of this sites that has been built over number of years and some of it is very recent. The access road in Alarm Forest that will provide access to the point where the main access road to the development will be begin is not considered to be of sufficient capacity to able to cope with projected increase in the vehicular movement arising from this development. This access road is mainly of single vehicle width, has a number of blind spots (limited on-coming vehicle visibility) and only a small number of passing points to be able to meet the increase in traffic along this section without some widening and improved visibility. It is also considered that this access road would be unable to cope with the heavy goods construction vehicles that the applicant/developer may use for the land assembly and construction. The applicant will be required to review the capacity of this access road and in partnership with Road Services Team, before any construction work on the development of this area commences, upgrade this road to enable access to the site and ensure safety of the existing road users. This may also include any improvement to the junctions of the Alarm Forest access road with Tomb Road. All upgrades and improvements to the access road in Alarm Forest must be the responsibility of the applicant and these must be undertaken by the applicant to the requirements of the Infrastructure and Transport Directorate Road Service Team.

10.2 The design details for the main access road and the internal roads will provide good accessibility around the development. The site for retail store and community facilities and the amenity area and open space are well located to provide recreational and social space for local residents. 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 being underground to enable future development to proceed as plots are released and developed.

10.3 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 houses in terms of their footprint and design.

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10.4 The details submitted with the application provides layout of the development and meets with principles set out in LDCP.

10.5 Prior to submitting this development application, the applicant had a dialogue with the officers in the Planning Team. However, although the submitted document indicates that there has been consultation with the stakeholders and community, there is no evidence or record of correspondence in this respect. With the limited level of detail provided with the application, the concern is that there does not appear to be much consultation with a number of stakeholders and the concerns that have been expressed by them supports that. The proposed development of this nature requires a well-developed land assessment, master planning for the development site and a higher level of input from the stakeholders and services providers to ensure issues and concerns are dealt with at an early stage of the development process.

10.6 In principle, the proposed development of this area of Bunkers Hill for residential development for up to 160 homes and other community facility with access from the access road in Alarm Forest is considered to be acceptable and can be supported. However, if the decision is to grant permission, then the development cannot be allowed to proceed until the access road in Alarm Forest has been upgraded to enable this access road to meet the increased level of vehicular movement that is likely to arise from the development and to ensure safe access for all road users. The future development will also need to be closely managed to ensure the developer meet his obligations and all conditions are fully discharged as required before any development is undertaken at all stages of the development process.

10.7 In view of the decision by the LDCA that the development application is considered for OUTLINE development permission only is a way forward to enable the applicant to meet the procedure for the purchase of the land from Crown Estates. Due to the level of detail that is required to enable the applicant to proceed with the development, whether the permission granted is Hybrid or Outline, it will require the applicant to submit more detailed plans and drawings on the design and construction of the road and services. The only major differences are where full permission is sought, a development application needs to be submitted and these will need to be advertised for public consultation before they are reported to LDCA and Governor-in-Council for decisions. For the discharge of Conditions, the process is a little simpler in that the decision is delegated to the Chief Planning Officer, unless the LDCA and Governor-in-Council specifies that the decision to discharge all or a particular condition rests with the them. In such cases, the request will be reported to the LDCA or Executive Council for decision but



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as such will not require to be advertised for public or stakeholder comments.

### 11. LDCA CONSIDERATION AND DECISION

11.1 The applicant has failed to provide the level of information and design details that would be required to determine a development proposal of this scale for such a vast area. However, to enable the development to proceed, the grant of development permission with a number of conditions will give the developer a level of security that the proposed development is acceptable in principle. However to enable the development to proceed, more detailed information in term of plans and drawings providing design and construction details will need to be provided.

11.2 There is some adverse impact on the local natural environment in the area and this impact can be mitigated against through a number of conditions that will be included with development permission. There are also a number of positive social and economic benefits to the Island with the future increase in the supply of housing plots for development to meet the demand for housing that will encourage investment and boost the local economy and increase training and job opportunities in the construction industry.

11.3 The Chief Environmental Officer (CEO) whilst having some reservation on the EIA, raising concerns about content of the document and the level of assessment on the environment, has agreed the approach to work with the applicant/developer to undertake more targeted assessments of the area to establish the environmental conditions in the area and enable the officer to consider appropriate action and mitigation measures with these being incorporated into the Environmental Management Plan.

11.4 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 Outline Development Permission with a number of conditions, as set out in the Amended Section E of the LDCA report for 15 January 2020, attached as Annex D to this Memorandum. However, in view of the explanation and the reasons set out in para 10.7 that a Hybrid Permission is granted (part Full and part Outline permission) is granted with a number of conditions as in Section E of the LDCA report.

### FINANCIAL IMPLICATIONS

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

### ECONOMIC

13. The delivery and implementation of the development will

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## Open Agenda

### IMPLICATIONS

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 and reducing those claiming Income Related Benefits.

14. The development will also stimulate collection of Government revenues to some extent through the sale of plots, stamp duty and import duties related to house building, as well as corporation tax income related to profits on the estate.

### CONSISTENCY WITH INVESTMENT POLICY PRINCIPLES

15. The proposed development and delivery is in compliance with the Investment Policy Principles. The implementation of the development will deliver and create training and employment opportunities and has potential for further economic growth on the Island with the tourist and visitors.

16. The following Investment Policy principles apply:-

1. Make St Helena a desirable and competitive destination to do business by removing barriers to investment
2. Support an economy which is accessible to all potential investors and promote investments across the economy
3. Support the locally based private sector to compete in an open economy but, where possible, avoid being overly protective
4. Promote fair, consistent and transparent decision making.

### PUBLIC/ SOCIAL IMPACT

17. The investment arising from this development will create training and employment opportunities in the construction industry and has the potential to promote tourism industry on the Island, with the increased supply of residential and tourist accommodation.

### ENVIRONMENTAL IMPACT

18. There is likely to be some adverse environmental and visual impact on the un-spoilt ecology of the area. This impact is not considered to be significant when balanced with the economic and social benefits arising from this development. The development will also create a positive impact for the Island in providing locational choice for housing.

### PREVIOUS CONSULTATION/ COMMITTEE INPUT

19. The development application was advertised for a period of 6 weeks to seek comments from the community and stakeholders on the development proposal.

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## **Open Agenda**

20. Key Stakeholders have responded and their views have been considered by LDCA.

### **PUBLIC REACTION**

21. There was representation received from a member of the public to the proposed development and the issues raised have been assessed and responded to in Section 9 of the report.

22. This could possibly generate public and media interest once the future development works commence.

### **PUBLICITY**

23. The decision will be covered in the media briefing following the Executive Council Meeting.

### **SUPPORT TO STRATEGIC OBJECTIVES**

24. This paper supports the Effective Infrastructure goal and Strategic Objective 1.1 – ‘Ensure effective investment in physical infrastructure, including improved access to and around the Island’.

### **LINK TO SUSTAINABLE ECONOMIC DEVELOPMENT PLAN GOALS**

25. Goals 7 and 10 of the SEDP is to improve public infrastructure, to provide an environment that promotes investment and provide investment opportunities for people living on St Helena to buy into, as an alternative to investing abroad. Ensure some of the returns on overseas investment is kept within St Helena.

SOB

### **OPEN/CLOSED AGENDA ITEM**

26. Recommended for the Open Agenda.

Corporate Support  
Corporate Services

31<sup>st</sup> January 2020

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