

Planning Officer's Report – LDCA MAY 2021

APPLICATION	2021/25 – Construction of a 2 Bedroom Dwelling
PERMISSION SOUGHT	Permission in Full
REGISTERED	23 rd March 2021
APPLICANT	Jaylee Crowie
PARCEL	LWN0483
SIZE	0.50 acres (2041m ²)
LOCALITY	Nr Haul Road, Bottom Woods
ZONE	Intermediate
CONSERVATION AREA	None
CURRENT USE	Vacant
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Sentinel Newspaper on 25th March 2021▪ A site notice displayed in accordance with Regulations.
EXPIRY	15 th April 2021
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Response
2. Energy Division	Comments
3. Fire & Rescue	No Response
4. Roads Section	No Objection - Comments
5. Property Division	No Response
6. Environmental Management	No Objection
7. Public Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	Not Consulted
10. Aerodrome Safe Guarding	No Objection
11. Sustainable Development	No Objection

12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Response

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The application site is situated on the upper side of the Haul Road, near Ropery Field, Bottom Woods area. The plot is designated within the Intermediate Zone and not within any proposed conservation area.

Diagram 1: Location Plan



THE PROPOSAL

The plot is of a modest size measuring approximately 2041m². Currently the land is vacant Crown land and forms part of a four plots envisaged for residential development.

Access to this development site will be formed from the Haul Road situated to the north of the plot, where this will be constructed to serve the remaining plots for development adjoining to the south as well. The driveway will spur from the proposed communal road, where it will lead towards the site platform, following the contour of the land. Site excavation will be undertaken with the platform measuring 32m in length and width of 27m. This will result in an embankment measuring between 0.8m and 3.2m as indicated on the cross section. The proposed dwelling will have a footprint of approximately 236m², resulting in a plot coverage of 12%. The dwelling will be positioned on the south western corner of the platform with parking area to the north, and lawn area to the east.

Diagram 2: Site Plan

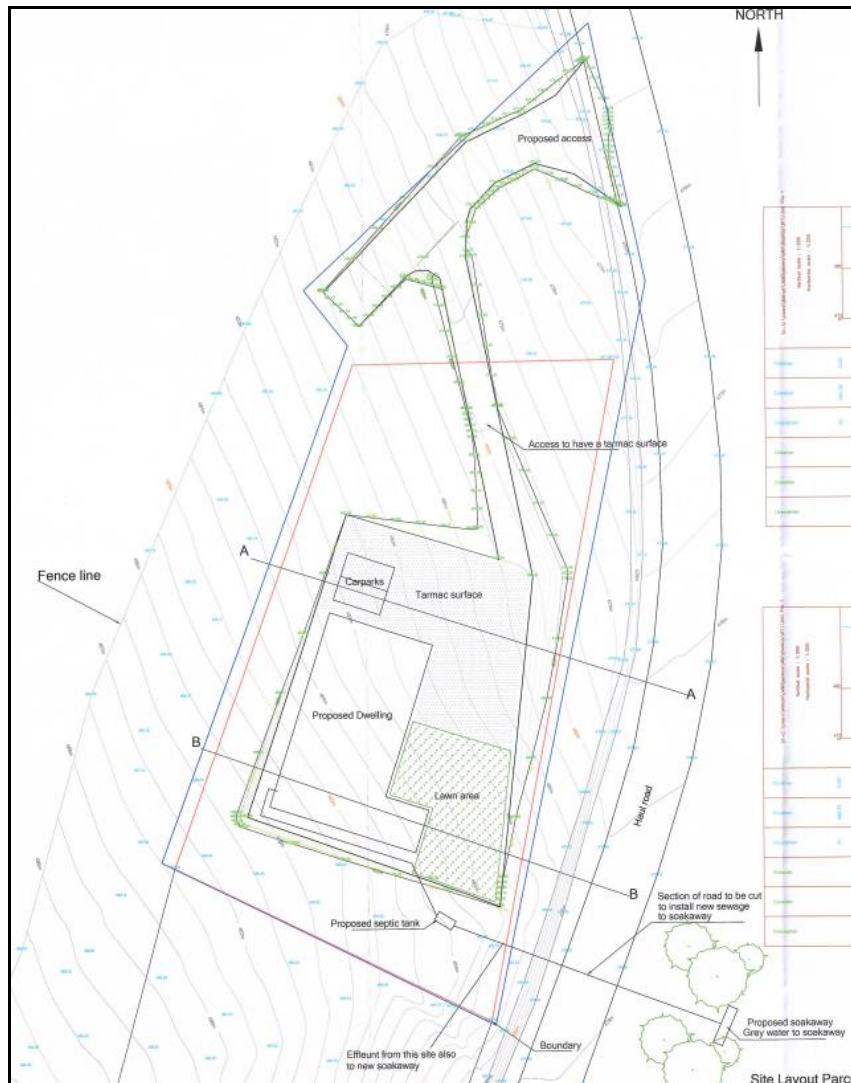
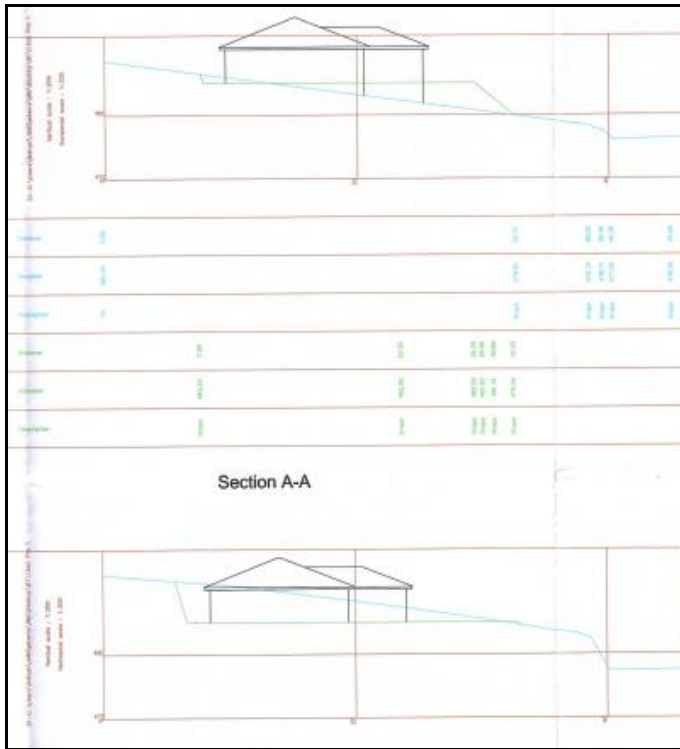


Diagram 3: Site Cross Sections



The dwelling is of a single storey design, comprising an open planned kitchen, living and dining area, shared bathroom, two bedrooms, a sitting room, carport and garage. The external walls will be constructed out of concrete blockwork and will be rendered then painted. The roof will be of a hip design and made from IBR sheeting.

Diagram 4: Floor Layout

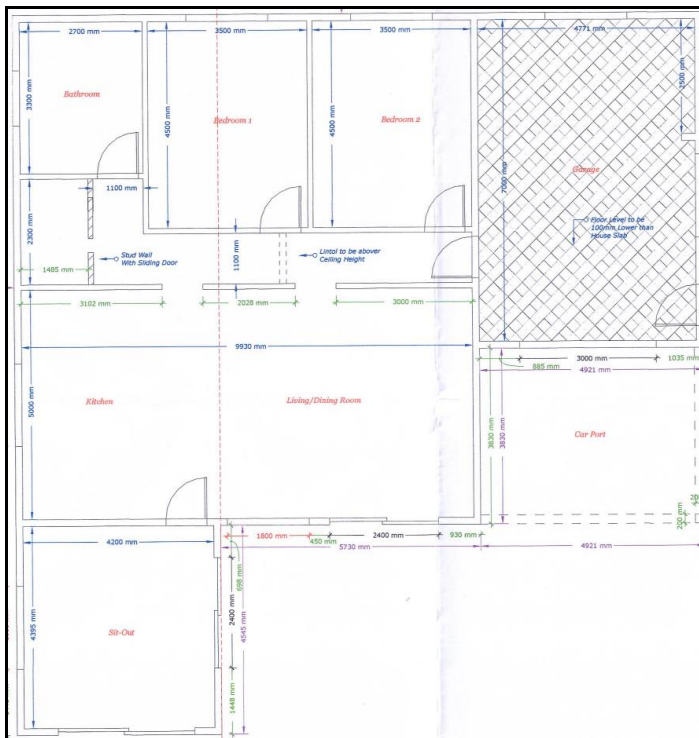
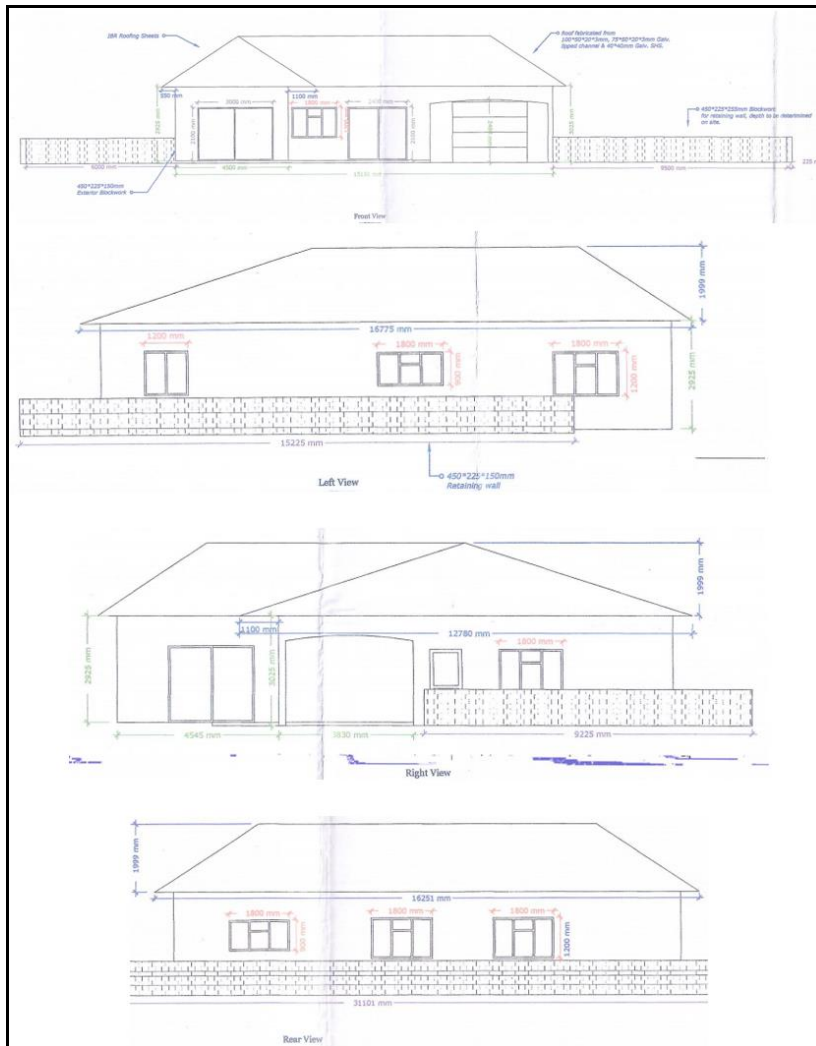


Diagram 5: Elevations



Sewerage has been proposed into a septic tank soakaway, where the soakaway will be installed on the lower side of the Haul Road on Crown land. Should development permission also be granted for application referenced 2021/31 on the adjoining plot to the south, connection will be made available into this proposed soakaway. Electrical infrastructure is within the area, however comments was received from Connect Energy Division highlighting the following - *'Assessment will need to be carried out to determine the distance from the source (transformer) of the supply to ensure that the location of the proposed property does not exceed the length that will affect the quality of the supply.'*

Note: If the length between the source and the location of proposed property are within the required limits there would be for the installation to be borne by the applicant.'

It was clarified with the utility company (Energy Division), that in principle there was no objections to the development of the site, however should the quality of the supply

be affected, the existing high voltage would need to be extended and a transformer installed.

No objections was received from the Roads Section, however had the following comments and questions.

- *Permission to create access onto the Haul Road to be issued by the Highways Authority. The understanding from the Roads Inspector is that the Highways Authority want to limit the amount of accesses onto the Haul Road.*

Officers Response – Officers encourage developers to seek the advice of the Roads Manager and Inspector prior to submission of development applications, however this is not mandatory. In the event a developer requires Highways Authority approval, this will be conditioned if development permission is granted. Otherwise if permission is not granted by the Highways Authority, the developer is to submit an alternative option for gaining access to the site and this will require following information.

- *Who will maintain the access in future?*
- *Access has to be surfaced to reduce mud and debris on the Haul Road. Drainage mitigation.*
- *Trenching, backfill and surfacing for soakaway crossing the Haul Road to be the same design specification as the Haul Road. Liability for the one year's guarantee of workmanship in relation to backfilling and surfacing. Defects to be repaired and funded by the applicant.*
- *Can this soakaway be utilised by the remaining three plots to reduce trenching through the Haul Road*
- *Rainwater management on the service road.*
- *Trenching and surfacing specification on this road will need to be done to the required standards.*

Officers Response –The service road on Crown land will be the responsibility of the developer and any future developers to maintain and manage this road. An easement will be carried out to this effect once development permission is granted with the Crown Estates Officer. In terms of design specifications and storm water management, condition 4 & 10 will be worded appropriately to ensure this satisfies the request of the Roads Inspector.

POLICY CONSIDERATION

The proposed development is assessed against the LDCP Policies set out below:

- Intermediate Zone: Policies IZ1 (a, b, f, g and h)
- Housing: Policy H9
- Water: Policy W2
- Sewage, storm and Drainage: Policies SD1 (b, c), SD3, SD.4 and SD7

- Road and Transport: Policies RT1 (c and d), RT3 and RT7

OFFICER ASSESSMENT

The location of the development site forms part of four plots belonging to Crown Estates, where these have been earmarked for potential residential development. Development application for the most southern plot has been granted at the end of 2020, with development applications for the remaining three currently being processed. It has been proposed that all three of these development sites will obtain and share access from the Haul Road, north of this application site. In assessing this communal access point, consideration must be given to highway safety. The Roads policy recommends a minimum 30m visibility either side of the splay for access onto a main road. In this case, this meets this requirement. It was also highlighted that generally the Highways Authority would like to limit the amount of new access points onto the Haul Road. In this case, this communal road can be considered an exception as it will serve a number of dwellings. Nevertheless a condition has been added to ensure the developer obtains approval from the Highway Authority.

The siting and orientation of this proposal has been dictated by the site conditions, consisting of the topography and arrangements for access onto the plot. A large site platform has been proposed, where access will be gained from the north resulting in the building being positioned to the south of the site. The principle elevation will be facing south west following the alignment of the Haul Road, similar to surrounding properties in the area. In terms of excavation, there is a gradual increase in embankment height, where it stems from 0.8m to a maximum of 4m in the south western corner, primarily due to the topography of the land sloping from south west to north east. This will not have an adverse impact in relation to scarring and therefore can be considered acceptable.

The dwelling is a standard bungalow, which shares characteristics of development in the area, being the detailing such as roof style, window design, and materials. The appearance can be considered acceptable as the features are symmetrical, and uniformed, which does not detract from quality of the design.

Considering the impact of the development, this proposal will not detract from amenity of the area. The use is consistent with the development being established in the area, where it meets the aims of the policies as stipulated above, and therefore can be supported.