

Planning Officer's Report – LDCA SEPTEMBER 2024

APPLICATION	2024/47 – Two Bedroom A-frame Cabin
PERMISSION SOUGHT	Full Permission
REGISTERED	24 th September 2024
APPLICANT	Petra Joshua
PARCEL(S)	HTH0550, HTH0551 & HTH1265
LOCALITY	Wire Bird Drive, Half Tree Hollow
ZONE	Intermediate
CONSERVATION AREA	None
CURRENT USE	Vacant – undeveloped
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Sentinel Newspaper on 26th September 2024▪ A site notice displayed in accordance with Regulations.
EXPIRY	10th October 2024
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

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

Comments:

Environmental Health - The treatment plant for sewerage seems an acceptable solution if the client cannot get into the main communal system. The applicant does not state where the final effluent for the final settlement tank will be discharged?

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

This plot is located at the edge of an existing residential area in Half Tree Hollow, where it is designated within the Intermediate Zone and has no conservation area restrictions.

Diagram 1: Location Plan



PROPOSED DEVELOPMENT

The site is partly level but drops away steeply to the West/South. The land forms a new plot of land and is currently comprised of bedrock, made land (from previous development) and limited soft landscaping in the form of mainly grass. The proposal would represent an extension to the existing urban area of Half Tree Hollow.

The proposal is to construct a new dwelling. The ground floor will have two entrances and comprise an open plan kitchen, dining and lounge area, hallway/stairwell, a double bedroom, bathroom and a large study together with an approximately 60 sq.m balcony. The first floor will comprise a double bedroom with en-suite bath contained in a cantilevered dormer, separate wardrobe room and separate shower/WC room; there would be an enclosed void over the open plan area to the ground floor. The lower ground floor area will be provided with wood cladding and comprise a rain water harvesting system (barrels) with a concrete access path and the lowest level will be open-sided providing a car port and vehicle access at the lowest level.

The proposal is not a typical, traditionally-designed dwelling, as the structure is of an A-framed design of light steel frame clad in wood and supported on bedrock/concrete pad and concrete columns. The roof will be of timber structure with the roofing sheets made from IBR.

Vehicle access will be gained from the existing road to the north-west. 2 parking spaces would be provided to the north of the property via an access way with a turning area. The lowest level car port would be accessed via a second access (on an existing track) and be for upto 2 vehicles together with a turning head to the south of the dwelling.

It is proposed to provide some planting to the north-west and south of the dwelling.

Electricity and water infrastructure is available to connect to, and sewage is proposed to be processed via a separate treatment plant. It is proposed to collect rainwater to use for irrigation at the lower ground level behind timber screening.

Diagram 2: Site Layout

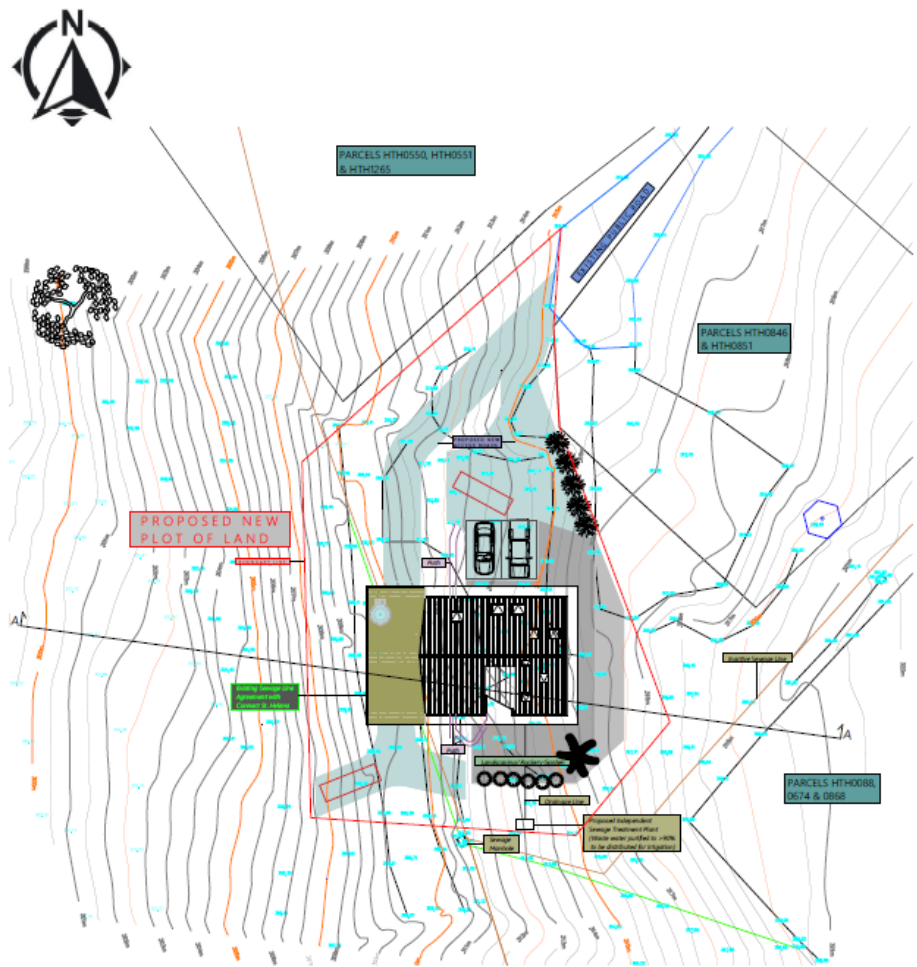


Diagram 3: Proposed Floor Layout

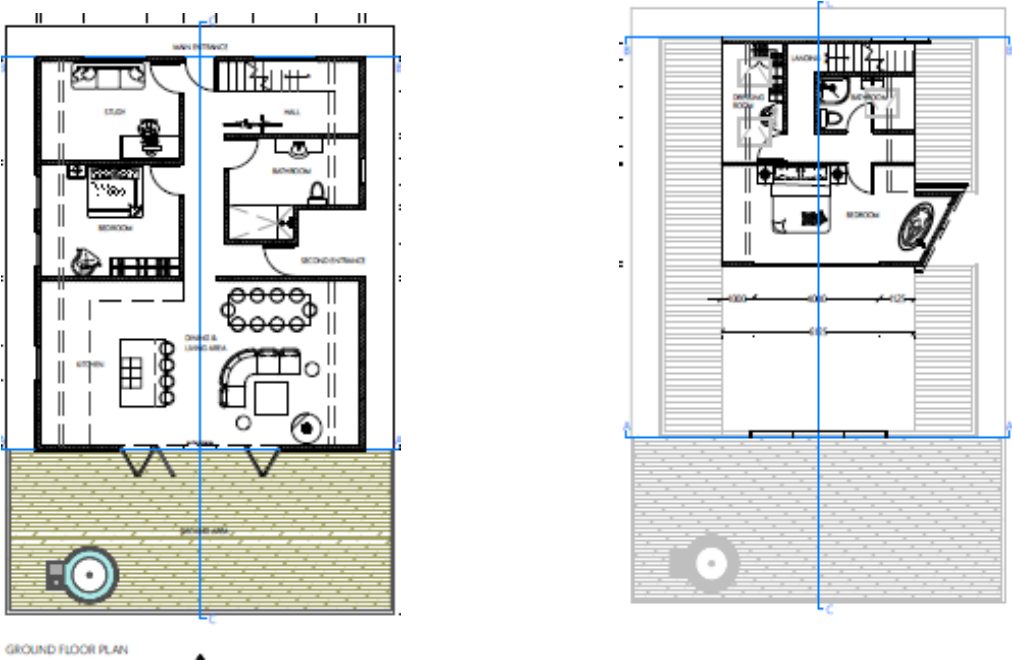


Diagram 4 : Roof Plan

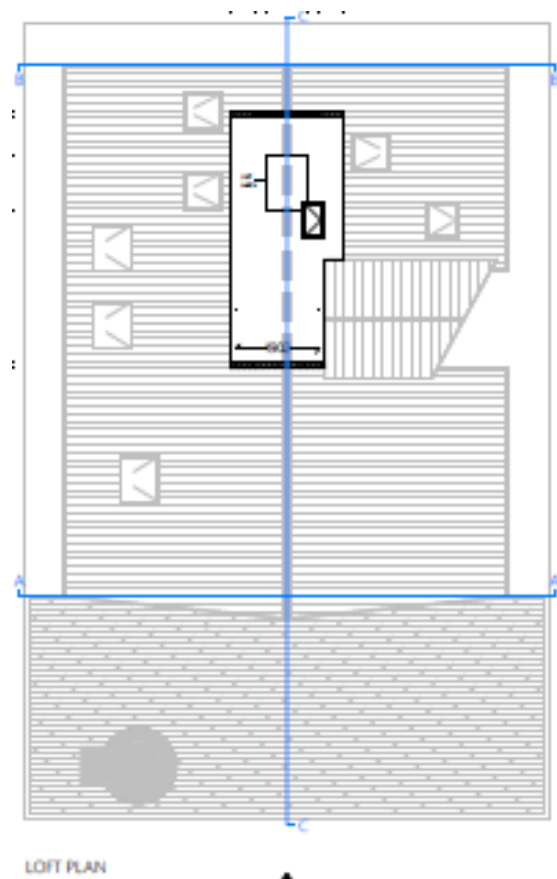


Diagram 5: Lower Levels

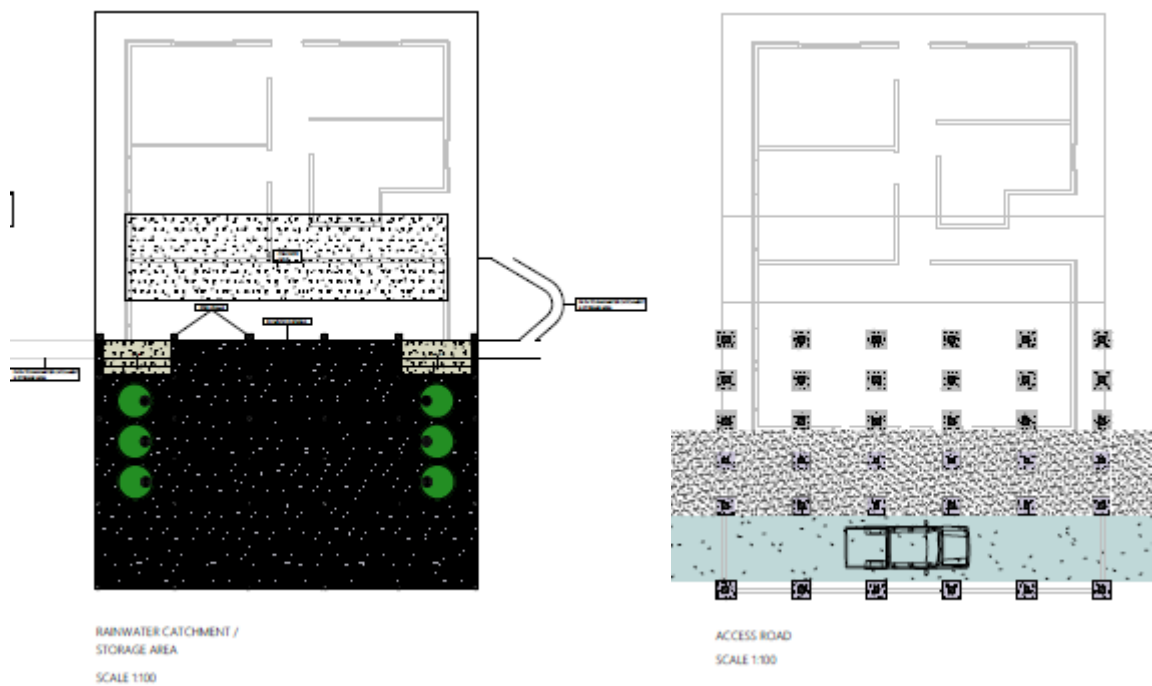


Diagram 6: Sections

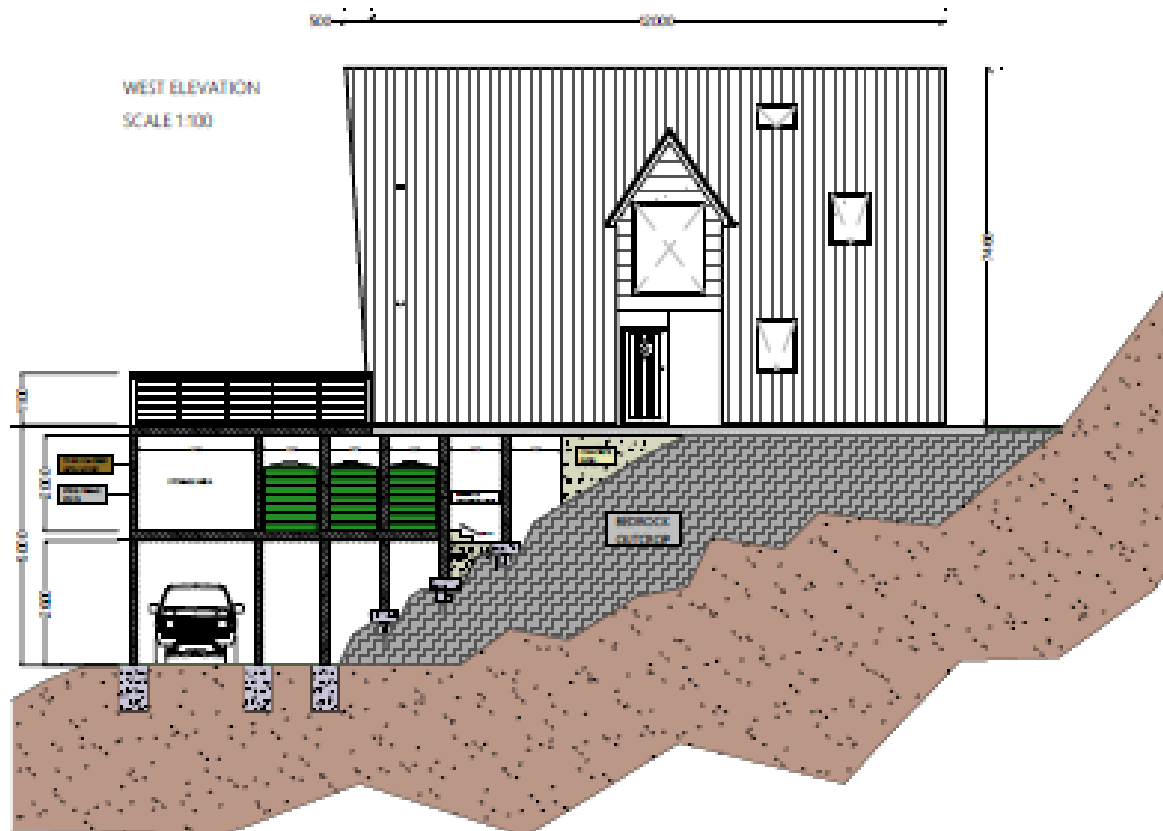
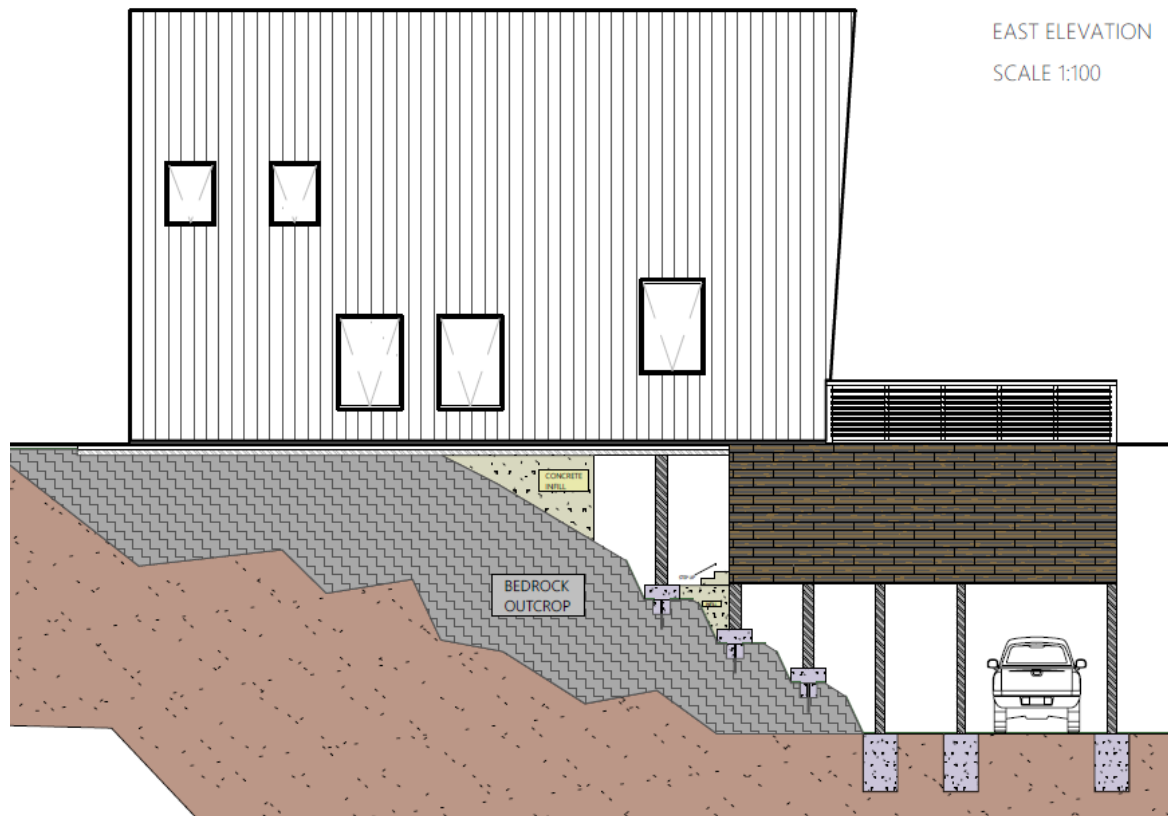
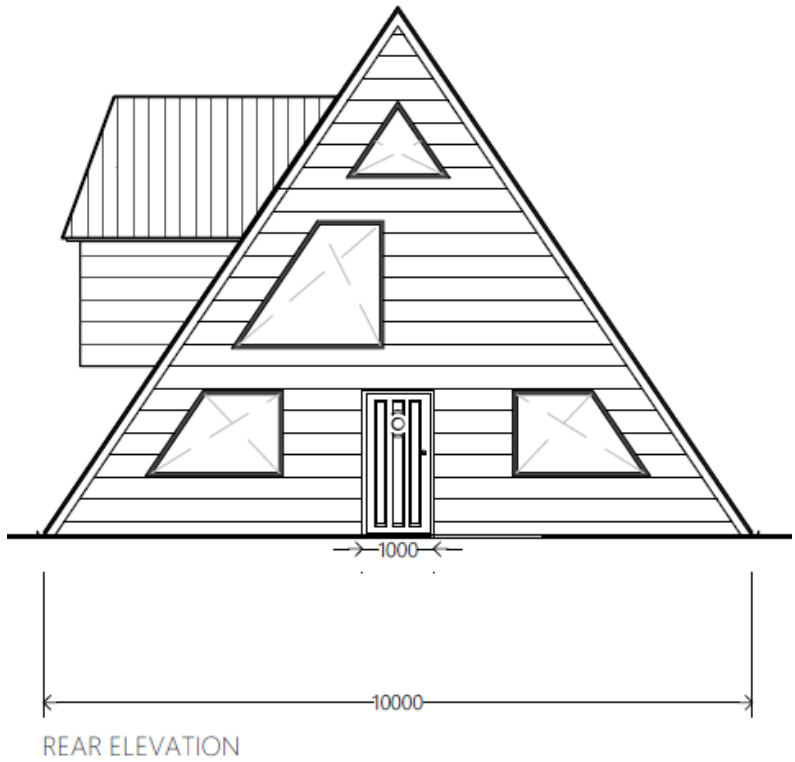
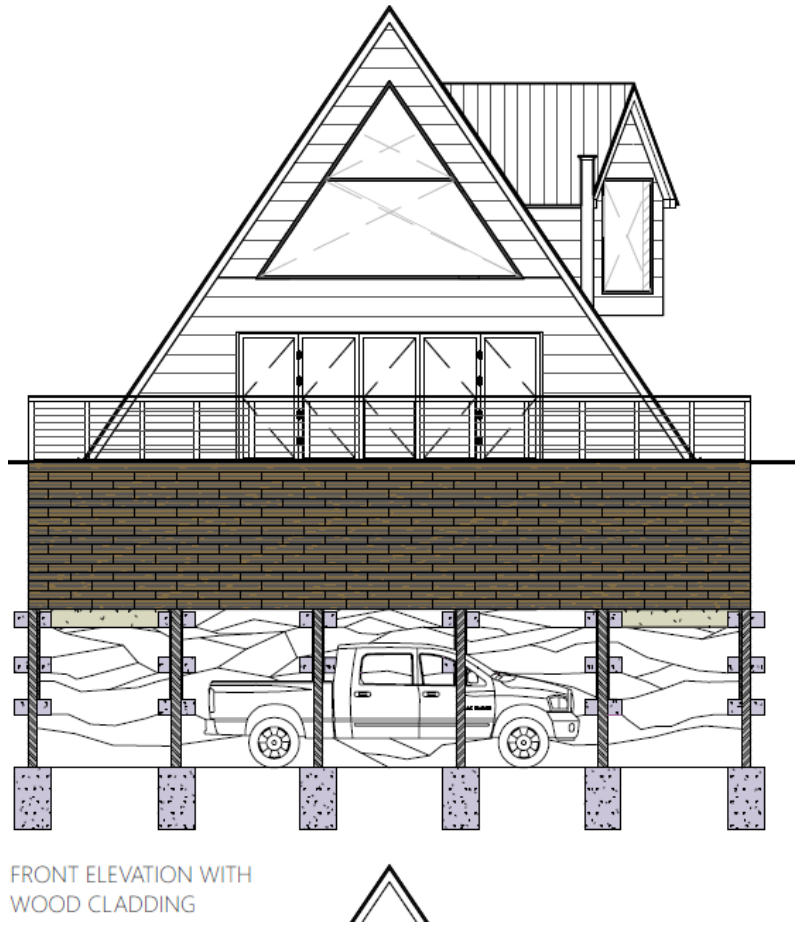


Diagram 7: Proposed Elevations



STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no representations or objections received, however comments were received from stakeholders.

Environmental Health - The treatment plant for sewerage seems an acceptable solution if the client cannot get into the main communal system. The applicant does not state where the final effluent for the final settlement tank will be discharged?

LEGAL AND POLICY FRAMEWORK

The relevant policies of the Land Development Control Plan (LDCP, 2012) that are applicable in the assessment of the proposed development are set out below:

- Intermediate Zone Policies: IZ1 (a, b, e, f, g and h); IZ4; IZ6
- Housing Policies: H1 a), b), H2, H9
- Water: Policy W2, W3
- Sewage, storm and Drainage: Policies SD1 (b, c), SD3, SD.4 and SD7
- Road and Transport Policies: RT1 (c and d), RT3 and RT7
- Energy Policies: E5

OFFICER'S ASSESSMENT

Layout – the proposed site would be approximately “Diamond”-shaped with its north-eastern corner extending from Wirebird Drive to the south and west from that point. The proposed dwelling would be located on the edge of the Half Tree Hollow settlement area. It would make use of the sloping ground into Breakneck Valley/Clay Gut and would be part (approximately half) on solid ground with a section on stilts to provide a flat base. A large balcony would provide the dwelling with a significant area of outdoor space to the west of the dwelling, directly outside the open-plan lounge/kitchen/dining area. The proposed site would not be located directly attached to existing housing plots, however, this is in part due to their being services between the dwelling plots. It is considered that the overall layout is acceptable.

Massing – the proposed dwelling would be of 2-storey height with accommodation in the roof space; however this would be in an “A”-frame style such that accommodation at first floor level and at roof level would be limited compared with the ground and first floor levels. Non-habitable accommodation would be provided in the loft area and at lower and 2nd lower ground levels providing significant storage space and car port area lower than the ground floor level of the dwelling. In views from the valley (west/North-west and South/South-west, the property will appear to be on 4 storeys but with the dwelling itself above the stilts. It would appear larger at the lower levels rising to an apex with windows having a triangular or trapezoid shape to reflect the triangular shape of the proposed building. It is nonetheless considered that in this location, the proposed massing would be viewed from across the valley against the higher dwellings to the east and south-east and that it would not appear out of character in the locality.

Scale – the proposal would be of domestic scale, albeit benefitting from the additional lower levels due to the steep drop away into Breakneck Valley/Clay Gut. This is considered to be appropriate in this area, given the change in levels identified and as it is an existing residential area.

Local Distinctiveness – The proposal is for a non-traditional housing form where an A-frame is a style of building that features steeply angled sides (roofing) that generally begins at the foundation line and meet towards the top in the shape of the letter A, and eliminates the need for external walls. However, it is considered that the proposal is innovative, taking into consideration the steep slope of the land and the addition of a cantilevered window to the southern side breaks the basic triangle of the A-frame adding texture without, due to its relatively small size, unbalancing the structure.

Access/Parking - It is proposed to provide a single vehicle access from Wirebird Drive, two vehicle accesses will be provided within the site to accommodate 4 parking spaces, one to the north of the dwelling and a car port area at the 2nd lower ground level. While the two access ways and two turning areas would result in a significant area of hardstanding across the plot, the lower accessway would replace an existing track and the upper one would be short connecting to the northern parking area, as such they would not be viewed at the same level and would not result in the site appearing overly provisioned with hardstanding or parking provision, notwithstanding that Policy RT.7 indicates that 2 parking spaces should be provided, the additional spaces are for visitors only and will be rarely used such that other, more sustainable forms of transport (including buses available nearby) can be used to access the site.

Overall, the proposal is considered to provide additional residential accommodation on the edge of the existing residential area of Half Tree Hollow in line with Housing policies in the Intermediate Zone and its design is considered to be acceptable within this location, where all the necessary services can be provided; with the use being residential, this development is not considered to adversely impact the amenities of the area.