

An abstract graphic featuring stylized green hills in various shades of green, from dark forest green to bright lime green. Overlaid on the hills are several dashed lines in white, light blue, and orange, suggesting paths or boundaries. The background is a dark, almost black, sky.

LDCP 2012-2022

Land Development Control Plan Adopted Revised Plan

St Helena Island, South Atlantic Ocean

April 2012



FOREWORD

The signing of a contract for construction and operation of the airport on St Helena marks a point of change for the fortunes of the island. This revised Land Development Control Plan is the means of managing the development aspects of the change that should occur as a result of the airport. For the first time, the island will have the potential to develop and grow a sustainable economy based on low-volume-high-value tourism. This Plan sets the policy framework to enable that development to go ahead on the ground whilst conserving the essential natural and built heritage, meeting the housing needs of the island and sustaining balanced communities.

The existing St Helena Land Development Control Plan was the basis for development decisions from 2007. It was anticipated to have a ten year life but signing in 2010 of the Memorandum of Understanding (MoU) between St Helena Government and Her Majesty's Government, for the airport to be funded, required revision of the Plan alongside other land reforms. Indeed, one of the specific targets of the MoU is "the review of the existing Land Development Control Plan and Planning application process to achieve a more development-friendly, non-discretionary planning regime, and incorporating environmental safeguards (including environmental impact assessments)." By comparison with the 2007 Plan, the revised Plan should enable substantially more development, particularly in the Coastal Zone, higher standards of development with the emphasis on sustainability and environmental responsibility, and more focussed protection of the natural and built heritage.

The map which accompanies this document shows the zone boundaries, to which the various policies apply, together with other key proposals including Comprehensive Development Areas, Coastal Village Areas and National Conservation Areas. The map can be examined at larger scales electronically, including in relation to specific land parcels, through the island's Geographical Information System (GIS) on application to Essex House, Jamestown.

Inevitably there is uncertainty as to how much pressure for development will occur as a result of the coming of the airport. In order for the effectiveness of the revised policies to be assessed, it is proposed that the policies be reviewed in relation to development trends that emerge in the run-up to opening of the airport in 2015; and again more fully in 2022 which is the projected end date for the Plan, when the actual effects of opening of the airport have become clear.

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PRINCIPLE 1

Whilst protecting absolutely the critical natural habitats and conserving the built heritage:

1. to enable and facilitate air access to the Island
2. to encourage and enable well located tourist facilities primarily based on the Island's natural and historic heritage
3. to provide for and enable appropriate and well-located housing development, including for domestic demand
4. to provide for and enable appropriately-sited business and employment, cultural, recreational and social facilities and appropriate infrastructure.

PRINCIPLE 2

Conserve and manage the natural heritage and built heritage of the Island to benefit tourism and the Island community.

PRINCIPLE 3

Protect agricultural land and natural resources from inappropriate development and pollution and encourage agricultural development.

PRINCIPLE 4

Encourage and facilitate sustainable use of water resources and renewable energy.

1. Principles of Revision

1.1 This document is the revised Land Development Control Plan adopted from 1st April 2012 under section 22 of the Land Planning and Development Control Ordinance 2008. It follows the first and second drafts which were available for public comment for a total of eighteen weeks, at the end of which it was laid before the Land Planning and Development Control Board together with the representations received, and forwarded with the Board's recommendations and comments to the Governor in Council. Governor in Council approved it in March 2012 with modifications.

1.2 The revised Plan supersedes the Land Development Control Plan prepared in 2004-5 and effective in 2007. Revision in 2010-12 was appropriate because of the need to enable the Island to grasp the development opportunities that will be afforded by construction of the airport and to do so in an appropriate and sustainable way. This goal is both implicit and explicit in The Memorandum of Understanding between the St Helena Government and Her Majesty's Government under which construction of the airport is funded.

1.3 The principles of revision of the Plan, set out in a discussion paper, revised after public consultation, were adopted by SHG in February 2011. The adopted Paper forms Appendix 1 to this Revision Statement. It re-states the existing Plan's declared vision for St Helena of: *'sustainable growth in its economy; improved social, living and cultural facilities; and steadfast protection of its environment'*.

1.4 There are four adopted principles, set out in the panel on the left, which form the basis of policies to achieve the vision.

1.5 The policies in this revised Land Development Control Plan are in part derived from and designed to dovetail with and to facilitate the recommendations of related development studies including the ARS Report 'Land Use on St Helena, Tools, Analysis, Valuation, Design and Policy, 2005', the St Helena Infrastructure Review 2006-7 and Infrastructure Plan 2008, the Protected Area Plan for the Central Peaks, 2008, the Kelly and Robinson and Catherine Leach Tourism Strategies and the current Tourism Strategy 2012 - 2016. Appendix 2 contains a summary of the data gathering exercise used to inform this revised Plan.

1.6 National Conservation Areas have been identified, replacing the former designation of National Protected Areas. Background reports supporting the revised designated areas are in Appendix 3.

2. Strategy

2.1 In accordance with the Principles of revision of the Land Development Control Plan as adopted by SHG in February 2011, the three designated zones from the existing Plan comprising Green Heartland, Coastal Zone, and Intermediate Zone (with slightly revised boundaries) are to be retained. Thus the basis of the policy framework will remain unchanged, flowing logically from the existing succinct description of each zone set out in the panel on the right.

2.2 Over-arching primary policies for each of these zones are therefore appropriate in order to enable and encourage appropriate and sustainable development whilst protecting the essential attributes and at the same time making provision for critical infrastructure.

2.3 In parallel with the primary policies applicable to the three zones and equal to them, are primary policies:

- to facilitate air access and its related infrastructure (as already provided for in the Airport Development Ordinance 2006 but also with such amendments as may be necessary to facilitate it) and
- to facilitate the basic infrastructure necessary to enable wider development of the island.

2.4 Thus there will be

- a presumption in favour of all aspects of achieving and operating the airport including the haul road and access road and other related infrastructure, together with protection of operational areas around the airport;
- a presumption in favour of development for sustainable power generation, including wind and solar and marine power, together with protection of areas identified as important sites for those resources;
- a presumption in favour of sustainable water abstraction, storage, treatment and distribution, together with protection of

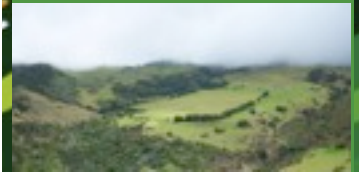
water catchments and areas required for water storage;

- a presumption in favour of facilities for the handling and sustainable treatment of sewage, storm water and solid waste arising from development and protection of areas required for them;
- a presumption in favour of the construction of roads, drains and related infrastructure necessary to service development and protection of areas required for them;
- a presumption in favour of telecommunications equipment necessary to service new development and protection of areas necessary to its function;
- a presumption in favour of social and recreational infrastructure, including health-care and education, appropriate to the projected increase in population and visitors.

2.5 In cases where the requisite areas for infrastructure have already been sufficiently defined as a result of specific studies, these are described in the policies and shown on the proposals maps. Where they have not and will emerge as a result of current or future studies or as a result of development proposals, policies will ensure that development dependent upon the infrastructure will not go ahead without it, to create a presumption for it and ensure that the development is itself fully serviced and sustainable. Equally, large development proposals will need to make clear in particular how water is to be provided and it will be necessary to preclude local drilling of boreholes in order to avoid prejudicing the island-wide water supplies.

The Green Heartland:

a most attractive area in the centre of the Island, notable for its great scenic beauty, its ecology and concentration of endemic species, as well as for agriculture, forestry, recreation and some semi-natural areas.



The Coastal Zone:

spectacular coastal scenery, rugged, remote and often peaceful with many examples of endemic wildlife as well as unique and visible geology and potential for recreation.



The Intermediate Zone:

an area where most development can be accommodated in such a way as to preserve the quality of life for residents and visitors alike.



2.6 With the projected increase in population and economic activity driven by tourism development and the need to ensure that these fit within the infrastructure framework, specific areas for development have been identified, in respect of housing, tourism-related development and employment development. Development of these specific areas will be targeted and, in the case of housing, the release of land and parameters of development will be driven by the St Helena Housing Strategy.

2.7 The targeted areas include Comprehensive Development Areas (CDAs), being areas within the Intermediate Zone where there is the opportunity for significant development, mainly residential, which will achieve optimum use of the land if planned and developed comprehensively and will be able to go ahead without time restriction if the developer is able to put in all services.

2.8 Most of these areas have been carried forward in the Revision from the existing Plan. Bunker's Hill was identified as effectively a CDA in the existing Plan but without specific designation and it has now been included.

2.9 The CDA at Mulberry Gut has been deleted because it comprises land in which the Airport haul road / access road forms a zigzag up the side of the gut.

2.10 The Beale's Valley CDA has been deleted because it is physically unlikely to be developable economically and also because it was intended as the site for the airport contractor's temporary work camp, whereas in fact location of the camp is likely to be in the Airport Development Area (ADA) and will be determined by the contractor. If the contractor prefers to develop a camp outside the ADA (subject to development permission) and if any element of the camp proves convertible, after the contractor has completed his use of it, for domestic use or development, it will be regarded as a windfall.

2.11 Within the strategy, in the context of the overall intention of enablement, development will not be limited to the identified areas and in instances where the zone primary policies are met and infrastructure is either available or is to be provided by the developer, policies will permit appropriately regulated development. This is

likely to apply to smaller scale developments and the policies are designed to regulate in order to achieve coherence of appearance and appropriate servicing. By this means repetition should be avoided of shortcomings in existing decisions which have, in some instances, resulted in incoherent sprawl, wasteful use of available land and unserviced development.

2.12 In order to maximise sustainable development opportunities balanced with appropriate protection, the zone boundaries have been revised as shown opposite.

2.13 In the Coastal Zone Coastal Village Areas have been designated. These may be brought forward by developers, subject to criteria as to location, but the Plan also proposes three, at Thompson's Valley, Prosperous Bay and Sandy Bay. In all cases development will be subject to strict design development briefs and management agreements in order to meet stringent design standards necessary to respect their setting, to ensure coherence of appearance and appropriate servicing and to maintain public access.

2.14 Built heritage is one of the key assets of the island and a cornerstone of tourism development potential. Its conservation is therefore critical. Historic Conservation Areas have been carried forward from the existing Plan with adjustments to boundaries.

2.15 The natural heritage is also a key asset of the island requiring protection for its own sake and also again as a cornerstone of tourism potential. Its conservation in the context of development is therefore critical. In addition to the primary policies for the Green Heartland and Coastal Zone, the development agenda in National Conservation Areas will be led by the Management Plans for the areas concerned. Criteria for NCA development and boundary revision will be included in the development of Management Plans and will form part of the work of the Conservation Areas Working Group under the Environmental Management Directorate.



3. Boundary Changes

The Green Heartland boundaries have been revised to include:

- Friar's Ridge
- Land on the ridge west of Rosemary Plain
- The deletion of small areas within the main Green Heartland area previously designated as isolated pockets of Intermediate Zone (where there is either no more potential for development because they have been built on).

The Coastal Zone boundaries have been revised to:

- Increase the Intermediate Zone in the Levelwood area at Lazy Point and between Pleasant Valley and Dry Gut.

The Intermediate Zone boundaries have been revised to:

- Exclude wirebird mitigation areas at Longwood Farm, at Bottom Woods and at Woody Ridge. These are areas of open ground already being managed in a manner conducive to wirebird feeding and breeding in mitigation of habitat loss as a result of the airport construction.
- Regularise small parts of boundaries so that land parcels are not divided between zones.

4. National Conservation Areas

4.1 Twenty three areas are considered to meet the criteria for inclusion in the proposed National Conservation Area Network:

4.2 National Parks:

- The Peaks (including Diana's Peak National Park)
- Sandy Bay
- The Barn and Stone Top

4.3 Nature Reserves:

- Millennium Forest
- High Hill
- Deep Valley
- Islands
- Prosperous Bay Plain
- Heart-Shaped Waterfall

4.4 Heritage Conservation Areas:

- Heritage Coast (including Banks, Rupert's wall, Minden's and Ladder Hill Fort)
- High Knoll Fort
- Jamestown
- Knollcombes cemetery
- Lemon Valley
- Longwood
- Napoleon's Tomb
- Plantation House
- The Briars

4.5 Important Wirebird Areas:

- Man and Horse
- Broad Bottom
- Deadwood Plain

- Bottom Woods
- Upper Prosperous

4.6 National Conservation Areas - totals

In total the proposed Protected Area network comprises the following:

- 3 National Parks
- 6 Nature Reserves
- 9 Historic Conservation Areas
- 5 Important Wirebird Areas



5. Environmental Impact Assessment

5.1 All policies in the first draft revision of the Land Development Control Plan were the subject of Strategic Environmental and Social Assessment and recommendations from it were incorporated in the second draft and finally approved Plan.

5.2. Development which may have significant effects on the environment is required by the Land Planning and Development Control Ordinance to be the subject of Environmental Impact Assessment and for the environmental effects to be taken into account in the planning decision including appropriate mitigation. All such development which, because of its scale or its nature, may have significant effects on the environment, will therefore be subject to assessment; and measures to mitigate the effects may be required. In appropriate cases, Social Assessment will form part of the Environmental Assessment.

5.3 Additionally, some policies (for example SD.8 and AF.4) are worded such that environmental effects are highlighted and in these cases the principle of carrying out the development will be subject to assessment of those effects.

6. Definitions

6.1 Planning policy wording includes flexibility where appropriate. The wording is also intentionally robust in order to avoid, in decisions on individual applications, the creation of planning precedents which cumulatively would undermine the purpose of the primary policies and, ultimately, the purpose of the Plan. Clear definitions are therefore necessary.

6.2 In the policies in this revised LDCP and in Environmental Impact Assessments associated with it, the following definitions will apply;

6.3 Commercial Agricultural Enterprise means a business engaged solely or mainly in agricultural production which has been so established for not less than five years and is eligible for grant assistance from SHG Directorate of Agriculture and Natural Resources in support of its agricultural business.

6.4 Tourism related development means development, including residential accommodation, which is available solely and continuously for tourist use including, in the case of residential accommodation, that no individual occupancy shall exceed a continuous period of 183 days; or accommodation otherwise available solely for tourist use and so certified by St Helena Tourism.

6.5 Eco-lodge means residential accommodation available solely and continuously for tourist use, including that no individual occupancy shall exceed a continuous period of 183 days, which is designed, built and managed such that it is sustainable and makes the minimum practical impact on the ecology and appearance of the area. Such development will not normally have vehicular access nor mains services to the accommodation.

7. The Green Heartland

7.1 The Green Heartland: a most attractive area in the centre of the Island, notable for its great scenic beauty, its ecology and concentration of endemic species, as well as for agriculture, forestry, recreation and some semi-natural areas.

7.2 In general, built development will be discouraged in the Green Heartland. However, there are some traditional, mainly stone built houses/cottages and similar buildings in the Green Heartland which have fallen into disrepair. Such buildings could be carefully restored and given a new lease of life without damaging the visual quality of the area.

7.3 Extensions to buildings should also be controlled to prevent damage to the area's character. To achieve this, the size of extensions should not normally exceed 75% of the original floor area.

7.4 Other forms of development which do not involve built structures will be judged against the overall aim of maintaining the Green Heartland and will only be permitted if they will not compromise that aim.



GH1: Primary Policy

There will be a presumption in favour of retaining the undeveloped nature of the Green Heartland and its natural ecology. The grant of development permission will therefore be strictly controlled by the following implementation policies.

Implementation Policies

GH 2 No development permission will be granted for development which includes the construction of buildings above the contour line of 550m, except for:

- a) development required for the conservation, interpretation, study and appreciation of the natural ecology of the area (e.g. walkways, interpretation centre, etc.) and
- b) tourism-related development within established forest areas in the form of eco-lodges that will, as an element of the development proposal, remain forested sufficient to conceal the development from any viewpoint within the Diana's Peak National Park or visible in any view towards the National Park from a public road or public place, and
- c) tourism-related development in the area of Broad Bottom below the contour line of 600m that will, as the first principle of its design, detail, and operation (including transport) be an example of international best practice of sustainable development with the minimum of disturbance to the natural ecology of the area and the principal method of grassland maintenance to remain pasture grazing.

GH.3 Except as provided for in policy GH2, permission will not be granted in the Green Heartland for development which includes the creation of sleeping or catering facilities or new dwellings; save that permission will be granted for the extension of existing buildings and re-use, reconstruction and extension of existing derelict buildings provided the resultant total floor area is not more than 93m² (1,000 sq ft) or not more than 75% larger than the original floor area, whichever is the greater, and normally not more than 223m² (2,400 sq ft) in any case; and

- a) the resultant building follows, in its form, scale, proportion, details and external materials the traditional buildings and construction methods of the area, and
- b) no change to existing ground levels of 3m or more are made in connection with the building or its surroundings, or in gaining access to it, and
- c) it can be provided with water and electricity supplies and means of dealing with sewage in a sustainable manner and without risk of

pollution.

GH.4 Development permission will be granted in the Green Heartland for development (not including dwellings) relating to commercial agriculture and forestry, provided buildings for such purposes will be permitted only if they are below the 550m contour line, or have a height of under 2m and floor area not exceeding 50m², such as small animal shelters, or are grouped within an existing complex of farm buildings and will not extend it, and

- a) such development is designed to comply with the aims of the primary policy, and
- b) development which includes polytunnels, glass houses or shade houses complies with the policies specific to them, and
- c) development which includes housing for livestock shall not be brought into use until provision has been made to deal with effluent sufficient to avoid pollution of water courses and water catchment areas.

Note: policies specific to polytunnels, glass houses and shade houses form Appendix 5 to this revised Plan.

GH.5 Where development permission is granted in the Green Heartland it shall be subject, in all cases, to the requirement to landscape the site sufficient to conceal the development or blend it in to the landscape, including a proportion of indigenous species appropriate to the scale and nature of the development.

GH.6 In considering any development proposal in the Green Heartland there shall be a presumption in favour of identifying, protecting and promoting established footpaths; development which fails to do so will not normally be permitted.

8. The Coastal Zone

8.1 The Coastal Zone: spectacular coastal scenery, rugged, remote and often peaceful with many examples of endemic wildlife as well as unique and visible geology and potential for recreation

8.2 Saint Helena's coastline is both rugged and spectacular. Whether seen from the sea or viewed from the many walks from inland areas, or occasionally from the road, the Coastal Zone affords a huge variety of dramatic and scenic views, the great majority of which are unspoilt by development. Here are high cliffs rising to over 500 metres in places, steep valleys, grassy hills, bare and inhospitable landscapes and rocky shores.

8.3 Relatively inaccessible, much of the Coastal Zone is a haven for wildlife as well as affording ample opportunity for humans to escape into the wild and enjoy its peace and beauty. The Coastal Zone is, therefore, regarded as a valuable asset to the Island and one which will require protection when development pressure increases.

8.4 Alongside this, however, the Coastal Zone has much to attract tourists including its natural and built heritage, attractive walks, fishing and other recreation and its peace and quiet. It is therefore very important to St. Helena that every opportunity to promote and encourage tourism is grasped and a compromise involving some built development is necessary. Such development could attract more people to enjoy the attributes of the area by making it more accessible and could include places to stay, places to eat or drink, centres for walking, fishing, nature study or other

outdoor pursuits. The visual effect of such development can be ameliorated not only by the use of unobtrusive buildings but also by careful siting which particularly avoids high ground or sensitive or exposed locations. Only buildings which rely on the tourist attraction of the Coastal Zone itself should be allowed there and this would preclude commercial uses more appropriate elsewhere.

Primary Policy

See opposite

Implementation Policies

CZ.2 Development permission will be granted for Coastal Villages in locations where the visual impact is minimized by natural topography, such that the development will not generally be visible from other parts of the coast over a distance in excess of 1.5 km. in either direction. Such development shall be designated and regulated as Coastal Village Areas. In the three such areas shown on the proposals map at Thompson's Valley, Prosperous Bay and Sandy Bay and in others brought forward by developers, development permission will be granted for tourism and recreation-related development and residential development in proportion to the tourism development provided:

- (i) all development complies strictly with a Coastal Village development design brief and management agreement for the area which defines the height, scale, proportion, details, external materials and landscaping of all new buildings, including their roofs, the layout and provision of roads and services including any new access road, the conservation of historic structures within or adjoining the development area, the future maintenance of all buildings and services to ensure sustainability and no risk of pollution; and to maintain public access to beaches and other public areas; and to ensure that the effects of climate change are fully considered.

CZ1: Primary Policy

There will be a presumption in favour of retaining the natural appearance and ecology of the Coastal Zone and the grant of development permission will therefore be regulated by the following implementation policies with the presumption that all development shall include provision for rainwater collection, storage and re-use, commercial development shall include provision for grey water treatment and re-use, and all development shall include for sustainable treatment of sewage without risk of pollution.

- (ii) no part of the development shall be brought into use in advance of the availability of means of access and all services including drinking water, foul water and storm sewerage with the presumption that all services will be provided in a sustainable form and without risk of pollution to ground water or the sea, or damage to the marine environment.

CZ.3 Outside Coastal Village Areas and National Conservation Areas (and within National Conservation Areas until their Management Plans are available), development permission will be granted in the Coastal Zone for tourism, recreation-related and residential development, provided

- a) the development is designed to comply with the aims of the primary policy, and
- b) it does not utilize productive agricultural land except as provided in policy CZ.4 including land which has been in agricultural production in the previous five years, and
- c) except for development of the first two single dwellings on privately owned parcels (as at 31st December 2011) the total floor area of the residential component of such development does not exceed the total floor area of the tourism related component, and
- d) where the development is within 250m of the shore, the development shall have a backdrop of land as viewed from the sea and any buildings forming part of the development shall be not more than three stories high and shall be finished externally predominantly in local stone;
- e) where the development is not within 250m of the shore, the development is such that it has land at least 10m higher than the development on at least two sides of it within a distance of 250m;
- f) in all cases where the development includes the construction of buildings, any buildings which are visible from any other building forming part of the development, or visible from any existing building within 250m, shall be laid out and designed in their form, proportion, scale, details, external materials and landscaping such that they demonstrate a coherent form of development with such other building;
- g) buildings within the development shall not be brought into use in advance of the availability of access and all relevant services in-

cluding drinking water, foul and storm sewerage, with the presumption that all services will be provided in a sustainable form and without risk of pollution.

CZ.4 Development of land in agricultural use or so used in the past five years, will be permitted only if

- a) it is for essential purposes of agricultural production or,
- b) it is for tourism-related development where it can be demonstrated that it forms an essential integral part of a commercial agricultural enterprise to assist the viability of that enterprise, or
- c) it is for the purposes of essential infrastructure, and
- d) utilises the least productive land,
- e) development which includes polytunnels, glass houses or shade houses shall comply with the policies specific to them, and
- f) development which includes housing for livestock shall not be brought into use until provision has been made to deal with effluent sufficient to avoid pollution of water courses and water catchment areas,
- g) it includes provision for soil conservation.

CZ.5 Permission in the Coastal Zone will not be granted for commercial development which is not tourism related or is not for commercial agriculture or forestry or essential infrastructure.

Note: policies specific to polytunnels, glass houses and shade houses form Appendix 5 to this revised Plan.

CZ.6 In considering any development proposal in the Coastal Zone, there shall be a presumption in favour of identifying, protecting and promoting established footpaths; development which fails to do so will not normally be permitted.



9. The Intermediate Zone

9.1 The Intermediate Zone: an area where most development can be accommodated in such a way as to preserve the quality of life for residents and visitors alike.

9.2 The Intermediate Zone is located on land which lies mainly between the two major zones. These areas are presently in a variety of uses, the foremost of which are agriculture, forestry and residential development. Some areas are already built up whilst others are relatively rural.

9.3 The essential land use function of the Intermediate Zone will be to accommodate the majority of the housing and much of the other development which may be required to serve the Island's needs over the next 10 years. This does not mean that the whole of the area will be developed (there will be significant exceptions), nor that the building that does take place will dramatically change these areas. It is intended that a variety of building types and densities will be accommodated and often a semi-rural character will be the result.

9.4 The need for the Island to produce more of its own food means that development on productive agricultural land will not normally be allowed, irrespective of the location of the land.

9.5 A presumption in favour of development does not mean that this will always be permitted and such development will always be subject to planning policies to achieve acceptable standards.

Primary Policy

See opposite

Implementation Policies

I2.2 Development of land in agricultural use or so used in the past five years, will be permitted only if

- a) it is for essential purposes of agricultural production or,
- b) it is for tourism-related development where it can be demonstrated that it forms an essential integral part of a commercial agricultural enterprise to assist the viability of that enterprise, or
- c) it is for the purposes of essential infrastructure, and
- d) it utilises the least productive land,
- e) development which includes polytunnels, glass houses or shade houses shall comply with the policies specific to them, and
- f) development which includes housing for livestock shall not be brought into use until provision has been made to deal with effluent sufficient to avoid pollution of water courses and water catchment areas,
- g) it includes provision for soil conservation.

I2.3 In addition to the general presumption in favour of development in the Primary Policy, housing development in accordance with SHG's Housing Strategy together with associated community facilities, will be encouraged and permitted in the Comprehensive Development Areas in accordance with the schedule shown in the Housing section.

I2.4 In addition to the general presumption in favour of development in the Primary Policy, infrastructure development associated with and necessary for the airport, housing, tourism, community and social development will be permitted in accordance with the Primary Policy in relation to each utility.

I2.5 Development permission for extensions to existing building (or existing uses) lacking in adequate sewerage will be granted only if appropriate sewage disposal facilities are included as part of the proposal.

I2.6 In considering any development proposal in the Intermediate Zone, there shall be a presumption in favour of identifying, protecting and promoting established footpaths; development which fails to do so will not normally be permitted.

IZ 1 : Primary Policy

Development permission will be granted for residential, tourism-related, social and cultural, agricultural, employment and infrastructure development in the Intermediate Zone subject to the following criteria:

- a) the siting, scale, layout, proportion, details and external materials in any development, including individual dwellings, form a coherent whole both in the development itself and in relation to surrounding development,
- b) the proposed use is not materially damaging to the amenity of existing development,
- c) the site is not on productive agricultural land in use (or so used within the past five years), save as provided for in policy IZ2,
- d) where the site is in a National Conservation Area, the development complies with any Management Plan for that area, and if it abuts or incorporates a historic structure, the development includes conservation of that structure,
- e) the design and layout demonstrate:
 - i) optimum use of developable land and in the case of residential development achieves a density of at least 20 dwellings to the hectare, or
 - ii) if the site is in a comprehensive development area, the development complies with the development brief for that area,
- f) the design and layout do not generally entail excavation nor making up of levels to a depth or height in excess of 3m,
- g) the development demonstrates the availability of safe vehicular access and all relevant services and will not be brought into use until these are in place, including:
 - i) effective and sustainable means of dealing with sewage and solid waste, sufficient to avoid pollution
 - ii) collection and re-use of rainwater and means of dealing with surplus surface water
 - iii) if the development includes habitable accommodation and places of employment, a sustainable drinking water supply
 - iv) sustainable use of energy.
 - v) if the development includes commercial uses, proposals for collection, treatment and re-use of grey water for landscaping and/or toilet flushing.
- h) the design and layout incorporate effective landscaping proposals and means of implementing and irrigating those proposals sufficient to blend the development into the landscape including that soil present on site shall be re-used in landscaping/garden areas and excavated rock shall be re-used in the development or otherwise re-used in development projects off-site.

10. The Airport

10.1 This revision of the LDCP was based upon the assumption of the development of the Airport at Prosperous Bay Plain. Construction has started and opening is due in late 2015.

10.2 Development permission for the Airport and its associated infrastructure was granted through the Airport Ordinance 2006 and this clearly set out the Airport Development Area (ADA) including development in Ruperts Bay and Ruperts Valley.

10.3 Notwithstanding, the policies in this revision are designed to (1) enable the development of the airport, and (2) prevent development which would preclude or prejudice any element of its construction or operation.

10.4 It is recognised that such a major infrastructure development may demand flexibility extending beyond the established ADA and the policies recognize and facilitate such flexibility.



AP1: Primary Policy

Development permission will be granted for all elements of infrastructure required in connection with construction and operation of the St Helena Airport including variations or additions to any element covered under the Airport Development Ordinance 2006 and lying outside the Airport Development Area.

Development permission will not be granted for development likely to prejudice any aspect of construction or operation of the airport, including development conflicting with protection afforded to the obstacle limitation areas, or any element of infrastructure associated with the airport.

Implementation Policies

AP.2 The quarry sites identified within the Airport Development Area for construction materials but requiring separate development permission, will be permitted subject to environmental impact assessment in order to establish appropriate mitigation measures including consideration of appropriate after-use when the airport has been completed.

AP.3 The external appearance of the airport terminal building and combined operational building, which is reserved under the airport approval for subsequent submission and approval as to its design, shall be submitted for approval and so approved prior to construction with the presumption that they will demonstrate environmentally sensitive and sustainable construction and performance.

AP.4 Development permission will be granted for facilities which enable relocation, modification or supplementing of the present solid waste disposal area at Horse Point, sufficient for the registration and safe operation of the airport

11. Energy

11.1 The future development of the Island will be reliant upon the provision of adequate and reliable electricity supplies.

11.2 At present the Island is heavily dependent upon imported diesel for its power needs. The policies on energy are therefore designed to promote alternative sustainable energy sources. They have been written to take into account the Infrastructure Review 2006-7 and the Infrastructure Plan 2008.

11.3 The current thrust of expenditure by Government on the Island's energy capacity is (1) to ensure reliability of the existing diesel powered plant by renewing generators at end of life, (2) to reinforce and extend the high voltage and low voltage distribution networks, and (3) to assess the feasibility of shifting to other sustainable power sources.

11.4 In parallel, this revision seeks to place emphasis on the need to conserve energy.

11.5 In areas designated for major development (particularly in CDA's and CVA's) consultations have taken place with the energy provider to ensure that adequate supplies can be made available.



E1: Primary Policy

- a) Except in the National Conservation Areas there shall be a presumption in favour of development permission for wind turbines, arrays of photo-voltaic panels or other forms of sustainable power generation including hydro and marine turbines and ocean thermal energy conversion installations on sites that are proved by engineering analysis to be optimum for their purpose, including to reinforce and extend the distribution networks;
- b) Development permission will not be granted for development which would preclude or prejudice the installation and operation of such equipment on such optimum sites.

Implementation Policies

E.2 Development permission will be granted for the erection of additional wind turbines at Deadwood Plain and elsewhere, subject to environmental impact assessment.

E.3 Development permission will be granted for facilities to store, transmit and recover energy, including expansion of the existing power station and pumped storage reservoirs, provided that in the National Conservation Areas such facilities will be sited, designed and finished to minimize their impact on the natural landscape and ecology as demonstrated by environmental impact assessment.

E.4 There shall be a presumption in favour of energy efficient design in all new buildings and in changes of use and extensions to commercial and community buildings, sufficient to demonstrate current best practice in respect of water heating, lighting and natural ventilation. Development permission will not be granted for tourism-related development without solar water heating; nor commercial and community buildings which do not also incorporate natural ventilation in place of air conditioning. Nothing in this policy will preclude the construction of dwellings or adaptation of buildings for residential or tourism-related use which demonstrate by design that they incorporate their own sources of renewable energy sufficient for their usage.

E.5 Development permission will be granted for the installation on existing buildings of solar hot water and solar electrical generation panels and related equipment. In the case of buildings of architectural or historic interest and in National Conservation Areas, the design and siting of the panels are to be such that they do not adversely affect the character of the building or of the conservation area; and solar hot water installations in such cases shall generally not have external tanks. Development permission will also be granted for free-standing solar arrays ('solar farms') with the presumption in all cases that they will not use productive agricultural land and will be sited to minimize the impact on the landscape.

E.6 Except in the National Conservation Areas, development permission will be granted for the erection of high voltage and low voltage overhead distribution cables provided that they are sited to minimize the impact on the landscape. In Comprehensive Development Areas, Coastal Village Areas and Historic Conservation areas, the low voltage network will be required to be laid underground in accordance with the development design briefs and management plans for those areas.

E.7 Development permission will be granted for the erection of solar powered street lights to replace existing lights but with the presumption that those adjacent to buildings of architectural or historic interest and in National Conservation Areas the solar panels shall be sited such that the visual impact is minimized.

E.8 All new external lighting, including additional street lights, will be permitted only where the lighting by its design, will not adversely affect the surroundings through glare or light pollution and will not interfere with sensitive ecologies, road safety or residential amenity.

12. Water Supplies

12.1 The future development of the Island will be reliant upon the provision of adequate and reliable water supplies.

12.2 At present the Island is heavily dependent upon shallow boreholes and abstraction from water courses. The current consultants report (Fairhurst Draft Water Strategy 2011) suggests that these sources are adequate until at least 2020 but deep boreholes are to be examined for future supply needs.



12.3 The policies have been written to take into account the Infrastructure Review 2006-7 and the Infrastructure Plan 2008 as well as the Fairhurst Draft Water Strategy report.

12.4 In parallel this revision seeks to place emphasis on the need to conserve water and to utilize where possible rain water and grey water.

12.5 In areas designated for major development (particularly in CDA's and CVA's) consultations have taken place with the water provider to ensure that adequate supplies can be made available.



W1: Primary Policy

a) Development permission will be granted for the construction of facilities, taking into account all aspects of climate change, for the abstraction, treatment, storage and distribution of potable and irrigation water supplies to service the development needs of the island on sites that are proved by engineering analysis to be optimum for their purpose; within the National Conservation Areas development which includes the siting of storage tanks or reservoirs shall be sited with regard to the landscape and with the presumption that tanks will be underground or otherwise concealed;

b) Development permission will not be granted for development which would preclude or prejudice the installation and operation of such equipment on such optimum sites, including any development which would, by the nature of its use or effluent from it, prejudice the quality of any aquifer or abstraction catchment area

Implementation Policies

W.2 There will be a presumption in favour of development which, by its design, minimizes water demand. Development permission will not be granted for development which fails to include rainwater collection, storage and use, and, in the case of commercial and community development, appropriate storage, treatment and re-use of grey water.

W.3 Development permission will not be granted for development which includes living accommodation or employment in advance of the availability of a potable water supply. Where the provision of that supply forms part of the development, the development shall not be brought in to use in advance of its availability. Where a private supply is proposed using a borehole, development permission will be granted only where it can be demonstrated that it will not prejudice supplies to other development in the area.

W.4 In Comprehensive Development Areas and Coastal Village Areas and commercial and community developments, all water mains are to be laid below ground.

W.5 Development permission will be granted for an irrigation reservoir and associated facilities at Bottom Woods to provide for increased agricultural production in the area. The reservoir shall be fenced in order to avoid danger to residents of nearby housing.

13. Sewerage and Storm Drainage

13.1 The future sustainable development of the Island demands adequate and appropriate drainage and sewerage systems.

13.2 At present foul drainage is largely to individual septic tanks with unquantified quality of dispersed effluent and heavy contamination of communal septic tanks by storm water. With increasing numbers of dwellings and higher densities higher standards are demanded if significant pollution is to be averted.

13.3 The policies have been written to achieve this and take into account the Infrastructure Review 2006-7 and the Infrastructure Plan 2008.

13.4 In parallel this revision seeks to place emphasis on the need to conserve water and to utilize where possible rain water and grey water both for re-use and for irrigation, thereby reducing the need for surface water drainage systems.

13.5 In areas designated for major development (particularly in CDA's and CVA's) consultations have taken place with the water provider to ensure that adequate drainage and sewerage provision can be made.

13.6 Within James Bay and Ruperts Bay the current crude effluent discharges to the sea are plainly unacceptable in the context of developing a tourism industry and the higher standards and extra demand this implies. Policies provide for addressing this issue.



SD1: Primary Policy

- a) Development permission will be granted for the construction of facilities for the treatment and disposal of foul sewage appropriate to the island's development needs;
- b) Development permission will be granted for the construction of facilities for the handling of storm water, including water from roofs and other impermeable surfaces. Such water shall be separated from sewage and re-used in the development, including for irrigation of landscaped areas;
- c) Development permission will not be granted for development which fails to make provision for the separation of storm water from sewage or fails to make appropriate provision for the disposal of storm water and sewage and appropriate usage of rainwater

Implementation Policies

SD.2 In Comprehensive Development Areas, Coastal Village Areas and in new developments in existing residential areas where there will be 10 dwellings or more to the hectare including existing dwellings, development permission will be granted only where there is a communal foul sewerage system and separate storm water system forming part of the development. The development shall not be brought in to use until the relevant parts of such systems are operational.

SD.3 Development permission will not be granted for development which relies on disposal of sewage effluent to the ground in any area which forms part of the catchment or aquifer of a potable water supply.

SD.4 In all cases where sewage treatment is proposed by means of a septic tank, including from separate dwellings or small groups of dwellings, tourism-related development, or commercial or community development, development permission will be granted only where it can be demonstrated by soil percolation tests that disposal of effluent to a soakaway in the ground can be effected without risk of pollution to ground water or a watercourse. Where it is not possible by percolation tests to demonstrate avoidance of such risk, alternative means of treating the effluent, such as reed beds or mechanically accelerated digestion systems, will be required. In no case will development permission be granted for new development where it is proposed to discharge untreated effluent to the sea.

SD.5 a) Development permission will be granted for a sewage treatment system and / or extended outfall for the Jamestown main sewer such that the present risk of pollution in James Bay is alleviated. Development permission will not be granted for development or developments which, individually or cumulatively, will add 10 cubic metres or more per day to the volume of sewage discharged through the Jamestown main sewer until there is either effective treatment or an extended outfall. b) Development permission will be granted for a sewage treatment system for Ruperts Valley. Development permission will not be granted for development which, individually or cumulatively, will add 10 cubic metres or more per day to the volume of sewage discharged through the Ruperts Valley sewer until there is effective treatment.

SD.6 Development permission will be granted for installation of facilities for the separation of storm water from foul sewage at the Ladder

Hill, Rifle Range and Longwood communal septic tanks. Development permission will not be granted for development or developments which, individually or cumulatively, will add 5 cubic metres or more per day to the volume of sewage discharged through these septic tanks until separation of storm water in times of significant rainfall has been effected, sufficient to avoid untreated effluent being flushed through the tank.

SD.7 In the case of new development, permission will be granted only where all parts of the sewerage system, including any septic tank and pipework, are laid underground apart from access covers and vents.

SD.8 Development permission will be granted for the provision of facilities for the drying of sewage sludge at Donkey Plain and /or Upper Ruperts Valley in order for the present practice of disposing of sludge at the solid waste disposal facility at Horse Point to cease. Such development will require environmental impact assessment and evidence that the operation will not cause nuisance or pollution, that disposal will be sustainable and takes account of climate change.

14. Solid Waste

14.1 The future sustainable development of the Island demands adequate and appropriate solid waste handling.

14.2 At present landfill is the primary method of disposal. Two small scale recycling enterprises are in existence, but the quantities of materials dealt with are very small.

14.3 With increasing numbers of dwellings and higher numbers of visitors to the Island there is a need to deal appropriately with all solid waste. A Solid Waste Project is seeking to develop a sustainable process including re-cycling as a major component.

14.4 The policies have been written to assist this and take into account the Infrastructure Review 2006-7 and the Infrastructure Plan 2008.

14.5 In parallel this revision seeks to place emphasis on the need to provide re-cycling facilities.



SW1: Primary Policy

a) Development permission will be granted for facilities for the sustainable handling and disposal of solid waste appropriate to the Island's development needs;

b) There shall be a presumption in the granting of development permission that, in all elements of the handling of solid waste, provision shall be made to incorporate recycling to the fullest extent practicable and viable as defined in the Solid Waste Project; evidence will be required to that effect before development permission is granted and the granting of development permission will be controlled by environmental impact assessment in addition to engineering analysis.

Implementation Policies

SW.2 Development permission will be granted at Donkey Plain or Upper Ruperts Valley for a materials recovery facility for the separation of recyclable materials and sustainable treatment of organic waste in order for the present practice of disposing of organic waste at the solid waste disposal facility at Horse Point to cease. Such development will require evidence that the operation will not cause nuisance or pollution including from traffic to and from the site and that disposal will be sustainable.

SW.3 Development permission will be granted for civic amenity centres in compliance with the Solid Waste Project for recycling collection points, bottle banks and similar facilities at community centres, shopping centres, car parks and recreation areas.

SW.4 Commercial and community development and development in Comprehensive Development Areas and Coastal Village Areas will be permitted only where the development includes appropriate provision for solid waste storage and collection.

15. Roads and Transport

15.1 The future development of the Island needs to take into account the limited road network and should consider alternative means of transport.

15.2 The road network on the Island of St. Helena is limited with approximately 110km of road (this is the length maintained by the Government). The following categories have been established based on the following assumptions:

15.3 Main roads – these are the roads which serve the main centres of population, the main industrial/commercial areas and a ring road connecting the main areas of the Island.

15.4 Secondary roads – these are the roads which serve the various communities distributed around the Island as well as areas of industry/commerce/agriculture.

15.5 Minor roads – all other surfaced roads maintained by the Government.

15.6 Unclassified – all non-government roads, shared access roads and dirt tracks etc.

15.7 St. Helena's roads are characterised by steep slopes and sharp bends. Single track roads with passing places are the norm on the Island.

15.8 Apart from the Haul Road / Access Road to the airport from Ruperts Bay, there are no firm proposals for new roads on the Island. The current thrust of expenditure is to repair the major road infrastructure.

15.9 This is intended to provide a base level of provision from which new development can be serviced. The un-spoilt rural aspect of much of the Island and its built and natural heritage could be adversely affected by

significant new road development or improvement. The policies are therefore designed to facilitate necessary upgrading but with the clear intention of protecting the natural setting. Any significant road proposal will also require environmental impact assessment.

15.10 A network of subsidised minibus services runs connecting the majority of outside communities with Jamestown. This is helping to restrict car usage and pollution as well as relieving the congestion caused by parking in Jamestown. It is apparent, however, that with the continuing growth in car ownership alternatives need to be investigated and the policies are designed to encourage this.

15.11 There has been a rapid increase in car ownership on the Island with over 2300 vehicles now registered. Whilst becoming an Island wide problem, Jamestown suffers most acutely. The historic centre of Jamestown is also its main car park and this causes a dilemma. On the one hand the use of vehicles is an economic necessity providing transport for goods and people to shops, businesses and tourist attractions. On the other hand the very presence of so many vehicles in Grand Parade, Jamestown's historic square and Main Street does detract from the architectural and historic quality of those spaces, and could prove to be a hindrance to the development of tourism facilities.

15.12 The Seafront, close to the centre is often used as an overflow car park but spray from waves frequently drenches the area and is a deterrent to parking there.



RT1: Primary Policy

- a) Development permission will be granted for the construction of new roads and the upgrading of existing roads appropriate to the Island's development needs (and utilising excavated waste and other secondary construction materials) provided that, in the design and layout of the roads to achieve safe conditions, speed and free flow of traffic shall be of lower priority than that of minimizing the impact upon the natural and built heritage of the island;
- b) Development permission will be granted for park-and-ride and other facilities for alternative means of travel to reduce dependency on private cars and for footways in critical locations for example near schools and care homes and other areas frequented by pedestrians;
- c) Development permission will not be granted for development which would preclude or prejudice the provision of new or upgraded roads and footways or alternative travel facilities necessary to serve new development.
- d) Where new development is permitted it must include provision for; and shall not be brought into use until it is provided with, safe pedestrian and vehicular access, as appropriate.

Implementation Policies

RT.2 Development permission will be granted for new residential or tourism-related development of 100 or more habitable rooms or commercial development of 500m² or more, only where the proposal is accompanied by a traffic impact assessment and assessment of the structural condition of affected roads, and

- a) measures for satisfactory vehicular access including off-site road improvements as appropriate, and
- b) provision of new roads within the development to a standard for adoption by SHG in accordance with adoption standards.

Nothing in this policy shall preclude or discourage development which, in its design, gives priority to pedestrian movement and minimizes the use of vehicles.

RT.3 Development permission for new development served by access from existing roads, including single dwellings, will be granted only where

- a) the geometry and visibility at the access create safe highway conditions in accordance with SHG standards in relation to the nature of the existing road, and
- b) existing road drainage is safeguarded or otherwise provided for in the development and the development will not discharge surface water to the road.

RT.4 Where the construction of a new road or improvement of an existing road conflicts with an existing footpath, development permission will be granted only where the design and layout include for diversion and continuance of the footpath in a convenient fashion and with appropriate provision for people with disabilities.

RT.5 Subject to environmental impact assessment and appropriate design standards, including to avoid risk of pollution (e.g. by inclusion of oil interceptors in road drainage), development permission will be granted for new roads and related infrastructure:

- a) In connection with the development of land at Donkey Plain for solid waste handling as envisaged in policy SW.2, sludge drying as envisaged in policy SD.8 and the Rifle Range as envisaged in policy SI.7 through the quarry site;
- b) In connection with commercial development at Ladder Hill as envisaged in policy EF.3, at Bottom Woods as envisaged in policy

EF.4 and at Rupert's Valley as envisaged in policies EF.5, SD.8 and SW.2 including, in respect of Rupert's Valley, extension of the airport/bulk fuel branch road;

- c) In connection with the Coastal Village Area at Thompsons Valley as an extension to the new roads to serve the High Hill Comprehensive Development Area;
- d) In connection with the Coastal Village Area at Prosperous Bay Beach, from Prosperous Plain in the area of the signal station or as may be dictated by the airport extent;
- e) In connection with the Coastal Village Area at Sandy Bay Beach from the end of the present tarmac;
- f) In connection with the Comprehensive Development Areas at Bottom Woods and Head O'Wain as new distributor roads within the development areas;
- g) In connection with the Comprehensive Development Area at Bunker's Hill, a new spine road from Alarm Forest, with a second point of access at a lower level, plus distributor roads within the development area; and
- h) In connection with the extended Intermediate Zone at Levelwood as a spine road to serve the allocated residential area, designed such that it is capable of being extended to the airport.

RT.6 Development permission will be granted for construction of a funicular or similar sustainably designed transport system at Jacob's Ladder and elsewhere to facilitate tourism development and to reduce the use of private cars in Jamestown.

RT.7 With the exception of development in Jamestown Historic Conservation Area, development permission for new residential development and tourism-related development will require the provision of off-road car parking spaces at the rate of two spaces per unit of accommodation, commercial development at the rate of one space per 30m² of floor area and community development proportionate to its use. Nothing in this policy shall preclude comprehensive development which, in its design, relies upon transport by means other than private cars but such development shall be the subject of a formal agreement precluding the bringing of private cars in to the development.

RT.8 Contributions will be sought in appropriate cases from developers towards public transport, including park and ride facilities, when a public transport strategy has been implemented.

16. Telecommunications

16.1 The provision of effective and reliable modern telecommunications to and across the Island is essential to economic growth.

16.2 International expectations in the field of telephone and data communications are high, and service provision in St Helena is expected to develop in parallel with the Island's economic development.

16.3 The main service provider has been consulted and its programme is reflected in the policy wording.



TX1: Primary Policy

- a) Development permission will be granted for development for the effective provision of telecommunications equipment appropriate to the island's development needs including telephone, radio, television and internet;
- b) Subject to environmental impact assessment, there will be a presumption in favour of development permission for the erection of antennae, repeater stations and related equipment on sites that are proved by engineering analysis to be optimum for their purpose except in the National Conservation Areas where protection of the landscape, ecology and historic setting shall take precedence;
- c) Development permission will not be granted for development which would preclude or prejudice the installation and operation of such equipment on optimum sites;
- d) In all cases where development permission is granted for such equipment it will be subject to the condition that the equipment is removed when it is no longer required for its purpose and the site reinstated to its former condition.

Implementation Policies

TX.2 Development permission will be granted for repeater stations in such locations as are necessary to give full coverage to the airport, households, tourism-related development, government's development needs and commercial development across the island.

TX.3 Development permission will be granted for additional buildings and related equipment as necessary for the effective operation of the island's external communication system, subject to the siting and design of structures in National Conservation Areas not materially damaging the character of the Area.

TX.4 Development permission will be granted for one or more cable landing stations and related equipment in connection with undersea fibre optic or other transmission cables.

TX.5 Development permission will not generally be granted for tourism-related, commercial or community development which does not make provision, as part of its design, for inclusion of effective telecommunications equipment appropriate to the function of the development.

17. Social Infrastructure

17.1 The economic growth of the Island needs to be allied to its social development to ensure sustainable balanced communities are developed and maintained.

17.2 It is a key ingredient of St Helena's vision of "a prosperous, peaceful and democratic society for all achieved through sustainable economic and social development and leading to a healthy and eventually financially independent St Helena."

17.3 The policies in this revision seek to:

- ensure developments are, as far as possible, non-discriminatory in their design and use
- facilitate the provision of appropriate healthcare and secure welfare premises
- facilitate the provision of appropriate education premises
- promote recreational and cultural provision
- identify a site for an additional burial ground
- ensure that in all new development appropriate provision is made for the well-being of the community
- ensure that in all development there is a presumption of existing established footpaths being retained and where, exceptionally, paths have to be diverted, the diversion shall be convenient to the users of the footpath.



SI1: Primary Policy

a) Development permission will be granted for all development reasonably needed for the social development of the Island and such development shall be designed to be sustainable in all services including collection, storage and re-use of rainwater and storage, treatment and re-use of grey water;

b) Development permission will not be granted for new residential, employment or tourism-related development which does not include adequate provision for the social development of the island including provision for people with disabilities; and development permission will not be granted which would prejudice or preclude such development.

Implementation Policies

SI.2 Development permission will be granted for expansion of Jamestown hospital including its laboratory and / or for the construction of a replacement hospital at Half Tree Hollow.

SI.3 Development permission will be granted for the relocation of the prison to Sundale House at Half Tree Hollow.

SI.4 Development permission will be granted for the expansion of Barn View, Longwood or for redevelopment of the Longwood First School site as a challenging behaviour / psychiatric unit to be run in tandem with Barn View.

SI.5 A site will be kept available adjoining Prince Andrew School as a potential site for a central primary school for the island. Development permission will be granted subject to Social Assessment in relation to the communities where existing primary schools are located and subject to sewage treatment on site to replace the existing connection to Jamestown main sewer.

SI.6 Development permission will be granted for development to enhance the facilities at existing community centres and recreation areas and for the creation of new facilities including playgrounds.

SI.7 Development permission will be granted for the relocation of the Rifle Range from Ladder Hill to Donkey Plain to facilitate residential and commercial development of the present rifle range site.

SI.8 Development permission will be granted for conversion and use of the Rickmers building in Jamestown for community use including a cinema / theatre.

SI.9 Development permission will be granted for the change of use of the former PWD store building in Jamestown to a public library and associated facilities.

SI.10 Development permission will be granted for a new burial ground near Lock Cottage in plantation Forest, subject to environmental impact assessment.

SI.11 In relation to primary policy SI.1b, the development design briefs for Comprehensive Development Areas and Coastal Village Areas will include the requirement for inclusion of community facilities and public open space proportionate to the scale of the development and retention of existing established footpaths. Where, exceptionally, paths

have to be diverted, the diversion shall be convenient to the users of the footpath.

SI.12 Development permission will be granted for tourism-related development and new commercial and community development only where satisfactory provision is made in the design of the development for access and usage by people with disabilities to all publicly accessible buildings.

18. Emergency and Public Services

18.1 The economic growth of the Island needs to be supported by adequate, modern and effective service provision from the Police, Fire and Rescue, and Ambulance services. In addition the growth in tourism numbers may lead to greater demands for the customs and immigration services.

ES1: Primary Policy

Development permission will be granted for infrastructure necessary for the effective provision of emergency services appropriate to the island's development needs, including ambulance, fire and rescue; and for effective policing, vehicle testing, customs and immigration control.

Implementation Policies

ES.2 Subject to sympathetic architectural treatment of the existing prison building, development permission will be granted for utilisation of the present prison for alternative use.

ES.3 Subject to the design having regard to visual amenity and landscape impacts, development permission will be granted at Bradleys for fire and ambulance services buildings necessary for the airport if they cannot be adequately provided for within the Airport Development Area.

ES.4 Development permission for the housing of one sea rescue craft will be granted on Jamestown wharf, subject to assessment and appropriate design and scale of the building in the setting of the

operational and historic wharf and subject to the design taking account of climate change. Development permission for the housing of additional sea rescue craft will be granted at Rupert's Bay.

ES.5 Development permission will be granted for a new vehicle testing station north of New Ground at the Government Garage, to facilitate residential development of land adjoining the existing testing station site.



Meeting the housing needs of the Island is a critical aim of the LDCP and is explicit in the adopted principles of revision, including to meet the additional needs and demands arising from air access.

19. Housing

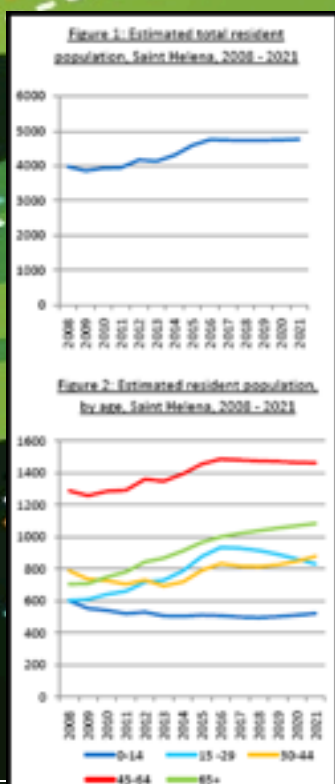
19.1 The Island population has fallen in the past 25 years from over 5,500 in 1987 to 3,800 in 2011. There has not been a commensurate fall in demand for new houses, reflecting a reduction in household size (from 3.8 in 1987 to under 2.5 in 2011). Demand for new dwellings expressed in development permissions has continued at the rate of approximately 35 dwellings per annum.

19.2 Population growth as a result of air access and tourism activity will translate to a likely demand for new dwellings. However, there is a stock of unoccupied / unproductive housing amounting to some 748 dwellings (2008 census), and for every economic and social reason it is desirable for future housing demand to be met in part through the re-use of this stock.

19.3 The range of housing types and tenures is extremely limited in part from the Island culture of self-build and expectation of a 'house for life'. In the context of exposing the Island to international markets, and in anticipation of returning Saints who have experienced different housing markets and cultures, there is an expectation that the existing housing market may not prove tenable. The St Helena Housing Policy seeks to address these issues, and will guide the planning policies in respect of housing. In part the existing culture has led to less than optimum use of available land, partly through low density development and 'unplanned' forms of development as expressed in Half Tree Hollow and Levelwood.

19.4 The land available for housing development is constrained by the land form / gradients, and by infrastructure. However, current forecasts show there is sufficient land for housing within the areas in which housing is being considered over the next 20 years and beyond, provided care is taken to ensure appropriate densities and forms of development.

19.5 It is anticipated that a significant proportion of future housing development will take place within Comprehensive Development Areas, where optimum use can be made of the land, and sustainable communities can be established or developed.



Location	Land Availability	Density Projections*	Plot availability
CDA's	30.7 Hectares	12-25 dwellings per hectare	420
CVA's	32.5 Hectares	6-8 dwellings per hectare	235
Intermediate Zone	168 Hectares (with gradient of less than 1:2.5)	12-25 dwellings per hectare (average 18)	2,600
Coastal Zone	150 Hectares (capable of meeting the strict criteria)	6 dwellings per hectare	900
Total			4,155
Assuming occupancy rates of 2.4 persons per dwelling this provides for an additional population of 9,970			
*The above densities are low and any increase will allow for a greater number of dwellings.			

H1: Primary Policy

- a) Development permission will be granted for sufficient new dwellings to ensure that the housing needs of the island, as expressed by local demand and the demand resulting from air access, will be met ;
- b) In granting development permission to meet the housing needs of the island, regard will be had to the need to:
 - i) make optimum use of available land and services
 - ii) maintain a socially balanced and sustainable community
 - iii) achieve improved and sustainable standards of domestic amenity; and
 - iv) protect the environment including the island's natural and built heritage.
 - v) make sustainable use of mineral resources, including re-use of excavated material and soil for landscaping and garden uses.

Implementation Policies

H.2 Development permission will continue to be granted for dwellings on land in the Intermediate Zone on sites brought forward by individuals and developers where the proposed development complies wholly with policies for the Intermediate Zone IZ.1, IZ.2 and IZ.3, and infrastructure policies E.1(b), E.4; W.1(b), W.2, W.3, W.4; SD.1(b) and (c), SD.2, SD.3, SD.4, SD.5, SD.6, and SD.7; RT.1(c) and (d), RT.2, RT.3, RT.7; TX.1(c) and SI.1(b).

H.3 Development permission will be granted for dwellings on land in the Coastal Zone where the proposed development complies wholly with policy for the Coastal Zone CZ.3; and the infrastructure policies listed in policy H.2, above.

H.4 Development permission will be granted in the designated Comprehensive Development Areas in accordance with Intermediate Zone policy IZ.3, in compliance with design briefs for each such area, with the approximate target numbers of dwellings shown in table H.4

H.5 In granting development permission for residential development in accordance with policies H.2, H.3 and H.4, and in equivalent areas of significant development brought forward by a developer the size of plots, make-up of dwelling types, floor areas and tenures, proportion of socially targeted affordable dwellings and standards of development, the details of the development shall follow the SHG Housing Strategy.

H.6 Development permission will be granted for tourism business-related dwellings (in addition to tourist accommodation) in the designated Coastal Village Areas in accordance with Coastal Zone policy CZ.2, in compliance with development briefs for each such area, with approximate target numbers of dwellings shown. In table H.6.

Development permission on an equivalent basis will be granted in Coastal Village Areas brought forward by a developer, with the total residential floor area not to exceed the tourism-related floor area.

H.7 In granting development permission for dwellings in accordance with policy H.6, regard shall be had to the SHG Housing Policy in respect of the proportion of socially targeted affordable dwellings on the same basis of between 10% and 25%, or equivalent value in planning gain, as policy H5.

H.8 Where development permission is granted for tourist accommodation, its use shall be regulated by planning conditions and/or formal agreement to ensure that it remains as tourist accommodation in perpetuity unless there are compelling reasons to the contrary agreed in writing by the Land Planning and Development Control Board.

Table H.6. Coastal Village Areas

Location	Developable Area (Hectares)	Minimum Density per Hectare	Number of Dwellings
Thompson's Valley	15.0	6	90
Prosperous Bay	9.0	8	75
Sandy Bay	8.5	8	70
Total	32.5		235

H.9 Where development permission for housing is granted in any location,

- a) the siting, scale, layout, proportion, details and external materials shall form a coherent whole both in the development itself and in relation to surrounding development, including compliance with the policy on colour of roofing materials (Appendix 6),
- b) the development shall not be materially damaging to the amenity of existing development,
- c) the site shall not use productive agricultural land in use (or so used within the past five years),
- d) where the site is in a National Conservation Area, the development shall comply with the Management Plan for that area, and if it abuts or incorporates a historic structure, the development shall demonstrate conservation of that structure,
- e) the design and layout shall demonstrate
 - i. optimum use of developable land and achieve a density of at least 20 dwellings to the hectare, or
 - ii. if the site is in a Comprehensive Development Area or Coastal Village Area, the development shall comply with the development brief / design code for that area,
- f) the design and layout shall not generally entail excavation nor making up of levels to a depth or height in excess of 3m., with the span and orientation of buildings designed accordingly,
- g) the development shall demonstrate the availability of safe vehicular access and all relevant services as set out in the policies applicable to them and shall not be brought into use until these are in place, including
 - i. effective and sustainable means of dealing with sewage sufficient to avoid pollution
 - ii. conservation of rainwater by means of storage tanks of not less than 450 litres capacity per dwelling and means of dealing with surplus surface water without discharging it on to roads or adjoining development land
 - iii. a sustainable drinking water supply
 - iv. sustainable use of energy through energy efficient design (e.g. insulation in roofs and walls, damp proofing, passive cooling, aspect and orientation) to minimize energy requirements for cooling and heating.
- h) the design and layout shall incorporate effective landscaping proposals and means of implementing and irrigating those proposals

sufficient to blend the development into the landscape. Plant species used in landscaping shall be native and selected according to the vegetative character of the site and surrounding area.

H.10 In Jamestown development permission will be granted and encouragement given for the use of upper floors of commercial premises for residential use, subject to satisfactory standards of amenity, achievement of separation compliant with the building regulations and conservation of buildings of architectural or historic interest.

H.11 Development permission will be granted and encouragement given to the creation or conversion of dwellings to incorporate ancillary business facilities and uses, provided the uses are appropriate within a residential area and are of appropriate scale to be carried on

- a) without material detriment to the amenity of neighbours,
- b) without highway danger,
- c) with separation compliant with the building regulations, and
- d) with conservation of buildings of architectural or historic interest.

Table H.4. Comprehensive Development Areas

Location	Developable Area (Hectares)	Minimum Density per Hectare	Number of Dwellings
Bottom Woods East	5.8	20	110
Bottom Woods West	2.1	20	40
Half Tree Hollow East	3.0	20	60
Head O'Wain to Burnt Rock	5.1	12	60
High Hill	2.5	12	30
Pouncy's	2.7	12	60
Bunkers Hill	12.5	12	150
Total	33.7		510

20. Tourism

20.1 Discover the most extraordinary place on earth....the secret island of St Helena. 'A little world, within itself, which excites our curiosity' Charles Darwin on St Helena.

20.2 Starting from the current low base of tourists to the island, estimated at 1666 in 2011 and low base of just 64 tourist rooms available for them, tourism growth is seen as the driver for economic development of the island both in the run up to opening of the airport and thereafter. Tourist numbers are forecast to rise to 2311 by the time the airport opens in 2016 and 30,000 by 2031.

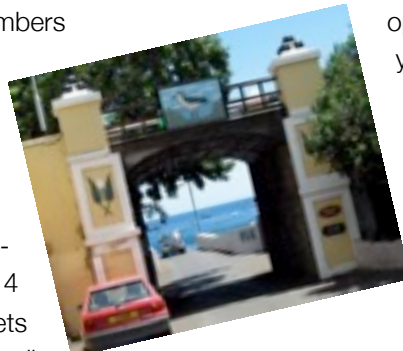
20.3 SHG's Tourism Strategy 2012-2016 (Appendix 4 to this revision Statement) sets out the tourism potential until the airport opens and prepares ground for the subsequent growth, including clear pointers as to the direction of it and the accommodation needed to service it. Throughout, the expansion is based on low-volume-high value, sustainable tourism based essentially on the built heritage and natural heritage of the island.

20.4 If appropriately managed, this should stimulate private sector growth in all elements of the island's economy.

20.5 The role of the LDGP in this is to enable and plan for the expansion with sufficient regulation to ensure that it is sustain-

able and policies have been drafted to achieve this aim. In the current world economic climate, projections of numbers of visitors are unlikely to be certain; it is significant that the Atkins airport feasibility study predicted 58,000 visitors within 14 years and the intention to cap growth at that figure; but current predictions are 30,000 visitors in the same period. No more certain is the capacity of the island's fragile cultural, natural, and built to cope with them. For this reason it is intended to review all elements

of capacity in the year before opening of the airport and 10 years after opening of the airport when the currently predicted number of tourists will reach 15,000, in order to plan for capping, or not, at 30,000.



T1: Primary Policy

- a) Development permission will be granted for development to enable and encourage sustainable tourism development together with its supporting infrastructure, sufficient to drive the economic development of the island.
- b) Development permission will not be granted for uses that would prejudice or preclude sustainable tourism development.

Implementation Policies

T.2 Development permission will be granted, subject to inclusion of sustainable development principles (to include water conservation, energy conservation and grey water storage, treatment and re-use), enabling expansion of tourism accommodation through:

- a) New-build hotels at Broad Bottom and The Devil's Punchbowl each with sufficient tourism-related accommodation and related facilities to ensure viability;
- b) Conversion to a hotel of Ladder Hill Fort, together with sufficient tourism-related accommodation and related facilities to ensure viability;
- c) New-build hotels and tourism-related accommodation in the Coastal Village Areas and elsewhere in the Coastal Zone, subject to environmental impact assessment and the design codes / development briefs applicable to the Coastal Village Areas including to meet climate change.
- d) Conversion of historic houses to tourism development / uses such as boutique hotels, including SHG "Chief Secretary Houses" and equivalent buildings in private ownership;
- e) Conversion of SHG and privately owned buildings in lower Jamestown to tourism uses;
- f) Conversion and extension of private dwellings and other buildings to self catering and bed-and-breakfast accommodation;
- g) Development of tourism-related accommodation on agricultural land in the Intermediate Zone as part of commercial agricultural enterprises;
- h) Development of eco-lodges in established forest areas.

In the case of a) above, the developments as a whole must, as the first principle of their design and detail, be examples of international best practice of sustainable development with the minimum of disturbance to the natural ecology of the area and the principal method of grassland maintenance to remain pasture grazing.

In the case of b), d) and e) above, the conversion must demonstrate conservation of the existing buildings in accordance with policies for the Built Heritage and in the case of b) will be required to include a funicular or similar system for access to and from Jamestown (subject to its design respecting the cultural landscape of Jamestown).

In the case of a) and c) above, extension of public transport or other collective means of transport will be a requirement of the development brief for the area.

In the case of g) above, evidence will be required to demonstrate the need for the development in relation to viability of the agricultural enterprise.

In the case of h) above, the development must include, as an element of the proposal, that the site will remain forested sufficient to conceal the development from any viewpoint within the Diana's Peak National Park or visible in any view towards the National Park from a public road or public place.

In all cases the development shall not be brought in to use until provided with all services and access appropriate to the development as provided for in the policies specific to them.

T.3 Subject to the policies for the Green Heartland, Coastal Zone and Intermediate Zone and the management plans for the National Conservation Areas, development permission will be granted for facilities to enable all tourist enterprises envisaged in the Tourism Strategy.

Note: Tourism related development will be encouraged in accordance with the Policies in this plan, particularly in the Coastal Zone as set out in the Policies in that section.



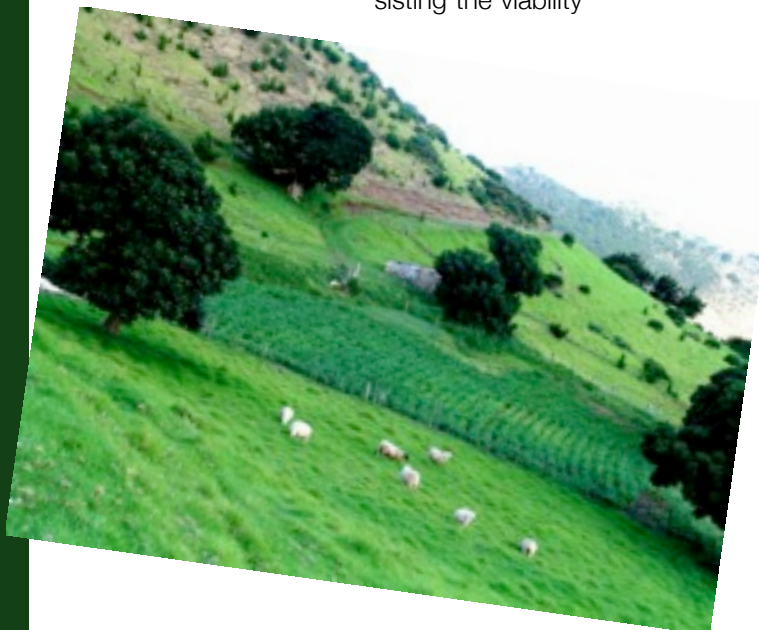
21. Agriculture and Forestry

21.1 The Island's first strategic objective aims at the development of a sustainable and vibrant economy to the benefit of St. Helena. Agriculture and forestry have a clear role to play in that economy.

21.2 Increasing the agricultural output of the island and doing so in a sustainable way are key objectives of the Government; and the continuance of commercial forestry as a fuel crop and for the managed amenity value of forested areas, whilst enabling compatible tourism-related development, are other key aims for sustainability.

21.3 With the likely opportunities to supply both an increasing tourism and population demand on the island and specialist crop exports as a result of air access, agricultural and horticultural production needs to be assisted rather than impeded in its development. There should therefore be the clear aim of protecting agricultural land, of facilitating agricultural development and assisting the viability

of commercial agricultural enterprises, and a presumption in favour of granting such development permission, with environmental safeguards including soil conservation and protection of aquifers, and only exceptional need to refuse permission. The policies in this Revision Statement, including the specific policies in respect of polytunnels, glass-houses and shade houses seek to achieve these objectives.



AF1: Primary Policy

- a) Development permission will be granted for development necessary for expansion of agricultural production to meet the island's development needs provided such expansion shall be sited to avoid areas of important biodiversity.
- b) Development permission will not be granted for non agriculture development which utilises agricultural land, or land so used in the past five years, unless that development is tourism related and forms an integral part of a commercial agricultural enterprise, or is for the purpose of infrastructure including renewable energy, telecommunications, water supply or sustainable treatment of sewage or solid waste;
- c) Subject to maintaining the landscape of forested areas, development permission will be granted in areas of productive forestry only for facilities necessary for the efficient working of timber and for tourism-related development compatible with both landscape and forestry operations.

Implementation Policies

AF.2 Development permission will be granted for the construction of polytunnels, glass houses and shade tunnels in compliance with these specific policies relating to them (Appendix 5).

AF.3 Development permission will be granted for agricultural buildings in the Green Heartland subject to policy GH.4, in the Coastal Zone subject to policy CZ.3 and in the Intermediate Zone. All such development shall be sustainably serviced including measures to avoid pollution and to conserve water and energy.

AF.4 Development permission will be granted for poultry housing for up to an additional 2000 laying hens on land in the area of the ANRD complex at Scotland. Such development will require evidence that the operation will not cause nuisance or pollution and will be sustainable.

AF.5 Development permission will be granted for arable storage utilising existing and extended structures and new buildings as necessary on land at Scotland.

AF.6 Development permission will be granted for the relocation of Longwood abattoir and pig unit to land below Middle Point at the eastern end of Mulberry Gut. Such development will require that the operation will not cause nuisance or pollution and will be sustainable.

22. Employment Premises

22.1 The growth of tourism, appropriately managed, will bring with it business opportunities for a range of products both in creating and servicing the tourism accommodation – construction, catering, laundry, maintenance of buildings and grounds, printing and stationery and IT, together with intensification of the whole supply chain and servicing, including for the airport itself and transport, vehicle and equipment maintenance.

22.2 There is also scope to expand products for direct sales to tourists and the Tourism Strategy highlights arts and crafts. In catering supply there is scope for not just expansion of agriculture and fish products and on-island production of beer, wine, coffee, fruit juices and water, but also added value fish, meat and dairy products such as goats cheese and smoked fish.

22.3 SHDA has provided clean business units at Ladder Hill and general business units at Donkey Plain. They also have outline plans for business units related to added value fish products at Rupert's.

22.4 Areas have been identified in this revision, for further clean business units in the Rifle Range area of Ladder Hill and general business units at Donkey Plain, Bottom Woods and Rupert's.

22.5 There is also scope for business enterprises providing secure storage, for both householders and business customers.

22.6 All development at Rupert's will be subject to prior implementation of work required for the airport and the airport policy AP1 will therefore take precedence.

22.7 Small scale "clean" employment uses will be appropriate in residential areas, as set out in the housing policies in this Statement and live-work dwellings will be encouraged.

22.8 Divestment of infrastructure providers from SHG and the development of a residential property market will also create the need for private sector office space primarily in Jamestown. To advantage, this can drive re-development of the derelict Greenlands building site and un-occupied premises adjoining it in Napoleon's street and policies have been included to achieve it.

22.9 In order to manage the risk of major development potentially damaging the structure of the Island's economy, a policy has been introduced requiring Economic Impact Assessment (alongside Environmental and Social Impact Assessments as appropriate) of major retail, wholesale and manufacturing proposals.



EP1: Primary Policy

Development permission will be granted for business premises in locations and business uses sufficient to meet the development needs of the Island subject to all such development being sustainably serviced, including to conserve water and energy and landscaped to integrate with their setting.

Implementation Policies

EP.2 Development permission will be granted for clean employment premises (B1 Use Class) up to 5,000m² aggregate floor area at Ladder Hill and for clean employment uses in residential areas subject to housing policy H.11.

EP.3 Development permission will be granted:

- at Rupert's Valley for general employment premises and uses, storage and distribution including storage for both householders and business customers, also fuels and waste treatment (up to 5,000m²) and up to 2,000m² of premises relating to added value fish products. Developments involving fuel and water treatment will require Environmental Impact Assessment.
- Clean employment uses (Use Class B1) at Ladder Hill up to 5,000m² floor area
- General employment uses, storage and distribution including fuels and waste treatment and storage (Use Classes B2, B3, B4 and B6)
- at Ruperts Valley up to 5,000m² below the proposed Bulk Fuel Installation and 10,000 m² above it;
- at Donkey Plain 2,500m² and up to 2ha of open area
- at Bottom Woods up to 5,000m²

EP.4 A development brief will be completed in respect of Ruperts Valley as soon as possible after it becomes clear whether the airport project will deliver a permanent wharf at Ruperts Bay

EP.5 In Jamestown, development permission will be granted for redevelopment of the Greenlands site for office and professional services, provided that the ground floor contains retail and / or banking services to not less than 50% of its area, and

Conversion of empty domestic and storage buildings in Napoleon Street to office uses, subject to such proposals conserving the buildings in accordance with policies for the Built Heritage.

EP.6 Economic Impact Assessment will be required (alongside Environmental and Social Impact Assessment as appropriate) for retail, wholesale and manufacturing businesses involving buildings with a floor area in excess of 500m² (5,500 sq ft), or a site area in excess of 0.8 hectares (2.0 acres).

23. Quarrying and Aggregates

23.1 The physical development of the Island will inevitably increase the demand for quarried materials.

23.2 The policies within this revision are therefore designed to enable additional quarrying with appropriate environmental safeguards, and also take into account the need to minimize haulage across the Island of materials.

23.3 In recognition of the quantities of potential material in the Coastal Zone, and the need to minimize haulage across the Island, the policies as drafted do not preclude the opportunity to develop a sea cliff face quarry.

23.4 Development permission for the continued or expanded winning and working of sand or rock from the sea will be subject to Environmental Impact Assessment.

Q1: Primary Policy

Subject to environmental impact assessment and appropriate environmental safeguards, development permission will be granted for quarrying and related activities to secure sufficient rock and aggregates for the island's development needs.

Implementation Policies

Q.2 In determining whether and where development permission should be granted for new quarries, in addition to the environmental impact of any new proposed quarry site, regard shall be had to:

- a) the availability of suitable material from existing quarries or recycled materials;
- b) the environmental effects of expanding existing quarries;
- c) the relative difficulty of transporting material from those quarries to the place of usage;
- d) the opportunities for re-instatement of the landscape and after-use of the existing and proposed quarry sites.

Nothing in this policy shall preclude consideration, subject to environmental impact assessment, of formation of a quarry at an existing sea cliff face, including related infrastructure and jetty and transportation of materials by sea.

Q.3 In considering any new proposal for the winning and working of sand or rock from the seashore or seabed, or any proposal to renew or extend the existing sand pumping operation in James Bay, an Environmental Impact Assessment will be required to include the ecological impacts, the needs of the Island for the material and availability of alternatives, and the impact on the potential for other uses of the sea area concerned.

Q.4 In any major proposed development requiring rock or aggregates, there shall be a presumption in favour of minimising the distance to carry the material by road and minimising the impact upon residents and historic structures in doing so.

Q.5 Encouragement will be given in any new development to design details which minimize the need for the transportation of quarried materials.

24. Natural Heritage

24.1 A most extraordinary landscape and natural heritage.

24.2 Five hundred years ago St. Helena would have been a green and fertile island, the scarred eroded hills that characterise the Island today are a result of human actions over the last 500 years. The sea was rich in fish, large numbers of seals and turtles, whilst the slopes of the valley were teeming with nesting seabirds. One would have found dense thickets of the dwarf Ebony in James Valley with the rocky valley slopes covered in Scrubwoods, Samphire, Tea Plant and Old Father Live-Forever and the succulent Salad Plant.

24.3 At about 400-600 metres above sea level, there would once have been woodlands of Gumwood and Bastard Gumwood trees. There would also have been grassland and desert areas, which were important habitats for birds and invertebrates. In the cooler, moist uplands (500-650m.) the Gumwoods gave way to Redwoods, False Gumwoods, She Cabbage trees. Higher still, cloud forest, between 700-823m., along the Island's central ridge and highest Peaks, where tree ferns dominated the vegetation with different woodland trees of Black Cabbage, St. Helena Olive, Dogwood and Whitewood.

24.4 There were 80 species of plant and about 400 invertebrate species indigenous to St. Helena. Of the plant species 50 are known to be endemic. This is a high degree of endemism for such a relatively small indigenous flora. However, some of these species have become extremely rare, two are extinct in the wild and six are now extinct.

24.5 Today the flora is in excess of 380 species and thus 87% of the flora has been

introduced by man. Natural forest of endemic species is confined to fragmented relics around the Peaks (Diana's Peak, Mount Actaeon, Cuckhold's Point), High Peak and Peak Dale, which only measure a few hectares in extent. The areas are protected from the predation of man and his domestic animals but remain subject to invasion from alien plant species such as buddleia, fuchsia, ink, wild mango, whiteweed, furze (gorse), bilberry and flax.

24.6 Except where it is capable of adapting to man made environments, the significant endemic invertebrate fauna depends largely upon relict endemic vegetation or special microhabitats for survival.

24.7 Over the past 20 years concentrated efforts have been made to propagate rare endemic plant species and establish new 'forests' of endemic plant species. Notable work on such 'habitat recreation' has been carried out at Horse Point (with Gumwood), Ebony Plain and below High Peak (with Ebony, Redwood and Ebony x Redwood hybrids). Work is continuing on the propagation of endemic species.

24.8 The first Portuguese who explored the Island found an abundance of seabirds, sea-lions, seals and turtles. No other animals were said to have been found. Today, the fauna on the Island largely comprises introduced species: cattle; sheep; goats; donkeys; cats; dogs; rabbits; mice; rats and various types of fowl. There are no snakes, but there is one type of frog, which was probably introduced to St. Helena along with the Mynah birds in 1885. There are, however, a good variety of endemic invertebrate fauna, including some unusually large examples of their species.



24.9 The national bird of St. Helena, the Wirebird, is the Island's only surviving endemic bird and can be found in several locations, most usually in short grassland with patches of bare ground. Their numbers declined from 425 adult birds in 1989 to 335 in 1999 and this decline is said to have continued in recent years. This loss is thought to be partly attributable to cats, rats, dogs and Mynah birds and partly to subtle changes in agricultural practices. A dozen or so other bird species breed on the Island, most of which have been 'introduced' from elsewhere. Some, like the Madagascar Fody are attractive and harmless while others, particularly the Indian Mynah Bird have multiplied so much as to become a nuisance, especially to fruit growers. The delicate Fairy Tern was not introduced but occurs naturally.

24.10 St. Helena has a wide range of endemic invertebrates including spiders, snails, weevils and beetles. Unfortunately some, like the Giant Earwig and the St. Helena Dragonfly are now thought to be extinct.

24.11 Conservation of the natural heritage is critical to the success of tourism growth on the Island and the policies seek to strike a balance between enabling development and fostering protection of the natural heritage.

National Conservation Areas

24.12 The recognition that St. Helena's unique flora and fauna with its high level of endemism as well as unique land features and scenic beauty, has led to the designation of National Conservation Areas (NCAs). These largely equate to Protected Areas as defined by the World Conservation Union, IUCN, as "An area of land and sea especially dedicated to the protection and maintenance of biological diversity and of natural and associated cultural resources and managed through legal or other effective means".

24.13 To date 23 NCAs have been proposed and a list of these together with a short description and rationale for management is included as Appendix 3. Nine NCA's are Historic Conservation Areas, policies for which are set in the Built Heritage Section.

24.14 Development will be permitted in NCAs as outlined in the preceding sections and in the management plan for the particular area.

Marine Biological Reserve (MBR)

24.15 This is an area of steep cliffs and sea extending half a kilometre offshore from Long Ledge to Dry Gut Bay. This area is of scientific interest as it contains a variety of marine life and associated habitats, representative of the Island's species, along with it being easily accessible for divers and snorkellers.

Wetlands of International Importance

24.16 St Helena is included in UK's ratification of several Multilateral Environmental Agreements which can give international recognition to appropriate areas. One of these is the convention of Wetlands (often called the Ramsar Convention, after the city in Iran where it was signed in 1971).

24.17 A review of potential wetlands of international importance in UK Overseas Territories commissioned by the UK Government reported in early 2005. It identified, in consultation with St Helena personnel, three areas of St Helena that met the criteria for designation as Wetlands of International Importance and recommended that St Helena move progressively towards their designation as such. The Environmental Charter Strategy for Action supported progress on this and it is appropriate for the management plans for the areas concerned to include this aim. These proposed Wetlands of International Importance are:

- Fisher's Valley
- St Helena Central Peaks
- St Helena Inshore Waters, Stacks and Cliffs

NH1: Primary Policy

- a) Development which encourages, maintains, enhances and conserves the natural heritage will be permitted with appropriate requirements, including planning gain, to secure such conservation.
- b) Development which affects the natural heritage and does not encourage, maintain, enhance and conserve the natural heritage will not be permitted.

NH.2 In the National Conservation Areas there will be a presumption against development except development that will assist in the conservation and appreciation of the natural assets and ecosystems that they harbour, including ecosystems that support native and non-native species, or development provided for in the management plan of the Area.

NH.3 Where proposed development is likely to have an adverse effect (either individually or in combination with other developments) on St Helena's native species and habitats including the Wirebird, permission will be granted only when the benefits of the development outweigh the impacts that it is likely to have on the national and international importance of that species or habitat. The proposals must include measures to ensure that any adverse effect is mitigated or compensated and this will be subject to monitoring to ensure that the measures are carried out effectively.

NH.4 Development proposals which affect Wetlands of International Importance, Important Bird Areas (IBAs) and Internationally Important Wirebird Sites will be subject to Environmental Impact Assessment, irrespective of the scale of the development, before the development application is considered.

National Conservation Area Management Plans

National Conservation Area Management Plans will be developed to manage designated NCAs. The development of these plans will be a participatory process with all relevant stakeholders including land owners within the NCA. Criteria for NCA development and boundary revision will be included in the Management Plan preparation. There will be a public consultation process before NCA Management Plans are formally agreed.

25. Built Heritage

25.1 Carefully balancing the need to conserve our rich heritage and the need for our economy to grow; the historic built environment is critical to the success of tourism growth.

25.2 In the 500 years since St. Helena was discovered by the Portuguese, man has increasingly changed the environment both by agricultural development and by building.

25.3 The 1976 report by Hugh Crallan, essential reading for anyone wishing to understand this topic in detail, opened with an excellent introduction to the contribution of buildings to the Island's heritage:

"Buildings have historic interest in two senses, in the way their design or construction relates to the history of architecture and secondly from their association with historic events and persons.

Each meaning of the term may be considered in broad or narrow contexts. No building in St. Helena has influenced design in other parts of the world, nor have any persons, with the exception of Napoleon, played more than minor roles upon the stage of world history. In a narrower sense, however, St. Helena's buildings exhibit the architectural as well as the social and economic history of the Island. They show their individual peculiarities as well as strong English influence to the total exclusion of those outside influences which might have been expected from the international character of the shipping, which was for so long the Island's raison d'être, and from the multi-racial origins of the inhabitants. On the contrary, the "Englishness" of the Island has been noticed by all observers. For easily discernible reasons St.

Helena has its own architectural and building history.

Interest by association with persons and events is also well evidenced. Napoleon's captivity aroused the interest of all Europe and produced a spate of drawings and prints – some of them extremely fanciful – to gratify the curiosity of thousands of people to learn all there was to know of the daily doings of the Island. This shed reflected glory of a sort on many persons whose names would otherwise have been forgotten."

25.4 Hugh Crallan's report is currently the only comprehensive list of buildings of architectural or historic interest on the Island. However a Historic Environment Record (HER) is being developed in conjunction with the St Helena National Trust (SHNT) and SHG Tourism . This will supersede the Crallan report and provide much greater detail. The HER will include not only buildings, but all elements of the built heritage of importance.

25.5 Conservation of the historic built environment is critical to the success of tourism growth on the Island, as well as being appropriate in conserving an internationally important resource. However, development of the Island is paramount if it is to meet its primary objective of becoming economically independent. As such there will be a balance to be met between the preservation of the historic asset, and the wealth generation necessary to help fund such preservation through planning gain. The reviewed policies seek to strike this balance, and where there is potential loss then processes will be put in place to record and mitigate.



BH1: Primary Policy

- a) Development which encourages, supports and includes conservation of historic structures and their setting, including listed buildings, monuments and fortifications and related artifacts, will be permitted with appropriate requirements, including planning gain, to secure such conservation.
- b) Development which affects historic structures and their setting and does not encourage, support and include its conservation or does not comply with the Management Plan of the Historic Conservation Area will not be permitted.
- c) Development in Historic Conservation Areas will be permitted only if it enhances and protects the character of the Area by reference to scale, proportion, details and external materials of the proposed development in relation to those of the Historic Conservation Area.

Implementation Policies

BH.2. The layout, design, materials, scale, siting and use of any development shall be appropriate to the character and appearance of the historic asset and its setting.

BH 3. There is a presumption against demolition or other works that adversely affect the special interest of a historic asset or its setting.

BH 4. No historic asset comprising a building should be demolished unless it can be clearly demonstrated that;

- a) the building is not of special interest; or
- b) the building is incapable of repair; or
- c) the demolition of the building is essential to delivering significant benefits to economic growth for the wider community; or
- d) the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.

SHNT shall be formally notified of all proposals to alter or demolish listed buildings to enable features to be recorded.

BH 5. Development and demolition within a Historic Conservation Area or affecting its setting shall preserve or enhance its character and be consistent with any relevant management plan for the area.

The design, materials, scale and siting of any development shall be appropriate to the character of the Historic Conservation Area and its setting. Trees which are considered to contribute to character and appearance shall be preserved. Given the importance of assessing design matters, outline planning applications will not normally be considered appropriate for developments in such Areas.

Where an existing building, or other historic asset, contributes positively to the character of the Historic Conservation Area, policy BH 4. on demolition shall apply. Where it does not, proposals for demolition will not be considered in the absence of a detailed development application for a replacement which enhances or preserves that character. Demolition will not begin until evidence is given of contracts let for the approved development.

BH 6. Historic monuments and other identified nationally important archaeological resources shall be preserved in situ, and within an

appropriate setting. Developments which have an adverse effect on historic monuments or the integrity of their setting will not be permitted unless there are exceptional circumstances and appropriate mitigation measures put in place.

All other significant archaeological resources shall be preserved in situ wherever feasible. The Land Planning and Development Control Board will weigh the significance of the archaeological resources and of any impacts upon them and their settings against other merits of the development proposals in the determination of development applications. The developer may be requested to supply a report of an archaeological evaluation prior to determination of the development application. Where the case for preservation does not prevail, the developer will be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis, publication and archiving, in advance of development.

Note: the current schedule of listed buildings forms Appendix 7 to this revised Plan and will be replaced by an updated schedule as the Historic Environment Record progresses.

Historic Environment Record

The Historic Environment Record (HER) for St Helena is a public environmental record which is used for land use planning, conservation, research, education and general interest.

It comprises a computerised database linked to the Island's Geographical Information System, supporting paper records, maps, a collection of photographs and slides and a library. The HER aims to record all reported structures, landscapes, places, sites and finds of archaeological, architectural, artistic or historical interest in St Helena from the earliest evidence of human activity to modern times. The record includes Historic Conservation Areas, listed buildings, national landmarks as well as large numbers of undesignated historic assets.

National Conservation Area Management Plans

Conservation Management Plans are documents which establish the heritage significance of a place or historic conservation area, and identify conservation policies and management mechanisms that are appropriate to enable that significance to be retained.

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St Helena Government**

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