

Planning Officer's Report – LDCA MARCH 2026

APPLICATION	2025/109 – Proposed Safety Rails Adjacent to the Run
PERMISSION SOUGHT	Full Permission
REGISTERED	9 December 2025
APPLICANT	Health & Social Care
LOCALITY	Opposite Solomon's Garage, Jamestown
ZONE	Intermediate
CONSERVATION AREA	Jamestown Historic
CURRENT USE	Residential/ Public Walkway
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none"> ▪ <i>The Sentinel</i> Newspaper on 11 December 2025 ▪ A site notice displayed in accordance with Regulations.
EXPIRY	25 December 2025
REPRESENTATIONS	One Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

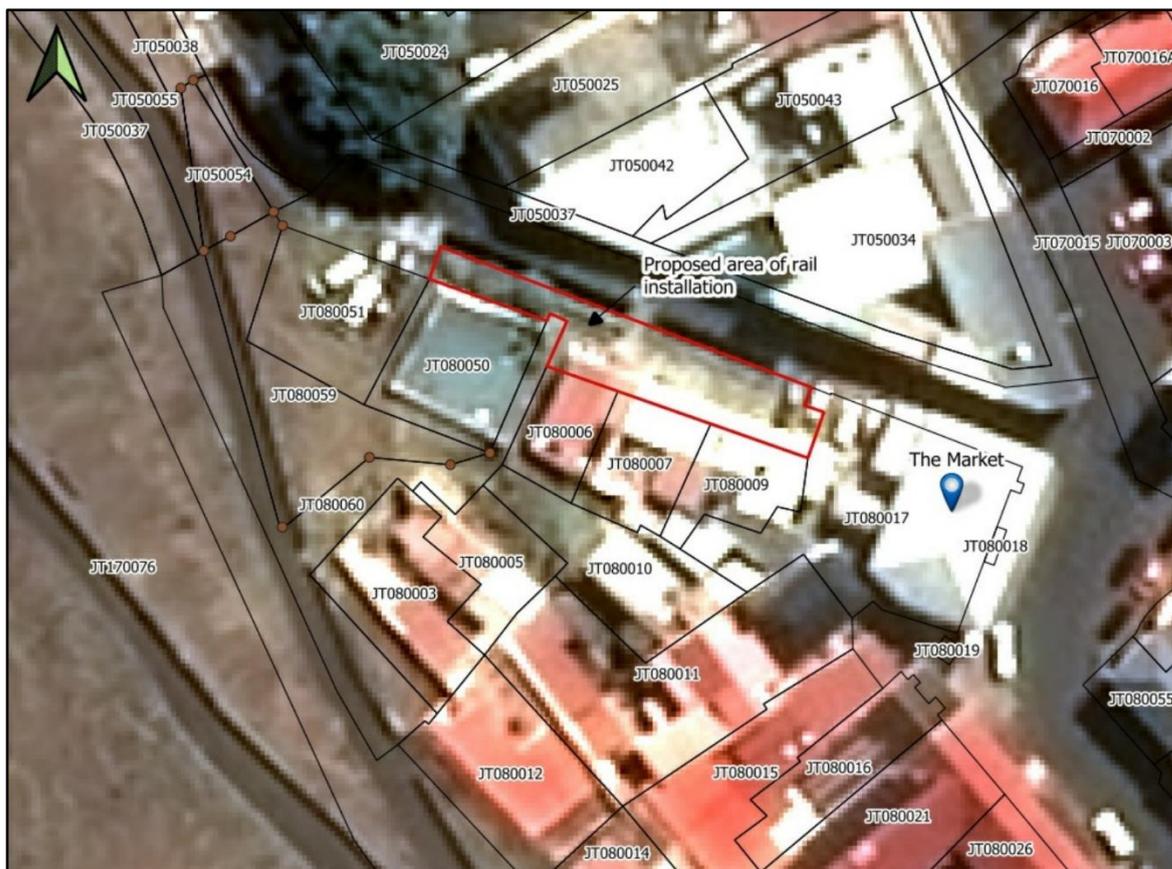
1. Sewage & Water	No Objection
2. Energy	No Response
3. Fire & Rescue	No Response
4. Roads Section	No Response
5. Property Service	No Response
6. Environmental Protection	No Objection
7. Environmental Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	No Response
10. Aerodrome Safeguarding	No Response
11. Economic Development	No Objection
12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Objection – Comment
15. Maritime	Not Applicable

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The application site is located opposite Solomon's Garage at Narra Backs, Jamestown, which is designated within the Intermediate Zone and Jamestown Historic conservation area. The proposal does not relate to, or affect any listed buildings, historical landmarks or buildings of historical interest, albeit that The Run itself is of historical interest. The locale is a mixed-use area comprising of residential and business development and public amenities.

Diagram 1: Location Map



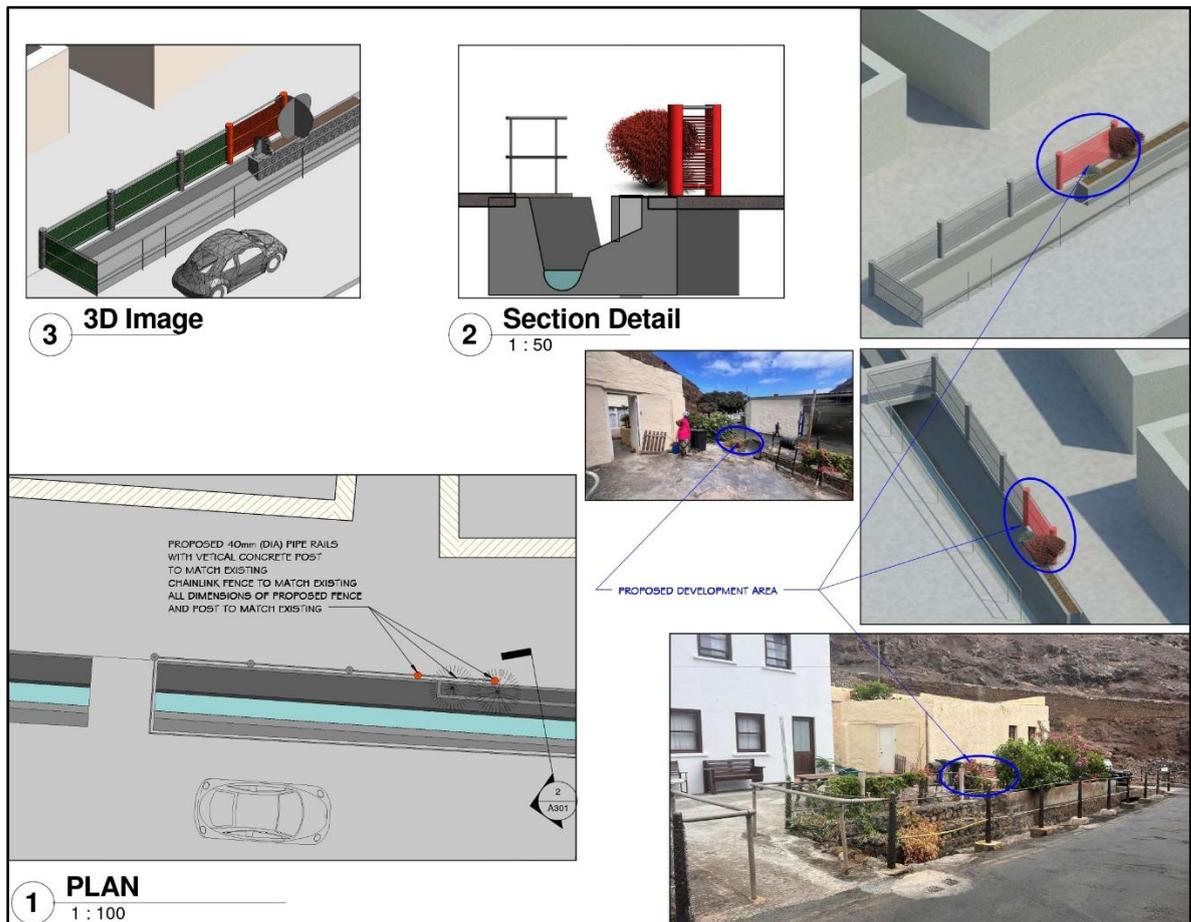
PROPOSED DEVELOPMENT

The Developer is proposing to construct an additional 2.5m long safety rail to the front of Ms. Cordelia Piek's home, that is located near to *The Run* and opposite Solomon's Garage. This safety rail would be a continuation of an existing safety rail.

The purpose of the proposal is to provide an improved length/height of safety rail that will serve as a more complete and fit-for-purpose structure to seek to prevent people accidentally falling into The Run which is some distance below street level.

Materials used for this development will be concrete posts, chain link fencing and galvanised steel handrails, to match the existing posts/railings.

Diagram 2: Proposed Layout & Existing Images



STAKEHOLDER FEEDBACK & REPRESENTATIONS

One objection was received from *The Heritage Society*, the comments for which are detailed below. There were no other objections or representations received from stakeholders or members of the public.

Heritage Society

The Heritage Society objects to having its time and everyone else's time wasted on a development application that serves no purpose whatsoever. An extension of about 1.5m length to an existing chain-link wire fence does not constitute development that merits any formal application. The Planning Department should clearly be using its energies in other directions.

[Officer Comment: The LPDC Ordinance, 2013 requires that development must not commence until appropriate development permission has been granted. The proposal is "development" as defined under Part I (2) of the Ordinance as it involves carrying

out of building operations. The legal definition does not exclude small-scale development or extensions to existing fencing etc. Paragraph 3.14 of the LPDC (General Development) Order specifically excludes gates, fences, walls and enclosures under 1.8m high from being considered as permitted development where the proposal is in National Conservations Areas. The development is sited within a Conservation Area such that the development, while small scale, requires to be submitted for full Development Consent.]

LEGAL AND POLICY FRAMEWORK

The relevant policies of the Land Development Control Plan (LDCP 2012 - 2022) that are applicable in the assessment of the proposed development are set out below:

- Built Heritage Policy: BH1 c), BH2
- Intermediate Zone: Policies IZ1 (a, b, c, f and g)

OFFICER'S ASSESSMENT

In considering this development proposal, the additional 2.5m length of safety rails and fencing will serve as an improved safety structure for residents within the immediate area, as well as members of the public who may be using the walkway which provides access to Shy Road above.

The proposal is located off the Main Street of Jamestown, albeit the street where the proposal is sited is a relatively busy area for traffic and general day-to-day activity due to it providing access to the loading bays of shops, a workshop and a petrol/diesel station.

The development proposal is located within the Jamestown Historic Conservation Area however, it does not affect any listed buildings, historical landmarks or buildings of historical interest, albeit that The Run itself is an undesignated heritage asset and its curved bricked walls containing flowing water at its base is a historic part of the fabric of the Conservation Area.

The application did receive an objection however, the corresponding comment made by the representative of *The Heritage Society* makes no direct objection to the proposal itself being carried out. There were no other objections or representations received.

Materials used for this development will be in keeping with that of existing posts/railings. Therefore, the proposed additional safety rail is considered coherent with the existing, in terms of its form and appearance and, given its limited scale, it is not considered that the proposal would be materially damaging to the visual amenity of the local area, including to The Run itself.

To conclude; there were no direct objections to the proposal itself, and the development will provide a safer environment for residents of the area and passersby alike.

Considering the assessment outlined above the proposed development is in compliance with the relevant Built Heritage and Intermediate Zone policies and therefore can be supported.