

Planning Officer's Report – LDCA FEBRUARY 2023

APPLICATION	2022/66 – Proposed Replacement of Handrails
PERMISSION SOUGHT	Permission in Full
REGISTERED	29 th September 2022
APPLICANT	Judicial Services
PARCEL	JT040001
LOCALITY	Judicial Services Office, Grand Parade, Jamestown
ZONE	Intermediate
CONSERVATION AREA	Jamestown Conservation Area
CURRENT USE	Judicial Services Office
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 30th September 2022▪ A site notice displayed in accordance with Regulations.
EXPIRY	14 th October 2022
REPRESENTATIONS	Two Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

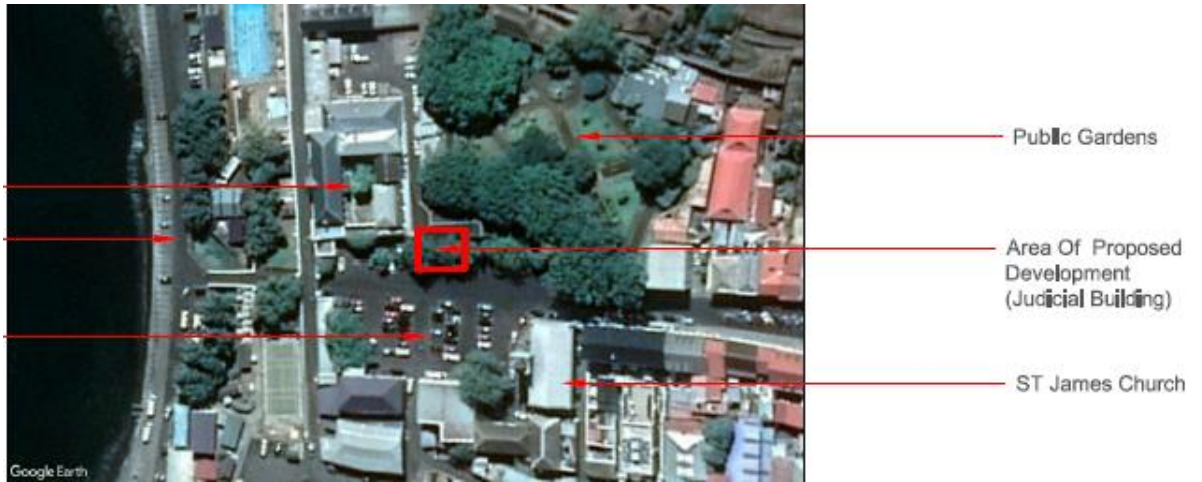
1. Sewage & Water Division	No Objection
2. Energy Division	No Response
3. Fire & Rescue	No Response
4. Roads Section	No Objection
5. Property Division	No Response
6. Environmental Management	No Response
7. Public Health	No Response
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services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

B. PLANNING OFFICER’S APPRAISAL

LOCALITY & ZONING

The application site is at the Judicial Services Office adjoining the Courthouse within Jamestown. The building itself is a Grade I Listed and forms part of the Jamestown Conservation Area.

Diagram 1: Location Site



THE PROPOSAL

The initial request was to replace the hand rails in front of the entrance to the Judicial Services Office, where the new design will extend beyond the landing and down the steps. The height difference between the top of the landing down to ground level is approximately just over 600mm.

The rationale behind the proposal is to provide additional support to customers using the entrance. The railings will be finished in light grey. The existing railings are made from forged wrought ironwork.

Diagram 2: Existing Elevation

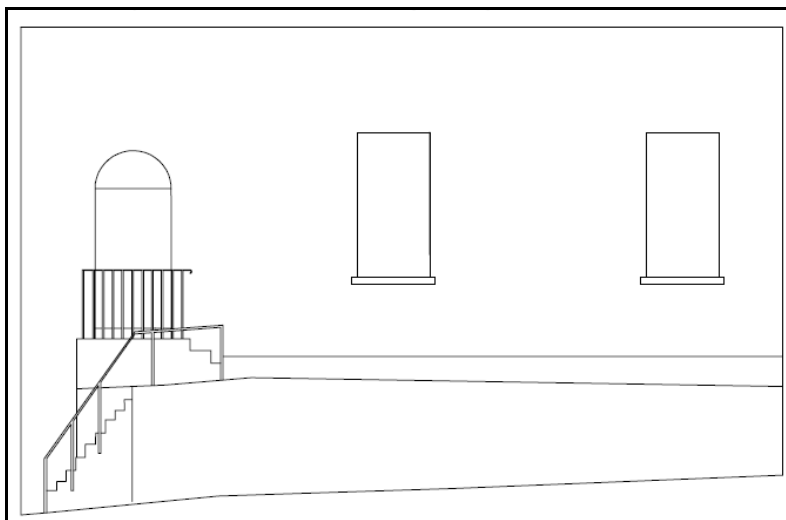


Diagram 3: Existing Layout

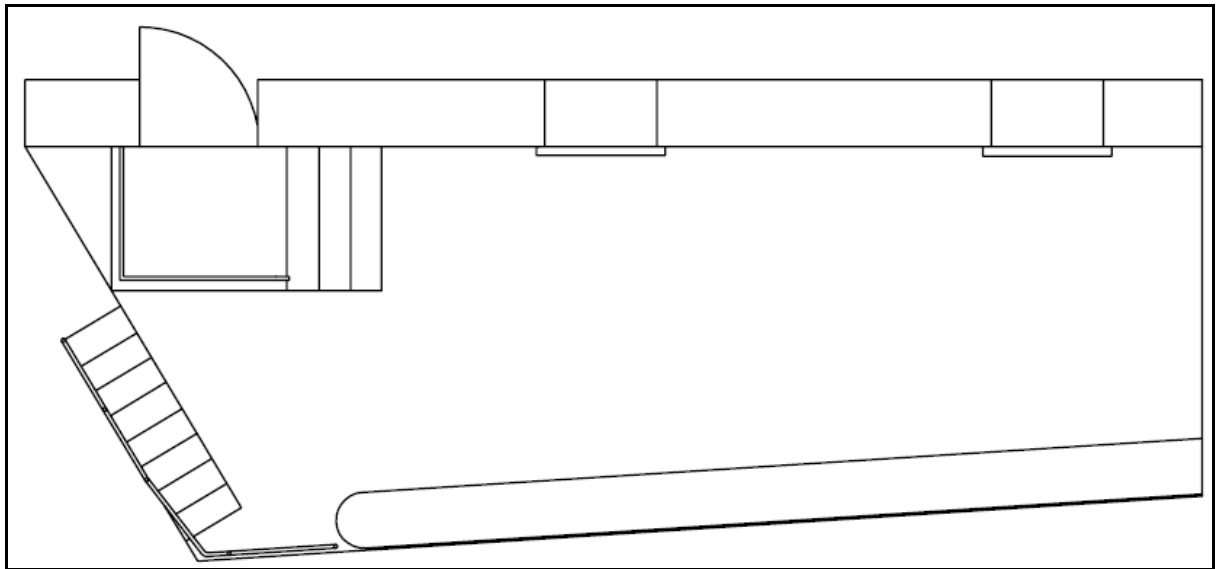
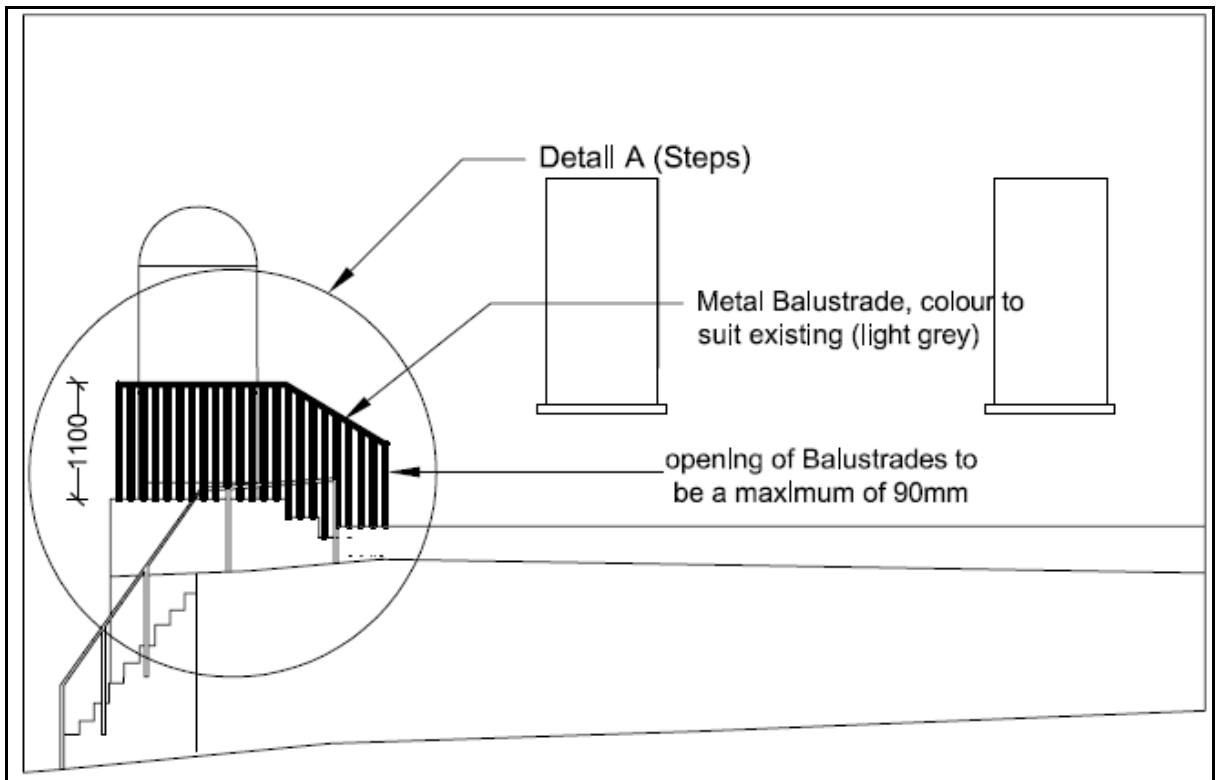


Diagram 4: Initial Submission – Proposed Elevation



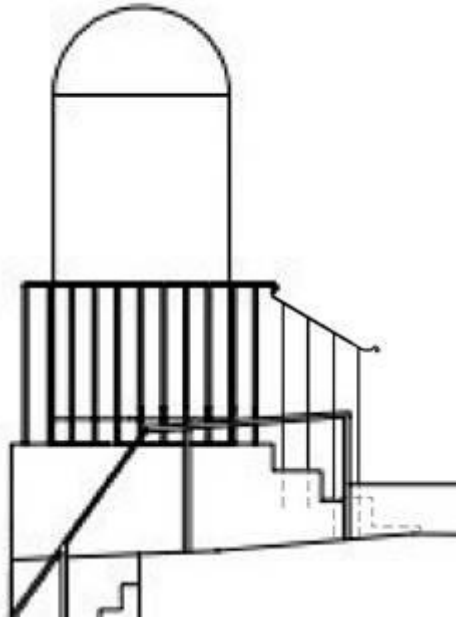
STAKEHOLDER FEEDBACK & REPRESENTATION

No comments were received from stakeholders, however there was two representations from members of the public.

Representation 1 – ‘I object to application 2022/66 for new railings at the Court House for the following reasons.

This proposal is massively and unnecessarily over designed. Its purpose is to provide a handrail to three steps. There is no need for the bottom step to be covered as it is only a couple of inches high. There is no need either to remove the existing railings. These form part of the character of the building which is Grade I listed and also part of the character of the Historic Conservation Area.

May I suggest the following solution.



My suggested alternative which will be in- keeping with the existing railings in Jamestown.



Castle Yard with post-1974 in-keeping railings

The application is will use about 45m of 'metal' as opposed to 4.5m in my suggested alternative. The application does not specify the type of 'metal' proposed.

The picture on the right shows the railings in the Castle Yard that have been erected new since 1974. This demonstrates the type of quality work once produced for Grade I listed buildings. It is something that should be aspired to again.'

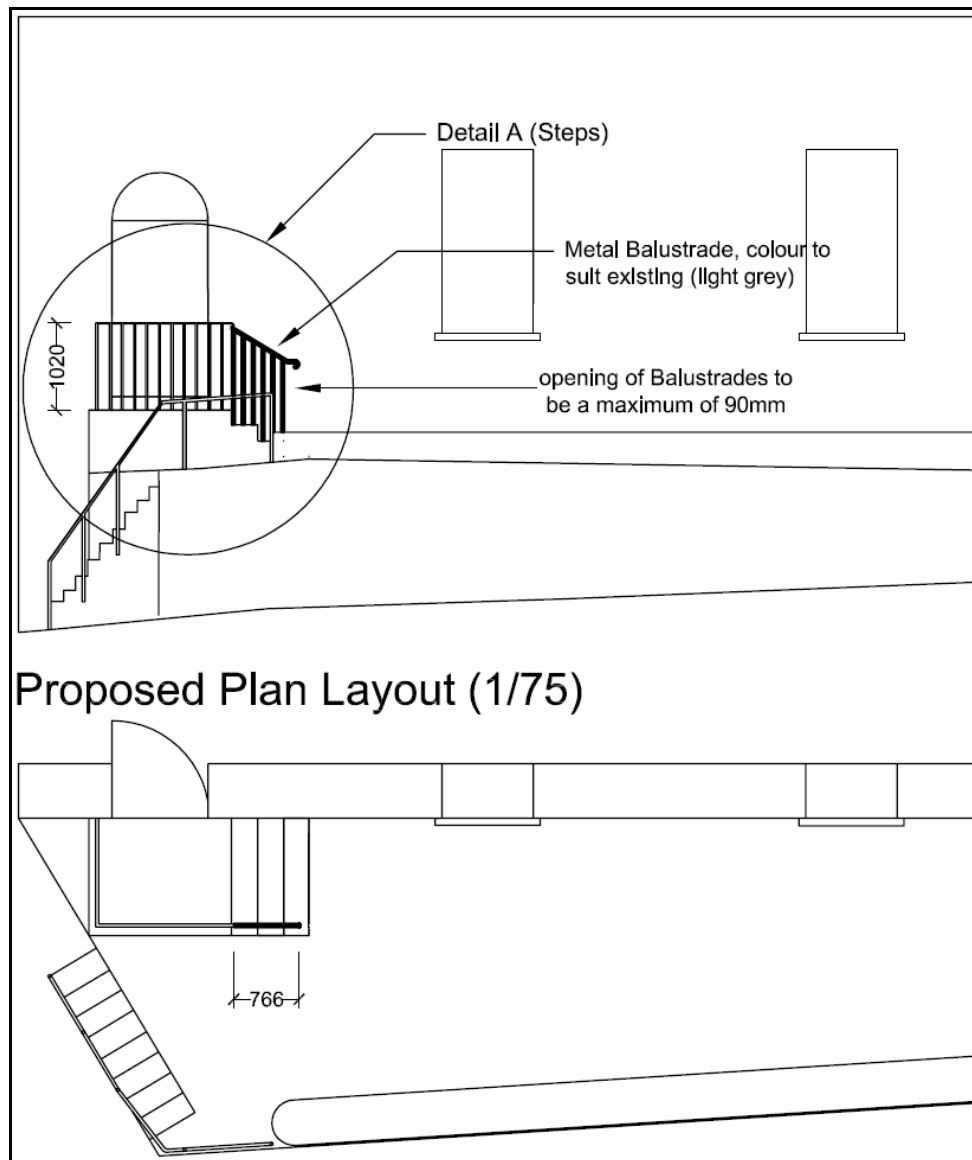
Representation 2 – 'I wish to submit a formal objection to the proposal to either extend or replace. The existing railing and handrail are original 18th or early 19th century forged wrought ironwork on an important listed building, in sound condition, and in my very clear opinion so they should remain. Any extension or replacement would be in mild steel, simply because wrought iron is now unobtainable. Mild steel, even if galvanised, is far less durable, certainly of different character and inferior in finish.

If a handrail is required to the part of the steps not so provided, I suggest that it should be a simple tubular length on brackets, attached to the wall on the opposite side of the steps. Indeed a piece of old galvanised pipe would do, painted black and, by being old, the weathered galvanizing would be less inclined to throw the paint off than would the zinc in new galvanising.

It is very often the small details, individually inconsequential but in total expressing the honesty and craftsmanship of their age, such as this, that create the character of a historic building.'

Based upon the representations received and the status of the building, the applicant was encouraged to consider an alternative design. A revised design was submitted, where the new railings will be affixed to the existing, measuring 766mm in length and finished in light grey to match the existing.

Diagram 5: Revised Submission



POLICY CONSIDERATION

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

- Built Heritage Policy: BH1 a, b & c)

OFFICER ASSESSMENT

The rationale behind the proposal has come about as a result of an incident occurring on the steps, where a member of the public fell from one of the steps. In considering whether there is a need for the handrails to be extended, the height from the top step is just over 400mm. As the building is listed there isn't a requirement for a railing system to be installed nor if it wasn't listed, would the resulting drop require any protection.

In assessing the impact on the listed building, the existing railings will remain in situ, where the proposal will be similar in appearance to the existing rails. Although it doesn't stipulate the type of metal to be used, this can be conditioned accordingly. Overall, it is considered the revised design does not adversely impact the appearance of the listed building, nor impact the character of the conservation area and therefore can be supported.