

Planning Officer's Report – LDCA SEPTEMBER 2024

APPLICATION	2024/28 – Installation of Safety Railings
PERMISSION SOUGHT	Full Permission
REGISTERED	18 July 2024
APPLICANT	Programme Management Unit, EDIP, St Helena Government
LOCALITY	The Run footpath, Adjacent to the Duke of Edinburgh Playground
ZONE	Intermediate
CONSERVATION AREA	Jamestown Historic Conservation Area
CURRENT USE	Walkway/Water Course
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Sentinel Newspaper on 18 July 2024.▪ A site notice displayed in accordance with Regulations.
EXPIRY	1 August 2024
REPRESENTATIONS	None
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection – Comment
2. Energy Division	No Response
3. Fire & Rescue	No Response
4. Roads Section	No Response
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. Economic Development	No Objection
12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	No Response
15. Maritime	Not Applicable

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The application site is located to the rear of existing buildings in the mid-section Jamestown, south of The Bridge. The Run forms a water channel with a path to one/both sides with a variety of land uses backing onto it and is therefore in a mixed use area. The application site is designated as within the Intermediate Zone and Jamestown Historic Conservation Area.

The application site links two areas of Trees preserved under TPO No 1 of 2015 at Duke of Edinburg Playground, Brewery Yard.

The Run extends further southwards beyond the current application site.

Diagram 1: Location Plan



PROPOSED DEVELOPMENT

The proposal is for the installation of safety rails to the footpath of The Run on its western side, located adjacent the Duke of Edinburgh Playground for just under 65 meters in length. The safety rails would link up with other existing sections of railings.

The railings will be a maximum height of 1.3 m high with metal upstands and top rail, infilled with chain link fencing to a height of 1.2m.

No deep excavation is required for the proposed railings.

The purpose of the safety railings is to provide a safer footpath for the public.

Diagram 2: Proposed Safety Railings

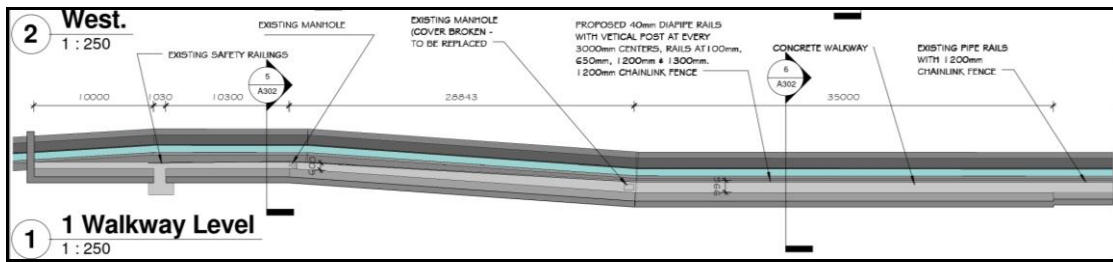


Diagram 3: Existing and Proposed Safety Railings – Artist Impression



STAKEHOLDER FEEDBACK & REPRESENTATIONS

15 Stakeholders were notified of the proposal. A site notice was posted and a press notice was issued.

There were no representations or objections received from stakeholders or any members of the public. However, there was a comment made by *Connect St. Helena Water Division*, as detailed below.

Connect St. Helena Water Division

Please note that there are some areas along the run where water and sewer mains are located. Permit to Dig (PTD) advised before construction takes place.

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:

- Intermediate Zone: Policies IZ1
- Built Heritage BH1, BH2
- Road and Transport Policies: RT1 (c and d)

OFFICER'S ASSESSMENT

The proposed development is for safety rails to be installed at The Run footpath, adjacent to the Duke of Edinburgh Playground.

The proposal seeks to increase safety for members of the public and tourists who use the footpath, a popular pedestrian access away from vehicle traffic.

The permeable materials and relatively slim dimensions of the safety rails and fencing are considered to have a minimal impact on the visual amenity of the area and would therefore have an acceptable impact on the character and appearance of the Jamestown Historic Conservation Area.

It is concluded that the proposal would not result in any harm to the amenity of the local area and therefore can be supported on this basis in compliance with policies as outlined above and in particular RT1 (c and d).