

## Planning Officer's Report – LDCA JANUARY 2021 - ADDENDUM

<b>APPLICATION</b>	2020/75 – Installation of Safety to the Entrance Steps
<b>PERMISSION SOUGHT</b>	Permission in <b>Full</b>
<b>REGISTERED</b>	22 <sup>nd</sup> September 2020
<b>APPLICANT</b>	St Helena Government
<b>PARCEL</b>	JT030009
<b>SIZE</b>	N/A
<b>LOCALITY</b>	Entrance Steps to Reception, Castle Building
<b>ZONE</b>	Intermediate
<b>CONSERVATION AREA</b>	Jamestown Conservation Area
<b>CURRENT USE</b>	Civic Building
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ Independent Newspaper on 25<sup>th</sup> September 2020</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	9 <sup>th</sup> October 2020
<b>REPRESENTATIONS</b>	Yes
<b>DECISION ROUTE</b>	<del>Delegated</del> / LDCA / EXCO

### A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Objection
2. Energy Division	No Objection
3. Fire & Rescue	No Response
4. Roads Section	No Objection
5. Property Division	No Response
6. Environmental Management	No Objection
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. Enterprise St Helena (ESH)	No Objection

12. National Trust	No Response
13. Sure SA Ltd	No Objection
14. Heritage Society	Objection – Comment

## **B. PLANNING OFFICER'S APPRAISAL**

### **LOCALITY & ZONING**

The application site is entrance steps to the Castle Building situated within the Castle Complex. The Castle Complex is within the Intermediate Zone and within the designed proposed Jamestown Conservation Area. This is a Grade I Listed building, although reconstructed in the 1860's, however some of the building may date back to 1710.

### **THE PROPOSAL**

The proposal is to install a safety rail on the entrance steps to the main Castle Building. This is the Saint Helena's Government's main Civic Buildings providing reception area for all civic functions and offices. The entrance steps area is approximately 2m wide and consists of eight steps and a landing area then further six steps and landing area with the entrance door. The safety rail will be installed centrally giving a clearance width of approximately 0.975m on either side.

Much of the stone dressing details on the buildings and the entrance steps is white in colour and therefore it also seem appropriate that the railing should be painted white to ensure that they do not stand out and will blend into the general background of the surrounding building details and finish.

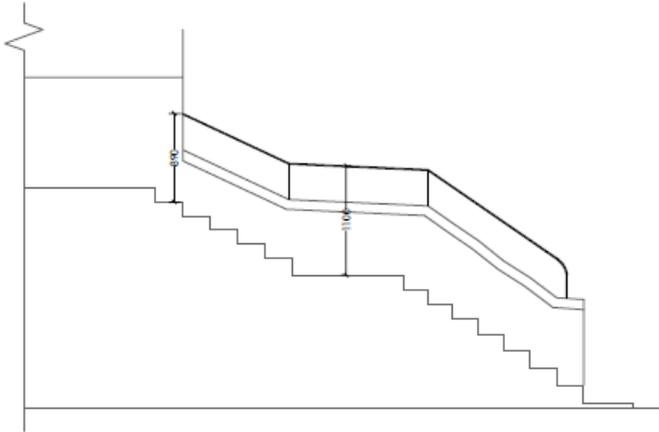
### **BACKGROUND**

The development proposal was discussed at the December 2020 meeting of the LDCA and Member deferred decision and requested officers to provide details of the other design options that were considered during the pre-application discussion with the Applicant. Following the Members decisions, the officers have sought details of the other design options from the applicant. The Officers have also undertaken further assessment of other design options to comply with the guidance for safety handrails that more appropriate.

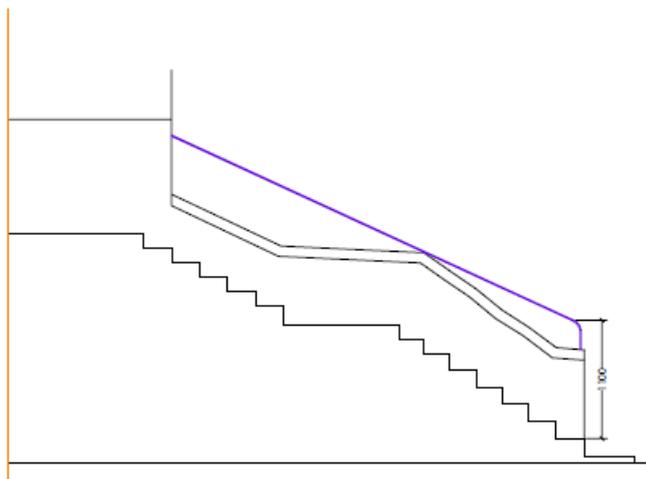
In respect of the design and features of the civic building entrance, in particular the differing height level of the external wall to the steps it is considered that proposal submitted and previously discussed by Members is the best design option to respect the integrity of the historic building. The height of the handrail should be 1.1m from floor and step level. The height of the external wall varies considerable at the first step, at first platform and at the upper steps and then at the top platform. I would be

therefore be difficult to install railing on the wall to make the railing coherent along its entire length. This demonstrated in the diagrams below. Diagram 1 fails to meeting the required standard, whilst Diagram being in compliance with required standard does not provide an aesthetic fit

**Diagram 1: Safety Handrail on the External Wall**



**Diagram 2: Safety Handrail on the External Wall – Option 2**



Other option considered was to erect the hand rail against the main wall, however it was considered that there are number of building features, such as the windows and window sills that would be affected.

The number of handrails that are provided to civic buildings do not meet the required standards for safety handrails. It is important any new safety handrails must comply with the required standards.

### **POLICY CONSIDERATION**

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

- Built Heritage Policy: BH.1 and BH.2

Assessment of the proposed development against these policies raises no concern and it will not alter the quality or integrity of this important Grade I listed building and the design, material and colour are appropriate for the architecture of the building.

#### **OFFICER ASSESSMENT**

It is considered the proposed design and details for the installation of the safety rail on the entrance steps to the Castle building is design with regards to ensuring that does not detract from original appearance and respects the heritage and architectural quality of the building. It is designed to make access into this civic building easy for all visitors.

In conclusion it is considered that it is in compliance with the Built Heritage policies of the Land Development Control Plan.