

## Planning Officer's Report - LDCA 1 DECEMBER 2022

<b>APPLICATION</b>	2022/77 – Installation of a Solar Powered Public Warning/Information System
<b>PERMISSION SOUGHT</b>	Full Permission
<b>REGISTERED</b>	27 October 2022
<b>APPLICANT</b>	Capital Programme Section
<b>PARCEL</b>	JT170093
<b>LOCALITY</b>	Near Connect St Helena Main Office, Seales Corner
<b>LAND OWNER</b>	Crown
<b>ZONE</b>	Intermediate Zone
<b>CONSERVATION AREA</b>	Jamestown Historic Conservation Area
<b>CURRENT USE</b>	Vacant
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ Sentinel Newspaper on 27 October 2022</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	10 November 2022
<b>REPRESENTATIONS</b>	None Received
<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 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

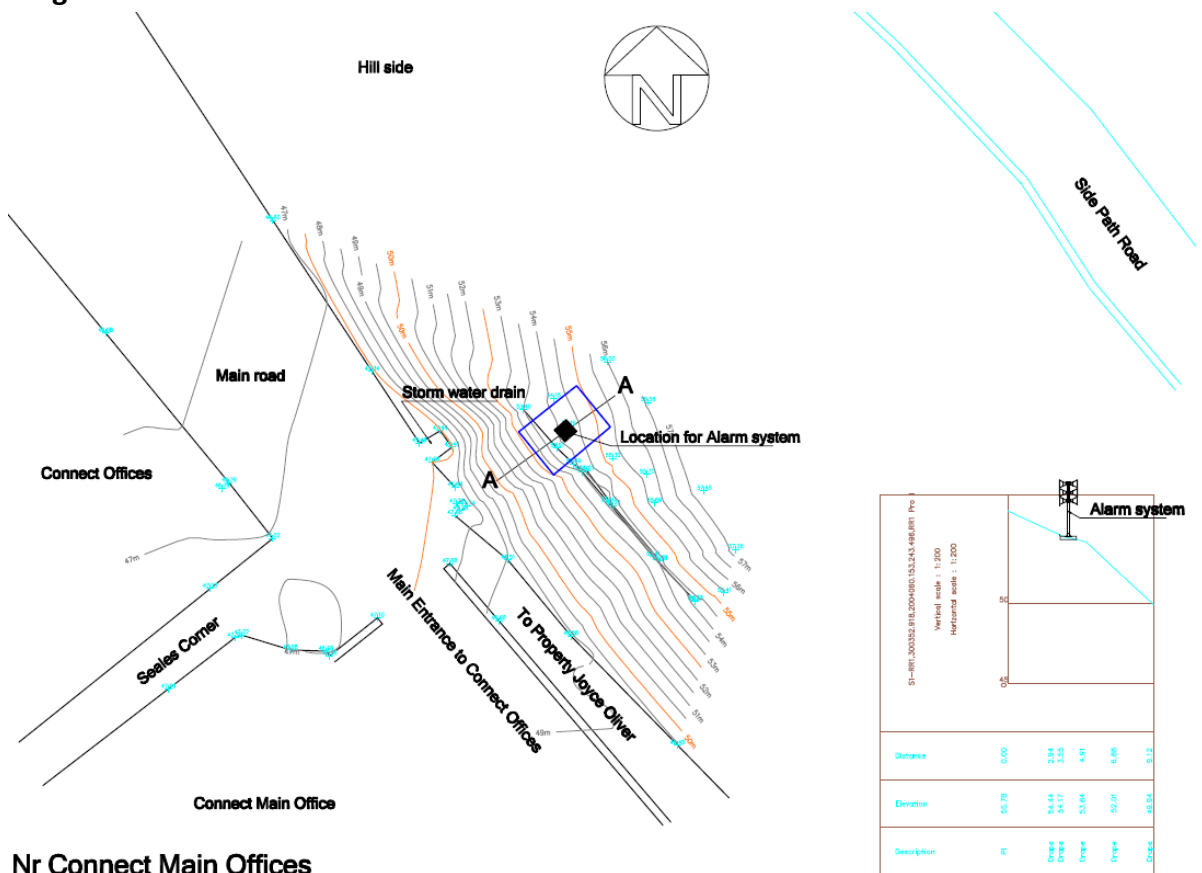
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|----------------------|--------------|
| 12. National Trust   | No Objection |
| 13. Sure SA Ltd      | No Objection |
| 14. Heritage Society | No Response  |

**B. PLANNING OFFICER’S APPRAISAL**

**LOCALITY & ZONING**

The proposed development site is located northeast of the main entrance to Connect St Helena’s Office, below Side Path Road. The area is in the Intermediate Zone and the Jamestown Historic Conservation Area.

**Diagram 1: Location Plan**



**Nr Connect Main Offices**

**PROPOSED DEVELOPMENT**

Jamestown and Rupert’s are locations of heavy population that contain critical infrastructure for the Island. Both areas are also the most vulnerable to the risk of rockfall, major fire and possible flooding/storm damage during severe weather conditions.

Currently if there are any major incidents in these areas, partial and full evacuations of residents/workers are undertaken by knocking on individual doors which is time consuming and relies on individual evacuating officers' local knowledge of occupancy

of premises. It also relies on having a number of Police and Fire Service Officer's available to carry out these duties which prevents them from being engaged elsewhere in the emergency incident.

It was therefore decided by the Safety, Security and Home Affairs Portfolio to procure a Public Warning/Information System for both areas.

The system is solar-powered and operated remotely via the mobile phone network. It will be able to provide a warning siren to evacuate and produce an all-clear tone after the emergency incident is over. Messages can be pre-recorded and aired via the system for information to the public or voice access via phone to allow real-time live messages to be transmitted. Installation of the system in these areas will free up staff for other duties during an emergency incident.

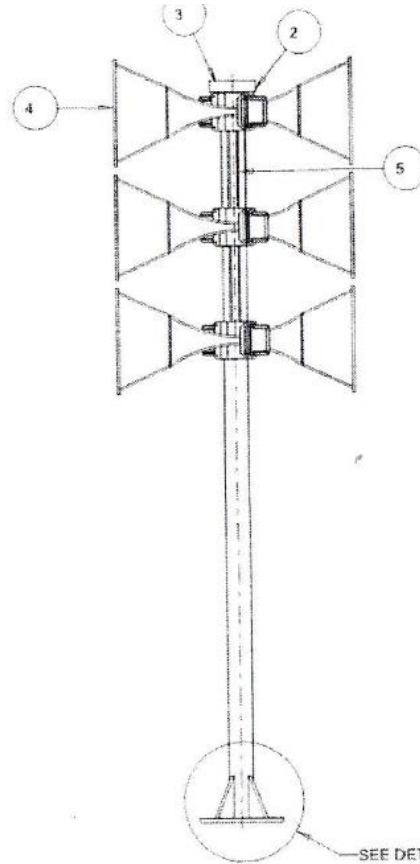
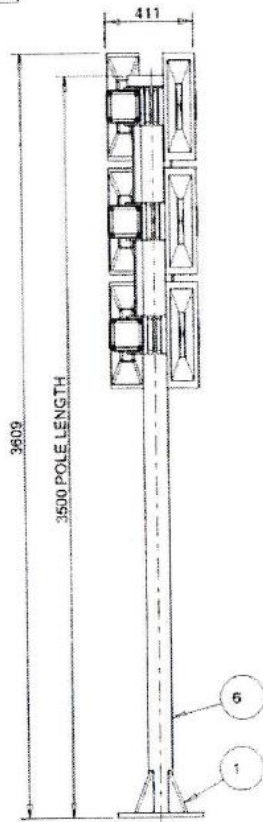
The area chosen to install the systems are based on the following factors:

- The Sirens being in the best location for the residents and working stakeholders to be able to hear the siren activate and any associated messaging
- The availability of land with consideration of day to day activities of the area.

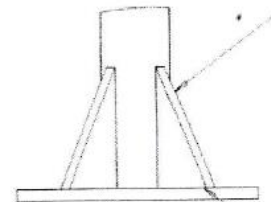
The area in Jamestown would allow the Siren to cover most of Jamestown allowing messaging to be given to residents and visitors during an Emergency.

The warning system is pole mounted and will stand approximately 3.6 metres high with a maximum width of 1.12m. A mounting flange will be used to fix the pole to a small 1.2m by 1.2m concrete platform on the ground. The system is made of galvanised steel.

**Diagram 2: Site Plan and Elevations**



MOUNTING FLANGE TO BE FITTED FLUSH WITH END OF POLE AND WELDED AS SHOWN

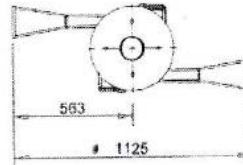


DETAIL A  
SCALE 0.200

POLE TO BE WELDED WITH 10mm FILLET WELDS ON THE TOP AND BOTTOM OF THE MTG FLANGE AND BETWEEN THE POLE AND EACH GUSSETT

SEE DETAIL A

ITEM	PART NUMBER	DESCRIPTION	QTY
1	18-185942	BASE WELDMENT	1
2	18-186773	TOP COVER	1
3	18-186773	TOP COVER BRACKET	2
4	18-186843	HORN	6
5	18-186876	CABLE COVER	4
6	18-186902	3.5m POLE	1



TECHNICAL INFORMATION -  
 1) WEIGHT OF 6 SIRENS, WITHOUT POLE: 84Kg  
 2) MATERIAL OF POLE: GALVANISED STEEL  
 3) WEIGHT OF POLE: 50Kg

## **REPRESENTATIONS**

No objections or comments were received from any statutory body or member of the public.

Public consultation was undertaken by the Capital Programme Section, before the planning application was submitted. A drop-in session was held in the Market on Thursday 7 October. Approximately 15 people stopped to view the plans and discuss the system. Only one member of the public didn't approve of the designs and thinks the idea is 'ridiculous' and that tourists who see this on the hillside will think 'SHG controls the community'. However, positive feedback was received from all other members of the public which included comments like: 'it's a good idea', 'coming up to the 21<sup>st</sup> century', 'SHG thinking of safety first'.

## **POLICY CONSIDERATION**

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

- Intermediate Zone Policy: IZ1
- Built Heritage Policy: BH1, BH2, BH3
- Emergency and Public Services Policy: ES1

## **OFFICER'S ASSESSMENT**

The warning/information system is in a Historic Conservations Area. The proposal is low on the side of the valley rather than within the built-up area itself. The valley side in Jamestown generally contains a significant amount of pole mounted modern infrastructure including, powerlines, telecommunications lines, and fences protecting the town from rock fall. A 3.6 metre pole supporting a warning system would be relatively insignificant compared to the existing pole mounted infrastructure which is common along the valley sides. Taking this into account the siting, scale, proportion, detail, material is considered appropriate to the character of the conservation area.

The proposal is also in the Intermediate Zone where Infrastructure is generally supported subject to criteria. Policy ES1 also supports infrastructure necessary for the effective provision of emergency services appropriate to the islands development needs. The Safety, Security and Home Affairs Portfolio has identified the need for this system to help manage major incidents. This could be potentially lifesaving in the event of a major emergency.

Taking into account the above, the proposal would comply with the LDCP and can be supported.