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Memorandum for Executive Council

SUBJECT

Application to amend the previously approved development consent 2008 to relocate the fuel pipeline to the Power Station in Rupert's Valley

Memorandum by Chief Secretary

ADVICE SOUGHT

1. Council is asked to consider approval of the re-routing of a section of the fuel supply line from the Permanent Bulk Fuel Installation to the Power Station, as recommended in the attached report by the Chief Planning Officer, dated 15 November 2017.

BACKGROUND & CONSIDERATIONS

2. Development Consent was awarded for the Airport Project in 2008 based on reference design drawings. It was accepted that these designs would be subject to variation as part of the Design, Build and Operate Contract with Basil Read.
3. A fuel pipeline from the Permanent BFI to the Power Station was included in these designs and as a result of a stringent review process the Airport Project Team has recommended that the route of part of the Fuel Pipeline should be amended.
4. As demonstrated in the attached Application 2017/120 and the associated Handling Report, a number of options were considered. The location of the Power Station, in the midst of the known burial site and the surrounding infrastructure, presents a challenge; however with the input of key stakeholders **Option 1** presents the best technical and environmental solution.
5. This route (Option 1) allows the fuel to be gravity fed to the Power Station in line with contractual requirements and environmental concerns are mitigated through the use of plinths which are designed to require minimal ground excavation. The route of the plinths has been designed to run through the area that was excavated during the Airport Project and on the existing Bulk Fuel Storage platform along the route of an existing pipeline, minimising the risk of any future disturbance of remains.

Conclusion and Recommendation

6. The Land Development Control Authority recommends approval of Option 1, the preferred route based on the information provided and the consultation with key stakeholders.

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FINANCIAL IMPLICATIONS

7. The proposed preferred route (Option 1) does not have any financial implications in terms of its construction. This route is also the most economical from an operational perspective when compared to the alternative options which require additional infrastructure and subsequent maintenance and operational costs.

ECONOMIC IMPLICATIONS

8. A gravity fed fuel line directly to the Power Station from the Permanent BFI reduces the future operating costs of the permanent BFI when compared to the other options available. No additional economic impacts have been identified as a result of the application.

CONSISTENCY WITH INVESTMENT POLICY PRINCIPLES

9. Not applicable.

PUBLIC / SOCIAL IMPACT

10. The Socioeconomic Impact Assessment (Faber Maunsell, 2007) prepared for the Airport Project refers. Social impacts were considered by Executive Council in the original development application (2013/92). No additional social impacts have been identified as a result of rerouting the fuel pipeline to the Power Station.

ENVIRONMENTAL IMPACT

11. The proposed preferred route minimises the environmental impact though reducing ground disturbance by installing the pipeline on plinths. Mitigation methods are proposed and a watching brief will be carried out in conjunction with the St Helena Heritage Society and the St Helena National Trust.

PREVIOUS CONSULTATION / COMMITTEE INPUT

12. A number of site visits were organised with key stakeholders when assessing options for the proposed route. These stakeholders include the St Helena National Trust, Heritage Society, Environmental Management Division and Connect Saint Helena.

PUBLIC REACTION

13. The application is a Minor Variation and therefore has not been advertised.

PUBLICITY

14. A Decision Notice would be issued to the applicant. Planning determinations are not normally advertised by the Authority though sometimes are reported by the press. The decision will be mentioned in the Executive Council Report and associated broadcast.

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SUPPORT TO STRATEGIC OBJECTIVES

15. The development proposal is submitted in support of delivery of work under the airport contract. In addition the proposal is instrumental through providing key infrastructure to support economic development and becoming wealthier in line with the 10 year plan.

OPEN /CLOSED AGENDA ITEM

16. Executive Council acts as the Determining Planning Authority in this case. This should be an open agenda item.

Corporate Services
The Castle

RB

16 November 2017

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