11.0 CULTURAL HERITAGE

11.1 INTRODUCTION

Cultural heritage embraces all aspects of the archaeological and historical resource, from buried remains to standing structures, both occupied and abandoned.

St Helena is a place of rare heritage value and the construction of the airport has the potential to disturb known sites as well as undiscovered archaeology. This includes the possibility of impact upon sites that in a UK context would be afforded statutory protection, as well as others of lesser value. In addition, there may also be long-term operational impacts, either of a physical or visual nature. A full detailed assessment is provided in Appendix 11.1 of Volume 4 of this ES.

11.2 METHODOLOGY

11.2.1 Legislation, standards and guidance

In the absence of a comprehensive framework for assessing the value of heritage resources in St Helena, relevant UK legislation and guidance has been adopted. Reference has also been made to existing St Helenian legislation relating to cultural heritage. This is primarily to be found within the Land Planning and Development Control Ordinance (1998) and the subsequent St Helena Land Development Control Plan (LDCP; 2007).

11.2.2 Study area

Sites considered within the assessment area are shown on Figures 11.1a to 11.1e in Volume 3 of this ES. The study area takes in all features within the ADA, plus others around its periphery that are potentially at risk from damage during construction, or which may be affected by the airport's operation, whether physically or in terms of their historic setting.

11.2.3 Sources consulted and site identification

The baseline survey involved review of readily available archaeological and historical information from database, documentary and cartographic sources. The principal sources of information were: Saint Helena National Trust; Saint Helena Government Archives; the National Archives, London; and the British Library.

11.2.4 Site Visit

A visit to St Helena was undertaken during 2007. This involved a comprehensive walkover of the ADA, the objective of which was to assess the character and condition of known heritage sites and to search for previously unrecognised remains. The visit also involved less intensive work within a broader area, which focused on known sites and key heritage viewpoints.

During the same visit, evaluation trenching was undertaken within Rupert's Valley, principally in order to define the location of the freed slave cemeteries and to determine the condition of the burials within these graveyards. A single trench was also dug behind Rupert's Lines to determine the character of the buried archaeology in this location.

11.2.5 Assessment Criteria

11.2.5.1 Cultural heritage value

Cultural heritage sites discussed within this study are categorised in accordance with accepted UK criteria: Category A (UK national importance); Category B (UK regional importance); Category C (UK local importance); Category D (UK low importance); Category U (Unknown).

Category A includes sites that in a UK context are protected by legislation, notably Scheduled Ancient Monuments (SAMs) and Grade I and Grade II* Listed Buildings. Category U applies to sites or features for which a judgement cannot be made on character, age, extent or rarity. The term 'non-statutory' is used for sites which would not be afforded statutory protection in the UK context. Sites discussed within this chapter are each identified by an individual reference number, prefixed CH (for cultural heritage). These are listed in Tables 11.3 to 11.5 of Appendix 11.1 in Volume 4 of this ES which contains the detailed assessment for Cultural Heritage.

11.2.5.2 Effects on the cultural heritage resource

The overall significance of effects on cultural heritage sites is described using the matrix below (Table 11.1). This describes the relationship between the value of the site and the magnitude of the predicted impact.

Table 11.1: Cultural heritage: overall significance of effects

Magnitude of change	Site value			
	A (National)	***B (Regional)***	***C (Local)***	***D (Low)***
Major	Severe (adverse)	Major	Moderate	Minor
Moderate	Major	Moderate	Moderate / Minor	Minor / Neutral
Minor	Moderate	Moderate/Minor	Minor	Minor / Neutral
Negligible	Minor / Neutral	Minor / Neutral	Neutral	Neutral

11.3 CULTURAL HERITAGE CONTEXT

11.3.1 A brief history of St Helena

St Helena was discovered by the Portuguese in 1502, prior to which date it has no known history of human habitation.

For much of the 16th century the island remained the preserve of the Portuguese, although as early as the 1530s it had been visited by French vessels. During these early years – and indeed up to the middle of the 17th century – there was little by way of a permanent population.

The English had become aware of the island's existence by around 1580, and their first visit was that of Thomas Cavendish in 1588. From this point there followed a period during which ships belonging to all the major European nations competing for Asian trade called at St Helena, as well as those of lesser players such as the French and the Danes. This era of disputed possession was accompanied by vandalism and minor damage to the few buildings that were present, fuelled by both national and religious divisions. The Dutch formally annexed the island in 1633 but their ambitions for sovereignty were never realized. Instead was the English, under the auspices of the East India Company, who established a permanent settlement in 1659.

The advent of English occupation marked the beginning of the organised defence of the island. This reflected the fact that St Helena's role in the expansion of English power and commerce in Asia during the 17th and 18th centuries was extremely significant. Given the Dutch possession of the Cape until 1795, for many years St Helena was the only victualling station available to English shipping in the South Atlantic, as well as a place where convoys could be assembled prior to their return into hostile European waters. Historical records show many hundreds of vessels visiting the island every year.

In a sideshow to the Second Anglo-Dutch War, the island was briefly occupied by the Dutch between January and May 1673; it was then recaptured by the English and has remained in their possession ever since. In December of the same year Charles II granted the East India Company all rights of sovereignty over St Helena, which it retained for the next century and a half. During the early years of the settlement it numbered only a few hundreds but over the course of the 18th century it gradually climbed to a figure above 3,000: the population comprised the garrison, settlers, freedmen and slaves, the latter group normally the most numerous.

From early on in the English occupation, attempts were made to fortify the island against attack. The first permanent defences were built in Jamestown in 1660, whilst some other batteries such as those at Lemon Valley were in existence by the time of the Dutch invasion of 1673. The success of the Dutch prompted more comprehensive attempts to protect many of the likely routes of invasion. This was achieved by the construction of new batteries, and also by the novel method of blocking off the valley mouths with curtain walls. This programme was not realized quickly, and indeed St Helena's defences continued to evolve up to the time of the Second World War (Figure 11.3 in Volume 3 of this ES).

The key event in St Helena's history is inevitably considered to be Napoleon's exile there between 1815 and 1821. In addition to becoming the temporary focus of European affairs, the island also found its population doubled by the additional garrison established there during these years. The existing barracks were inadequate to cope with such numbers and a new camp was therefore established on Deadwood Plain (CH01). Following the death of Napoleon, the population fell back to its more usual level and the island once again slipped into obscurity

In 1807 Parliament passed The Abolition of the Slave Trades Act, making it illegal for British subjects or ships to engage in slave transportation, whilst The Emancipation of Slaves Act (1833) heralded the imminent end of slavery within the empire. The Royal Navy's West African Squadron was established on a permanent footing in 1814, its remit being to patrol the South Atlantic in search of illegal slaving operations – i.e. those of

British subjects or of other nations with whom treaties had been established. Slavers found to be acting unlawfully were commandeered and brought to judgment, including before a Vice Admiralty Court on St Helena.

The Vice Admiralty court at St Helena operated from 1840 to 1865, and during this period a very large number of slaves were brought to the island aboard captured vessels. The absolute number is unclear, but it is calculated that over 15,000 individuals were landed between 1840 and 1850 alone. A station was established in Rupert's Valley to accommodate the freed slaves (the 'Liberated Africans Depot'; CH42). However, significant numbers died on ship or after landing on St Helena and large cemeteries grew up in Rupert's Valley (Figures 11.5 to 11.8, and 11.15 in Volume 3 of this ES).

The remoteness of the island led to is use as a POW camp during the Boer War, over 4,500 prisoners being held on camps at Deadwood Plain (CH02) and Broad Bottom between 1900 and 1902. The need to supply such large numbers of people with fresh water led to the construction of a desalination plant at Rupert's Bay, the chimney stack of which still survives in the compound behind the Lines (CH65; Figure 11.9 in Volume 3 of this ES). The plant was connected to the camp at Deadwood by a pipeline, which ascended the steep hillside above the bay to the summit of Rupert's Hill and then followed Bank's Ridge to a point a little below Flagstaff (CH04). The metal pipe itself no longer remains but some structural traces still survive and its line is roughly adopted by the 'Pipe Path' (Figure 11.11 in Volume 3 of this ES).

After the decline of the Atlantic sailing routes, the island's subsequent economic history is one of attempts to address the issue of its financial dependency. It has certainly made significant strides forward from the nadir of the 1930s, when social and economic conditions were extremely poor. Initiatives have included whaling, flax production, tourism, forestry and fishing, although only the latter has truly proved successful. The proposed airport is, in many ways, a continuation of this process.

11.3.2 Area by area description

11.3.2.1 Cultural heritage value

Rupert's Bay has been the focus of maritime activity for several centuries, probably second only to Jamestown in its importance as a landing place. No wreck sites are recorded within the bay, but a survey in 2006 did identify various ropes or chains scattered on the seafloor, as well as showing scouring features and anchor drag marks that have left linear scars along the seafloor.

11.3.2.2 Rupert's Lines (CH72): Recommended status - SAM

Rupert's Lines are coastal defences that were probably begun in the late 17th century, though much of the fabric to be seen today is somewhat newer. Originally the lines spanned the mouth of the valley, but a considerable part has been destroyed by the sea. The masonry has been heavily restored in many places, whilst lean-to structures now stand against the seaward side of the wall.

Military buildings once stood behind the curtain but have long since been destroyed above ground. These were doubtless similar to those that still survive at Bank's Lines –

barracks, magazines, store buildings and other ancillary structures (see Figure 11.4 in Volume 3 of this ES). The 2007 evaluation found the old cobbled surface belonging to the 17th to 19th century levels at 0.5m below the existing ground surface (see Figure 11.16 in Volume 3 of this ES). There is, therefore, a good possibility that traces of the former buildings belonging to Rupert's Lines still survive below ground.
Leading northeast from Rupert's Lines is the historic path from Rupert's Valley to Banks Battery (CH45). The route survives intact, but the fabric of the original path has been greatly eroded. Other tracks lead southwards from Rupert's Bay around the coastal cliffs to Jamestown (CH44).

11.3.2.3 Liberated Africans' Depot (CH42): Recommended status: non-statutory A

This depot – effectively a holding station and hospital for slaves rescued by the West African Squadron – was established in 1840 and remained in operation until 1874. It occupied ground behind Rupert's Lines and included a hospital, barracks and store building (see Figures 11.5 and 11.7 in Volume 3 of this ES). Today the only surviving element of the depot is the long narrow building that was later to be adapted for use as a cable house by the Eastern Telegraph Company (CH66).

11.3.2.4 Boer War Desalination Plant (CH65) Recommended status:SAM

This seawater desalination plant was constructed to supply water for the Boer POWs held in the camp on Deadwood Plain. The plant was completed and its furnace tested, as shown by a contemporary photograph: however, according to the St Helena Guardian (24th August 1901) it was only ever trialled and was never put into operation.

Only the chimney stack now survives, standing within the fuel storage compound (Figure 11.9 in Volume 3 of this ES). Despite its poor condition and utilitarian function, the chimney is of considerable significance in terms of St Helena's built heritage. It is one of only a very small number of brick-built structures on the island – virtually all other buildings being of stone – and moreover it is a physical reminder of an important episode in St Helena's recent history.

11.3.2.5 Rupert's Valley Freed Slave Cemeteries (CH39, CH40, CH41): Recommended status - SAM

These burial grounds contain the remains of slaves freed by the West African Squadron and held in the Rupert's Bay depot between 1840 and 1874. Documentary evidence indicates that over 15,000 slaves were landed at Rupert's during the period 1840-1850 alone, and a figure of 30,000 slaves landed over the depot's entire lifetime would seem a reasonable estimate. How many of these slaves died on St Helena is not known, but a mortality rate of 10% (a conservative figure) would suggest that 3,000 burials might be present in the valley.

The 'cemeteries' are not orderly burial grounds. Rather, they were unplanned zones in which large numbers of bodies were interred in a combination of individual and mass graves. Their location is only partially understood: map evidence shows three separate graveyards (Figures 11.6 to 11.8 in Volume 3 of this ES) but it is likely that burials exist in many other places between the coast and the quarantine station. During the course of this study, burials have been found at several locations, confirming that the historic map

evidence is broadly accurate (Figure 11.15 in Volume 3 of this ES). Other burials have been found in the past, for example during the building of the power station.

The international historical importance of these graveyards cannot be over-stated. Between 1519 and 1867 in excess of 11 million Africans were captured and shipped to the Americas, but the Rupert's Valley cemeteries may preserve the only large group of burials relating to slaves who did not survive the Atlantic crossing. Their cultural significance is huge, whilst the archaeological information that they preserve is extremely valuable. Historical records of the slave trade are often incomplete, and examination of these burials would allow us to understand much more about the age, sex and origin of these captives, as well as about issues such as diet, injury and disease.

11.3.2.6 Other sites in Rupert's Valley

Rupert's Valley contains a number of other heritage features (Figure 11.10 in Volume 3 of this ES), including the old prison built in the 1850s and now part of the mid-valley BFI (CH75), a group of gravestones rescued from Jamestown and now piled next to the new church (CH74) and Bunker's Hill Battery (CH08).

11.3.3 Haul Road from Upper Rupert's Valley to the Airport site

11.3.3.1 Boer War desalination pipe (CH04) Recommended status: non-statutory B

The haul road coincides with the course of the Boer War-era water pipe on Rupert's Hill and Banks Ridge, an interesting, though now ephemeral feature. The pipe no longer survives, but the route of the embankment or channel in which it was retained can be traced almost continuously from Rupert's Hill along Banks Ridge towards Deadwood for a distance of c.1.1km (Figure 11.11 in Volume 3 of this ES). The so-called 'Pipe Path' adopts the approximate course of the pipe itself, but does not precisely match its route.

11.3.3.2 Deadwood

A Prisoner of War camp was occupied at Deadwood between 1900 and 1902. The site is now open plain with no indication on the ground surface that the camp was once present (CH02 – recommended status SAM). Most prisoners were housed in tents although contemporary photographs indicate that a few timber structures were also present (Figure 11.12 in Volume 3 of this ES). Archaeological remains of these structures are likely to be ephemeral, but the topsoil is probably rich in artefacts. The same approximate area was used for the additional garrison stationed on St Helena during Napoleon's exile. Deadwood also preserves the remains of the Diplomatic Wireless Station (DWS) that was in operation between 1960s and the late 1980s.

11.3.3.3 Cooks Bridge and Bradleys

Bradleys was a site of some importance in the past and there is a concentration of features here that are of archaeological significance, including a battery (CH07) and an early-dated animal compound (CH06) (Figure 11.12 in Volume 3 of this ES). The existing track (CH09) leading down onto the Plain from Bradleys Government Garage (and being adopted by the haul road) is of traditional drystone build, is in good condition in places, and includes a small bridge (CH05).

11.3.4 Prosperous Bay Plain

11.3.4.1 Prosperous Bay Signal Station (CH59 – CH62): Recommended status – SAM

A signal station was probably first built here about 1770, referred to in records as 'Alarm House' (as distinct from the house in Alarm Forest that now bears this name). Initially relying on alarm guns, during the Napoleonic period a more rapid telegraph system using flags was introduced, and continued until the electric telegraph rendered the semaphore system obsolete in 1866. The period of the alarm guns is reflected by the survival around the summit of a magazine (CH60) and a levelled gun platform (CH62). The present building (CH59) marks the return to use of the site in 1887, when it formed part of the newly-established military telephone network (Figure 11.14 in Volume 3 of this ES). It is now ruinous, but its original form is beautifully illustrated on a contemporary 'as executed' architect's drawing. A well-defined and in places excellently preserved revetted track leads up from the plain to the signal station (CH61).

11.3.4.2 Fishers Valley Martello Tower and Path (CH35 and CH36): Recommended status – SAM

This feature comprises the ruins of a small building and a levelled (?gun) platform, close to the cliffs on the southern edge of Fishers Valley (Figure 11.13 in Volume 3 of this ES). The date of this site is not known, the earliest map evidence for it being Palmer's 1850-52 survey where it is labelled as an 'Old Guard House'. The building is associated with a very well-preserved track, some 140m long, leading down from Prosperous Bay Plain.

11.3.5 Sharks Valley, Dry Gut and Gill Point: Recommended status: non-statutory C and D

Minor sites survive in these locations, although they are infrequent: watch houses; shelters for both soldiers and animals; and revetted tracks linking the various military watchtowers (Figure 11.2 in Volume 3 of this ES). Dry Gut is devoid of features other than a ruined stockfold (CH33), but Gill Point preserves the fragments of former drystone structures, presumably relating to military watch points (CH37).

11.4 ASSESSMENT OF EFFECTS

By definition, there can be no temporary effects on the cultural heritage resource: alteration to a site, whether physical or visual, is always of a permanent nature. The potential effects of the airport are not detailed within this section, because most impacts will be avoided or mitigated. The 'residual' impacts, (that is to say those remaining after mitigation measures have been put in place) are listed in Table 11.2.

Permanent impacts during construction (so-called 'direct physical' effects) are identified as follows:

- Intrusive groundworks that extend down to the level of archaeological features and horizons;
- Compression of fragile buried archaeological features. Human burials are the most pertinent example for this project; other feature types (e.g. stone building foundations) are more robust and consequently less vulnerable; and
- Damage to or destruction of standing heritage features (whether inhabited buildings or non-occupied structures). This may occur either because of deliberate demolition, or unintentional events.

The airport's long term operation also has potential impacts. Such impacts can take two forms:

- 'Indirect physical'. Effects include: gradual deterioration of a monument because the new development prevents access; erosion of a feature, for example because access to it is improved by the development and so more people will visit; and
- Visual'. Changes to a monument's historic setting (both in terms of 'views to' and 'views from'), such that the visitor will find it more difficult or impossible to understand its original purpose and its connections with other sites.

11.5 MITIGATION

11.5.1.1 Methods of preservation and field investigation

There is a presumption in favour of preservation in situ of nationally important archaeological remains, whether scheduled or not. In some cases, unscheduled remains of local and regional importance will also be considered worthy of preservation in situ. Where possible, the results of an assessment should influence the design of a development in order to protect monuments and remains.

Preservation 'by record' may also be considered as an option. For buried archaeology this implies excavation, whilst standing features are recorded by a combination of drawn, photographic and written record. Preservation by record is always considered less satisfactory than retention in situ, because archaeological features or deposits are to be disturbed. As such there will always be a residual impact when this is undertaken.

Where below-ground archaeological works are proposed, the following terms are applied:

- Watching brief. Monitoring of contractor's groundworks, with a contingency to stop construction work for an agreed period, enabling the archaeologist to clean and record features as they are revealed; and
- Excavation. Controlled investigation of areas of known archaeology or archaeological potential. Such excavations will take place (and must be completed) prior to the contractor beginning work in each area

11.5.1.2 Post excavation analysis and publication

Post-excavation analysis of archaeological material and publication of the project's findings as a whole, are a mandatory and integral part of the cultural heritage mitigation. As is the case in the UK, this analysis will extend to any human remains recovered: the important information preserved by the Rupert's Valley burials has already been described above (11.3.2.5). However, after examination these individuals will be re-buried with Christian rites, as has happened in previous cases on the island where burials have been discovered.

Without a permanent, accessible record, the excavation work in particular is rendered meaningless, as personnel move on and the site archive is mislaid, dispersed or deteriorates over time. This is a hard-learned lesson from the era of 'rescue archaeology' in the UK (the post-War period up to the 1980s): during this time many sites were dug in advance of development, only for all record of them to be lost. Publication will be both formal (that is to say as academic literature), and also in shorter form which will be more accessible to a general readership.

11.5.2 Mitigation measures: construction effects (temporary)

No temporary effects have been identified for cultural heritage, and consequently no mitigation measures are required for this aspect.

11.5.3 Mitigation measures: permanent and operational effects

The potential impacts upon, and mitigation for, individual cultural heritage sites are listed below in Table 11.2 and 11.3. In formulating this mitigation, the following principles have been applied:

- Areas where buried archaeology is known to exist (or probably exist): excavation prior to the contractor's groundworks;
- Areas where buried archaeology is possible, but not likely, or of low value: watching brief during the contractor's groundworks
- Standing structures at risk from accidental damage during construction: to be protected by fencing or other suitable method;
- Standing buildings or archaeological features that will be destroyed or damaged, either during construction or by the airport's long-term operation: building moved and rebuilt elsewhere (an option that is rarely applied); recording by a combination of written notes, drawings and photographs (a more usual option); and
- Key sites within the ADA: Monument Management Plan (MMP) to be put in place to ensure their long-term survival.

Tables 11.2 and 11.3 lists a large number of mitigation measures for cultural heritage. However, the most important elements of this strategy are as follows:

- Archaeological excavation behind Rupert's Lines;
- Archaeological excavation in any areas of Rupert's Valley where burials may be disturbed by construction groundworks or by compression;
- The surviving parts of Rupert's Lines are to be partially restored;
- The Boer War desalination chimney is to be recorded, dismantled and rebuilt elsewhere in the lower part of Rupert's Valley;
- The Prosperous Bay Signal Station is to be recorded prior to its visual (and possibly physical) alteration; and
- The Fishers Valley Martello tower and its path are to be recorded prior to their destruction.

Table 11.2: Summary of mitigation and residual impacts - Permanent effects (direct physical)

Site *Effect*	**Mitigation measure**	**Extent to which impact mitigated**	**Residual impact**
Rupert's Lines CH68 *Intrusive groundworks to create landing area*	Option to raise ground levels to be investigated	Fully	None
	Excavation and watching brief on intrusive groundworks	Substantially	Minor adverse
Boer War desalination chimney CH65 *Destroyed*	Rebuilt at different location	Fully	Major Beneficial
Rupert's Valley cemeteries CH39-CH41 *Intrusion into, or compression of burials*	Archaeological input into micrositing of haul road, lay down areas etc. Excavation in areas of potential impact	Substantially	Minor adverse

Site *Effect*	**Mitigation measure**	**Extent to which impact mitigated**	**Residual impact**
Boer War desalination pipe CH04 *Removal of stretches of pipeline for haul road*	Archaeological input into micrositing of haul road. Recording in areas of impact	Substantially	Minor adverse
Napoleonic barracks CH01 and Boer War POW camp CH02 *Land-take from W edge*	Watching brief during groundworks	Fully	None
Cooks Bridge road CH09 and bridge CH05 *Destroyed for haul road*	Features to be recorded prior to haul road construction	Partly	Minor adverse
Prosperous Bay Signal Station CH59-CH62 *Construction of ROL*	Archaeological input into siting of ROL and construction method.	Unknown	Unknown
Fishers Valley Martello tower and path CH35-CH36 *Tower potentially severely damaged or destroyed by airport earthworks. Part of path to be destroyed*	Recording prior to earthworks MMP established and enacted if site survives	Slightly	Moderate adverse
Dry Gut stockfold CH33 *Destroyed by airport earthworks*	Recording prior to earthworks	Substantially	None
Sharks Valley stockfold CH86 *Possible impact from break-tank*	Archaeological input into siting of break-tank	Fully	None
DWS transmission masts CH49-CH56 *Possibly destroyed for construction compound*	Recorded prior to construction	Fully	None
Sharks Valley sites CH77-CH84 Water abstraction works	Archaeological input into siting of abstraction features. Recording of any sites to be affected. Other sites to be fenced off if necessary	Substantially	Minor adverse to Neutral

Table 11.3: Summary of mitigation and residual impacts - Operational effects (indirect physical and visual)

Site *Effect*	**Mitigation measure**	**Extent to which impact mitigated**	**Residual impact**
Rupert's Lines CH72 *Alteration to historic setting arising from new wharf*	Removal of freestanding structures; consolidation of masonry MMP established and enacted	Partly	Moderate adverse
Path to Banks' Battery CH45 *Possible severance of access*	Access to be maintained or reinstated	Fully	None
Boer War desalination pipe CH04 *Interruption of formerly continuous route*	Measures to be put in place to ensure that the pipeline route can be walked without obstruction	Substantially	Slight adverse
Increased ease of access promoting erosion	MMP to be established and enacted	Fully	None
Prosperous Bay Signal Station CH 59-CH61 *Alteration to historic setting: ROL*	Monument and its broader context to be fully recorded prior to construction MMP established and enacted	Slightly	Major- to Moderate adverse

** Key to predicted success of mitigation:*
Fully – impact fully mitigated and no effects predicted
Substantially – mitigation would be largely successful at reducing impact

Partly – mitigation would be successful at reducing impacts, but some effects likely
Slightly – mitigation would be largely unsuccessful

11.5.4 Enhancement opportunities

'Enhancement', that is to say general measures which benefit cultural heritage, will also be proposed. For this project, enhancement measures will include the training of St Helenians in archaeological excavation skills, alongside more general education and community outreach – for example work within schools.

11.6 CONCLUSION

11.6.1 Summary discussion and overall residual impacts

St Helena's cultural heritage, both in terms of buried archaeology and standing features, are judged to be rare and extremely valuable. The St Helenians, for whom the monuments around them are commonplace, may not always appreciate the uniqueness of this resource, even within a global context. The concern of this chapter for its preservation could, therefore, seem more than a little abstract when set against more obvious social concerns. However, as well as having great intrinsic worth, cultural heritage will form one of the key means of marketing the island for future tourism. It is a rich resource that requires protection.

Despite the scale of the airport project, its direct physical impacts on the cultural heritage resource are manageable with appropriate mitigation. A different conclusion applies to some of the visual impacts, which in a few cases are very significant and will prove more difficult or impossible to mitigate.

Nevertheless, with appropriate archaeological input into the final design and with the mitigation strategy in place, the residual impact on cultural heritage will be Minor adverse.

11.6.2 Long term issues for cultural heritage

The airport's presence on the island, will have major implications for St Helena's heritage resource. One stated purpose of the airport is to bring in significant numbers of tourists, estimated to rise to as many as 58,000 by 2033. Cultural heritage is a key part of the island's character and will be play a major role in attracting visitors. Its long-term protection, management and enhancement represents a challenge which will need to be addressed.