

## 17.0 COMBINED EFFECTS

### 17.1 INTRODUCTION

This chapter considers the combined / cumulative<sup>1</sup> effects of the proposed airport scheme with other development activities on St Helena. The emphasis is placed on the construction phase when other projects may be taking place at the same time as the airport and its supporting infrastructure. There is the potential for additional effects over and above those described in the previous chapters of this ES.

After the opening of the airport a considerable amount of development is likely to take place on St Helena. The proposed airport and supporting infrastructure is part of a programme of activities designed to kick-start economic growth based on tourism. Demand for land for tourism and housing and the use of resources such as energy, water and the production of waste are forecasted to grow significantly. These activities fall outside the application for development permission for the airport scheme and their impacts are not considered in this ES. However, an outline of the policy and legislative actions being undertaken by SHG to manage change is provided.

This chapter should be read with reference to Figures 4.1 and 17.1 in Volume 3 of this ES which identify where development may take place. Chapter 4 provides further information on land use designations including protected areas. The social and economic effects of future development are set out in Volume 6 of the ES.

### 17.2 APPROACH

The approach taken for this assessment is summarised as follows:

- A general overview of development activities over an approximate 20 year period is provided.
- The activities likely to take place during construction of the airport and its related infrastructure (2008-2012) are described, as far as possible on the basis of available information.
- Potential combined effects of these construction phase activities are identified.
- Mitigation is identified. With respect to longer term development and environmental issues, an outline of the policy and legislative actions being undertaken by SHG to manage change is provided.

In describing future development activities the following sources of information have been used:

- The policies set out in the approved LDCP which allocate land for development and which aim to promote and manage future development.
- Information provided by DFID and SHG including possible infrastructure projects which may be considered or tourism development which may be promoted.
- Information provided by SHG on other private sector activities which may take place in the future.

This aspect of the EIA is subject to a number of limitations. Little information is available on future private sector development activities and what is available is speculative. Some information on the provision of utilities and other Government funded infrastructure is available from SHG and DFID but at the time of writing there is uncertainty over the

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<sup>1</sup> For the purpose of this ES the terms cumulative and combined are used interchangeably.

projects that will come forward and the timing of this development. During the construction phase only an indication of the potential effects can therefore be described.

A further limitation is that the mitigation measures stated in the ES apply to the development permission being sought for the airport and supporting infrastructure; it can not be assumed to apply to other projects for which separate applications would be submitted.

### 17.3 POSSIBLE FUTURE DEVELOPMENT ACTIVITIES

#### 17.3.1 Overview of Period 2008 to 2026

Based on information provided by DFID and SHG, and taking account of the projections for population and economic growth, it is possible to provide a generalised description of the development activities that are likely to take place during and following the opening of the airport (see table 17.1). However, the specific projects that will come forward are uncertain as is the timing of these projects.

The Airport scheme in conjunction with other SHG activities is intended to facilitate business growth based on tourism and population expansion. The population, including visitors and tourists, is forecasted to double from about 4000 to around 8000 over an approximate 20 year period and a considerable amount of development is likely to take place. This development will include both private sector lead projects such as hotels, as well as infrastructure provided by government such as roads. The increase in population will lead to an increase in house building and combined with tourism activities there will be a demand for energy, water and other resources. Existing infrastructure is insufficient to cope and new infrastructure will need to be developed. Information relating possible improvements in infrastructure has been obtained from the Infrastructure Review, February 2007. Some of the improvements to the infrastructure must be put in place prior to the completion of the airport in order to support an increased tourism industry and business expansion that is predicted to come after the airport has opened.

**Table 17.1 Overview of Possible Development Activities Over 20 Year Period**

Development Types	Summary of Possible Future Development Activities
Housing	<p>There is generally a high demand for housing and this is projected to increase following the opening of the airport. The LDGP allocated land for over 600 new houses to be built over a 10 year period. The Sustainable Development Plan states that over the next ten years some 600 land plots for housing development will come onto the market, of which some 65 percent will be government land and the remaining 35 percent private land.</p> <p>Areas where housing development may take place include Bottom Woods East, Bottom Woods West, Mulberry Gut, Beales Valley, High Hill, Half Tree Hollow East, Head O'Wain, Burnt Rock/Horse Pasture, Bunkers Hill. All new developments are obligated to have communal sewerage systems installed along with water and electricity supplies.</p>
Recreational facilities (picnic areas, play-areas, car-parking, etc)	<p>There are several options to create new picnic sites and playgrounds. Additional recreational facilities that may be promoted/ considered include a golf course located either on the Coastal Zone or Green Heartland, tennis courts, new walking routes, enhancement of the existing swimming pool, a new playing field at Longwood/Levelwood and campsites and country parks. Popular activities for locals and</p>

Development Types	Summary of Possible Future Development Activities
	tourists which are likely to increase are walking, fishing (on-shore, near shore and deep sea), scuba diving and snorkelling, dolphin watching and bird watching.
Tourist Facilities	<p>The provision for purpose built accommodation for tourists is allowed for in the Intermediate Zone, including Jamestown and the Coastal Zone however the size of developments will be restricted. In exceptional cases hotels and or other short stay holiday accommodation in the Green Heartland may be allowed.</p> <p>To promote investments in the tourism sector in the longer term the Government has adopted a tourism policy based on the Tourism Strategy report. This states that there is scope for attracting one or two up-market hotels as well as boutique hotels and guest houses. It projects the need for 250 rooms by 2015. Proposals for residential tourism through villa developments could be considered.</p> <p>With respect to specific projects in the short term, a major hotel is proposed at Broad Bottom by a private developer. Government houses and buildings are being released as and when they become available for purchase by private investors, for tourist development. The LDCP identifies a number of sites which may be developed for tourism related purposes including Ladder Hill Fort and High Knoll Fort.</p>
Commercial / Industrial	The LDCP aims to encourage employment development but restricts it to specific locations: Rupert's Valley, Bradleys, Half Tree Hollow and Donkey Plain.
Transport	<p>The maintenance of roads is an ongoing process throughout the island during and post development of the airport. The Infrastructure Review makes reference to the need to upgrade existing roads although no details are available. Consideration has been given in the past to the construction of new roads including a new or improved road to Rupert's, the Barnes Road from Jamestown, and a road from the airport to Levelwood.</p> <p>SHG is seeking to promote the use of public transport and provide links to new developments to reduce the environmental impacts of increased use of private transport.</p>
Electricity Production, Alternative Fuels and Renewable Energy	<p>Demand for electricity will increase as new housing and tourism facilities are developed and the population grows. Greater capacity for electricity production will be required to cater for and facilitate economic and population growth.</p> <p>An increase in energy production is hoped to be achieved at least in part, through renewable means including wind, hydro and solar power. With additional demands the existing power station is limited in capacity to six 1MW diesel generators therefore either an extension to the existing building or a new station needs to be built.</p> <p>Policies including incentives for small wind devices and solar panels attached to people's homes are being considered. There is the possibility of developing facilities to turn waste into energy which would also contribute to the reduction in landfill. Bio-fuel crops is also an option. The development of a hydro-power station in one of St Helena's valleys including the development of a dam and reservoir is a further possibility and would assist meeting the needs of the peak demand for electricity.</p>
Water & Waste Water	A number of areas have been highlighted for improvement due to age or through increased demand to address problems of water storage, quality and distribution in Redhill, Jamestown, Hutts Gate, Levelwood,

Development Types	Summary of Possible Future Development Activities
	<p>Spring Gut, Iron Pot, Sandy Bay and French's Gut. Possible schemes include a link between the Levelwood and Hutts Gate systems as well as the upgrading of Hutt's Gate reservoir (No.2) providing an increased capacity; new pipelines have been suggested at Alarm Forest and High Peak/High Hill/Burnt Rock.</p> <p>New water treatment facility is proposed in lower Jamestown, however if a new submarine outfall pipe was installed further out to sea, treatment other than septic tanks may not be required. This, however, is subject to water quality being maintained within James Bay which is used for recreational activities including snorkelling and scuba-diving.</p>
Solid Waste Management	<p>At present there is no formal management plan or strategy for St Helena's waste, all waste generated on island is designated for the only landfill at Horse Point. Analysis based on current and future waste projections give the lifespan of the land fill to be just 19 years. No new landfill site has been identified, and at present land raising is not considered an option, so it is paramount that waste is minimised to prolong the life span of the current landfill. A project to address solid waste management is being prepared, a component of which is the development of a strategy for solid waste management. The project will also address issues relating to waste minimisation, collection, recycling, treatment and disposal. Activities to be included are a public awareness campaign; recycling measures; provision of composting facilities; establishment of landfill gas management system; and a new incinerator to be put at Donkey Plain allowing the existing one at Rupert's Valley to become the backup.</p> <p>A site 600m to the south-east of the existing tip and 150m north of the former government garage at Bradleys has been designated as a new 3.12 hectare disposal site for bulky items. However this site will be subject to further environmental and technical surveys to confirm its suitability.</p>
Wharfage & Cargo Handling (including Cruise & Yacht facilities)	<p>The wharf at Jamestown is to be improved after preliminary cliff stabilisation work is completed. The works at the Jamestown wharf will include two areas of infill which will provide a new boat-shed and ramp for rescue boat launch, improved boat maintenance area, new customs hall and immigration facilities and a new crane and forklift.</p> <p>After completion of the Rupert's Bay Wharf, it is proposed that all cargo handling is moved to Rupert's Bay from Jamestown. In addition to cargo, it is thought that fishing operations could be facilitated at Rupert's Bay allowing improved access to the Argos fish processing facility.</p>
Government Buildings	<p>St Helena Government employs a large percentage of the local population, some of whom drive into Jamestown every weekday morning contributing to increased congestion, parking problems and pollution within the town. The option of relocating offices outside Jamestown is being considered to give some relief to these problems. Existing Government Buildings in Jamestown may then be released for tourism uses.</p>
Minerals Extraction	<p>A few sites for quarries are identified in the LDCP. The quarry for the construction of the wharf is assumed to be a temporary facility. Any extension to it would require a separate application for development permission. Sand extraction takes place off the coast west of James Bay and these activities may increase to provide construction materials for development across the island.</p>

### 17.3.2 Possible Developments during the Construction of the Airport

Some of the developments summarised in Table 17.1 above will take place during the same period as the airport is constructed. This section identifies these possible developments, based on the information available at the time of writing. The information in Table 17.2 was obtained from officers at SHG and the St Helena Infrastructure Review (February 2007). This section should be read alongside Figure 17.1, Volume 3 of the ES.

**Table 17.2 Overview of Other Possible Development Activities During Construction**

Types of Development	Possible Development Activities During Construction
Housing	Construction of individual houses and larger scale development of serviced house plots including in the Bottom Woods area near proposed airport access road.
Recreational Facilities	Installation of small scale recreation facilities.
Tourist Facilities	Major hotel at Broad Bottom likely to be constructed. Other hotels may be constructed and historic buildings refurbished to provide tourist accommodation and facilities.
Commercial/ Industrial	Possible employment related development at Rupert's.
Transport	Ongoing road maintenance and rehabilitation of bridges. Major upgrade of a road or roads may take place during the construction period.
Electricity Production and St Helena Energy Strategy	Implementation of Electricity Distribution Project likely to be completed prior to major works commencing on the airport.
	Installation of wind turbines. Possible provision of other renewable energy projects.
	Provision of services to new developments including housing.
Water	Improvements to water storage, quality and distribution systems.
	Provision of services to new developments including housing.
Solid Waste Management	Implementation of waste management strategy and Solid Waste Management Project, including leachate management and operation of safe cells at the landfill site at Horse Point.
	Operation of bulky waste disposal at Bradley's Trenches.
Wharfage & Cargo Handling	Renovation of landing steps at James Bay Wharf. Cliff stabilisation at James Bay. Installation of cargo-handling equipment. Reclaim land for container yard.
Government Buildings	Possible relocation of some SHG offices and renovation of old buildings.
Minerals extraction	Possible increase in sand extraction from coastal waters west of Jamestown.

### 17.3.3 Potential Effects during Construction of the Airport Scheme

Table 17.3 provides a checklist of the environmental topics where there is a reasonable degree of certainty that positive or negative cumulative effects are likely to occur. Limited information is available on the projects and the timing and location of many is uncertain or is speculative. For this reason many effects are described as Not Known.

Table 17.4 provides a description of the potential, generic effects of activities that can be identified. In identifying potential effects only those with a relationship to the construction of the airport and its supporting infrastructure are include e.g. properties affected by construction noise from the airport access road may also be affected by construction of houses; loss of habitat for Wirebird may take place at several locations simultaneously.

However, where projects are discrete cumulative effects would not occur e.g. development on a distant part of the island may cause noise but would not affect the same receptors as the airport construction works.

**Table 17.3 Potential for Cumulative Effects with Other Possible Development Activities During Construction**

Environmental Issues Covered in ES for Airport and Supporting Infrastructure		Potential Cumulative Effects of Other Possible Development Activities During Construction										
		Housing	Recreation	Tourist facilities/ hotels	Commercial & Industrial	Transport, traffic	Energy	Water	Solid Waste	Wharfage etc	Government buildings	Minerals
Land Take	Agricultural	NK	NK	×	=	NK	NK	NK	NK	=	NK	=
	Residential	=	=	=	=	=	=	=	=	=	NK	=
	Commercial	=	=	=	=	=	=	=	=	=	NK	=
Noise & Vibration		×	NK	NK	NK	NK	NK	NK	NK	×	NK	NK
Air Quality & Dust		×	NK	NK	NK	NK	NK	NK	×	×	✓	NK
Ecology	Wirebird	×	NK	×	=	NK	NK	NK	NK	=	NK	NK
	Invertebrates	NK	NK	NK	=	NK	NK	NK	NK	NK	NK	NK
	Flora	NK	NK	NK	=	NK	NK	NK	NK	NK	NK	NK
Landscape & Visual	Landscape	NK	NK	NK	NK	NK	NK	NK	×/✓	=	NK	×
	Visual	×	NK	NK	NK	NK	NK	NK	×	=	NK	×
Heritage		NK	NK	NK	NK	NK	NK	NK	NK	NK	NK	NK
Roads etc		NK	NK	NK	NK	×	NK	NK	=	×	✓	NK
Geology etc		=	=	=	=	=	=	=	=	=	=	=
Marine Environment		=	NK	NK	NK	=	NK	NK	NK	×	=	×
Water Environment		NK	NK	NK	NK	NK	NK	NK	NK	NK	NK	NK
Waste Generation		×	NK	×	NK	NK	NK	NK	=	×	NK	=

- ✓ - Potential Positive Combined Effect
- ×
- = - No Effect or Negligible Effect
- NK - Not Known/ Insufficient Information

**Table 17.4 Potential Effects During Construction of the Airport Scheme**

Environmental Topics	Potential Combined or Cumulative Effects
Land and Land Use	<p>No private land is being used for the airport. A small amount of agricultural land will be lost at Deadwood as a result of the airport access road. Agricultural land (pasture) may also be lost at other locations as a result of other developments such as the hotel at Broad Bottom. Adverse cumulative effects are therefore likely. Conversely, the management of land for Wirebirds may increase cattle farming across the island.</p>
Noise and Vibration	<p>Construction activities in Jamestown for the rock stabilisation and wharf improvements are largely discrete from Airport and supporting infrastructure development works in Rupert's and elsewhere. It is likely that much of the stabilisation works will be complete prior to major works on the Airport scheme commencing although some overlap is likely. Other projects, such as a major hotel development is likely to result in a further influx of construction workers and an increase in activity in Jamestown. The result is likely to be an additional increase in noise in Jamestown.</p> <p>In Rupert's no other major projects are currently proposed, with the possible exception of road upgrades between Rupert's and Jamestown. However, Rupert's is identified in the LDCP as an area for commercial development and private sector developments may come forward during the construction phase of the airport.</p> <p>At Bottom Woods, near the proposed airport access road, the construction of serviced housing plots followed by construction of individual houses is likely to result in additional noise at local properties. Another parcel of land may be developed at Mulberry Gut.</p> <p>Island wide, there is likely to be noise from construction and an increase in vehicle movements, however, the location, duration and magnitude of effects is unknown.</p>
Air Quality	<p>The primary issue associated with the airport and its supporting infrastructure is dust. Dust is likely to be an issue with other developments including landfill operations near Bradleys, house building and rock stabilisation. The potential for cumulative effects depends on a number of factors including the effectiveness of construction management practices in preventing dust, the timing of projects, their locations and climatic conditions during the period of earth moving works.</p> <p>Changes in air quality would result from increase vehicle movements. Jamestown is likely to be most affected by the influx of workers and increased activity on the island. The movement of government workers out of Jamestown could have beneficial impacts in reducing congestion and its associated air quality effects.</p>
Ecology	<p>The primary ecological issue is the potential for combined effects on Wirebird habitat. A number of projects are likely to affect the Wirebird either through loss of habitat or disturbance. These projects include, but may not be restricted to, the housing at Bottom Woods and the proposed hotel at Broad Bottom. Other cumulative ecological effects (including those on flora and invertebrates) are uncertain due to limited information on projects and limited baseline information on the areas being affected.</p>
Landscape and Visual	<p>With respect to the landscape, effects would depend on the location of development and how it affects the character and quality of the landscape. In most respects insufficient information is available with the exception of the landfill proposals near Bradleys which would have adverse effects during its operation but with suitable reclamation (including native species planting) would result in a residual positive effect on the landscape. The rock stabilisation works in Jamestown are physically separated from the airport and its supporting infrastructure.</p> <p>Housing construction would have combined visual impacts on existing residential properties.</p> <p>From viewpoints such as the Peaks it is likely that several construction projects may be visible simultaneously. This may adversely affect the visual amenity of walkers and</p>



Environmental Topics	Potential Combined or Cumulative Effects
	tourists during the construction period.
Heritage	No developments have been identified that would result in combined effects on the receptors affected by the airport and its supporting infrastructure. However, there is potential for commercial development to take place in Rupert's and subsequent effects on burial sites.
Roads, Traffic and Footpaths	<p>Jamestown is the hub of much activity on the island. During construction general activity is likely to increase substantially as a result of the influx of people to the Island to work on the various construction projects. There is potential for these projects to overlap and for traffic within Jamestown and on the roads heading into town increasing.</p> <p>Simultaneous construction activities in Jamestown and Rupert's may lead to temporary restrictions on sea access for recreational boating, fisherman and visiting yachts. The current programme for the works in Jamestown suggests that a short overlap in activities is possible.</p> <p>The movement of government workers out of Jamestown could have beneficial impacts in reducing congestion.</p>
Geology, Contaminated Land and Hydrogeology	No developments have been identified that would result in combined effects on the receptors affected by the airport and its supporting infrastructure. Combined effects are unlikely.
Marine Environment	Simultaneous works at Rupert's Bay and James Bay would extend the disturbance to marine life e.g. from construction noise and disturbance to sediments. Sand extraction could further increase disturbance to marine life. The potential for cumulative effects would depend on the geographical extent of works, their timing and duration.
Water Resources and Quality	All construction works will place additional demands on water e.g. for concrete batching. An increase in population during construction will also increase water demands. The construction of new Infrastructure itself may have impacts, however, the location of infrastructure is uncertain.
Waste	Construction projects will generate waste, both inert materials such as spoil and other materials.

## 17.4 MITIGATION

The developments identified in Table 17.2 above are not the subject of the development permission which is being sought for the airport and its supporting infrastructure and do not fall with the ADA. The effects of these other projects, and the mitigation measures which should be implemented, fall outwith the decision being made and are therefore not addressed in this ES. However, there are some measures which can be taken to ensure that the Airport scheme minimises the potential for combined effects with other projects. There are also wider policy and legislative actions which SHG and DFID are taking to manage the effects of other developments.

The mitigation of the Airport scheme will be implemented through the EMP and contractual requirements placed on the consortia selected to construct the airport and its supporting infrastructure. In addition, it is possible that the Governor in Council may place conditions on the grant of development permission for the airport and its supporting infrastructure.

In designing the mitigation for the airport infrastructure account as been made of areas which may be developed in the future. Planting has been proposed on the boundaries of areas allocated for housing at Bottom Woods and Mulberry Gut adjacent to the haul road to reduce effects on future housing.

With respect to the potential effect on ecology, a Wirebird Species Action Plan is being prepared for all of St Helena with the assistance of the St Helena National Trust and the RSPB. The plan's long-term vision is to 'find a way to happily co-exist - allowing St Helena to develop and the Wirebird to thrive'. Within this framework the plan will work towards stabilising the population of the Wirebird and reducing its threatened status from Critically Endangered to Vulnerable (because of its small and isolated population) with a sustainable population by 2017. Each development impinging on Wirebird habitat would have to be assessed on an individual basis but also taking the cumulative impacts of related developments into account. As with the airport, other developments affecting the Wirebird would be required, in the event that Wirebird habitat, and more importantly breeding territory, will be lost, to undertake mitigation.

In constructing the airport, the Contractor will be required to take account of other works and avoid potential disruption to these works. These include the Jamestown Wharf Improvement Project, the Electricity Distribution Project and works being undertaken by SHG to improve infrastructure on the island. The Contractor will be made aware of, and shall make due allowance for these activities. The Contractor shall not enter or use these areas without the prior written permission of SHG. The Contractor shall not interfere in any way with any works, except where such interference is specifically described as part of the Works, either in the Contract or by SHG's instruction.

Depending on their type and scale, other projects are likely to require separate planning applications. In all cases applications for development permission will be judged against the policies set out in the LDCP (see Chapter 4) and will be subject to other legislative requirements. In addition, SHG are proposing to include requirements for EIA in their new Land Planning and Development Control Bill. If enacted, it will be a requirement to undertake EIAs of certain projects and to ensure that mitigation measures are incorporated into the design of each project.

In the broadest context, SHG have published a Sustainable Development Plan for the island. This sets out the policy environment for decision making at the macro level and endeavours to ensure that sustainable economic principles are embedded into all development decisions and strategies for the future. With respect to environmental protection:

*'The work on environmental protection will be guided by the Strategy for Action to Implement St Helena's Commitments in the framework of the Environment Charter drawn up under the UK Overseas Territories Environment Programme (OTEP). The strategy identifies actions and programmes ordered by the Commitments of the Environment Charter. Initiatives being taken to meet the commitments made in the strategy include:*

- Improvement of solid waste disposal, and sewage;
- Adequate land use control;

- Protection of indigenous and endemic flora and fauna, as well as the maritime environment. (work has already started on establishing a reintroduction site for the Wirebird); and
- The functioning of a Disaster Management Committee.

*Better co-operation between different departments involved in environmental planning and management will be pursued. To improve co-ordination of environmental protection activities, the establishment of an environmental agency will be considered, under which a number of the presently dispersed bodies would be brought together.*

*Further training in skills related to various aspects of environmental protection has high priority and includes areas such as management of the preservation of the distinctive St Helena natural and cultural heritage; protected areas planning; species recovery planning; trails; preparing leaflets; non-intrusive signage; guide-training; and environmental awareness programmes at various levels.*

*The conducting of environmental screening/impact assessments will be an integral part of the planning process for development projects, being monitored by the Environmental Planning and Development Section in the Department of Economic Planning and Development (DEPD). Legislation requiring environmental screening/impact assessment of development projects will be introduced.*

*Support will continue for the work of the St Helena National Trust in their activities to safeguard the island's heritage. In this context a policy for maintaining historic buildings will be formulated involving St Helena National Trust and PW&SD.*

*With the establishment of the airport the environment will be exposed to new challenges both during the construction and the operational phases. Although there are environmental challenges and risks, these are now being actively addressed, with positive opportunities for improved protection being sought. In particular, the airport project has raised the profile of issues to do with conserving the endemic invertebrates and wirebirds at Prosperous Bay Plain and has stimulated positive mitigating actions. A detailed environmental impact assessment of the airport project is currently being implemented.'*

Faber Maunsell will be undertaking a separate strategic assessment of future development activities in tandem with the preparation of the Infrastructure Plan. This will include a wider-ranging assessment of environmental issues and impacts from the potential economic development (especially tourism) likely to be generated by improving access, and make prioritised recommendations relating to future policy and legislation.

## 17.5 SUMMARY

Before and after the opening of the airport a considerable amount of development is likely to take place on St Helena. The Airport scheme in conjunction with other SHG activities is intended to facilitate economic growth based on tourism. Development will include both private sector project (such as hotels) as well as infrastructure provided by government (such as roads, waste facilities).

The population, including visitors and tourists, is forecasted to increase from about 4000 to around 8000 over an approximate 20 year period. The increase in population will lead

to an increase in house building and combined with tourism there will be a demand for energy, water and other resources. Existing infrastructure is insufficient to cope and new infrastructure will need to be developed. Some of the improvements to the infrastructure must be put in place prior to the completion of the airport.

Little information available on future private sector development activities and what is available is speculative. Some information on the provision of utilities and other Government funded infrastructure is available from SHG and DFID but there is uncertainty over the projects that will come forward and the timing of this development.

A number of additional effects over and above those described in the previous chapters of this ES are likely to occur. Based on the limited information available most of the effects are unknown at this time, however it is likely that cumulative effects would occur on ecology (specifically the Wirebird), from construction traffic, construction noise and on the marine environment, landscape and visual amenity. Other effects are possible including on heritage and the water environment. The significance of effects is uncertain.

This ES accompanies the application for development permission for the airport and its associated infrastructure. The effects of other projects, and the mitigation measures which should be implemented, fall outwith the decision being made and are therefore not addressed in this ES. However, there are some measures that are being taken to ensure that the Airport scheme minimises the potential for combined effects with other projects. There are also wider policy and legislative actions which SHG is taking to manage the effects of other developments. These include:

- The Wirebird Species Action Plan which covers all of St Helena.
- Contractual controls on the Contractor to take account of other works and avoid potential disruption to other development activities.
- Other projects would be subject to separate planning applications and in all cases would be judged against the policies set out in the LDCP and other legislative requirements.
- SHG are proposing to include requirements for EIA in their new Land Planning and Development Control Bill. If enacted, it will be a requirement to undertake EIAs of certain projects and to ensure that mitigation measures are incorporated into each project.
- The Sustainable Development Plan identifies a number of actions and programmes ordered by the Commitments of the Environment Charter.
- A separate strategic assessment future of activities will be undertaken, taking into account the Infrastructure Plan.