Copy No:

No: 33/2021

Memorandum for Executive Council

SUBJECT

The removal of Crown land from the Airport Development Area Order 2008

Memorandum by the Chairman of the Environment & Natural Resources Committee

ADVICE SOUGHT

1. Executive Council is asked to consider and advise whether the parcels of land described in paragraph 7 below, should be transferred back to the Crown Estate, by removing them from the control and restriction imposed under the Airport Development Area Order 2008.

BACKGROUND & CONSIDERATIONS

- 2. The Airport Development Ordinance was enacted to facilitate the design and construction of the Airport. This Ordinance created powers for Governor in Council to designate any land on St Helena an Airport Development Area in furtherance of the Airport Project.
- 3. The Airport Development Area Order 2008 (ADAO 2008) issued under the prescribed Ordinance, identified a number of land parcels that were critical to the success of the Airport Project which totalled an area of approximately 1748 acres. This also included small pockets of privately owned land.
- 4. Since the opening of the Airport, the Air Access Directorate/St Helena Airport Project, have instructed or approved the survey of this land, and confirmed to the Property department that a number of land parcels can be removed from the ADAO 2008.
- 5. Removing these land parcels will enable the Crown Estate to deal and grant rights in land at Rupert's that will assist the Port development, and facilitate the transfer of assets to Connect Saint Helena Ltd.
- 6. The list below outlines the existing parcel numbers for which approval for removal from the ADA is sought. These parcel numbers have resulted from a series of survey transactions that are necessary to enable future dealings of this land or attached assets, and have originated from the title numbers under the ADAO 2008.
- 7. The lists of parcels to be removed from the ADA are:

White Hill, Parcel 6 - resulting from a subdivision of White Hill Parcel 3. (Annex A)

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Prosperous Bay, Parcels 33 and 34 - resulting from a series of subdivisions and a boundary alignment originating from Prosperous Bay Parcels 14 and 15. (Annex A)

Prosperous Bay, Parcel 39 – resulting from a series of subdivisions, combinations and a boundary alignment from Prosperous Bay Parcels 4, 10, 14, 15. (Annex A)

Prosperous Bay, Parcel 41 – resulting from subdivision of Prosperous Bay Parcel 14. (Annex A)

Rupert's Valley, Parcel 99 and 100 – resulting from a series of subdivisions originating from Rupert's Valley Parcel 46. (Annex **B**)

Rupert's Valley, Parcel 110 – resulting from a series of subdivisions and combinations, originating from Rupert's Valley Parcels 36 and 65. (Annex C)

FINANCIAL IMPLICATIONS

8. There are no financial implications resulting from this decision.

ECONOMIC IMPLICATIONS

9. Removal from the ADAO 2008 will mean that the land, especially that at Rupert's, can be dealt in and brought into use to increase its economic viability.

CONSISTENCY WITH INVESTMENT POLICY PRINCIPLES

- 10. This decision is consistent with following Investment Policy Decisions:
 - i. Make Saint Helena a desirable and competitive destination to do business by removing barriers to investment.
 - ii. Support an economy which is accessible to all potential investors and promote investments across the economy.
- iii. Promote fair, consistent, timely and transparent decision making.

PUBLIC / SOCIAL IMPACT

11. No substantial Public or Social Impact identified.

ENVIRONMENTAL IMPACT

12. No direct environmental impact on the removal from the ADAO 2008 is anticipated. However the future development of this land could have a significant impact on the environment which will be identified, assessed and addressed as part of the planning process for any development permission.

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PREVIOUS
CONSULTATION/
COMMITTEE
INPUT

13. None

PUBLIC REACTION

14. None

PUBLICITY

15. ExCo's decision will be covered in the media briefing following the meeting.

SUPPORT TO STRATEGIC OBJECTIVES

- 16. This paper supports the following National Goals / Objectives:
 - Altogether Wealthier goal and Strategic Objective 3.1 Ensure Sustainable Economic Development. It will assist with economic development through an enhanced offering for tourism
 - Altogether Safer goal and Strategic Objective 4.1 Develop a Safe Environment. The port development will reduce the risk of accidents when the MV Helena is unloading.

LINK TO SUSTAINABLE ECONOMIC DEVELOPMENT PLAN GOALS 17. This paper is linked to the following SEDP Goal: Goal 5: Improve Land Productivity – Making use of derelict or underused brownfield land and changing use of existing property to provide space for businesses to thrive. Supporting businesses to make productive use of land.

IMPLEMENTATION OF POLICY/ LEGISLATION

18. Not applicable.

CGB

OPEN/CLOSED AGENDA ITEM

19. Recommended for the Open Session.

Central Support Service

31st May 2021

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