

Planning Officer's Report - LDCA JULY 2023

APPLICATION	2023/22 – Construction of a Storage Facility
PERMISSION SOUGHT	Full Permission
REGISTERED	18 th May 2023
APPLICANT	St Helena Airport Limited
PARCEL	PB0039
LOCALITY	Nr Combined Building, St Helena Airport
ZONE	Coastal Zone
CONSERVATION AREA	None – Exempt
CURRENT USE	Vacant
PUBLICITY	The application was advertised as follows: <ul style="list-style-type: none">▪ Independent Newspaper on 26 May 2023▪ A site notice displayed in accordance with Regulations.
EXPIRY	2 June 2023
REPRESENTATIONS	None Received
DECISION ROUTE	Delegated / LDCA / EXCO

A. CONSULTATION FEEDBACK

1. Sewage & Water Division	No Response
2. Energy Division	No Response
3. Fire & Rescue	No Objection – Comments
4. Roads Section	No Objection
5. Property Division	No Objection
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	No Objection
11. Sustainable Development	No Response
12. National Trust	No Objection

13. Sure SA Ltd	No Objection
14. Heritage Society	No Response
15. Maritime Authority	Not Applicable

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The proposed development site is located at the Combined Building, St Helena Airport, which is situated within the Registration Section of Prosperous Bay. The plot is situated within the Coastal Zone and not within any conservation area.

Development permission for the construction of the Airport and its supporting infrastructure was granted in 2006 and completed in 2015. The Airport opened in 2016 and the first commercial flights became operational in October 2017. There were policies devised specifically to enable the development of the Airport and to protect any development that would adversely affect its construction and/or operation.

Diagram 1: Location Plan



PROPOSED DEVELOPMENT

The developer proposes to construct a storage facility within the confines of the Saint Helena Airport site, with a footprint of approximately 700 square metres. The development will be a steel frame structure with a grey IBR cladding. No excavation is needed to accommodate the proposal.

Diagram 2: Proposed Site Plan

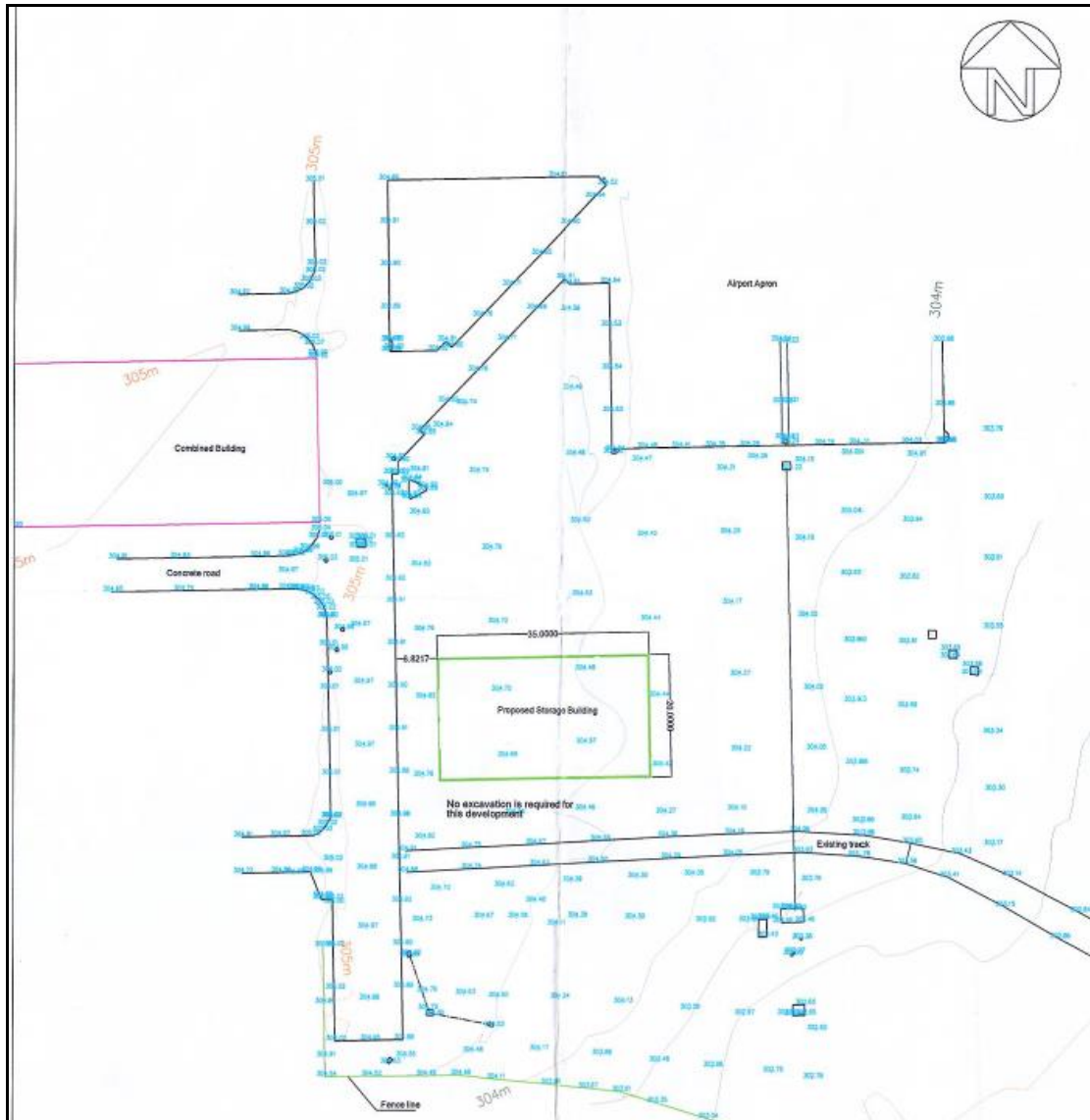
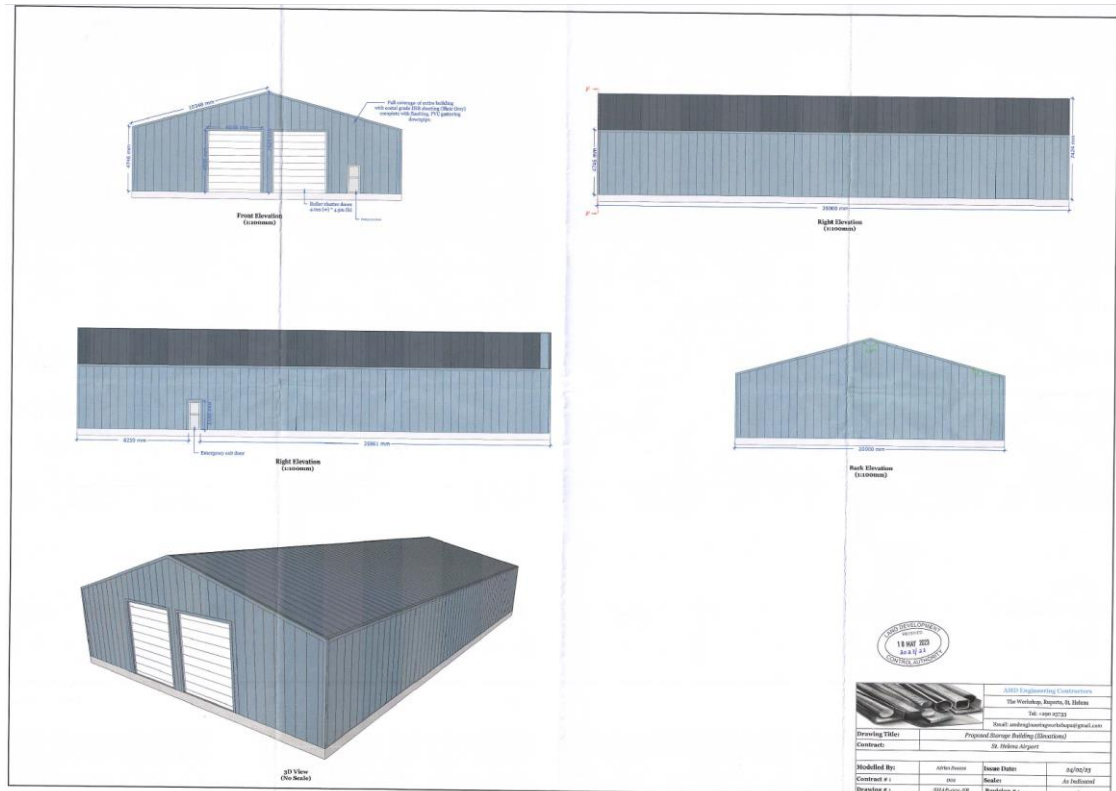


Diagram 3: Layout & Elevations



STAKEHOLDER FEEDBACK & REPRESENTATIONS

No representations were received from any members of the public, however there was a comment (as detailed under Consultation Feedback) received from the Fire Service.

Fire & Rescue: No Objection – ‘The SHF&RS will need to sight of these plans for the installation of passive and active firefighting media.’

LEGAL AND POLICY FRAMEWORK

The relevant policies of the Land Development Control Plan (LDCP 2012 - 2022) that are applicable in the assessment of the proposed development are set out below:

- Coastal Zone
- The Airport

OFFICER'S ASSESSMENT

St Helena Airport currently has four major building structures and several small external structures that were constructed by Basil Read under a Design, Build, Operate and Handover contract. The four major building structures are namely: the Terminal Building, Combined Building, Storage Compound and Airport Fuel Facility (AFF). Currently Airport equipment and vehicles are stored in various, not fit-for-purpose, storage locations split primarily between the Terminal, Combined and Storage Compound Buildings, and the surrounding areas. The manner in which these items are stored results in some of them being moved unnecessarily into the open which has a negative impact to their life span. The additional storage facility will ensure the airport has additional, purpose-built storage capacity to accommodate equipment. It will serve as a central location for all Ground Servicing Equipment (GSE), allowing for the process of preparing and parking GSE to become more efficient, thus making better use of staffing resources.

In assessing the proposal against the LDCP, the Airport is situated within the Coastal Zone, where policy CZ1 states there is a 'presumption in favour of retaining the natural appearance and ecology of the Coastal Zone...' As the proposal is for built development, it will not meet the objectives of this policy, nevertheless it is recognised that the site is currently in operation as an airport, where existing built development has already impacted the natural appearance and ecology of the area. The design of the building is coherent within itself, however is worth noting that it will be different in appearance to the nearest structures as the side will be cladded. Policy AP1 permits all elements of infrastructure required in connection with the construction and operation of the St Helena Airport including variations or additions, therefore this new building for the purposes listed above meets this requirement.