Planning Officer's Report – LDCA AUGUST 2025

APPLICATION	**2025/43 –** Installation of Five Electric Vehicle (EV) Chargers
PERMISSION SOUGHT	Full Permission
REGISTERED	27th June 2025
APPLICANT	Derek Pedley
LOCALITY	St Helena Airport Public Car Park
ZONE	Coastal
CONSERVATION AREA	None
CURRENT USE	Car Park
PUBLICITY	The application was advertised as follows: ▪ Sentinel Newspaper on 3rd July 2025 ▪ A site notice displayed in accordance with Regulations.
EXPIRY	17th July 2025
REPRESENTATIONS	None Received
DECISION ROUTE	~~Delegated~~ / **LDCA** / ~~EXCO~~

A. CONSULTATION FEEDBACK

1.	Sewage & Water Division	No Response
2.	Energy Division	Objection - Comments
3.	Fire & Rescue	No Response
4.	Roads Section	No Objection - Comments
5.	Property Division	No Objection - Comments
6.	Environmental Management	No Objection
7.	Public Health	No Objection – Comments
8.	Agriculture & Natural Resources	No Response
9.	St Helena Police Services	No Response
10.	Aerodrome Safe Guarding	No Objection - Comments
11.	Economic Development	No Objection
12.	National Trust	No Response
13.	Sure SA Ltd	No Objection
14.	Heritage Society	No Response
15.	Maritime	Not applicable

B. PLANNING OFFICER'S APPRAISAL

Diagram 1: Location Plan

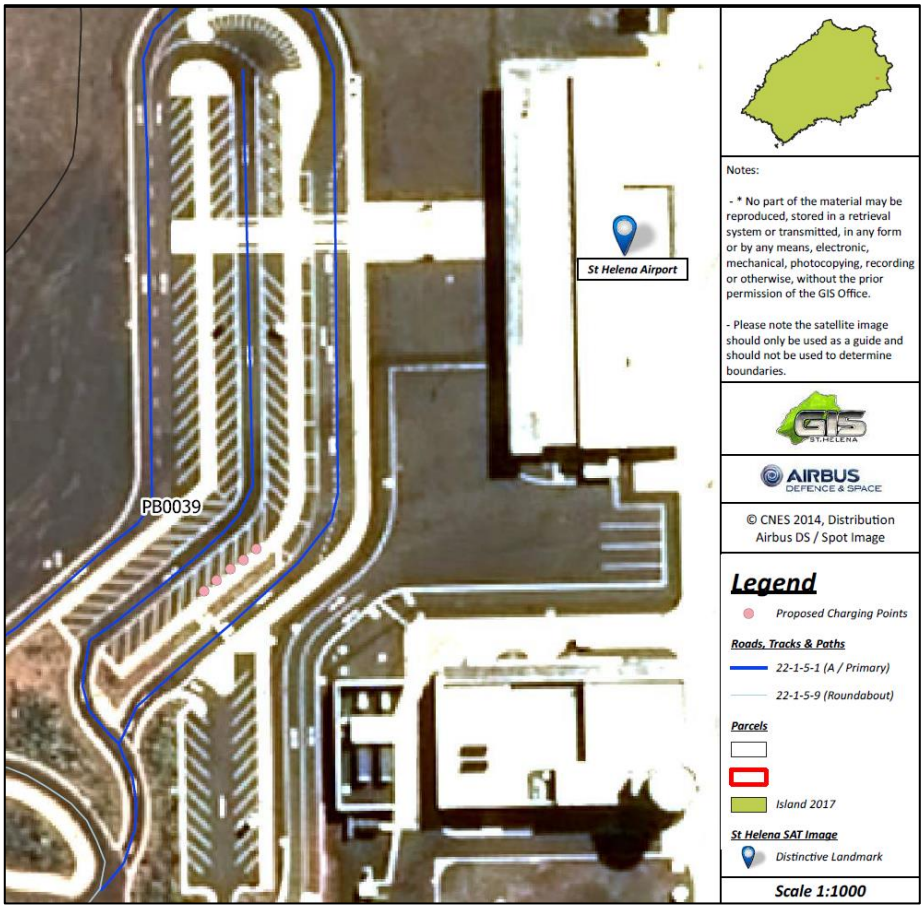
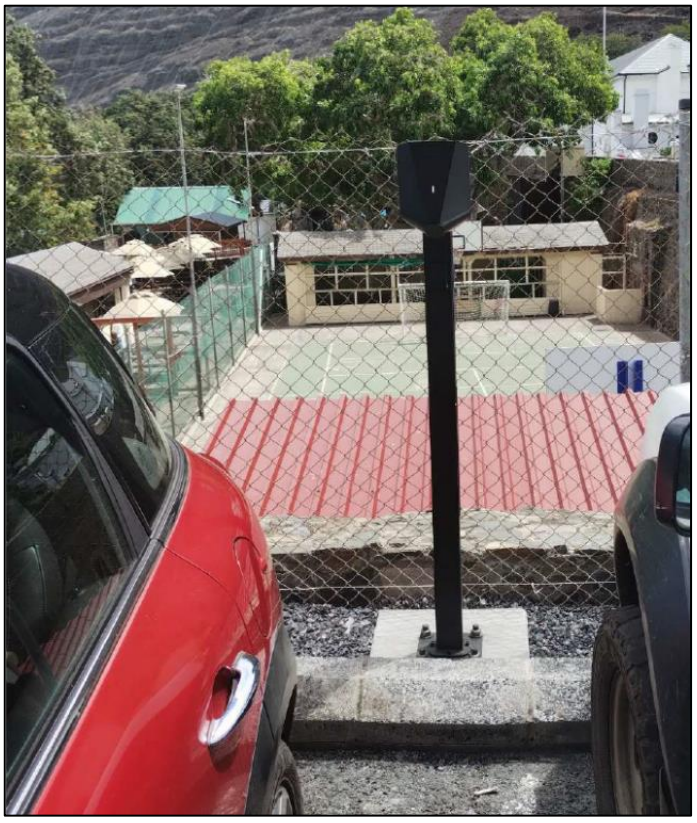


Diagram 2: Photo of EV Charger



PROPOSED DEVELOPMENT

The proposal is to install five electric vehicle chargers at the St Helena Airport Car Park. All chargers will be associated with 5 existing car parking spaces (one each) adjoining each other as depicted in diagram 1. Each charger itself is approximately 256mm x 193mm x 106mm and finished in black, and will be affixed on a post, the same as shown on diagram 2 at a height of 1.5m (the same as the EV Charger recently approved in the car park to the rear of the Museum, Jamestown).

The applicant has sought permission for St Helena Airport to install these chargers, where they will be introducing a network of payable charging points, which allows for its own cars and allocated spaces for the public to charge electric cars at the airport.

The applicant indicates that this investment supports the Island goal to becoming greener and the charging points have minimal physical presence.

STAKEHOLDER FEEDBACK & REPRESENTATIONS

No representations were made by any members of the public, however comments were received from stakeholders, as follows:

St Helena Airport – No Objection;
'Connectivity: For any connectivity issues, Connect St Helena need to assist.

Collection: Any issues collecting the car it is for the owner to deal with.

Insurance Responsibility: Vehicle owners are advised to ensure their vehicle insurance remains valid while the vehicle is parked on airport premises.

Emergency Contact Details: Owners should leave a visible note with an emergency contact number in case staff need to reach someone about the vehicle.

Parking Area Restrictions: Vehicles must be parked only in designated areas.

Security Surveillance: While the airport operate CCTV surveillance, it is for general security purposes only and not a guarantee of individual vehicle protection.

Weather Exposure Advisory: Vehicles parked outdoors are subject to environmental exposure, including salt-laden air, UV radiation, which result is corrosion.

Valuables Reminder: Remove or conceal valuables from view to discourage opportunistic theft.

Access for Inspection or Emergencies: Airport staff reserve the right to access a vehicle (e.g., in emergencies or for safety inspections) with reasonable justification.'

Roads Section - No Objection;
'The parks at the airport is not in our jurisdiction, I don't see any issues relating to this work.'

Public Health – No Objection;
'Providing landowner on all proposed locations are happy with it.'

Property Division – No Objection;
'If Management of the Airport is happy with this arrangement then this is fine – applicant to adhere to the conditions from Airport Management if provided.'

Connect St Helena – Objection;

Connect Saint Helena Ltd would like to apologise for the late submission of comments on the application. We believe that the very nature of the application belies the technical complexity of the proposed service which it has taken us some time to investigate.

First, Connect has no objection to electric vehicles and is fully supportive of moves towards green transport (please see the Connect Strategic Plan 2023/24 – 2027/28). However, we believe that ventures such as that proposed need to be able to demonstrate compliance with an appropriate code, particularly that all safety features have been considered.

Currently no such code (or appropriate regulation) exists on St Helena. We would strongly recommend that this is required before installations proceed. If this is not the case, we would strongly advise that anyone carrying out such installations be required to provide assurances around best practice compliance.

Please note that Connect was not consulted by the applicant for practical advice, although the applicant may have sought guidance from other sources. While the applicant references an installation behind the Museum, it is important to clarify that this was a temporary promotional activity led by SHG. In this instance, Connect provided the power
connection, while AIG and the event organisers were responsible for the equipment and installation. At the time, Connect also advised SHG on the need for EV charging regulation ahead of any public EV charging rollout on the island.

The practical points we would highlight include:

1. Technical Standards

• Use of internationally recognised charger standards (e.g., the required IEC standard).
• Connector types mandated (e.g., Type 2 for AC, CCS for DC).
• Charger power classification (slow, fast, rapid) with max output limits.
• Smart charging capabilities will be important for the network to achieve load balancing, demand response,
remote access.
• Electrical safety (overcurrent protection, earthing, isolation faults)
• Equipment specifications (must meet safety and technical standards)
• There should be an authority to certify and approve all related equipment.
NOTE: It is important that the relevant training is provided for the Building Authority,

Planners/Installers/Maintainers, and for those carrying out inspection and certification.

2. Installation and Grid Integration

• Compliance with local electrical codes and permit requirements – the grid code/regulatory review currently done by ECA should include EV Charging.
• Site assessment for grid capacity and load impact to avoid overestimating grid capacity.
• Integration with renewable energy systems where possible – the forecast demand for EV Charging should be included in the M&D2.
• Use of surge protection, weatherproofing, and corrosion-resistant enclosures.
• Consideration of voltage fluctuations or limited grid stability.
• Use of approved equipment to reduce harmonics which cause power quality issues.
• Grid Blackout Management: Regulations may require that EV chargers include grid disconnection protocols or backup systems to avoid destabilising small grids.

3. Permitting & Inspection

• Mandatory permitting before installation (public or private). This will be a legal requirement that anyone installing EV charging infrastructure must apply for and receive official approval from the relevant local authority or regulator body.
• Post-installation inspection and testing (commissioning certification) – who will be responsible for this?
• Maintenance schedule and re-inspection intervals.
• Approval by certified electricians or licensed installers – training is required for electricians and licensed installers.

4. Monitoring, Data & Reporting

• Fault/error logging and remote diagnostics.
• Reporting of reliability (e.g., >98% uptime requirement).
• Grid integration data (e.g., energy drawn, peak load contributions) this is important for the Utility especially as the EV usage expands.

Other items to be considered include:
5. Payment & Pricing including re-selling electricity (please see the Electricity Ordinance and Utility Services Ordinance).
6. User Information & Accessibility
7. Environmental
8. Liability, Insurance & Consumer Protection
9. Government Support & Incentives
10. Policy Coordination and Long-Term Planning – it is important to align charging infrastructure with transportation and land-use planning.
11. Logistics & Safety for EV vehicle importation
Reference: There is a need for a clear EV policy and regulatory framework for EV charging on the island. The embedded paper and URL provides a useful overview and a relevant case study

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, and other relevant Government policy/strategies, are set out below:

- Coastal Zone Policies: CZ1, CZ.5
- St Helena Sustainable Economic Development Strategy 2023 – 2033
- Climate Change Policy

OFFICER'S ASSESSMENT

The proposal is to install five electric vehicle chargers within the Airport car park. The applicant intends on introducing a network of payable charging points, which allows for his own cars (including hire vehicles) and allocated spaces for the public to charge electric cars at the airport.

Whilst the LDCP (2012) is silent on the provision of renewable/carbon reducing technology including specifically relating to EV Chargers, given there are a number of electric vehicles already on-island and there is the intention by the applicant to import additional EV vehicles imminently, this development would be in line with the (more recently published) St Helena Sustainable Economic Development Strategy 2023 – 2033 (SEDS). In line with the SEDS this development can be considered as meeting the key objectives of 'better infrastructure'. It is a material consideration that the later document supports this more sustainable transport which is in line with St Helena Policy for Climate Change and reductions in carbon emissions across the globe.

As stated in the objection from Connect St Helena Ltd, there is currently no guidance or best practice guidance adopted by SHG or regulatory body to ensure safe installation and maintenance of EV chargers on St Helena, however there is guidance that could be adopted from elsewhere. Nevertheless, this is not a planning consideration as planning cannot cover areas where other Codes should be provided.

It will therefore be for Connect St Helena to decide if they will allow connection to the main electricity grid or to advise the applicant accordingly on best practice for the installation. An advisory to the effect will be added to the Decision Notice.

In terms of the siting and design, the Charger is small in nature, of dark colour and therefore the visual impact is minimal. The siting of the chargers will not adversely impact the natural ecology of the Coastal Zone, mainly as the area has already been impacted upon by built development of the Airport itself.

Overall, this development will provide modern infrastructure that enables the opportunity for current and future electric vehicle owners to utilise a private service that is not currently available. By enabling this type of development through the planning system, this may encourage the importing of electric vehicles by the local community and businesses, thereby reducing the need for vehicles to continue to be reliant on the immediate use of fossil fuels in the form of petrol or diesel, providing for a more sustainable solution for the island into the future.

In conclusion, it is not considered that the installations would result in any harm such that they are in accordance with Coastal Zone policies and the application can be supported.