Planning Officer's Report – LDCA OCTOBER 2025

APPLICATION	**2025/71 –** Proposed Construction of a Semi-Automatic Firefighting System for the Aviation Fuel Facility
PERMISSION SOUGHT	Full Permission
REGISTERED	12th August 2025
APPLICANT	Programme Management Office, St Helena Government
LOCALITY	St Helena Airport
ZONE	Coastal
CONSERVATION AREA	None
PUBLICITY	The application was advertised as follows: ▪ Sentinel Newspaper on 14th August 2025 ▪ A site notice displayed in accordance with Regulations.
EXPIRY	28th August 2025
REPRESENTATIONS	None Received
DECISION ROUTE	~~Delegated~~ / **LDCA** / ~~EXCO~~

A. CONSULTATION FEEDBACK

1.	Sewage & Water Division	No Objection
2.	Energy Division	No Response
3.	Fire & Rescue	No Objection
4.	Roads Section	No Objection
5.	Property Division	No Objection
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 Safeguarding	Comments
11.	Economic Development	No Objection
12.	National Trust	No Response
13.	Sure SA Ltd	No Objection
14.	Heritage Society	No Objection
15.	Maritime	Not Applicable

B. PLANNING OFFICER'S APPRAISAL

LOCALITY & ZONING

The application site is at St Helena Airport, where the site is designated within the Coastal Zone, and no longer forms part of the Airport Development Area.

Diagram 1: Location Plan & Satellite Image

PROPOSED DEVELOPMENT

The proposal is to construct a semi-automatic firefighting system for the Aviation Fuel Facility. All of the development will be carried out to the south of the Combined Building at the Airport. This development will comprise of the following components:

Component 1 – Firefighting Pump House

The pump house will be located nearest the Combined Building on the north eastern corner of the site. Currently the area is vacant and will require a slab with three plinths to be constructed. The plinth to the north east will have two foam tanks with a 2000 litre capacity each, and the plinths to the south will house two pump sets. In terms of a structure to protect the pump sets and tanks, a covered area measuring approximately 57m^2 will be constructed with a mono-pitched roof made from IBR sheeting.

Diagram 2: Proposed Site Layout

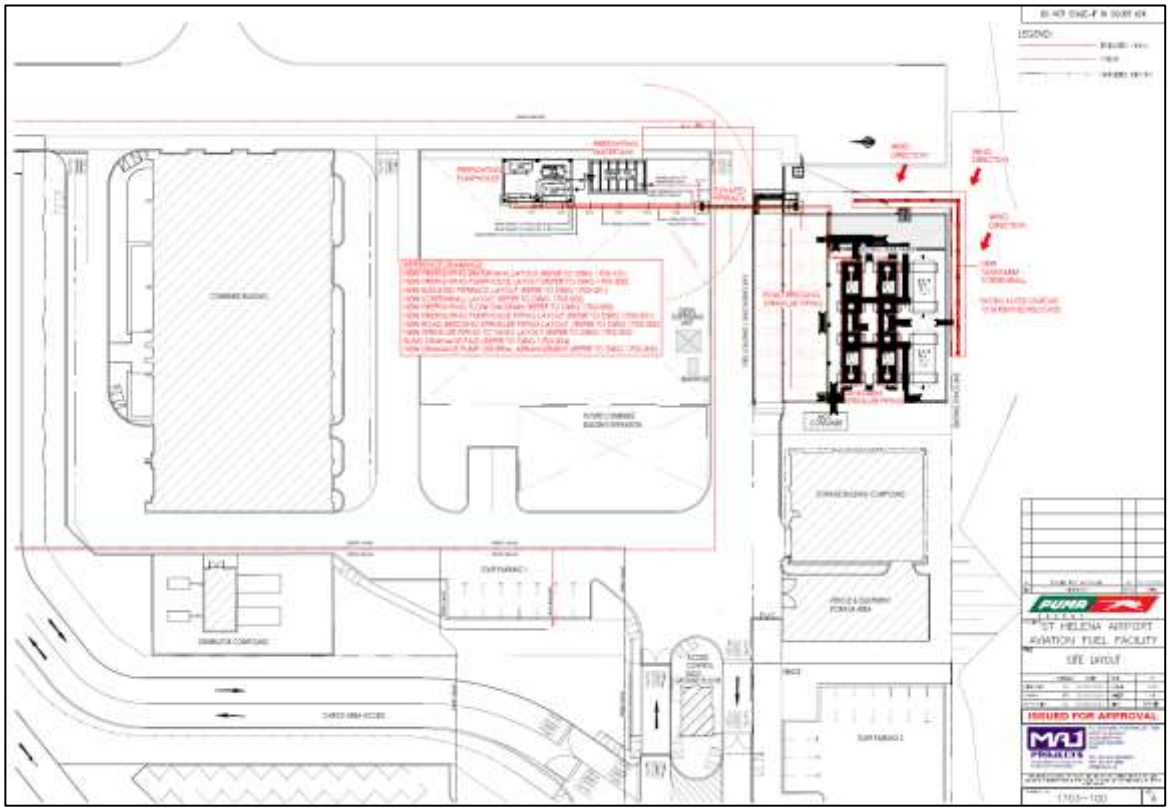


Diagram 3: Proposed Layout of Component 1 – Firefighting Pump House Covered Area

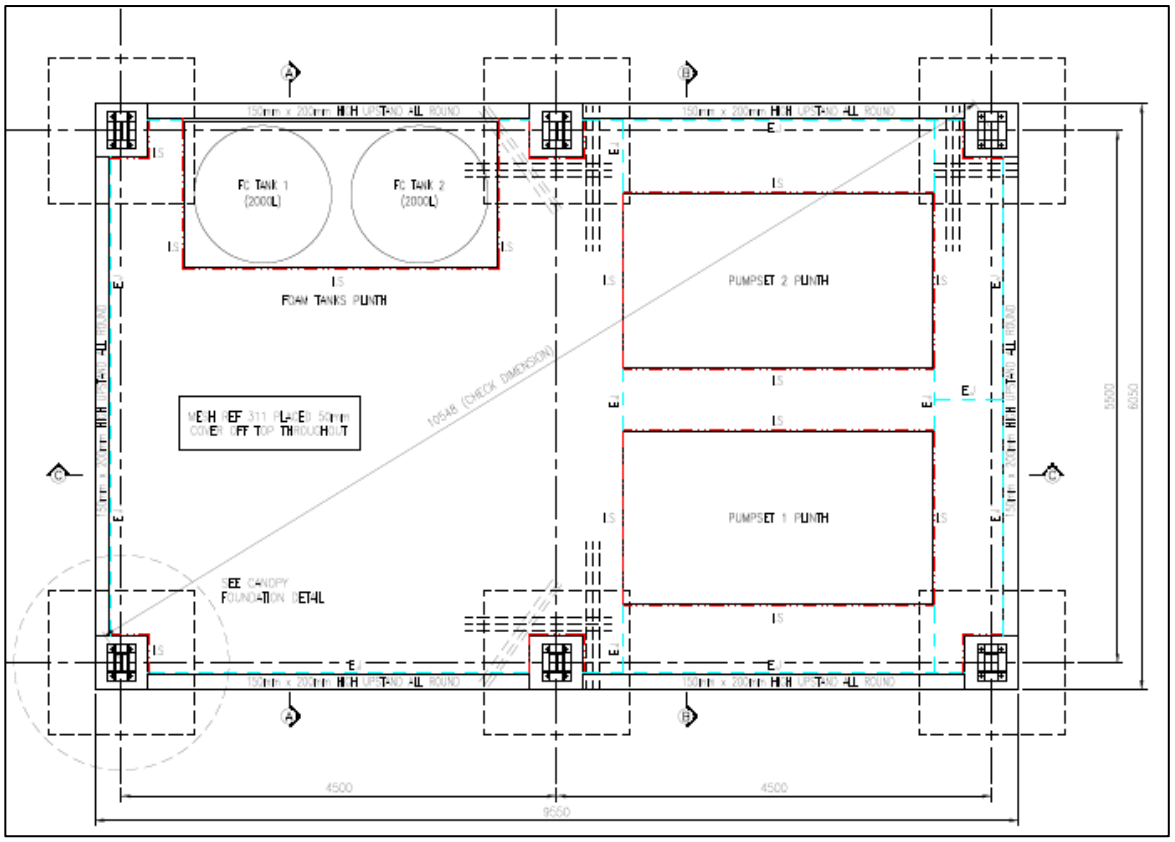


Diagram 4: Proposed Elevations of Component 1 – Firefighting Pump House Covered Area

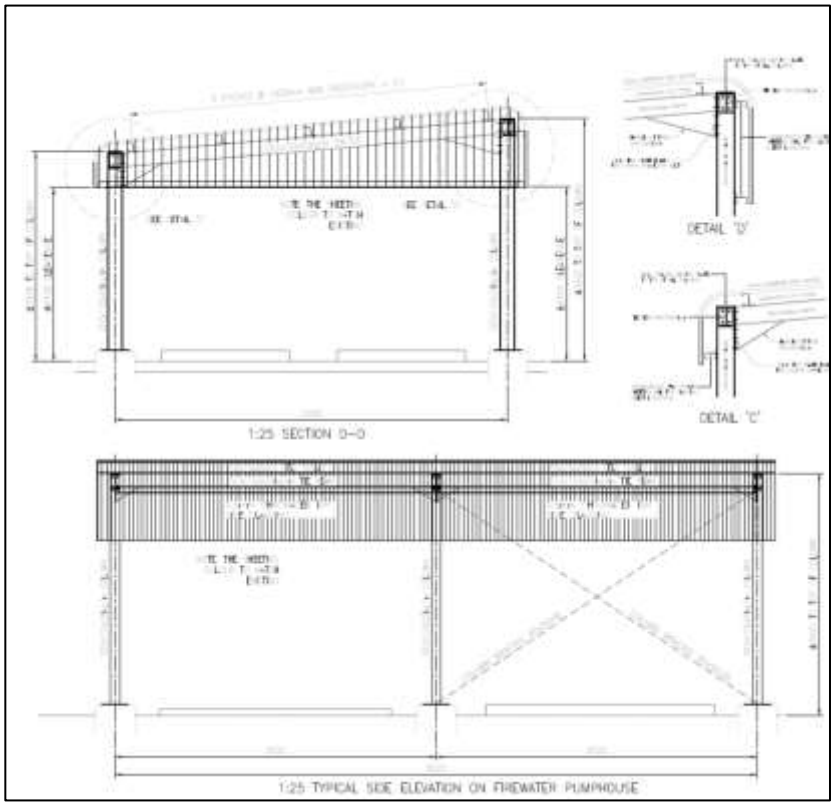
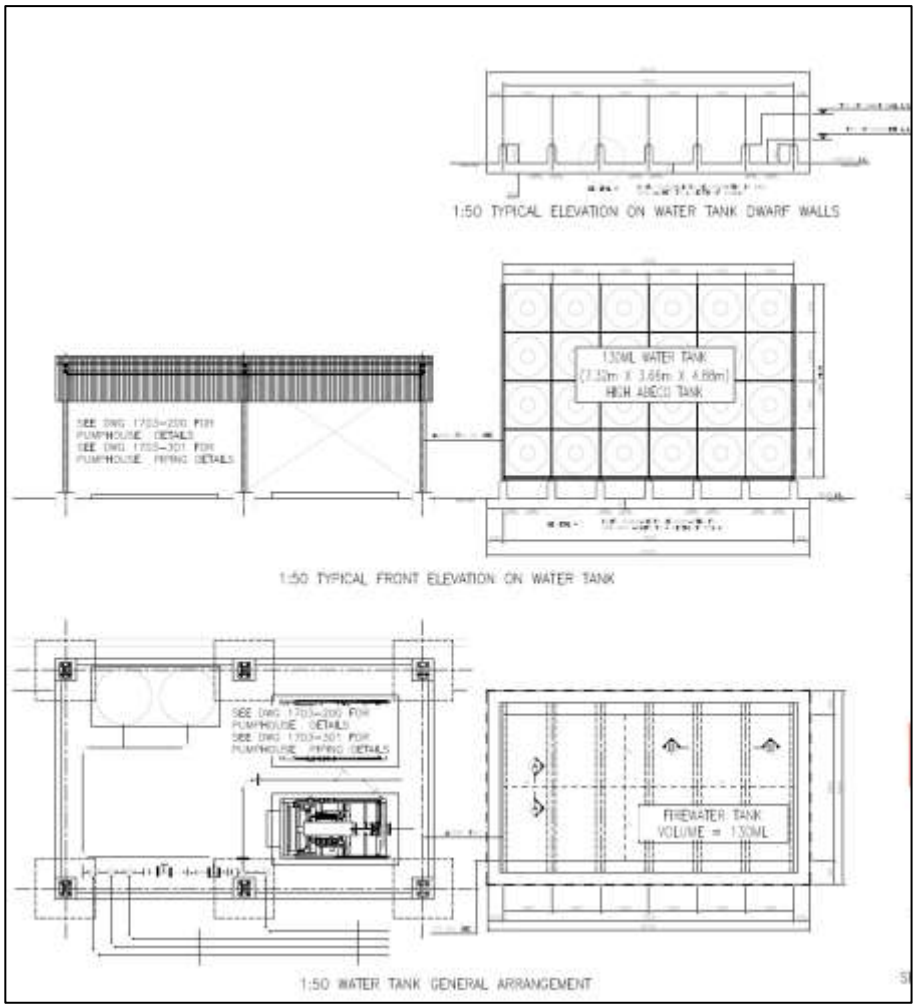


Diagram 5: Proposed Elevations of Component 2 – Firefighting Water Tank



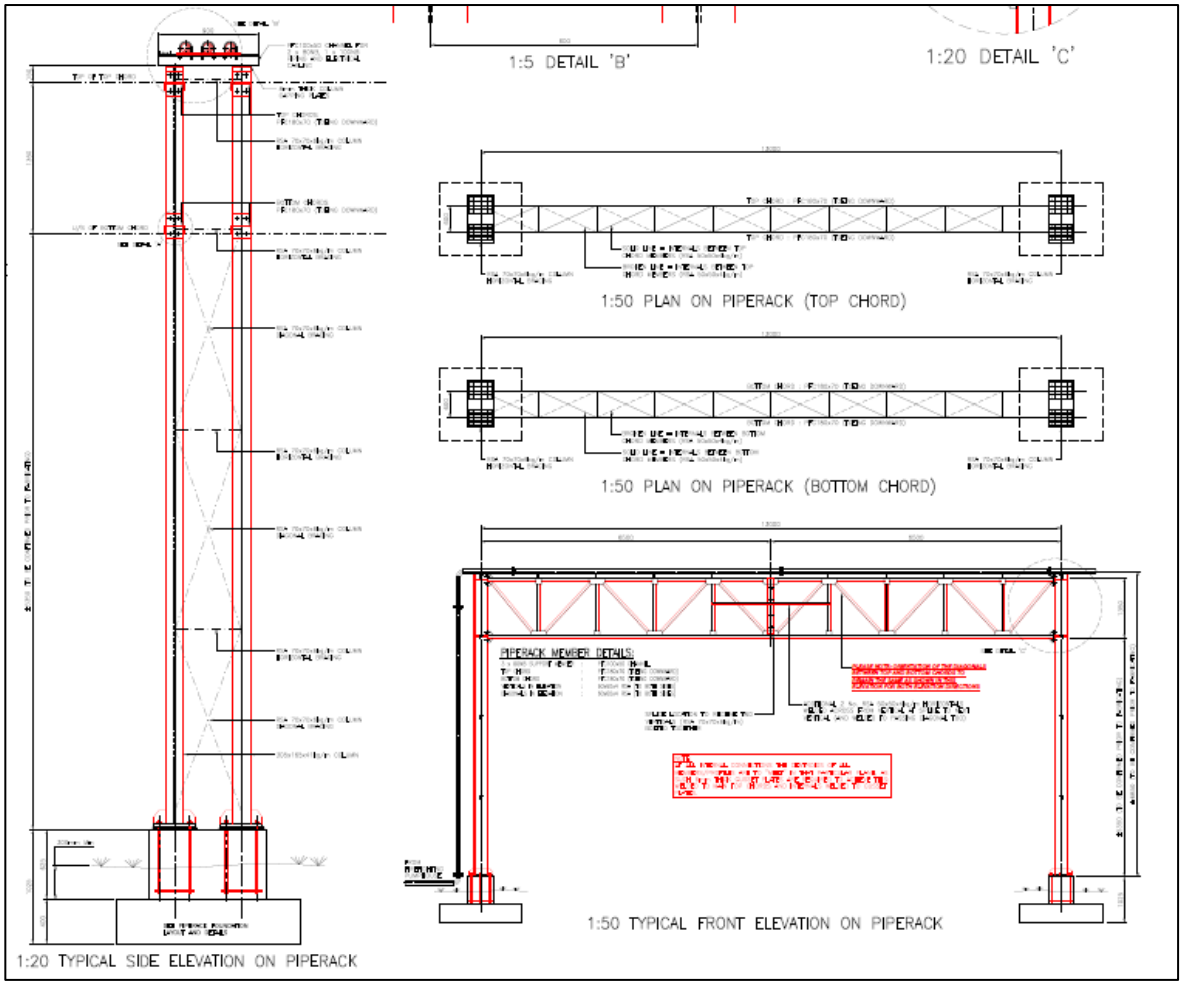
Component 2 - Firefighting Water Tank

The fire water tank will measure approximately 7.32m x 3.66m with a height of 4.88m, having a total water capacity of 130,000 litres. This will be connected to the pump house as well as to the proposed elevated pipe rack leading towards the existing tank farm to the south. The tank will be installed on dwarf walls and situated approximately 2m south of the pump house.

Component 3 – Elevated Pipe Rack

The pipe rack will be constructed just south of the proposed water tank, adjoining the existing tank farm and proposed road bridging sprinkler piping. The rack will support piping from the pump house to the existing tank farm and road bridging sprinkler system, where it will span approximately 13m across the existing vehicle access at a height of 6.85m, this is to allow vehicles to continue to utilise this area without obstruction as well as to get the foam at a height into the sprinkler systems. This structure will be made from steel.

Diagram 6: Proposed Component 3 – Pipe Rack



Component 4 – Road Bridging Sprinkler System, Tank Sprinkler System & Screen Wall

The final element of the proposal is the road bridging, tank sprinkler system and screen wall. The piping from the elevated rack will then connect to a network sprinkler systems within the existing tank farm. This will disperse the mixture of foam and water in the event of a fire on either the fuel trucks in the loading bay or from the tanks themselves. A reinforced concrete screen wall at a height of 5.5m has been proposed to the south eastern corner of the tank farm to reduce the wind force to prevent the foam from

blowing away in the event of a fire, as well as some form of protection for equipment.

Diagram 7: Proposed Component 4 – Road Bridging & Tank Sprinkler System & Screen Wall Layout

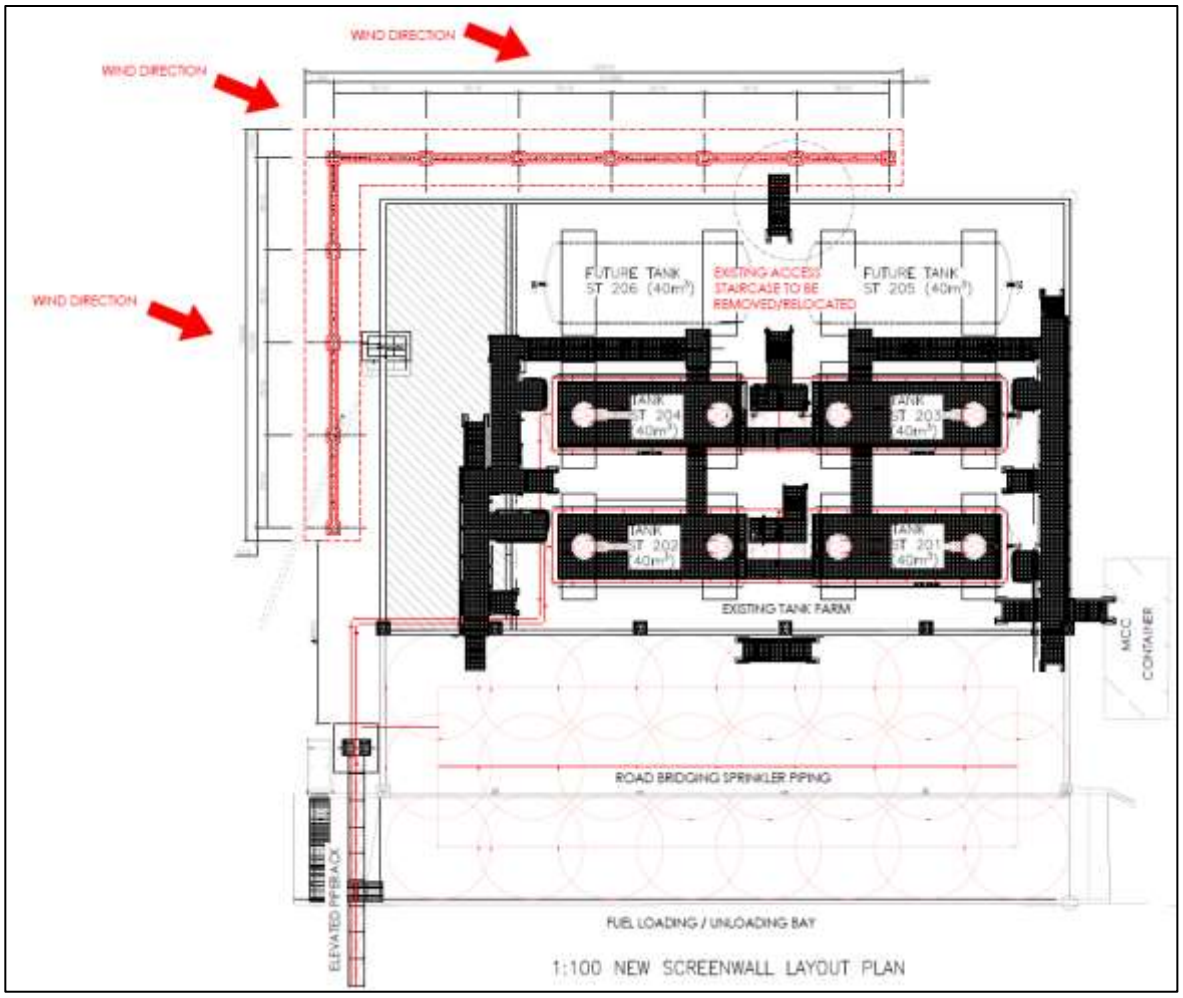


Diagram 8: Proposed Component 4 – Screen Wall Elevation

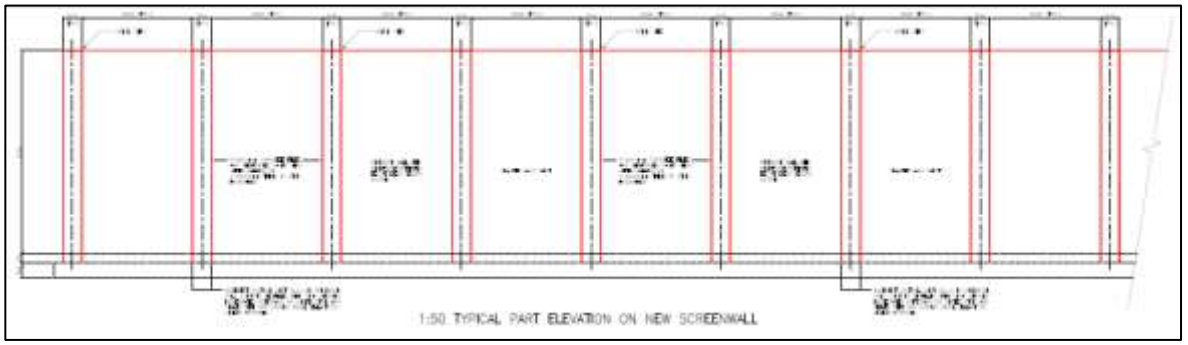
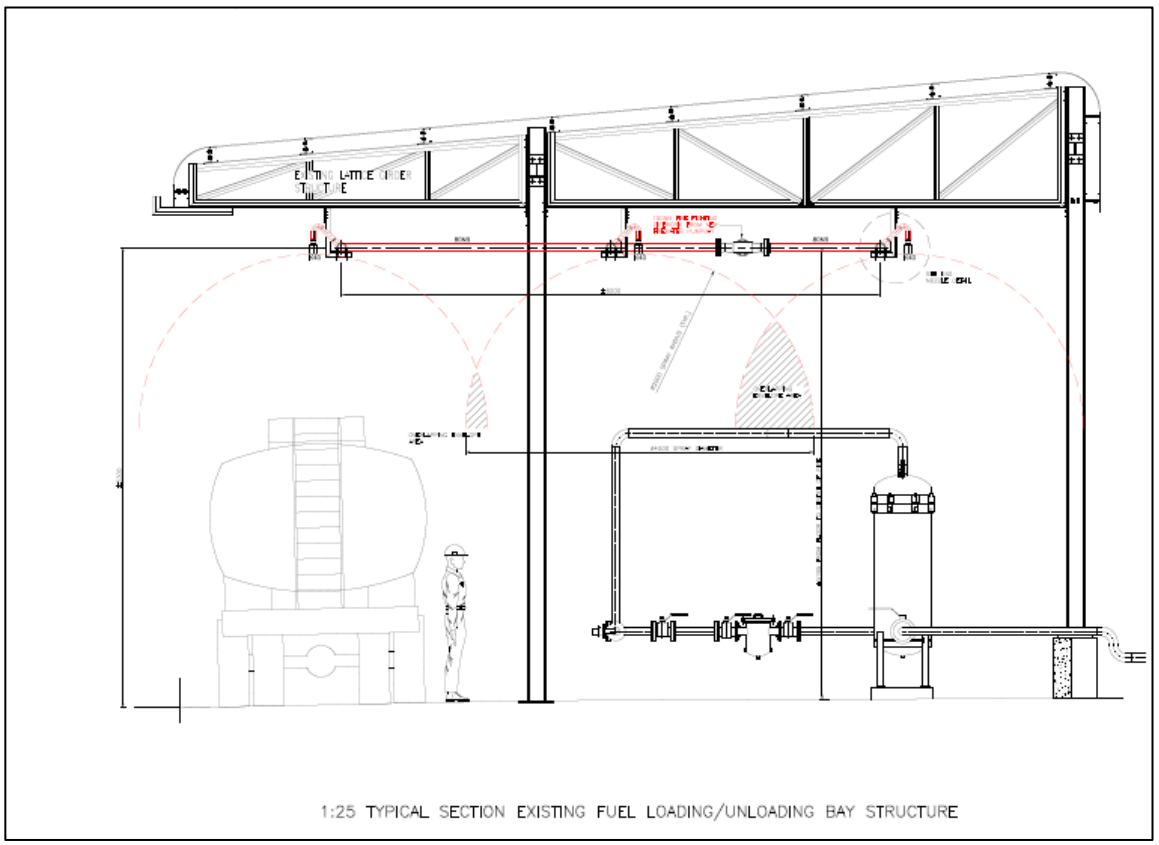


Diagram 9: Proposed Component 4 – Road Bridging & Tank Sprinkler System Elevations



STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no objections and no representations were received from members of the public, with representations only received from stakeholders, as follows:

Aerodrome Safeguarding: 'The semi-automatic firefighting system was designed in consultation with St Helena Airport Limited and the design complies with the relevant Overseas Territories Aviation Requirements. '

Public Health: No Objection – 'Do not foresee any immediate issues with the planning application. Would be concern however from health prospective on air quality / exposure to jet fuel and the firefighting agents used. Likewise how waste from such system is managed , i.e. effective segregation of contaminated water, treatment and disposal or neutralization to remove contaminants.'

LEGAL AND POLICY FRAMEWORK

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

- Coastal Zone Primary Policy CZ1 and Implementation Policies: CZ.4 & CZ.5
- Airport Primary Policy AP1
- Energy Implementation Policy: E.8
- Water Implementation Policy: W2

OFFICER'S ASSESSMENT

St Helena Airport Ltd has up until now relied on a temporary arrangement for aviation fuel and fire service provision. The applicant now wishes to have a fully commissioned and operational JetA1 fuel facility within the grounds of the airport. The purpose of this facility is to provide the necessary fuel for commercial and military jets, ensuring they can operate and transport people, cargo, and critical resources. This proposal comprising a number of components will address this need.

In assessing the various elements of the proposal, the development site is within the Airport designated Coastal Zone. Coastal Zone policies highlight the need to retain the natural appearance and ecology of the area. As the site is within the confines of the Airport that already contains significant built development; associated infrastructure in the form of this proposed development would not be out of context, and can therefore be considered as essential infrastructure required in connection the operation of the airport in accordance with policy AP1 and CZ.4.

Given that the airport is visible from surrounding public viewpoints, including the airport car park as well as the Gill Point Post Box Walk and from wider views both in the Coastal Zone and beyond, the overall height of just under 8m for the 13m length of pipes and racks over a short section of existing airport road, the 5.5m wall as well as other structures, it is considered that there will be visual harm from the proposed developments as this will add to structures visible on the airport site. Notwithstanding, the development would be in an area of existing development, including hardstanding and tanking and would be subservient to the main airport building and ancillary to it and most views of the application site would be viewed against the airport backdrop, inside the perimeter fencing.

There is already existing interceptors and pump systems in place to dispose of run-off within this area; this will remain in place to deal with contaminants from this facility.

While visual harm has been identified, the importance of essential infrastructure to address any potential threat of fire at the Airport is considered to outweigh the presumption in favour of retaining the natural appearance and ecology of the area surrounding the airport site in the Coastal Zone. Therefore this application can be supported.