

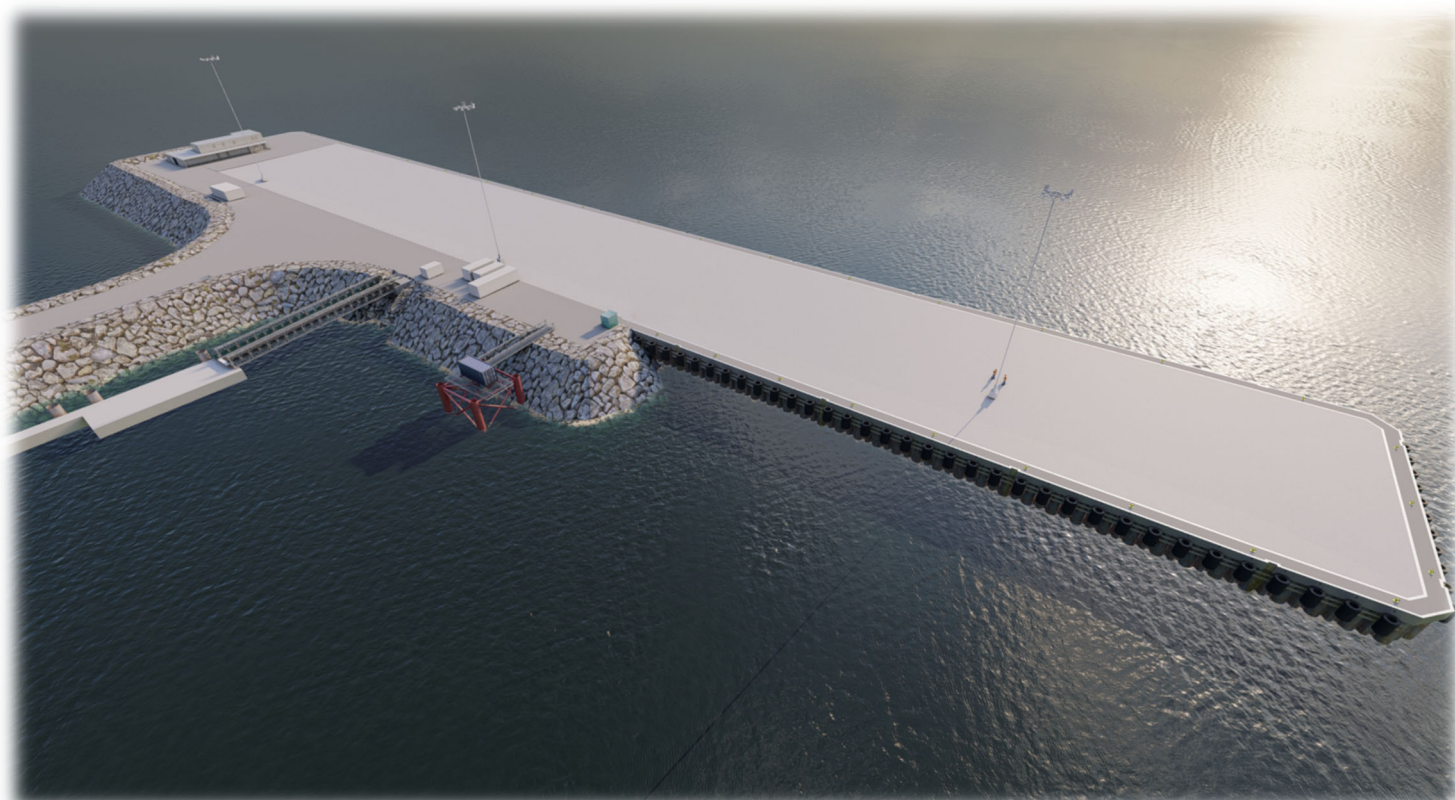


# New Port Facility Falkland Islands

## Planning Statement

Revision	Date	Description	Prep	Check	App
P04	17/01/2021	Planning Statement	SR	MS	RCBP

	Contract No:	Doc No:	Status	Revision
<b>BAM</b>	BAS2051	BAS2051-RHD-ZZ-ZZ-MS-YE-5016	S4	P04
<b>RHDHV</b>	PB7829	PB7829-RHD-ZZ-ZZ-MS-YE-5016	S4	P04



Hold Record

Hold No.	Section	Description of Hold

Revision Tracking

Revision	Description of Revision
P01	First draft issued to BAM
P02	Second Issue to BAM
P03	Updated following FIG review
P04	Final version for acceptance incorporating comments from FIG

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## A1.0 Introduction

### A1.1 Project summary

The economy of the Falkland Islands depends upon a Port and the Falkland Interim Port and Storage System (FIPASS) has been in operation since 1984. This is the current main commercial Port facility for the Falkland Islands. The system is nearing the end of its operational life.

Investigative work conducted between 2017 and 2019 revealed a deteriorating condition of FIPASS.

New Port facilities are now required to serve the needs of the traditional industries and support economic growth by the early 2020s.

The purpose of this Project is to deliver a new Port to serve the Falkland Islands.

### A1.2 Report purpose

This report is a Planning Statement which is submitted in support of the planning application for the New Port Facility. It has been produced at the request of F.I.G. Planning and Building Services and presents the following information:

- Summary of the proposed development.
- Details of pre-application consultation undertaken
- Planning considerations, specifically how the proposed scheme aligns with local policy.

## A2.0 Definition of important terms, acronyms and abbreviations

This report makes reference to terms, acronyms and abbreviations which are defined in the following document:

Ref	Title
PB7829-RHD-ZZ-ZZ-RP-Z-0053	Definition of Important Terms, Acronyms and Abbreviations

## A3.0 Reference documents

### A3.1 Project Documents

Ref	Title	RHDHV Doc No:
1	Basis of Design	PB7829-RHD-ZZ-ZZ-RP-Z-0009
2	Environmental Impact Statement	PB7829-RHD-ZZ-ZZ-RP-YE-0005
3	Environmental Impact Statement – Non-Technical Summary	PB7829-RHD-ZZ-ZZ-RP-YE-0029



## A4.0 Description of the proposed development

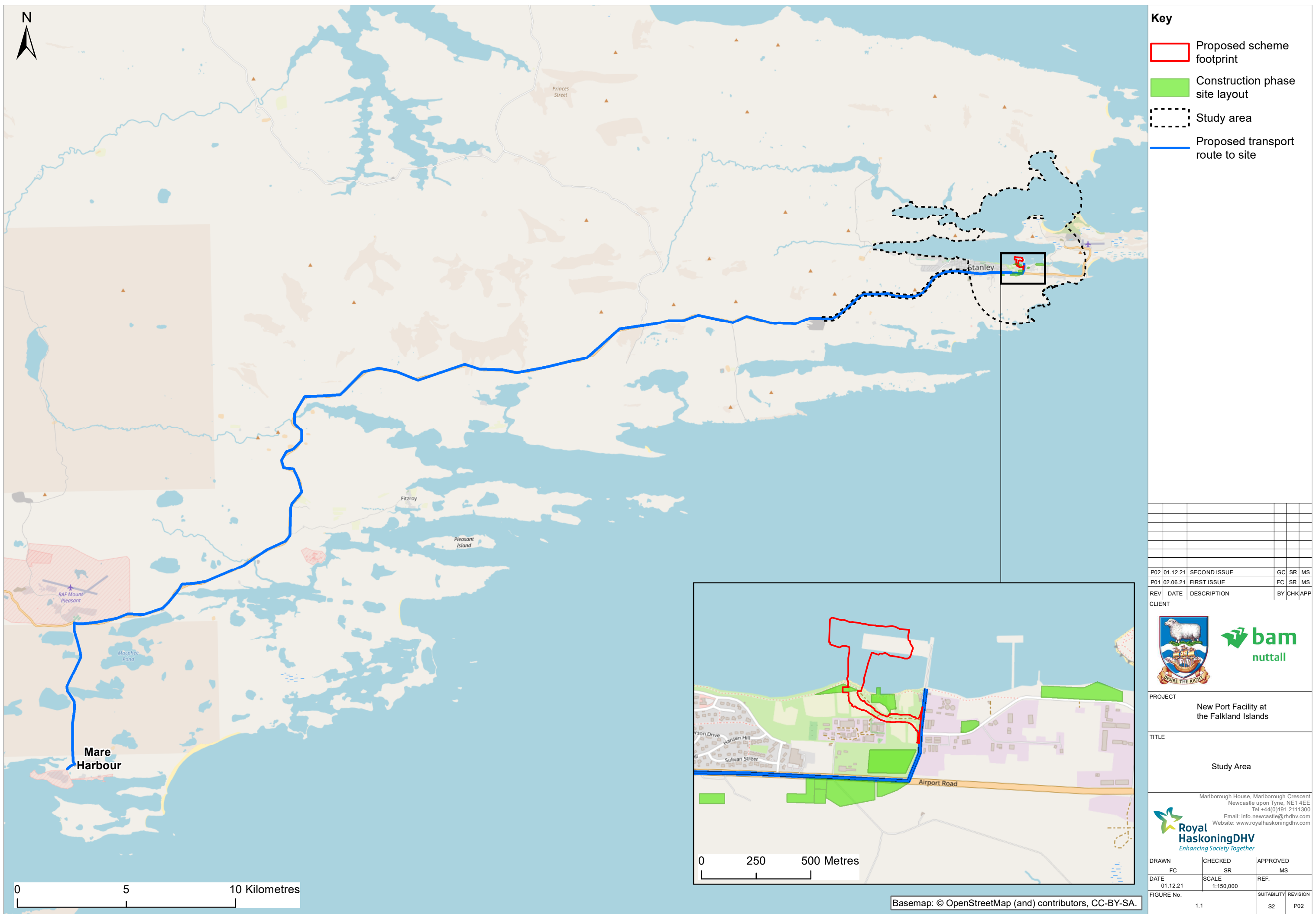
### A4.1 Construction phase including site establishment

The proposed construction phase will involve the following activities (refer to **Figure 1.1**, **Figure 1.2** and **Drawing PB7829-RHD-ZZ-ZZ-DR-Z-0016**):

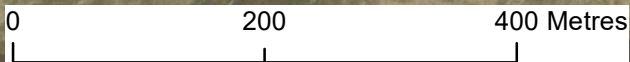
- Establishment of site offices, workshop, stores, material and waste laydown areas, remediation facilities, temporary accommodation facilities and concrete batching plant and pre-cast storage yard.
- Diversion of the existing coastal path (temporary and permanent diversions required).
- Transportation of construction plant and machinery to the site by commercial vessels (berthing at either Mare Harbour or FIPASS) and the road network from Mare Harbour to Stanley
- Construction of a new access road and services which will connect the new quay to the existing highway and infrastructure / utility networks.
- Removal and dismantling of the FIPASS barges, services and causeway on the foreshore (including removal of infrastructure currently on top of FIPASS and construction of a slipway to allow for dismantlement).
- Removal of surficial silt and kelp currently present on the bed of the harbour within the footprint of the proposed quay and causeway.
- Construction of a new causeway to provide access from the land to the quay. The causeway will be constructed using mass fill rock sourced from Pony's Pass quarry which will be transported to site by the Public Works Department, with a rock armour layer constructed on top of the mass fill on its side slopes for long term protection of the new facility from wave action.
- Construction of a quay with maximum dimensions of 300m x 50m at the western end, reducing to 40m at the eastern side. The quay is to comprise a mass fill structure with steel tubular piled combi-wall.
- Construction of roller compacted concrete surface (RCC) and associated drainage connections including drainage outfall for surface water and foul water – treated to surface water standards.
- Construction of a seawater pump house, generator and associated piped services.
- Construction of various buildings on the quay, including a two-storey building to house the Port Operator and various cruise related and regulatory functions, as well as independent welfare block, substation and seawater pump station.
- Other work including the construction of a security gatehouse and security measures to comply with the International Ship and Port Facility Security Code (ISPS).
- Construction of a resupply pontoon suitable for small vessel mooring and associated bunkering services and safety equipment.
- Construction of Quayside services including fuel bunkering, electrical connections, water supplies, fire hydrants and Quayside lighting.
- Provision of quay furniture including fenders, bollards and safety equipment.
- Provision of a fibre optic control network and site-wide wi-fi.
- Provision of an ultra-high frequency (UHF) and a very high frequency (VHF) radio network.

The proposed scheme is to be constructed in a phased manner, with works currently scheduled from 2023 to 2025.

The phased sequencing of construction works (shown on **Drawing PB7829-RHD-MA-BA-DR-ME-0033** and **Drawing PB7829-RHD-MA-BA-DR-ME-0034** will result in the provision of sufficient berthing face at all times during construction (either at FIPASS or at the proposed new quay). The completed 300m quay is proposed to be constructed in full and handed over to the operators in 2025.







Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGA, AeroGRID, IGN and the GIS User Community.

- Key**
- Construction phase site layout
  - Proposed Temporary Footpath Diversion

- Construction Phase**
1. Stores and materials laydown area
  2. Laydown and stockpile area
  3. Mobile concrete batching plant
  4. Pre-cast storage area
  5. Site offices / plant workshop
  6. Welfare stores and laydown area
  7. Bioremediation area
  8. Working area on land
  9. Proposed temporary footpath diversion
  10. Slipway
  11. Rock armour laydown area
  12. Container storage
  13. Accomodation

P02	01.12.21	SECOND ISSUE	GC	MS	SR
P01	10.05.21	FIRST ISSUE	FC	MS	SR
REV	DATE	DESCRIPTION	BY	CHK	APP



PROJECT

New Port Facility at the Falkland Islands

TITLE

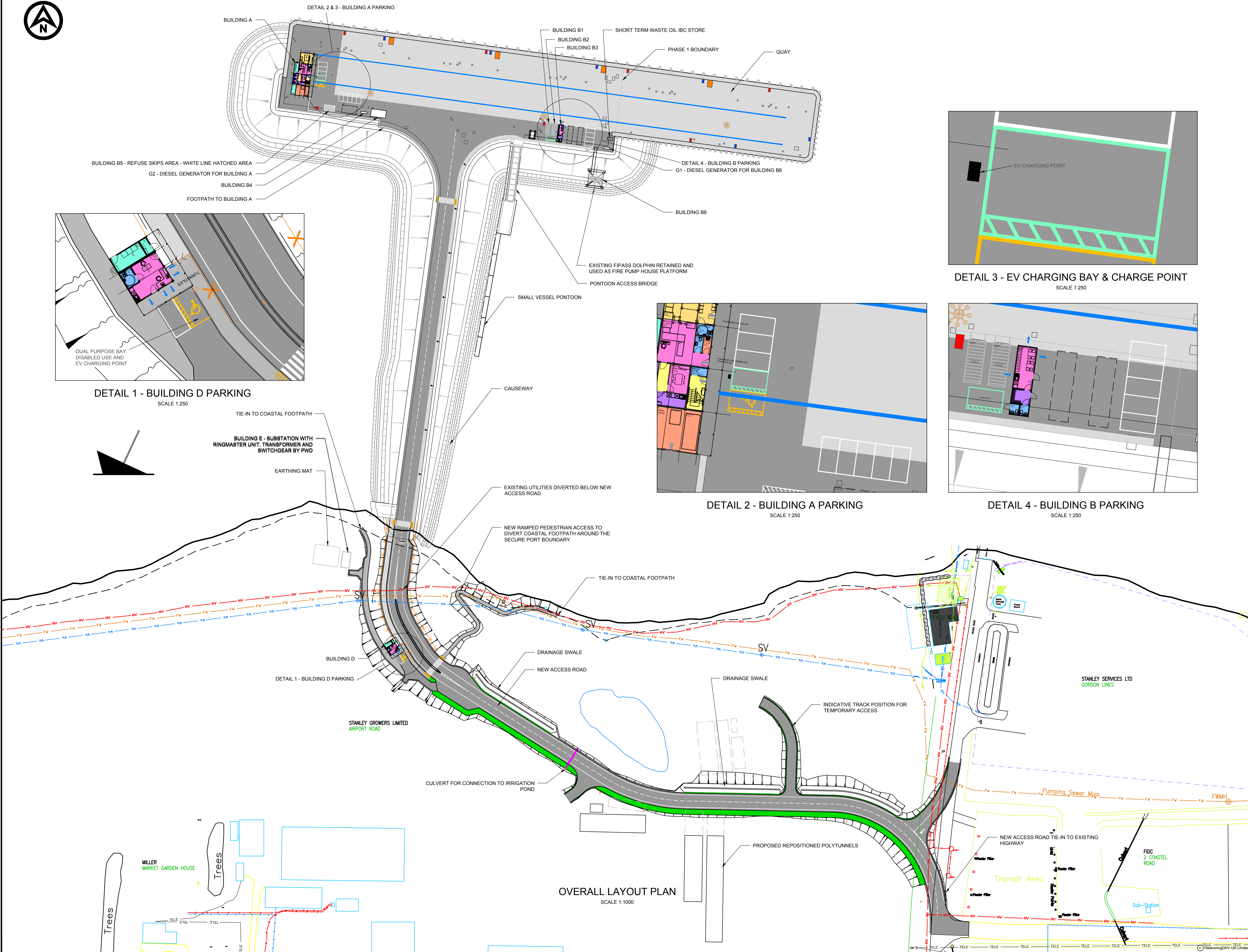
Construction Phase Site Layout



Marlborough House, Marlborough Crescent  
Newcastle upon Tyne, NE1 4EE  
Tel: +44(0)191 2111300  
Email: info.newcastle@rhdhv.com  
Website: www.royalhaskoningdhv.com

DRAWN	CHECKED	APPROVED
FC	MS	SR
DATE	SCALE	REF.
01.12.21	1:6,000	
FIGURE No.	SUITABILITY	REVISION
1.2	S2	P02





- NOTES
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  - ALL LEVELS ARE IN METRES TO CHART DATUM (mCD) UNLESS NOTED OTHERWISE.
  - ALL COORDINATES RELATIVE TO SAPPERS HILL 1943 / UTM ZONE 21S.
  - THIS DRAWING REPRESENTS LAYOUT FOR PLANNING. MECHANICAL AND ELECTRICAL SERVICES ARE NOT SHOWN.

BUILDING SCHEDULE	
REF	NAME
A	FACILITIES BUILDING
B1	STORES 1
B2	STORES 2
B3	WELFARE BLOCK
B4	QUAY SUBSTATION
B5	REFUSE SKIPS AREA
B6	FIRE PUMPHOUSE CONTAINER
D	GATEHOUSE
G1	DIESEL GENERATOR FOR BUILDING B6
G2	DIESEL GENERATOR FOR BUILDING A

- LEGEND
- SURFACE WATER SLOT DRAINS
  - INDICATIVE FRESH WATER BUNKERING PITS
  - INDICATIVE FUEL BUNKERING PITS
  - INDICATIVE FIRE HYDRANT PITS
  - 30m HIGH LIGHTING MAST
  - SERVICE ROAD CORRIDOR
  - ROAD CONSTRUCTION (SUITABLE FOR VEHICLES WHICH USE THE ACCESS ROAD)
  - CONCRETE QUAY SURFACING SUITABLE FOR CARGO HANDLING AND FISH TRANSHIPMENT (MOBILE CRANES AND OPERATING SIDE LIFTERS)
  - DISABLED PARKING BAY
  - EV CHARGING BAY

**NOT FOR  
CONSTRUCTION**

P02	1.01.22	FOR PLANNING PERMISSION	CH	DP	RCBP
P01	14.01.22	FOR PLANNING PERMISSION	CH	DP	RCBP
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



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PROJECT  
**NEW PORT FACILITY AT THE  
FALKLAND ISLANDS**

TITLE  
**OVERALL LAYOUT DRAWING  
FOR PLANNING PRESENTATION  
SHOWING CAR PARKING AREAS**

**Royal  
HaskoningDHV**  
Enhancing Society Together

Marlborough House, Marlborough Crescent,  
Newcastle upon Tyne, NE1 4EE  
Tel: +44(0)191 2111300  
Email: info.newcastle@rhdhv.com  
Website: www.royalhaskoningdhv.uk

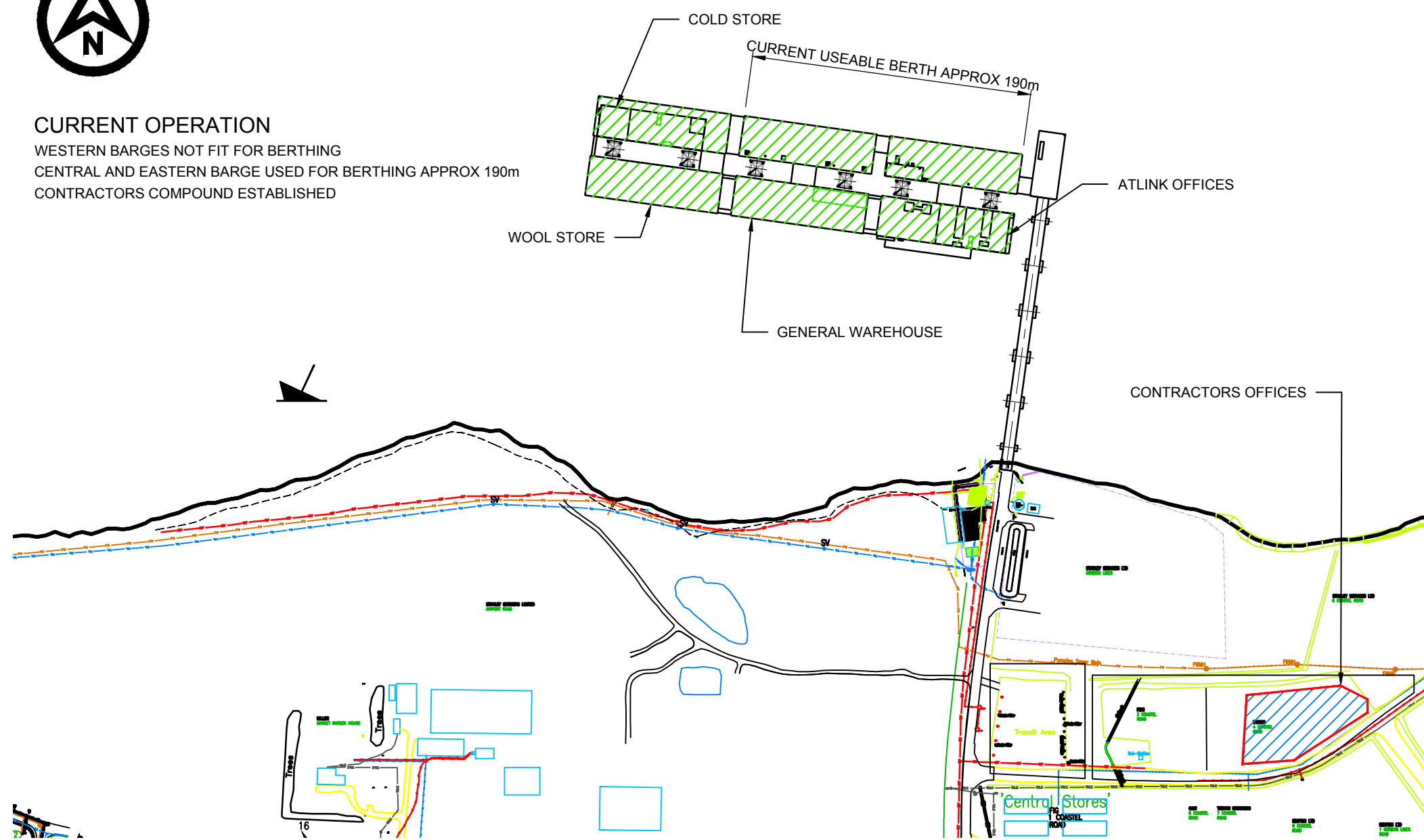
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DATE	19.01.22	SCALE	AS SHOWN	RHDHV DRAWING No. PB7829-RHD-ZZ-ZZ-DR-Z-5016	
BAM DRAWING No.	BAS2051-RHD-ZZ-ZZ-DR-Z-5016	SUITABILITY	S4	REVISION	P02





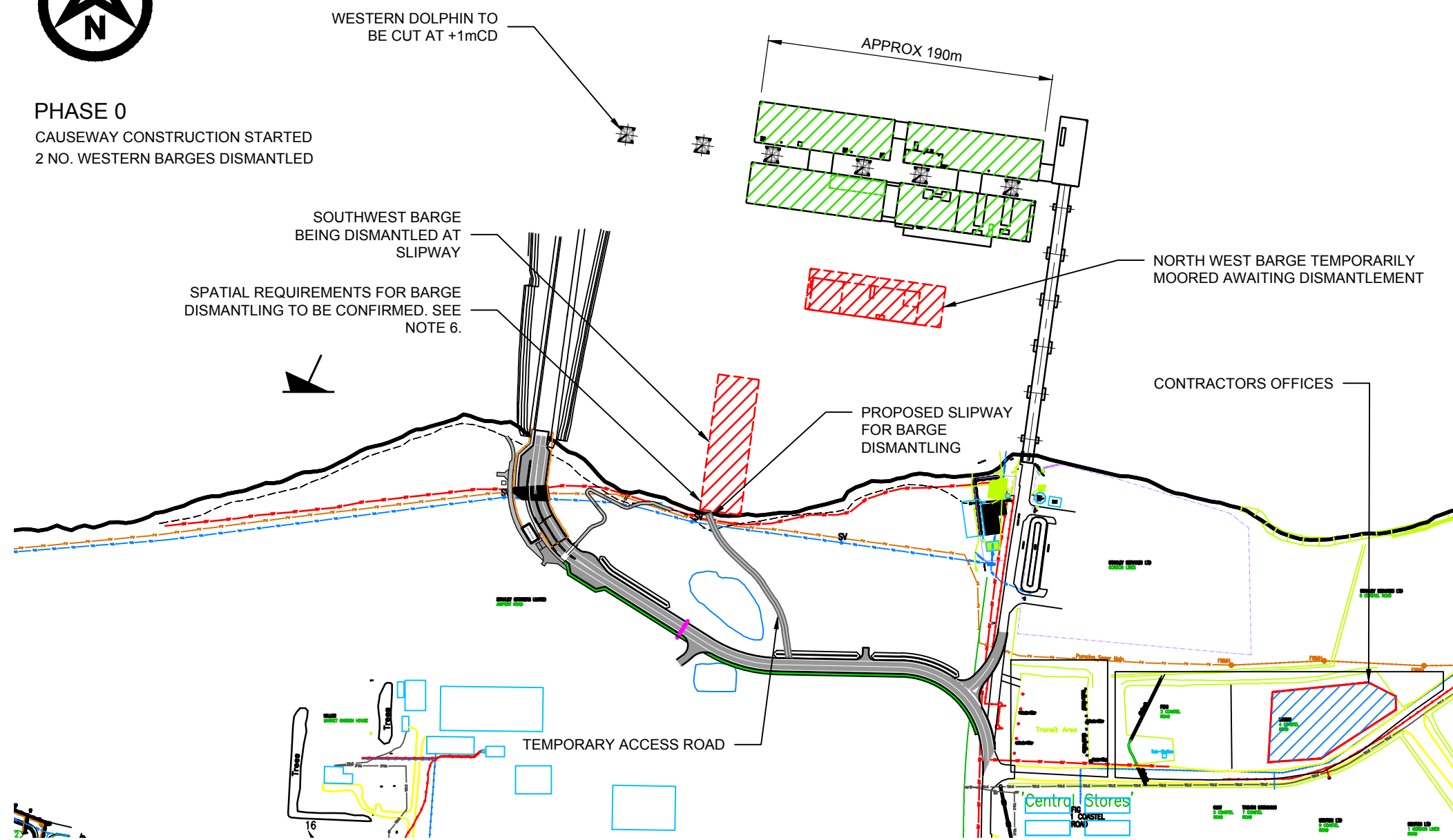
CURRENT OPERATION

WESTERN BARGES NOT FIT FOR BERTHING  
CENTRAL AND EASTERN BARGE USED FOR BERTHING APPROX 190m  
CONTRACTORS COMPOUND ESTABLISHED



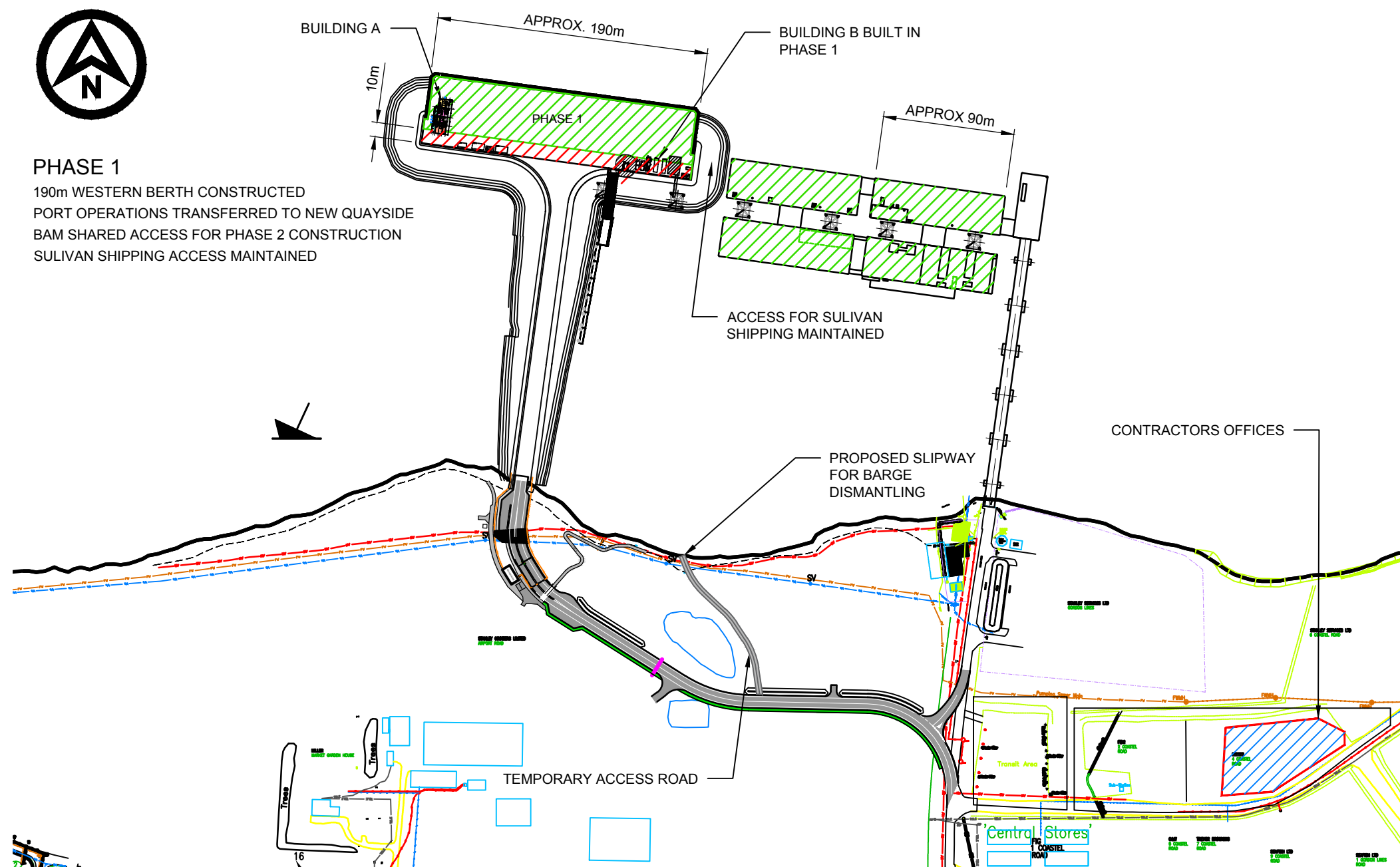
PHASE 0

CAUSEWAY CONSTRUCTION STARTED  
2 NO. WESTERN BARGES DISMANTLED



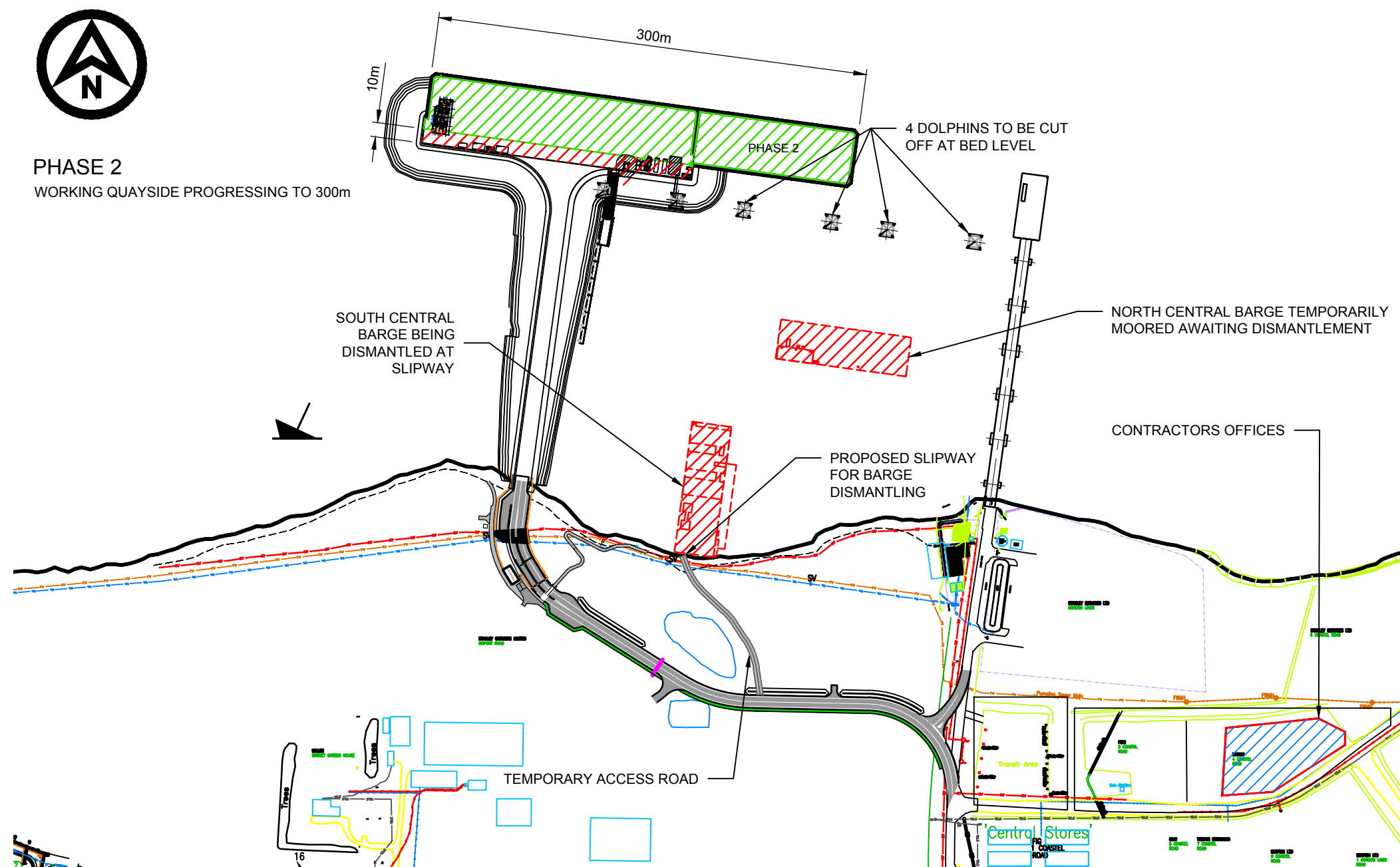
PHASE 1

190m WESTERN BERTH CONSTRUCTED  
PORT OPERATIONS TRANSFERRED TO NEW QUAYSIDE  
BAM SHARED ACCESS FOR PHASE 2 CONSTRUCTION  
SULIVAN SHIPPING ACCESS MAINTAINED



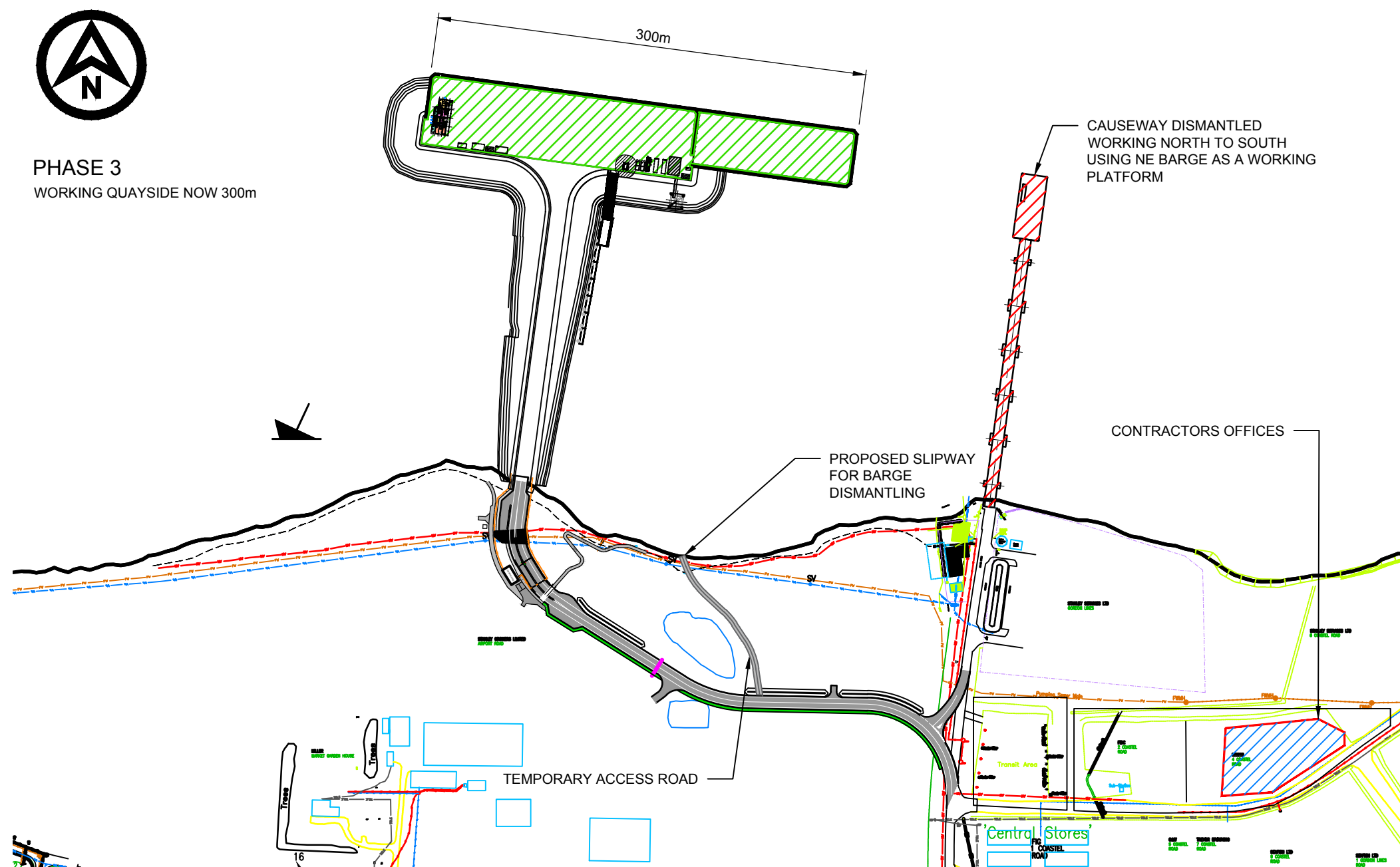
PHASE 2

WORKING QUAYSIDE PROGRESSING TO 300m



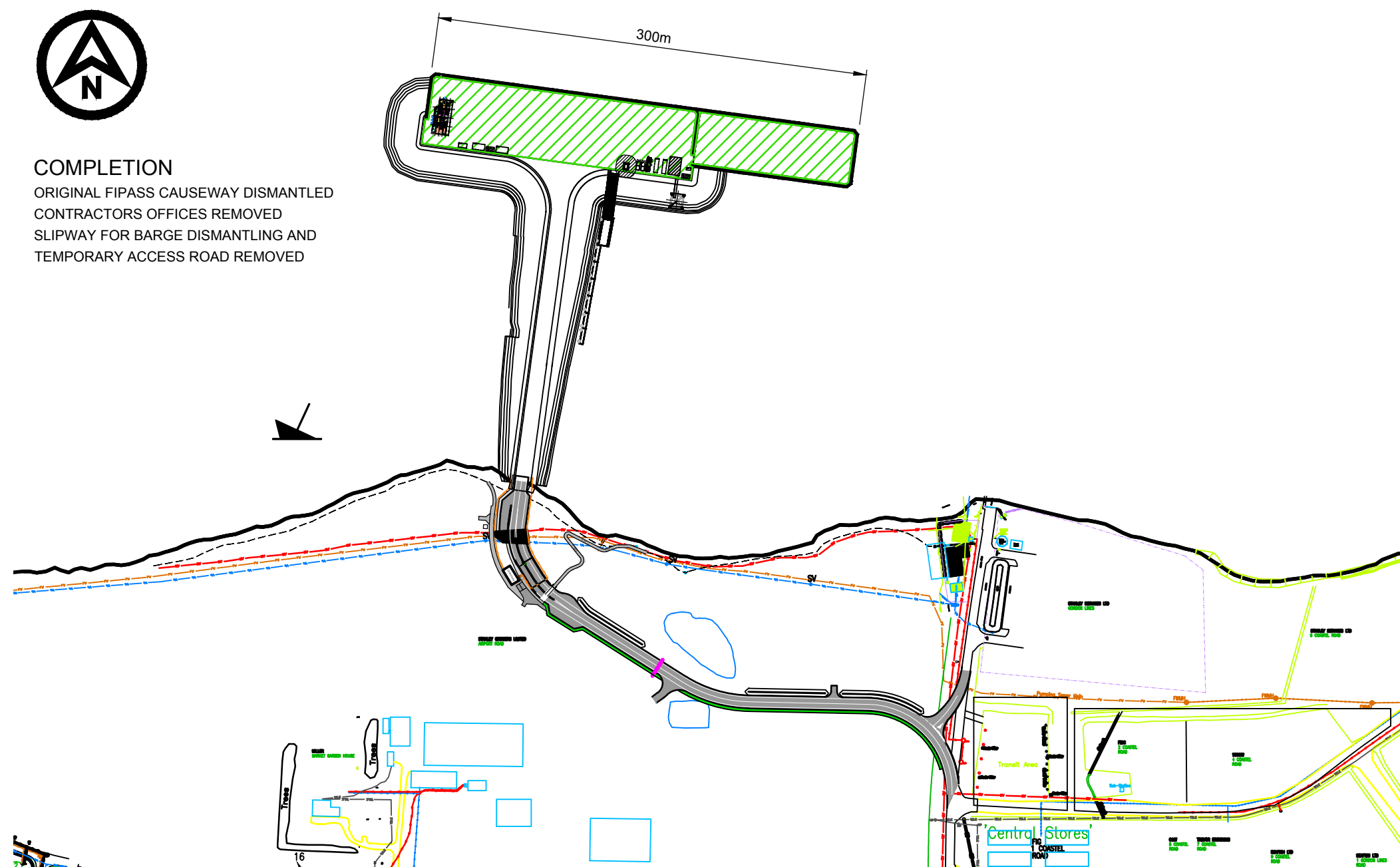
PHASE 3

WORKING QUAYSIDE NOW 300m



COMPLETION

ORIGINAL FIPASS CAUSEWAY DISMANTLED  
CONTRACTORS OFFICES REMOVED  
SLIPWAY FOR BARGE DISMANTLING AND  
TEMPORARY ACCESS ROAD REMOVED



NOTES

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES TO CHART DATUM (mCD) UNLESS NOTED OTHERWISE.
- ALL COORDINATES RELATIVE TO SAPPERS HILL 1943 / UTM ZONE 21S.
- DRAWING TO BE READ IN CONJUNCTION WITH THE DISMANTLING STRATEGY BAS2050-BNL-ZZ-YYY-RP-W-0002 (HOLD)
- PROVISIONAL PORT AREA AND BOUNDARY WITH BAM WORKING SPACE TO BE AGREED WITH PORT OPERATOR.
- LOCATION SHOWN FOR BARGE DISMANTLING IS PROVISIONAL THIS IS SUBJECT TO ENVIRONMENTAL IMPACT ASSESSMENT AND IS ILLUSTRATIVE ONLY AT CONCEPT DESIGN STAGE.
- AREA SHOWN FOR CONTRACTORS OFFICES IS ILLUSTRATIVE ONLY - REFER ALSO TO DRAWING BAS 2050-STAGE1A-SK-CMO-014.

KEY

- BAM WORKING SPACE
- AREA AVAILABLE FOR PORT USE

**NOT FOR  
CONSTRUCTION**

P04	08.12.21	ADDRESSING BAM COMMENTS	CH	DP	RCBP
P03	01.12.21	ADDRESSING BAM COMMENTS	BM	CH	DP
P02	22.03.21	ADDRESSING BAM COMMENTS	CH	DP	RCBP
P01	15.03.21	FOR INFORMATION	CH	DP	RCBP
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

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PROJECT

NEW PORT FACILITY AT THE  
FALKLAND ISLANDS

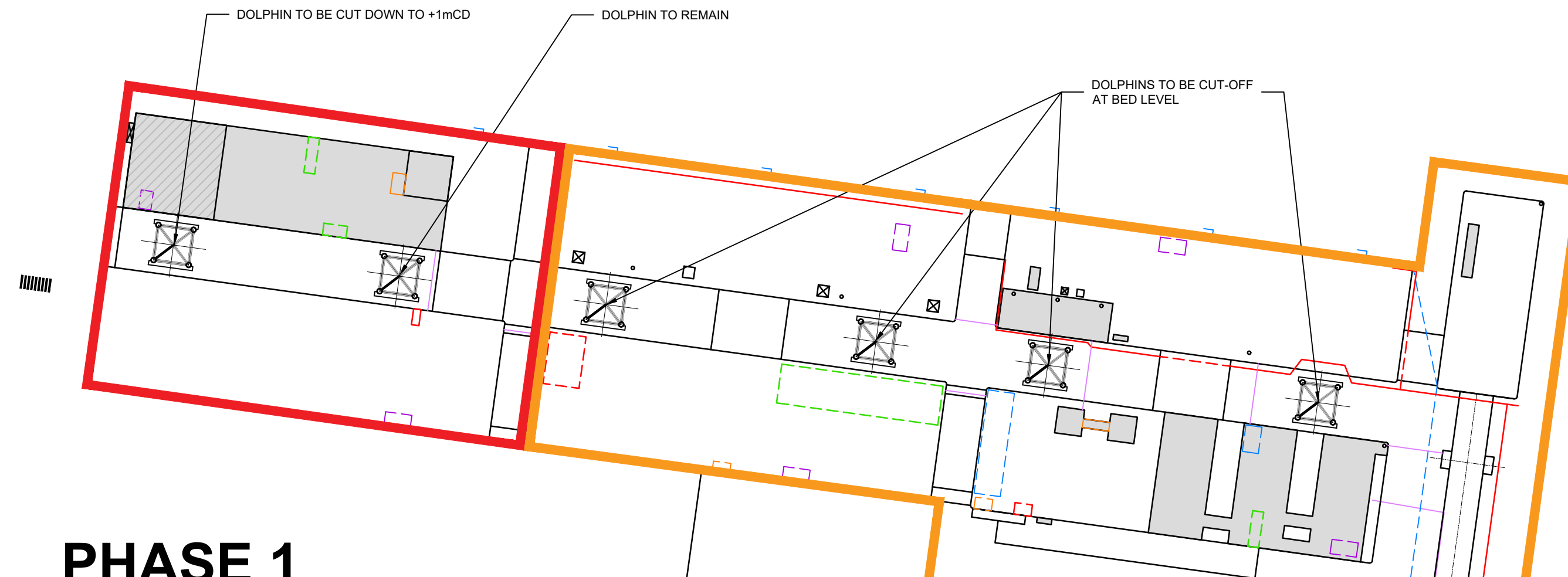
TITLE

STAGING AND PHASING  
DRAWING



DRAWN	CH	CHECKED	DP	APPROVED	RCBP
DATE	11.03.21	SCALE	N.T.S	RHDHV DRAWING No.	P87629-RHD-MA-BA-DR-ME-0033
BAM DRAWING No.	BAS2051-RHD-MA-BA-DR-ME-0033	SUITABILITY	S2	REVISION	P04





## PHASE 1

## PHASE 2

- 1.1 TENANTS TO REMOVE ASSETS IN  
NW & SW BARGES.
- 1.2 CARRY OUT SURVEYS.
- 1.3 DE-CONTAMINATE NW & SW BARGES.
- 1.4 REMOVE SUPERSTRUCTURES (WAREHOUSES).
- 1.5 CREATE SHORESIDE ACCESS TRACK  
AND SLIPWAY / WINCH.
- 1.6 WINCH / TOW SW BARGE TO SLIPWAY  
AND DISMANTLE.
- 1.7 WINCH / TOW NW BARGE AND ANCHOR SOUTH  
OF EXISTING FIPASS.
- 1.8 ONCE SW BARGE COMPLETELY DISMANTLED,  
REPEAT 6. FOR NW BARGE.
- 1.9 DISMANTLE PLOY TUNNELS ON ACCESS ROUTE

- 2.1 TENANTS TO REMOVE ASSETS IN NC, SC, NE AND SE BARGES.
- 2.2 CARRY OUT SURVEYS.
- 2.3 DE-CONTAMINATE NC, SC, NE AND SE BARGES
- 2.4 REMOVE SUPERSTRUCTURES (WAREHOUSES).
- 2.5 CREATE SHORESIDE ACCESS TRACK AND SLIPWAY / WINCH.
- 2.6 WINCH / TOW SC BARGE TO SLIPWAY AND DISMANTLE.
- 2.7 WINCH / TOW NC BARGE AND ANCHOR SOUTH OF EXISTING FIPASS.
- 2.8 ONCE SC BARGE COMPLETELY DISMANTLED, WINCH / TOW NC BARGE TO SLIPWAY AND DISMANTLE.
- 2.9 CREATE SHORESIDE ACCESS TRACK AND SLIPWAY / WINCH.
- 2.10 WINCH / TOW SE BARGE TO SLIPWAY AND DISMANTLE.
- 2.11 REMOVE CAUSEWAY LINKSPAN BRIDGE AND TOW RORO BARGE TO SLIPWAY AND DISMANTLE.
- 2.12 DISMANTLE CAUSEWAY N TO S USING NE BARGE AS WORKING PLATFORM.
- 2.13 ONCE SE BARGE COMPLETELY DISMANTLED, WINCH / TOW NE BARGE TO SLIPWAY AND DISMANTLE.
- 2.14 REMOVE SECURITY HUT AT THE BASE OF THE CAUSEWAY.
- 2.15 REMOVE ACCESS TRACK AND SLIPWAY AND MAKE GOOD.

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES TO CHART DATUM (mCD) UNLESS NOTED OTHERWISE.
3. ALL COORDINATES RELATIVE TO SAPPERS HILL 1943 / UTM ZONE 21S.
4. FOR FURTHER DETAILS OF STAGING AND PHASING REFER TO DRAWING PB72R2-RD-MA-6A-DR-ME-0001.
5. DISMANTLEMENT STRATEGY MAY ONLY COVER F.I.G ASSETS. SSL ASSETS AND DISMANTLEMENT TASKS ON PIPES AND WITHIN THE TANK FARM ARE TO BE ACTIONED BY RECYCL. THIS INCLUDES DESIGN, CONSENTS AND DISMANTLING/RECYCLING/REUSING.

- PHASE 1
- PHASE 2

**NOT FOR  
CONSTRUCTION**

P05	08.12.21	ADDRESSING BAM COMMENTS	CH	DP	RCBP
P04	01.12.21	ADDRESSING BAM COMMENTS	BM	CH	DP
P03	15.03.21	ADDRESSING BAM COMMENTS	CH	DP	RCBP
P02	09.03.21	ADDRESSING BAM COMMENTS	TC	DP	RCBP
P01	09.03.21	FOR INFORMATION	TC	DP	RCBP
REV	DATE	DESCRIPTION	BY	CHK	APP

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NE

## NEW PORT FACILITY AT THE FALKLAND ISLANDS

100

### DISMANTLEMENT STRATEGY DRAWING



DRAWN TC		CHECKED DP	APPROVED RCBP
DATE 09.03.21		SCALE 1:1000	RHDHV DRAWING No. PB7829-RHD-MA-BA-DR-ME-0034
BAM DRAWING No. BAS2051-RHD-MA-BA-DR-ME-0034			SUITABILITY S4 REVISION P05

## A4.2 Operational phase

During the operational phase, the proposed quay is predicted to be used by a range of vessels similar to those that use FIPASS currently, including tankers, cruise vessels, fishing vessels, cargo vessels, tugs, research / survey vessels and yachts.

The new quay will provide and support the following features:

- 300m of berthing on the seaward face of the quay, with 40m of berthing on the eastern face.
- 70m south side berthing for some of the smaller fishing vessels, launches, the Concordia Bay and other smaller vessels and yachts. A berth that, depending on vessel draft, could be used for layover.
- A clear open main quay area allowing flexibility for operational use and further storage or welfare facilities if the need arises in the future.
- Dedicated space for storage of oil spill kits on the port near the potential point of need.
- Pontoon on the landward side of the quay, east of the proposed causeway for resupply activities for vessels at anchor in the harbour, use by tourism launches and tours, pilot vessels, etc. The design allows flexibility for additional pontoons and marina activity in the future, if required and funding allows.
- Concrete surfacing suitable for cargo handling and transshipment, with ability to wash down and salt. Loading out will be possible from both ships gear, 100 tonne mobile crane and potential future mobile harbour crane (Liebherr LMH 280X). Asphalt surfacing is provided for non-heavy load out areas to UK roads standard of 44 tonnes.
- Limited car parking (comprising a total of 18 spaces, up to four of which are for electric vehicle charging) and temporary coach parking (including provision for electric vehicle charging for port utility vehicles) (refer to **Drawing PB7829-RHD-ZZ-ZZ-DR-Z-0016**).
- Turning circle for coaches, HGVs and cargo handling plant and equipment.
- Demountable security fence / barrier to define a safe zone for cruise vessel passengers and crew and to form separation from the main operational area on the quay.
- Surface water runoff drains (discharging through oil interceptors).
- Foul water will be collected from the buildings, treated in package treatment plants and clean water discharged into the harbour.
- High lighting masts on the quay and (extended bracket) street lit causeway, with conventional street lighting on the access road, designed to minimise light spill.
- Various buildings, plant housings and containerised storage units required for the safe operation of the port. Building A (used for port management) has been designed to provide wind relief from the westerly wind and has a canopy area to provide shelter from the wind and rain.
- The new port will provide a safe area behind each berth to arrange containers for fish transshipment and with the addition of new container handling equipment will lead to improved turnaround times for the fishing fleet.
- The increase in overall available berthing length for the fishing fleet will support transshipment at the new port.

A permanent diversion of the existing coastal footpath will be required during the operational phase; the proposed diversion route is shown on **Drawing PB7829-RHD-ZZ-ZZ-DR-Z-0016** to allow the existing coastal footpath to safely cross the new road and skirt the gatehouse area while maintaining pedestrian access to the Seafarers Mission to the east of the Port via the coastal path. The new route for the path is designed up the slope as a gradual gradient and with bends to provide a user friendly route.

Surface water drainage from the quay and the access road will discharge into Stanley Harbour through oil interceptors. Package sewage treatment plants will be used in the various buildings to treat foul water to surface water standards before discharging into Stanley Harbour.



## A5.0 The proposed scheme will be utilised on a 24 hour, seven day per week basis, as per the existing FIPASS facility. Pre-application consultation

### A5.1 Pre-application consultation with F.I.G. Planning and Building Services and Environment Department

Pre-application consultation has been undertaken with F.I.G. Planning and Building Services, F.I.G. Environment Department and the Falkland Islands Maritime Authority. Consultation has been undertaken via telephone meetings and email exchanges, as well as face-to-face meetings during the stakeholder engagement exercise (discussed in Section A5.2). In addition, an Environmental Scoping Report was submitted in October 2020 in support of a request for a Scoping Opinion.

The pre-application discussions with F.I.G. had the following aims and objectives:

- To understand the consenting requirements for the proposed scheme.
- To confirm the scope of environmental assessment required in support of consent applications (with specific meetings held regarding particular topics of interest, including proposed working hours, management of surficial silt present under FIPASS, operational phase lighting).
- To source existing environmental baseline information held by F.I.G. to inform the Environmental Impact Assessment (EIA).
- To ensure F.I.G. remained informed about the scheme design following submission of the Environmental Scoping Report in 2020 and subsequent development of the concept design.
- To confirm the documents and drawings that are required in support of consent applications, including the mechanics of submitting the applications.

The planning application has been prepared and submitted in accordance with the outcome of pre-application discussions with F.I.G. It is anticipated that ongoing dialogue with F.I.G. Planning and Building Services will take place whilst the planning application is being determined.

### A5.2 Pre-application stakeholder engagement

As part of the design development for the proposed scheme, extensive proactive engagement has been undertaken with all the key users, industry sectors and interested parties (stakeholders). Through this process, information has been gathered to both validate the assumptions made in the initial design for the proposed scheme and, where verified as appropriate by F.I.G., the initial project requirements have been updated or modified.

During September 2020, a series of collaborative meetings were held with all stakeholder groups. The stakeholder groups listed in **Table 5.1** were identified and consulted as part of the design process. The stakeholder engagement process provided an early opportunity for interested parties to comment on all elements of the proposed scheme, including its design and the potential environmental impacts associated with its construction, operation and maintenance.

**Table 5.1** Groups identified for the stakeholder engagement exercise

Group	Stakeholder
0	FIG Project Management Team
1	F.I.G. Board
2	Members of Legislative Assembly (MLA)

Group	Stakeholder
3	F.I.G. Customs and Immigration F.I.G. Biosecurity F.I.G Fisheries Harbour Master and Maritime Authority
4	F.I.G. Public Works Directorate
5	FIG Development & Commercial Services
6	F.I.G. Planning and Building Services
7	Sea Lion
8	Rural Business Association & other agricultural stakeholders (e.g. Woolco)
9	Chamber of Commerce and other FI businesses
10	Fishing Industry, including FIFCA
11	British Forces South Atlantic Islands
12	Port Operator (Atlink) & others involved in port operations (e.g. Sullivan Shipping Ltd, Pilots)
13	Stanley Services Limited
14	Tourism Sector
15	Community
16	International Association of Antarctica Tour Operators (IAATO) Exec
17	IAATO Members
18	Group consultation merged into Group 17.
19	South American Atlantic Service
20	British Antarctic Survey
21	South Georgia and the South Sandwich Islands
22	South Atlantic Environmental Research Institute
23	Stanley Growers
24	Seafarer's Mission
25	Falklands Conservation
26	Yachting Community
27	Stevedores
28	F.I.G. Environment Department
29	Directorate of Policy and Economic Department

Following the completion of initial Stage One A design work in April 2021, a series of “value management” and design review workshops were held with F.I.G., and its advisors and several stakeholders. The updated scope of the scheme following all Stage One A engagement, surveys and design work, was approved by Executive Council

in September 2020, and the project authorised to continue to Stage One B, to complete the agreed Concept Designs and complete Detailed Design.

## A6.0 Planning considerations

### A6.1 Falkland Islands Development Plan

The Falkland Islands Development Plan (hereafter referred to as ‘the Development Plan’) was adopted in August 2015; it sets the framework for future spatial development of the Islands (including the determination of planning applications). The Development Plan includes the Islands-wide Structure Plan, which provides the overall strategic approach, and Town Plan which provide more details for areas within the Islands. Currently, there is a Town Plan for Stanley, which is directly applicable to the proposed scheme. Although the two elements (the Structure Plan and the Town Plan for Stanley) are presented together in one document for ease of use, legally they are separate entities.

The Development Plan states that F.I.G.’s overarching principle when considering development proposals is to take a positive approach that reflects a broad presumption in favour of sustainable development. A review of the policies within the Structure Plan and the Stanley Town Plan has been undertaken to consider how the proposed scheme aligns with applicable policy. This information is presented in Table 6.1.

Table 6.1                    Applicable policy within the Falkland Islands Development Plan and comment regarding how the proposed scheme aligns with the policy

Policy	Description	Comment	Compliant with policy
Structure Plan			
Vision and objectives			
Objective 1	To facilitate sustainable economic growth over a range of sectors (both new and existing) and to ensure that our communities have the skills and opportunities to contribute to, and benefit from, this growth.	<p>As stated in Section A1.1, FIPASS is nearing the end of its operational life and new port facilities are required to serve the needs of the traditional industries and support economic growth by the early 2020s.</p> <p>A Demand Study (not made public due to confidential commercial information supplied by certain stakeholders) was undertaken to assess future user requirements for the proposed scheme; this was informed by the outputs from stakeholder engagement undertaken during September 2020. The outputs from the Demand Study were used to inform the design of the proposed scheme.</p> <p>The Demand Study presents a justified forecast of the future volumes of throughput during the operational phase. It presents a breakdown of predicted throughputs (and consequently vessel numbers) at the proposed new quay every 10 years from 2020 to 2050, for a range of future growth scenarios.</p> <p>Based on the predicted increase in vessel numbers entering Stanley Harbour and docking at the proposed new quay during the operational phase (derived from the Demand Study), it is anticipated that the port will support a future increase in revenue and economic growth to the Falkland Islands, due to an increase in businesses entering the harbour and operating within the Falkland Islands. For example, an increase cruise vessels and yachts docking at the proposed scheme will lead to an increase of tourists spending time in the Falkland Islands. This would then lead to an increase in expenditure at hospitality and leisure venues such as tours, shops, bars, restaurants and other services and which will increase revenue and potentially create additional induced jobs.</p> <p>Based on the information above, it is predicted that the proposed scheme would result in beneficial impacts from a socio-economic perspective. Further detail is provided in Section 19 of the EIS (Ref 2).</p> <p>BAM has liaised with F.I.G. and the Chamber of Commerce to discuss subcontract conditions such as training requirements and other upskilling opportunities which will also provide long term benefits to the local workforce as well as meet contract requirements. Every effort will be made to liaise with tenderers from the Falkland Islands to give support around training options to meet the demands of the proposed scheme. For example, BAM may be able to provide CSCS approved trainers for example to support numerous local companies on plant certification schemes. BAM have also met with FI College to progress joint planning of apprentice opportunities on the proposed scheme. The details of this are being worked through and all parties are confident there will be a specific solution to encourage young people to apply for this opportunity.</p>	Yes
Objective 3	To support all our communities in living healthy lives, in an attractive, safe and clean environment which facilitates walking and other outdoor pursuits.	<p>As noted in Section A1.1, investigative work conducted between 2017 and 2019 has revealed a deteriorating condition of FIPASS. A safe, new port facility has been designed to replace FIPASS, which will provide a more attractive and environmentally sustainable facility within Stanley Harbour. The new port facility includes a number of improvements over the existing situation at FIPASS which will improve the environment for the local community; an example is the proposal to treat foul sewage from the proposed port buildings to surface water standards prior to discharging into Stanley Harbour. This is a considerable improvement over the current situation on FIPASS which adversely impacts water quality.</p>	Yes
Objective 4	To value, protect and enhance our built and natural heritage, ensuring new developments are sustainable and contribute to, rather than detract from, these assets.	<p>A detailed archaeology and cultural heritage assessment has been undertaken, which is presented in Section A11 of the EIS (Ref. 2). As detailed in the EIS, it is predicted that there would be no impact to known heritage assets. The visual setting of the wreck of SV <i>Lady Elizabeth</i> and the Stanley Conservation Area would be temporarily affected during construction; however, the distance between the construction activities and these locations would mean the impact will be of minor adverse significance.</p>	Yes
Objective 5	To maximise efficient use of resources, take into account the potential long term impacts of climate change and safeguarding the health of our air, water, soils and ecosystems.	<p>See response above to Objective 1 with regard to making use of local resources where possible.</p>	Yes

Policy	Description	Comment	Compliant with policy
		<p>The proposed scheme is making use of existing fixed infrastructure at FIPASS in order to minimise the volume of construction materials required to construct the new port. One of the existing mooring dolphins at FIPASS will remain <i>in situ</i> to be re-used to support the fire water pumphouse.</p> <p>The EIS (Ref. 2) has assessed potential impacts to sustainability and climate (Section A20), air quality (Section A13), water (Section A8 and A16) and ecology (Section A9 and A10). A number of measures have been designed into the scheme in order to minimise the significance of potential impacts during construction and operation (detailed in the EIS). Further mitigation measures have been detailed within the EIS, where required, in order to reduce the significance of potential impacts to acceptable levels.</p> <p>Of note, the proposed scheme incorporates the following measures which are applicable to this policy:</p> <ul style="list-style-type: none"><li>• Designing out waste and minimising waste. An example of this is optimising the length of the main steel tubular piles and intermediate sheet piles to match the level of the rockhead as it varies along the length of the main quay wall.</li><li>• Efficient material usage and energy efficiencies for natural resources. The upgrade of the water main, the local high voltage (HV) electrical network and the fibre optic network will benefit other businesses in the Gordon Lines area.</li><li>• Inclusion of robust pollution control measures to avoid unnecessary risk to the environment of the Falkland Islands both in water and on land.</li><li>• Preference is to be given to the use of materials with low embodied carbon and low life cycle costs. For example, a cathodic protection system has been specified to prevent corrosion of the main quay wall steel piles as opposed to a paint system that has long term maintenance requirements.</li><li>• Use of locally won and processed quarried materials for all the aggregate and rock requirements on the project and using the local PWD workforce to produce and transport this material.</li></ul> <p>Also of note is the fact that the fuel supply pipelines from Stanley Services compound to the new port facility will be fully underground. At the berthing face, below ground fuel pits with assisted lift covers will enable refuelling of vessels / import of fuel from the resupply tanker. This creates a safer berthing face compared with the current FIPASS arrangement of exposed fuel lines directly behind the fender line. The buried fuel pipes will incorporate a leak detection system so that any leaks can be quickly identified and dealt with.</p>	
Objective 6	To make efficient use of our existing infrastructure, and to ensure that improved or new infrastructure is cost effective and will provide the best possible long term benefit.	<p>As part of the design development process for the proposed scheme, a screening assessment (with scoring) of several alternative locations for the proposed scheme was undertaken. The screening assessment included consideration of a range of criteria, including environmental considerations, presence of supporting infrastructure, physical characteristics (e.g. topography, geology), navigational access and development cost.</p> <p>As detailed in Section A4.4.1 of the EIS (Ref. 2), Stanley Harbour currently contains FIPASS and the Temporary Dock Facility (TDF). There is significant infrastructure in place to support these port facilities, including a surfaced container yard with reefer plug in points, warehousing, laydown areas and fuel storage. There are a range of services already in place and available for use, including water, electricity, communication, fuel distribution as well as the existing highway network. The presence of this existing infrastructure is highly beneficial from an environmental, technical and financial perspective, as disruption to the local community and environmental receptors in the area associated with installation of such services would be avoided (as the majority of services infrastructure required for the proposed scheme is already in place). This existing infrastructure was a significant part of the reason the new port facility was proposed and agreed to remain in the same vicinity of the current port facility in Stanley Harbour (i.e. the alternative locations considered would require significant amounts of new infrastructure, including significant new roads, electric supplies, telecommunication upgrades and significant new fuel storage facilities which would contravene this objective of the Structure Plan).</p>	Yes

Policy	Description	Comment	Compliant with policy
		<p>The point made above in response to Objective 5 above about re-using the existing FIPASS mooring dolphin within the new port facility design is also applicable here.</p> <p>As part of the new port development, ducting for future electrical cables will be installed from the New Port Facility back to the FIPASS Road. Spatial allocation has also been made for a further substation to be installed on the port in the future. This will enable the electrical power supply to the port to be strengthened in the future once the planned new power station is operational. This is a cost effective way of improving the infrastructure on the Falkland Islands.</p> <p>As part of the installation of a new diesel fuel pipeline to the new port facility, a manhole and a pipe tee will be installed ready for future connection to the planned new power station to the south of Airport Road. This will mitigate disruptive future excavation works in the road.</p> <p>Also as part of the project, the “high level” water main will be connected to the “low level” water main; thereby improving the resilience of the water supply to the port and the local area.</p> <p>As part of the design works associated with the new port facility, a Security &amp; Vulnerability Risk Assessment has been undertaken. This assessment has been used to refine the security facilities provided on the new port and in particular at the gatehouse but also within the cruise and port facilities building. The new port will be compliant with International Ship and Port Facility Security Code (ISPS). A new closed-circuit television (CCTV) system will be installed along with a new radio system and a site wide wi-fi system and full fibre optic network. Meteorological information will be captured and made available to port users for added berthing and navigation safety. With provision of a fibre optic backbone future upgrade and digitalisation of the new port facility will be simplified.</p>	
Policy			
SP1	<p><b>Supporting development</b></p> <p>Planning applications that accord with the policies in the Structure Plan (and where relevant within policies in any Local Plan) will be approved without unnecessary delay unless material considerations indicate otherwise.</p>	<p>As detailed within this table, it is considered that the application accords with the policies in the Structure Plan and the Town Plan and therefore should be approved without unnecessary delay.</p> <p>It is noted that the Structure Plan makes the following comment in relation to deep water ports:</p> <p><i>“A number of policy decisions have been taken in relation to port facilities. These indicate that, if and when a deep water port is developed, the preferred location is at Port William. However, the timescale and delivery mechanism for this has not yet been established, and the work to date suggests this is a longer term aspiration. In the interim, it is envisaged that FIPASS will continue to be maintained and other options will be explored (Executive Council paper 171/14). It has also been agreed that although there will not be specific restrictions on oil-related development within the Gordon Lines area, that all the FIG owned land in that area will only be offered on long term leases (Executive Council paper 171/14).”</i></p> <p>As noted in response to Objective 6, a detailed assessment of alternative locations for the new port facility has been undertaken. The assessment considered Stanley Harbour, Mare Harbour, Port William, Navy Point, Port Harriet (Mullet Creek area) and Berkeley Sound – Uranie Bay area. The Structure Plan noted that the preferred location at that time was Port William, but also noted that <i>“other options will be explored”</i>. F.I.G. is in agreement that the most appropriate location for the new port facility is Stanley Harbour not Port William due to logistical, technical and cost reasons and also from a social context perspective positions the port close to the home of many of the users of the port the Executive Council agreed this with the award of the winning tender to build the port in Stanley Harbour in February 2020.</p>	Yes
SP3	<p><b>Infrastructure</b></p> <p>Within the wider context of national infrastructure priorities and the need to focus finite resources, the provision of infrastructure, including the maintenance and improvement of existing infrastructure, will be supported in accordance with the principles set out below, and subject to compliance with other relevant policies (including SP4 and SP5).</p> <p>A. Development proposals will only be supported where they can be accommodated by existing infrastructure or where the proposals include making provision for new or improved infrastructure.</p>	<p>Point A of Policy SP3 is applicable to the proposed scheme. The information set out in response to Objective 6 and Policy SP1 is also applicable here, as it illustrates in part why Stanley Harbour was selected as the preferred location for the new port facilities (i.e. the presence of existing infrastructure).</p> <p>As well as making use of existing infrastructure, the proposed scheme involves the construction of a new access road which is to feed from the existing FIPASS Road. It is therefore concluded that the proposed scheme should be supported as it is both making use of existing infrastructure, as well as making provision for new infrastructure in the form of the access road to provide vehicular access to and from the port.</p>	Yes



Policy	Description	Comment	Compliant with policy
		<p>The existing coastal footpath will be temporarily diverted during construction but maintained in the long term with a diversion around the gatehouse area and a pedestrian crossing across the port access road leading back to the current alignment to the west of the Seafarers Mission. Slopes will be kept to a minimum to provide a user friendly route.</p> <p>See also points made to Objective 6 regarding electric power supply and water main strengthening works as well as extending the Sure fibre optic network.</p>	
SP4	<p><b>Sustainable development principles</b></p> <p>Proposals will only be supported where they comply with the principles set out below.</p> <p>A. To protect the general amenity of the future occupiers and surrounding area, proposals must:</p> <ol style="list-style-type: none"><li>1. Be of an appropriate design and layout;</li><li>2. Respect the scale of the site and surrounding area (including the established building form);</li><li>3. Show how they have considered opportunities for sustainable construction techniques (including micro-renewables);</li><li>4. Provide suitable access and parking arrangements and avoid or fully mitigate any unacceptable levels of traffic generation;</li><li>5. Provide suitable landscaping, open space, footpaths and amenity areas (as relevant);</li><li>6. Where relevant, contribute to the attractiveness of inter- and intra-island ‘Ports of Entry’ by sea and air, and (for routes into main settlements) by road;</li><li>7. Avoid or mitigate any unacceptable impacts on local amenity;</li><li>8. Not be in conflict with the predominant use of the area or unnecessarily prejudice the potential to develop adjacent land; and</li><li>9. Show how the site is capable of being effectively serviced.</li></ol> <p>B. In assessing whether proposals comply with the above principles, regard will be had to the economic, social and environmental benefits of the proposal and, where relevant, to issues of viability and practicality. However, proposals will not be supported which:</p> <ol style="list-style-type: none"><li>1. Pose an unacceptable risk to the environment;</li><li>2. Result in a significant reduction in air or water quality; or</li><li>3. Compromise the health and safety at the site or surroundings (including in relation to flooding, fire and the potential presence of mines).</li></ol>	<p>The new port facility has been designed to replace FIPASS, which will provide a safer and more attractive facility within Stanley Harbour. The proposed scheme will therefore directly contribute to the attractiveness of the ‘Ports of Entry’ by sea (applicable to Point A6 of this policy). Tourists arriving on cruise vessels will have a significantly enhanced view when arriving into Stanley compared to those currently arriving at FIPASS.</p> <p>As detailed in Section A5.2, an extensive stakeholder engagement exercise has been undertaken which has informed the design of the proposed scheme. The proposed scheme is considered to be of an appropriate design and layout, and has been directly influenced by the feedback from stakeholders within Stanley. The proposed causeway and revetment will be constructed using locally sourced rock from Pony’s Pass quarry; the use of local construction materials is considered to be a sustainable approach, reducing the volume of construction material that needs to be imported. The use of locally sourced rock is also considered to be respectful to the scale of the site and surrounding area.</p> <p>A new access road has been designed in order to provide access to the new port facility. The scheme includes limited car parking areas and temporary coach parking on the quay (including provision for electric vehicle charging for port utility vehicles).</p> <p>A detailed EIA has been undertaken to assess the potential environmental impacts on a range of receptors and parameters. The scope of the EIA was agreed with F.I.G. Planning and Building Services in 2020. The outputs of the EIA are presented in the EIS (Ref. 2).</p> <p>The EIS illustrates that the proposed scheme will not pose an unacceptable risk to the environment, will not result in a significant reduction in air or water quality, and will not compromise the health and safety at the site or surroundings (in relation to flooding, fire, and the potential presence of mines). Significant impacts on amenity are not envisaged. It is recognised that there would be temporary disturbance during construction (particularly due to the temporary presence of geo tubes which would contain the surficial silt on open space land to the east of the TDF).</p> <p>Although there will be a degree of temporary disturbance during construction which is inevitable for a scheme of this nature, the proposed scheme includes a number of measures which will improve the existing environment in Stanley Harbour in the long term (both the natural environment as well as personnel working on and berthing at the port), including:</p> <ul style="list-style-type: none"><li>• The permanent removal of approximately 50,000m<sup>3</sup> of surficial silt from within the harbour (i.e. raw sewage).</li><li>• Sewage generated on FIPASS is currently discharged untreated into the sea. The new port facility includes three small package sewage treatment plants that will collect and treat sewage waste generated at the gatehouse, the cruise and port facilities building and at the welfare building.</li><li>• Provision of a permanent seawater pump house with standby power generation for use during emergency fire situations.</li><li>• Provision of safe levels of downward projecting lighting for those working on the port at night (avoiding the need for vessels when berthed at FIPASS to utilise their on-board lights to provide adequate lighting).</li></ul> <p>The design of the quay includes features to make it resistant to damage from wave overtopping, including moving equipment away from the quay edge where possible, having services in covered pits and raising the ground floor level of buildings above the level of the surrounding quay.</p>	Yes



Policy	Description	Comment	Compliant with policy
		<p>Further health and safety improvements are proposed compared to the existing facilities, namely:</p> <ul style="list-style-type: none"><li>• The new facility will have level access for safe transhipment as plant and transhipment gangs do not need to work around edge barriers.</li><li>• Legionella risk is reduced with the introduction of new water supplies.</li><li>• Level of spray and wave action in strong winds on the quayside will be reduced compared to FIPASS.</li><li>• Waste products will be stored to comply with current standards.</li><li>• Fuel can be both imported and exported simultaneously to improve waiting times and ineffective working on the quayside.</li></ul> <p>The following measures have been built into the scheme design in order to maximise its sustainability:</p> <ul style="list-style-type: none"><li>• Buildings will have good levels of insulation.</li><li>• Electric vehicle charging points will be installed at the gatehouse and on the port.</li><li>• Energy efficient light-emitting diode (LED) lighting is to be used on the port and in port buildings.</li><li>• Swales are to be adopted to drain the new access road, which will provide natural flood attenuation and minimise construction material use.</li><li>• Foul water to be generated on the port will be treated using low energy package sewage treatment plants before discharging clean water into the harbour.</li><li>• Procurement of energy efficient equipment within the proposed scheme where possible.</li></ul>	
SP5	<p><b>Historic and natural environment</b></p> <p>Proposals will only be supported where they comply with the principles set out below.</p> <p>A. Proposals must protect and, where relevant, enhance and interpret the historic and natural environment, including minimising impacts on biodiversity and providing net gains in biodiversity where possible.</p> <p>B. Proposals which affect the historic environment must:</p> <ol style="list-style-type: none"><li>1. Conserve any Listed Buildings on the site;</li><li>2. Take account of any Conservation Area Guidance (where relevant) in the design stage;</li><li>3. Provide for appropriate archaeological works on sites where there is a likelihood of significant historic finds: and</li><li>4. Not adversely affect nationally important remains (whether listed or not) and their settings.</li></ol> <p>C. Measures aimed at securing the future of historic ship remains (including works to stop their further deterioration and to provide visitor information and interpretation) will be supported.</p> <p>D. To protect the natural environment proposals must:</p> <ol style="list-style-type: none"><li>1. Not have any significant adverse impact upon species protected by law (including their habitat) and not adversely affect the integrity of any internationally or nationally designated nature conservation site (including candidate sites); or</li></ol>	<p>As detailed within the EIS (Ref. 2), no significant environmental impacts are predicted as a result of the proposed scheme on the historic or natural environment (refer to Section A8 to A21 of the EIS, with a summary of the predicted impacts presented in the NTS) (Ref 3).</p>	Yes

Policy	Description	Comment	Compliant with policy
	<p>2. Demonstrate that there are no alternative solutions, that there are imperative reasons of over-riding public interest (including those of a social or economic nature) and that any impacts are avoided, mitigated and compensated for as far as is practicable.</p> <p>E. Where the proposals are for development and land use changes that are likely to have a significant impact on landscape, they must be informed by an assessment of the capacity of the landscape to accommodate the proposed development.</p>		
SP8	<p><b>Rivers, coastal areas and territorial sea</b></p> <p>The sustainable development within rivers, coastal areas and the territorial sea will be supported in accordance with the principles set out below subject to compliance with all other relevant policies (including SP4 and SP5).</p> <p>A. Developments within the territorial sea will only be supported where:</p> <ol style="list-style-type: none"><li>1. There are clear operational reasons for the development;</li><li>2. The benefits significantly and demonstrably outweigh any adverse impacts, when assessed against the Vision, Objectives and policies as a whole;</li><li>3. Any adverse impacts are avoided, mitigated and compensated for as far as is practicable;</li><li>4. The proposal is accompanied by a detailed assessment of the potential environmental impacts and how these are to be avoided, mitigated or compensated for; and</li><li>5. The proposals can be accommodated as part of the sustainable management of the marine environment.</li></ol> <p>B. Proposals on areas liable to coastal erosion will normally only be supported where it can be demonstrated that the development:</p> <ol style="list-style-type: none"><li>1.Is of a temporary nature; or</li><li>2.Will not give rise to, or require, defence measures.</li></ol> <p>C. Where possible a coastal buffer of 50 metres of the width inland from the high-water mark along all coastlines shall be maintained.</p>	<p>There are clear operational reasons for the new port facility to be located within the territorial sea and therefore further justification of this is not considered necessary.</p> <p>The long term benefits of the proposed scheme are significant from an economic perspective. It is recognised that there will be temporary disturbance to the local community and environment during the construction phase, however a range of mitigation measures have been identified in order to reduce the significance of impacts to acceptable levels. It is therefore concluded that the benefits of the scheme significantly outweigh the temporary adverse impacts predicted to arise during construction and operation (which are reported in full in the EIS (Ref 2) and summarised in the NTS (Ref 3)).</p> <p>The explanatory text in Paragraph 5.24 of this policy acknowledges “<i>that there may be circumstances in which national interest, for instance the construction of a deep water port, present material considerations which outweigh those of local marine concern</i>”. Although this text infers that there is provision for potentially significant adverse impacts to the local marine environment to be acceptable in order to implement development of national interest, no significant impacts are predicted.</p> <p>With regard to Part B of this policy, the proposed scheme footprint is not liable to coastal erosion and therefore no coastal erosion defence measures are required.</p> <p>The sheltered location of the proposed scheme means that wave heights are low at the shoreline. An overtopping study has been completed for a deck level set at 4.0m Chart Datum (CD) and found this to be satisfactory, assuming certain mitigation measures were built into the design to take account of the overtopping risk in extreme event conditions. Such mitigation, which has been built into the design to make it resistant to damage from overtopping, comprises moving equipment away from the quay edge where possible, having services in covered pits and including the ability to electrically isolate outdoor equipment for safety. Building thresholds will be kept above the general quay level to mitigate any inundation risk.</p>	Yes
<b>Stanley Town Plan</b>			
TP1	<p><b>Development zones</b></p> <p>Proposals will be assessed against the broad development zones set out below, and the relevant detailed policies which follow (as well as the relevant Structure Plan policies). Where there are no specific planning policies relevant to the application, or relevant policies are out of date at the time of making the decision, the proposal will be assessed against the Development Zone descriptions set out below (the boundaries of which are shown on the proposals map).</p>	<p>FIPASS is located within ‘Zone 6 – Heavy Industrial’. The Town Plan states that this area currently provides the main location for industrial activities in Stanley and is sufficiently far from Stanley to be used for container parks and larger scale industrial uses and warehousing and storage without detriment to the residential areas of Stanley. Consequently, the development of the proposed scheme in the FIPASS area would represent a development that aligns with the policy for this zone.</p> <p>The proposed new access road is within ‘Zone 2 – ‘Greater Stanley Area’ (specifically an area of open space as shown on the Stanley Town Plan (2015-2030)). The Stanley Town Plan states the following with regard to Zone 2:</p> <p>“<i>As per Central Stanley this area has a mixture of uses. However, the majority of this zone is comprised of the established residential areas of Stanley. The potential for expansion to the North-West of the Zone is reflected in allocated land, with the Golf Course forming a natural boundary to this development. It is not envisaged that the character or uses within this area will significantly change, although opportunities for environmental enhancement, particularly of the light industrial, warehousing and storage and commercial developments to the South West of the Zone. There may be potential in the longer term for the expansion of commercial areas to the North-East of this zone, including Western access to FIPASS,</i></p>	Yes

Policy	Description	Comment	Compliant with policy
		<p><i>however the retention of some form of buffer area between this and established residential areas will be important.”</i></p> <p>The proposed access road is considered to align with the thrust of this policy as a buffer will remain between the proposed access road and the residential areas of Stanley.</p> <p>There will be a requirement for temporary working areas within Zone 6, Zone 2 and Zone 5 (light industrial). These works and therefore the disturbance that will occur as a result will however be temporary in nature, with the disturbance impact lasting only for the duration of the construction phase.</p> <p>Liaison with F.I.G. Planning and Building Services has confirmed that visually unattractive containers and other temporary infrastructure should, if possible, be kept away from Airport Road to minimise their visual impact on the local community. BAM will comply with this request as far as practicable to minimise visual disturbance to residents and visitors travelling along Airport Road.</p>	
TP2	<p><b>Development of Stanley</b></p> <p>The development of Stanley will be supported through the principles of SP1 (Supporting development), SP2 (Distribution of development) and SP3 (Infrastructure) of the Structure Plan and the principles summarised below which are considered relevant to the new port facility:</p> <ul style="list-style-type: none"><li>- develop policies and proposals aimed at facilitating the further development of Stanley as the Falkland Islands’ capital city.</li><li>- align development and infrastructure provision as far as is practicable with the dual aims of minimising the extent to which development is constrained by lack of infrastructure whilst also ensuring that most efficient use is made of existing infrastructure.</li><li>.</li></ul>	<p>As detailed in Section A19.4 of the EIS (Ref. 2), the economy of the Falkland Islands depends on FIPASS; this is the current main commercial port facility for the Falkland Islands. As FIPASS is nearing the end of its operational life, the proposed scheme is required to serve the needs of the traditional industries and to support economic growth going forward. The EIS assumes an increase of approximately 200 vessels per year compared to the annual average number of vessels which berthed at FIPASS from 1999 to 2019.</p> <p>Based on the increase in vessel numbers entering Stanley Harbour and docking at the proposed new quay, it is anticipated that there will be an increase in revenue and economic growth to the Falkland Islands (and Stanley in particular), due to an increase in businesses entering the harbour and operating within the Falkland Islands. For example, an increase in yachts and cruise vessels docking at the proposed scheme will lead to an increase of tourists visiting the Falkland Islands. This would then lead to an increase in expenditure at hospitality and leisure venues such as shops, bars, restaurants and other services and which will increase revenue and potentially create additional induced jobs.</p> <p>Based on the information above, it is predicted that the proposed scheme would result in major beneficial impacts from a socio-economic perspective, and will therefore contribute to the further development of Stanley and the wider Falkland Islands.</p>	Yes
TP5	<p><b>Port developments</b></p> <p>In accordance with Structure Plan Policy SP2: Distribution of Development and SP3: Infrastructure, the continued development of Stanley and Port William to provide port facilities will be supported in accordance with the principles summarised below.</p> <ul style="list-style-type: none"><li>- Development within Zone 7 of a deep water port at Port William, will be supported subject to the provision of a detailed masterplan and mitigation of any unacceptable environmental impact. The masterplan will need to address various issues, including minimising impact on amenity (noise and light) and protecting built heritage.</li><li>- Measures to maximise the quality of the services provided by FIPASS and the TDF will be supported for commercial port facilities.</li></ul>	<p>See response to Policy SP1 with regard to the development of the proposed scheme within Stanley Harbour rather than Port William. A detailed assessment of port locations was carried out at tender, and the existing location within Stanley Harbour was approved by Executive Council as the most suitable at tender award.</p> <p>Section A15 of the EIS (Ref. 2) considers the potential impact of lighting disturbance during the construction and operational phase. There is a direct line of sight between the proposed scheme footprint and the town of Stanley and, therefore, the construction of elements of the proposed scheme will be visible to residents within east Stanley. The impact of this change to visual amenity has been assessed as minor adverse and will be mitigated through good practice, which includes maintaining the construction site in an orderly manner and ensuring equipment and materials are stored in a tidy fashion. The impact of construction activities to road users, visitors to the coastal footpath and businesses and workers in the commercial area during the construction phase is considered to be negligible.</p> <p>During construction and operation, lighting will be required for safety and security reasons on the quay, causeway and access road. The illuminance levels generated by lighting on the proposed quay and causeway will be greater than the illuminance levels from FIPASS and, therefore, lighting will be noticeable. For context, the current levels of lighting on FIPASS do not meet current health and safety requirements for operational ports, and result in berthed vessels having to use on-board ships gear lights to provide adequate lighting. This lighting points directly inland and is a likely source of disturbance to residents in Stanley. The fact that vessel lighting is required when berthed at night suggests that the levels of lighting on FIPASS are not adequate to safely operate the facility.</p>	Yes

Policy	Description	Comment	Compliant with policy
		<p>Although we recognise that lighting from the proposed scheme will be noticeable, a number of measures have been built into the scheme design to minimise the light disturbance during operation, including:</p> <ul style="list-style-type: none"><li>• Adopting the lowest safe lighting levels possible for the task being undertaken.</li><li>• Ensuring the luminaire is mounted at zero degrees to the horizontal and avoid any tilt where possible.</li><li>• Directing luminaires into the area to be lit (light from the boundary inwards).</li><li>• Placing lighting equipment so it makes use of the natural topography, buildings and bunds to minimise its visibility to sensitive receptors.</li><li>• Using a luminaire with good optical control.</li><li>• Minimising the mounting height of the luminaire.</li><li>• Limiting the hours of lighting operation where possible.</li><li>• Making use of manufactured louvres/shields to cloak lighting and avoid luminance overspill.</li><li>• Providing local control for the lighting so it may be switched off when not required for cargo handling and transhipment activities.</li></ul> <p>The lighting of the new quay will be focused predominately in a seaward direction and is designed to light the surface of the quay. It will reduce the need for vessels to utilise their own lighting when berthed at night (which is likely to present a source of lighting disturbance to residents in Stanley). On the assumption that the new port facility avoids the need for ships to use their on-board lights when berthed at night, the impact is deemed to be of negligible significance.</p> <p>The potential impacts of noise have been assessed and are presented in Section A12 of the EIS (Ref. 2). The assessment of potential noise and vibration impacts has been informed by a review of existing information and targeted baseline noise survey. Computer modelling of the noise associated with construction plant and road traffic during the construction phase of the proposed scheme showed that impacts are predicted to be of minor adverse significance at worst.</p> <p>During the operational phase of the proposed scheme, the noise levels are not predicted to be greater than existing levels as a result of FIPASS and, therefore, the impacts are predicted to be of negligible significance.</p> <p>Impacts on the heritage value of the area are assessed in Section A11 of the EIS (Ref. 2). No significant impacts on the heritage assets in the area is predicted.</p>	
TP8	<p><b>Temporary workers accommodation</b></p> <p>Proposals for short-term accommodation will be supported in accordance with the principle set out below, and subject to compliance with other relevant policies.</p> <p>A. Proposals for temporary structures to provide worker accommodation associated with specific construction projects will be supported within the vicinity of the specific construction project.</p> <p>B. Proposals for temporary structures to provide worker accommodation associated with specific construction projects will be supported on land allocated for other uses where the indicative phasing of the proposed is later than the proposed duration of the use for temporary workers accommodation.</p>	<p>The location of the proposed temporary accommodation block has been discussed and agreed with F.I.G. and PWD in advance of the planning application being submitted. The accommodation block is located within the vicinity of the construction area for the proposed scheme. Site workers will live in the temporary accommodation block for the duration of the construction works in order to minimise any disruption to the availability of housing and hotel accommodation within Stanley. However in order to ensure the potential for long term legacy benefits, tenderers for the workers accommodation have been invited to propose suitable alternatives to temporary accommodation that might meet project requirements and provide long term benefits in terms of accommodation provision in Stanley, It is acknowledged that an alternative solution in another location would be the subject of a separate planning application.</p>	Yes
TP9	<p><b>Stanley’s Heritage</b></p> <p>Proposals will protect and, where possible, enhance and interpret Stanley’s rich heritage in accordance with the principles set out below.</p>	<p>Due to the history of the maritime and aviation industry in Stanley Harbour there are potentially undiscovered heritage assets which could be impacted by the construction of the proposed scheme.</p> <p>The proposed removal of surficial silt and the excavation required to construct the access road could result in the loss of as yet unknown assets. However, as the impact would be highly localised, the impact is predicted to be of minor adverse. During the construction phase there would be no impact on known heritage assets.</p>	Yes



Policy	Description	Comment	Compliant with policy
		<p>The visual setting of the wreck of SV Lady Elizabeth and the Stanley Conservation Area would be temporarily affected during construction; however, the distance between the construction activities and these locations would mean the impact will be of minor adverse significance.</p> <p>There will be a negligible impact on heritage as a result of changes to hydrodynamic processes and sedimentation and changes to setting during the operational phase of the proposed scheme.</p>	
TP10	<p><b>Open Space</b></p> <p>The protection and provision of open space will be in accordance with the principles set out below.</p> <p>A. Proposals which undermine the open characteristics of visual amenity open space including the ship names to the west of the Camber will generally be resisted unless both an overriding need can be demonstrated and the criteria of SP4 can be met.</p> <p>B. The general extent of Stanley Common is to be retained. Proposals which contribute towards the appropriate use and management of the Common will normally be supported. Proposals which result in the loss of Common Land will only be supported in exceptional circumstances and where there is no net loss of common land (in terms of both quantity and quality).</p> <p>C. Proposals adjacent to Stanley Common will only be supported where they take into account current locations of tracks and gates and either preserve these or identify/create alternatives.</p> <p>D. Proposals which might result in a reduction in the quality or quantity of open space (including that shown on the proposals map) will be assessed against Structure Plan policy SP2(D).</p>	<p>There is an existing access track which passes through the proposed stockpile area to the south of Airport Road; this area will be subject to a separate planning application by PWD, however it is an area of land which is required to support with the construction phase of the proposed scheme. The impacts to this access track have therefore not been assessed within the EIA. However, for completeness, the access track will remain open during the construction phase to minimise impacts to recreation and amenity.</p> <p>The proposed geotubes to house the surficial silt during the construction phase are to be located on an area of open space in Zone 6 of the Stanley Town Plan area. These will however only be present temporarily, and therefore there would be no permanent reduction in the area of open space due to the presence of the geotubes (i.e. they would be removed in full following completion of the activity, with the area returning to open space).</p> <p>The proposed access road will also run through an area of open space within the eastern part of Zone 2 of the Stanley Town Plan area, currently managed by Stanley Growers. The route of the road has been selected to follow an existing access track which provides access to Stanley Growers. The route of the access road was determined after assessments during Stage One A. Discussions are ongoing with Stanley Growers, and if any longer term loss of open space land adjacent to the access road were to be agreed during discussions, then suitable alternative land would be made available by FIG to replace it.</p> <p>From a planning context perspective the loss of overall open space as a result of construction of the road would be minimal in the long term .</p> <p>It is proposed that the existing FIPASS barges will be brought ashore and onto the area of land immediately to the west of the Seafarers Mission. A slipway will be constructed on the foreshore in front of the area to enable the barges to be winched progressively ashore as the barges are cut up. The area required for this operation ashore will have the topsoil stripped and set aside and the area covered with crushed rock to form a hardstanding area. The cutting up of the barges will be by hydraulic shears mounted on tracked excavators. Scrap steel will be removed from the area by trucks for later shipping off-islands. Upon completion of the operation, the stone hardstanding will be removed, and the topsoil will be replaced. This dismantlement operation will have a minor temporary adverse impact upon the Seafarers Mission.</p>	Yes
TP11	<p><b>Transport infrastructure and management</b></p> <p>Transport Infrastructure and Management will be supported in accordance with the principles set out below and compliance with all other policies.</p> <p>A. We will address traffic management issues in Stanley. Where flow and/or parking is seen to represent an unacceptable hazard to road or traffic safety, measures will be taken to alleviate these problems.</p> <p>B. Proposals which involve the construction of new roads will only be supported where supporting information is provided which demonstrates how the roads will function.</p> <p>C. Proposals will normally only be supported where they meet the parking standards set out in table P1 (or, in special circumstances a higher or lower target where this can be justified).</p> <p>D. We will support and develop initiatives that facilitate journeys to be made on foot and cycle, including:</p>	<p>The proposed scheme involves the construction of a new access road from FIPASS Road. The road is required to provide vehicular access to and from the port facility.</p> <p>A detailed transport assessment has been undertaken, with the results presented in Section 14 of the EIS (Ref. 2). During construction, it is predicted that there will be a minor adverse impact on road amenity, driver delay and road degradation as a result of increased numbers of Heavy Goods Vehicles using these sections of road. This will be managed through a Construction Traffic Management Plan (CTMP).</p> <p>During operation it is predicted that there will be a minor adverse effect on driver delay and road degradation; all other impacts are predicted to be negligible. No mitigation measures are proposed during the operational phase.</p> <p>The proposed scheme will change the priority on FIPASS Road which will now run directly to the new port facility via the new port access road. There will be a new junction on FIPASS Road for vehicles moving to and from Stanley Services site / the Seafarers Mission. The new alignment of FIPASS Road does not affect its junction with Coastel Road, thereby avoiding conflict with vehicles moving to and from the Gordon Lines industrial area.</p> <p>The proposed scheme will require a temporary diversion of the coastal footpath during construction, and a permanent diversion of the coastal footpath during operation. The proposed diversions will ensure that</p>	Yes

Policy	Description	Comment	Compliant with policy
	<ol style="list-style-type: none"><li>1. The development, maintenance and promotion of footpaths and cycleways in and around Stanley, particularly those which allow access between residential areas and other community facilities;</li><li>2. The safeguarding of a strip of land at least 2 metres in width to the North of Airport Road between Rowlands Rise and the Surf Bay Car park to accommodate a future cycle/foot path; and</li><li>3. The maintenance, improvement and expansion of access along the coastline of Stanley Harbour and Canache.</li></ol>	journeys can still be made by foot and cycle. The permanent footpath diversion has taken account of local topography to ensure continued safe use of the coastal footpath by cyclists and walkers.	
TP12	<p><b>General amenity</b></p> <p>We will seek to protect and improve the general amenity of Stanley, including through the measures set out below (in all cases subject to compliance with other relevant policies).</p> <p>A. Proposals for fencing (either in their own right or as part of a wider development proposal) will be supported where they are sympathetic to and suitable to their setting.</p> <p>B. The provision of underground electricity or telephone cables in development proposals will be encouraged as the preferred option to new overhead cables.</p> <p>C. External storage (including containers) within commercial areas (identified in policy TP4: Commercial Allocations) and the Canache Leisure Marina will normally be supported where:</p> <ol style="list-style-type: none"><li>1. it is related to the main use of the site and is maintained in a tidy condition;</li><li>2. in the case of containers within the Canache, that they are not stacked;</li><li>3. in the case of road vehicles that they are roadworthy and taxed;</li><li>4. in the case of plant, that it is functional; and</li><li>5. the proposal would not significantly reduce the visual amenity along a key tourist route.</li></ol> <p>D. Proposals for commercial, industrial or storage uses adjoining Airport Road will normally only be supported where the design, use and site design has a minimal adverse visual impact.</p>	<p>A number of the responses set out above are also applicable to policy TP12, as well as a number of topics within the EIS (Ref. 2), particularly landscape and visual (Section A15) and socio-economics and local community (Section A19). In summary, no significant impact on the general amenity value of Stanley is predicted; it is inevitable that there will be temporary disturbance during construction given the nature of the proposed scheme, however none of the predicted impacts are considered to be significant in EIA terms.</p> <p>All services to the new port (electric power, water, telecoms and fuel) will be run underground and significant reinforcement is planned for the wider grid including improvements in water pressure, electrical resilience in the long term and extension of the fibre optic network.</p> <p>Waste generated on the port will be kept in covered skips until ready for either disposal to landfill or for incineration at the planned new incineration facility.</p> <p>Fencing will be provided around the gatehouse area to maintain the landward port boundary in accordance with the ISPS requirements. The type of fencing required will be discussed and agreed with F.I.G. Automatic barriers (with secondary gates that are normally open) will be used to control vehicular access onto the port.</p>	Yes

## A7.0 Conclusion

This Planning Statement has been prepared in support of the planning application submitted to F.I.G. for a New Port Facility at Stanley. The proposed scheme is considered to be compliant with the applicable policies of both the Structure Plan and the Town Plan for Stanley. As a result, it is considered that the proposed scheme is acceptable from a planning policy context, as well as from an EIA perspective (as detailed in the EIS (Ref. 2) which supports the application).