



**Environmental Planning Department  
Falkland Islands Government**

# **Falkland Islands Development Plan**

**Adopted August 2015**

## **SUMMARY**

1. This document is the Falkland Islands Development Plan. The Development Plan provides a framework for the future spatial development of the Islands (including the determination of planning applications). It includes the Islands-wide Structure Plan (Part 1), which provides the overall strategic approach, and Local Plans which provide more detail for areas within the Islands. Currently there is a Local Plan for Stanley (Part 2).
2. Our overarching principle will always be when considering development proposals to take a positive approach that reflects a broad presumption in favour of sustainable development. We will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that adds to the economic, social and environmental fabric of the Islands.
3. The Structure plan identifies the key characteristics of the Falkland Islands which need to be considered. It is informed by (and in some cases informs) the development of other policies and strategies. In particular, it takes as its starting point the Islands Plan (2014). As with all plans of this type, there is a substantial degree of uncertainty about the future, therefore the plans sets out a number of assumptions in order for it to be produced. It is the role of this plan to set out a broad, strategic approach which helps to direct how we consider more detailed issues. This vision and objectives will lay out what we are aiming to achieve over the next 15 years. This plan is accompanied by a map which helps to illustrate the content.
4. The revised Stanley Town Plan will cover the main part of Stanley, most of Cape Pembroke to the East, Moody Brook to the West, Mullet Creek to the South and Watt Cove - Navy Point to the North. The Town Plan includes a proposals map identifying specific land allocations as well as several broad zones, and a written statement. As well as allocations for development (e.g. housing) it is envisaged that the plan will identify areas that need to be protected, for example existing open spaces, and will set out how this protection is to be achieved.
5. Although these two elements (the Town Plan and Structure Plan) are presented together for ease of use, legally they are separate entities and so are written and structured to allow them to be reviewed and updated independently as and when required.

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# **Part 1: Structure Plan**

## GLOSSARY

Term	Definition
Amenity	The environmental ambience of an area. Factors that could affect amenity include noise, smell, dust, visual intrusion and disturbance from vehicular movements.
Apartment	See Flat
Bed and Breakfast (or B&B)	A commercial establishment offering lodging on a short term basis (often including some meals) which predominantly caters for tourists and other travellers. It provides limited dedicated facilities for each unit (although may often include a bathroom) and often provides restaurants, meeting rooms, etc. which may be used by the general public.
Bedsit	A one-roomed unit of accommodation typically consisting of combined bedroom and sitting room (possibly with some cooking facilities), but with shared kitchen and/or bathroom facilities.
Biodiversity	The variety of all living things in the natural world – all plants and animals and the ecological systems of which they are part.
Bypass	A highway or section of a highway that passes around an obstructed or congested area.
Calcified seaweed	Fragments of white, limy material derived from carbonate-fixing, marine red algae and forming substantial local beach deposits.
Community Facilities	Defined as including such uses as schools, care home, hospitals, sports centres, libraries, museums and places of worship
Conservation Area	Area of special historic interest designated under Planning Ordinance.
Deep Water Port	A port where the depth of water is sufficient for very large heavy loaded vessels.
Development	The carrying out of building, engineering, mining or other operations in, on, over or under land (operational development), or the making of any material change in the use of any buildings or other land (change of use). Some types of development may include both operational and change of use development, and change of use is normally taken to automatically be granted where operational development is granted for a building for that use.
Environmental Impact Assessment	Assessment of the potential effects of new development on the environment.
Environmental Impact Statement	Term used in Falkland Islands legislation for a statement produced following assessment of environmental impacts.
FIPASS	Falklands Interim Port and Storage System
Flats	A self-contained housing unit that occupies only part of a building. It may share common areas with other units (such as stairwells, landings, gardens and parking) but will not have shared kitchen or bathroom facilities. It is differentiated from a terraced property because the building which it forms part of, is at least two storey (although not every floor may be occupied for residential – e.g. the ground floor may be a shop) and the subdivision takes place horizontally (and potentially vertically).
Geodiversity	The variety of different minerals, rocks, fossils and landforms that determine the landscape and character of our natural environment.
Ha	Hectares
Heavy Industrial	Defined as industrial uses which fall outside the definition of light industrial or warehousing and storage. Could include ancillary office where related to the primary activity.
Hipped Roof	This is a type of roof where all sides slope downwards to the walls so there are no vertical sides.
Horse Paddock	Securely fenced area (few acres to several tens of acres) of suitable pasture and terrain, with access to water supply, leased specifically and only for the grazing and upkeep of horses with adequate access for vehicles and ideally horse boxes.
Hotel	See Bed and Breakfast
Houses in Multiple Occupation (HIMO)	Residential properties where 'common areas' exist and are shared by more than one household. Common areas may be as significant as bathrooms and kitchens, but may also be just stairwells or landings. Sometimes divided up into self-contained flats or bedsits, but this is not always the case. Not the same as purpose-built flats

Term	Definition
	or bedsits with common areas, since will have previously been a large building in single household occupation.
Infill	Small scale residential development within residential areas and/or the construction of a dwelling in the garden of an existing dwelling.
Leisure Uses	Defined as including hotels, public houses, restaurants and cafes
Light Industrial	Defined as use for the carrying on of an industrial process which is not <i>Sui Generis</i> could be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash dust or grit. Could include ancillary office/retail where related to the primary activity.
Listed Building	A structure which has been formally designated as a building of special architectural or historic interest in accordance with the Planning Ordinance.
Managed retreat	A process of allowing sea water to encroach onto land areas as sea levels rise. Usually carried out in conjunction with provision of sea defences for identified areas to be protected.
Mobile Home	A prefabricated structure, built in a factory on a permanently attached chassis before being transported to site (either by being towed or on a trailer). Used as permanent homes, for holiday or temporary accommodation. Often permanently or semi-permanently in one place (and normally anchored accordingly), but can be moved.
MOD	Ministry of Defence
MPA	Mount Pleasant Airport
MPA Road	The stretch of road from the Southern edge of Sapper Hill Road to MPC (when travelling from MPC aka the Stanley Road)
National Nature Reserve	Area designated as being of national importance for its nature conservation interest under the Conservation of Nature and Wildlife Ordinance 1999 or incorporated from prior legislation.
National Park	Areas of open country designated for their natural beauty and for open-air recreation under the terms of the National Parks Ordinance 1998
Neighbourhood Commercial Area	Small scale retail/leisure/office uses suitable within a predominantly residential area
Office	Defined as uses where the primary use is in accommodating office staff, which may include public reception areas/meeting rooms and the provision of services, but which do not focus on the sale of physical goods from the premises or the production, storage or distribution of products or materials. Could include FIG Offices and Emergency Services (if they fall outside community facilities).
Open Space	Defined as including green spaces such as play areas, cemeteries, amenity space landscape buffers, market gardens and may include space for foot-paths and cycle-paths
Park Home	A distinction is drawn between mobile homes and park homes. For the purposes of this plan, park homes are units, which may be pre-fabricated, but which offers a higher standard of accommodation both in terms of the individual unit and the layout of the site.
Phasing Policies	These are policies which divide the plan period into time periods and set out the earliest time period in which a given development would be permitted to proceed. For example, a site could be allocated for housing but, to ensure other sites are developed first, it may be 'phased' towards the second half of the plan period.
Ports of Entry	E.g. Stanley Harbour, MPA.
Public Realm	Publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces (including the grounds of any public and civic building and facilities).
Ramsar Site	Area designated under the Convention on Wetlands of International Importance, especially as waterfowl habitat, which was signed in the Iranian town of Ramsar in 1971.
Retail Uses	Premises which have the primary purpose of selling goods, but may include some ancillary warehousing and storage where related to the primary activity.
Rural/economic development initiatives	Defined as initiatives which form part of a strategy or action plan produced and/or endorsed by the Falkland Islands Government (including the Falkland Islands Development Corporation).
Semi-Detached House	A self-contained housing unit that occupies only part of a building subdivided into at least two units. It may share common areas with other units (such as stairwells, landings, gardens and parking) but will not have shared kitchen or bathroom

Term	Definition
	facilities. It is differentiated from a flat because the building which it forms part of is only subdivided vertically (i.e. every individual unit has a ground floor), and from a terrace because it is no more than two properties.
Stanley Bypass	The stretch of road from the Southern end of Davis Street East to the Southern edge of Sapper Hill Road
Stanley Harbour	This is the area to the South of the Narrows, including the Camber Dock, FIPASS, Temporary Dock Facility and Canache. Due to the water depths it is not a deep water port.
Starter Units	Sometimes an industrial, commercial or office development is purpose built or an existing development sub-divided to create a number of smaller units, often managed by a land lord. These small units are used by those setting up businesses as a first premises until the business grows and occupies a development of its own.
Static Caravan	See Mobile Home
Statutory Planning Policy	The Structure Plan and Town Plan are produced, adopted and implemented in accordance with a clear statutory framework and hence form the statutory development plan.
Sui Generis Uses	The General Development Order sets out various use classes, including light industrial and warehousing and storage. It also indicates certain uses that explicitly fall outside the defined use classes (and are therefore <i>Sui Generis</i> ). These include: the sale of fuel for motor vehicles; a builder's yard where storage of material is outside a building; a scrapyards, or a yard for the storage or destruction of containers and temporary buildings, or the breaking of motor vehicles; and use as a depot, warehouse or repository for petroleum products or explosive materials.
Sustainable Development	Development which can be shown to improve quality of life through the integration of social, economic and environmental factors whilst conserving resources for future generations. Economic benefits may include increased GDP, job creation, improved business start-up and survival rates, social benefits may include opportunities for decent and affordable housing or access to educational, health and recreational facilities and opportunities and environmental benefits may include habitat protection and enhancement, avoiding/reducing pollution and effective stewardship of heritage. Sometimes benefits may fit into more than one of the three categories of economic, social and environmental.
Temporary Uses / Structures	Whether or not a use is temporary will depend on a consideration of the nature of the structure, the intent of the applicant and the basis on which permission might be granted.
Temporary Workers Camp	Temporary structures provided to accommodate workers associated with a specific building or construction project. Often using modular buildings. May include communal facilities such as a canteen.
Terraced House	A self-contained housing unit that occupies only part of a building subdivided into at least three units. It may share common areas with other units (such as stairwells, landings, gardens and parking) but will not have shared kitchen or bathroom facilities. It is differentiated from a flat because the building which it forms part of is only subdivided vertically (i.e. every individual unit has a ground floor). It is differentiated from a semi-detached house because it contains at least three units.
Transit Accommodation	Short stay accommodation connected with transport facilities (such as airports) where passengers on extended waits between journeys (such as connecting flights) can wait. May include overnight accommodation.
Touring Caravan	Similar to a mobile home, but designed to be towed behind a vehicle (and often smaller than a mobile home). Differentiated from a mobile home because they are designed, when in use, to be frequently moved from one location to another.
Use Classes	Defined under the Use Classes provisions of the General Development Order 1991. Uses which fall outside these uses are <i>Sui Generis</i> .
Visibility Splay	The setting back of potential obstructions such as fences and buildings to enable drivers to see a reasonable distance to either side when turning onto a road (see Town Plan figure 5)
Warehousing and Storage	Defined as use for wholesale warehousing, or the storage or distribution of goods, or as a repository for any purpose other than in connection with the winning and working of minerals or any use which is <i>Sui Generis</i> . Could include ancillary office where related to the primary activity.
Windfall Development	Residential development outside of allocated housing sites (including but not limited to residential development within existing residential areas).



## 1. INTRODUCTION

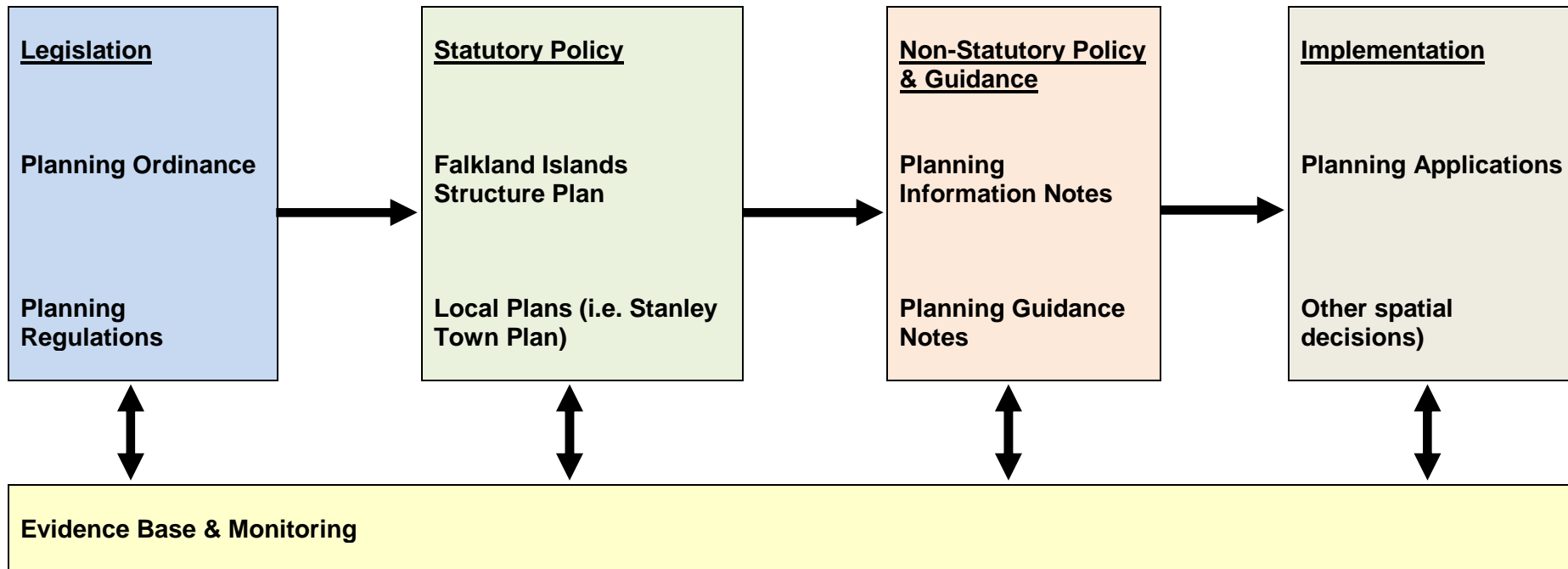
### **Purpose of the planning system**

- 1.1 In discussions with members of Planning & Building Committee and Historic Building committee, the following was identified as being the key purposes of the planning system.
  - To facilitate sustainable development, in other words to achieve economic, social and environmental outcomes and to not just 'allow' development, but help to make it happen.
  - To make robust and transparent decisions, including undertaking meaningful and effective public consultation; being consistent, logical and reasonable; providing feedback and reasons; and ensuring good committee housekeeping.
- 1.2 One of the key tools available to achieve the above outcomes is planning policy.

### **Purpose of this document**

- 1.3 This Structure Plan forms part of the Falkland Islands Development Plan. The Development Plan provides a framework for the future spatial development of the Islands. It is made up of this Islands-wide Structure Plan, which provides the overall strategic approach, and Local Plans which provide more detail for areas within the Islands. Currently there is a Local Plan for Stanley.
- 1.4 The Development Plan is a statutory document, sets out land use proposals for the Islands and provides the basis for the determination of planning applications. The first plan was produced in 2004 (with a targeted review in 2009). Due to the emergence of the Oil and Gas industry over recent years, the structure plan needs to be updated to reflect this opportunity, the growth that may come from it and to incorporate any lessons that can be learnt from implementation of previous plans. This review has been informed by initial consultation carried out in Autumn 2014 and throughout it, key results are highlighted.
- 1.5 This is the first review of the whole Development Plan (Structure Plan and Town Plan) and, rather than amend the preceding document, provides a complete replacement. Effort has been made to avoid the duplication of policies, and so it is important that the document is read as a whole. Where cross references are included in policies, this is simply to aid reading and should not be interpreted as meaning that other policies are not relevant.
- 1.6 The Development Plan is supported by evidence base and it is envisaged that it will be regularly monitored (and evidence base updated), to ensure that it is effective.
- 1.7 We also produce Planning Guidance Notes, which do not form part of the Statutory Development Plan but are material considerations within the determination of planning applications. In addition, it is envisaged that a number of Planning Information Notes will be produced. These offer explanations and clarifications of various topics, but do not set out policies or guidance on how policies will be implemented.
- 1.8 The figure overleaf summaries the relationship between these various documents.

**Figure 1: Planning Policy Framework and Implementation**



## Current Situation

- 1.9 The Islands face many pressures for change. In addition to the influences of a rapidly changing global economy and technological advances, the discovery of oil and the progress towards its exploitation, coupled with the prospects of major oil revenues in the future, clearly have major implications for the Islands. However, these ambitions for economic expansion bring challenges in retaining the Islands strong sense of community and trust.
- 1.10 Not least as a result of the increasing oil exploration activities, the Falkland Islands have been much studied in recent years. There is a wealth of information available about the current situation, and much effort expended to consider likely future trends, taking account of possible levels of oil and gas exploitation. Much of this analysis has been commissioned or supported by the Falklands Islands Government.
- 1.11 Key elements drawn from these reports are summarised below to try to provide an overview of the unique geographical and socio-economic context of the Islands.
- *The Falklands is a small scale and very remote community* - with a large surface area of 12,000 square kilometers, but having a usual resident population (excluding MPC contractors) of only 2,562 (Census 2012).
  - *The town of Stanley is the economic centre – however the sustainability of Camp is a high priority* - 2,120 people (86 %) live in the capital, which is the centre of virtually all economic activity, apart from agriculture and some tourism in Camp. The economic and social pull of Stanley has led to depopulation of Camp settlements in recent years: the population now standing at 351 (14%). Maintaining economic and social life in Camp is a clear Falkland Islands aim.
  - *The Falklands has a limited economic and business base, reflecting its size* – public administration (including education and human health & social care), fisheries, wholesale & retail trade, transportation & storage and oil exploration are the largest sectors in relation to value added, amounting for almost 85% of GDP and employing almost 60% of the working population.
  - *Residents are hard-working and resourceful* - the working age employment rate is 89.5%, with only 1.4% unemployed: there is virtually no spare capacity in the labour market. About a quarter of Islanders supplement their income with a second job.
  - *Housing in Stanley mainly comprises low density detached homes, and few are empty* - of some 1,200 homes in the Islands, around 1,000 are located in Stanley. Around 20 new houses per year are constructed, mainly detached houses in their own plots, at a fairly low density. Very few are empty. Hotel accommodation within Stanley is currently around 50 rooms, with an additional 38 planned. Various types of lodge/self-catering accommodation are available within Camp. Despite an almost static total population, the latest 2012 Census indicates that the number of households (and thus need for accommodation) has grown by 12% since 2006. Comparison with the 2006 Census also shows that recent trends are towards an ageing population with people over the age of 65 (11% of the overall population) having increased by almost 14%, whilst the numbers under 15 have remained constant.
  - *The Falklands is a diverse but well-integrated community* - most of the population describe their nationality as Falkland Islander or British, but with significant minority groups from Chile and St. Helena. The economy relies heavily on in-migrant workers, with 17% of the workforce on temporary work permits. Crime and anti-social behavior are very low, reflecting the small population which has high levels of familiarity and a strong sense of community.

## Policy Context and Evidence Base

- 1.12 The Islands Plan (2014) highlights that economic development has historically been constrained by isolation – both physical and political – and the size of the resident population. It seeks to address these constraints so as to improve transport linkages with the rest of the world, and to ensure that the Islands have a stable population and labour force.
- 1.13 Executive Council has agreed that a *National Infrastructure Plan* will be produced, to identify key economic, transport and social infrastructure priorities (i.e. ‘what’ and ‘when’). The spatial dimension of this (the ‘where’) is provided by the Development Plan. It is therefore important that the Development Plan sets out broad locations for different types of infrastructure, but is not overly prescriptive. Key infrastructure issues, and how the Development Plan responds, are summarised in table 1 (after paragraph 2.11).
- 1.14 The Islands Plan sets out a commitment to prepare a *Housing Strategy* for the Islands, including a re-examination of the role of Government in the Islands’ housing market in order to ensure that all persons have access to housing to meet their reasonable needs, and that there is sufficient housing supply to meet growth ambitions. It acknowledges a need to facilitate an acceleration of house building activity in the Islands to eliminate current shortages, and to accommodate future growth. This has clear implications that need to be picked up in the Development Plan.
- 1.15 The large housing development at Sapper Hill (started in 2012) has provided a significant proportion of the housing supply, and is expected to continue to do so. Planning permission was granted for two loops (representing four phases). Public consultation on the fifth phase (envisaged for 2015) was conducted in September 2014.
- 1.16 The Islands Plan sets out a commitment to “create the conditions for wider growth and investment in the economy by removing barriers to business growth and investment”. The *Economic Development Strategy (2010)* recognises the narrow concentration on the three sectors of fisheries, agriculture and tourism. It aims to expand growth potential by broadening and deepening the productive capacity of these sectors whilst also supporting economic diversification. It also aims to provide a supporting environment for the economy – which includes provision of the necessary infrastructure, removing barriers to business growth, improving the tourism offer and proactively planning for oil.
- 1.17 The Hydrocarbons Development Policy Statement approved by Executive Council in July 2013 sets out eight key policy goals for guiding hydrocarbons developments. It is important that the Development Plan reflects these.
  - Hydrocarbons in Falkland Islands waters belong to the people of the Falkland Islands and their exploitation must be to the benefit of the people of the Falkland Islands, both those of today and future generations.
  - The Falkland Islands Government will maintain constant supervision and control over all hydrocarbon activities within the Falkland Islands Designated Area.
  - Petroleum discoveries must be efficiently managed and exploited to maximise economic recovery and to ensure the development of a long-term industry presence that will benefit the Islands for decades to come.
  - Development of the hydrocarbons industry must ensure the protection and conservation of the Falkland Island’s environment and biodiversity.
  - Development of the hydrocarbons industry must take into consideration existing commercial activity and promote the development of local business capacity.
  - The exploitation of finite natural resources will be used to develop lasting benefits to society across the whole of the Falkland Islands.

- Transparency and accountability must be present throughout the hydrocarbon development process from all parties involved.
  - The Falkland Islands will only consider onshore hydrocarbon facilities if they are considered to be in the best interests of the Falkland Islands, and can be proven to satisfy all of the above policy goals.
- 1.18 Part of the improvement of the tourism offer is the implementation of the *Waterfront Masterplan (2012)*. This is reflected in the Islands Plan which includes a commitment to, “Ensure that the Town Plan continues to define green space and community facilities and protects the culture and character of Stanley. A key element of this shall be waterfront regeneration that acts both as a welcome for tourists and to highlight our heritage”. There has already been extensive public consultation on this, and a preferred approach identified, which provides for improvements which include better cruise passenger landing facilities, mixed use developments including restaurants, retail uses and hotels, cultural facilities and improved public spaces. The Development Plan therefore needs to provide support for this work, and wider open space provision and management.
- 1.19 The Islands Plan stresses the need to create the conditions to ensure the successful development of an oil and gas industry in the Falkland Islands, providing clear policy and legislative frameworks, and implementing policies to ensure the industry develops in a way that ensures its commercial success and the delivery of sustainable economic and social benefits to the Islands.
- 1.20 In land use terms, creating these conditions means that we will need to ensure additional, deliverable land is available for a range of employment uses and that proactive policies are set out which identify the types of development that will be supported, and provide the necessary safeguards, without stifling investment or innovation.
- 1.21 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).
- 1.22 A policy decision has also been taken to open up land to the South of Kiel Canal road for light industrial and similar in advance of the development plan review, to ensure a continued supply of land in the interim, and also to establish a safeguarding zone of 400m (for buildings) and 270m (for roads) around the FIDF Ammunition Bunker to the South of this area (Executive Council paper 164/14). Outline planning permission was granted for this area in October 2014.
- 1.23 A *Rural Development Strategy* was produced in 2012 and identified a number of significant issues and opportunities, which include:
- the population of Camp is declining and lacks the critical mass needed to support private sector enterprises providing consumer services (such as retail, entertainment, hairdressing etc). There is a need to improve the delivery of essential services both through growth in private consumer services and in the delivery of essential public sector services such as health and education; and
  - under-developed infrastructure in Camp discourages new investment and new business formation. Improving provision of efficient, reliable and affordable premises, utilities and

communications will be essential in seeking to establish new businesses and new industries in Camp.

- 1.24 The *Biodiversity Strategy*, adopted in December 2008, provides the policy response to issues identified in the State of the Environment report. The latter identified 15 processes that threaten the biodiversity of the Falkland Islands, some needing to be addressed more urgently than others, and the development and implementation of the Biodiversity Strategy prioritises the required actions to address the critical threats. The review of the Development Plan will need to take full account of these proposals, and seek to support them where possible.
- 1.25 Because the Planning System extends to the territorial waters, the Development Plan needs to support the Islands Plan commitment to, "Implement appropriate land and marine spatial planning frameworks to ensure the preservation and management of both the terrestrial and marine environments of the Falkland Islands".
- 1.26 In relation to waste, whilst existing solutions (mainly continued land fill at Eliza Cove, with some limited alternative disposals of non-municipal solid waste) may well suffice for the short term, initial discussions have taken place, through the Environmental Mainstreaming Group, about the potential for new approaches. The Islands Plan contains a commitment to, "Agree and progress a Waste Management Strategy for the Islands for the next 10-15 years, and reduce the proportion of waste sent to landfill". To prepare the way for this and to deliver quick wins, a short term action plan was approved by Executive Council in 2014 covering the period 2015 – 2017. The Development Plan needs to support and be supported by this ongoing work.
- 1.27 The 2012 census indicate that 8 out of 10 households use kerosene for heating. However, diesel oil is widely used in Camp on West Falkland (74%) and East Falkland (24%). The main fuel for cooking in Stanley is electricity (53% of households). In Camp gas is the main fuel for cooking (77% of households). Stanley Power Station is the source of power for over 80% of households in the Islands. 42% of Camp households use Settlement Generators as their power source; 36% use wind and 20% use diesel oil (private generators). The total average cost of fuel per year is £2,470 per household (7% of annual income), with 62% on fuel attributed to heating. Energy policy options were considered by Executive Council in September 2011, and energy is part of the terms of reference for the Environmental Mainstreaming Group. A general policy approach was taken which seeks in particular to reduce consumer operating costs through energy conservation and good practice, and reduce reliance upon imported fossil fuels through continued development of the Sand Bay Wind farm (related to Stanley) or further wind power systems at larger farms (in Camp). Since the adoption of this policy, three turbines were constructed in 2014 near to Mare Harbour, based on the turbines installed at Sand Bay. The Islands Plan sets out a commitment to, "continue to ensure the security of fuel supplies to the Islands, and improve the regulation of fuel supplies in terms of their cost, quality and availability.

## 2. STRATEGIC VISION

### Scale of Change

- 2.1 Fundamental to the Development Plan is the overall scale and pace of change which is envisaged. This has a number of dimensions, gauging what scale of change or growth is desirable, necessary, or achievable. Considerable work has been undertaken to assess the possible implications of differing levels of oil and gas exploitation, and in particular the *Regeneris Study* (2013) provides different contextual scenarios which identify likely requirements for housing and other infrastructure.
- 2.2 When asked, 'How should we respond to change?' 62% of respondents said there should be general overall support for accepting change but controlling it to levels we can manage, with 27% supporting going for growth whilst 8% said we should try to reduce changes. Respondents raised concerns that without change and growth we cannot achieve what we want to achieve, but also that too much would ruin the Falklands way of life. A balanced approach is therefore required.

### Vision and Objectives

#### *Vision:*

*By 2030 the Falklands will continue to grow its reputation as a favourable place to do business, where the environment is respected and enhanced and where there is appropriate infrastructure.*

*Stanley will remain a single coherent settlement with substantial housing and employment growth being well related to existing areas. Within a well maintained historic core, a modern and attractive retail, office and hotel hub will respect the wider setting and facilitate a positive visitor experience to the town. Key strategic infrastructure to facilitate the development of oil/gas, tourism and fishing will be in place, alongside the utilities and social infrastructure to meet the needs of a growing population. The town will be a safe, attractive and convenient place to live, providing opportunities for healthy lifestyle and a range of recreational activities. Appropriate access to Stanley Common will be facilitated whilst maintaining a focus on nature conservation within key sites and areas.*

*Camp will be a thriving and diverse place, offering a viable alternative location to Stanley for living and working. Its diversified economy will benefit from a modern agricultural sector, growth of land based tourism and fit for purpose infrastructure and services. The built and natural heritage will be respected and enhanced, including protection of our internationally important wildlife.*

*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.*

*Objective 2: To increase the provision of adequate housing throughout the islands, to meet both existing local needs and our longer term aspirations, and associated services.*

*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.*

*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.*

*Objective 5: To maximise the 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*

*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*

## **Facilitating Sustainable Development**

- 2.3 Our overarching principle will always be when considering development proposals to take a positive approach that reflects a broad presumption in favour of sustainable development. We will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that positively contributes to the economic, social and environmental fabric of the Islands.

### **Policy SP1: Supporting Development**

**Planning applications that accord with the policies in this Structure Plan (and, where relevant, with policies in any Local Plan) will be approved without unnecessary delay, unless material considerations indicate otherwise. 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, then the decision will be based on a consideration of whether:**

- 1. the benefits significantly and demonstrably outweigh any adverse impacts, when assessed against the Development Plan Vision and Objectives;**
- 2. any non-planning policies indicate that the development should be resisted;**
- 3. a need for the proposal has been demonstrated; and/or**
- 4. the proposal is premature.**

### **Explanation**

- 2.4 A key function of the planning system is to contribute to the achievement of sustainable development. The Planning Ordinance requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. In considering this, it should be noted that the allocation of sites through the development plan is not necessarily informed by a detailed assessment of the site or the impact of potential development. Data is often not available until surveys are carried out at the planning application stage, the exact details of the use of sites (and so the potential environmental impacts and potential mitigations) are not normally known at the allocation stage and, given the length of the plan period, information available at the time of drafting may need to be refreshed by the time a site is developed.
- 2.5 There are a number of challenges associated with setting out planning policy for the Falkland Islands, including:
- the potential level of development required as part of oil and gas extraction (including from directly related infrastructure, the expansion of business and infrastructure which provide support functions, and a general increase in economic activity overall);
  - the uncertainties around what form the above developments may take; and
  - the need to adopt a flexible and pragmatic approach to requirements, particularly when building materials often have to be imported over long distances.
- 2.6 In considering whether a proposal related to oil and gas supports objective 1, it will be important to consider whether it is in accordance with the policy goals of the Hydrocarbons Development Policy Statement (see paragraph 1.17).
- 2.7 It is proposed to make a number of assumptions (set out below) to enable work on the Development Plan to progress. These are based on the information to hand and the wider policy context.



- The Plan should look forward 15 years from the date of anticipated adoption (based on adoption in 2015 plan would run to 2030).
  - Housing land sufficient for an additional 450 houses should be planned for (see section 3).
  - If, and when, a deep water port is developed, it will be located outside of Stanley at Port William, and will need to service oil, fishing, cruise liners and other industries. To make this viable associated employment land may need to be developed on adjacent land benefiting from a new link road.
  - Sufficient employment (industrial/commercial) land is required for both the development of the oil and gas industry and other day-to-day business above and beyond existing sites at Gordon Lines, Megabid, Hillside, Lookout and Kiel Canal Road.
  - The broad extent of Stanley Common should be retained.
  - It is necessary to carefully control development within Stanley, whilst supporting local residents and business and avoiding unnecessary regulation.
  - The General Development Order gives permitted development rights for many types of development within Camp (such as new housing, community facilities and infrastructure which is not related to hydrocarbons). It is assumed that this situation will not fundamentally change to support the aims of the Rural Development Strategy of making it as easy as possible for people to live and work in Camp. However, increased controls may be necessary in relation to significant development, particularly where related to Oil & Gas development.
- 2.8 In addition, a proactive and enabling approach is required in the application of planning policy. This is reflected in the above policy and, where relevant, the wording of the policies which follow.
- 2.9 There is not normally a requirement for planning applications to demonstrate that there is a need for the proposed development or that alternative sites have been considered and rejected. However, there may be occasions where the need for a proposal or the absence of alternatives is a material consideration which outweighs specific development plan policies. In such circumstances, the applicant's demonstration of need/assessment of alternatives would need to be clearly documented and robust.
- 2.10 In the determination of applications which depart from part of the Development Plan (which includes policies set out in the Stanley Town Plan) consideration will need to be given as to whether the proposal is 'premature' in advance of the development plan review. This is where the grant of planning permission makes a strategic choice which should be more properly be made through a development plan. Prematurity is only one material consideration and should be balanced against other material considerations, include the wider objectives of the plan, the availability of developable land and the progress with any development plan review.
- 2.11 Draft versions of these assumptions were included in the 2014 consultation, and they were broadly supported (they have since been updated to reflect more recent decisions on Port William and oil-related development). However, concerns were raised about the deliverability of some elements of infrastructure. A table has therefore been included below, setting out the current understanding of infrastructure needs, how these are to be responded to, and they are taken into account by this plan. Further detail on infrastructure will be included within the emerging National Infrastructure Plan (see paragraph 1.13).
- 2.12 This plan is accompanied by a Falkland Island's wide map which helps to illustrate the content.

**Table 1: Infrastructure Requirements**

Function	Item of Infrastructure	Comments
Transport	Improvement of MPA Road	The 2014 Budget includes a commitment to works commencing within 5 years. As the key spine road of East Falkland, linking the international airport at MPC to Stanley this is a key piece of infrastructure and if not improved, significant development outside of Stanley may not be possible.
	Stanley Airport	There are no specific plans to relocate or significantly expand the airport. However, there may be requirements for more services and/or a wider range of operations associated with the oil and gas industry.
	Capacity within Stanley Harbour	There are a number of existing port facilities within Stanley Harbour, including FIPASS (which the 2014 Budget commits to maintaining).
	Deep Water Port	See paragraph 1.21
Accommodation	Temporary Workers Camp	Accommodation for workers temporarily within the Falkland Islands directly tied to a specific construction project is likely to be required in or around Stanley.
	Transit Accommodation (Rig Crew Rest Facilities / Emergency Facilities)	Short term accommodation for oil workers to be used during routine crew change overs, but with additional capacity to cater for a full rig evacuation if required. This will need to be accessible from MPA and/or Stanley airport depending on how additional flight operations are provided for.
Resources	New Water Supply	A route for a pipeline for a new water supply has been identified, initial works commenced in Autumn 2014,
	Resilience of Existing Stanley Power Station	The 2014 Budget includes a commitment to resilience works
	New Stanley Power Station	It is envisaged that the NIP will set out the approach
	Management of Eliza Cove and Mary Hill Landfills	Initial work on waste management suggests there may be potential to improve the management of the existing landfills.
	New waste transfer, recycling and recovery facilities within Stanley	Initial work on waste management suggests a number of such facilities will be required. Planning permission has been granted for one private facility within Stanley.
	New landfill provision	The existing landfills have a finite life, and there are concerns about their locations, alternative sites may therefore be required.
	New aggregate provision	There are a small number of sites that provide aggregates, therefore additional aggregate production may be required to enable increased levels of development. This may include new borrow pits.
Social Infrastructure	Additional school classrooms (interim)	As an interim measure, additional classroom space is to be provided for IJS. This is likely to be within the grounds at Stanley House and/or using St. Marys Church Hall

Function	Item of Infrastructure	Comments
	New School	Given the capacity constraints for both IJS and FICS, it is possible that within the life of the plan a new school will be required. This may include (either on the same site or remotely) the provision of a new hostel.
	New Hostel	
	New Care Home	The 2014 Budget includes a commitment to build a Care Home
	Additional prison capacity (interim)	As an interim measure, additional prison capacity is to be provided for within the grounds of the existing Police Station/Prison Site.
	New Police Station & Prison	Given the capacity constraints at the Police Station/Prison and Fire Station, together with locational issues with the current sites (distance to Stanley Bypass and proximity to other uses), it is possible that within the life of the plan new facilities (either jointly or separately) will be required. It is noted that at present the Fire Departments operational capacity does not include the ability to respond to incidents involving three storey buildings or very large warehouses.
	New Fire Station & operational assets	
	New FIG Offices	Given capacity constraints it is possible that within the life of the plan new facilities (either jointly or separately) will be required.
	New FIG Assembly Building	
Green Infrastructure	New and/or improved recreational facilities including Public Open Space (within Stanley)	The 2014 Budget includes potential funding to contribute to the development of an all-weather sports pitch. It is envisaged that the Stanley Town Plan will identify existing POS, set out how it will be protected, managed and the requirements for new POS within development.
	Management of Stanley Common (including Cape Pembroke)	The Islands Plan includes a commitment to look at how the Common can be better managed, which may include a differing approach within Cape Pembroke and also amending the boundaries – to achieve a net gain in overall area)
Camp Infrastructure	Various (potentially including additional or improved roads, jetties, airstrips, social and green infrastructure and telecommunications)	The April 2014 consultation suggested that improved infrastructure would be an important part of delivering the Rural Development Strategy.

### 3. DEVELOPMENT STRATEGY

- 3.1 The policies within this section set out the broad approach for the plan, including the distribution of development and the provision of infrastructure. The policies in this section take into account the potential on-shore implications of oil and gas exploration and extraction, as summarised in chapter 4.

#### **Policy SP2: Distribution of Development**

**Sustainable Development will be supported in accordance with the principles set out below.**

- A. To support the delivery of industrial, warehousing and storage, and office development:**
1. sufficient land shall be allocated within Stanley to accommodate a range of heavy industrial, light industrial, warehousing and storage, and (where appropriate) office development during the period 2013-2030;
  2. industrial, warehousing and storage, and office proposals development will be supported outside of Stanley where they are accessible to Stanley and tied to infrastructure improvements;
  3. industrial, warehousing and storage, and office development will be supported in Camp where they are well located to existing Settlements (including MPC) and of an appropriate scale and nature for that settlement; and
  4. proposals for the increased civilian use of Mare Harbour and/or the development of a new deep water port (and associated of industrial, warehousing and storage and office development) will in principle be supported.
- B. To support the delivery of sufficient and appropriately located housing:**
1. sufficient land shall be allocated within Stanley to accommodate at least 450 units during the period 2013-2030;
  2. proposals for housing outside of Stanley will be supported where they are well located to existing Camp Settlements (including MPC);
  3. proposals for small scale housing in other locations will be supported where linked to rural/economic development initiatives; and
  4. other housing proposals will not normally be supported.
- C. Proposals for retail, leisure and community facilities uses, which are in existing settlements and are of an appropriate scale and nature for that settlement, will normally be supported.**
- D. Proposals which maintain and enhance community facilities or open spaces will be supported, particularly where they represent a more sustainable use of resources than the construction of new facilities and/or facilitate the use of existing facilities for a wider range of uses. Proposals which result in the loss of such facilities will only be supported in special circumstances.**
- E. Rural business development schemes (including tourism) will be supported where they do not conflict with the principles set out above and are in accordance with other relevant policies.**

## Explanation

- 3.2 The planning system relates to both government owned and private land. However, as currently drafted, the General Development Order grants planning permission ('Permitted Development') for various forms of development within the majority of Camp (defined for these purposes as further than 10km from Stanley Cathedral and not within 500m of a designated road (Stanley to Darwin and Stanley to Port Louis). This includes residential, light industrial and community facility uses but does not include tourist related development. The Military also have Permitted Development rights for development. However, as well as control through planning permission, the government can influence development through land management/lease/sale policies and the approach to infrastructure provision.
- 3.3 For the purposes of applying the above policy Stanley is defined as the area covered by the Stanley Town Plan (i.e. does not include other land within 500m of a designated road) and Camp is defined as everywhere outside the Stanley Town Plan area (see paragraph 6.5). This policy should be read in conjunction with the Structure Plan map.

### Balance between Stanley & Camp

- 3.4 The 2012 census indicates that the population of Stanley was 2,120 and accounts for almost 75% of the total number of residents. The majority of employment opportunities as well as educational, social and recreational facilities are also currently located in Stanley. It is therefore anticipated that the majority of pressure for new development (including housing) will be within Stanley, and the policy reflects this.
- 3.5 The population of Camp (excluding MPC) is 351 and continues to decline. The most populated settlements in Camp are Goose Green (40); Fox Bay (22); Port Howard (22); North Arm (20); and Hill Cove (16). The Rural Development Strategy (RDS, 2012), reflecting the Islands Plan and the Economic Development Strategy 2010, identifies its vision as "to maintain Camp in order to encourage a well-populated, economically and socially sustainable community, integrated with the national economy".
- 3.6 One of the ways that the quality of life in Camp might be improved (making it more attractive for people to live there) is by providing increased levels of services and facilities in bigger settlements. Fox Bay has been identified as the location of the first Rural Enterprise Zone (REZ) for the Falkland Islands. Additional REZ (and/or other initiatives) may be established during the life of the Structure Plan. Some settlements within Camp may also have the potential to act as accommodation for commuters (e.g. Goose Green to MPC or Fitzroy to Stanley).
- 3.7 The April 2014 consultation indicated
- support for investment in transport infrastructure (e.g. improved roads), connecting settlements and linking to Stanley as a first priority, and then investment in infrastructure (e.g. improved telecoms) in selected settlements as second; and
  - several comments that transport infrastructure and significant job opportunities are key (so that growth happens naturally and is sustainable rather than 'artificially' creating growth).
- 3.8 The policy therefore does not seek to arbitrarily prescribe a settlement hierarchy for Camp, and acknowledges that the development of Fox Bay as a Rural Enterprise Zone is in the early stages and further zones may be identified. It therefore adopts a flexible approach, but seeks to tie economic development to settlements and co-ordinate with any necessary infrastructure improvements. There is no policy barrier within the Development Plan to the allocation of a Rural Enterprise Zone on private land, but this may require a different implementation model. It should be noted that the planning system applies to both private and publically owned land.

### Land for Business

- 3.9 In order for a developing economy to advance it is important that the land and infrastructure needs of industry and business are fully catered for and that where possible best locational options are facilitated. We recognise this and its objective is to make provision accordingly.
- 3.10 Industrial/warehousing areas within Stanley comprise:
- Look Out Industrial Estate (fully occupied);
  - Bill Roberts Way/Kiel Canal Road (largely occupied, with some potential for expansion to the South before reaching the Common Boundary or 400m safeguarding zone for the ammunition bunker);
  - Gordon Lines (partially occupied);
  - Megabid (some potential to expand to the South, although this may be limited by the Common Boundary, spoil dumping area and, further South, minefields); and
  - potential new industrial area to the South of Airport Road (between Bill Roberts Way and Megabid), although limited by the same constraints as Megabid.
- 3.11 It is not envisaged that new large industrial/warehousing areas in the Western half of Stanley will be supported.
- 3.12 The potential economic advantages a deep water port could bring to the Falkland Island's economy in terms of the fishery, tourism, fish processing, warehousing and possibly new container port and oil related activity have been investigated. The assumptions set out previously include reflecting the current policy position on the development of a deep water port at Port William and associated development. As there is no fixed mechanism or timescale for the delivery of this, the Development Plan needs to provide a flexible approach to supporting this infrastructure (and any associated industrial development).
- 3.13 Another potential industrial/warehousing location in the longer term is to the South of Stanley around Sand Bay. This area currently accommodates the abattoir, wind turbines and is close to the Ponies Pass Quarry and not too far from the Port Harriet Borrow Pit. With the anticipated improvements to the MPA Road, this area could be opened up for further industrial/warehousing uses. However, development of this area may need to be carefully managed so that it does not undermine the viability of developing a deep water port, and land safeguarded to allow the potential future expansion of the abattoir and/or wind farm.
- 3.14 Within Stanley, some office uses, such as banks and solicitors are likely to be more appropriate within the central part of town where they are located close to similar uses such as shops. Other office uses, which are less focused on access by members of the public, may be more appropriate within light industrial areas. It is envisaged that the Stanley Town Plan will address this matter accordingly.
- 3.15 There are currently limited proposals for industrial/warehousing/office use within Camp, however the implementation of the Rural Development Strategy and establishment of a first Rural Enterprise Zone at Fox Bay may change this. There is also the potential of other rural initiatives being established. The policy therefore provides in principle support for such developments.

### Other Industrial Development

- 3.16 Although there is currently limited industrial development within the Falkland Islands, it is important that provision is made to support for proposals for economic growth. It is noted that many forms of waste sorting/transfer, treatment and recycling is akin to an industrial process and so may in principle be acceptable within locations identified for industrial uses

and will be assessed against the above policy accordingly. It will be important to consider issues such as external storage and the potential for odour. Proposals for landfill will be assessed against policy SP7: Minerals & Landfill.

- 3.17 The General Development Order sets out various use classes, including light industrial and warehousing and storage. It also indicates certain uses that explicitly fall outside the defined use classes and are therefore sui generis. These include: the sale of fuel for motor vehicles; a builder's yard where storage of material is outside a building; a scrapyards, or a yard for the storage or destruction of containers and temporary buildings, or the breaking of motor vehicles; and; use as a depot, warehouse or repository for petroleum products or explosive materials.
- 3.18 It is envisaged that land allocated for heavy and/or light industrial uses and/or warehousing and storage may be suitable for these uses, but the exact nature of the proposal will need to be assessed to consider whether it is akin to the use for which the land is allocated and therefore capable of being acceptable.

#### Land for Housing

- 3.19 The scale of housing growth is inextricably linked to fundamental questions about the scale and timing of change in the Islands. The *Regeneris Study* (2013) provides a range of contextual scenarios for housing requirements in Stanley, but to enable the production of a draft plan an indicative target of 450 houses is proposed.
- 3.20 The population in 2012 in Stanley was 2,120 people. Taking a rough mid-point between the scenarios mentioned above, a population increase of 1000 people by 2030 is assumed. If the average occupancy remains as it was in 2013 (2.31 people per house), this would suggest a need for 1350 houses in total. There are already approximately 1000 houses in Stanley, suggesting the need for approximately 350 additional houses. However, there are approximately 50 names (i.e. heads of household) on the housing waiting list, which may increase over time (and the trend is for reducing average occupancy levels). It is therefore suggested that an additional 100 houses may be required to respond to this. This gives a total target of 450 additional houses. The Town Plan will therefore need to include sufficient housing allocations which are realistic and developable within the plan period to meet this target.
- 3.21 The Town Plan will identify the specific sites to accommodate this development, and in doing so will need to consider issues such as viability and delivery (how much of a proposed allocation might realistically come forward within the plan period). It is not envisaged that windfalls (e.g. developments on infill sites) or mobile homes/static caravans will form part of this allocation. The Town Plan may need to also provide detail on what type of housing is required and how it is to be delivered. It will also need to provide detail of any additional types of accommodation that is required, and how this is to be provided for. This may include mobile homes/static caravans and/or temporary workers accommodation associated with oil and gas development.
- 3.22 The Government will assess future opportunities for accommodation of civilians at MPC. The gradual reduction in MOD personnel from MPC and their replacement with civilians has resulted in continued occupation of residential units. Scope for further use of unused military housing at MPC is not likely during the plan period, and as such is not relied on as a mechanism to meet housing need (in other words it is not assumed that any housing shortfall could be partially mitigated by using houses at MPC). Similarly, whilst the re-use of vacant buildings to provide residential accommodation will normally be supported where the location and structure of the building are suitable, it is not envisaged that this will provide a significant level of supply. Therefore both these measures will not be relied on as mechanisms to meet the housing need

- 3.23 The April 2014 consultation indicated:
- overall support for the housing target (73% agreed and 20% said it should be higher);
  - people are concerned that this level of housing growth could significantly change the nature of Stanley and would need additional infrastructure and services to make it work;
  - 87% indicated that there should be a broader range of houses, including apartments and smaller houses;
  - several comments that smaller units (such as apartments) should be of a decent standard (for younger people, older people, contractors etc.); and
  - a strong feeling (70%) that there should only be a limited role for Mobile Homes as part of the housing stock (as an interim measure), with the long term aim of the population being housed in more permanent accommodation.
- 3.24 The Structure Plan provides an overall framework for managing development, alongside other key strategies (such as the National Infrastructure Plan and Housing Strategy). These comments are therefore partly addressed by policy SP2 and SP3: Infrastructure (with more detail in the Town Plan) and partly address through other relevant strategies.
- 3.25 There are a number of privately owned 50 acres (202,342m<sup>2</sup>) plots along the MPA Road. Where houses are built on these plots within 500m of the road, they will require planning permission which will be viewed as rural development initiatives in accordance with part B of this policy and therefore supported.

Retail, leisure and community facilities and open space

- 3.26 New retail, leisure and community facilities within existing settlements will be supported where they have regard to the scale of the settlement, the existing retail provision and also any infrastructure constraints. The sale of goods from commercial premises, aquaculture businesses, or agricultural produce from farms will normally be allowed without a specific need for planning consent provided it is ancillary to the main business. Retail sales from hotels, lodges and other non-retail locations, including homes will also normally be supported. In all cases sales should not cause undue parking, road safety or amenity problems.
- 3.27 Proposals to develop new community facilities or enhance existing ones (including adapting them so that they can be used for a wider variety of activities) will be supported. Proposals which result in the loss of such facilities will not normally be supported. Examples of situations which might count as special circumstances include where evidence is provided that the facility is no longer required, or where alternative facilities are provided as part of the development.
- 3.28 It is envisaged that the Stanley Town Plan will identify detailed and/or broad locations of existing and/or new retail, leisure, community facilities and open spaces, alongside more detailed policies to guide such development within the town.

Phasing

- 3.29 It may be appropriate to implement a phased release of sites to ensure that developments are co-ordinated with the efficient provision of infrastructure, or to ensure that the development of one site is largely completed before another is opened up. Where land is in private ownership this could be done through planning policies. However, as much of the land around Stanley is owned by FIG and this is currently where the greatest demand for development land exists, the phased release of land could be implemented through FIG's policies on the sale and lease of land. It may therefore be appropriate for the Stanley Town Plan to identify at least indicative phases for larger land allocations, and to clarify how it is envisaged these will be managed.



## **Policy SP3: Infrastructure**

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).

- 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.**
- B. Proposals will be supported to upgrade and develop transport infrastructure (including public transport) within, and serving the Falkland Islands. This includes development proposals associated with new or improved roads and traffic management measures.**
- C. Development proposals for stand-alone solar, hydro, wave, tidal and wind (on-shore and off-shore) energy schemes and associated infrastructure will be supported in principle, subject to satisfactory assessment of all of the following:**
  - 1. the impact on local communities;**
  - 2. the impact of site servicing, access, traffic, power transmission and operational requirements;**
  - 3. the local and wider benefits that the proposal may bring; and**
  - 4. proposals for the removal of redundant equipment and site restoration.**
- D. Proposals for the provision of telecommunications (including broadband) equipment and infrastructure will normally be supported subject to satisfactory assessment under the following headings:**
  - 1. the contribution the proposal makes to the national network;**
  - 2. sharing masts or towers with other operators where possible;**
  - 3. reduction of technical interference; and**
  - 4. proposals for the removal of redundant equipment and site restoration.**

## **Explanation**

- 3.30 Sufficient and reliable service infrastructure is essential to facilitate development growth. Necessary service infrastructure will include electricity and fuel supply, water supply, surface and foul water disposal and telecommunications. The Government is presently the main providers of service infrastructure (although a private company provides telecommunications). We will try to support developments that maintain and improve infrastructure provision in an environmentally acceptable manner; and seek to ensure that development in accordance with the Development Plan is not constrained by a lack of service infrastructure. Some of the key infrastructure assets are shown on the accompanying Structure Plan Map.

## Transport

- 3.31 The Falkland Islands have been undergoing a period of rapid development. It is important that if the Islands are to continue growing and developing the necessary strategic transport infrastructure is in place. There are currently a number of international transport points within the Falkland Islands. Two of these are military assets, but used by civilian passengers/vessels (MPA and Mare Harbour). Facilities within Stanley harbour are used by smaller vessels, often transporting goods and people to larger vessels anchored at Port William/Berkley Sound. Subject to compliance with other relevant policies, part B of this

policy gives in-principle support to the improvement of these existing facilities and the development of new facilities, although having regard to national infrastructure priorities and the need to make best use of finite resources.

- 3.32 Most residents of the Falkland Islands have (or have access to) private transport and a 4WD is necessary for most Camp travel. There are occasions, however, when there will be a dependency on public transport both for residents and particularly for visitors to the Islands. Within Stanley there is use of taxis. Across the Islands, FIGAS plays a vital role in transport communications. The ferry from Port Howard to New Haven provides regular surface linkage between the East and West Islands, as well as serving the smaller islands. The Government's objective is to encourage the provision of an integrated public transport network which allows access between the main Island settlements.

### Renewable Energy

- 3.33 The majority of the Islands' power generation, including the power stations at Stanley and MPC, is by diesel generators. While roughly 33% of Stanley's electricity is provided through wind power, there are still costly non-renewable resources and unit prices. The potential for increased renewable energy use in the Falklands is great, particularly for wind power. Large scale storage of energy has been a constraint to development of this resource, however as technology improves, so do the opportunities. The objective is to find ways of utilising renewable energy resources which maximise the potential.

### Telecommunications

- 3.34 The Government generally supports telecommunication provision. Effective telecommunications systems enable a remote island community to keep an eye or ear on the wider world. In many parts of the world, telecommunications are described as the fourth utility and given that level of priority. They also allow people to keep in touch, whether this be with friends or colleagues overseas or within the islands. Telecommunications assist safer working around Camp or on the seas. They can also be a medium for education and are largely indispensable for modern business.

### Green and Social Infrastructure

- 3.35 Green infrastructure is a network of multi-purpose spaces that provide the opportunity for the coordination and delivery of environmental improvements, to support investment and improve quality of life. It includes open spaces such as open space, cemeteries, amenity space, landscape buffers, market gardens and may include space for foot-/cycle- paths. Social Infrastructure includes community facilities such as schools, care homes, medical facilities, sports centres, libraries, museums and places of worship
- 3.36 Larger proposals provide an opportunity to make an overall contribution to green and/or social infrastructure by:
- including measures, either on or off site, that are of an appropriate size, shape, scale and type, and that have regard to the nature of the proposal and its potential impact;
  - contributing to the delivery of identified opportunities and priorities; and
  - identifying mechanisms for providing appropriate and timely delivery (including long term maintenance/management).

## 4. SUSTAINABLE DEVELOPMENT

- 4.1 The policies within this section set out the broad approach for ensuring sustainable development and protecting the historic and natural environment.

### **Policy SP4: Sustainable Development Principles**

**Proposals will only be supported where they comply with the principles set out below.**

- A. To protect the general amenity of the future occupiers and surrounding area, proposals must:**
- 1. be of an appropriate design and layout;**
  - 2. respect the scale of the site and surrounding area (including the established building form);**
  - 3. show how they have considered opportunities for sustainable construction techniques (including micro-renewables);**
  - 4. provide suitable access and parking arrangements and avoid or fully mitigate any unacceptable levels of traffic generation;**
  - 5. provide suitable landscaping, openspace, footpaths and amenity areas (as relevant);**
  - 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;**
  - 7. avoid or mitigate any unacceptable impacts on local amenity;**
  - 8. not be in conflict with the predominant use of the area or unnecessarily prejudice the potential to develop adjacent land; and**
  - 9. show how the site is capable of being effectively serviced.**
- 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:**
- 1. pose an unacceptable risk to the environment;**
  - 2. result in a significant reduction in air or water quality; or**
  - 3. compromise the health and safety at the site or surroundings (including in relation to flooding, fire and the potential presence of mines).**

### **Explanation**

- 4.2 This policy sets out the broad principles of sustainable development. It will be used to assess all proposals, whether within Stanley, Camp or the Territorial Sea.

#### Appropriate Design

- 4.3 The overall strategy is one of supporting sustainable growth. There is a need to help facilitate this growth and ensure that development occurs in a well-designed and planned way. This includes providing developers with a policy view on how their development proposals will be assessed. By giving careful consideration to a new development's form and function, both good design and positive layouts can be achieved. Good quality design contribute to a safe, attractive and healthy built environment comprised of interesting and environmentally friendly buildings which are sympathetic to local character.
- 4.4 To respect the site and surrounding area, it is important that the layout, density, siting, massing, form, detailing and materials are sympathetic to the character of the area, and where appropriate, the existing host property. Development should result in a reasonable

outlook for new homes, with adequate privacy, access to daylight and sunlight and should not significantly impact on the living conditions or privacy of neighbours (including their private gardens) or be over-bearing.

- 4.5 It is important that people have the opportunity to lead healthy and active lives, and the design of developments can make a significant contribution to this, both through provision of open spaces etc. but also by contributing to developments which are convenient and pleasant to walk and cycle through, around and past. Similarly, the design of developments should consider opportunities to ensure that we create buildings and spaces which are safe, and feel safe. Opportunities to 'design out crime' can lead to savings in the longer term and be more effective than retrospective measures.
- 4.6 The submission of a development and design statement will be required as part of a detailed planning application to guide or direct development on larger development sites (typically housing sites of 20 units or more and sites for industry or commerce of 2 ha or more. Such a statement should include a detailed survey and analysis of the site and its context and key design principles for development proposals.
- 4.7 The design of buildings for public use should consider the needs of people with disabilities, with particular reference to:
- the principal approaches and entrances to buildings;
  - the use of ramps, steps, handrails, lifts and staircases or other means of changing levels;
  - internal circulation routes;
  - communication facilities such as tactile information and signage;
  - parking provision; and
  - lighting and toilets.
- 4.8 Proposals may present opportunities to use sustainable construction techniques which should be explored where appropriate, for example energy efficiency. Energy efficiencies in buildings may be achieved by having regard to issues of aspect, design and layout, construction, insulation and use of renewable heat sources. Development proposals will be encouraged to minimise their requirements for energy. Another important aspect of sustainable construction is the reduction in the use of primary aggregates and the maximising of the use of secondary and recycled aggregates. Larger proposals will be expected to explain how this has been considered and, where practicable and viable, implemented. Water supply is limited within some areas, and so the use of rainwater harvesting or grey water reuse may be appropriate.
- 4.9 All developments must also provide adequate car parking in safe, convenient and secure locations. Car parking spaces should be well defined and integrated with good quality surfacing materials and landscaping within the public realm
- 4.10 Visitors receive their first impression of the Falkland Islands when they arrive, either by air or sea, at one of the islands 'ports of entry' and often spend a considerable amount of time in and around these 'ports'. For air arrivals MPA plays a lead role together with the journey down the MPA road if travelling direct to Stanley. By sea visitors generally arrive at Stanley by launch from Port William, making the public jetty and jetty centre the perceived port of entry. To a lesser extent FIPASS, Stanley Airport and landing strips and jetties around the Islands play port of entry roles. Opportunities for enhancement will be through high quality building and landscape design, environmental improvements, conservation of the historic environment, signage, integrated land use and visitor facilities. Because they provide visitors with first impressions of either the islands as a whole or Stanley in particular,

enhancement of the quality of ports of entry and (particularly within Stanley) gateway sites can be an effective way of improving people's overall experience of the built environment.

#### Amenity and Surrounding Uses

- 4.11 In considering whether proposals conflict with the predominant use of an area or prejudice the potential development of adjacent land we will seek to safeguard neighbourhoods from activities and uses that could have a detrimental impact on the amenity they enjoy. Whilst some commercial uses may be appropriate in predominantly residential areas, some uses may not be and where this is the case the objective will be to avoid, eliminate or limit adverse effects. Amenity forms an important 'material consideration' when dealing with any planning application and this policy will help defend against 'bad neighbour' developments. In considering amenity impacts, regard will be had to issues including noise, odour, vermin, litter and light pollution.

#### Viability and impact of proposal

- 4.12 It is important that developments are well designed, of good quality and contribute to wider economic, social and environmental aspirations. However, there can be challenges associated with developing within the Falkland Islands, particularly the need to import building materials over long distances. At the same time, this plan sets a challenging housing target and reflects the need for industrial development to facilitate localisation of development supporting the oil and gas industry. It is therefore accepted that at times a pragmatic and flexible approach is required.
- 4.13 Where a proposal is an extension or intensification of an existing use, the task will be to assess the proposal and its net impact and compliance with policies. It should not be necessary to consider the whole development from first principles. Nevertheless, all development should contribute towards the overall aim of Sustainable Development. There are a number of developments which pre-date the planning system or have been granted planning permission prior to the adoption of the development plan, or on the basis of the previous (2004) development plan. However, these decisions do not constitute precedents for applications considered after the adoption of this plan, as the key consideration (the development plan) is materially different. Therefore, an extension to an existing use which increases or intensifies existing activities which do not comply with policies, will not normally be supported.

#### Risk Management

- 4.14 Where waste materials or substances are an inevitable bi-product of a development or land use, the environmental risk will be required to be established as part of the application for planning permission. Where environmental risk is either uncertain or potentially damaging an environmental impact statement will be required to establish whether the risk is acceptable or unacceptable. The outcome will be low risk development in a protected environment.
- 4.15 Developments which re-use derelict and/or potentially contaminated land will be supported where they incorporate sufficient information and measures to deal with any historic pollution in a manner which will not exacerbate the situation and will make the land fit for its intended purpose. Contamination can result not just from industrial activities, for example former land around former sheep dips may contain arsenic and organic compounds.

#### Safety

- 4.16 The Falkland Islands have a cool temperate climate with low rainfall. Damage arising from accumulation of water does however occur, sometimes with disastrous consequences as in the peat slips in Stanley in the late nineteenth century. Climate change is making rainfall patterns less predictable and episodes of sustained rainfall over short periods appear to be increasing. The objective will be to ensure that development is 'risk based' preferably

avoiding or if not possible, mitigating against flooding, having regard to the risk of increased storm events in the future.

- 4.17 The reduction in the risk of fire is an important part of the planning and building control processes. Whilst many aspects of this are covered by the building permit system (such as means of escape, materials and preventing the spread of fire) regard should be given to this issue in designing new developments. Where appropriate a potential blast zone will be identified around existing fuel or ammunition stores. In assessing proposals within this area, consideration will be given as to whether the use is appropriate: the design/layout mitigates the risk and/or whether measures are proposed to the store itself to reduce the risk.
- 4.18 As well as the international airport at MPA, local flights travel from Stanley Airport to many locations in Camp. It is therefore important that the exact location and design of any tall structures take into account air safety, for example through the inclusion of appropriate safety lighting.
- 4.19 Minefields represent a significant 'lost' land resource particularly on land around Stanley and a few other Camp settlements, such as Goose Green, Fox Bay and Port Howard. At or near these locations public safety is paramount and will be the primary consideration when responding to development proposals. Similarly, development around military installations (such as the FIDF ammunition bunker) will need to ensure that it does not prejudice the continued use of such facilities.

## **Policy SP5 Historic and Natural Environment**

**Proposals will only be supported where they comply with the principles set out below.**

- 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.**
- B. Proposals which affect the historic environment must:**
  - 1. conserve any Listed Buildings on the site;**
  - 2. take account of any Conservation Area Guidance (where relevant) in the design stage;**
  - 3. provide for appropriate archaeological works on sites where there is a likelihood of significant historic finds: and**
  - 4. not adversely affect nationally important remains (whether listed or not) and their settings.**
- 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.**
- D. To protect the natural environment proposals must:**
  - 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**
  - 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.**
- 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.**

### **Explanation**

- 4.20 Most developments have the opportunity to make some contribution to the Island's historic and/or natural environment. Traditional Falkland buildings are unique and help form the distinctive character of the built environment of the Falkland Islands. The flora and fauna of the Falkland Islands is important in its own right, and also a key part of the islands cultural identity and tourist industry. This policy should be read in conjunction with the Structure Plan map.

### **Historic Environment**

- 4.21 We will seek to conserve Listed Buildings and will support sympathetic conversions to secure their future. Planning permission is required for demolition or alterations to Listed Buildings. Internal and external alterations, or additions to a listed building will normally be permitted if all the following criteria are satisfied:

- the scale, form and design respect the listed building and its setting;
- traditional building materials and practices are appropriately utilised to ensure its listed qualities are not compromised;
- there is no loss of original features especially those specified in the listed description; and
- full drawings (existing and proposed) accompany the application.

- 4.22 Listed Building Consent for demolition will not normally be permitted unless:
- it has been clearly demonstrated that every effort has been made to find practical ways of retaining the building, including marketing and disposal; or
  - a structural survey indicates that the building poses an unrectifiable health and safety danger and/or is incapable of being brought back into acceptable use within reasonable cost limits.
- 4.23 The Planning Ordinance makes provision for FIG to carry out works on privately owned listed buildings (if these are urgently necessary for preservation and do not include occupied parts of buildings) and to recover the cost of these works.
- 4.24 New development in areas with built heritage value can have a significant impact and if undertaken insensitively can reduce the cultural amenity of such areas. The objective of Conservation Areas is to ensure that new development is undertaken sympathetically in areas of built heritage. The introduction of Conservation Areas is a Local Plan function to be addressed by the Stanley Town Plan in Stanley. In Camp no Conservation Areas are presently proposed, but the Historic Buildings Committee may undertake assessments of the larger Camp settlements with a view to making recommendations on conservation of their group built heritage value.
- 4.25 Where development is on sites where there is a likelihood of significant historic finds:
- early discussion with the Environmental Planning Department and members of the Historic Buildings Committee and Museum and National Trust is encouraged;
  - the developer will normally be required to allow a member of the Historic Buildings Committee (or nominee) access to the development site at any time during the course of development to make such recordings as may be reasonably required;
  - the developer may be required to arrange or fund an archaeological evaluation prior to the determination of planning applications in areas of potential importance; and
  - the developer may be required to arrange or fund an archaeological excavation, and/or recording of the affected feature or site where in-situ preservation is not possible.
- 4.26 The numerous ship remains located in coastal waters and on shores around the Falkland Islands are important reminders of the maritime heritage of the South Atlantic. Preservation of these is particularly difficult, as it can be either impractical or financially unviable. Nevertheless, there may be occasions where these remains can be protected and/or interpreted.

#### Natural Environment

- 4.27 Many of the areas designated in the Falkland Islands as being of national importance for nature conservation are also important internationally. It is therefore necessary to afford these areas a high level of protection. The designation of land for reasons of conservation or heritage is not a static process and new sites will come forward as more of the Falkland Islands are surveyed and areas identified as having merit.
- 4.28 As well as the designated sites, other important areas have been identified but are not currently designated (for example Important Bird Areas and Important Plant Areas). For the purposes of this policy these will be considered candidate sites and given the same level of protection as designated sites. In considering development proposals (including outside the above areas) it is essential that the possible effects on species and their habitat are adequately addressed. This is particularly relevant where species are protected by law, to ensure that the most important species are protected from unsustainable development.



Where an impact can be justified, proposals will be expected to avoid or mitigate impacts where possible, and then compensate for any impacts which cannot be mitigated or avoided.

- 4.29 There is the potential for developer contributions to be used to implement off-site biodiversity compensation (see paragraph 6.3).
- 4.30 Even where proposals do not affect designated (or candidate) sites or protected species, the aim should be to achieve net gains in biodiversity, where possible. This should include consideration of whether the development will form a barrier between habitats (for example ensuring that road culverts across creeks are sufficiently set down to ensure the passage of fish). Where land is allocated for development (such as housing or industry) site surveys may be required at the planning application stage to determine any areas of environmental sensitivity, which may reduce the potential developable area. Therefore when green-field sites are allocated, consideration will need to be given to the need to over-allocate land to allow for this uncertainty.
- 4.31 Trees are scarce in the Falkland Islands. Although there are no native trees, trees have been planted in and around Stanley and the Camp settlements to provide shelter and amenity. Development proposals should therefore aim to maintain, enhance and, where appropriate, extend existing tree cover and hedges. However, as most foundations are constructed to sit on top of the clay, rather than being dug into it, it should be noted that the planting of large trees can cause the clay to shrink (as moisture is removed) and so this should be considered when designing foundations and considering where to plant trees. Tussac grass (a key priority native species) and Native evergreen bushes (such as Fachine and Hebe) can provide many of the same benefits as trees (for example shelter). Depending on setting and location, it may be more appropriate for proposals to prioritise these over non-native tree/hedge planting.
- 4.32 An important part of the natural environment is geodiversity - the variety of different minerals, rocks, fossils and landforms that determine the landscape and character of our natural environment. For example, stone runs are an important part of the Falklands landscape and geodiversity, and as such their extraction will only be supported in special cases (see policy SP7).
- 4.33 Landscape character is an important aspect of natural heritage. It plays many roles in our perception of place and can be subjected to change or degradation via the development process. This is particularly pertinent for large scale developments or proposals in landscapes with a low landscape capacity. The objective will be to ensure development proposals adequately address or protect landscape character. Screening bunds and structural planting have the potential to reduce the visual impact of unattractive buildings and structures. However, regard should be given as to how structural planting is placed, the species used and the proposed maintenance, to avoid the screening of attractive and landmark buildings and views.

## 5. NATURAL RESOURCES

- 5.1 The policies within this section set out the broad approach for minerals extraction, landfill and development of rivers and coastal areas.

### Policy SP6: Oil and Gas

**Proposals that support the exploration and production of oil and gas from the Falklands Offshore Exploration Zone will be supported where they are in line with the government's overall approach for the oil and gas industry, the principles set out below and in compliance with all other relevant policies.**

#### Explanation

- 5.2 Oil and gas is an important opportunity for the Falkland Islands, and as set out at paragraph 1.17 a number of policy principles have been set out to guide this emerging sector. The wording of objective 1 (facilitating economic growth) reflects these principles, but also stressed the importance of other sectors to achieve a balanced and diverse economy, acknowledging the uncertainty around whether the current oil exploration will lead to extraction, and also that by its nature such development will be of a finite life.
- 5.3 Whilst it is envisaged that the main development requirements will be offshore, some oil and gas specific development may be required onshore (such as proposals for office accommodation, warehousing and laydown areas). This will be directed initially to allocated industrial or commercial areas in Stanley or, if appropriate, MPC. The oil and gas industry also brings opportunities for local companies to provide supporting services as part of (or an expansion of) their existing business, which need to be reflected in the overall approach to the supply of land.
- 5.4 The potential impacts of oil and gas exploration and extraction may include:
- an increase in the demand for general housing and social infrastructure (e.g. school provision), given the potential for a limited number of workers to be based within Stanley (possibly on a longer term basis and thus accompanied by families);
  - the continued use, potential expansion and/or provision of additional temporary dock facilities in advance of a new deep water port in the longer term;
  - the expansion of international flights to/from MPA and the expansion of facilities at Stanley Airport and/or MPA to provide helicopter flights from/to off-shore oil facilities;
  - transit accommodation (for example to provide short term accommodation for rig workers during crew changes);
  - emergency support (e.g. hospital capacity to treat injuries, emergency accommodation in the event of a full rig evacuation and general capacity of emergency services);
  - general laydown/warehousing areas plus specialised storage facilities for production chemicals, explosives and radioactive material (used in exploration and/or extraction operations) (some of these will be light and/or heavy industry and some will be *Sui Generis*);
  - road improvements (potentially targeted improvements within Stanley to accommodate heavy loads, plus improvements between Stanley and MPC and/or other on-shore locations);
  - increased demand on the water, power, fuel and telecommunications capacity within Stanley; and
  - potential for additional waste management capacity/technologies to enable waste to be treated within the Falkland Islands (possibly as part of a wider approach to general waste management).

- 5.5 The above impacts are largely reflected in the list of infrastructure in section 2, and policies SP2: Distribution of Development and SP3: Infrastructure (where appropriate, additional detail will be provided in the Stanley Town Plan on this issue). Whilst some of the above impacts may be accommodated as part of wider proposals (for example an industrial premises which offers services to a variety of clients, some of whom are the oil and gas industry) and some may require specific developments (such as the temporary dock facility constructed in 2014). The Town Plan may identify industrial areas which are/ are not suitable for developments which predominantly exist to serve the oil and gas industry.
- 5.6 Offshore development is regulated by the Minerals Department under separate legislation. However, oil and gas exploration and extraction could have impacts within the territorial sea, which also falls under the planning regime. For example, it is noted that there may be some need for developments at inshore or near-shore locations to facilitate the transfer of oil from field to market. The former may include both proposals which are attached to the coastline (for example jetties) or within harbours but not connected to the coastline. Such proposals will be assessed against policy SP8: Rivers, Coastal Areas and Territorial Sea.

### **Policy SP7: On-Shore Minerals and Landfill**

**The provision of adequate minerals and landfill capacity during and beyond the plan period (2015-2030) will be ensured based on the principles set out below and subject to proposals complying with all other relevant policies.**

#### **A. In relation to aggregates:**

- 1. proposals for new sites, or extensions to existing sites, must explain why the material is required and provide evidence that the material is likely to be fit-for-purpose;**
- 2. proposals for operations within existing sites which will prolong the efficient extraction of material and/or facilitate the use of secondary and/or recycled aggregates will be supported;**
- 3. proposals which will enable the reduction in the amount of material removed from Cape Pembroke will normally be supported; and**
- 4. proposals for the extraction of material from stone runs will only be supported where: the other benefits of the development outweigh the impact; there is no other viable and practical alternative; and provision is made to limit the impact and reclaim the extraction site.**

#### **B. Proposals for the extraction of peat, other than on a small scale for domestic use or as part of a built-development proposal, will not normally be supported.**

#### **C. Proposals for the extraction of other minerals (for example calcified seaweed) will be assessed on their merits, having regard to the extent to which they support the Vision and Objectives of the plan.**

#### **D. In relation to landfill:**

- 1. proposals for new sites, or extensions to existing sites, must explain why the additional capacity is required and provide evidence that the site material is likely to be fit-for-purpose;**
- 2. proposals for operations within existing sites which will reduce their impact on local amenity and/or the wider environment will normally be supported; and**
- 3. proposals which will enable the phased closure and reclamation of the landfill sites at Mary Hill Quarry and Eliza Cove will normally be supported.**

**E. In all cases, proposals for the extraction of minerals and landfill must:**

- 1. comply with the general development principles set out in policy SP4: Sustainable Development Principles and SP5: Historic and Natural Environment;**
- 2. provide a clear method statement setting out how the extraction/deposition of material will be undertaken, the amount of material to be extracted/deposited, the timescale/phasing for extraction/deposition and the route from extraction to anticipated use/market and/or where waste to be landfilled at the site will be brought from;**
- 3. set out the proposed after use of the site and timescales for reclamation.**

**Explanation**

- 5.7 Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods needed by the Islands. However, they differ from other forms of development as they are a finite natural resource, and can only be worked where they are found. Furthermore, minerals extraction activity is an operational development which affects the nature of a site, but is not a permanent change in its use.
- 5.8 It is therefore important that minerals extraction sites are reclaimed to an appropriate after-use in a timely manner (applications will be expected to set out broad approaches, and conditions will be applied to consents where necessary to require additional information in due course). The reclamation may involve the landfilling of material, hence these issues are dealt with in a single policy.
- 5.9 The nature of mineral extraction and landfill is such that it has the potential to negatively impact on both local amenity and the wider environment. It is therefore important to ensure that operations do not have unacceptable adverse impacts on the natural and historic environment or human health, including from noise, dust, visual intrusion, traffic, tip- and quarry-slope stability, increased flood risk, impacts on the flow and quantity of surface and groundwater and migration of contamination from the site. It may also be necessary to take into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in an area.
- 5.10 Traffic impacts are often a key issue and therefore, where possible landfill sites (including spoil dumping sites) will be located as close as possible to the sources of waste and mineral extraction sites will be located as close as possible to where the material is required.

**Aggregates**

- 5.11 Aggregates fall into two broad categories: (i) 'primary aggregates' which are naturally occurring materials (e.g. sand and crushed rock) and (ii) 'secondary and recycled' aggregates. Secondary aggregates include minerals wastes (e.g. overburden and quarry/processing waste) and industrial by-products where these are used for aggregate purposes (e.g. incinerator ash). Recycled aggregates refer to usable aggregates (i.e. from construction and demolition wastes) that have already been used for one purpose, but which can be used again as a substitute for primary aggregates.
- 5.12 Pony's Pass and the Frying Pan are the only aggregate quarries, other than borrow pits. Port Harriet provides material for road capping, and as such is technically a borrow pit. Informal beach sand extraction from Yorke Bay has been ongoing for many years. In particular, there are concerns about the potential impact of this on the Cape Pembroke National Nature Reserve and it is also a finite resource. It is hoped that, due to improvements to the quality of product from Pony's Pass, extraction of beach sand from Yorke Bay by mechanical means could be halted in 2016.

- 5.13 It is possible that within the life of the plan new aggregate sites (to replace or augment the production from Pony's Pass, the Frying Pan and/or Yorke Bay) will be required. However, no specific sites have yet been identified. It is also possible that new borrow pits (of varying sizes) will be created during the life of the plan. These may include a replacement to Port Harriet. Again, no sites have yet been identified, although given their nature they are expected to be as close to infrastructure projects as is feasible.
- 5.14 The policy (in conjunction with policy SP4: Sustainable Development Principles) aims to:
- reduce as far as practicable the quantity of aggregate material used in the building process;
  - use as much recycled and secondary material as possible; and
  - secure the remainder of material needed through new primary extraction, or, where more environmentally acceptable and/or practicable, through importation.
- 5.15 Borrow pits may not require planning permission (as they may be permitted development) but other forms of aggregate extraction are likely to require a specific planning permission.
- 5.16 Stone runs are an important part of the Falklands landscape and geodiversity, and as such their extraction will only be supported in special cases.

#### Other Minerals

- 5.17 Calcified seaweed can provide a useful mineral in the context of pasture improvement. The extraction of this within a farm for use within the same farm may not always require a specific planning application if it is included in the permitted development rights set out in the General Development Order. However, the extraction of this from one farm for use on another is likely to require a specific planning permission. The level of control applied to such developments will be proportionate to the scale and nature of the proposal.
- 5.18 Peat cutting is a traditional activity and small scale extraction of peat for domestic purposes is generally acceptable, whereas extraction on a large commercial scale is unlikely to be sustainable. Whether or not a proposal constitutes commercial extraction will be assessed having regard to:
- the scale, rate and frequency of extraction;
  - the number and nature of customers supplied; and
  - the number of staff and machinery employed.
- 5.19 Where peat is extracted as part of a development (e.g. housing or industrial development) this will not be resisted and will not require a separate planning permission.

#### Landfill

- 5.20 The existing landfills have a finite life, and there are concerns about their locations, alternative sites may therefore be required. In particular it would be beneficial for the management of Cape Pembroke (as a National Nature Reserve) for the Eliza Cove site to be closed and landscaped. However this would require new sites. It may be possible to tie this to quarrying/borrow pit activities.
- 5.21 Initial work on waste has identified a number of issues, opportunities and challenges that need to be unpacked and addressed, to enable the production of a long term waste strategy. This may look at clarifying the broad outcomes we wish to see in relation to waste (e.g. minimise cost, reduce environmental impact, make best use of resources and/or facilitate business opportunities etc.). This work will inform options on how the waste currently going into Mary Hill Quarry and Eliza Cove Tip could be better managed. This, in turn, would then

enable a clear exit strategy and timeframe for closing and reclaiming these sites to be included within the Waste Strategy, anticipated to be produced by 2018.

- 5.22 Pony's Pass contains significant deposits of aggregate. Extensions to the West may not be realistic given the wind farm, but extension to the East may be. This new phase could be engineered specifically as a landfill in the very long term, with the current quarry area also providing some potential as landfill capacity (once the southern area once comes out of use).

### **Policy SP8: Rivers, Coastal Areas and Territorial Sea**

**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).**

**A. Developments within the territorial sea will only be supported where:**

1. there are clear operational reasons for the development;
2. the benefits significantly and demonstrably outweigh any adverse impacts, when assessed against the Vision, Objectives and policies as a whole;
3. any adverse impacts are avoided, mitigated and compensated for as far as is practicable;
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
5. the proposals can be accommodated as part of the sustainable management of the marine environment.

**B. Both marine and freshwater aquaculture proposals, together with any associated proposals on land, will:**

1. be considered against the impact on marine ecology, bio-diversity and heritage resources, water quality and catchment and visual amenity and landscape/coastal quality; and
2. only be supported where they demonstrate no significant adverse impact on the environment and how any structures are to be removed and the land reinstated if/when no longer in use.

**C. Proposals associated with the sustainable development of recreational fishing activities and facilities will normally be supported.**

**D. Proposals on areas liable to coastal erosion will normally only be supported where it can be demonstrated that the development:**

1. is of a temporary nature; or
2. will not give rise to, or require, defence measures.

**E. Where possible a coastal buffer of 50 metres of the width inland from the high-water mark along all coastlines shall be maintained.**

## Explanation

5.23 The planning regime applies to land, which is defined not as on-shore but also the seabed of the territorial sea (i.e. 12 nautical miles out from the coastline). Planning regulates changes of use and development in, on over or under this land. Particular issues which will need to be given consideration when assessing proposals within the territorial sea include:

- pollution risk;
- impacts on biosecurity (for example when bringing structures into Falkland Island waters from elsewhere, the potential for material to be transferred on the hull);
- the need for dredging and the impact of this (including the method and location of the disposal of any dredged material);
- impacts on fishery spawning grounds; and
- impacts on migration of key species, e.g. whales.

The Planning Ordinance is described as being, “to make new provision as to the control of development and the use of land and development in the territorial sea of the Falkland Islands, and for purposes connected with the foregoing purposes”.

The definition of land is, “includes land covered by water (including the sea) and the bed of any river or of the sea or other body of water and any corporeal hereditament, including a building”.

It defines "inland waters" as waters which do not form part of the sea or of any creek, bay or estuary of any river as far as the tide flows. It defines "sea" as the territorial sea, any creek, bay or estuary of any river as far as the tide flows and any other part of the sea lying to landward of the baselines from which the territorial sea is measured.

5.24 Development within the coastal zone and marine environment raises particular issues and concerns unique to these environments. The policy recognises that these environments require careful management and a sensitive approach to the treatment of development proposals. The policy also acknowledges 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. The objective will be to only allow sustainable development of the coastal zone and marine environments. Where an impact can be justified, proposals will be expected to avoid or mitigate impacts where possible, and then compensate for any impacts which cannot be mitigated or avoided.

5.25 Marine Farming or Aquaculture is identified by Government as a possible growth area to help diversify the economy of the Falkland Islands. It brings with it a range of environmental concerns about the effects on the marine environment and these will differ for different forms of aquaculture, be it shellfish, finfish or other opportunities. At this early stage, environmental concerns relate mainly to ecological impact on the marine environment and less to the physical appearance of marine structures than may be the case in other more populated areas of the world. The industry will also require onshore seafood processing facilities and these are likely to be manufacturing in nature and therefore will be directed to industrial sites in Stanley or to appropriate sites in Camp. The primary objective therefore is to ensure that the development of marine farming can be undertaken sustainably with no undue impact on native species.

5.26 Recreational fishing in the creeks and inland waters of the Falkland Islands is popular amongst islanders and increasingly for overseas visitors. Development proposals which support the management or attractiveness of fishing to visitors and which do not raise specific environmental concerns will generally be welcomed by the Government as a contribution to overall diversification of the economy.

- 5.27 The issue of coastal erosion does not currently present significant development concerns for the Falkland Islands. However, global climate change is likely to lead to a rise in sea level over the coming years, making coastal erosion and loss of land potential threats to various settlements including Stanley. As there are currently no allocated resources or commitments to coastal defences, the plan is based on an assumption that the Government will adopt a policy of 'managed retreat' in response to rising sea levels and coastal erosion (potentially with exceptions in relation to important infrastructure). Therefore, the objective is to acknowledge the increased possibility of coastal erosion occurring and focusing resources on defending identified assets.
- 5.28 Coastline habitat is an important aspect of natural heritage. It plays an essential role in the health of the environment and our perception of place and could be subjected to negative change through unnecessary development. Non-essential developments will therefore not normally be supported, in order to retain essential wildlife habitats and create spacious and attractive open space for the enjoyment of residents and visitors.



## 6. IMPLEMENTATION, EVIDENCE BASE AND MONITORING

### Implementation

- 6.1 Implementation of the Structure Plan depends on the activities of a range of organisations and individuals. The plan itself is not an implementation document. It is designed to provide a framework for guiding the shape of development in the future, for influencing investment plans and attracting resources. It will be implemented by a variety of investors with a common interest in the long term future of the islands from both the public and private sectors.
- 6.2 The Government, as Planning Authority, can help determine the future use of land through the planning process. This includes the determination of applications, the imposition of conditions and enforcement action. Some development has a blanket planning permission by virtue of Development Orders ('Permitted Development'). The Planning Ordinance includes provision for the production of Environmental Impact Assessment Regulations, which were introduced in June 2015. However, irrespective of whether such an assessment is required, sufficient information will be required as part of applications to enable them to be properly assessed against the policies set out within this Structure Plan (and any Local Plans).
- 6.3 Where a proposal is identified as having potential negative impacts, information on the proposed avoidance, mitigation or compensation measures will normally be required in advance of the application being determined, and enforced through the attaching of condition to any grant of planning permission (such conditions may require further information/schemes and/or require the development to be carried out in specified way). The Planning Ordinance includes provision for the production of Developer Contribution Regulations (i.e. a mechanism to allow developers to fund third party activity on land outside the developers control to address the impacts of the development). This may facilitate the provision of transport/utility infrastructure required for the development and/or provide a means of implementing environmental offsetting.
- 6.4 Furthermore, the Planning Ordinance also requires any Local Plans which are produced to be in general conformity with the Structure Plan. So far there is only one Local Plan, The Stanley Town Plan. It should be noted that the policies within the Structure Plan apply directly to planning applications within Stanley, so it is important that the Stanley Town Plan provides additional detail, rather than duplication.
- 6.5 It is envisaged that the revised Stanley Town Plan will cover the main part of Stanley, most of Cape Pembroke to the East, Moody Brook to the West, Mullet Creek to the South and Watt Cove - Navy Point to the North. It is envisaged that the Town Plan will include a proposals map identifying specific land allocations as well as several broad zones, and a written statement. As well as allocations for development (e.g. housing) it is envisaged that the plan will identify areas that need to be protected, for example existing open spaces, and will set out how this protection is to be achieved.
- 6.6 The ordinance also allows for Planning Guidance Notes to be produced. These do not form part of the Statutory Development Plan, and do not carry the same weight as the documents which do form part of the Statutory Development Plan, but they are material considerations within the determination of planning applications. It is envisaged that Planning Guidance Notes will be produced to deal with various matters.
- 6.7 In addition, it is envisaged that a number of Planning Information Notes will be produced. These offer explanations and clarifications of various topics, but do not set out policies or

guidance on how policies will be implemented. It is envisaged that Planning Information Notes will be produced to deal with various matters, potentially including those set out below.

- How to use planning policy guide
- Explanation of Plan Preparation Process
- Explanation of Permitted Development Rights
- Schedule of Listed Buildings
- Schedule of Protected Habitats and Species

6.8 The Government also plays an important role as investor when implementing its own projects, and in making decisions about how, as a significant land-owner, assets are managed and disposed of. It is envisaged that the Structure Plan will be used to inform these decisions also.

### **Evidence Base**

6.9 Much of the detail and relevance to local circumstances of Structure Plan policies in Stanley are developed within the Stanley Town Plan. Taken together these comprise the Development Plan. The Stanley Town Plan should be kept up to date and reviewed approximately every five years, while the Structure Plan should be valid for a longer period of time. Providing the assumptions upon which it is based do not significantly change, the Structure Plan may be valid for ten years or more.

6.10 The Planning Ordinance requires a survey of the Falkland Islands to be produced and refreshed when the Planning Officer thinks it is required or when directed to by the Governor. The matters to be kept under review include:

- the proposed balance of future development between Stanley and Camp;
- broad policies for controlling new industrial, mineral and other development anywhere in the Falkland Islands;
- proposals for the improvement of infrastructure insofar as these have land use implications; and
- policies to be followed in relation to the conservation of flora and fauna, protection of the environment generally, the prevention or reduction of pollution and the protection of the landscape.

6.11 The evidence base to inform the review of the Development Plan includes the documents set out below.

- Islands Plan (2014)
- Towards an Infrastructure Development Plan (March 2013)
- National Infrastructure Plan (emerging)
- Socio-Economic Study of Oil and Gas Development in the Falklands (May 2013)
- Housing Strategy (Emerging)
- Economic Development Strategy (2010)
- Waterfront Master Plan (2012)
- ExCo Decisions on Deep Water Port and Oil Development (2012 – 2013)
- Rural Development Strategy (2012)
- Biodiversity Strategy (2008)
- Waste Management Scoping Work and Action Plan (2014)

6.12 In addition, work is ongoing to produce the following documents which have informed and been informed by the work to review the Structure Plan.

- Residential and Employment Land Availability Assessments/site assessments
- Housing Market Needs Assessment
- Greenspace Audit
- Conservation Area Assessment

## Monitoring

6.13 Regular monitoring of the Structure Plan policies will help ensure that they remain relevant and may indicate when an alteration to the Plan is necessary. The following indicators are proposed to be used to focus this monitoring activity. To avoid duplication of effort, where relevant information is collected as part of other strategies and initiatives, this may be used to consider the effectiveness of the development plan. Similarly the indicators set out below may be amended or replaced if alternative sources of information become available.

Reference	Topic	Indicator	Target
I1	Housing	Number of houses (excluding mobile homes) built within Stanley (net)	450 between 2013 and 2030 (average of 27 per year)
I2	Housing	Number of names on government housing waiting list	As low as possible
I3	Employment	Amount of land available within Stanley for: <ul style="list-style-type: none"> <li>• light industry;</li> <li>• heaving industry;</li> <li>• warehousing and storage; and</li> <li>• office</li> </ul>	No target
I4	Camp	Economically active population of Camp	Increase (RDS target is by 5% by 2017)
I5	Camp	Number of houses (excluding mobile homes) built within Camp (net)	As high as possible
I6	Heritage	Number of listed buildings demolished (by settlement)	As low as possible
I7	Open Space	Net change in the amount of open space within Stanley	Increase

## **Part 2: Town Plan**

## **1. INTRODUCTION**

- 1.1 This Town Plan forms part of the Falkland Islands Development Plan and is a Local Plan for Stanley for the period 2015-2030. This document provides a framework for the future spatial development of Stanley. It addresses the development of the built environment as well as the natural and historical environments, with the aim of facilitating sustainable development.
- 1.2 The character and charm of Stanley plays a vital role in tourism, one of the main industries of the Falklands and so the protection of those elements that make that character, whilst supporting the development of the infrastructure required to provide for that industry, is a delicate balancing act. A similar balancing act is required with the emerging oil and gas industry.
- 1.3 This document is an update of the Town Plan originally adopted in 2004. It has become a more streamlined document for ease of use, whilst still ensuring that all potential development and growth is guided by appropriate policy and other associated guidance such as Planning Guidance Notes (prepared separately). It is important that this Town Plan is read along with the Structure Plan (prepared in parallel) as the policies in the latter also apply to Stanley.
- 1.4 Stanley faces considerable pressure for change as the main urban hub of the islands. Not only will there be demands directly related with the offshore oil and gas industry but the revenue that is generated, will have major implications for the town. Whilst there was substantial growth following the commencement of the islands' fishing industry, the likes of what the oil and gas industry could bring have not been seen before.
- 1.5 The Falkland Islands Structure Plan 2015-2030 has been prepared in parallel to the Stanley Town Plan and provides the strategic context (including land allocation targets for the Town Plan). Policies within the Structure Plan have been drafted for the wider Falkland Islands context plus the more localised Stanley context. That is to say that all policies within the Structure Plan apply equally to Stanley as to Camp. The Town Plan does not contain any policies in relation to minerals or waste (including landfill) as these subjects are covered by policies within the Structure Plan, although the key minerals and waste sites within Stanley are shown on the proposals map.
- 1.6 This plan comprises this document (the Written Statement) and a Policies and Proposals Map, which should be read together.

## 2. OVERALL APPROACH

### Policy TP1: Development Zones

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).

#### Explanation

- 2.1 The Falkland Islands are facing a period of potential change which could be very significant. It is therefore important that the plan provides flexibility to respond to unforeseen events. To this end, 9 broad development zones have been identified which set out in broad terms how it is envisaged each area will be developed. Additional detail is provided through the detailed allocations within each zone, and the corresponding policies. However, it is envisaged that where proposals come forward which are not specifically addressed by the detailed allocations and policies, the broad zones set out below will provide a framework for assessment.
- 2.2 **Zone 1 – Central Stanley:** A masterplan has been developed for the Stanley Waterfront, and has been well supported through public consultation. It includes provision for tourists (such as cafes and hotels, improved jetty facilities, and the relocation of the museum) and social facilities such as new restaurants. To enable this to be delivered and avoid overly prescriptive detail a broad 'Central Stanley' designation is proposed (which would contain a mix of shops, pubs, restaurants, civic buildings, social infrastructure, public realm and residential uses). This approach is intended to provide flexibility to allow different delivery mechanisms to be explored and implemented
- 2.3 **Zone 2 – Greater Stanley Area:** 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, however the retention of some form of buffer area between this and established residential areas will be important.
- 2.4 **Zone 3 – West Stanley:** Somewhat separated from the Greater Stanley Area by the Golf Course, this area has been recently developed predominantly for residential use. However, it is recognised that there are swathes of land that could, potentially, be released for further residential development as well as commercial, light industrial and business uses particularly in light of the fact that should the Port be built to the north of Navy Point, the link road will be close to this area.
- 2.5 **Zone 4 – South Stanley:** The development of Sapper Hill has provided a significant source of housing land, and is expected to continue to do so. There is also the privately owned Dairy Paddock site, which has planning permission for residential development. There is also the potential within this area to provide retail/leisure/community facilities and open space to support housing growth (which may include community facilities of benefit to

Stanley as a whole). The layout of this site will be expected to consider access/egress arrangements and the potential for providing a link through the site from Sapper Hill Road to the Stanley Bypass. Stanley is clearly a very linear settlement, and one of its main spatial features is the Stanley Bypass/Airport Road running to its south. This has proved to be an effective limit to growth, particularly for housing (notwithstanding a mobile homes development that has recently been located to its south), although a number of offices and other uses have located along its length, to the south. Therefore, the potential for residential development to the South of the Stanley Bypass is identified as a long term option, alongside uses such as public amenities and recreational developments.

- 2.6 **Zone 5 – Light Industrial:** This area is designated for light industrial, warehousing and storage uses. To the Western edge of this zone, outline planning permission has been granted for a new prison and fire station, although no firm timescale or funding for these proposals has been established. Being just out of Stanley means that this area is easily accessible, whilst not affecting the amenity of the nearby residential community. Business uses will also be considered here where they are ancillary to a light industrial or warehousing use.
- 2.7 **Zone 6 – Heavy Industrial:** This area currently provides the main location for industrial activities in Stanley. This area 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. However, opportunities for better management of the site and a good standard of design for new developments will be sought, not least as the area adjoins, and provides access to, Cape Pembroke National Nature Reserve. Screening mounds and structural planting will be sought at the edges of the area, and further expansion to the West will not be supported. This location may be appropriate for uses that support the oil and gas industry in the short term, by virtue of proximity to FIPASS, the Temporary Dock Facility and existing oil infrastructure. In the longer term mine clearance work may open up land to the South, but this attractive coastal area is more likely to be suited to recreational uses than expansion of the industrial area.
- 2.8 **Zone 7 – Ports:** Principally existing ports are ‘gateways’ to the Falkland Islands for the tourism industry and proposals that support this use in terms of facilities and infrastructure will be supported where there is no adverse impact on the surrounding areas and minimal environmental impact. The potential for the creation of a new deep water port to the North of the Camber ridge (in support of the oil and gas industry and the expanding tourism industry) and the potential for redevelopment and increased use of the existing Camber dock are preferred options. Development in Stanley Harbour may be considered as long as the natural and historic environment within the area is protected and the wider amenity of Stanley is not materially undermined.
- 2.9 **Zone 8 – Cape Pembroke:** Designated as a National Nature Reserve, this Plan aims to protect this status of Cape Pembroke, whilst retaining its use and availability to the public for recreational activity. The Structure Plan also recognises that some current activities, such as sand extraction, landfill and spoil dumping, are inappropriate for an area with such high value in terms of the natural environment and encourages the active search for more suitable locations for these actions. Whilst investment and improvement of the airport, including increasing the range of services offered, is supported, the aims should be to avoid increasing the overall footprint of the airport site (and any resulting loss of Common land).
- 2.10 **Zone 9 – Stanley Common:** Designated as a National Nature Reserve, this Plan aims to protect this status of Stanley Common, whilst retaining its use and availability to the public for recreational activity. The Town Plan also recognises that some current activities such as mud tracking and fly-tipping can be detrimental to the natural environment within Stanley Common and encourages the use of public education and, where necessary, prohibition

notices to curb the extent of these activities. It is also recognised that land may be needed from the Common to develop for the provision of serviced plots or roads or other infrastructure. This plan enables such uses to occur but on the basis that there is no net loss in the quantity or quality of the land within any adjusted Common boundary.

**Table 1: Policies and Zones**

<b>Zones</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>Name</b>	<b>Central Stanley</b>	<b>Greater Stanley Area</b>	<b>West Stanley</b>	<b>South Stanley</b>	<b>Industrial Warehousing</b>	<b>Heavy Industrial</b>	<b>Ports</b>	<b>Cape Pembroke</b>	<b>Stanley Common</b>
<b>Policies</b>									
<b>TP1</b>	X	X	X	X	X	X	X	X	X
<b>TP2</b>	X	X	X	X	X	X	X	X	X
<b>TP3</b>	X	X	X	X					
<b>TP4</b>		X			X	X			
<b>TP5</b>	X	X				X	X	X	
<b>TP6</b>	X	X	X	X					
<b>TP7</b>	X	X	X	X					
<b>TP8</b>		X	X	X	X		X		
<b>TP9</b>	X	X	X				X	X	X
<b>TP10</b>	X	X	X	X	X	X	X	X	X
<b>TP11</b>	X	X	X	X	X	X	X	X	X
<b>TP12</b>	X	X	X	X	X	X	X	X	X



## Policy TP2: Development of Stanley

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 set out below, which are applicable to all zones.

- A. We will continue to develop policies and proposals aimed at facilitating the further development of Stanley as the Falkland Islands' capital city.
- B. We (where appropriate in partnership with other agencies and the private sector) will 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 (including opportunities for it to be upgraded).
- C. The submission of a development and design statement will be required as part of a detailed planning application to guide or direct development on key development sites. These will include:
  - 1. the new deep water port;
  - 2. mixed use and housing sites capable of accommodating 20 houses or more;
  - 3. sites for industry or commerce of 2 ha or more;
  - 4. larger public service buildings (e.g. new school, police station, fire station or secretariat);
  - 5. larger commercial buildings (e.g. supermarket or cinema); and
  - 6. larger sites within a conservation area or affecting the curtilage of a listed building.
- D. We will consider the production of best practice design guidance on subjects such as:
  - 1. new dwellings;
  - 2. domestic extensions;
  - 3. industrial or commercial developments;
  - 4. new Deep Water Port;
  - 5. conservation areas and listed buildings; and
  - 6. site layouts, road layouts and parking.
- E. Development proposals for the defence of the Falkland Islands will be considered and assessed against the relevant defence policies of the Structure Plan.
- F. Where proposals are within 400 metres of the FIDF Ammunition Bunker, 1500 metres of the fuel/gas stores at FIPASS or adjacent to the Service Station they will need to demonstrate how they comply with Structure Plan Policy SP4: Sustainable Development Principles, Part B (in relation to health and safety).

## Explanation

### A Development of Stanley

- 2.11 Stanley is the commercial hub of the Falkland Islands and is planned to remain so during the plan period. Economic conditions both within the Falkland Islands and beyond will set the context for the rate at which the development and growth of Stanley will occur over the plan period. With an oil and gas industry likely to be developed in the near future, there is the potential for a steep development and growth curve for Stanley as a result. It is imperative that appropriate development is facilitated and not held back by shortage of serviced land or premises.

**B**     *Infrastructure and Phasing*

- 2.12 Although no phasing policies are included within the town plan in relation to development land, some policies (see TP4: Commercial Allocations and TP6: Housing) do include indicative phasing/build out rates to ensure that there are sufficient sites allocated which are considered to be realistically developed during the plan period. This means that there is no planning policy barrier to the development of privately owned allocations, however in practical terms the need for infrastructure capacity and the need to manage finite resources means that FIG may choose to phase the release of sites which it owns, and the Lands Committee provides a mechanism for this. Similarly, privately owned sites may be constrained by the availability of infrastructure and the viability of funding improvements.
- 2.13 Areas of Stanley have combined sewers or local treatment stations for foul waste. In the long term, separate foul and surface water systems is an aspiration. Therefore even where new development discharges into a combined system, separate foul and surface water pipes to the site boundary will be expected, to facilitate the future installation of separate systems.
- 2.14 Any growth of Stanley will place greater demands upon the existing infrastructure (water, electricity and drainage). As such, the Government will undertake to work with the private sector and developers to work towards solutions that will provide the additional resources as required. The use of renewable sources is encouraged and, in the future, a significant percentage of Stanley's electricity will be from such sources. At the time of writing the wind farm at Sand Bay consisting of 6 wind turbines provides roughly 33% of the town's electricity.
- 2.15 The development of a new fresh water source is underway and the new impound near Mount Kent together with a pumping main to link with existing systems is planned to be completed in the first half of 2015.

**C**     *Design Statements*

- 2.16 Statements will be required for larger sites and sites in sensitive heritage locations which can have a significant impact on local amenity. By giving careful consideration to a new development's form and function, both good design and positive layouts can be achieved. For example, new housing developments will need to consider what is the most appropriate road layout (and whether this should reflect the grid system within the historic centre of Stanley), as a well thought out layout will maximise opportunities for good views and passive solar gain. Where a proposal comes forward to partially develop a larger site, the need for a statement will be assessed based on the overall size of the site. In such circumstances the statements will need to explain the approach for the development of the whole site and how the proposed partial development will not lead to piecemeal development or undermine the efficient development of the remaining site.

**D**     *Design Guidance*

- 2.17 Design guides can assist with this process and will minimise negative impacts and ensure that new development makes a positive contribution to the townscape both in terms of design and layout. Good guidance will need to take the best current development practice and thinking and apply this to the unique context of Stanley.
- 2.18 A number of Planning Guidance Notes (PGNs) were produced to support the 2004 iteration of the Town Plan. PGN1: New Houses has been subsumed into policy TP6: Housing and PGN2: Parking has been subsumed into policy TP11: Transport Infrastructure and Management. It is envisaged that PGN3: Development Plans will be reissued as an information note. PGN4: Listed Buildings is proposed to be retained (and updated as required). It is envisaged that a further PGN dealing with the Conservation Area will be produced to supplement policy TP9: Stanley's Heritage. Further PGNs will be produced as and when required.

E      Defence

- 2.19 It is possible that developments for the defence of the Falkland Islands as a whole, and Stanley in particular, will be required in the future. As such, it is in the interests of the country that such developments are permitted where there is a demonstrable locational reason and need. Any such proposals will be expected to accord with the Structure Plan.

F      Ammunition/Fuel Storage

- 2.20 Uses with significant volumes of people, especially residential, community use and office (other than where ancillary to an industrial use) may not be appropriate within the distances identified within the policy. However, it is noted that the likelihood of an explosion is very low and the area affected by the force of the blast may be further reduced by topography. However, concerns remain about the potential for debris to be propelled a significant distance, particularly if the wind is behind it. It is noted that mitigation can also be to some extent provided by having windows/doors and sensitive outside machinery facing away from FIPASS and also by having bunds on the relevant sides of development. It is noted that the fuel tanks at the Stanley Services Service Station are underground and filled by road tanker and therefore considered relatively safe, however adjacent uses will need to consider how to mitigate risk.

### 3. COMMERCE, SERVICES AND FACILITIES

#### **Policy TP3: Central Stanley, Mixed Use Projects and Neighbourhood Commercial Areas.**

In accordance with Structure Plan Policy SP2: Distribution of Development, provision is made for office, leisure, retail, community and open space uses in accordance with the principles set out below. In all cases proposals must conform with other relevant policies to be supported.

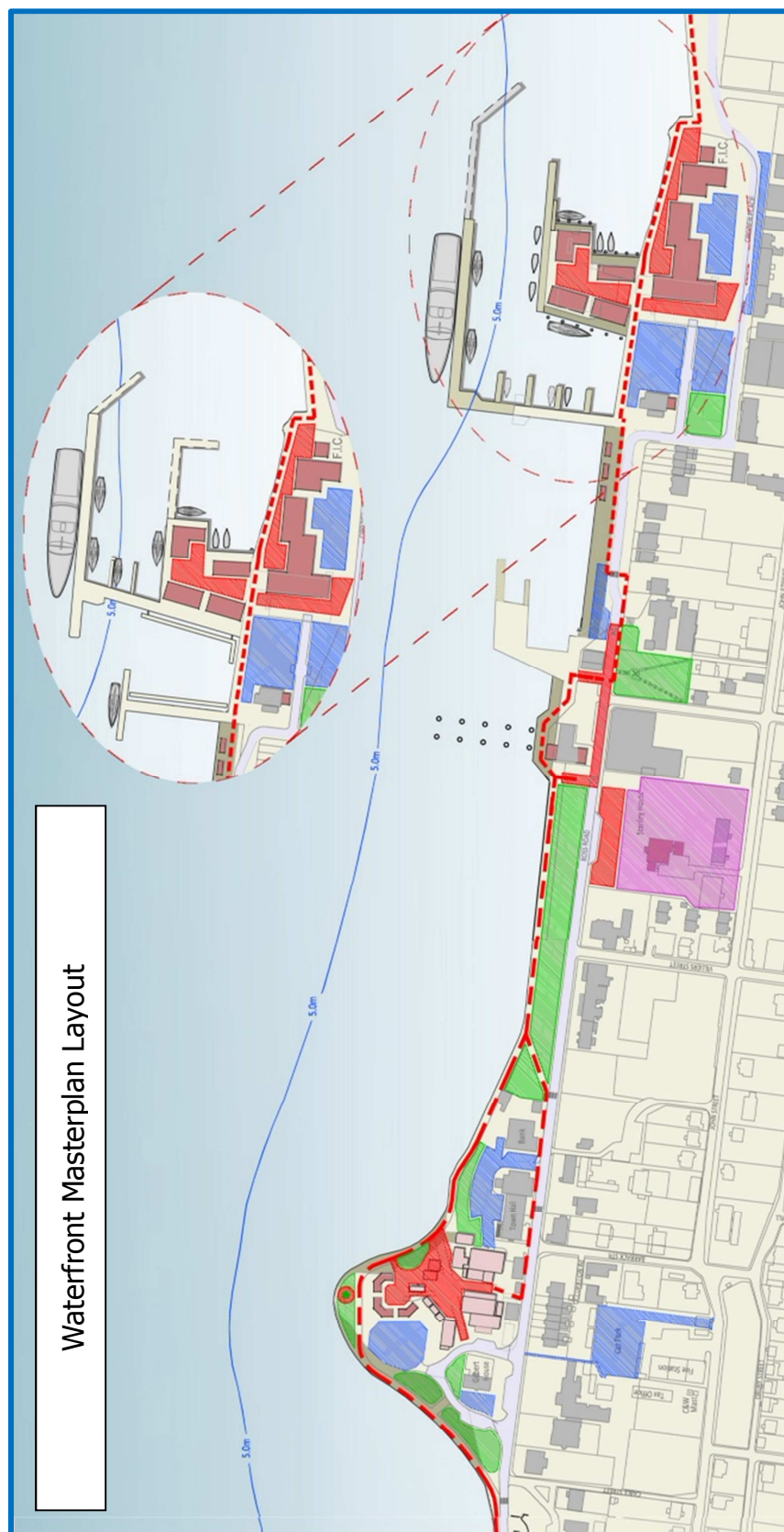
- A. The development of land allocated as Central Stanley will be supported for residential, office, leisure, retail, community and open space developments, including the continued redevelopment of the historic dockyard as a civic and cultural hub.**
- B. The development of land allocated as community facilities for new or improved community facilities will be supported.**
- C. The retention and improvement of land developed or used as open space will be supported.**
- D. The development of site MU1: West of Mink Park for a mixture of housing, office, leisure, retail, community and open space will be supported, having regard to policy TP6: Housing.**
- E. The development of site MU2: South Stanley for a mixture of community facilities, open space and housing will be supported, having regard to policy TP6: Housing.**
- F. The development or redevelopment of sites identified as Neighbourhood Commercial Areas for small scale retail, leisure and office uses will be supported where they are suitable within a predominantly residential area.**
- G. The development of Neighbourhood Commercial Areas, community facilities and open space will be supported as part of larger housing proposals supported under policy TP6: Housing.**

#### **Explanation**

- 3.1 The centre of Stanley is the main commercial area for both the town and the islands and forms part of the wider Conservation Area. By encouraging new commercial development to locate to these areas as the main commercial centres of Stanley, their continued vitality will be assured. Smaller scale residential proposals within the areas of Central Stanley which are predominantly residential will also be assessed in the same way as infill residential development against the relevant parts of policy TP6: Housing.
- 3.2 A masterplan has been developed for the Stanley Waterfront, and has been well supported through public consultation. It includes provision for tourists (such as cafes and hotels, improved jetty facilities, and the recently opened Dockyard museum) and social facilities such as new restaurants. To enable this to be delivered and avoid overly prescriptive detail, a broad 'Central Stanley' designation is proposed (which would contain a mix of shops, pubs, restaurants, civic buildings, social infrastructure, public realm and residential uses). This approach is intended to provide flexibility to enable different delivery mechanisms to be explored and implemented. However it will be important that key public spaces (such as Whalebone Arch, Victory Green, Pump Green and the area to the South East of Crozier Place) are protected (in accordance with Structure Plan Policy SP2D: Distribution of Development) alongside key heritage assets, including Listed Building.

### Figure 1: Waterfront Master-plan

*(for detail/interpretation please refer to the separate Waterfront Masterplan Report)*



- 3.3 The Town Plan identifies a number of sites for community uses, many of which are existing (for example KEMH and FICS). Additional sites for new community facilities are provided to the West of FICS (including the old BFFI site), to the North East of Rowlands Rise and to the South of the OK Corral.
- 3.4 Open space is protected under Town Plan Policy TP10: Open Space and Structure Plan Policy SP2D: Distribution of Development, however it is also acknowledged within this policy as the Central Stanley, Community Facilities and Mixed Use Designations include elements of open space.
- 3.5 A distinction is drawn between larger developments which are predominantly housing but incorporate an element of other uses and developments with a mix of uses of which housing might only be half (or less) of the proposal. This policy and the wording of policy TP6: Accommodation (including the supporting text) reflects this distinction. The two large mixed use allocations (MU1 and MU2) may reduce the amount of available grazing land (although they are outside the Common boundary). To balance this, prior to the development, discussions could be held with horse owners to discuss how areas of the Common close to Stanley could be managed to address this impact. This could include land within the Common to the South of MU1.
- 3.6 As Stanley expands to the east, west and south the distances from residential areas to the commercial areas of Central Stanley are growing to a stage where it is feasible for each community to have their own local retail centres in closer proximity. Such centres perform a useful role in serving their respective communities and it is envisaged that these roles will continue as town grows. Two new Neighbourhood Commercial Areas are shown on the Town Plan Map within the Sapper Hill Development, and it is envisaged that similar areas may be included in later phases and other larger housing or mixed use developments.
- 3.7 A range of non-retail premises offer items for sale alongside their main business operation. In most cases, in the context of Stanley, this approach causes no planning concerns. Under the General Development Order 1991 sales from non-retail premises would generally require planning consent. This policy makes a distinction where sales are clearly ancillary to the main purpose of the premises.
- 3.8 Policy SP2 of the Structure Plan aims to support key commercial locations and to facilitate further retail outlets serving local communities and to allow for free trading in such circumstances. It also allows a greater degree of flexibility in allowing small retail operations from non-retail premises.

## Policy TP4: Commercial Allocations

In accordance with Structure Plan Policy SP2: Distribution of Development, land is provided for commercial uses in accordance with the principles set out below. In all cases proposals must conform with other relevant policies to be supported.

- A. Opportunities to redevelop the following existing industrial areas for a mixture of Light Industrial, Warehousing and Storage, Office, Retail and Leisure will be supported on sites E1, E2 and E3 in accordance with table E1.**
- B. The development of new commercial land for a mixture of Light Industrial, Warehousing and Storage, Office, Retail and Leisure will be supported on sites E4, E5 and E6 in accordance with table E1.**
- C. The continued development of sites E7 and E8 for a mixture of Heavy and Light Industrial, Warehousing and Storage will be supported in accordance with table E1.**
- D. The development of new commercial land for a mixture of Heavy and Light Industrial, Warehousing and Storage will be supported on site E9 in accordance with table E1.**

**Table E1**

Ref	Name	Zone	Total Site Size (Ha)	Area available <sup>1</sup>	Indicative Phasing	Plan Period Capacity (Ha)
E1	VPC Road/Bill Roberts Way/Kiel Canal Road (North)	5	9.0	None	Developed	0
E2	Lookout/Hillside Industrial Estate	2	6.8	None	Developed	0
E3	Land between Rowlands Rise and FIPASS Road	2	7.2	3.9	Developed	3.9
E4	Kiel Canal Road (South)	5	7.9	7.0	Short term	7
E5	Eliza Cove Road	5	23.5	22.5	Medium-long term	22.5
E6	Land to East of FIDF and West of potential power-station site	5	41.5	41.5	Medium-long term	41.5
E7	Gordon Lines	6	54.2	19.0	Developed	19
E8	Megabid	6	20.8	11.4	Short Term	11.4
E9	West of Megabid	6	11.9	11.9	Medium-long term	11.9
<b>TOTAL</b>						<b>117</b>

### Explanation

- 3.9 Proposals for Light Industrial, Warehousing and Storage, Office, Retail and Leisure will be supported within Zone 5, which is ideally located being close to Stanley and with access off the Bypass. The creation of such a zone will provide a much needed facility for warehousing space and light industrial activities which can no longer be accommodated within Lookout Industrial Estate. This policy will ensure that space continues to be available to support industrial development but that conflicts with other town uses are minimised.
- 3.10 Proposals for large-scale warehousing, container parks/storage and industrial processes which are inappropriate elsewhere will be encouraged to locate in Zone 6. Conveniently situated outside of Stanley but still close enough for ease of access, this site is ideally placed to accommodate the larger industrial requirements of local businesses. Such developments are not appropriate nearer to Stanley by virtue of the disturbance they can cause through

<sup>1</sup> This is the area of the site which has not been built on as at September 2014, although it may have planning permission.

noise or the visual intrusion they create. This policy ensures that space continues to be available to support industrial development but that conflicts with other town uses are minimised. The outcome of this approach should be industrial land availability for the plan period with options for review pending a decision on the deep water port development.

- 3.11 The housing target is expressed as a number of units to be built within the plan period, as not all sites will be deliverable or fully built out in the plan period, an element of over-allocation is required. This is discussed in policy TP6: Housing. With commercial land there is no target within the structure plan for a certain amount of development and the figures within the table above represent the total land available. However, flexibility is provided by the fact that not all commercial activity will take place on land allocated within this policy, because:
- proposals to develop land within Zone 7 will be assessed against policy TP5: Port Developments;
  - proposals to develop land within Zone 1 will be assessed against policy TP3: Central Stanley, Mixed Use Projects and Neighbourhood Commercial Areas; and
  - proposals for commercial activity within residential areas will be assessed against policy TP6: Housing.

#### Development

- 3.12 In the absence of other sites being available, proposals for industrial developments supporting the oil and gas industry will be encouraged to locate within this area. In the event that a decision is made on the deep water port, such development may be encouraged to locate nearer to/at that site.
- 3.13 Gordon Lines benefits from having some infrastructure in place. Its location is influenced by its proximity to FIPASS which has, in turn, influenced the location of the Temporary Dock Facility (TDF) associated with the oil and gas industry. Recent studies have pointed to the north side of the Camber (Port William) as the preferred site for the new deep water port, though this has yet to be fully confirmed. If this proceeds it is likely to have an impact on the need for Gordon Lines and sites for industrial development in this area. Pressure for new industrial development would be likely to be port related and some facilities would relocate from Gordon Lines. This raises questions about the future of Gordon Lines and the option of reallocating the site for housing although this is seen as a longer-term option beyond the 15 year plan period.

#### Starter Units

- 3.14 We are supportive of additional business starter units in Zone 6 – Heavy Industrial and Zone 5 – Light Industrial as well as Lookout Industrial Estate. Proposals for new starter units will be directed to these locations, having regard to the exact nature of the proposed activity and therefore which is the most suitable location. Proposals for other locations in Stanley will generally be resisted. The identification of further suitable sites for such units will be undertaken if demand indicates that they are required.
- 3.15 Demand for, and provision of, business starter units is generally an indication of a healthy economy. Units might be for light engineering or processing or a range of other manufacturing or trading activities. Should oil exploration lead to production, demand for such units is expected to increase. Serviced land is available at Gordon Lines and Lookout Business Park. Where expressions of interest for business start-ups cannot be met via existing premises, we will work to ensure that the development of new premises can be considered.
- 3.16 This policy aims to ensure sufficient availability of land and also, should private sector fail to provide, to develop starter units for private businesses.



### Power Station

- 3.17 An indicative location for a new power station is shown on the proposals map. There are no firm plans for the exact size or nature of this proposal, the timescale for its development or funding agreed. Development of the Eastern edge of allocation E6 and the West edge of allocation E9 is not envisaged to be in the short-term, and so will be dependent on further clarification of the location and size of the power station site.

## **Policy TP5: Port Developments**

**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 set out below. In all cases proposals must conform with other relevant policies to be supported.**

- A. The development within Zone 7 of a deep water port at Port William, and within some of the land identified as Area of Search for Port Facilities, associated hinterland development (including industrial development and infrastructure) 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:**
- 1. ensuring that as far as possible all development is kept to the Northern side of the Camber Ridge;**
  - 2. minimising any potential impact on the general amenity of Stanley (including in relation to noise and light);**
  - 3. providing a link road, and maximising opportunities for improving access to West Stanley; and**
  - 4. protecting (and where possible enhancing) the built and nature heritage of the area (including the ship names).**
- B. Measures to maximise the quality of the services provided by the following existing facilities will be supported for the uses set out below provided they do not have an unacceptable impact on local amenity:**
- 1. Maiden Haven and Canache Leisure Marinas;**
  - 2. FIPASS, TDF and Camber Commercial Port Facilities; and**
  - 3. SAMS Marina, FIC Jetty and Public Jetty within Central Stanley for commercial uses (provided these do not undermine delivery of the Waterfront Masterplan).**

## **Explanation**

- 3.18 Any port(s) will be used by a variety of industries (fishing, oil, tourism) and, as such, proposals for commercial developments in this area associated with these industries are probable. It is important that such developments are appropriate for the ports and comply with the design guidance issued for that area. This will ensure that whilst still operating as fully functional port(s), development is carefully controlled so as to make the port(s) as aesthetically pleasing as possible. The proposals map also shows the indicative location and layout of the port itself.
- 3.19 There are a number of existing port facilities within Stanley Harbour and, in accordance with these, proposals to maximise the quality of the services offered will be supported. This could include some expansion of these facilities, as long as there is no conflict with other development plan policies (in particular consideration of impacts on local amenity in relation to noise and light).

## **4. ACCOMMODATION**

### **Policy TP6: Housing**

Proposals for housing will be supported in accordance with the principles set out below, subject to compliance with other relevant policies.

- A.** In accordance with Structure Plan Policy SP2: Distribution of Development, the sites in Table H1 are allocated for housing. Their development for housing will be supported in principle, subject to compliance with other relevant policies. Those housing allocations which form part of mixed-use allocations or Central Stanley will also be developed in accordance with policy TP3: Central Stanley, Mixed Use Projects and Neighbourhood Commercial Areas (where relevant).
- B.** Proposals for new housing or housing alterations/extensions within residential areas (including the predominantly residential areas of the Central Stanley designation) will normally be supported.
- C.** In all cases, proposals for new housing or housing alterations/extensions will only be supported where:
  - 1.** proposals within the Conservation Area are orientated North/South or East/West and respect existing building lines (and will need to comply with policy TP9: Stanley's Heritage);
  - 2.** proposals for infill development ensure that the houses occupy no more than 25% of their respective plots;
  - 3.** the proposal makes appropriate provision for outside space;
  - 4.** the overall height of the development is appropriate, and the height of exposed foundations (between ground level and the ground-floor level) is not excessive;
  - 5.** the proposal is generally well designed, including respecting neighbouring properties' access to sunlight, avoiding overlooking and allowing for future maintenance; and
  - 6.** no new houses are built to the North of Ross Road/Moody Brook Road.
- D.** In assessing proposals for housing development, regard will be given to the latest information, policy and initiatives in relation to:
  - 1.** the level of demand for housing;
  - 2.** the type of housing required (including specialist housing); and
  - 3.** delivery mechanisms.

**Table H1: Housing Allocations**

Ref	Name	Zone	Total Site Size (Ha)	Indicative proportion of site for housing	Capacity <sup>2</sup>	Deliverability	Comments	Potential Plan Period Capacity
MU1	West of Mink Park	3	32.7	50%	141	Low	Outward expansions of Stanley and may make better sense after other areas developed. MU1 would be facilitated by construction of link road, MU2 is in multiple ownership.	57
MU2	South Stanley	4	42.5	50%	183	Low		73
H1	Rowlands Estate <sup>3</sup>	2	12.7	75%	82	Medium	Privately owned.	49
H2	Old Butchery	3	0.9	100%	15 (planning permission)	Medium	Privately owned, has had planning permission for several years but development has not yet commenced.	9
H3/H4	Sappers Hill (Phase 5)	4	11.7	75%	76	High	FIG owned, consultation on development undertaken in 2014. Development anticipated in 2015.	61
H5	Sappers Hill (Long Term)	4	18.3	75%	118	Low	Potential expansion of Sapper Hill development, following on from phase 6.	47
H6	Dairy Paddock	4	18.9	75%	122 <sup>4</sup>	Low	Privately owned, has had planning permission for several years but development has not yet commenced. H6 has potential infrastructure constraints.	49
H7	YPF Site	2	0.9	75%	6	Medium		4
Central Stanley	Fitzroy Road	1	Has planning permission for 25 flats			Medium		13
						TOTAL		362

<sup>2</sup> At 8.6 per hectare unless otherwise stated (noting that the actual density could be higher or lower)

<sup>3</sup> aka Bennetts Paddock

<sup>4</sup> A large part of the site has planning permission for 350 houses, which is considerably higher than the density assumed.

## Explanation

- 4.1 As the Planning System regulates development on private land as well as government owned land, it is necessary to consider likely overall housing requirement and thus how much land (including private) might be required. The plan runs until 2030, and the housing target base year is 2013 (when drafting commenced). Therefore the housing target is 450 over 17 years (2013/14 to 2029/30 financial years). It is envisaged that this plan will be adopted early in the 2015/16 financial year, meaning that two years-worth of interim supply during the drafting process is required. This is provided by the following developments:
- Sapper Hill Phases 1-4 (120 units); and
  - the Old Balloon Site (6 units).
- 4.2 It is envisaged that the above developments will be largely completed by the time the plan is adopted and so are proposed to be shown as Residential Policy Areas. Therefore the plan needs to set out the following housing allocations to provide sufficient land for 324 units within the plan period.
- 4.3 To establish an indicative figure for each site's contribution towards achieving the housing target, consideration has been given to:
- the proportion of the site that might be developed for housing;
  - the density at which that proportion of the site might be developed; and
  - the likelihood that the site is commenced within the plan period, and how quickly it might be developed.
- 4.4 Within the larger housing sites it is anticipated that there may be provision for Neighbourhood Commercial Areas (including small scale retail, leisure and office uses), community facilities and open space in accordance with policy TP3: Central Stanley, Mixed Use Projects and Neighbourhood Commercial Areas (part G). Therefore, 75% of the site area is counted towards the housing target (this is an indicative figure, with the actual split being considered on a case-by-case basis). This 75% would comprise the actual housing plots, roads/footpaths and open space/landscaping (these are allowed for in the average density used – see below). Two of the sites identified are mixed use sites and so only 50% of the site area is counted towards the housing target.
- 4.5 The Dairy Paddock site has outline planning permission for a large part of the site for residential development and a temporary planning permission for temporary workers accommodation, which expires in 2018. If implemented, it is unlikely that the temporary workers accommodation will be compatible with the longer term development of the site for housing and so is not supported by this policy (see policy TP8: Temporary Workers Accommodation part B).
- 4.6 There has been a limited range of houses built in recent years. At least in part this reflects the dominance of FIG in providing most housing (which might well continue, if the Sapper Hill development continues to provide the vast bulk of new housing). Requirements are clearly diversifying however – including, for example, short term catered or hostel type accommodation. Furthermore, some contract workers, and the majority of temporary oil and gas industry workers, will be single adults and so may not always require large properties with generous gardens. This would suggest a potential market for smaller properties. However, larger properties do provide more flexibility as they can be used to house adults, couples or families. An indicative density of 8.6 is used (this is the average density of the

first four Sapper Hill phases<sup>5</sup>). However, the actual density of schemes will be assessed on a case by case basis have regard to, amongst other things, the latest information on housing need/demand.

- 4.7 It is noted that some sites have deliverability/viability issues which have yet to be resolved and may have differing build-out rates (e.g. a site which could accommodate 100 houses may only result in 5 houses being built in each year, so would not be fully built out during the plan period, particularly if development does not start until part-way through the plan period). Therefore the housing allocations deliverability has been shown as high, medium or low, meaning that 80, 60 or 40% respectively of their total capacity is included as potential plan period capacity.
- 4.8 FIG currently provides the majority of land for housing (usually in the form of serviced plots) although a considerable amount of infill housing also forms a significant part of the supply of new houses. In terms of future provision, and linked to the potentially greater scale of housing (point 1 above) and the potential greater diversity of needs (point 2), it may well be more appropriate to promote as much diversification in the housing market as can be achieved.
- 4.9 Furthermore, there has been a significant amount of other development outside allocated housing sites (e.g. infill within Stanley) and it is not counted in the above. To focus on strategic issues it is not proposed to allocate smaller housing sites. Such suitable sites within Stanley will be washed over as Residential Area, thus housing development will be supported on them in principle, as windfall sites. This approach builds flexibility into the plan and allows for smaller developments to take place, where they are in compliance with detailed policy (e.g. design and access) considerations. Similarly housing allocations which have now been developed would become residential policy area.
- 4.10 This would mean that there are a number of Town Plan allocations made in 2009 which it is not proposed to include in the 2015 version of the plan, as set out below.
- H1 Adjacent to Race Course (0.9 Ha) – part greenspace part residential policy area
  - H2 Anderson Drive (0.2 Ha) – residential policy area (as currently being developed)
  - H6 Davis Street East (0.2 Ha) - greenspace
  - H8 Goss Road (0.4 ha) – part greenspace part residential policy area
  - H9 Leading Lights, East Stanley (1.1 Ha) - residential policy area (as already developed)
  - H12 Snake Hill/Kent Road (0.5 Ha) – residential policy area (as already developed)

#### Alterations/Extensions

- 4.11 Residential areas provide primarily for the home and family accommodation and recreational needs of Stanley's population. Alterations and extensions to dwelling houses form a substantial element of all development proposals considered by the Planning & Building Committee. The planning system is generally supportive of well-designed changes (including appropriate parking provision).

#### Windfall development

- 4.12 This policy allows for windfall development and infill development to continue to contribute towards meeting overall housing need (although no allowance for windfall is included in the proposed housing allocations). Infill development has an impact on traffic and on-street parking in the area which can be mitigated by ensuring the provision of off-street parking.

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<sup>5</sup> Planning permission 44/11/P was for the first four phases of Sapper Hill - 120 plots and associated infrastructure (including open space, roads and footpaths) and covered 14 hectares of land. This gives an average density of 8.6 dwellings per hectare.

Similarly, the design of such proposals within the Conservation Area needs to be sympathetic to its historic setting. The policy restricts the construction of new houses to the North of Ross Road/Moody Brook road, reflecting views expressed in the consultation in 2014. However, it allows for extensions/alterations/outbuildings for the existing properties and, if the existing properties are demolished, replacement dwellings to be constructed (as long as there is no net increase in the number of dwellings).

#### Layout

4.13 Larger housing development will need to consider how they can be laid out in a way that has regard to issues such as:

- topography and existing features;
- maximising the efficient use of land and minimising costs;
- providing some seclusion in the sub-roads but easy movement for routine matters such as fuel delivery and refuse collection as well as for emergency services; and
- the general aspiration for regular east/west and north/south road alignment.

#### Density

4.14 Planning & Building Committee have previously applied a rule of thumb whereby proposals should occupy no more than 25% of their plot and that smaller plots of 400m square or less may have their permitted development rights removed. This has sought to achieve two things: (i) that the size of the building respects the size of the plot; and (ii) that sufficient garden space is provided. The policy builds on this approach to prevent the overdevelopment of infill plots and ensure all developments have sufficient gardens, having regard to the nature of the proposal.

4.15 In assessing the proportion of the plot being developed in infill developments or the size of outside space, only the main building will be counted as the house and non-integral garages, sheds and outbuildings will not be included. Where an infill proposal is within the garden of an existing property, this existing property will also need to be left occupying no more than 25% of its existing plot.

4.16 It is important that the amount of outside space is appropriate to the type of development. In the case of proposals for detached or semi-detached dwellings this will normally equate to 300m<sup>2</sup> (i.e. this equates to 75% of a 400m plot). Proposals for other types of developments (such as terraces and flats) may justify a smaller amount of outside space for each unit, but may require communal amenity/play space.

4.17 A number of individual infill plots that have come forward for residential development have been of a smaller size. Once the dwelling has been erected any other developments permitted as permitted development would potentially lead to overdevelopment of the site. Therefore, on sites of 400 square metres or less an Article 5 Direction may be issued to bring permitted development under planning control. This may also be applied to mobile home sites supported under policy TP7: Mobile Homes.

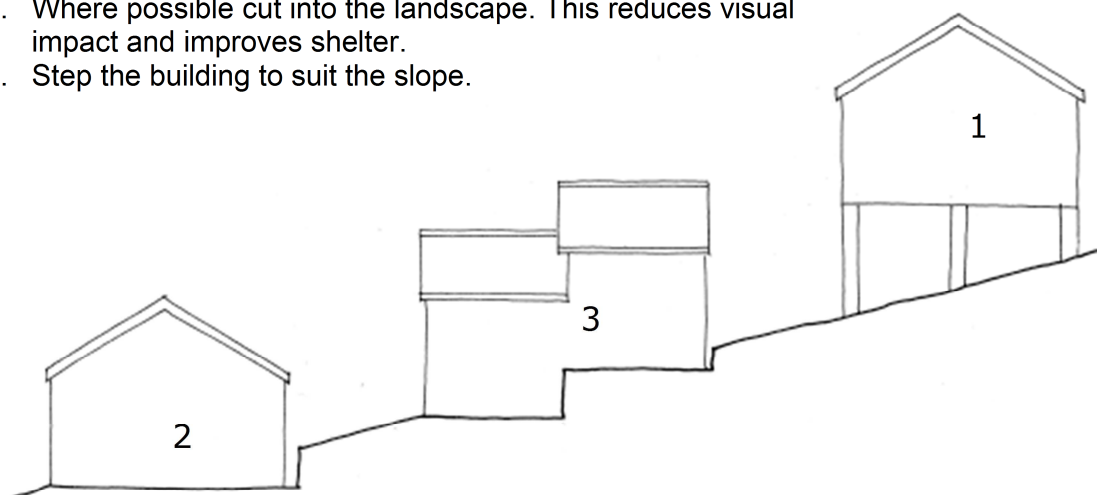
#### Other Design Considerations

4.18 With very little flat land to build on, many buildings will require some excavation or raising. Raising the building greatly increases the visual impact. Where possible new dwellings should be cut into the landscape. This also provides improved shelter and insulation. Proposals where the distance from the underside of floor construction to external finished ground level is more than 1 metre will not normally be supported (on some sites details of existing site levels may be required, and the 1 metre be measured from existing rather than finished).

- 4.19 Thoughtful location of the house on the plot will minimise the building's visual and physical impact on the landscape as well as maximising views, shelter and solar gain. The building should sit in the landscape not on it. The key points are illustrated by the figures below.

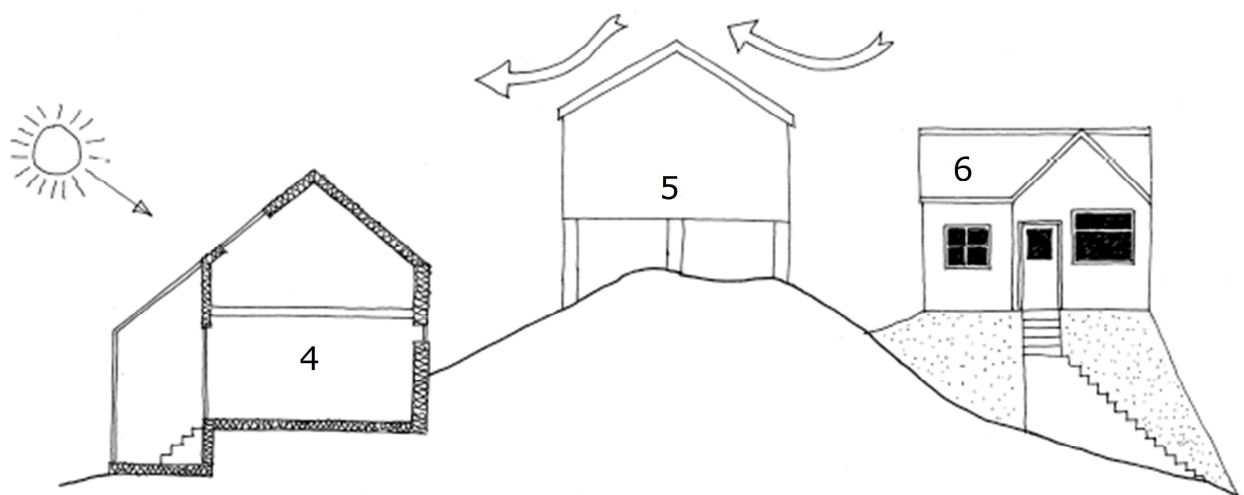
**Figure 2: Housing Design (1)**

1. Avoid raising the Building.
2. Where possible cut into the landscape. This reduces visual impact and improves shelter.
3. Step the building to suit the slope.



**Figure 3: Housing Design (2)**

4. Maximise passive solar gain by using northerly facing glazed openings and conservatories, with heavily insulated southerly elevations.
5. Avoid ridge/hilltop locations that are exposed visually and physically.
6. Avoid orientation against the landscape with no regard to contours, weather or scarring the landscape.



- 4.20 A proposed dwelling should respect the need of neighbours to have a reasonable amount of daylight into all of its windows and direct sunlight to its main rooms. In order to avoid overlooking, no main window of a habitable room must overlook the same in a neighbouring house. What is acceptable will vary from site to site and be dependent on distances between windows, topography and physical structures such as fences that maintain privacy.
- 4.21 In order that houses can be easily maintained new dwellings should, in most cases, be sited at least 1 metre from the boundary. This will allow access to the dwelling for maintenance from land in the same ownership.

Colour, scale, proportion and detailing

- 4.22 Colour, scale, proportion and detailing are the four basic design principles by which a proposed house can be assessed.
- 4.23 Colour: Bright colours for roofs, woodwork and doors have traditionally been used on Falkland houses and are encouraged. Dark roofs plant a building into the landscape, and generally look better if darker in tone/colour than the walls. Using a different colour around the base of a dwelling separates it from the landscape and should be avoided.
- 4.24 Scale is key to how a new house fits into its surroundings and looks relative to its neighbours. In-fill plots in existing housing must be compatible with neighbours, in these instances.
- 4.25 Proportion is also vital to making a house look 'right' whether in a traditional or contemporary style. Roofs, walls, doors and windows should all be sized in relation to each other and the overall size of the building.
- 4.26 Detailing:
- Windows and doors can give a house its style. Symmetry in windows and doors in the same style can be pleasing.
  - Dormer windows can reduce the scale and monotony of a large roof. Dormers should be small in scale compared to the main roof, with pitched or hipped roofs themselves.
  - Porches and conservatories can be an interesting feature on an otherwise plain house.

Wider Housing Issues

- 4.27 Consultation on the Town Plan indicated some support for different house types (e.g. terraced houses and flats) and the need to consider the latest information regarding specialist accommodation. Potential opportunities for private sector and/or public/private sector partnerships are also being explored. This wider context will need to be considered in the consideration of planning applications. The size of the government housing waiting list, and the established priorities for the allocation of government housing also provide useful information.



## **Policy TP7: Mobile Homes**

- A. Proposals for mobile homes within the designated sites shown on the proposals map will be supported, subject to compliance with other policies.**
- B. Applications for residential use of new or existing caravans, Portakabins or similar mobile units sited within the garden of an existing house will only be considered if there is no availability to site the mobile home unit within an officially designated mobile home park. In such cases, permission will only be granted for a temporary period in the first instance, subject to the criteria in SP4 being met and the following:**
  - 1. the need is demonstrated;**
  - 2. the siting is not visible or prominent from outside the site;**
  - 3. maintenance of the structure is adequate;**
  - 4. in the case of all units other than purpose built mobile homes or static caravans, plans are submitted for the upgrading of the unit to a permanent standard; and**
  - 5. two off-street parking spaces per dwelling are accommodated and provided within the site.**
- C. Proposals for temporary mobile homes 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 mobile home accommodation.**

## **Explanation**

- 4.28 A number of people are permanently housed in mobile homes – these provide a relatively quick and cheap solution to housing shortages, and there was high demand to the additional plots at Murray Heights (permission was granted in 2013 for laying out 60 additional plots and within a year they had all been allocated). However, mobile homes are not counted towards the housing target.
- 4.29 Where possible, we would like to see all mobile units sited within the designated mobile home parks as shown on the Policies and Proposals Map. However, we recognise that demand may exceed availability and so will consider mobile units sited elsewhere for temporary periods only in the first instance providing the above criteria are met. Under Part C of this policy, work is ongoing to explore the potential of the following sites (in order of preference) to accommodate mobile homes:
  - West of Murray Heights (small extension into open space that could accommodate around 5 units); and
  - Sapper Hill Phase 5 (proposed for housing development but some of the area could be used for Mobile Homes in the short-medium term, as was the case with Eliza Crescent).
- 4.30 The upgrading works required for units other than purpose built mobile homes or static caravans need be completed within the period of the temporary permission and once they are installed to an appropriate standard, full planning permission will then be considered. This recognises the fact that converting such units into residential accommodation means effectively making them similar to a permanent structure in terms of securing them and covering over the means by which they can be moved.
- 4.31 Ultimately, where possible we wish to reflect the wider public view that flats and other small permanent units offer a more appropriate form of provision for the low cost and single demographic as well as for additional family member provision. This will provide a better

and more comfortable housing stock and prolongs the life of buildings, providing more accommodation units to meet demands and adds diversity to the accommodation type.

- 4.32 It is noted that some mobile homes are used to provide temporary workers accommodation. Where mobile home proposals are predominantly for such uses they will also be assessed against policy TP8: Temporary Workers Accommodation.
- 4.33 The Building Regulations make no distinction between mobile homes, caravans and park homes (they are all exempt from Building Regulations as long as they meet certain requirements). However, this plan does make a distinction with mobile homes and caravans being assessed against this policy, whilst proposals for Park Homes will be treated as housing and assessed against policy TP6: Accommodation (and so contribute towards the housing target). This is subject to Park Home proposals:
- having permanent foundations (including appropriate skirting);
  - having guttering and adequate surface water disposal; and
  - roads/pavements are surfaced in concrete/tarmac with kerb-stones.

### **Policy TP8: Temporary Workers Accommodation**

**Proposals for short-term accommodation will be supported in accordance with the principle set out below, and subject to compliance with other relevant policies.**

- 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.**
- 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.**
- C. Proposals for permanent structures to provide transit accommodation (for example to provide short term accommodation for rig workers during crew changes) will be supported within land identified for light industrial uses.**
- D. Proposals for permanent hotel type accommodation for temporary workers will be supported within areas identified within the area designated as Central Stanley, within areas designated for light industrial uses and/or within Mixed Use Allocations.**
- E. Proposals to maximise/expand the existing accommodation at Hillside and/or Lookout Lodge to meet the above types of demand will be supported.**
- F. Proposals for other accommodation to provide capacity for evacuations will be assessed on their merits.**

### **Explanation**

- 4.34 In addition to short term accommodation to meet expected economic pressures, there is likely to be a particular specialised need to provide for temporary workers' accommodation – perhaps a construction workers' camp (or camps). These would need to be determined in conjunction with the eventually selected deliverer of major projects such as a new deep water port and its access road – and might be located close to the development site, or conversely closer to Stanley (where the post-construction use of the site would also need to

be considered). Where proposals are on land allocated for other uses but phased later in the place, the proposal will be carefully considered on its impact on the surrounding area, in light of the relevant policies. The demand need for these facilities needs to be managed with regard to the emerging infrastructure developments to support the oil and gas industry, and the potential deep water port construction.

- 4.35 There is also the potential for permanent structures to provide various types of temporary accommodation, with much of this potential pressure coming from the Oil and Gas industry (see Structure Plan policy SP6: Oil and Gas). The provision of bespoke solutions for this would relieve the pressure on hotel and bed & breakfast accommodation which could otherwise support the tourist industry. It is noted that there is existing accommodation at Hillside (MoD) and Lookout Lodge (privately owned) which may be underused at present. It is noted that facilities to provide accommodation for a full rig crew may need to be identified to enable a full rig evacuation if required (although such facilities would not be used in the ordinary course of events).

## 5. ENVIRONMENT AND AMENITY

### **Policy TP9: Stanley's Heritage**

**Proposals will protect and, where possible, enhance and interpret Stanley's rich heritage in accordance with the principles set out below.**

- A. Development proposals for sites within the conservation area (including listed buildings) in the historic centre of Stanley will only be supported where they do not adversely affect the historic character of the area, and comply with any detailed guidance produced for the area.**
- B. Where key views, vistas and landmarks are identified through a Conservation Area Appraisal, proposals will normally only be supported where they are retained and, where possible, enhanced.**
- C. Where trees (either individual specimens or groups) are identified through a Conservation Area Appraisal, proposals will normally only be supported where the trees are retained or, if this is not possible, suitable replacement planting is provided.**
- D. We will support proposals to maintain, enhance and interpret the historic wrecks and memorials of Stanley.**

### **Explanation**

- 5.1 A Conservation Area has been identified within central Stanley, which represents the oldest part of the town. This will include carefully considering appropriate design details, including materials. The aspiration is not to prevent all change in this area, but to ensure that the developments which do happen are sympathetic to their historic setting.
- 5.2 The importance of ensuring that development in zone 1 occurs in a well-designed and planned way is vital in protecting and retaining the built heritage and cultural amenity found in this area. Through this policy developers will be able draw up proposals for developments in this zone knowing how they will be assessed. Where necessary further, more detailed guidance, will be produced, it is envisaged that this will include a Conservation Area Appraisal.
- 5.3 Many buildings in Conservation Areas exhibit features or designs that are of historical or architectural importance whilst remaining fully functional as offices or dwellings. The more modern buildings in such areas may not have historical/architectural value but it can be considered that any works to such buildings may have an impact on those that are listed or of historical/architectural importance in the immediate vicinity. Proposals which may affect listed buildings will also be assessed against Structure Plan policy: SP5 Historic and Natural Environment. The Conservation Area Appraisal may identify trees which make a particular contribution to the character of the area
- 5.4 The historic wrecks and memorials around Stanley form an important part of the environment and identity of the town. As such, proposals to protect, enhance and interpret them will normally be supported.

## **Policy TP10: Open Space**

The protection and provision of open space will be in accordance with the principles set out below.

- A. Residential development proposals for 20 or more units will be expected to incorporate recreational play space and/or public amenity space provision at a rate of 0.2ha per 20 units on a pro rata basis. A lower standard may be acceptable where there are mitigating circumstances (e.g. the fact that there is already public open space within close proximity of the site).**
- B. 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.**
- C. 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).**
- D. 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.**
- E. We will ensure that sufficient land is safeguarded in close proximity to Stanley to meet projected cemetery needs.**
- F. 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).**
- G. Unless provided to comply with part A of this policy, where open space is in private ownership there is no presumption of public access and use/development will be supported which does not impact on its openness.**

## **Explanation**

- 5.5 We wish to ensure that sufficient open space is provided within Stanley in terms of both quality and quantity, to meet recreational and amenity needs and that the open aspect from Ross Road West and Moody Brook Road towards the harbour and the mountains is retained for future enjoyment and also to conserve the landscape setting of Stanley.
- 5.6 Amenity and recreation space are important elements in any town. The centre of Stanley has limited outdoor recreational space, mainly provided via the Community School playing fields, the gardens of Stanley House, Victory Green and Arch Green. There are also children's play parks in most residential areas and it is proposed that similar facilities will form part of provision in new housing developments. Public amenity is also important and both open space and trees have an important role to play. The standard required by the amendment of the Town Plan in 2009 is still greater than that required by most UK planning authorities, reflecting a desire in Stanley to have a generous amount of public open space within residential developments. Where development is proposed in greenspace for paths, seating or play equipment, it will not normally be seen as resulting in the loss of the area of greenspace, but this will be considered on a case-by-case basis.

- 5.7 Within the context of part F of this policy, significant structures and/or tall fences would be likely to impact on openness.
- 5.8 The ship names, made from positioned and painted stone boulders, represent important Royal Navy Guard Ships in the Falkland Islands history. They are considered by the majority of the local population to be an appropriate memorial to these vessels and those who have served on them. Any development that has a detrimental effect on these names is likely to generate considerable public opposition and so would need to be heavily justified.
- 5.9 The ideal is that development, if assessed to be appropriate, may occur around the stones but not impinge on their visibility from the south slopes of the harbour.

#### Stanley Common

- 5.10 Stanley Common is of significant importance to the Stanley population and is used for a variety of activities from horse riding to teaberry picking to model aircraft flying. It is there for the benefit of the local population and it is envisaged that the Common will always exist in some form. To enable appropriate use and to manage potentially conflicting uses, it may be necessary for some development within the Common (for example construction of paths). Such proposals will normally be supported where they contribute to a wider management strategy.
- 5.11 Some of the development allocations (for example MU1) include FIG owned land which is outside the Common but currently used for grazing. To facilitate sustainable development which both provides sufficient land for development and retains adequate grazing provision, appropriate proposals for improved grazing provision within the Common will be supported.
- 5.12 It is accepted that in some cases strategically important housing and/or other developments (e.g. roads, retail & commercial premises, infrastructure) may require the use of land within the Common boundary. Furthermore, in any amendments to the Common Boundary (which would need to be done through legislation) there may also be pressure to amend the boundary where the existing boundary is arbitrary and creates anomalies. This may be supported where it results in a clear and regular shaped boundary that will not result in pressure in the future for further development to 'fill in' areas. Both these scenarios are capable of constituting exceptional circumstances for the purposes of this policy.
- 5.13 However, it is important that any encroachment does not result in the net loss of land. Therefore, tools such as land swaps and planning agreements will ensure that the public does not ultimately lose out on the use of a recreational facility to the growth of Stanley (it is noted that there are significant areas of FIG owned land towards Two Sisters which is currently outside the Common). In addition, it is noted that several areas of the Common are not available for use due to the presence of minefields. Whilst the ongoing programme to clear these (by the UK government) will not increase the size of the Common, it will bring existing areas of common into use.
- 5.14 Where land is removed from the Common through amendments to the relevant legislation, it is envisaged that this will be with a specific use in mind. However, the removal of land from the Common does not mean that planning permission will always be granted for that use (as different considerations apply). Therefore proposals will need to be assessed against the relevant policies. However, if land is removed from the common for a specific use then planning permission will not normally be granted for any other use on that land.

#### Safeguarding Land for Cemetery

- 5.15 In recent discussions with PWD it has been stated that there is sufficient provision in the existing Stanley Cemetery to meet the projected need over the duration of this Plan and

possibly beyond (approximately 40 years at the current level of demand). However, as Stanley develops and grows it is important not to lose sight of the fact that eventually there will need to be a cemetery located elsewhere and public opinion would direct such a location to be near to or in Stanley. Therefore, land will be identified and safeguarded for this use as part of the plan implementation. It is noted that there may be potential to create a site to the south of the Sapper Hill housing development which is suitably private but also accessible from Stanley.

### **Policy TP11: Transport Infrastructure and Management**

**Transport Infrastructure and Management will be supported in accordance with the principles set out below and compliance with all other policies.**

- 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.**
- 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.**
- 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).**
- D. We will support and develop initiatives that facilitate journeys to be made on foot and cycle, including:**
  - 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;**
  - 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**
  - 3. the maintenance, improvement and expansion of access along the coastline of Stanley Harbour and Canache.**
- E. The potential for a link road from Sapper Hill Road to West Stanley is supported as an important element of road infrastructure to facilitate development in West Stanley and Zone 7 – Ports.**
- F. The section of highway between the Southern side of the junction leading to Cape Pembroke Peninsula and the Southern end of Sapper Hill Road shall be managed as a bypass, and additional ingress/egress points will only be supported in exceptional circumstances.**
- G. Proposals for airport related uses within the curtilage of Stanley Airport will be supported where they minimise as far as is practicable any negative impact on the surrounding Common Land. Proposals for accommodation (such as transit accommodation) will be expected to be located within the main part of Stanley.**

**Table P1: Parking Standards**

Development Type	Off-street Parking Requirements
Residential	2 parking spaces per unit
All non-residential (Staff Parking)	1 car-parking space should be provided for every 1.5 members of staff (in addition to type specific customer parking set out below)
All non-residential (Visitor Parking):	
• Shops	1 space per 50m <sup>2</sup> of total floor area for customers
• Other retail <sup>(1)</sup>	1 space per 200m <sup>2</sup> of total floor space
• Hotels and guest houses <sup>(2)</sup>	1 space per 2.5 rooms
• Restaurant and bar <sup>(3)</sup>	1 parking space per 4 customers
• Industrial	1 space per unit
• Other	Assessed on a case-by-case basis

### Explanation

- 5.16 Traffic flow in Stanley generally operates successfully and parking, both off-street and, where appropriate on-street, is usually available. Limited congestion can occur at peak times and we are considering traffic management options to alleviate this. We have identified car parking as a transport and traffic management issue for Stanley. In most cases a requirement for additional off-street parking provision has formed part of a planning approval for new development. We have also made available a car parking grant to encourage further off-street parking provision being made in core areas
- 5.17 Management methods may include restrictions on parking i.e. similar to the clearway on Ross Road, traffic calming and/or one way streets and ensuring heavy vehicle parking takes place outside the centre of Stanley in areas such as zone 5.
- 5.18 Where proposals involve the construction of new roads, applicants will need to demonstrate that the road design is appropriate, showing how they have considered:
- the proposed use of the site and likely volume/nature of vehicle movements;
  - access for emergency, refuse and fuel vehicles (including consultation with the relevant operators/departments where appropriate)
  - turning circles and hammer heads;
  - any new access/egress (including within the development and onto new roads);
  - provision for pedestrians and cyclists;
  - provision for road verges (where appropriate); and
  - materials for road surfaces, kerbs and pavements.

### Parking Standards

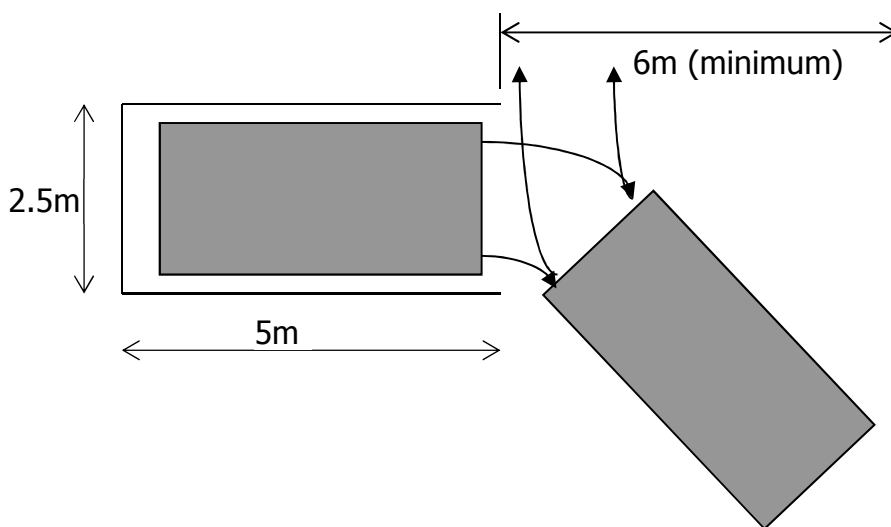
- 5.19 Proposals will be expected to meet the standards set out in table P1. Where a residential property is proposed in the garden of an existing property, the standard will be applied to both the existing and the new property. However, it is accepted that not all existing properties meet the standard. Thus such developments must show no net loss or at least two off-street parking spaces (whichever is less) created/retained for the existing property and two off-street parking spaces are accommodated and provided for the new property.
- 5.20 A different level of parking provision may be acceptable where the nature of the development justifies this, for example:



- a business run from home;
- sheltered housing;
- confined site; or
- multi-dwelling developments.

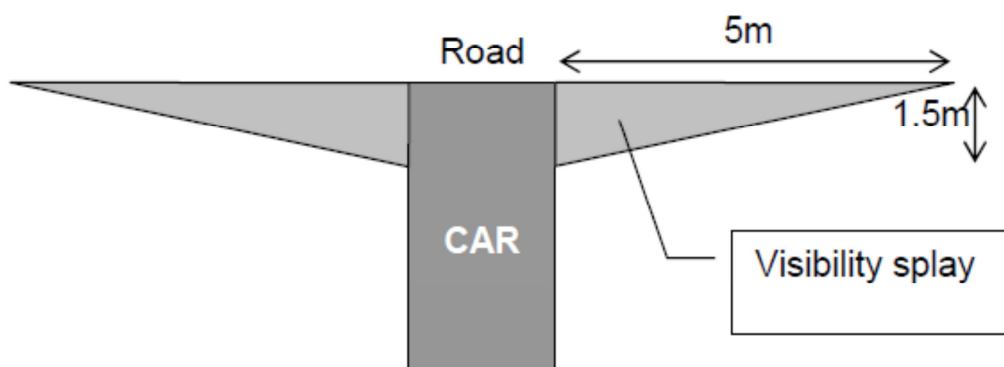
5.21 Generally, a car-parking space will be a minimum of 5m x 2.5m. There also needs to be sufficient space to manoeuvre a vehicle in and out of the space. Where practical, the layout should allow for unobstructed access to each space. In most circumstances, a car-parking space will be expected to be hard surfaced. Good landscaping and signing encourages car park use. Defining spaces can encourage their use and more efficient use of the space available

**Figure 4: Parking Spaces**



5.22 It is important that when vehicles pull out onto the road the driver can see clearly, this is done by leaving a clear line of sight. Generally, the splay needs to be 1.5 metres x 5 metres as in the diagram below.

**Figure 5: Visibility Splays**



- 5.23 Walking and cycling are healthy and environmentally friendly transport options. They also help to reduce the number of vehicles on the roads around town thereby reducing potential congestion and pollution from emissions. Subject to SP3, proposals for new footpath or cycle route provision will generally be viewed favourably when considering planning applications. Provision of adequate footpaths and/or cycle routes will form part of any discussion on major new development proposals.
- 5.24 This policy encourages the provision of footpaths and cycle routes in the development process so that there is a good level of provision for walkers and cyclists.
- 5.25 Road infrastructure does not present significant restrictions on the development of Stanley. Central and East Stanley are well served. Sites south of Stanley can be served by the Bypass. This policy ensures all of Stanley is sufficiently served with roads to meet future development and growth.
- 5.26 West Stanley is only served by Ross Road West. At present this presents no concerns other than if the road becomes blocked. In these circumstances West Stanley would become isolated from the town's services by road. A link from Sapper Hill Road to West Stanley would alleviate this problem as well as serving increased development in West Stanley.
- 5.27 A decision on a deep water port could significantly affect roads infrastructure and thereby development potential. A decision to proceed with the Port William option would require the construction of a substantial new road around the full perimeter of West Stanley. It could also precipitate a road link from Moody Brook to the MPA Road.

#### Stanley Bypass

- 5.28 The stretch of road comprising Airport Road from the Southern side of the junction leading to Cape Pembroke Peninsula to the junction with Davis Street East and the road between the junction with Davis Street East and the Southern end of Sapper Hill Road (the Stanley Bypass) shall be managed as a bypass. At present this road is an important asset for the town, not least as it allows a safe and convenient route from the Gordon Lines industrial area to the MPA road, and also allows general traffic to efficiently move from one end of the town to the other, thus reducing congestion within the main part of Stanley.
- 5.29 This road currently has a 40 mph speed limit, justified due to the road: being relatively straight; having clear sightlines; being well surfaced; and having a limited number of access/egress points. Additional access/egress points will only be supported in exceptional circumstances, such as enabling development of a large area of land (and that development occurring in a co-ordinated way in accordance with policy TP2C) and/or the new access/egress alleviating an existing traffic safety issue and there being no other practicable solution. It is noted that should any additional ingress/egress points be allowed onto the stretch of road described in the policy, its functionality may be reduced and the speed limit may need to be reviewed downwards, over part or all of these roads.

#### Stanley Airport

- 5.30 The curtilage of the airport is excluded from Stanley Common, although the site is surrounded by Common (also National Nature Reserve) within Cape Pembroke. Proposals to increase its use and viability, and to offer a wider range of air-related services will be supported. Proposals for accommodation will be expected to be located within the main part of Stanley, to minimise the impact on Cape Pembroke and so that they are located close to local amenities.

## **Policy TP12: General Amenity**

**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).**

- A. We will both support and, where possible, undertake environmental improvements in and around Stanley to improve amenity (including in the interests of the tourist industry).**
- B. 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.**
- C. The provision of underground electricity or telephone cables in development proposals will be encouraged as the preferred option to new overhead cables.**
- D. Within Central Stanley and residential areas, we will normally only grant temporary planning permission for a period of up to one year, where a need for the container is demonstrated.**
- E. External storage (including containers) within commercial areas (identified in policy TP4: Commercial Allocations) and the Canache Leisure Marina will normally be supported where:**
  - 1. it is related to the main use of the site and is maintained in a tidy condition;**
  - 2. in the case of containers within the Canache, that they are not stacked;**
  - 3. in the case of road vehicles that they are roadworthy and taxed;**
  - 4. in the case of plant, that it is functional; and**
  - 5. the proposal would not significantly reduce the visual amenity along a key tourist route.**
- F. Proposals for new business or expanded business activity within residential areas (including streets within the Central Stanley designation which are predominantly residential) will be supported where the scale or nature of the proposal does not adversely affect the main land use in the area (including consideration of traffic and parking impacts).**
- G. 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.**

## **Explanation**

- 5.31** The development process alone does not always achieve a cohesive townscape. There will always be opportunities for environmental improvement works either for their own sake, or in support of economic objectives such as enhanced commercial attractiveness or tourism potential.
- 5.32** Environmental improvement projects can be undertaken in a variety of ways; by direct Government action or enforcement (for example waste land notices); by public/private partnership; or by voluntary action. The range of projects could include restoration of native plants, tree planting, landscape works, removal of scrap vehicles or provision or improvement of footpaths or cycle routes. Through such works, objectives can be achieved and the attractiveness of Stanley to residents and visitors will improve.

- 5.33 Nevertheless, there is a range of ways in which the development process can ensure that amenity is not undermined and in some cases, that it is improved. Good design and respect for the environment (see relevant Structure Plan policies) play an important part in this. However, a number of specific issues have been identified within Stanley which required a specific policy stance.

#### Fencing

- 5.34 Privacy and security are important and often this leads to the desire for fencing, for both residential and commercial properties. However, badly designed fences can have a negative impact on the wider amenity of an area. When it comes to roadside boundaries, particularly those on a corner, care must be taken not to reduce the visibility around that corner for drivers approaching it. Generally, a fence of 1 metre will not affect this but in some cases (e.g. where the fence is solid panels) the fence may need to be further back into the property on corner sections.

#### Cables

- 5.35 Overhead cables can be cheaper to provide but may detract from the amenity of the street scene, particularly in the older parts of town. By careful planning of provision at the planning application stage it will often be possible to provide such services at reasonable cost, via underground routes. Developers will be encouraged to provide underground cables in new development proposals and where necessary conditions will be applied to planning approvals to ensure their provision by underground means. In cases where overhead cables offer a more practical option careful routing can help minimise intrusiveness.

#### Containers within Residential Areas

- 5.36 We recognise that containers are temporary structures. Containers are however being increasingly used as more permanent structures around Stanley by gaining a series of renewals of planning permission. This is considered inappropriate as Stanley grows and matures. Through implementing this policy we allow for genuine temporary storage needs which cannot be met without the use of containers, but restrict their use becoming permanent. Whilst permission may be granted initially for a year, further renewals of up to one year may be permitted where alternative storage arrangements have not been achievable. Applications for further renewals are likely to be refused. Containers associated with the storage of materials for the erection of a dwelling are permitted on the same site as that development without the benefit of planning permission for the duration of that project. Once the dwelling is occupied the container must be removed or planning permission sought.

#### External Storage on Commercial Sites

- 5.37 We recognise that external storage, and the ability to provide this, is important to industrial uses. However, it is not acceptable that sites, particularly those visible from the tourist routes to Gypsy Cove and Cape Pembroke, are not effectively managed and kept in untidy states. The retention of vehicles/plant/equipment (e.g. containers) that are no longer fit for purpose on such sites will not normally be permitted.

#### Business Developments in Residential Areas

- 5.38 In some cases residents may wish to work from home or perhaps start a small business. There may be economic advantages in this through encouragement of business diversification or perhaps environmental advantages such as reduced traffic town, but these impacts will need to be assessed against the overall retention of the amenity of a residential area. This policy will facilitate a level for local enterprise without compromising the quality of life of other residents.
- 5.39 A degree of business activity is already occurring outside existing commercial areas. New business in non-commercial areas may be acceptable however its effect on surrounding

areas needs to be carefully assessed. This policy will balance business enterprise with effects on existing land uses. Proposals for taxi businesses within residential areas can sometimes lead to complaints due to parking issues and also due to noise at unsociable hours. Such uses, where supported, will require sufficient parking and may be granted on a temporary basis so that the impact on neighbouring uses can be monitored.

Development Adjoining Airport Road

- 5.40 As a key route through the town, part of the gateway to the town and part of a route for visitors from the public jetty or MPA to Cape Pembroke, it is important that the visual amenity of the Stanley Bypass/Airport Road is considered. Therefore proposals which adjoin this will need to consider how any adverse visual impact can be avoided or mitigated (for example through the design of buildings, avoiding external storage and the use of screening bunds/structural planting).
- 5.41 Proposals for bunds to the North of Airport Road will be supported where these screen developments and do not encroach into land reserved for services or future footpath/cycle-path (see policy TP11: Transport Infrastructure and Management). It is envisaged that developments within allocation E6 which front onto Airport Road will be less visually intrusive, however bunds may be appropriate to the rear (South) of these developments and more visually intrusive developments within the remainder of allocation E6.