Written Statement
Adopted March 2004

Stanley Town Plan

Policy for Sustainable Development in Stanley

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FOREWORD

As Chairman of the Planning and Building Committee I see something in the order of 200 applications for planning approval each year. Each of these applications is always of prime importance to the individual applicant, some create a level of wider public interest and some even generate heated objections. These concerns need to be addressed and the planning system is there to ensure land is used and developed wisely. In order to do this well it is important that the system operates within a defined strategy demonstrating clearly the Government policy of the time.

The Development Plan (both the Falkland Islands Structure Plan and the Stanley Town Plan) provides the Falkland Islands, for the first time, with a planning policy structure within which future proposals for development or use of land can be assessed.

The Development Plan should prove an invaluable tool for all those interested in the future physical development of the Islands. It should provide certainty and confidence to developers with specific development interests, comfort to Falkland Islanders that all applications are considered within a clear and transparent framework and clarity to all those involved in the decision making process.

Councillor Richard Cockwell
Chairman of Planning and Building Committee
Falkland Islands Government
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1. INTRODUCTION

1.1 A user guide

1.1.1 This plan comprises a Written Statement and a Policies and Proposals Map.

1.1.2 Section 1, the Introduction, sets the context for the Stanley Town Plan and explains how it has been prepared.

1.1.3 Section 2 provides a Development Aim for Stanley and develops this with eight Development Priorities.

1.1.4 Section 3 provides Policies and Proposals, covering the following broad topic areas:

<table>
<thead>
<tr>
<th>Code</th>
<th>Topic Area</th>
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<tbody>
<tr>
<td>D</td>
<td>Development control</td>
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<td>H</td>
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<td>Transport</td>
</tr>
<tr>
<td>S</td>
<td>Service infrastructure</td>
</tr>
</tbody>
</table>

(Policy D2 is of prime importance in considering all planning applications).

1.1.5 Taken together the development aim, development priorities and policies and proposals provide the elements of a sustainable Development Strategy for Stanley.

1.1.6 There is a degree of overlap between the topic areas. Both the Stanley Town Plan and Falkland Islands Structure
Plan should be viewed as a set of inter-related policy statements rather than a group of individual policies. This reflects a sustainable approach. Stanley Town Plan sets local policy for Stanley. The Structure Plan provides a strategic planning policy document for all the Falkland Islands and, where necessary, the detailed policy content and proposals for Camp. Structure Plan policies of particular importance to Stanley are repeated in the Stanley Town Plan. Together these documents form the Falkland Islands Development Plan.

1.1.7 Section 4 addresses how the Plan will be implemented, monitored and reviewed to ensure that it continues to be relevant throughout its lifetime and responds to changing circumstances.

1.1.8 At the back of the document are four Appendices providing information on the Planning System and the Stanley Town Plan, a Glossary of Terms used in the document, Schedules, and an Index of Policies.

1.1.9 The Policies and Proposals Map shows the geographic coverage of the Stanley Town Plan Policies and Proposals.

1.2 The development of Stanley

1.2.1 In 1844 the location for the chief town of the Falklands was moved from Port Louis to a new location near Port William. The move was proposed and undertaken by first Governor, Richard Clement Moody. The reason for the move was a safer and more convenient harbour. The new capital was named Stanley after the then Secretary of State for the Colonies. A grid iron street pattern was developed on the north facing slopes adjacent to Stanley harbour. Government House, Central Stores, Gilbert House and Stanley Cottage were among the first buildings and are still in use today.

1.2.2 By 1881 the population of Stanley had reached 1,000 including a detachment of Chelsea Pensioners. During this period the Eagle Inn (today’s Upland Goose), Constable’s Row (Police Cottages), the Police Station, Crozier Place and Stanley House all appeared, as did the first street lighting. Christ Church Cathedral was built in 1892 following a tragic peat slip in 1886, which took away the former Exchange Building part used as Holy Trinity
Church. Jubilee Villas, the Tabernacle and new St Mary's Church were all constructed before the turn of the century.

1.2.3 The first part of the 20th century brought war through the Battle of the Falklands on 8 December 1914 and later in 1939 casualties from the Battle of the River Plate. Two army camps were established to house a garrison of 2,000 men, Falkland Camp to the west and Stanley Camp to the south. This period also brought advances in communications, mains water and electricity and the first vehicles. Road and service improvements continued after the war. A Town Council was formed in 1947 but dissolved again in 1974.

1.2.4 Following occupation by Argentine forces in 1982 the town has undergone a new period of regeneration. A community school, swimming pool, bank, hospital and sheltered housing have all been developed and the town has expanded both to the west and more particularly to the east. Business and commerce has grown, especially for the fishing industry, evidenced by FIPASS, Gordon Lines and Lookout Industrial Estate. The grid iron layout from Government House to Snake Hill and from the harbour to Davies Street, which had essentially contained Stanley from Moody’s original plan through to the conflict with Argentina in 1982, now forms the historic core of a larger settlement.

1.2.5 Part of the responsibility of the Stanley Town Plan will be to reflect on the history and heritage of the town and to use this to best advantage in taking Stanley forward to meet the challenges of a new century.

1.3 The policy context

1.3.1 The planning system is defined by the Planning Ordinance 1991. The Government has wide ranging powers under the Ordinance to regulate development and land use in the public interest. Under sections 19 to 23 of the Planning Ordinance a Local Plan may be prepared for any part of the Falkland Islands. The Stanley Town Plan is a Local Plan for Stanley.

1.3.2 The Planning Ordinance under sections 13 to 18 also sets out a requirement for the Government to prepare a Structure Plan for the Falkland Islands. This provides a strategic planning context for development in the islands, including strategic policy for Stanley. The Falkland Islands Structure Plan 2001–2011 has been prepared in parallel to the Stanley Town Plan.
1.3.3 This Plan makes reference to the Draft Stanley Town Plan produced in 1996, although this was never formally adopted. Some of the policies and proposals contained in that plan may still have some relevance, but many have been superseded by events.

1.3.4 More recently the Islands Plan gives a broad context to the Government’s corporate strategy and action plan for the Falkland Islands. A number of actions have land use implications for Stanley. Of note are:

- New deep water port
- New drilling for oil
- New visitor centre
- Sheltered housing provision
- Housing provision
- New police station and prison
- Wind power
- Improved waste water and waste disposal

1.3.5 In preparing the Stanley Town Plan reference has also been made to the range of documents identified in section 1.3.2 of the Structure Plan.

1.4 The plan programme

1.4.1 At Executive Council in March 2002 the Government agreed that a Development Plan for the Islands would be prepared to comprise a Falkland Islands Structure Plan and Stanley Town Plan. These two plans have been prepared concurrently reaching draft stage by 2003 with formal adoption in 2004. Together these plans provide a development framework for up to 10 years with a forward look to 15 years.

1.4.2 The timetable for the plan making process is set out below in table 1.

| TABLE 1 |
| TIMETABLE |
| March 2002   | ExCo agrees approach and target dates |
| September 2002 | Public consultation on locational issues in Stanley |
| June 2003    | ExCo agree final draft |
| July 2003    | Draft Town Plan published for consultation |
| September 2003 | Consultation period ends |
| November 2003 | ExCo agree amendments |
| March 2004   | Plan adopted |
| April 2004   | Adopted Town Plan published |
| April 2005   | First annual monitoring report published |

1.4.3 An annual programme of plan monitoring will be undertaken. The plan has the ability to be reviewed in part during the plan period to adapt to changing circumstances or for a complete review after 5 years when the economic context of development is likely to be substantially altered.
2. THE DEVELOPMENT STRATEGY FOR STANLEY

2.1 Development aim and priorities

2.1.1 Stanley performs roles far in excess of its size. It is the ‘capital city’ and urban centre for a land the size of a small country, providing a port and a communications and administrative centre. All this in what is effectively a ‘village’.

2.1.2 Stanley has undergone sustained change since 1986 with its population increasing from about 1,250 to around 2,000 along with the housing, infrastructure and community facilities needed to support that change. In the process the town has developed a vibrancy. The development challenge for the next 10 years will be to provide and infrastructure which matches a growth target the town can continue to sustain and which builds on the positives achieved thus far. Section 2.4 sets the scene for the sustainable growth of Stanley.

2.1.3 The Development Aim of the Stanley Town Plan is:

To guide the future development of Stanley in a way which maintains a healthy and safe community life, encourages continued economic prosperity and respects and enhances environmental assets.
2.1.4 Achieving the aim will not be down to the Government alone. Partnership action, or ‘working together’ will be required by organisations, groups and individuals from within and outside the local community.

2.1.5 The development priorities for Stanley are:

a. To provide the range of facilities, sites and opportunities commensurate with Stanley’s role as the capital of a small country.

b. To ensure residents housing needs and the accommodation requirements of visitors to the town are provided for.

c. To meet the demand for a full range of sites and premises for business, commerce and industry.

d. To ensure the towns built and natural heritage is safeguarded and enhanced by new development.

e. To exploit the town’s gateway status for visitors to the islands.

f. To make provision for the range of public buildings and facilities needed to serve all community needs.

g. To facilitate the provision of a full range of service infrastructure to all areas of the town.

h. To improve traffic management.

2.2 Principles of sustainable development

2.2.1 All development will be expected to take into account the following principles of sustainable development. These principles guide the development strategy and are repeated from the Structure Plan

A. Today’s resources, tomorrow’s capital

The Plan will aim to ensure that new development proposals:

- Use best practice impact assessment techniques to help determine what kind, level and distribution of development or activity are possible with no, or minimum adverse effect,

- Recognise that some resources are more vital than others and that wise use and sustainable management of such resources involves the integration of social, economic as well as environmental considerations,
• Use the ‘polluter pays’ principle to ensure that the cost of preventing or remediating adverse impacts is paid for by those who create it,
• Obtain the maximum benefit from the use of existing resources, as a means of minimising the demand for additional resources,
• Recognise the benefits of a precautionary approach.

B. A ‘joined up’ approach

A holistic approach to plan preparation and implementation will be employed which:
• Recognises the inter-related nature of issues and the need to develop integrated solutions which involve all relevant organisations, groups and individuals,
• Uses ‘joined up’ thinking and integrates measures taken under different legislation and by different functions.

C. Partnership

The Plan will be effectively implemented by co-operation and partnership within and between:
• Government members, officials and departments,
• private companies, partnerships and individuals,
• the voluntary sector,
• the wider community.

D. Targets and monitoring

Targets, including ‘Sustainability Indicators’ within the Falkland Islands Conservation Strategy, will be set and more efficient systematic monitoring and information systems developed to inform and guide the decision making process, and allow subsequent changes and policy effects to be more accurately monitored and managed.

2.3 Sustainable Growth

2.3.1 The framework for sustainable growth in the Falkland Islands is set out in section 2.3 of the Structure Plan. The policies and proposals in the Stanley Town Plan reflect projected population growth for the Islands and in particular for Stanley itself. The policies and proposals in the Stanley Town Plan are therefore designed to cater for a possible growth in the town’s population of about 875 between 2001 and 2011
3. POLICIES AND PROPOSALS

St Marys
D DEVELOPMENT CONTROL

D1 Development status of Stanley

The Government will continue to develop policies and proposals aimed at facilitating the further development of Stanley as the Falkland Islands main settlement.

Issue and Objective:

Stanley is the commercial hub of the Falkland Islands and is planned to remain so during the plan period via structure plan policy BE1. 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. The objective will be to ensure appropriate development is facilitated and not held back by shortages in serviced land or premises.

Methods and Outcomes:

A substantial element of the Government’s capital and revenue programmes will continue to be directed towards Stanley to provide key sites and buildings and support development opportunity. The outcome will be an increase in available serviced sites and premises to facilitate projected development growth.

D2 Development control

All proposals for development within the Stanley Town boundary will ‘in principle’ be approved if they meet relevant specific planning policy and the following criteria:
• The scale of the site and surrounding area is respected.
• Design and layout are appropriate under D3 and/or D4
• Access, parking arrangements and level of traffic generation are acceptable
• The site is capable of being effectively serviced
• There are no unacceptable polluting impacts
• Built and natural heritage are safeguarded
• The established building form is respected
• The potential to develop adjacent land is not unnecessarily prejudiced
• The use does not conflict with the predominant use of the area
• There is no significant loss of amenity
• Health and safety at the site or surroundings is not compromised

Issue and Objective:

The development strategy for Stanley 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. As part of this approach there is also a need to provide developers with a policy view on how their development proposals will be assessed. The objective is to provide a clear guiding policy statement to encourage the sustainable development of Stanley.

Methods and Outcomes:

The plan aims to facilitate the controlled development of Stanley up to 2011 and sets the scene for development beyond that period. Through the planning approach set out in D2 sustainable development will be encouraged. All development proposals meeting relevant specific planning policy and the criteria set out in D2 will successfully gain planning approval. It is therefore the other policies in the development plan which provide the substance and guidance to developers in how they should go about meeting the criteria in D2. The outcome will be the sustainable development of Stanley.
D3 Development and design statements

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:

i) sites shown as clusters;
ii) a new deep water port;
iii) housing sites of 20 houses or more;
iv) sites for industry or commerce of 2 ha or more; and
v) sites within a conservation area or affecting the curtilage of a listed building.

Such a statement should include:

i) a detailed survey and analysis of the site and its context; and
ii) key design principles for development proposals.

Issue and Objective:

Development proposed for larger sites and sites in sensitive heritage locations can have a significant impact on local amenity. Public buildings can be in prominent positions within the town and are visited regularly by a wide range of people. The objective is to minimise negative impacts and ensure that new development makes a positive contribution to the townscape both in the design and layout of such sites.

Methods and Outcomes:

By requiring a development and design statement to accompany larger or more sensitive applications the planning system can be used to facilitate a positive development contribution to Stanley. The outcome should be the development of key sites in ways that contribute positively to Stanley.

D4 Design guidance

The Government will produce best practice design guidance to assist developers in the preparation of development proposals and to help ensure the character and amenity of Stanley is retained and enhanced through good design and layout.

Issue and Objective:

By giving careful consideration to a new development’s form and function, both good design and positive layouts can be achieved. Design guides can help to assist this process. Good guidance will need to take the best current development practice and thinking and apply this to the unique context of Stanley. The objective is to provide guidance which is both easily understood and leads to good design and layout.
Methods and Outcomes:

Design guidance will be provided to cover the following areas:

i) new dwellings;
ii) domestic extensions;
iii) industrial or commercial development;
iv) conservation areas and listed buildings; and
v) site, layouts, road layouts and parking.

In preparing the guides close attention will be paid to the development context of Stanley. Design guidance for conservation areas and listed buildings will entail close liaison with the Historic Buildings Committee. In addition guidance notes relating to good building practice will be produced to support administration of the Building Regulations. The outcome should be greater appreciation of design principles in the development process and better designs and layouts.

D5 Energy efficient development

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.

Issue and Objective:

Reliance on non-renewable resources is an issue for the world community, as expressed in debate around the Convention on Climate Change and the Kyoto Protocol. The Falkland Islands has a part to play. Renewable energy is considered at S4. However there remain great opportunities through building design and construction, insulation and orientation to minimise heat loss and thereby reduce demand for heating. Most of Stanley is north facing and suited to increased use of solar panels to further reduce reliance on non-renewables. The objective is to minimise the demand for non-renewable energy sources in new development.

Methods and Outcomes:

Encouragement for well constructed and insulated buildings is given when offering building advice through the building regulations system. This will be extended to support proposals for renewable energy options, particularly for solar power as part of development proposals. The government may also consider trialling such measures in new housing development. The work of the Government’s Energy Advisory Committee will be important in formulating and offering holistic advice to the public. The outcome will be an increase in energy efficient housing.
D6 Access for all

All development proposals should consider the needs of people with disabilities, with particular reference to:

i) the principal approaches and entrances to buildings;

ii) the use of ramps, steps, handrails, lifts and staircases or other means of changing levels;

iii) internal circulation routes;

iv) communication facilities such as tactile information and signage;

v) parking provision; and

vi) lighting, toilets and signage.

All buildings where public use is planned will be expected to provide access for all based on this criteria.

Issue and Objective:

Many buildings around Stanley, including public buildings, do not cater for people with mobility difficulties or the disabled. As Stanley develops it needs to address this issue both retrospectively for important public buildings and as part of the design considerations of new development. The objective is to increase the accessibility of buildings to disabled people.

Methods and Outcomes:

Full disabled access will be expected for all buildings where public use is planned. In all other cases disabled access should be addressed within development proposals. The outcome will be increased and easier access to buildings for disabled people.

D7 Control of containers

The Government will only grant temporary permission for containers outside recognised container parks or commercial yards for a period of up to two years, subject to a proposal meeting the criteria in policy D2. A further renewal 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.

Issue and Objective:

The Government recognises 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. The objective will be to allow for genuine temporary storage needs which cannot be met without the use of
containers, but to restrict their use becoming more permanent.

Methods and Outcomes:

Strict adherence to this policy will ensure containers remain as temporary structures and that their placement outside recognised container parks or commercial yards is restricted. In addition conditions will be applied to planning approvals to ensure their maintenance and/or painting in the interests of public amenity. Developers will be informed of this change in policy approach when applying for planning approval. The outcome will be the more limited use of containers in Stanley and for temporary storage only.
H1  Housing need

Government will plan for the provision of 370 additional dwellings in Stanley over the period 2001 to 2011 and, subject to review, a further 240 between 2011 and 2016.

Issue and Objective:

The Government has formed a view on the level of growth that Stanley can sustain for the period to 2011. The structure plan section on sustainable growth provides the background, projecting a further 875 individuals in Stanley by 2011. Whether or not this level of growth occurs should not deflect from the need to plan for such growth and this view has been endorsed by the public during the consultation phase for the Stanley Town Plan Locational Issues report in 2002.

Average occupancy rates are 2.37 persons per household at the start of the plan period. By applying this to the population projection of 875 by 2011 an estimate can be made of the number of dwellings by household type that will be required. On this analysis Stanley needs to plan for 370 more houses/flats by 2011, assuming flats become the preferred policy option over mobile homes. It should also be borne in mind that household occupancy rates are generally decreasing meaning demand in 10 years time may be proportionally higher.

Table 2 illustrates the rate of growth for three types of dwelling over the last 15 years and projects forward to 2016.
TABLE 2
DISTRIBUTION BY DWELLING TYPE IN STANLEY

<table>
<thead>
<tr>
<th>Year</th>
<th>Houses</th>
<th>Flats</th>
<th>Caravans/ Mobile Homes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>385</td>
<td>34</td>
<td>44</td>
<td>463</td>
</tr>
<tr>
<td>1991</td>
<td>508</td>
<td>53</td>
<td>49</td>
<td>610</td>
</tr>
<tr>
<td>1996</td>
<td>547</td>
<td>104</td>
<td>22</td>
<td>673</td>
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<tr>
<td>2001</td>
<td>690</td>
<td>104</td>
<td>43</td>
<td>837</td>
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<tr>
<td>2006*</td>
<td>837</td>
<td>125</td>
<td>43</td>
<td>1005</td>
</tr>
<tr>
<td>2011*</td>
<td>1013</td>
<td>150</td>
<td>43</td>
<td>1206</td>
</tr>
<tr>
<td>2016*</td>
<td>1225</td>
<td>180</td>
<td>43</td>
<td>1448</td>
</tr>
</tbody>
</table>

- projection based on population growth divided by 2001 occupancy rate.

The objective is to ensure that Stanley’s population, present and future is housed.

Methods and Outcomes:

Growth in population is linked closely to the changing economy of the Islands and is presently below that projected and planned for. House completions stand below 25 per annum. The completion rate would need to increase to about 40 dwellings per annum, or more in later years, to match projected growth. If reduced economic growth occurs house building will continue to be less than the projected figure. The outcome will be sufficient housing to meet actual growth in demand.

H2 Housing land

Over 80 hectares of land is identified by Government in Stanley as suitable for new housing development between 2001 and 2011.

Issue and Objective:

A figure for new housing provision needs to be translated into a land requirement. This is dependant upon future approaches to housing provision and will fluctuate depending on the size and layout of units and areas. The objective is to ensure sufficient land is allocated for housing development.

Methods and Outcomes:

A low land requirement estimate for the projected number of houses and flats up to 2011 might be 37 ha based on 0.1ha per unit. The land requirement could be increased/decreased by varying housing type and layout and increasing provision of semi-detached units, terraces or groups of flats. It is, however, worth noting that some plot sizes in East Stanley development approach 0.2 ha per unit making a residential allocation of closer to 70 ha not unreasonable. A percentage of residential allocation (say 15%) will need to be included for roads and recreation, making an allocation of 80 ha appropriate. Policies H5 and H6 further define land allocations

H3 Housing policy

The Government will review housing policy with a view to making provision more market led and to provide a wider housing choice.

Issue and Objective:

The Government has operated the following policy in relation to Government Housing since 1998.
'There is no legal obligation upon Government to house anyone. The priorities for the allocation of Government housing as agreed by Executive Council are –

a) FIG Contract Personnel
b) Residents (people with Falkland Island Status or holders of Permanent Residence Permits) with Special Needs (eg Welfare Cases)
c) Persons who have Falkland Islands status or are holders of Permanent Residence Permits, and who
   - Are not property owners (ie house or flat or other accommodation unit)
   - Have not sold such a property within 12 months of application
   - Are not on the Government debtors list
   - Are at least 18 years old
   - Are normally resident in the Falkland Islands or are temporarily overseas on approved absences (eg education/training, medical)
   - Do not have the financial means to purchase or build a house

d) Persons who do not meet the criteria in c) above will not be accepted onto the list of applications for Government housing’

The Government has had no broader strategic housing policy. Consequently, housing provision has not been matching demand. New housing development has largely been aimed at making plots available for family homes. However, the housing waiting list for FIG rented accommodation at August 2003 indicated that 73 of the 83 names on the list required single bedroom accommodation.

The housing market in Stanley has been heavily subsidised by Government. The key issue revolved around provision of serviced plots. Serviced plots, when available, have been offered in the region £5,000 to £7,000 having cost the Government between £50,000 and £70,000 to provide. Government has therefore taken on a significant financial burden and it has clearly been uneconomic for the private sector to compete. The effect has been to stifle private sector provision and increase reliance on Government.

The objective is to move towards a more balanced range of housing provision by both the public and private sectors.

Methods and Outcomes:

Subsidising plots has not only costed the Government significant sums of money, it has had implications for decisions on future housing provision.

Retaining the plot subsidy would mean the Government continuing to bring forward its own land for development by providing very affordable sites and maintaining a good level of demand in the process. It is likely that at some time in the future this policy approach would move from satisfying a perceived need for housing to providing a
bonanza for those purchasing plots for second or third homes at knock down prices. This policy approach also means that even if private land is allocated as suitable for housing development it will not be brought forward without significant Government intervention.

With this in mind the Government has embarked on a process of strategic housing policy review. Between September and November 2003 discussions and a workshop were held within Government to begin the process. This was followed up in January 2004 by a Government policy decision to move away from direct subsidy of Government plots to a means tested approach focussed on first time buyers and not just linked to public sector provision.

In addition to market considerations the housing policy review is examining the provision of a wider choice of housing options to meet a broadening market demand. This includes greater provision of semi-detached, terraced or flatted properties and different approaches to layout via, for instance the creation of neighbourhood groupings in contrast to, for instance, the suburban style street patterns found in East Stanley.

The outcome of a strategic housing policy review should eventually be a more balanced range of housing provision by both the public and private sectors.

### H4 Residential areas

In areas shown as ‘residential’ on the policies and proposals map, applications for new housing or housing extensions will be considered favourably subject to meeting the criteria in D2 and guidance under policy D4.

Development proposals for non-residential development will only be acceptable if it is demonstrated that there would not be an unacceptable level of adverse impact on the amenity of existing residential occupiers. Proposals will be assessed against the criteria in D2.

Any development which results in a net loss of housing in a residential area will be refused.

**Issue and Objective:**

Residential areas provide primarily for the home and family accommodation and recreational needs of Stanley’s population. 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 in town, but these impacts will need to be assessed against the overall retention of the amenity of a residential area. The objective is to facilitate a level of local enterprise without compromising the quality of life other residents.

Methods and Outcomes:

Where working from home is incidental to use of the property as a dwelling, planning approval will not normally be required. Where a small business is planned its effect on local amenity will be an important criterion under D2. The outcome will be a favourable planning framework for sustainable small business and retention of residential amenity.

H5 Housing allocations

Land is allocated as suitable for new housing development, subject to satisfactory development and design statements being produced, at the following sites:

<table>
<thead>
<tr>
<th>Site</th>
<th>Approx Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>East of Stanley Services</td>
<td>15.4 ha</td>
</tr>
<tr>
<td>Darwin Road West</td>
<td>71.9 ha</td>
</tr>
<tr>
<td>Dairy Paddocks</td>
<td>7.2 ha</td>
</tr>
<tr>
<td>Old Oil Depot</td>
<td>0.7 ha</td>
</tr>
<tr>
<td>Bennetts Paddocks</td>
<td>13.0 ha</td>
</tr>
<tr>
<td>Racecourse area</td>
<td>15.5 ha</td>
</tr>
<tr>
<td>(subject to satisfactory waste drainage measures)</td>
<td></td>
</tr>
</tbody>
</table>

Methods and Outcomes:

The following sites were investigated as candidates suitable for housing in and around Stanley:

<table>
<thead>
<tr>
<th>CANDIDATE HOUSING SITES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf course (part)</td>
</tr>
<tr>
<td>Racecourse</td>
</tr>
<tr>
<td>Darwin Road West</td>
</tr>
<tr>
<td>Murray Heights</td>
</tr>
<tr>
<td>FIPASS/Gordon Lines</td>
</tr>
<tr>
<td>Port William</td>
</tr>
</tbody>
</table>
Other sites further removed from Stanley were discounted largely on grounds of access to services and availability of infrastructure, although it is acknowledged that such restrictions could be overcome with sufficient investment.

The housing sites identified fell into three main categories:
- on the southern edge of Stanley.
- In west Stanley
- At Port William, a longer-term option, subject to a new port decision.

All sites identified are capable of being developed and accessed (Port William remains a special case). Site conditions present difficulties, which are greater at some sites than others. For instance land south of the by-pass is banked high with peat or compromised by minefield locations. Relocation of existing site uses would need to be carefully addressed if land at Gordon Lines, the racecourse or golf course is to be used for housing. Road surface improvements to Moody Brook Road would also be required. Although a site, which includes the racecourse, is allocated as suitable for housing, negotiations are in progress to retain the racecourse itself, subject to satisfactory alternative housing land being identified for the current owner. New infrastructure, particularly sewerage, is crucial to development of most of the sites for housing.

Of the sites along the southern edge of Stanley, two Government sites offer the greatest potential for the next phase of large scale housing development: East of Stanley Services and Darwin Road West. Both are large scale enabling development boundaries to be flexibly drawn and phased. These sites are not within Stanley Common. A private site at Dairy Paddocks is also suited to housing development subject to satisfactory mitigation against noise from the power station located north west of the site.

The timescale Government requires to move from identifying an area for housing development to completion of a first phase of plots, is estimated at 2 1/2 years.

The outcome should be sufficient housing land availability to meet Stanley’s new housing needs for the plan period.

**H6 Infill housing**

Applications for new houses within the town boundary, as shown on the policies and proposals map, will generally be considered favourably if they meet policies D2 and D4 and at least two parking spaces per unit are provided within the site. Where necessary, on smaller sites, an article 6 direction will be issued to bring permitted development under planning control.
Issue and Objective:

A small level of housing demand is presently being met via infill plot development mainly in central Stanley. Where new residential plots can be successfully developed in accordance with the criteria at D2 the objective will be for such provision to continue to contribute towards meeting overall housing need.

Methods and Outcomes:

It is estimated that about a further 40 units could be provided by infill development over the Plan period without unnecessarily compromising the amenity of the existing built environment. Applications for such developments will be driven by the private sector. Policy D2 sets the criteria by which applications will be assessed and clearer guidance will be given under D4 relating to design and plot layout. Use of article 6 directions on smaller sites will ensure an effective level of planning control is retained over further development of the site. The outcome will be a sustainable level of further infill development in Stanley.

H7 Mobile homes

Applications for residential use of new or existing caravans, portakabins or similar mobile units sited within the garden area of an existing house will only be granted for a temporary period, subject to the criteria in D2 being met and the following:

i) The need is demonstrated;
ii) The siting is not visible or prominent from outside the site; and
iii) Maintenance of the structure is adequate.

A site where a new mobile home park may be provided is identified on the Policies and Proposals Map. Policy H7 will be reviewed should the site be developed for this purpose.

Issue and Objective:

Mobile homes have traditionally been seen as an appropriate means of meeting housing demand and are likely to continue to do so, but on a decreasing scale. Where possible the Government wishes to reflect a wider public view that flats and other small permanent units offer a more appropriate form of provision for the
low cost and single person sectors as well as for additional family member provision. This reflects a maturing in the growth of Stanley. The objective is to gradually reduce the use of mobile homes for residential accommodation in favour of more permanent accommodation options.

Methods and Outcomes:

Should a new mobile home park be provided Policy H7 will be reviewed with a view to directing new mobile homes to this location rather than using garden ground within Stanley.

In the meantime by adherence to policy H8 in tandem with provision of suitable permanent accommodation, including under H11, the outcome of a gradual move towards housing Stanley’s population in more permanent forms of accommodation will be facilitated.

H8 Alterations and extensions

Alterations and extensions to houses will be favourably considered where they accord with policies D2 and D4. Such developments should ensure that no increase in on street parking occurs, in particular where conversions from garages to residential use are proposed.

Issue and Objective:

Alterations and extensions to dwelling houses form a substantial element of all development proposals considered by the Planning and Building Committee. The planning system is generally supportive of well-designed changes and the objective is to facilitate a smooth process for such small-scale domestic work. No net increase in on street parking will form part of achieving a satisfactory development outcome.

Methods and Outcomes:

Proposals adhering closely to D2 and D4 can expect a smooth passage through Committee. Proposals for extensions or alterations to listed buildings or properties in a Conservation Area will need to pay particular regard to design guidance and should seek the advice of the Historic Buildings Committee in drawing up proposals. In such cases support funding may be available. The outcome will be well-designed alterations and extensions and a smooth approval process.

H9 Upgrading of housing

The Government will seek to improve the housing stock and guard against its possible deterioration through the provision of improvement where this will lead to long-term sustainable use of the building. The re-use of vacant properties to provide residential accommodation will be supported, where technically feasible and economically viable.

Issue and Objective:

The Government recognises the value of maintaining a good quality housing stock. This makes economic sense, prolongs the life of buildings and adds to quality of life. The
Government objective will be to ensure the quality of both its own and the wider housing stock.

Methods and Outcomes:

The Government has the opportunity to upgrade its own housing stock between lets and has an active programme for achieving this. This is particularly relevant between lets to contract officers. It also provides housing improvement grants and subsidies to the private sector. The benefits of pursuing such improvement programmes will be a better and more comfortable housing stock.

H10 Sheltered accommodation

Further proposals for sheltered housing will generally be considered favourably if they meet other policies, particularly D2, D3 and D4 and provide at least one parking space per unit within the site.

Issue and Objective:

Sheltered housing is an important element of overall housing provision. Such housing allows for more elderly residents to continue to live with a good degree of independence but knowing that should support be required it is close at hand. The objective is for provision to meet demand at suitable sites.

Methods and Outcomes:

Sheltered accommodation is presently located around the KEMH. Eight additional units are being built during early 2004 at the Stanley Cottage garden site. Plots for a further twelve sheltered units are identified within phase Seven of the East Stanley Development.). This should be sufficient to meet demand for the plan period. The outcome of this approach will be sufficient sheltered housing to meet demand.

H11 Affordable starter homes

The Government will consider the provision of direct means tested support to enable low income residents, particularly first time buyers, to move into home ownership.

Issue and Objective:

The housing waiting list for FIG rented accommodation at August 2003 indicates that 73 of the 83 names on the list require single bedroom accommodation. It is understood that many on the list are not able to afford to develop a housing plot of their own although may be interested in opportunities to build low cost accommodation as an alternative to renting. The objective is to support low-income residents to gain a foothold on the property ladder.
Methods and Outcomes:

By providing direct means tested support for first time buyers moving into smaller homes the Government will be helping to support a key area of housing need. The Government will also examine the feasibility of developing shared ownership schemes as a means of developing affordable housing provision. The outcome will be provision of affordable housing and its continued affordability in the medium to longer term.

H12 Greenspace provision

Development proposals which reduce existing public greenspace provision in Stanley will generally be resisted unless both an overriding need can be demonstrated and the criteria of D2 are met. Residential development proposals of 1 ha or more will be required to incorporate recreational play space and/or public amenity space provision at a rate of 0.5 hectare per 20 units.

Issue and Objective:

Amenity and or recreation space is an important element in any town.

The centre of Stanley has limited outdoor recreational space, mainly provided via the community school playing fields and the gardens of Stanley House. 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 allocations. Amenity is also important and both open greenspace and trees have an important role to play. The objective is to ensure sufficient greenspace is provided within Stanley to meet recreational and amenity needs.

Methods and Outcomes:

Greenspace will be retained by adherence to H12. Development and design statements for new residential development over 1 ha must incorporate greenspace to the standard set by H12. The outcome will be both retention of existing greenspace and adequate provision in new residential areas.
**H13  Shelter belts**

The Government will consider the structure planting of trees in advance of new serviced plot provision.

**Issue and Objective:**

*It is recognised that new land for housing development is on higher more exposed land than has generally been the case in Stanley previously. Advance shelter belt planting can play a useful role in alleviating the worst effects of the elements on development in more exposed locations as well as playing an important amenity role and helping to define urban form. The objective is to plant trees to help define and shelter new residential areas.*

**Methods and Outcomes:**

*The Agriculture Department, has now built up knowledge and experience of shelter belt planting. These lessons can be applied in the context of new housing provision through advanced planting, flagged up in development and design statements for new sites. By planting trees in advance of development the beneficial effects can be achieved alongside occupation of the dwellings. The outcome will be new woodland providing shelter and a contribution to residential amenity.*
B BUSINESS, COMMERCE AND INDUSTRY

B1 Commercial areas

New shops, offices and customer services serving both Stanley and Camp will be encouraged to locate within the existing commercial areas of the Central Stanley Commercial Area, Hillside, Lookout Industrial Estate and Kiel Canal Road Commercial Areas.

Issue and Objective:

The centre of Stanley is the main commercial area for both the town and the islands and the objective is for this role to continue, supported by other key commercial locations.

Methods and Outcomes:

The former Draft Town Plan defined a commercial area boundary for Stanley town centre. In shaping policy for the new Town Plan this boundary has been reviewed and forms part of the current Town Plan. Specific areas outside the centre of Stanley also perform commercial functions. Part of Lookout Industrial Estate operates as a secondary retail centre for the town. Hillside, land adjacent to Kiel Canal Road, the Chandlery and Market Garden
provide for their specific sectors. By encouraging new commercial development to locate in these areas as the main commercial centres of Stanley their continued vitality will be assured.

B2 Local commercial areas

Proposals for increased commercial development serving the local communities of East and West Stanley should be centred on existing retail locations. A new local commercial centre in connection with new housing development west of the Darwin Road will be given favourable consideration subject to meeting policy D2.

B3 Business activity outside commercial areas

Development proposals for new business or expanded business activity outside areas identified in B1 and B2 will, in addition to meeting the criteria of D2, need to meet all of the following:

i) the scale or nature of the proposal does not adversely effect the main land use of the area;

ii) the proposal accords with H4 in a residential area or H5 in a proposed residential area; and

iii) the proposal accords with B4, if sales of goods from non retail premises are proposed.

Issue and Objective:

Local retail centres perform a useful role in serving their respective communities. It is envisaged that these roles will continue and there may be opportunities for existing provision to be supplemented by new or expanded outlets offering a wider range of goods as the town grows. The objective is to support existing provision and facilitate further retail outlets serving local communities within Stanley.

Methods and Outcomes:

Existing retail stores provide for the local communities of west and east Stanley respectively. It is anticipated that new housing provision to the south west of Stanley will present further opportunity for retail provision. The outcome of this policy will be a supportive planning environment to retail provision for local communities within Stanley.
Methods and Outcomes:

Policies B1, B2 and B3 together give a tiered focus to Stanley’s commercial areas. However the plan does not stifle business enterprise and B3 allows for fair consideration of commercial development options outside commercial areas identified in B1 and B2. The outcome will be continued opportunity for sustainable commercial development.

B4 Sales of goods from non-retail premises

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.

Issue and Objective:

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 and the objective should be to allow for free trading in such circumstances.

Methods and Outcomes:

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. The outcome is a greater degree of flexibility in allowing small retail operations from non retail premises.

B5 Industrial areas

The Gordon Lines industrial area is the preferred site for larger scale industrial and warehousing and activity. National or international companies supporting the fishing industry or oil exploration will be expected to locate here. The use of Gordon Lines for industry will be reviewed if a new port is constructed at a location other than FIPASS.

Issue and Objective:

Industrial development does not sit well with residential uses, public buildings and mainstream commercial activity of Stanley. Most of Stanley’s heavier industry is therefore located at Gordon Lines outside the main settlement of Stanley. The objective is to ensure that space continues to be available to support industrial development but that conflicts with other town uses are minimised.
Methods and Outcomes:

The site benefits from having some infrastructure in place. Its location is influenced by its proximity to FIPASS. A decision for a new deep water port away from Stanley Harbour is likely to have an impact on the need for Gordon Lines industrial area in its present location. 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 10 year plan period. 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.

B6 Business park

Hillside and Lookout Estates are identified as Business Parks. Lookout will be the subject of a feasibility study, with a view to it’s upgrading. This will examine aspects of infrastructure, site layout, design of units, uses and landscape improvements. Proposals for development here will therefore be considered both in the context of policy D2 and with regard to the contribution made within the context of a Business Park.

Issue and Objective:

Hillside caters for a range of office and other business uses. Lookout Industrial Estate has developed in an ‘ad hoc’ manner and has both light industrial and retail elements. Further provision of starter units is likely to be required, particularly if oil exploration develops to a production phase, where opportunity for support industries will increase. The objective will be to transform the Lookout estate into a modern, well-presented and effective Business Park.

Methods and Outcomes:

An upgrading of Lookout Estate will be achieved via environmental, road and building improvements on the existing site relating well to business uses across Davis Street at Hillside. This will be achieved in the context of a ‘master plan’ managed by FIDC and with support of site tenants and Government. Measures are likely to include:

i) road improvements and installation of new roads;
ii) a design approach to building finishes and appearances;
iii) clearance of site ‘clutter’;
iv) new boundary and screen fencing;
v) improved signage;
vi) lighting;
vii) landscaping; and
viii) possible introduction of CCTV

The outcome will be a well presented and effective Business Park.

B7 Business starter units

The Government is supportive of additional business starter unit provision at Gordon Lines and the Lookout Business Park. Proposals for new starter units will be directed to these locations. Proposals at other locations in Stanley will generally be resisted unless they meet the terms of B3.

Issue and Objective:

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. The objective is to ensure sufficient availability of land and also, should the private sector fail to provide, to develop starter units for private business.

Methods and Outcomes:

Serviced land is available at Gordon Lines and Lookout Business Park for new starter units. Should demand from the private sector be forthcoming this land can be made available. The Government will work with FIDC to ensure that where expressions of interest for business start ups can not be met via existing premises, development of new premises can be considered. The outcome will be sufficient land and premises for business start ups and small businesses.

B8 Deep water port

The Government will investigate the potential for construction of a deep water port for Stanley.

Issue and Objective:

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 by the Government. An Options Study has been prepared by consultants Mott MacDonald identifying a number of potential locations for a deep water port. The Government believes that of these options Navy Point would appear to provide the best available deep water location at a green field site within close distance of the Islands’ economic heart, Stanley. However the Government acknowledges that the resources needed to provide this
facility are not readily available. Meanwhile further enhancement of FIPASS will be considered and the Government will investigate options for using Mare Harbour/East Cove. BFFI are supportive of further discussion on the future management of this facility to benefit both military and civilian purposes.

Methods and Outcomes:

Investigation of options will include:

i) a detailed appraisal of the proposal; and

ii) an assessment of land use or development benefits.

Should the Navy Point option prove feasible and a business decision made to construct a new deep water port, further consideration will be dependant upon production of a satisfactory environmental statement.

B9 Offshore minerals

The Government will provide for the onshore implications of an offshore minerals industry through its Housing and Business, Commerce and Industry policies.

Issue and Objective:

Offshore oil reserves are believed to exist in Falkland waters and exploration is expected to continue during the plan period and may lead to a production phase. In such circumstances there will inevitably be onshore implications, particularly for Stanley and the objective for Government in Stanley will be to cater for these through effective planning provisions.

The Structure Plan gives a scenario for offshore minerals exploration and production over the plan. The aspects of relevance to Stanley are laid out again here.

The 1998 exploration phase had the following onshore implications for Stanley:

- FIPASS proved to be an adequate port facility and provided warehousing for cement and mud, although a separate but closely located mud plant would have been more effective.

- Laydown area of 8,000m² at Gordon Lines (now temporarily used by FIDC for container storage).

- Office space; FOSA used the then recently built Stanley Services offices.

- Warehouse, provided via private sector.
• Accommodation for crew changes. Provided at MPA, with forward party personnel at Ross Complex/Upland Goose. Lodging for 30-40 people maximum at any one time (one third of rig staffing complement).

The next exploration phase would be expected to have broadly similar requirements. Stanley may prove to be a preferred option to MPA for lodging. There is an MOD requirement to security clear all civilians living at MPA which may make use impractical for oil workers. An element of lodging provision could be provided via new build either as a series of plot allocations (say 6-10) or by purpose built flats which might double as starter homes if surplus to requirements afterwards. These would form part of the overall housing allocation for Stanley. Subject to Civil Aviation consent Stanley airport could prove a preferred option to MPA for a heliport. This might better serve exploration east of the Falklands although there may be no significant benefit for serving the North Falkland Basin.

More advanced exploration rounds may well bring an enhanced level of demand for accommodation. Instead of 30-40 personnel requiring overnight lodging, a doubling to 60-80 personnel could be expected if two rigs become operational. The same options for provision would apply, although the emphasis could be expected to shift towards purpose built accommodation as lodging space is depleted.

Should oil be discovered in commercially viable quantities there could be a transition, either rapid or slow, depending on market conditions, to a production phase. The use of FPSOs is likely to be the preferred option, enabling more efficient transfer to global market locations. Each FPSO has a crew of 70-80 persons. If two FPSOs and one rig are operating at a given time the onshore accommodation requirements of this would not increase significantly from the later exploration phases. The likelihood is that there will be 10’s of people ashore at a given time rather than 100’s.

The operational phase would however mean a need for ‘white collar’ support staff to be based in office accommodation in the Falklands/Stanley to cover the management and accounts of the business. Numbers are likely to be 4 or 5 persons per oil company some of whom will initially be recruited from overseas and will bring their families with them, while others may be recruited locally. Accommodation needs would need to be met via the Stanley housing market including new build. Accommodation expectations would be ‘less basic’ than those for offshore crew members.

Oil Companies obtain specific technical expertise through consultants. Accommodation for small numbers of consultants while in transit to oil installations would be through the Stanley housing market or more likely hotel accommodation. This demand might enhance the
case for further hotel provision in or around Stanley or its airport.

At the production phase there would be an increased demand for provision of locally sourced technical support. This could include light engineering, communications and catering. There are certainly likely to be economic development implications ensuring the support is in place for entrepreneurial activity of this nature. There are also likely to be some development implications for new workshops, warehousing, communication masts etc.

Of course, should a significantly large oil industry take off over a sustained period, the Falkland Islands will benefit from the royalties and corporation tax generated. The likely development implications from increased wealth will be an accelerated capital programme. The Falklands would also be likely to act as a magnet for inward migration and could be expected to undergo a period of growth.

Under this scenario a production phase would coincide with a review of the Development Plan and new growth targets would be set at that time with more certainty for the next decade.

The outcome of this approach is prudent planning for oil exploration and potential production through the combined policies of the development plan and the option for review should a scenario develop which substantially differs to the one sketched above.

B10 Tourism development

The Government will normally encourage proposals for sustainable tourism, including provision of infrastructure and facilities. In Stanley it is particularly supportive of proposals that:

i) provide opportunities for the enjoyment and interpretation of the natural and cultural heritage;

ii) help to diversify the economy;

iii) lengthen the tourism season; and

iv) operate to IAATO standards

Issue and Objective:

As well as the legacy of 1982, Stanley relies heavily on the quality of its cultural, natural and built heritage. These can be utilised in a sustainable manner to the economic benefit of the residents through the promotion of niche tourism packages such as eco-tourism, cultural tourism and battlefield tours. Cruise ship tourism represents an important part of this market. If well managed, this is considered to be generally low impact. The objective will be to maximise tourism revenue based on
developing the Falkland Islands as a destination for eco-tourists.

Methods and Outcomes:

In assessing planning applications for tourism development in Stanley account will be taken of the nature of the development, its potential impacts and the positive tourism benefits which are likely to be derived. Applications will also be assessed against the principles of sustainable development. The outcome will be a supportive planning context for sustainable tourism development.

B11 ‘Gateway’ enhancement

The Government will support development proposals which support and enhance the following ‘gateway’ locations into Stanley:

i) Public Jetty;
ii) Darwin Road from Stanley by pass to Reservoir Road; and
iii) Stanley by-pass eastern approaches.

Visitors receive their first impression of Stanley when they arrive, either by sea, or at entrances to the town from the Stanley by pass. The impact this has on visitors cannot be underestimated and the importance of creating a quality environment, and consequently a pleasurable experience for visitors, is recognised. 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 and Stanley Airport play port of entry roles

Methods and Outcomes:

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. The port of entry role to be played by a deep water port will be a consideration for its design and layout. The outcome will be improved visitor experience and a greater likelihood of return visits or recommendations to others.
P PUBLIC SERVICES

The policies and proposals map identifies clusters of land and/or buildings for specific functions, these being, health, education and ‘public realm’. Should other development proposals come forward these will be assessed against the criteria in policy D2 and the following:

(i) the importance of siting the alternative proposal is demonstrated as being greater than retention of the site for the use identified, and

(ii) a satisfactory alternative site for the cluster allocation can be identified.

Issue and Objective:

The Government has taken the approach that some of its services are best delivered when grouped together in clusters and this view has been endorsed through public consultation. The main functions requiring additional land or buildings during the plan period are education and health, however there may be opportunities to rationalise other government departments and to make better use of some key sites in Government ownership. The objective therefore is to both provide for future growth in service provision and to facilitate better land use options.

Other functional requirements, in particular for a potential new Government administration block, the police and fire services and the power station are identified in table 4 below.
**TABLE 4  FORECAST GOVERNMENT DEVELOPMENT REQUIREMENTS**  
2001-2011 (provisional based on February 2004 information)

<table>
<thead>
<tr>
<th>Function</th>
<th>Facility</th>
<th>Timeframe (Years)</th>
<th>Locational requirements/comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Education</td>
<td>Hostel</td>
<td>1-5</td>
<td>BFFI site preferred</td>
</tr>
<tr>
<td></td>
<td>School Hall</td>
<td>6-10</td>
<td>At/near Community School. Could double as community theatre/cinema</td>
</tr>
<tr>
<td></td>
<td>Additional teaching space</td>
<td>6-10</td>
<td>At/near Community School</td>
</tr>
<tr>
<td>Health</td>
<td>Hospital extension</td>
<td>6-10</td>
<td>Adjacent KEMH</td>
</tr>
<tr>
<td>Police</td>
<td>Modern police station</td>
<td>1-5</td>
<td>Central Stanley preferable</td>
</tr>
<tr>
<td></td>
<td>Prison</td>
<td>1-5</td>
<td></td>
</tr>
<tr>
<td>Fisheries</td>
<td>Deep water port</td>
<td>1-15+</td>
<td>Prefer Port William option. FIPASS projected lifespan a factor</td>
</tr>
<tr>
<td></td>
<td>Offices/labs</td>
<td>1-15+</td>
<td>At/near port</td>
</tr>
<tr>
<td>Secretariat/Treasury</td>
<td>New offices</td>
<td>1-5</td>
<td>Prior to possible hospital extension. Linked to possible new central administration block</td>
</tr>
<tr>
<td>Attorney General’s Chambers</td>
<td>New offices</td>
<td>1-10</td>
<td>Prior to hospital extension. Linked to possible new central administration block</td>
</tr>
<tr>
<td>PWD</td>
<td>New offices/yards</td>
<td>1-10</td>
<td>Prior to reuse of dockyard. Linked to possible new central administration block</td>
</tr>
<tr>
<td></td>
<td>Second power station</td>
<td>1-10</td>
<td>Within Gordon Lines</td>
</tr>
<tr>
<td>Fire Service</td>
<td>New station and training area</td>
<td>1-10</td>
<td>Within or adjacent to Central Stanley or by pass</td>
</tr>
<tr>
<td></td>
<td>New/upgrade town hall</td>
<td>1-15</td>
<td></td>
</tr>
</tbody>
</table>
Sites are not allocated within the plan for these functions as the site identification process has not yet been concluded.

Methods and Outcomes:

New and/or replacement facilities are based around functions of government. Table 4 reflects the forecast requirements over the Plan period however these may change as priorities get reassessed.

Given the small scale of Stanley, the locational requirements for many of the functions are not crucial and a range of locations are possible for each facility. However by adopting a ‘cluster’ approach to certain functions, decision making can be simplified. The policies and proposals map illustrates cluster options and allows a more structured approach to provision of public buildings whilst retaining a degree of flexibility for specific sites. Phasing of work on the cluster sites will be important in some cases.

Use of a clusters approach has the benefit of not making the town plan too ‘prescriptive’. The outcome will be planned expansion of core public services and more appropriate use of Government land.

P2 Health

The policies and proposals map identifies land for a health cluster which allows for a hospital extension subject to satisfactory relocation of the Secretariat, Treasury, Attorney General’s Chambers and Print Office.

Issue and Objective:

Premises for health provision need to increase over the plan period as identified in table 4. The objective is to ensure that suitable land and premises are identified by the plan.

Methods and Outcomes:

Relocation of central Government Civil Service functions within years 1 - 5, perhaps to a new administration block, allows for redevelopment of the site for a new hospital extension (years 6 – 10). The outcome will be effective provision for health functions during the plan period.

P3 Education

The policies and proposals map identifies land reserved for an education cluster, which may include a school extension and hostel.

Issue and Objective:

The education service requires additional premises over the plan period as identified in table 4. The objective is to identify land that can be developed to meet the need.
Methods and Outcomes:

The plan acknowledges the Community School as a core educational focus. It allows for a new hostel on the BFFI site, being within easy access of the school and its playing fields. It also allows for a school extension across the adjacent paddock towards the BFFI site, for new classrooms and/or a school hall. Phasing is not dependant on other clusters. The outcome will be effective provision for education during the plan period.

P4 Public realm

The policies and proposals map identifies land for ‘public realm’ clusters. These take in the Government Dockyard and the public jetty area for commercial activity based around tourism.

Issue and Objective:

Waterfront locations around the public jetty and Government Dockyard present Stanley’s premier sites for regeneration. There are opportunities to create imaginative public spaces, building on the historic elements of both sites and offering a range of attractions for both tourism and local consumption. The Government Dockyard is particularly well suited to a heritage based development. The objective is to make the sites available and bring forward imaginative, well designed development.

Methods and Outcomes:

These clusters identify focal points for waterfront regeneration to cater primarily for the tourist economy which can both protect and work with the built heritage of these sites. Potential uses might include, indoor visitor displays and information points, arts and crafts workshops, museum extension, sailing and cafes/restaurants. Phasing is likely to be years 1-10. Reuse of the Government Dockyard site is subject to relocation of PWD in years 1-5. This option allows for either the renovation, including internal alterations, of the existing Town Hall or its replacement on the same site, subject to further study.

The outcome will be the freeing of key areas of town for the development of ‘public realm’ uses during the plan period.
P5 Provision of social, leisure and sports facilities

Development proposals, which maintain and enhance community facilities will be viewed favourably, particularly where they represent a more sustainable use of resources than the construction of new facilities. Existing sports and leisure facilities, including public open space, should be safeguarded from development unless acceptable alternative provision is provided.

Issue and Objective:
The Government recognises that existing social, leisure and sports facilities are important community assets which should generally be safeguarded, fully utilised or upgraded in advance of proposals for new facilities.

Methods and Outcomes:
Proposals for new facilities should have regard to the catchment area of potential users and to demonstrate that there is an unsatisfied demand for the facility in the location proposed. Types of community facilities will include schools, the library, local health care and social services provision.

P6 Multi-use of community facilities

The Government will encourage the adaptation of existing facilities, (e.g. schools and halls) to accommodate a variety of social and recreational uses where this would represent a more sustainable use of resources than the construction of new facilities and create a centre of social activity.

Issue and Objective:
A sustainable community needs a focus for social interaction. In most instances a range of activities can operate from within the same building, thereby creating a centre for local people to use for a variety of social purposes. The town hall performs this function along with the three church halls. The Government objective is to ensure that existing provision is fully utilised, or in cases where it falls short that efforts for further provision are supported.

Methods and Outcomes:
Due to its role as key funder, the Government can have a significant input into the location, nature and timing of new social or leisure facilities and consideration will be given to the future multi-use of facilities. However, community aspirations need to be matched by assessments of need, demand and the prioritisation of available resources. The outcome will be effective use of available facilities.
P7 Cemetery

The Government will ensure that sufficient land is safeguarded within Stanley to meet projected cemetery needs.

Issue and Objective:

The death rate for the last ten-year period in the Falkland Islands is set out in table 5 below. Most of these deaths had an impact on the provision of appropriate burial ground at the cemetery in Stanley. The death rate is projected to stay broadly similar during the plan period. The death rates do not include misadventure at sea of overseas fishermen as this is not perceived to impact on local cemetery space provision. The objective will be to provide sufficient land to meet both Stanley’s and the wider Falkland Islands burial needs.

**TABLE 5**
NATURAL DEATHS IN THE FALKLAND ISLANDS

<table>
<thead>
<tr>
<th>Year</th>
<th>Deaths (to locals)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>16</td>
</tr>
<tr>
<td>1992</td>
<td>20</td>
</tr>
<tr>
<td>1993</td>
<td>11</td>
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<tr>
<td>1994</td>
<td>16</td>
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<td>12</td>
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<td>1998</td>
<td>7</td>
</tr>
<tr>
<td>1999</td>
<td>13</td>
</tr>
<tr>
<td>2000</td>
<td>6</td>
</tr>
<tr>
<td>2001*</td>
<td>2</td>
</tr>
</tbody>
</table>

* to 7 April 2001

Methods and Outcomes:

The existing cemetery at Ross Road East contains sufficient ground to meet the projected burial needs of Stanley for the plan period. Further land for beyond the plan period has not been safeguarded although the Government will investigate a range of options, including land at the leading lights currently safeguarded from housing development. The outcome will be sufficient land, appropriate for cemetery use being identified to meet Stanley’s needs during the plan period and beyond.
The Government will seek to conserve Listed Buildings and will support sympathetic conversions to secure their future. Internal and external alterations, or additions to a listed building will normally be permitted if all the following criteria are satisfied:

i) the scale, form and design respect the listed building and its setting;

ii) traditional building materials and practices are appropriately utilised to ensure its listed qualities are not compromised;

iii) there is no loss of original features especially those specified in the listed description; and

iv) full drawings (existing and proposed) accompany the application.
Listed Building Consent for demolition will not normally be permitted unless:

i) it has been clearly demonstrated that every effort has been made to find practical ways of retaining the building, including marketing and disposal; or

ii) 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.

Approved consents will normally be conditioned such that demolition cannot commence until contracts have been let for replacement buildings or acceptable after-use of the site, and up to three months notice is given to allow access to enable the listed building to be recorded.

**Issue and Objective:**

Traditional Falkland buildings are unique and help form the distinctive character of the built environment of Stanley. The Government identifies and brings forward the best examples of buildings with architectural or historic merit for listing, thereby giving such properties protection from both demolition and unsympathetic alterations. The objective of both listing and planning control for listed buildings is to ensure the conservation of the best examples of Falklands built heritage.

Preservation of the built history of the Islands is directly linked to four of the major policy objectives set out in the Islands Plan 2002-2005. Policy 1 concerns self-determination, necessarily underpinned by the issue of national identity. The importance of a commitment to the preservation and promotion of local history is emphasised by Tasks 1.3, 1.4, 1.5 and 1.6. Policy 2 relates to building a sustainable future for the Islands through economic self-sufficiency. The importance of tourism to this goal is identified in Task 2.15, and current indications from the tourism industry are that visitors to the Islands are potentially as much interested in the history of the people as in the wild life. The question of identity is also relevant to Task 2.1. Policy 7 concerns the long-term viability of Camp and again tourism seems likely to be a major element in this, acknowledged in Task 7.1.3. Policy 8 relates to protecting the environment and notes our ‘architectural heritage’ as an important feature of this. Task 8.5 is the listing of buildings of special architectural or historic interest.
**Methods and Outcomes:**

Planning permission is required for demolition or alterations to Listed Buildings. Listed Buildings in Stanley are shown in schedule 1. The policy statement gives clear guidance for the assessment of such applications. The planning process will also work closely with initiatives operated by the Historic Buildings Committee for the designation, maintenance and improvement of Listed Buildings.

The Historic Buildings Committee has an on-going programme of surveying, recording and where appropriate submitting for legal designation, buildings of historic or architectural interest. The Stanley survey has been completed and listing of buildings is still in progress. Once a building has been listed, the Historic Buildings Committee promote its preservation by providing support for owners in the form of advice, funding and assistance with labour. The outcome will be the conservation of important structures in Stanley.

**E2 Safeguarding historical features and sites**

The Government will support proposals that seek to protect, enhance and interpret historic features and sites. Development proposals adversely affecting nationally important remains (whether listed or not) and their settings will not normally be permitted.

Where development is likely to affect a historic feature or site:

i) early discussion with the Environmental Planning Officer and members of the Historic Buildings Committee and Museum and National Trust is encouraged;

ii) 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;

iii) 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

iii) 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.

**Issue and Objective:**

The Government recognises the importance of having an objective of safeguarding historical features and sites in the Stanley area as part of an overall contribution to Island heritage. Issues and objectives will be similar to those identified in E1.

**Methods and Outcomes:**

Over the past fifteen years the Falkland Islands Museum & National Trust in conjunction with the Archives have identified and researched various sites throughout the Islands with features of major historic
interest. With the co-operation of the owners, they have sponsored and organised professional archaeological surveys for several of these sites. The outcome will be the adequate safeguarding of historic features and sites.

**E3 Preservation of historic ship remains**

The Government will generally support measures aimed at securing the future of historic ship remains and in specific cases, subject to available resources, will contribute to works to stop their further deterioration and to provide appropriate visitor information and interpretation.

The numerous ship remains located in coastal waters and on shores around Stanley are an important reminder of the maritime heritage of the South Atlantic. The Government believes preservation, where expedient, of those remains still lying mainly above the water level will contribute to the preservation of this heritage and to a continued understanding of this heritage. The issues and objectives identified under E1 are relevant here.

**Methods and Outcomes:**

The Museum & National Trust act as an advisory body to the Government on the historical aspects of wrecks and hulks, the Receiver of Wrecks (Customs Department) is responsible for control of diving on wrecks, and maritime safety questions are the responsibility of the Harbour Department. Liaison is established between these bodies, but ultimate responsibility for preservation work on the wrecks has remained a problem, partly due to the very high costs of such work. The Government recognises that an overall approach to policy, budget and strategy will need to be established so that the best way forward can be pursued. The Government will, therefore, work closely with the National Trust and others to examine options for the preservation of wrecks and hulks. In advance of a strategy being formed, where safeguarding operations are found to be feasible and cost effective the Government will aim to give support. The outcome will be the continued presence and management of Stanley wrecks and hulks as an element of Falklands heritage.

**E4 Conservation Areas**

The Government will define a conservation area in the historic centre of Stanley in which additional planning controls will be applied to ensure retention of heritage character.
Issue and Objective:

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. At present a range of development activities can be undertaken without a requirement for planning approval and thereby aesthetic control. Such activities can extend from replacement of windows and removal of chimneys to complete demolition of non listed structures. Designation of a Conservation Area in central Stanley will bring such activities under control. It would also bring under control removal of important landscape features which contribute to the setting of the area. The objective is to ensure that new development is undertaken sympathetically in areas of built heritage.

Methods and Outcomes:

Introduction of a Conservation Area will require a formal designation procedure and an amendment to the Planning Ordinance.

The combined outcome of LBH policies 1, 2, 3 and 4 should be the recording and long-term preservation of all those man made structures most important to the history and landscape of Stanley with consequent benefits for the political and economic future of the Islands.

E5 National Nature Reserve

The Government will only permit development which would affect the Cape Pembroke and Stanley Common National Nature Reserve where:

i) the objectives of the designation and the overall integrity of the area will not be compromised; or

ii) any significant adverse effects on the qualities for which the area has been designated are clearly out-weighed by social or economic benefits of national importance.

Where development is permitted that may affect the site the Government will use conditions or planning agreements to ensure that effects on habitats, species or other interests are avoided, or minimised (where adverse effects are unavoidable) and where possible, compensatory measures are provided.
Issue and Objective:

Cape Pembroke and Stanley Common was designated a National Nature Reserve in 1973, although it has been used since then for a wide range of uses and active conservation work has been minimal. The Common Boundary effectively defines the town boundary for Stanley. The objective will be to ensure that the area continues to be important and is not compromised by development.

Methods and Outcomes:

Where development proposals are presented within the area an environmental impact statement may be required if it raises issues of concern. The outcome will be a safeguarded designation providing a basis on which to build more effective management prescriptions.

E6 Habitats and species

The Government will not normally grant consent for developments on land or water that would have a significant adverse effect upon species protected by law and their habitat. In cases where planning approval may be acceptable conditions may be imposed or planning agreements sought, which:

i) ensure the survival of individual members of the species; and/or

ii) reduce the disturbance to members of the species to an acceptable minimum.

Issue and Objective:

In considering development proposals 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. The objective will be to ensure that the most important species are protected from unsustainable development.

Methods and Outcomes:

Important species and habitats protected by the Conservation of Wildlife and Nature Ordinance are listed in schedule 3. The Government will also seek to ensure that its consideration of proposals for development or land use change reflects its obligations under the UK Overseas Territories Environmental Charter and any Bio-diversity Action Plan in place at the time. Proposals raising specific environmental concerns relating to habitats or species of recognised importance will be required to be accompanied by an environmental impact statement. The retention or enhancement of key habitats such as tussock will be encouraged.
**E7 Environmental improvement**

The Government will both support and, where possible, undertake environmental improvements in and around Stanley to improve amenity.

**Issue and Objective:**

*The development process alone does not always achieve a cohesive townscape. There will always remain opportunities for environmental improvement works either for their own sake, or in support of economic objectives such as enhanced commercial attractiveness or tourism potential. The policy objective is to support environmental improvements that achieve objectives.*

**Methods and Outcomes:**

*Environmental improvement projects can be undertaken in a variety of ways by direct Government action or enforcement, by public/private partnership or by voluntary action. The range of projects could include tree planting, landscape works, removal of scrap vehicles or provision or improvement of footpaths or cycle routes.*

*The outcome will be an improved environment and attractiveness of Stanley to residents and visitors.*

**E8 Safeguarding trees**

Development proposals should maintain, enhance and, where appropriate, extend existing tree cover. The Government will safeguard trees by imposing planning conditions on planning permissions where they are:

i) important in terms of character, amenity or function;
ii) an important wildlife habitat;
iii) a rare or unusual specimen;
iv) of historic significance.

**Issue and Objective:**

*One of the characteristics of the Falkland Islands is its lack of tree cover. In Stanley, particularly central and west Stanley, however, trees have been planted over many years. Existing trees and woodland are valued for their shelter, amenity and bio-diversity value and should be safeguarded. The objective is to safeguard and encourage tree cover in the development process.*

**Methods and Outcomes:**

*When determining planning applications which include the felling or carrying out of works to trees as part of the proposal, consideration will be given to their retention, taking into account:

i) their health and stability;
ii) their likely future life span; and
iii) their continuing amenity, nature conservation and other environmental contributions.*

*In the event of any loss of trees subject to protection in this way, suitable replacements will normally be required. Opportunities for additional tree planting within developments will also be taken through landscape conditions. The outcome will be protection of the best trees on development sites and where appropriate new tree planting would be encouraged.*
T TRANSPORT

T1 Road improvement programme and road reserves

A land reserve is made for provision of a link road from Darwin Road to West Stanley as an important element of road infrastructure to facilitate development options in West Stanley. Other development on this land reserve will not be permitted.

Issue and Objective:

Road infrastructure does not present significant restrictions on the development of Stanley. Central and East Stanley are well served. Sites south from Stanley can be served by the by-pass.

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 metalled road. A link from the Darwin Road to West Stanley would alleviate this problem as well as serving increased development in West Stanley.

A decision on a deep-water port could significantly affect roads infrastructure and thereby development potential. A decision to proceed with the Navy Point option would require the construction of a substantial new road around the full perimeter of west Stanley Harbour. It could also precipitate a road link from Moody Brook to the MPA road.
The objective is to ensure Stanley is sufficiently served with roads to meet future development and growth.

Methods and Outcomes:

Two link roads were shown within the 1995 Draft Stanley Town Plan between the Darwin Road and West Stanley. One of these routes now continues to be held in reserve and other development will be restricted on this line. A link would probably be constructed in conjunction with the opening up and development of new housing and public building areas west of the Darwin Road rather than simply as a link isolated from other development. The outcome will be improved access options to and from West Stanley.

T2 Traffic management

The Government will address traffic management issues in Stanley. Where traffic flow or parking is seen to represent an unacceptable hazard to road or traffic safety measures will be taken to alleviate these problems.

Issue and Objective:

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 the Government is considering traffic management options to alleviate this. The objective is to manage traffic to ensure journey times are not unnecessarily lengthened.

Methods and Outcomes:

Management measures may include restrictions on parking, traffic calming and/or one way streets and ensuring heavy vehicle parking takes place outside the centre of Stanley. One particular scheme, a clearway along Ross Road has been put forward on a trial basis. The outcome of management measures will be limited traffic flow restrictions.

T3 Parking provision

The Government will investigate opportunities for further car parking provision in central Stanley and under D4 will produce parking guidelines for provision in new developments.

Issue and Objective:

Car parking has been identified by Government 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. The Government has also made available a car parking grant to encourage further off street
parking provision being made in core areas. The objective is to ensure a range of parking is provided to meet both residential and commercial needs.

Methods and Outcomes:

By producing parking guidelines it will be clear to developers the expectations for parking provision in new development. By assessing opportunities to provide additional parking in central areas the Government will also be acting to enhance parking provision, as resources allow. The outcome will be sufficient parking for Stanley.

T4 Walking and cycling

The Government will support and develop initiatives that facilitate journeys to be made on foot and by cycle, including the development, maintenance and promotion of footpaths and cycleways in and around Stanley, particularly those which allow access between residential areas and shopping and other community facilities.

Issue and Objective:

Walking and cycling present healthy, environmentally friendly transport options around town. They also help to reduce the number of vehicles on the roads around town thereby reducing potential congestion and pollution from emissions. The objective is to be encouraging towards the provision of footpaths and cycle routes in the development process.

Methods and Outcomes:

Subject to D2, 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. The outcome will be a good level of provision for walkers and cyclists.
S1 Sewerage

The Government will seek to provide sewerage infrastructure to serve the development needs of Stanley over the plan period and beyond.

Issue and Objective:

The disposal of Stanley’s sewage in East Stanley and parts of central Stanley has gradually been directed to Rookery Bay in preference to the continued disposal to Stanley harbour. A similar approach for West Stanley and remaining areas of central Stanley would entail the construction of new sewerage infrastructure and connection of existing and new properties to the new system. Alternatively it may be possible to treat sewage from new development in West Stanley and continue to discharge into Stanley Harbour.

The overall objective is to gradually move away from having outfalls sending untreated waste into Stanley Harbour. This might be replaced by treated waste outfalls into the harbour or a single discharge point to open sea at the Kelp Fields off Rookery Bay, where it is believed effluent will dissipate without detrimental environmental effects. Channelling effluent via a single outfall would assist the process of introducing sewage treatment plant as addressed under S2.

Methods and Outcomes:

Existing infrastructure, when functioning, allows the pumping of effluent from the East Stanley
development, and other properties as far west as Nutt Cartmell Close. Plans are in hand to extend the sewerage system along Ross Road to pick up properties in Central Stanley as far as Barrack Street.

The East Stanley development benefits from a separated surface-water/foul system. This is not the case in central Stanley where the majority of properties operate on a shared system. When directing effluent into a new main sewer discharging to Rookery Bay, capacity restrictions are thus exacerbated by surface water run-off. An assessment will therefore need to be made as to what level of discharge from combined sewer overflows will still be permissible into Stanley harbour.

West Stanley properties still discharge directly to Stanley Harbour. A new sewer will need to be constructed to Rookery Bay specifically for new development at this end of town or alternatively sewage from new development will need to be treated before going into the harbour.

Capacity restrictions along the system described above make it likely that there will need to be a separate system. The route a new sewer is likely to follow would be along Ross Road West, pumping in the vicinity of Reservoir Road to the by-pass and with a gravity feed most of the way towards Megabid and then Rookery Bay. Implementation as described will move towards provision of a modern and effective sewage system for Stanley.

S2 Sewage treatment and disposal

The Government will monitor effluent discharged into both Stanley Harbour and Rookery Bay and will continue to meet European Standards, if necessary by introducing plant for primary, secondary or tertiary treatment.

Issue and Objective:

Effective and safe disposal of sewage is an important development consideration for Stanley. Public health protection and the safeguarding of surface and ground water quality will be prime objectives and operations concerning the treatment and disposal of sewage need to comply with international standards if the Falkland’s environmental credentials are to be upheld. Sewage disposal and treatment will also be an important element of an environmental impact statement in connection with a deep water port development should it progress. The objective is to provide for the safe and effective treatment and disposal of sewage.

Methods and Outcomes:

The vast majority of effluent from Stanley derives from domestic rather than industrial sources and treatment is not a key current concern as the waste disposed in this manner is within European Standards. Should primary treatment become necessary a plant can be constructed at Rookery Bay. This is the stated approach in the Islands Plan. Effluent from increased industrial activity is likely to bring forward the
need for primary and perhaps secondary treatment. The outcomes will be safeguarding of water quality based on application of current best practice for sewage disposal.

S3 Waste management

New facilities for the management of waste will be permitted where the most practical environmental option is taken and all of the following are met:

i) the existing location is nearing capacity or unsuitable;

ii) there is no harmful impact on the environment, natural or built heritage interests or to neighbouring uses;

iii) the visual impact is acceptable and/or appropriate screening is provided; and

iv) appropriate management and restoration arrangements, including end use, are agreed.

Issue and Objective:

Management of waste is an important issue for the Islands and is being addressed by Government in a separate Waste Plan, which acts on recommendations and advice from the 1998 Halcrow Report. As in any effective approach to waste management a prioritised preference approach of reduce, reuse, recycle, disposal will be applied although it is recognised that the economics of a small remote island community limit recycling options. The policy objective is to ensure a practical approach to waste management that allows for good environmental practice.

Methods and Outcomes:

The existing location for waste from Stanley is the Government landfill site at Eliza Cove. The former quarry at Mary Hill is also used for scrap metal, is not yet at capacity, and is planned to continue. Eliza Cove is reaching capacity and ExCo recently agreed to the site being extended. Part of any consideration for the extended site will be an assessment of opportunities for waste reduction and recycling/reuse facilities. The outcome will be less waste and improved management of waste.

S4 Energy

The Government, in partnership with other public agencies and the private sector, will ensure provision is made for increases in both capacity and infrastructure of Stanley’s electricity supply to meet projected growth during the Plan period and beyond, and that by 2011, a maximum of 20% of demand at any one time might be met via renewable sources.

Development proposals for solar, hydro, wave, tidal and wind (on-shore and off-shore) energy schemes and associated
Stanley Town Plan

infrastructure will be viewed positively. Proposals will be subject to satisfactory assessment of all of the following:

i) the impact on local communities and any other existing or proposed land uses and interests;

ii) the impact on natural and built heritage resources;

iii) the impact of site servicing, access, traffic, power transmission and operational requirements;

iv) noise, pollution, safety and public access implications;

v) the local and wider benefits that the proposal may bring; and the adequacy of reinstatement arrangements.

Non-permanent structures will normally be approved for a temporary period.

Issue and Objective:

The majority of the Islands’ power generation, including the power station at Stanley, is by diesel generators. This is costly on non-renewable resources and unit price. The potential for renewable energy use in Stanley 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.

Methods and Outcomes:

There is sufficient spare electrical capacity in the system to meet the development options for the west end of Stanley. The existing built up area of Stanley has sufficient capacity, although significant new buildings may warrant the introduction of new sub stations. Infrastructure is installed for the Gordon Lines area with some spare capacity.

There is presently no infrastructure to serve development areas south from Stanley by-pass and an increase in power station capacity will be required to supply the needs of projected growth.

With advances in technology there are increasing opportunities to both generate and store electricity derived from renewable resources. Harnessing the potential of wind energy is particularly pertinent to the Falkland Islands and feasibility studies are ongoing for both a Stanley based wind farm and/or a combined Stanley/MPA system. This is recognised by the Islands Plan.

The outcome will be sufficient power for Stanley with a significant percentage provided from renewable resources.
S5  Electricity and telephone cables

The provision of underground electricity or telephone cables in development proposals will be encouraged as the preferred option to new overhead cables.

Issue and Objective:

Electricity and telephone cables are invariably required in conjunction with new development. 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.

Methods and Outcomes:

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.

Moody Brook reservoir

S6  Water supply

The Government will develop water infrastructure to deliver increased supply to meet projected increases in Stanley’s population, housing, commercial and industrial needs for the plan period and beyond.

Issue and Objective:

Stanley is served by water supply from the west, taken east as far as the Market Garden area. There is presently no infrastructure south of the by pass. A large diameter main has been installed from the water tanks at Sapper Hill to service sites for proposed development adjacent to the Darwin Road. This would need extending to serve adjoining sites. A small diameter main runs west from Stanley to Moody Brook. There is no existing provision for the potential development sites in West Stanley, although capacity is sufficient to extend. The objective will be to ensure the quantity of fresh water available meets the range of uses and values for which it is required.

Methods and Outcomes:

Alternative supply is currently being appraised and is intended to be developed, as is increased capacity at the treatment works. It will mean a major increase in design capacity to meet a high/medium growth target. Additionally expansion of existing industrial sites or new site associated with a port decision for Port William will place a demand for a share of increased water supply drawn from Moody Brook or the Murrell. The outcome will be available water for development of the Stanley.
4. IMPLEMENTATION MONITORING AND REVIEW

4.1 Implementation

4.1.1 Implementation of Stanley Town 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 town from both the public and private sectors. The Government, as Planning Authority, can help determine the future use of land through the planning application decision making process. It also plays a role as investor when implementing projects.

4.1.2 Because of the fragility of the economy, private investment often requires public sector support to establish viable businesses. The Stanley Town Plan has, therefore, to be considered alongside the Islands Plan and the future development programme of FIDC.

4.1.3 The Stanley Town Plan reflects the aims of the Islands Plan and its implementation will therefore contribute to implementation of the Islands Plan.
4.1.4 In the spirit of partnership, it is important that, where possible, the support of other players is enlisted. It is hoped that the private sector will take account of the Structure Plan in the preparation of their business plans and land use development proposals and utilise the framework for guiding development and investment provided by the Plan. Implementation of the plan will adhere to the principles of Sustainable Development.

4.1.5 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. Stanley Town Plan should be kept up to date and reviewed 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.

4.2 Monitoring and review

4.2.1 Regular monitoring of the Stanley Town Plan policies will help ensure that they remain relevant and may indicate when an alteration to the Plan is necessary.

4.2.2 The Government anticipates that a monitoring exercise be undertaken annually for the Development Plan.
5. **APPENDICES**

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5.1 **The planning system and the Stanley Town Plan**

5.1.1 The Stanley Town Plan

The Planning Ordinance 1991 identifies a system of development planning for the Falkland Islands. Under this legislation the Stanley Town Plan is a Local Plan, giving the Government view on development matters and local land use policy for Stanley for at least 10 years.

5.1.2 The Stanley Town Plan process

The Stanley Town plan has been prepared in line with a process set out in the Planning Ordinance 1991. The process has drawn on existing survey material and seen the preparation of a Draft Plan with input from key stakeholders. Public consultation during August and September 2002 guided key locational issues for the town and influenced the draft plan. Public comment following consultation for the draft plan during July and September has been used to guide this final adopted plan.

5.1.3 Relationship with the Falkland Islands Structure Plan

The Stanley Town Plan takes Structure Plan policies and applies them to Stanley. Stanley Town Plan policies are required to accord with the Structure Plan.
5.1.4 Relationship with Planning Applications

The majority of development proposals require planning approval. When the Government assesses each application one of its key references is the “Development Plan”. The Development Plan is the Structure Plan and if in Stanley the Stanley Town Plan. All planning applications will be assessed against relevant policies in the Development Plan. Those that accord with it are normally approved. Those that do not are considered departures and may only be approved if there are other material considerations in favour of granting consent.

5.1.5 Factors taken into account when preparing this plan

The concept of ‘sustainable development’ is an overarching theme. In the context of this Plan it includes developing and safeguarding our natural resources in ways that will allow future generations to thrive on the islands and be able to use and enjoy these same resources while minimising the environmental impact of development proposals.

5.1.6 Partnership working

The philosophy of partnership working with the private sector is seen as a key factor in the success of implementing a Structure Plan strategy. It follows that it should also be prepared on a partnership basis and seek to encourage partners to allocate resources in accordance with the plan thereby enabling co-ordinated investment decisions.

5.1.7 Community consultation

*Community consultation* will also be an important factor in determining the shape of the Structure Plan policy framework for the future and its successful implementation.

5.1.8 Shared vision

The Plan should represent a ‘shared vision’ for sustainable land use planning in the Falkland Islands between Government, the private sector, voluntary groups and community organisations.

5.1.9 Inclusivity

The plan should be inclusive and offer equal opportunity through the planning process as well as in its approach to land use development.

5.1.10 Resourcing

The Plan should provide a framework to be utilised in attracting *external resources* e.g. UK and European funding.
## 5.2 Glossary of terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenity</td>
<td>The environmental ambience of an area. Factors that could affect amenity include noise, smell, dust, visual intrusion and disturbance from vehicular movements.</td>
</tr>
<tr>
<td>BFFI</td>
<td>British Forces Falkland Islands</td>
</tr>
<tr>
<td>Bio-diversity</td>
<td>The variety of all living things in the natural world – all plants and animals and the ecological systems of which they are part.</td>
</tr>
<tr>
<td>Bio-diversity Action Plan</td>
<td>Seen by Government to be the key mechanism in supporting its policies for biodiversity and providing a practical contribution and means of progressing sustainable development.</td>
</tr>
<tr>
<td>Broadband</td>
<td>Infrastructure improvements providing greater ‘bandwidth’ to facilitate information communications technology development.</td>
</tr>
<tr>
<td>Calcified seaweed</td>
<td>Fragments of white, limy material derived from carbonate-fixing, marine red algae and forming substantial local beach deposits.</td>
</tr>
<tr>
<td>Conservation Area</td>
<td>Area of special historic interest designated under Planning Ordinance.</td>
</tr>
<tr>
<td>EIA</td>
<td>Environmental Impact Assessment - Assessment of the potential effects of new development on the environment.</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement – term used in Falkland Islands legislation for a statement produced following assessment of environmental impacts.</td>
</tr>
<tr>
<td>FIDB</td>
<td>Falkland Islands Development Board</td>
</tr>
<tr>
<td>FLH</td>
<td>Falkland Landholdings</td>
</tr>
<tr>
<td>FIPASS</td>
<td>Falklands Interim Port and Storage System</td>
</tr>
<tr>
<td>ha</td>
<td>Hectares</td>
</tr>
<tr>
<td>IAATO</td>
<td>International Association of Antarctic Tour Operators</td>
</tr>
<tr>
<td>Indicator</td>
<td>Definition</td>
</tr>
<tr>
<td>----------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>KEMH</td>
<td>King Edward Memorial Hospital</td>
</tr>
<tr>
<td>Listed Building</td>
<td>A building of special architectural or historic interest.</td>
</tr>
<tr>
<td>Managed retreat</td>
<td>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.</td>
</tr>
<tr>
<td>MOD</td>
<td>Ministry of Defence</td>
</tr>
<tr>
<td>MPA</td>
<td>Mount Pleasant Airport</td>
</tr>
<tr>
<td>National Nature Reserve</td>
<td>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.</td>
</tr>
<tr>
<td>National Park</td>
<td>Areas of open country designated for their natural beauty and for open-air recreation under the terms of the National Parks Ordinance 1998</td>
</tr>
<tr>
<td>Ports of Entry</td>
<td>Stanley Harbour, MPA.</td>
</tr>
<tr>
<td>Precautionary Principle</td>
<td>Full scientific proof of a possible adverse environmental impact is not required before action is taken to prevent that impact.</td>
</tr>
<tr>
<td>Ramsar Site</td>
<td>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.</td>
</tr>
<tr>
<td>Sustainable Development</td>
<td>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.</td>
</tr>
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</table>
5.3 Schedules

SCHEDULE 1  LISTED BUILDINGS IN STANLEY

Marmont Row, Stanley
4 Fitzroy Road East, Stanley
Pigeon Loft, 11 Ross Road West, Stanley
German Camp East, Stanley
German Camp West, Stanley
38 Ross Road (Jubilee Villas)
39 Ross Road (Jubilee Villas)
40 Ross Road (Jubilee Villas)
4 Pioneer Row
5 Pioneer Row, Stanley
6 Pioneer Row, Stanley
7 Pioneer Row, Stanley
8 Pioneer Row, Stanley
9 Pioneer Row, Stanley
15 Pioneer Row, Stanley
Government House, Stanley
4 Villiers Street, Stanley
Cable Cottage, Stanley
Cemetery Cottage, Stanley
Gilbert House, Stanley
Old Central Store, Dockyard, Stanley
Old Gaol, Dockyard, Stanley
Blacksmith’s Shop, Dockyard, Stanley
Boat House, Dockyard, Stanley
Workshop, Dockyard, Stanley
Lois Cottage, John Street, Stanley
Old RT Station Stanley
Old Stables, Racecourse Road, Stanley
Police Cottages, Stanley
Police Station, Stanley
Powder Magazine, Stanley
Stanley Cottage, Stanley
Stanley House and contemporary outbuildings, Stanley
Sullvian House and curtilage, Stanley
Water Pumps, John Street/Drury Street, Stanley
Whalebone Arch, Stanley
12 Drury Street, Stanley
4 Drury Street, Stanley
21 Fitzroy Road, Stanley
14 Pioneer Row, Stanley
20 Drury Street and curtilage, Stanley
### SCHEDULE 2  NATIONAL DESIGNATIONS

**National Nature Reserves (formerly Wild Animal and Bird Sanctuaries)**

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<th>Location</th>
<th>Date of Designation</th>
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<tr>
<td>Stanley Common and Cape Pembroke Peninsula</td>
<td>1973</td>
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</table>
SCHEDULE 3  PROTECTED HABITATS AND SPECIES

Protected Birds
All birds except:
Upland Goose
Domestic Goose of any species which have become ferral

Protected Wild Animals
All marine mammals
All species of butterflies  Rhapalocera
Trout  Trout (Salmo trutta)
Falkland Islands Trout  (Aplochiton zebra)

Protected Plants
Adders Tongue  Ophioglossum crotalophoroides
Dusen’s Moonwort  Botrychium dusenii
Chilean Maidenhair Fern  Adiantum chilense
Felton’s Flower  Calandrinia feltonii
Shrubby Seablite  Suaeda argentinensis
Falkland Rock Cress  Phlebolobium maclovianum
Fuegian Saxifrage  Saxifraga magellanica
Native Yellow Violet  Viola maculata
Yellow Lady’s Slipper  Calceolaria dichotoma
Falklands False Plantain  Nastanthus falklandicus
Hairy Daisy  Erigeron incertus
Falkland Pondweed  Potamogeton linguatus
Yellow Pale Maiden  Sisyrinchium chilense
Pale Yellow Orchid  Gavilea australis
Yellow Orchid  Gavilea littoralis
Gaudichaud’s Orchid  Chlorae gaudichaudii
Fir Clubmoss  Huperzia selago
Comb Fern  Schizaea fistulosa
Leathery Shield Fern  Rumohra adiantiformis
Antarctic Cudweed  Gamochaeta antarctica
Chilean Tall-Fern  Blechnum cordatum
Patagonian Hawkweed  Hieraceum patagonicum
Fuegian Whitlowgrass  Draba magellanica
Spider Flower  Arachnitis quetrihuensis
Skullcap  Scutellaria nummulariifolia
Mudwort  Limosella australis
Moore’s Plantain  Plantago moorei
Tasselweed  Ruppia filiformis
Fuegian Violet  Viola magellanica

(*Shizea fistulosa is no longer accepted as a Falkland Islands species)
5.4 Index of Policies

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STANLEY IN 2016?

A selection of images from pupils at the Falkland Islands Community School.

Capstan rooftop café

Pastimes multi storey car park

New Post Office and Philatelic Bureau

Stanley expansion at the Camber

The Shack night club

Adam Howe

Ashley Jaffray

Adrian Webster

Connor Snape
Another Shack night club…  

Stanley Wind Farm  

New deep water port at Navy Point  

FIC multi storey car park  

Stanley Shopping Mall  

New visitor centre at Public Jetty featuring the Lady Elizabeth
Navy Point development with access tunnel from Stanley

Thomas Howe

Stanley Harbour Bridge

Tom Artis

New development for Stanley music scene

Travoy Stevens