



Falkland Islands Government Planning and Building Services

PLANNING AND BUILDING COMMITTEE

OPEN AGENDA

Thursday 6 August 2026

08:30

Liberation Room, Secretariat

Distribution List

Members:

Hon. R Spink

Hon J. Ford

Lay members:

Mr B. Brunton-Goss

Ms C Stevens

Ms A Crowie

Mr R Chaloner

Mr K Ormond

Cherie Clifford (Clerk of the Legislative Assembly & Committees Coordinator)

Claire Law (Deputy Clerk and PA to members of the Legislative Assembly & Clerk

Chief Fire Officer

Director of Development & Commercial Services

Director of Public Works

Crown Counsel – Land & Contracts

Senior Legal Officer

Falkland Islands Government Planning & Building Services

AGENDA

PART I (Open)

Thursday 6 August 2026
08:30
Liberation Room, Secretariat, Stanley

Agenda Item No.	Item
1	Apologies for absence
2	Declarations of interest
3	Confirmation of Open and Closed Minutes of the previous meeting/s
4	Actions arising from the previous meeting. None.
5	Since last committee the following planning applications have been considered. 1. Delegated Planning Applications see item 5 for details 2. Enforcement cases investigated/ lodged (0) 3. Appeal cases lodged (0)
6 6.1 6.2	Determination by Committee of the following Planning Applications The Committee are requested to consider the following planning application/s and decide them in accordance with the Development Plan Policies unless material considerations state otherwise, considering the advice contained in the Planning Officers report. Item 6.1 Ref: 45/26/P Item 6.2 Ref: 46/26/PB
7	Date of next scheduled meeting 2nd September 2026, Liberation room

PART II (Closed)

CLOSED AGENDA

Note: There are no exempt matters arising from the previous meeting or for this meeting therefore a closed session is not required.

Item 3. Minutes from previous meetings

OPEN MINUTES

10 June 2026, at 8.30 am.

Liberation Room, The Secretariat

These Minutes are draft until confirmed by resolution at the next meeting of this Committee.

Present:

Hon MLA Roger Spink	Chair
Hon MLA Jack Ford	JF
Ross Chaloner (Lay Member)	RC
Kevin Ormond (Lay Member)	KO

In Attendance:

Head of Planning & Building Services	HPBS
Committee Clerk	CK

Press & Public in attendance: 2

PART I (Open)

1.	Apologies for absence: Caris Stevens (Lay Member) Anna Crowie (Lay Member)
2.	Declarations of interest: None Received
3.	Confirmation of the Minutes of the previous meeting. Minutes of the previous meeting were confirmed and were signed off by the Chair.
4.	Actions arising from the Minutes of the previous meeting. There were no actions arising.
5.	Summary of applications determined under the scheme of delegated powers. The committee noted the summary of planning permissions granted under the scheme of delegation.
6.0	Determination of planning applications

6.1	Application Ref: 23.26.P Proposal: To replace the existing cabin with a 3-bed mobile home and to erect a 1.5m high screening fence to the southern boundary. Officer's Recommendation: To refuse the application. HBPS presented the application for 11B Narrows View, which sought permission to remove an existing portacabin and replace it with a three-bedroom mobile home to accommodate seasonal staff for a local tourism business. Members were advised that a previous permission to subdivide the residential curtilage to create an additional dwelling had been granted on the condition that the existing portacabin was removed. The purpose of this condition was to protect residential amenity. HBPS noted that the proposal was contrary to Development Plan policies relating to mobile homes, character and appearance, residential amenity, and parking provision. It was explained that the proposed mobile home would not be considered temporary in planning terms, would appear out of character within the surrounding residential area, and could result in adverse impacts on neighbouring amenity. Concerns were also raised regarding the adequacy of parking, access, and turning arrangements on the site. HBPS also noted that, while the potential economic benefits associated with providing accommodation for seasonal tourism staff were acknowledged, officers considered that these benefits did not outweigh the identified conflicts with the Development Plan. The recommendation before Members was refusal. Members were also advised that the applicant had been offered the opportunity to address the Committee but had not requested to do so. JF enquired about the subdivision of the property. HBPS advised that the subdivision could not be implemented until the conditions of the previous permission had been discharged. Officers were aware that the development site had subsequently been sold and was now in different ownership to the host site. One of the conditions attached to
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	the permission by previous Officers required the portacabin to be removed prior to first occupation of the new dwelling. As the portacabin sits outside the application site, it would be difficult for the new owner to comply with this condition, as they would have no control over its removal. Members refused the application for the reasons set out in the officer's recommendation.
	Date of next scheduled meeting: 8th July 2026

Part II (Closed)

8.	Exclusion of the press & public: No agenda items
9.	Confirmation of the exempt minutes of the previous meeting held. None
10.	Matters arising from the exempt minutes of the previous meeting: None

Minutes confirmed this 10 June 2026	
Chairman	Clerk
Signature.....	

Item 5 **Delegated planning applications**

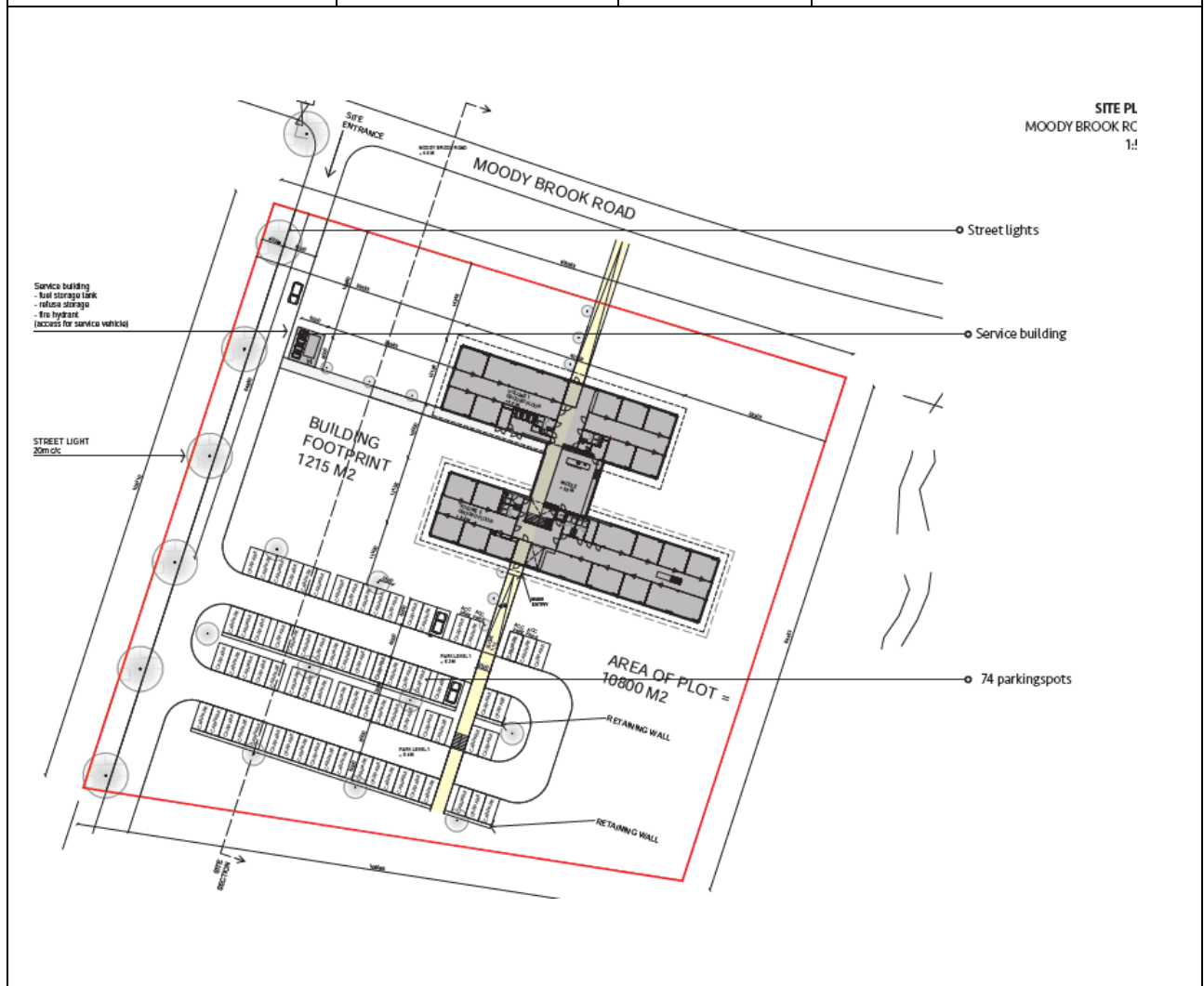
The following planning applications have been determined under the scheme of delegation since the last P&B committee.

Application Ref	Address	Proposal
32.26.P	Former Pink Shop	Illuminated Outdoor Sign.
34.26.P	33D Davis Street	Erect a 3-bedroom dwelling.
35.26.PB	60 John Street	Erect a light to medium weight, aluminium pergola structure, 6m X 3.5m, with a modernised louvre roof and sliding glass walls: to install 2 additional toilets and a fire exit to the south west elevation.
36.26.PB	2 Watson Way	To erect a Domestic Garage
37.26.PB	8 Allardyce Street	To demolish and rebuild the western lean - to and north facing conservatory; to erect 40m ² of decking to the north elevation and to remove the north facing bay windows and carryout renovation works to the existing dwelling.
38.26.PB	Berthas Beach	To erect a 40m ² timber framed tearoom
39.26/DISCON	8 Coastel Rd	Discharge of conditions 3,4 and 5 of planning application 18.26. P
40.26.P	24 James Street	Replace an existing shed with a new smaller shed and erect a fence on boundary (Shed to be 0.5m away from boundary).
42.26.PB	YMCA	To convert existing building into 5 self - contained flats with a communal utility and laundry room.
43.26.P	3 Davis Street East	Change of use to part of the existing dwelling at 3 Davis Street East to a gift shop, with the proposed opening hours of 10:00-17:00 on cruise ship days.

Item 6 Determination of the following Planning Applications

Item 6.1 Planning application Ref: 45/26/P

Planning Application Reference Number:	45/26/P		
Proposal:	To erect an office building with associated parking		
Site Address:	ESRO station, Moody Brook Road, Stanley		
Applicant:	Fortuna Ltd.		
Agent:	Ajax Engineering Ltd.		
Valid Date:	30 June 2026	Expiry Date:	30 August 2026



1. Introduction

- 1.1 The application is presented to the Planning and Building Committee as an objection and general representations have been received.

2. Description of the site and proposal

- 2.1 The application site is located south of Moody Brook Road, west of Ross Road West and east of Mount Tumbledown. The former ESRO site lies immediately to the west.
- 2.2 The site forms part of the MU1 allocation within Zone 3 of the Development Plan 2015-2030, and extends to approximately 1.08 ha of predominantly undeveloped land. The wider MU1 allocation covers approximately 8.02 ha. The MU1 allocation is intended to accommodate 'Multiple Uses' including housing, offices, starter units, leisure, retail, community facilities and open space.
- 2.3 Planning permission is sought for the erection of an office building with associated parking, access, servicing and landscaping works. The development is intended to provide consolidated office accommodation for Fortuna Ltd and its associated group companies.
- 2.4 The proposed building would be positioned approximately 10 metres from the northern boundary to avoid existing utility infrastructure within the service corridor. A pedestrian footpath is proposed between Moody Brook Road and the northern elevation of the building. The development would provide 74 parking spaces, including disabled parking, together with step-free access throughout the site and building.
- 2.5 The office accommodation would comprise two interconnected buildings linked by a central corridor. The southern building would be two storeys in height and constructed using a cross-laminated timber frame. The northern section would be single storey. A wraparound first-floor balcony is proposed to provide external amenity space, shading to the ground floor and access to external escape staircases. External finishes would comprise aluminium cladding and extensive glazing.
- 2.6 The parking area would be located to the rear of the building, with access taken from Moody Brook Road via a new estate road, constructed to adoptable standards, and would include street lighting and surface water drainage infrastructure.
- 2.7 The proposed heating and ventilation strategy comprise a mechanical ventilation with heat recovery (MVHR) system supported by air source heat pumps. Foul drainage would be served by one or more biodisc treatment units located to the north of the site.

3. Site History

Planning Application History:	Site adjacent to the east of the application site: 08.16.Out – Residential development on mixed use land. 09.16.P Development for the construction of road and associated services for residential, mixed use.
Planning Enforcement History:	None recorded

4. Consultee Responses

Department of Public Works:	No comments received.
Chief Fire Officer:	The only comment re the planning application, which might not be required at this early stage, would be the location of fire hydrants. Update: Three fire hydrants would be sited in locations agreed by the Chief Fire Officer and the preferred locations have been secured via an amended drawing.

5. Neighbour notification

Number of Neighbours Notified:	8
Number of Objections:	1
Number of Support:	
Number of General Comments:	2

6. Summary of Responses (Only Material Planning consideration can be taken into account. Copies of the full representations are attached at the end of this report).

General Comments:

Two representations were received providing general comments on the application.

Matters were raised regarding the availability of infrastructure within the wider MU1 area and whether development is occurring in advance of the necessary servicing arrangements. Particular reference was made to the potential cumulative effects of additional foul water discharges on the harbour environment, including concerns regarding water quality and possible impacts from increased nutrient loading. Questions were also raised regarding the proposed occupancy of the building, the level of parking provision, and whether the proposed foul drainage arrangements would be sufficient to avoid adverse environmental effects.

One representation also included comments regarding the former fish farm site and observations relating to environmental conditions within the harbour.

Objection:

One objection was received. While acknowledging that the design of the building is broadly consistent with local architectural styles, the representations consider that the scale and siting of the development would be out of keeping with the surrounding landscape. Concerns were raised that the proposed office building and associated parking area would have a detrimental visual impact on the character and appearance of the countryside, particularly when viewed from surrounding areas and routes used by residents and visitors. The party also questioned whether alternative locations within Stanley, including land adjacent to the Stanley Bypass, had been considered and may be more appropriate for a development of this nature and scale.

7. Publicity

Date of advert in Penguin News	3 July 2026
Date Notice Placed on Secretariat Notice Board	3 July 2026
Date of Site Notice was displayed	3 July 2026

8. Planning Policy

Falkland Islands Structure Plan

Policy SP1 – Supporting Development

Policy SP2 – Distribution of Development

Policy SP3 – Infrastructure

Policy SP4 – Sustainable Development

Local Plan: Stanley Town Plan

Policy TP1 – Development Zones

Policy TP3 – Mixed Use Projects

Policy TP11 – Transport Infrastructure and Management

9. Material Considerations

Material planning considerations raised by third – parties.

Infrastructure Master plan for MU1- produced by the Falkland Islands Public Works Department.

10. Appraisal

Principle of Development

- 10.1 Policy SP1 establishes a presumption in favour of development that accords with the Development Plan unless material considerations indicate otherwise.
- 10.2 The application site is located within the MU1 Mixed Use Allocation identified in the Falkland Islands Development Plan 2015-2030 Policies and Proposals Map. Policy TP3(D) identifies MU1 as a strategic mixed-use allocation intended to accommodate a range of complementary uses, including housing, office accommodation, leisure, retail, community facilities and open space. The proposed office development therefore falls directly within one of the principal uses anticipated by the allocation and is supported in principle by the Development Plan.
- 10.3 The proposal would provide employment-generating floor space within a designated growth area and contribute towards the economic objectives of the Development Plan. Policies SP2 and TP1 seek to direct commercial and employment development to appropriate and sustainable locations within Stanley, including the West Stanley growth area. The site occupies a sustainable location within the settlement boundary with established connections to the existing road network and adjacent areas of development.
- 10.4 Whilst the proposal would not itself deliver a mixture of uses, there is no policy requirement for each individual development within MU1 to provide all elements

of the wider allocation. Rather, the allocation anticipates that a range of complementary uses will come forward over time. The proposed office accommodation contributes towards that objective and represents the type of development specifically anticipated by the allocation.

- 10.5 Third party representations have raised concerns relating to infrastructure provision, landscape impact and harbour pollution. These matters are considered separately within this report. However, they do not alter the fact that the proposed office development accords with the strategic objectives of the Development Plan and the intended land use of the MU1 allocation.
- 10.6 Accordingly, the proposal is considered acceptable in principle and complies with Policies SP1, SP2, TP1 and TP3 of the Falkland Islands Development Plan 2015-2030.

Character and Appearance

- 10.7 The application site comprises undeveloped land and occupies the north-western corner of the wider MU1 allocated site. The principal office building is set back from Moody Brook Road and positioned behind the existing utilities/service corridor located along the northern boundary of the site. This arrangement retains an important area of openness along the road frontage, ensures the development does not encroach upon the service strip and provides a more generous landscaped setting to the proposed building.
- 10.8 The surrounding area is characterised by an undulating landform, rising to the south and falling towards the north, together with rocky outcrops, peaty moorland vegetation and native grassland. These features contribute to the open character of the wider landscape.
- 10.9 The proposal would introduce substantial built development onto land that is currently undeveloped and would therefore result in a noticeable change to the appearance of the site. Nevertheless, that change must be assessed within the context of the Development Plan and the site's allocation for mixed-use development. Significant weight is attached to the fact that the site forms part of the MU1 allocation, and the proposal falls within one of the intended uses. The allocation establishes a clear expectation that the site will undergo change from its current undeveloped appearance and that built development will form part of its future character. This position differs from proposals that seek to develop on unallocated countryside or The Common, where built form may be unexpected or unacceptable in principle. Here, the principle of development has been established through the allocation of the land for a mixture of housing, office, leisure and open space uses.
- 10.10 Whilst substantial in scale, the development is characteristically consistent with the type and form of commercial development anticipated within a strategic mixed-use allocation. The proposal would contribute towards the planned growth of the allocation rather than appear as an isolated or unrelated feature within the landscape. Moreover, the allocation anticipates development and therefore a degree of physical and visual change is expected
- 10.11 The siting of the building has been carefully considered in response to both the site's topography and the existing infrastructure constraints. Development is concentrated within the northern part of the site whilst remaining set back from the

road frontage and service corridor. This approach maintains a sense of openness along Moody Brook Road whilst allowing the more prominent rocky outcrops and rising landform to the south to remain evident within both immediate and longer-distance views. These landscape features will continue to provide an important backdrop to the development and maintain a visual connection with the wider landscape setting.

- 10.12 Similarly, the design of the building responds positively to the site. The two-storey element is located towards the south, with the lower single-storey element positioned to the north, reflecting the site's natural contours. Extensive glazing and contemporary external materials assist in reducing the perceived visual mass of the building and creates a high-quality appearance appropriate to a modern office development.
- 10.13 The proposal would inevitably be visible from surrounding areas, including views from Moody Brook Road, Sappers Hill and Mount Tumbledown. However, the fact that a development is visible does not, in itself, indicate unacceptable visual harm. The assessment must instead consider the extent of harm having regard to the character of the area, the site's allocation status and the quality of the proposed design. The wider sense of openness across the allocation would remain and the building would be viewed within the context of a site specifically allocated for future mixed-use development.
- 10.14 The proposal is accompanied by a comprehensive landscaping plan incorporating native planting, grassed areas and other landscape treatments. The landscaping strategy will assist in integrating the development into its surroundings, soften the appearance of the built form and parking areas, and reinforce the visual transition between the developed parts of MU1 and the surrounding landscape. Significant weight is therefore afforded to the landscape proposals in assessing the overall effect of the development on the character and appearance of the area.
- 10.15 Whilst third-party concerns regarding the scale of the proposal and its effect upon the landscape are acknowledged, significant weight must be attached to the fact that the site is specifically allocated to accommodate development of this nature. Whilst the proposal would introduce visual change, such change is an anticipated consequence of development within the MU1 allocation and does not, in itself, render a proposal unacceptable. The development would occur in a planned and policy-compliant manner and would not, having regard to its design, scale and form, result in unacceptable harm to the character of the wider allocation or surrounding landscape.
- 10.16 Moreover, in this case, the office building would be perceived as part of the emerging development of the wider MU1 allocation rather than as an unrelated or isolated feature within the landscape. Whilst the proposal would alter the appearance of the site, it would not undermine the strategic objectives of the allocation. Nor is it considered that the design, scale and form of the building would appear disproportionate or juxtaposed when viewed in the context of future development proposals across the wider allocated MU1 site. Any future development within the wider MU1 allocation would be subject to separate planning applications and assessed against the policies of the Development Plan and other material considerations relevant at that time.
- 10.17 Importantly, the wider landscape setting would remain evident in both short and longer-distance views. The surrounding landform and landscape backdrop would

remain largely unchanged and continue to define the landscape character of the area. As noted above, the building has been designed to create an attractive, safe and healthy environment that responds positively to local character whilst providing modern office accommodation. The proposed parking areas have been carefully integrated into the overall layout and are clearly defined by appropriate surfacing and landscaping treatments. They would not appear excessively stark or visually prominent and would assimilate satisfactorily into the wider landscape.

- 10.18 In reaching this conclusion and having regard to the allocated status of the site, the scale, siting and design of the proposal, the retention of key landscape features that will form the backdrop to the development, and the extent to which the development responds positively to the site's topography, it is concluded that the proposal would not result in unacceptable harm to the character or appearance of the area. Accordingly, the proposal complies with the design, scale and landscape objectives of Policy SP4.

Neighbouring amenity

- 10.19 Whilst there are currently no neighbouring properties immediately adjoining the application site, consideration has been given to the potential effect of the proposed office development on the amenity of future occupiers of adjacent development parcels within the wider allocation.
- 10.20 It is recognised that future residential development may come forward on adjoining land. However, the Development Plan expressly anticipates the coexistence of residential and commercial uses within MU1 and therefore a degree of interaction between those land uses is both expected and inherent within the allocation strategy. The presence of office accommodation within the allocation is not therefore unexpected and forms part of the planned development pattern envisaged by the Development Plan.
- 10.21 During the assessment of the application, particular consideration has been given to whether future residential occupiers of adjoining land would be likely to experience unacceptable overlooking, loss of privacy or other harm to their residential amenity. Whilst there may be opportunities for views between the proposed office building and future development parcels, including outdoor residential amenity areas, this is not considered to give rise to an unacceptable relationship having regard to the scale of the allocation, the separation distances available between development plots and the opportunity for future residential schemes to be designed having regard to the established context.
- 10.22 Importantly, any future residential development proposed within MU1 would itself be subject to a separate planning application/s and would need to demonstrate acceptable living conditions for future occupiers, including in relation to privacy, outlook and amenity. The existence of the proposed office building would therefore form part of the baseline context against which future proposals would be assessed. Any future planning application would need to be assessed having regard to the office building as an established element of the site context
- 10.23 The proposed office building is set within a substantial site and is accompanied by areas of landscaping, open space, parking and internal circulation routes. The layout has been designed such that the building does not occupy the entirety of the site and retains separation from adjoining development parcels. Furthermore, the proposal would not sterilise adjoining land or otherwise prevent future

residential development from coming forward as part of the comprehensive development of the wider allocation.

- 10.24 Taking these matters into account, it is not considered that the proposal would result in unacceptable harm to the neighbouring amenity or living conditions of future occupiers or prejudice the comprehensive development of the wider MU1 allocation. The proposal is therefore considered to comply with the amenity objectives of Policy SP4.

Highways and Parking

- 10.25 The application proposes vehicular access from Moody Brook Road via a new estate road positioned to the west of the site. The road would be constructed to Public Works Department (DPWD) adoptable road standards and would provide direct access to the parking area located at the rear of the proposed office building. The submitted plans indicate that the road would incorporate appropriate drainage, lighting and adoptable construction standards. At the time of writing, no objection has been received from the Director of Public Works regarding the proposed access arrangements. It is considered that any outstanding design and construction details can be secured through appropriately worded planning conditions or applied standard construction methods as required by the Public Works Department during construction.
- 10.26 The proposal provides 74 parking spaces, including dedicated accessible parking bays, together with a network of well-defined pedestrian routes throughout the site. The level of parking provision has been assessed having regard to the scale and intended operation of the development and is not considered likely to result in overspill parking or adverse effects on the local road network.
- 10.27 In assessing the proposal, regard has been had to both Policy SP4 and Policy TP11. Policy SP4 requires development to be supported by appropriate infrastructure and to provide suitable access arrangements, whilst Policy TP11 supports development where satisfactory highway infrastructure, parking provision and circulation arrangements are achieved.
- 10.28 The proposed estate road, footpath connections, accessible design features and internal circulation arrangements demonstrate a comprehensive approach to movement both within and to the site. The proposal has been designed to accommodate vehicular traffic, pedestrians and people with mobility impairments in an efficient and inclusive manner. The submitted details also demonstrate that the access arrangements have been designed with regard to the future development of the wider MU1 allocation and provide an appropriate framework for future connectivity within the allocation.
- 10.29 Having regard to the proposed access arrangements, the standard of road construction, the level of parking provision, the inclusion of accessible facilities and the absence of any technical objections from the DPWD, it is concluded that the development would provide appropriate and satisfactory highway infrastructure and parking arrangements. The proposal therefore complies with the requirements of Policy SP4(A)(4) and Policies TP11(B), (C) and (D) of the Development Plan.

Infrastructure, Servicing and Utilities

- 10.30 The proposal incorporates all infrastructure necessary to support the development, including a new estate road, surface water drainage, foul drainage infrastructure, street lighting, air source heat pumps and mechanical ventilation with heat recovery systems.
- 10.31 Third-party concerns have been raised regarding the adequacy of the proposed foul drainage arrangements and the potential impact upon harbour water quality. These concerns are acknowledged. However, the application includes a dedicated biodisc treatment system and no technical evidence has been submitted to demonstrate that the proposal would result in unacceptable pollution, environmental harm or adverse impacts on water quality. The final design details of the foul drainage arrangements can be secured by planning condition. Whilst detailed drainage design falls to be addressed through subsequent approvals and relevant building control processes, the key planning consideration is whether there is a reasonable prospect that satisfactory drainage can be provided. Based on the information submitted and in the absence of any technical objection, there is no evidence before the Planning Authority to suggest that satisfactory foul drainage arrangements cannot be achieved.
- 10.32 Existing water quality conditions within the harbour are not matters that can be resolved through the determination of this application. However, the Planning Authority must consider whether the proposed development would give rise to any unacceptable additional impacts. No technical evidence has been submitted to demonstrate that the proposed development would result in unacceptable effects on water quality. Moreover, it is understood that samples of the harbour water at Moody Brooke are collected by the Environment Department with the water analysed under laboratory conditions. The Environment Department publish a quarterly *Water Quality Monitoring Report* of the findings.
- 10.33 The submitted design details demonstrate that existing utility infrastructure, including water and power services, has been taken into account in the overall design and layout of the proposed development. The building has been positioned to avoid existing infrastructure constraints and incorporates appropriate surface water drainage measures together with modern energy efficient technologies. Furthermore, the proposal has been designed having regard to the Public Works Department Infrastructure Master Plan and the future servicing requirements of the wider MU1 allocation. It would not compromise the delivery of future infrastructure or prevent neighbouring parcels from coming forward for development as part of the comprehensive development of the wider allocation.
- 10.34 Importantly, no objections have been received from the relevant technical consultees regarding the site's ability to be serviced or the adequacy of the proposed infrastructure. In the absence of any substantive technical evidence indicating unacceptable environmental, servicing or public health impacts, there is no basis upon which to conclude that the development cannot be appropriately accommodated or serviced on the site.
- 10.35 Accordingly, it is considered that the site can be effectively serviced and that the proposal would not give rise to unacceptable impacts. The development therefore complies with Policies SP4(A)(9) and SP4(B) of the Development Plan.

Other matters

- 10.36 All material planning considerations raised by third-party representations have been addressed in the above sections of this report.
- 10.37 The Public Works Department has prepared an infrastructure master plan for the wider MU1 allocation which identifies a network of proposed service corridors intended to facilitate the future development of the site.
- 10.38 Whilst the Infrastructure Master Plan does not form part of the statutory Development Plan, it represents a relevant material consideration because it has been prepared to guide the future servicing and coordinated development of the MU1 allocation. Significant weight is attached to the fact that the proposal has been designed having regard to the identified service corridors and would not prejudice their future implementation.
- 10.39 Furthermore, as discussed above, the development demonstrates that the site can be effectively serviced, would not give rise to unacceptable environmental impacts and would not result in adjacent land being sterilised or otherwise compromised from coming forward for development in the future.
- 10.40 Accordingly, the proposal is considered consistent with the objectives of the wider infrastructure master plan and no material conflict has been identified.
- 10.41 Third party comments falling outside the remit of the Planning Authority cannot be considered in the determination of this application and are therefore afforded no weight.

11. Conclusion

The proposal seeks permission for office development on land specifically allocated for office and mixed-use development within MU1. The principle of development is therefore supported by Policies SP1, SP2, TP1 and TP3. The proposal would provide consolidated employment accommodation within a sustainable location identified for growth and would contribute towards the economic objectives of the Development Plan.

Whilst concerns have been raised regarding landscape impact, infrastructure capacity and potential environmental effects, these matters have been carefully considered as part of the assessment of the application. In determining the application, significant weight has been afforded to the allocation status of the site and the fact that office development is expressly anticipated by Policy TP3. The scale, design, access arrangements, parking provision and servicing strategy are considered appropriate within the context of an allocated mixed-use development site.

Significant weight is attached to the fact that the proposal accords with the spatial strategy and intended form of development identified for the MU1 allocation. Taking all matters into account, the proposal is considered to accord with the aims and objectives of Policies SP1, SP2, SP3, SP4, TP1, TP3 and TP11 of the Development Plan and no material considerations have been identified that justify a decision other than in accordance with the Development Plan. Accordingly, the application is recommended for approval.

12. Conditions

Condition 1 - Time Limit

The development hereby permitted shall begin before the expiration of five years from the date of this permission.

Reason: To comply with Section 49 of the Planning Ordinance 1991.

Condition 2 - Approved Plans

The development hereby permitted shall be carried out in complete accordance with the following approved plans and documents:

[Insert plan schedule]

Reason: For the avoidance of doubt and to ensure the development is carried out as approved.

Condition 3 - Construction Management Plan (CMP)

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Planning Authority. The approved details shall be adhered to throughout the construction period. The Plan shall provide for:

- a) construction working hours;
- b) contractor parking and welfare facilities;
- c) storage of plant, equipment and materials;
- d) measures for the control of dust, mud and debris;
- e) measures for the control of noise and vibration;
- f) construction traffic routing and site access arrangements; and
- g) temporary drainage and pollution prevention measures during construction.

Reason: To safeguard the amenity of neighbouring occupiers, ensure the safe operation of the highway network and minimise environmental impacts during the construction phase.

Condition 4 - Estate Road

No development above foundation levels shall take place until the construction details of the estate road, access from Moody Brook road, footpaths, street lighting and associated infrastructure have been submitted to and approved in writing by the Planning Authority. The approved works shall be completed prior to the first occupation of the office building, hereby approved, and thereafter retained in accordance with the approved details.

Reason: To ensure the provision of safe and suitable access arrangements in the interests of highway safety and the proper planning of the wider MU1 allocation.

Condition 5 - Surface Water and Foul Drainage

No development above foundation level shall take place until details of the surface water drainage and foul drainage systems have been submitted to and approved in writing by the Planning Authority. The submitted details shall include full design specifications, drainage infrastructure, treatment arrangements, discharge points and maintenance requirements.

The approved drainage arrangements shall be implemented in full and made operational prior to the first occupation of the development and shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure that the site can be adequately serviced, to prevent flooding, pollution and adverse impacts upon neighbouring land and the wider environment.

Condition 6 – Service area

No development shall commence above foundation level until details of the proposed service building and service area, including the refuse and recycling storage facilities have been submitted to and approved in writing by the Planning Authority. The approved works shall

be completed prior to first occupation of the office building, hereby approved, and thereafter retained in accordance with the approved details.

Reason: To ensure adequate services, waste and recycling facilities are provided in the interests of visual amenity and the proper operation of the development.

Condition 7- Hard Landscaping

No development shall commence above foundation level until a hard landscaping scheme has been submitted to and approved in writing by the Planning Authority. The scheme shall include:

- a) location, type and material of all hard surfaces, including specifications and details of manufacturer, type, design, colour and bonding pattern, as applicable;
- b) levels of any paths
- c) the position, design, materials and means of construction of all site enclosures and boundary treatments (e.g. fences, walls), where applicable;
- d) car parking layout and any other vehicular and pedestrian access and circulation areas;
- e) a timetable and phasing for its implementation.

The works shall be implemented in accordance with the approved timetable and phasing details and thereafter retained as approved.

Reason: To ensure the satisfactory appearance of the development, assist in integrating the development into the wider landscape and to safeguard the character and appearance of the area.

Condition 8 – Materials

No development shall commence above foundation level until details and samples of all external materials, including cladding, roofing materials, and external finishes, have been submitted to and approved in writing by the Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a high-quality form of development that safeguards the character and appearance of the area.

Condition 9 Soft Landscaping

Prior to the first occupation of the building hereby approved, a detailed soft landscaping scheme and Landscape Management and Maintenance Plan shall be submitted to and approved in writing by the Planning Authority.

The Plan shall include:

- a) maintenance schedules including:
 - (i) details of the nature and frequency of maintenance for all elements of the soft and hard landscaping;
 - (ii) measures to repair or replace any equipment such as benches, paths or hardstanding that become damaged;
 - (iii) measures to replace any trees, hedges, shrubs, flowers or turf which may die or become diseased;
 - (iv) long term design objectives;
- b) proposal for the future management responsibilities in respect of the hard and soft landscaping;
- c) a programme for its implementation.

The management and maintenance shall thereafter be carried out in full accordance with the approved Plan for the duration of the development. All approved soft landscaping works shall be completed prior to the first occupation of the building hereby approved.

Reason: To ensure the satisfactory appearance of the development, assist in integrating the development into the wider landscape and to safeguard the character and appearance of the area.

Condition 10 - Parking Provision

Prior to the first occupation of the building hereby approved, the parking spaces, accessible parking bays, turning areas and internal access arrangements shown on the approved plans shall be provided and made available for use. The approved facilities shall thereafter be retained for those purposes throughout the lifetime of the development.

Reason: To ensure the development is served by adequate parking and manoeuvring facilities in the interests of highway safety and the proper operation of the site.

Condition 11- Proposed signage

Notwithstanding the details hereby approved, prior to first occupation of the building, full details of the proposed external signage shall be submitted to and approved in writing by the Planning Authority. The approved signage scheme shall be implemented in full prior to the first occupation of the development and shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure a high-quality form of development that safeguards the character and appearance of the area.

Condition 12 – External Lighting

Prior to the erection, installation, fixing, placement and/or operation of any external lighting on the site (including any on the external elevations of the building, hereby approved), details shall be first submitted to and approved in writing by the Planning Authority. These details shall comprise specifications of the equipment and any supporting structures, together with the position, size, height, type, luminance/light intensity, direction and cowling and the hours at which such lighting is to be operated. All external lighting shall be erected, installed and operated in accordance with the approved details and thereafter retained in accordance with the approved details.

Reason: To safeguard the character and appearance of the area, neighbouring amenity and highway safety.

Condition 13– Proposed heating and ventilation systems

Prior to the installation of any air source heat pumps, ventilation equipment or associated plant, detailed specifications, location plans and noise, vibration and odour mitigation measures shall be submitted to and approved in writing by the Planning Authority.

The approved equipment shall be installed prior to first occupation of the building and thereafter retained and maintained in accordance with the approved details.

Reason: To safeguard the character and appearance of the area and the amenity of existing and future occupiers.

Informatives**Inform 1. Other Consents**

This decision relates to planning permission only. The developer is advised to ensure that any other consents needed, such as a building permit, crown grant agreement/adjustment, dropped kerb, an easement and/or a Permit to Dig, are obtained from the relevant FIG development prior to works being commenced. Permit to Dig application forms can be obtained from the FIG Public Works Department (PWD), Administration Office, 27193 or admin@pwd.gov.fk

Inform 2. Building Materials

You are advised building materials or equipment shall not be stored on the highway unless otherwise agreed by the Highway Authority.

Inform 3. Good neighbour

The construction manager should keep neighbours and others informed about unavoidable disturbance such as noise, dust and changes in working hours, and disruption of traffic. Site neighbours should be given clear information well in advance, preferably in writing, for example by issuing regular bulletins about site progress.

Representations received

Comments received via email 07/07/2026 10:51

Hi Sarah, Colin,

I looked at the planning application from Fortuna for the site just east of the Esro Station and it reminded me that I was going to get in touch with you a while back. I'm not writing to complain about the application but I'm more interested in the legacy Fortuna is leaving with the seemingly abandoned fish farm which is now looking derelict. If Fortuna no longer needs that piece of land why not give it to the person who is going to try and start a market garden just to the south of the fish farm which is most likely overgrown stone run.

Anyway I've also noticed over the last couple of years that the large shoal of local mullet has gone from this end of the harbour, does anybody monitor the bio mass in the harbour and see if it is declining and also this year there was quite a mass of bright green algae/seaweed on the shore which is new. Does this come from the amount off extra nutrients like nitrogen and phosphorus from the new bio-discs which have been installed recently? Which brings me back to the proposed Fortuna offices which is fairly large and will need a sewage treatment plant which will discharge more nutrients into the end of the harbour most likely causing more algae/seaweed growth.

I'm not against progress but the proper infrastructure really needs to be in place first and the area that is being looked at, is a large piece of land from Mink Park to the ex fish farm and could accommodate a large amount of offices and housing if the flood gates are opened.

As I said at the beginning I'm not against the application or progress it's just my observations and is only for yourself and Colin to mull over but FIG seem to be putting the cart before the horse for that area and I also keep asking myself why is Fortuna so hell bent in building on un-serviced land when they must have more appropriate serviced land elsewhere.

Regards

Graham

Comments received via email 17/07/2026 16:17

Comments made on behalf of Daniel Biggs on the above named planning process. Daniel Biggs is absent from the Falklands on FIG business and has asked me to act on his behalf.

I have examined the planning documents ref 45.26.P and have one question/comment: In view of the large parking area and high number of parking positions – it would be helpful, both for neighbours and the public, to know how many personnel will be working in the offices, and whether the foul water provision is adequate to ensure that significant harbour pollution does not occur?

Many thanks for your attention to this query.

Kind regards

Peter

Sender: Peter Julian Basil Biggs

Comments received via email 19/07/2026 20:31

Dear Zara,

Re planning application 45.26.P

Thank you for printing off the relevant outline plans for me to view last week.

While the proposed building is in keeping with the architectural style of the Falklands to a certain extent ,we feel that the scale and proposed siting of the building are not .

According to the outline proposal ,this would be a large ,2 level building ,covering 1821 square metres with a car park to the south for over 70 cars. To place a red ,very noticeable building and car park like this just to the east of the Esro station we believe would look completely out of place with the surrounding countryside. It would certainly have a negative impact on the character of the surrounding rolling hills and would ,we think make a mockery of the Falklands tourism motto 'come to the Falklands ,where nature is in charge'. Visitors travelling out towards Tumbledown and Wireless Ridge would ,we think ,look askance at a large ,sprawling office block just northeast of Tumbledown, built seemingly in the middle of nowhere.

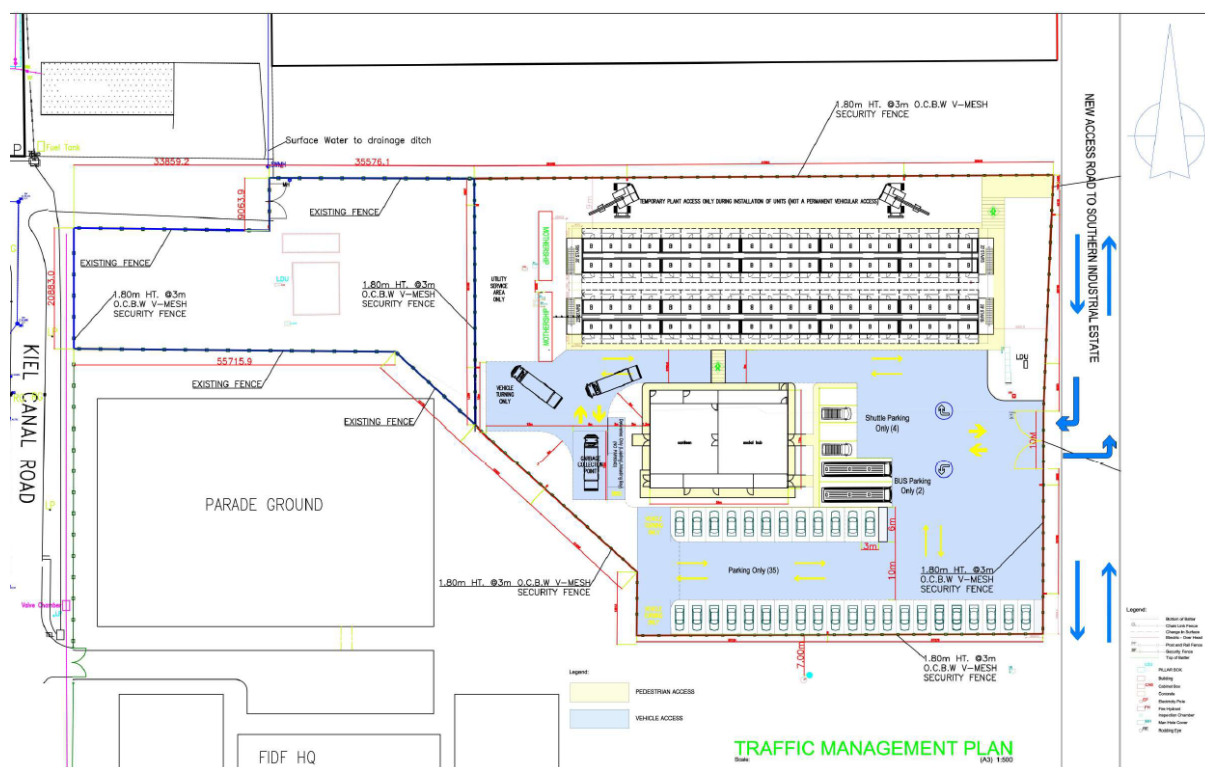
We wonder whether any consideration has been given to siting this building on the Stanley by-pass where both its size and purpose would be much more in keeping with existing ,surrounding buildings.

Yours sincerely

Dr Bernadette Paver and Dr Barry Elsby

Item 6.2 Planning application 46.25.PB

Planning Application Reference Number:	46.26.PB		
Proposal:	Construction of modular 160 x room 2 – storey oil workers’ accommodation building with 1 – storey utility building, inclusion 2 x mothership container units to support the whole facility operations		
Site Address:	8 VPC Road, Stanley, Falkland Islands		
Applicant:	Goodwin Ltd		
Agent:			
Valid Date:	3 July 2026	Expiry Date:	3 September 2026



1. Introduction

- 1.1 The application is brought before committee as an objection has been received.

2. Description of the site and proposals

- 2.1 The application seeks planning permission for a two-storey modular accommodation facility providing 160 rooms (320 bed spaces), together with associated utility infrastructure, parking and access arrangements.
- 2.2 The facility is required to support personnel associated with the Navitas Petroleum Sea Lion Project and will provide purpose-built accommodation for temporary workers during crew changes.
- 2.3 It is located on land that was granted planning permission previously for a similar development proposal during the exploration phase of the Sea Lion Oil project. The site is located in an industrial area and is identified as E1, Zone 5 in the Policies & Proposals Map, Development Plan 2015-2030.

3. Site History

Planning Application History:	59.13.P – Construction of a portable hotel system – APPROVED. 43.15.P - The erection of 1.8m high Triton wire mesh security fence with gates on roadside boundary – APPROVED. 51.16.P – Temporary use for 6 months for storage and decanting of 20ft containers – APPROVED. 78.17.PB - Construct workshop, 9 metres by 8 metres, and the temporary siting of 8 no. storage containers within the boundary of the application site-APPROVED.
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4. Consultee Responses

Department of Public Works:	No comments received
Chief Fire Officer:	I have no comments regarding the planning application.

5. Neighbour notification

Number of Neighbours Notified:	39
Number of Objections:	1
Number of Support:	
Number of General Comments:	

6. Summary of Responses (Only Material Planning consideration can be taken into account. Copies of the full representations are attached at the end of this report)

One representation has been received from a neighbouring business owner who noted 'no

objection to the principle of the development'. However, raised concerns regarding the scale of the proposal and its potential impact on local infrastructure. These concerns relate to site security, pedestrian safety, the lack of street lighting and footpath provision within the surrounding area, and the suitability of the existing highway and pedestrian network to accommodate movements associated with the development. They requested that appropriate security, management and infrastructure measures be considered as part of the development.

7. Publicity

Date of advert in Penguin News	10 July 2026
Date Notice Placed on Secretariat Notice Board	10 July 2026
Date of Site Notice was displayed	10 July 2026

8. Planning Policy

Falkland Islands Structure Plan

Policy SP1: Supporting Development

Policy SP2: Distribution of Development

Policy SP4: Sustainable Development Principle

Policy SP6: Oil and Gas

Local Plan: Stanley Town Plan

Policy TP1: Development Zones

Policy TP2: Development of Stanley

Policy TP8: Temporary Workers Accommodation

Policy TP11: Transport Infrastructure and Management

9. Material Considerations

Planning history

10. Appraisal

Principle of Development

- 10.1 The proposal seeks permission for a permanent 160-room (320-bed) modular accommodation facility, together with a utility building, parking, access arrangements and associated infrastructure, to support personnel connected with the Navitas Petroleum Sea Lion Project.
- 10.2 The site is located within a designated Commercial Allocation, identified as Site E1, in Zone 5, which is suitable for light industrial and commercial uses.
- 10.3 The proposed accommodation is intended to serve temporary workers during crew changes in association with the offshore oil and gas operations rather than provide permanent residential accommodation.
- 10.4 In considering the principle of development, significant weight is attached to the Development Plan. Policy SP6 recognises the strategic importance of the oil and gas industry to the Falkland Islands economy and acknowledges that offshore operations may generate demand for transit accommodation and associated

onshore infrastructure. The policy supports development that facilitates the exploration and production of oil and gas, provided it accords with other relevant Development Plan policies.

- 10.5 Further support is found within Policy TP8(D), which specifically provides for permanent hotel-type accommodation for temporary workers within areas designated for light industrial uses. The proposed development would provide purpose-built accommodation for temporary workers within an established commercial and industrial area and is therefore consistent with both the locational requirements and the wider objectives of the policy.
- 10.6 The proposal would assist in meeting the operational requirements of the offshore industry by providing purpose-built accommodation for temporary workers associated with offshore operations. On this basis, the proposal is considered to accord with the overall policy objective of TP8(D).
- 10.7 Planning permission was granted in 2013 for a portable hotel system providing temporary workforce accommodation. Whilst each application must be determined on its own merits and against the current Development Plan, the planning history demonstrates that the principle of workforce accommodation at this location has previously been accepted and this provides further support for the suitability of the site for the proposed use.
- 10.8 Having regard to the above, the proposal is considered to represent an appropriate form of development within a commercial and industrial allocation and would support a strategically important sector of the Falkland Islands economy. Accordingly, the principle of development in this location is considered acceptable and accords with the objectives of Policies SP1, SP2, SP6, TP2 and TP8 of the Development Plan.

Character and Appearance

- 10.9 The application site comprises previously developed land within the established VPC Road commercial and industrial area. The surrounding area is characterised by a mix of industrial and commercial development including workshops, storage compounds, service yards, warehouses and other employment-generating uses. The character of the area is therefore functional and utilitarian rather than residential in nature.
- 10.10 The proposed accommodation would comprise a two-storey modular building finished in a dark external appearance. The building would be set back from the bypass road and sit to the south/rear of the proposed museum site. The site benefits from an existing access installed at the northeast of the site, and this would be the main access and egress into/out of the site.
- 10.11 The scale, form and appearance of the proposal would be in keeping with the neighbouring industrial type looking buildings and as such would not appear out of keeping within the wider industrial setting. The modular nature of the development reflects its operational purpose and the surrounding built environment is not characterised by a particularly sensitive townscape or coherent architectural context.
- 10.12 Whilst the development would introduce a permanent building onto the site, it would be read within the context of the wider commercial and industrial area and

would not adversely affect any recognised landscape, townscape or heritage asset. The modular construction method reflects the operational requirements of the intended use and, subject to appropriate maintenance, would provide an acceptable standard of appearance throughout the lifetime of the development.

- 10.13 The accommodation would be formed from modular container-based units intended to remain on site for an extended period. Given the exposed location of the site and the Falkland Islands' climatic conditions, including high winds, salt-laden air and severe weather events, it is reasonable to expect that periodic maintenance may be required to preserve the external appearance of the development. Accordingly, a condition requiring periodic building condition surveys and the implementation of any identified remedial works is considered necessary and reasonable to ensure the long-term visual quality of the development and continued compliance with Policy SP4.
- 10.14 Furthermore, whilst planning permission is sought on a permanent basis, the accommodation is proposed specifically to serve offshore oil and gas operations and derives substantial policy support from Policies SP6 and TP8 on that basis. Should that operational requirement permanently cease, the Planning Authority considers it reasonable to secure a mechanism for the consideration of site restoration, particularly given the modular nature of the development and the fact that the accommodation would not constitute conventional residential development.
- 10.15 Having regard to the industrial character of the area, it is considered that the proposal would respect the scale of the site and its surroundings, and would not result in any unacceptable harm to the character or appearance of the area and therefore accords with the aims of Policy SP4(A)(1), (2) and (8) of the Development Plan.

Living Conditions and Amenity

- 10.16 Policy SP4 requires development to protect the general amenity of future occupiers and the surrounding area, including avoiding or mitigating any unacceptable impacts. In assessing amenity impacts, regard is had to matters including noise, odour, litter and light pollution.
- 10.17 The site lies within an established industrial and commercial area where vehicle movements, servicing activity and industrial operations are existing characteristics of the area. The nearest sensitive receptors are Lookout Lodge and the residential properties located to the north of the Bypass Road.
- 10.18 The proposed accommodation facility would operate as a self-contained development with dedicated parking, servicing areas and associated utility infrastructure. Access would be taken from Michael Clapp Way.
- 10.19 The supporting information confirms that the development would initially be served by temporary portable generators. These would be positioned to the rear of the utility cabinets and enclosed within acoustic housings to minimise noise emissions. In the absence of any technical evidence demonstrating unacceptable noise impacts, and having regard to the separation distances between the generators and the nearest sensitive receptors, together with the proposed acoustic housing, the temporary generators are not considered likely to give rise to unacceptable impacts on neighbouring occupiers. The proposed

accommodation units are also designed to provide an appropriate standard of sound insulation for future occupiers, helping to protect living conditions from external sources of noise associated with the surrounding industrial area.

- 10.20 An external lighting scheme has been submitted as part of the application. The scheme comprises a series of 60W solar lighting columns positioned throughout the site to provide illumination of parking, pedestrian and operational areas. The submitted details indicate that the lighting has been designed to illuminate operational areas whilst limiting light spill beyond the site boundary. Given the industrial context of the site, the design of the proposal, and the separation distances to the nearest sensitive receptors, the proposed lighting is not considered likely to result in unacceptable impacts on the living conditions of future occupiers of the facility or neighbouring occupiers.
- 10.21 The proposed use is not one that would typically generate significant odour and no adverse effects in this regard are anticipated. In addition, refuse storage and collection facilities are provided within the site and waste would be managed through routine servicing arrangements. As such, the proposal is not considered likely to give rise to unacceptable impacts in respect of odour or litter.
- 10.22 Whilst the development is not considered likely to give rise to unacceptable amenity impacts, concern has been raised regarding the day-to-day operation of the accommodation facility, including matters relating to site security, occupancy management, transport arrangements and communication with neighbouring occupiers. Given the scale of the development and the transient nature of its occupancy, it is considered reasonable and necessary to secure an Operational Management Plan by condition. This will ensure that appropriate management procedures are established and maintained throughout the lifetime of the development in order to safeguard neighbouring amenity and support the orderly operation of the site in accordance with Policy SP4.
- 10.23 Taking account of the industrial character of the area, the design of the proposal, separation distances involved and the proposed mitigation measures, the development is not considered to result in unacceptable impacts on the amenity of neighbouring occupiers or future residents. The proposal therefore complies with Policy SP4, which seeks to protect the general amenity of future occupiers and the surrounding area.

Highways, Infrastructure and Services

- 10.24 Policy SP3 requires development to be accommodated by existing infrastructure or to provide the necessary improvements required to serve the proposal. The applicant states that the development would operate as a self-contained facility supported by dedicated utility systems, including water storage and distribution, wastewater management infrastructure and temporary generator-based power provision pending connection to permanent infrastructure. Foul drainage is proposed to connect to an existing packaged treatment system located within the site, whilst surface water drainage will be managed through a dedicated site drainage network with discharge arrangements to be agreed in consultation with the Public Works department, and this design requirement would be secured by condition.
- 10.25 The submitted information demonstrates that infrastructure provision has been considered as part of the development and no technical evidence has been

provided to indicate that the site cannot be adequately serviced. Furthermore, Policy SP3(A) supports development where infrastructure can either accommodate the proposal or where provision is made for new or improved infrastructure.

- 10.26 The development includes dedicated parking, bus bays, shuttle vehicle parking and turning areas. Having regard to the nature of the proposed use and the submitted operational arrangements, the level of provision is considered sufficient to accommodate the development without creating unacceptable pressure on the surrounding road network.
- 10.27 The development includes utility buildings, power generation facilities, drainage infrastructure, internal access roads and parking provision designed specifically to support the operational requirements of the accommodation complex. It is therefore considered that appropriate infrastructure provision forms part of the scheme and can be adequately met, accordingly the proposal accords in principle with aims set out in Policies SP3, SP4, TP2 and TP11.

Other Matters

- 10.28 Representations have been received which raised concerns regarding the security of neighbouring businesses, the suitability of the surrounding highway and pedestrian infrastructure, pedestrian safety, street lighting and the ongoing management of the proposed accommodation facility.
- 10.29 In response, the applicant has advised that the facility would incorporate secure perimeter fencing, CCTV monitoring, on-site security personnel, controlled access arrangements and perimeter lighting. The applicant has also advised that personnel movements would predominantly be undertaken using dedicated transport arrangements and that operational controls would be in place to manage the use of the facility. These are matters that have been taken into account in the assessment of the application.
- 10.30 Concerns have also been raised regarding the absence of continuous footways and street lighting along Michael Clapp Way and within the wider industrial estate. These concerns are acknowledged. However, the Planning Authority can only give weight to matters that arise directly from the development proposal under consideration. The majority of the concerns raised relate to existing public infrastructure within the wider industrial estate, much of which lies outside the application site and outside the control of the applicant.
- 10.31 Whilst it is accepted that future occupants may occasionally travel on foot within the surrounding area, the proposed development would not alter the status of the existing highway network and pedestrian movements are not confined to occupants of the development. The applicant has advised that dedicated transport arrangements would be provided in order to reduce the need for routine pedestrian movements to and from the site.
- 10.32 The wider industrial estate was planned and developed primarily for industrial and commercial uses and the existing provision of footways, street lighting and other public infrastructure reflects that historic pattern of development. Matters relating to the provision, maintenance or enhancement of public highway infrastructure are therefore not matters that can reasonably be secured through the determination of this planning application and would be more appropriately

considered through wider infrastructure planning by the Public Works department.

- 10.33 Accordingly, whilst these concerns have been taken into account, only limited weight is afforded to issues relating to the existing provision of footways, street lighting and other public infrastructure, as they do not arise directly from the proposed development and cannot reasonably be addressed through this application.

11. Conclusion

Significant weight has been attached to Policy TP8, which specifically supports worker accommodation within designated industrial areas, and to Policy SP6 which recognises the importance of infrastructure required to support the offshore oil and gas sector. The scheme would provide dedicated accommodation for temporary workers associated with the offshore oil and gas sector, within an established industrial and commercial location in Stanley, whilst supporting economic growth and infrastructure investment. The proposal is considered acceptable in principle, appropriate in character to its surroundings, capable of being adequately serviced and unlikely to give rise to unacceptable amenity impacts subject to the imposition of appropriate planning conditions.

Accordingly, the proposal is considered to accord with Policies SP1, SP2, SP3, SP4, SP6, TP2 and TP8 of the Falkland Islands Development Plan.

12. Recommendation

That this application be GRANTED permission, subject to the following conditions:

Condition 1 - Time Limit

The development hereby permitted shall begin before the expiration of five years from the date of this permission.

Reason: To comply with Section 49 of the Planning Ordinance 1991.

Condition 2 - Approved Plans

The development hereby permitted shall be carried out in complete accordance with the following approved plans and documents:

[Insert plan schedule]

Reason: For the avoidance of doubt and to ensure the development is carried out as approved.

Condition 3 - Construction Management Plan (CMP)

No development shall commence until a CMP has been submitted to and approved in writing by the Planning Authority. The approved CMP shall be implemented in full throughout the construction period.

The CMP shall include details of:

- a) construction working hours;
- b) contractor parking and welfare facilities;
- c) storage of plant, equipment and materials;
- d) measures to control dust, mud and debris;
- e) measures to control noise and vibration;
- f) construction traffic routing and site access arrangements; and
- g) temporary drainage and pollution prevention measures.

Reason: To safeguard the amenities of neighbouring occupiers, protect the environment and ensure highway safety during construction.

Condition 4 Surface water

No development above foundation level shall take place until details of the surface water drainage scheme have been submitted to and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved scheme and thereafter to be retained in accordance with the details approved.

Reason: In order to prevent surface water run-off in the interests of highway safety, the amenity of the area and to protect the integrity of the highway.

Condition 5 - Parking Provision

Prior to the first occupation of the building hereby approved, the parking spaces, turning areas and internal access arrangements shown on the approved plans shall be provided and made available for use. The approved facilities shall thereafter be retained for those purposes throughout the lifetime of the development.

Reason: To ensure the development is served by adequate parking and manoeuvring facilities in the interests of highway safety and the proper operation of the site.

Condition 6 - Proposed Operational Management Plan

Prior to first occupation, an Operational Management Plan shall be submitted to and approved in writing by the Planning Authority. The Plan shall include details of site management, security arrangements, transport arrangements, occupancy management and a named site contact. The approved Plan shall thereafter be implemented for the duration of the development.

Reason: To safeguard the amenity of neighbouring occupiers, ensure the satisfactory management of the development, and to accord with Policy SP4 of the Falkland Islands Development Plan.

Condition 7 – Periodic Building Condition Survey

Within five years of the date of first occupation of the development and at five-year intervals thereafter, a Building Condition and Maintenance Report shall be submitted to the Planning Authority.

The Report shall assess:

- a) the condition of external walls, roofs, windows, doors and other external finishes;
- b) the condition of boundary treatments and external infrastructure;
- c) any works required to maintain the external appearance of the development; and
- d) a programme for the implementation of any identified remedial works.

Any remedial works identified in the approved report shall be carried out in accordance with the approved programme and within the timescales specified therein.

Reason: The development comprises modular accommodation units that are expected to remain in situ for an extended period. Periodic assessment and maintenance are necessary to ensure the continued visual quality of the development and to safeguard the character and appearance of the area.

Condition 8 Decommissioning and Site Restoration

Within six months of the permanent cessation of the worker accommodation use hereby approved, a Decommissioning and Site Restoration Scheme shall be submitted to and approved in writing by the Planning Authority.

The Scheme shall include:

- a) details of the removal of buildings, plant, services, foundations and hardstanding;
- b) arrangements for the disposal of materials arising from demolition;
- c) details of site remediation where required; and
- d) proposals for the restoration and after-use of the site.

The approved Scheme shall be implemented in full within the timetable contained therein.

Reason: To ensure the satisfactory restoration of the site following the cessation of the approved use and to protect the character and appearance of the area.

Condition 9- Proposed signage

Notwithstanding the details hereby approved, no external signage shall be erected unless full details have first been submitted to and approved in writing by the Planning Authority. The approved signage shall be installed in accordance with the approved details and thereafter retained and maintained as such.

Reason: To safeguard the character and appearance of the area.

Condition 10 – Occupancy restrictions

The accommodation hereby approved shall be occupied only by persons employed in connection with offshore oil and gas operations and associated support services and shall not be occupied as permanent residential accommodation. A register of occupiers shall be maintained and made available to the Planning Authority upon reasonable request.

Reason: The development has been approved having regard to its specific operational requirement, to provide temporary accommodation for offshore workers. Permanent residential occupation has not been assessed and could give rise to planning considerations requiring separate evaluation.

Informatives

Inform 1. Other Consents

This decision relates to planning permission only. The developer is advised to ensure that any other consents needed, such as a building permit, crown grant agreement/adjustment, dropped kerb, an easement and/or a Permit to Dig, are obtained from the relevant FIG development prior to works being commenced. Permit to Dig application forms can be obtained from the FIG Public Works Department (PWD), Administration Office, 27193 or admin@pwd.gov.fk

Inform 2. Building Materials

You are advised building materials or equipment shall not be stored on the highway unless otherwise agreed by the Highway Authority.

Inform 3. Good neighbour

The construction manager should keep neighbours and others informed about unavoidable disturbance such as noise, dust and changes in working hours, and disruption of traffic. Site neighbours should be given clear information well in advance, preferably in writing, for example by issuing regular bulletins about site progress.

Representation received

Received via email 13 July 2026 09:57

Tom Busbridge

House of Ruff

[REDACTED]

Stanley

FIQQ 1ZZ

Planning & Building Services

The Secretariat

PO Box 611

Stanley

Re: Planning Application 46.26.PB – Construction of Modular 160-Room Oil Workers'

Accommodation, 8 VPC Road

Dear Planning Officer,

I am writing in response to the neighbour consultation letter regarding planning application 46.26.PB.

I would like to make it clear from the outset that I am not opposed to the principle of this development. I recognise the importance of supporting the offshore oil industry and providing suitable accommodation for visiting workers. However, I would ask that the Planning Authority carefully considers the impact that a development of this scale may have on neighbouring properties and businesses and ensures that appropriate conditions are attached to any approval.

My principal concern relates to the security of neighbouring businesses and the suitability of the existing infrastructure for a development of this size. My property is located on the neighbouring industrial estate, where businesses store equipment, vehicles and other valuable assets. The proposed accommodation will significantly increase the number of people accessing the area throughout the day and night.

While I make no assumptions about the conduct of those who will stay at the accommodation, the increased level of activity and the transient nature of occupancy mean that appropriate security measures should form part of the development to protect both the site itself and

neighbouring businesses. This is made more important by the fact that the surrounding roads currently have no street lighting, leaving the area poorly lit after dark and reducing the sense of security for those occupying neighbouring premises.

Another significant concern is pedestrian safety. A development accommodating approximately 160 residents will inevitably generate a substantial increase in pedestrian movements between the accommodation and Stanley as workers access shops, restaurants, leisure facilities and other amenities.

At present, the footpath ends shortly beyond the proposed development site, and there is no continuous, safe pedestrian route serving the industrial estate to the east of VPC Road. There is also no suitable pedestrian access between the industrial estate and Stanley when approaching from the eastern side, for example from the Narrows Bar direction. This means pedestrians are likely to be walking on roads used by industrial traffic, buses and service vehicles, particularly during the hours of darkness. In my view, the existing pedestrian infrastructure is not adequate for a development of this scale.

Given the scale of the proposed development, I would respectfully ask that consideration be given to the following:

- The provision of suitable street lighting on VPC Road and the surrounding roads serving the development to improve safety and security for pedestrians and neighbouring businesses.
- Improvements to pedestrian infrastructure, including continuous footpaths linking the development with Stanley and the wider industrial estate, together with safe crossing points where appropriate.
- A comprehensive Security Management Plan, including controlled site access, perimeter fencing, CCTV coverage of site entrances and boundaries, and appropriate on-site management to ensure the accommodation is operated responsibly.
- Measures to discourage unauthorised access from the accommodation onto neighbouring industrial properties.
- Appropriate external lighting and landscaping designed to improve safety while avoiding excessive light spill onto neighbouring properties.
- Ongoing management arrangements, including a named site manager or contact point, so that any issues raised by neighbouring occupiers can be addressed promptly.

I appreciate that the vast majority of workers staying at the accommodation will be responsible and respectful. My comments are not directed at the occupants themselves, but at ensuring that a development of this size is supported by the infrastructure and management measures necessary to protect neighbouring businesses, maintain public safety and ensure the industrial estate continues to operate effectively.

Thank you for taking these comments into account when determining the application.

Tom Bushbridge

Applicants response : 20 July 2026 14:51

From: Glen Williams (Goodwin Ltd Manager) <[REDACTED]>

Sent: 20 July 2026 14:48

To: Zarah Bonner (Planning Clerk) <ZBonner@sec.gov.fk>

Cc: Pippa Christie [REDACTED]>

Subject: RE: Comments Received 46.26.PB

Dear Zarah

Please see my response re the letter from Tom Busbridge. Please note that comments on the operational side including personnel movements have come from Navitas.

Re: Planning Application 46.26.PB – Construction of Modular 160-Room Oil Workers' Accommodation, 8 VPC Road

In response to the comments submitted by Tom Busbridge regarding Planning Application 46.26.PB, we would like to provide clarification on a number of matters relating to the proposed operation and management of the accommodation facility.

Whilst the development comprises 160 bedrooms, it should be noted that the facility is not intended to operate at full occupancy on a permanent basis. In normal circumstances, it is anticipated that only approximately 20–30 personnel associated with the Sea Lion Project will reside at the facility at any one time. The overall room capacity has been designed primarily to provide short term (day/overnight) accommodation for personnel transiting through the Falkland Islands during scheduled crew changes, which will typically occur twice per month, as well as to provide emergency accommodation capacity should an evacuation from the drill rig, FPSO or associated support vessels ever be required.

Security has been a key consideration within the development. The facility will incorporate secure perimeter fencing, CCTV monitoring and on-site security personnel operating on a 24-hour basis. Low-level perimeter lighting will be installed to enhance site security while minimising light spill to neighbouring properties. In addition, the proposed car parking area located to the south of the development will be illuminated using carefully designed low-spread lighting to maintain visibility and safety without creating excessive nuisance.

Access to the facility will be gained from the eastern end of the site via Michael Clapp Way. Similar to previous oil industry operations undertaken in the Falkland Islands during 2015/16, personnel

movements will predominantly be managed through dedicated crew vehicles and minibuses, minimising the need for individuals to travel independently.

The management of personnel staying at the facility will be subject to strict behavioural and operational controls. Navitas operates a robust zero-tolerance behaviour and alcohol policy, and any individual found to be in breach of these requirements would be removed from the project and returned on the first available flight. Such policies have been standard practice throughout the offshore oil industry and are actively enforced.

With regard to concerns relating to pedestrian movements along the Bypass Road, Goodwin acknowledges that this is an important consideration. However, the situation is not materially different from the existing use of the road network by tourists, walkers and other members of the public throughout the year. Nevertheless, Navitas will seek to minimise pedestrian movements wherever practicable through the provision of dedicated transport for personnel and the use of scheduled crew transport services.

We trust the above clarification provides reassurance that appropriate security, transport and management measures will be in place to ensure the facility operates safely, responsibly and with appropriate regard to neighbouring businesses and residents, whilst supporting an important national infrastructure project associated with the development of the Sea Lion field.

Kind regards,

Glen

Additional comments received : 21 July 2026 07:37

From: Tom <[REDACTED]>

Sent: 21 July 2026 07:37

To: Sarah Witherley (Head of Planning & Building) <switherley@planning.gov.fk>

Subject: Re: FW: Comments Received 46.26.PB

Morning Sarah,

Thank you for this.

I have drafted the following response to the comments received.

Many thanks,

Tom

Thank you for your detailed response and for taking the time to address the concerns I raised. I appreciate the additional clarification regarding occupancy levels, security arrangements, transport provision and operational management, and I feel that many of my original comments have been addressed.

I would, however, like to make one further observation regarding access via Michael Clapp Way.

Whilst I understand that dedicated transport will be the primary means of moving personnel, the response states that movements will be “predominantly” managed by crew vehicles and that Navitas will “seek to minimise” pedestrian movements wherever practicable. This suggests that there will inevitably be occasions when personnel walk to and from Stanley.

In my view, this further highlights an existing issue rather than alleviating it. Michael Clapp Way currently has no pavements and no street lighting, yet it forms the principal access to the development. If even occasional pedestrian use is anticipated, particularly during winter months or in poor weather, there is a clear argument for improving pedestrian safety along this route.

My intention is not to object to the development itself, but to encourage consideration of appropriate pedestrian infrastructure that would benefit not only those using this facility, but also existing residents, businesses and visitors who already use this road.

Thank you again for your response and for considering this additional point.

Tom Bushbridge

Applicants response 21 July 2026 09:33:

Morning Sarah,

Thank you for forwarding the additional comments.

Goodwin Ltd and Navitas acknowledge the point raised regarding pedestrian movements along Michael Clapp Way and appreciate the constructive nature of the comments.

As previously outlined, the facility is being designed and operated on the basis that personnel movements between the accommodation and place of work will be managed predominantly through dedicated transport arrangements. Measures will be in place to minimise pedestrian movements wherever reasonably practicable.

Whilst it is accepted that occasional pedestrian use cannot be entirely ruled out, Michael Clapp Way already serves a range of existing commercial and industrial users. Any matters relating to wider pedestrian infrastructure, street lighting or highway improvements extend beyond the scope of the application site and are not generated solely by this proposed development.

The applicant remains committed to operating the facility in a manner that prioritises the safety and welfare of its occupants through appropriate transport management arrangements. However, it is considered that the proposal itself will not result in a level of pedestrian activity that would justify or necessitate off-site infrastructure works as part of this application.

Kind regards,

Glen Williams

Goodwin Limited