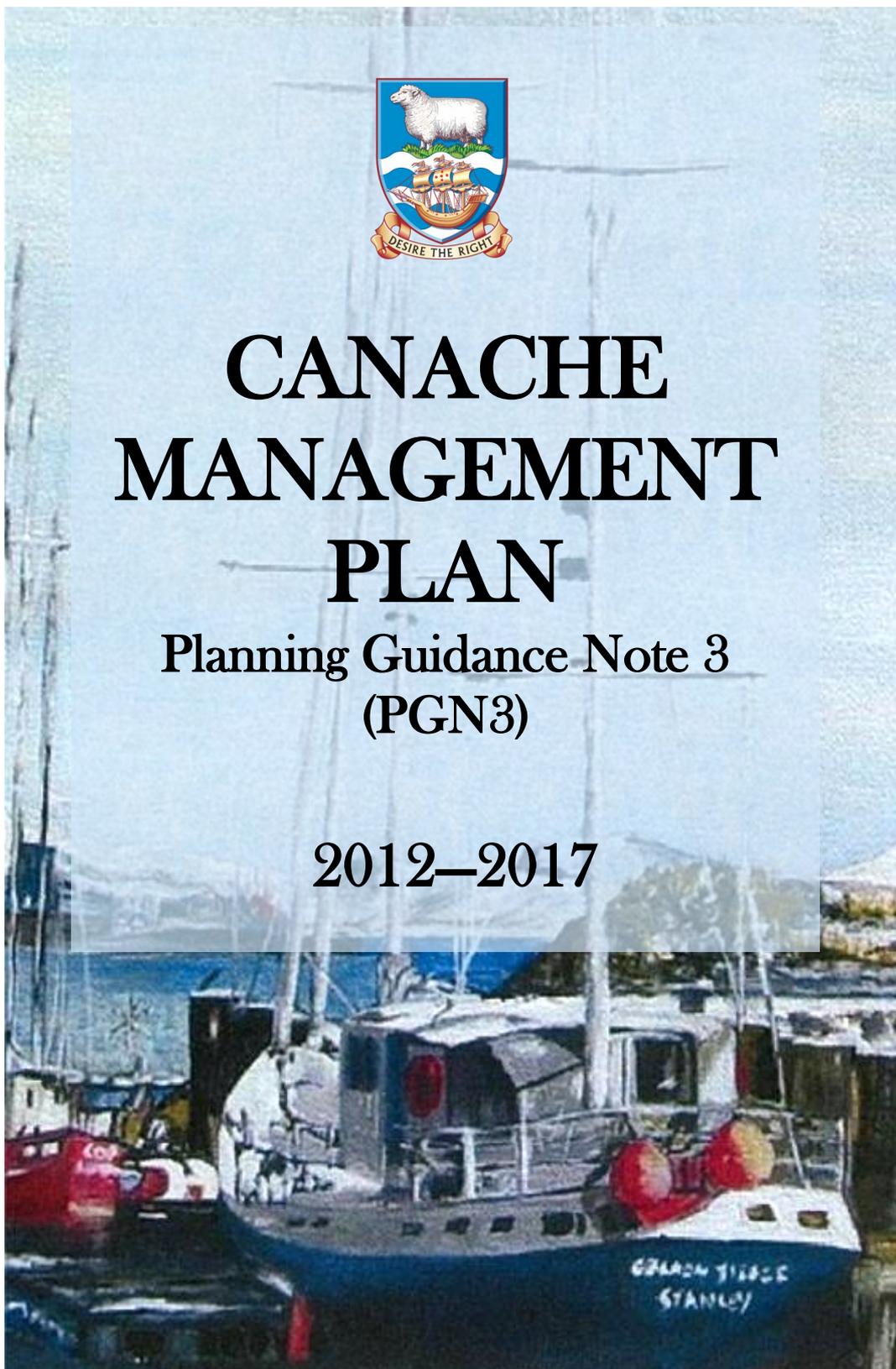




CANACHE MANAGEMENT PLAN

Planning Guidance Note 3
(PGN3)

2012–2017



CANACHE MANAGEMENT PLAN



BACKGROUND

The Canache is a shallow lagoon where sailing ships used to come in for repair and to have their hulls scraped, a process known as carenage. The name Canache is a corruption of carenage. More recently, part of the area has developed in an ad hoc manner to support recreational and commercial maritime activities, notably the provision of moorings and pontoons with related on-shore developments.

The Falkland Islands Government (FIG) decided to prepare a plan for this area to ensure that it is managed and developed in a consistent and appropriate manner.

The public was consulted on the draft Plan from October to November 2011. Comments received were discussed and minor amendments agreed by the Lands and Planning and Building Committees in February 2012.

On 28 March 2012 the document was considered by Executive Council, which agreed to adopt the draft Plan as Government policy. In October 2015, Executive Council approved an updated version of the plan which was revised to reflect the relevant policies within the 2015 Development Plan.

INTRODUCTION

The area known as “The Canache” is at the east end of Stanley Harbour, just over 2 miles from the centre of town. This Management Plan refers primarily to the area immediately to the west of Boxer Bridge, on both the north and south sides of the water.



Fig. 1 Location of Canache

Role of the Canache

The Canache performs many roles including providing short and long term berthing for residents and visitors, a safe place to launch vessels and for carrying out boat repairs. The majority of users are recreational but there are some commercial activities. The number of people seeking to moor a boat or utilise adjacent land and slips is steadily rising and it is becoming increasingly difficult to accommodate everyone.

The Canache is regularly used by visiting yachts. This is partly because it is free of charge but also because there are few alternatives available in the harbour. However, at over 2 miles from the centre of Stanley it is not well located to meet visitors' needs, who should be encouraged to berth closer to the amenities available, using the commercial

Role of the Canache (continued)

(private) facilities available elsewhere in the harbour. However, these may not be readily available or suitable for their needs. Until such time that further provision is made, the Canache should continue to be available for all.

In the longer term it is the Governments' view that the Canache should primarily be available for residents to invest and develop their recreational and commercial marine related interests, whilst ensuring that space remains available for the general public to launch and retrieve smaller vessels.

CANACHE MANAGEMENT PLAN

This document sets out the Governments' approach to land management and land use planning at the Canache (where it shall be afforded the status of Supplementary Planning Guidance) to guide the Lands Committee and Planning and Building Committee when they assess future proposals for the area.

The remainder of this document sets out the Management Actions (MA) and Canache Policies (CP) that the Government will apply to the Canache.

The Aim of the Plan is to:-

Provide guidance for the management and development of the Canache, in conjunction with other relevant policy documents.

MANAGEMENT ACTIONS (MA)

MA 1 - Provision of Moorings in Stanley Harbour

FIG will work with the private sector to increase mooring availability for visitors within walking distance of the services and facilities of Stanley. Once additional facilities are provided FIG will consider restricting berthing at the Canache to residents only.

Until provision is increased the Canache is open to all, subject to availability of space. Permission for vessels to berth in the Canache should be sought from the Harbourmaster unless they are to be tied to leased moorings or pontoons with the agreement of the owner.

Moorings Study

There is little scope for increasing the number of moorings at the Canache without investment. The construction of a groyne on the north side of the Canache (to the west of the current moorings) may protect the Canache from swells and free up more areas that could be used for moorings. The Government proposes to investigate the feasibility of this work (N. B. this commitment does not extend to funding such improvements).

MA 2 - Moorings Study

FIG is keen to work with the private sector to increase space available at the Canache for craft. FIG may undertake a study to ascertain the cost/benefit of undertaking work to increase the number of moorings in the Canache area.

Public Access to the Waterside

There are three places where public can launch craft at the Canache. One is on the south side, immediately to the west of Boxer Bridge; another on the north side immediately to the east of Boxer Bridge; and another to the west of the existing moorings on the north side, near the point. All are areas where the land naturally falls to the beach/water.

MA 3 - Public Access to the Waterside

Three areas are shown on the Canache Plan as designated points of public access to the water, labelled 'Public Launch Sites'. They shall remain free from obstruction at all times. Space around them will be reserved for associated vehicle and trailer parking.

Coastal Path

In common with other parts of Stanley Harbour, the public have been able to access the waterfront at the Canache. Responses received during the consultation period highlighted concerns from users regarding issues of liability in the event of an accident, and also security of their leasehold. The overriding issue is that of public safety.

Coastal Path (continued)

The Government has decided that it will not require lessees to maintain public access along the waterfront, although the public shall be free to roam on areas that have not been leased and fenced, at their own risk. In addition, a strip shall be reserved along the north side of Boxer Bridge Road for pedestrians.

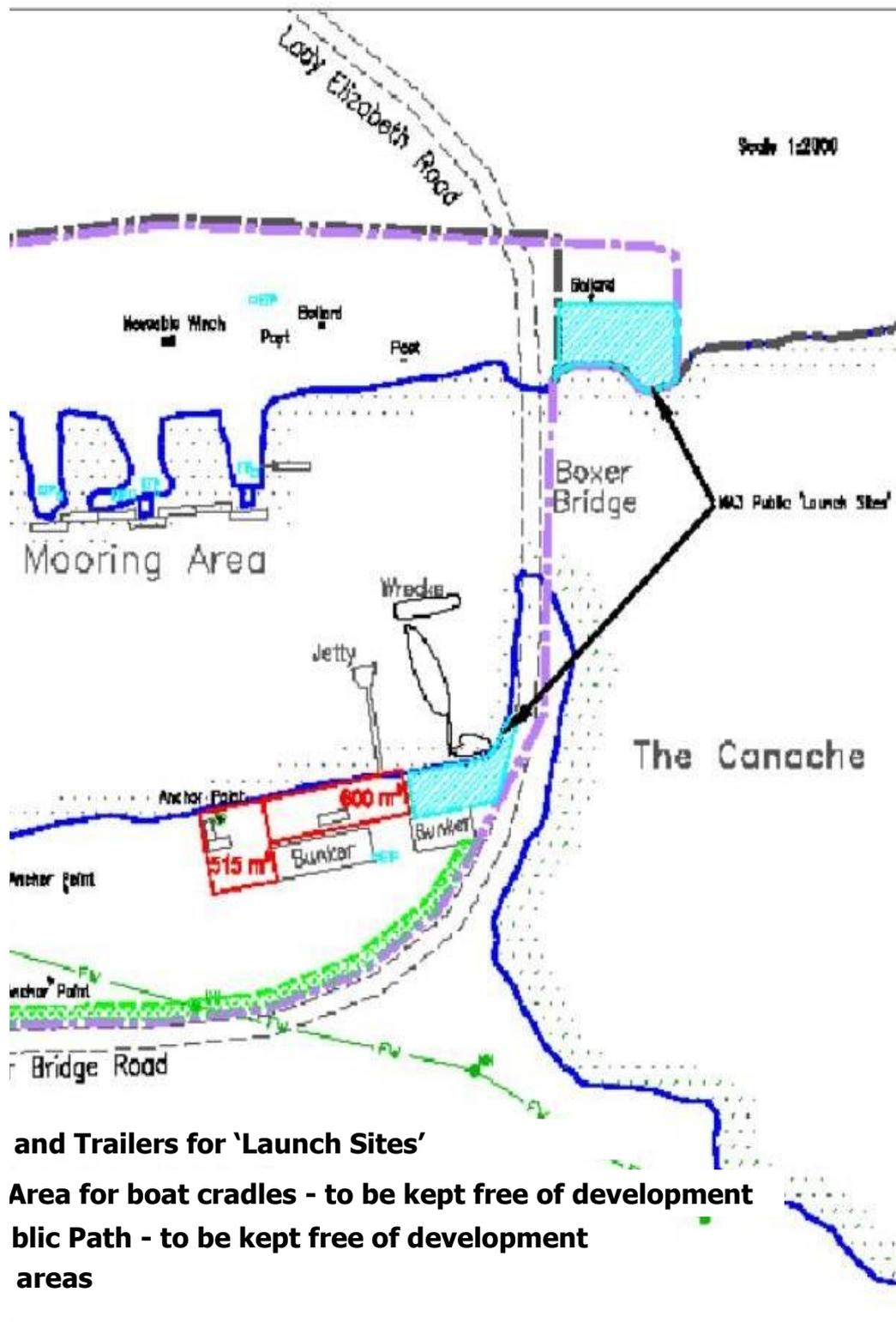
MA 4 - Public Access

The public shall be allowed to access (by right and at their own risk), all the areas of the Canache that have not been leased and fenced. In addition, a 3 metre strip shall be reserved alongside the north side of Boxer Bridge Road for public pedestrian access. This strip will be kept free of obstructions and development.

Leased Areas

Users of the Canache are looking for security of tenure to give them confidence to invest in the area. Public consultation indicated that there was a preference for 99 year leaseholds or freehold. However, the Government is looking for a system of tenure whereby it will be possible to include all areas in a development review at a future date. Freehold would remove individual areas from inclusion in any such future plans. A more limited time period on leases of 25 years is preferred by the Government as this will enable a complete review of the entire area at one time.





and Trailers for 'Launch Sites'

Area for boat cradles - to be kept free of development
Public Path - to be kept free of development
areas

Leased Areas (continued)

The landward amenity of the Canache is generally poor and it can be hard to determine whether some items of equipment are redundant or have been abandoned. Public consultation has indicated a high level of support for control measures in terms of maintenance of plots, which shall be written into lease agreements.

MA 5 - Leases

Land at the Canache will be offered for a leasehold period of up to 25 years in the first instance, all with a common end date of 31 December 2036.

Approved leases shall include conditions to:

- (i) secure effective maintenance of leased areas and the buildings and structures contained within them;
- (ii) prohibit the retention of redundant equipment;
- (iii) require the leased areas to be kept tidy; and
- (iv) require that vessels are kept in good repair and moored securely.

Charging Policy

It is recognised that there has been an inconsistency in the way charges have been levied in the past at the Canache by the Government. In the future the Government intends to be clearer about the circumstances when charges would be levied for both moorings and land based activities. Policy MA 6 sets out the criteria for charging. Actual rates will be determined by the Lands Committee.

MA 6 - Charging Policy

FIG will develop a charging policy based on the following criteria:

1. There should be a standard rate charged per metre for useable water frontage.
2. There should be another rate per square metre for the land.
3. Users with both frontage and land would pay a combined fee.
4. The land at the Canache shall only be used in connection with marine activities.
5. The rates should be applied on a flat basis.
6. The south and north side of the Canache should be treated the same.
7. There will be no pricing differential difference between 'recreational' and 'commercial' users.

Charges will be regularly reviewed and adjusted according to changes in the Retail Price Index.

Management and Review

The majority of current users of the Canache have indicated that they aim to resolve issues between themselves amicably without recourse to Government. FIG respects and supports this approach and will only intervene as a matter of last resort. Its primary role will therefore be to determine planning applications and assign leases and secure agreements with users of the area.

The Harbourmaster shall be the main point of contact between Government and users and he will submit an annual report to the Lands Committee on issues affecting the area.

MA 7 - FIG Management

FIG will only intervene in the day to day management of the Canache as a matter of last resort.

The Harbourmaster is the FIG representative in matters related to the Canache area and will be the first point of contact between users and FIG. His role will include the granting of temporary moorings and the mediation of disputes.

MA 8 - Monitoring and Review

The Harbourmaster shall report annually to the Lands Committee on issues affecting the Canache.

The Government shall consult users and other interested parties at least every 5 years on the Canache Management Plan and will review and amend the document as necessary.

CANACHE POLICIES (within the Development Plan 2015)

Planning Policy

The adopted Stanley Town Plan (2015) now identifies the south and north side of the Canache as 'leisure marina' which adequately accommodates the different developments that are permitted in the area. Canache policies TP5—Port Developments, TP11—Transport Infrastructure and Management, TP12—General Amenity of the adopted 2015 Development Plan are new planning policies for the area.

Planning Policy (continued)

Although the Government has viewed the Canache as primarily for recreational rather than commercial uses, the new policies support both types of activity. There is also no distinction by way of planning policy on the types of marine activities that can take place on the north and south sides of the Canache.

TP5 -Port Development

In accordance with Structure Plan Policy SP2: Distribution of Development and SP3: Infrastructure, the continued development of Stanley and Port William to provide port facilities will be supported in accordance with the principles set out below. In all cases proposals must conform with other relevant policies to be supported.....

....B. Measures to maximise the quality of the services provided by the following existing facilities will be supported for the uses set out below provided they do not have an unacceptable impact on local amenity:
Maiden Haven and Canache Leisure Marinas; FIPASS, TDF and Camber Commercial Port Facilities; and SAMS Marina, FIC Jetty and Public Jetty within Central Stanley for commercial uses (provided these do not undermine delivery of the Waterfront Masterplan).

TP11—Transport Infrastructure and Management

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

.....D: We will support and develop initiatives that facilitate journeys to be made on foot and cycle, including:

TP11 cont.

... 3. the maintenance, improvement and expansion of access along the coastline of Stanley Harbour and Canache.

TP12—General Amenity

We will seek to protect and improve the general amenity of Stanley, including through the measures set out below (in all cases subject to compliance with other relevant policies).....

.....E. External storage (including containers) within commercial areas (identified in policy TP4: Commercial Allocations) and the Canache Leisure Marina will normally be supported where:

1. It is related to the main use of the site and is maintained in a tidy condition;
2. In the case of containers within the Canache, that they are not stacked;
3. In the case of road vehicles that they are roadworthy and taxed;
4. In the case of plan, that it is functional; and
5. The proposal would not significantly reduce the visual amenity along a key tourist route.

Removal of wrecks

There are a number of wrecks of varying ages at the eastern end of the Plan area, including the 'Gentoo' and 'Golden Chance', which are highly valued for their historical importance and are used as temporary moorings. While there is no intention to remove these older vessels, the more modern wrecks may in due course be removed if they serve no useful purpose.

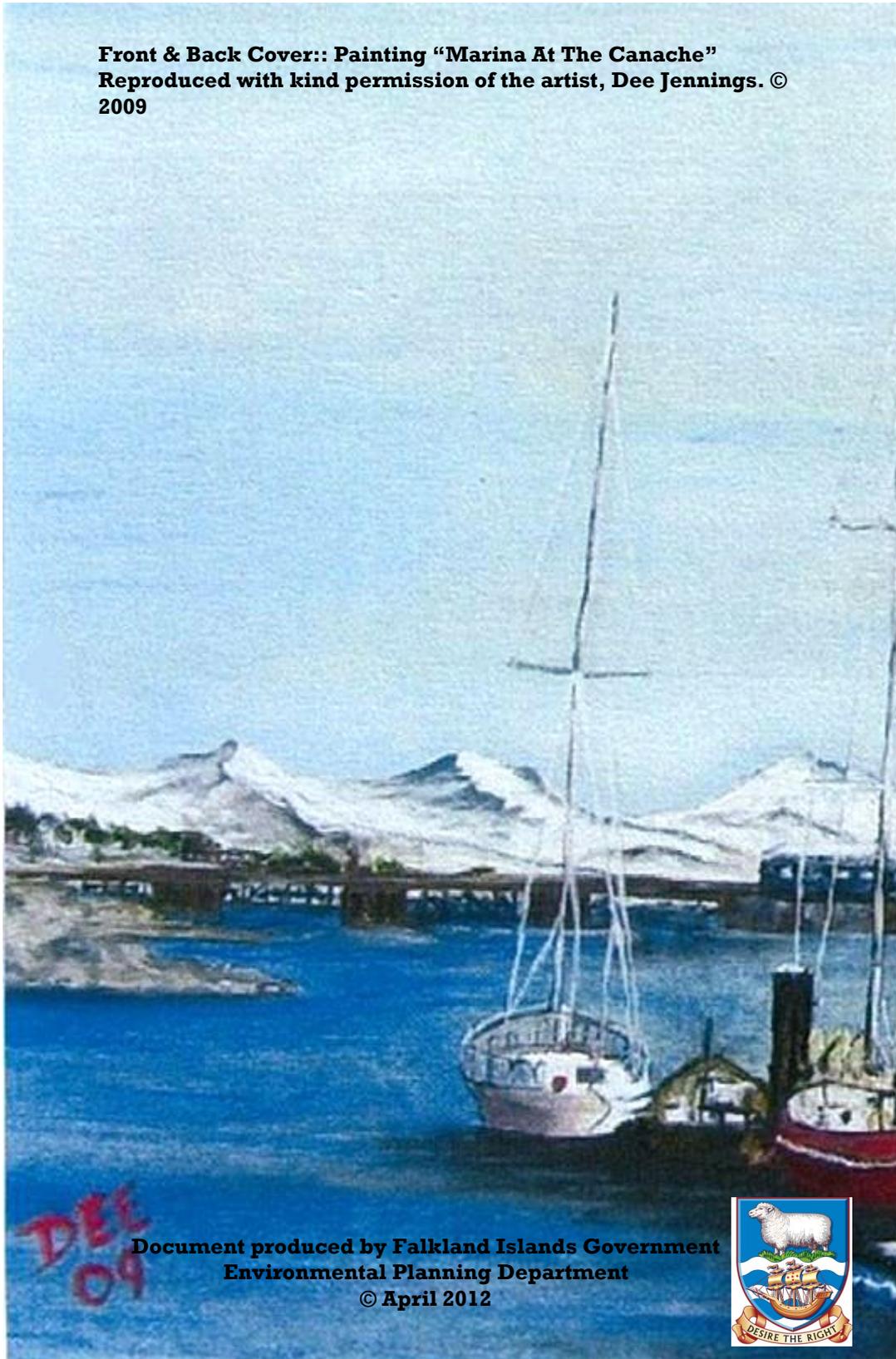
CONTACTS

For issues in regard to moorings , launch sites, wrecks etc contact:
Harbourmaster27266 or 27260
Email: mjamieson@fisheries.gov.fk

In regard to leases, fees and other land management issues contact
Attorney General's Chambers28460
P.O. Box 587, Stanley
Email: ccounsel@sec.gov.fk

For issues regarding development , planning policy in the area contact:
Environmental Planning Department28480
PO Box 611, Stanley
Email: ssinclair.planning@taxation.gov.fk

**Front & Back Cover:: Painting “Marina At The Canache”
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