



draft Les Bas Courtils Development Framework

Supplementary Planning Guidance February 2018

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1. Introduction

1.1. This Development Framework has been prepared to guide potential development at Les Bas Courtils, St Sampson. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site, and considers appraisal of the wider area and site. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application for development on the site should be in accordance with it.

2. Site Overview

2.1. The site is located on Les Bas Courtils Road, St Sampson. The site area is approximately 0.6 hectares (3.6 vergées) and comprises a former orchard and vinery, together with a substantial residential property and two outbuildings which are on the Protected Buildings List. The site abuts Delancey Park to the north and the eastern part of the site falls within the Delancey Conservation Area.

2.2. There is planning permission to sub-divide the existing dwelling into 5 residential units, along with permission to convert one of the outbuildings to a one-bedroom house and to renovate the second outbuilding (planning application FULL/2016/2003). This permission expires on 23rd February 2020 unless development has commenced by that date.

3. Planning Policy Context

3.1. This site falls within the St Sampson/Vale Main Centre Outer Area as defined within the Island Development Plan and is allocated for housing within the IDP. Therefore Plan policies support the principle of residential development in this location. In particular, policies S1: Spatial Policy, S2: Main Centres and Main Centre Outer Areas and MC2: Housing in Main Centres and Main Centre Outer Areas are relevant.

3.2. Complementary development (for example recreational or community facilities) will not need to be provided on site due to its location within reasonable proximity of existing facilities.

3.3. The site includes a Protected Building (Les Bas Courtils), so policy GP5: Protected Buildings is relevant. The whole of the building, together with boundary walls, railings and outbuildings, are protected. Part of this site is within the Delancey Conservation Area, so policy GP4: Conservation Areas applies, which supports development where it conserves and where possible enhances the special character and appearance of the Conservation Area.

3.4. The location of the Delancey Battery, a Protected Monument, within the Conservation Area,

approximately 10 metres above and overlooking this site, is also relevant, as covered by policy GP6: Protected Monuments. Delancey Park is a known site of archaeological importance and is designated as Important Open Land. The area of the park bordering the north of this site is also designated as an Area of Biodiversity Importance.

3.5. Individual policies of the IDP should not normally be read in isolation or out of context, but the policies that are considered to be particularly relevant are listed in Appendix 1. The specific policy wording in the IDP, including the preceding text and Annexes, should be referred to in drawing up detailed development proposals.

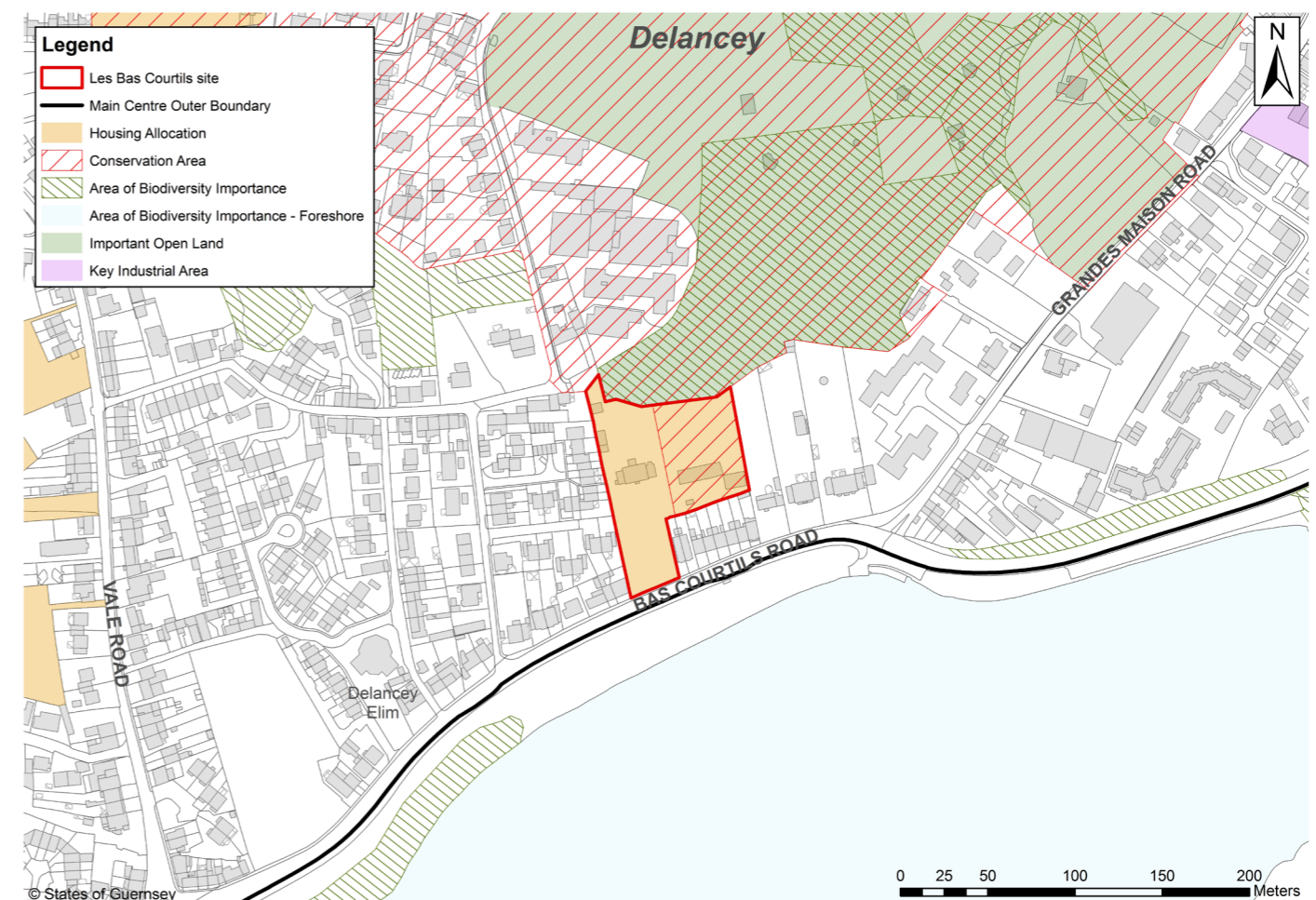


Image 1: Extract from the IDP Proposals Map showing Les Bas Courtil housing allocation site outlined in red.

4. Surrounding Area

4.1. The site is located on Les Bas Courtils Road in St Sampson. It has a prominent position and can be seen from the outskirts of St Peter Port when travelling along the seafront with Delancey Park as a back drop. The site can also be seen from the sea and has views of the Islands. The area is characterised as built-up, and opposite the front of the site is open land on the sea front.

Accessibility

4.2. Les Bas Courtils Road is the main road linking Town and The Bridge (the 'Inter Harbour Route'). This is a busy strategic road which accommodates long and heavy vehicles. Bus stops are within walking distance of the site with services to Town and The Bridge, and the shops, services and facilities of The Bridge are approximately 15 minutes' walk (5 minutes by car or by bicycle). A school bus runs from Les Bas Courtils Road to Vale Primary School, which is otherwise a 25-30 minute walk (7-10 minute car journey). Town is approximately 10 minutes by bicycle, or a 30 minute walk. There is a cycle path along the sea front that runs from Richmond Corner (east of the site) into Town.

Surrounding Built Development

4.3. The surrounding development is predominantly residential, with a mix of house types including bungalows and two and three storey buildings, with a variety of construction ages. Predominant features are rendered and stone boundary walls, bay windows and brick chimneys. There is a mix of

dormer window styles. There are a range of housing densities in the area, reflecting the variety of dwelling types and styles. In addition to the Protected Building on site, there are also several Protected Buildings in the area, though none of these adjoin the site.

Adjoining Land Designations

4.4. The site is bordered and overlooked by Delancey Park, which includes the adjacent Area of Biodiversity Importance (ABI) and Important Open Land (IOL) designations. The Delancey ABI consists of planted and semi-natural woodland and areas of the park which are mowed less frequently to allow for development of coastal grassland and scrub. The site is also noted as being in a good position for birds following the East Coast migration.

4.5. The Important Open Land designation covering Delancey Park functions to protect and enhance the openness, landscape character and visual quality of the designated area. A public footpath runs along the southern edge of the park, overlooking Les Bas Courtils house and vinery.



Photo 1: Les Bas Courtil in context, showing dwellings to the west and east, and Delancey Park to the north



Photo 2: Traditional dwelling to the east of the site



Photo 3: Clos development to the west of the site



Photo 4: View of rear of Les Bas Courtils from footpath within Delancey Park

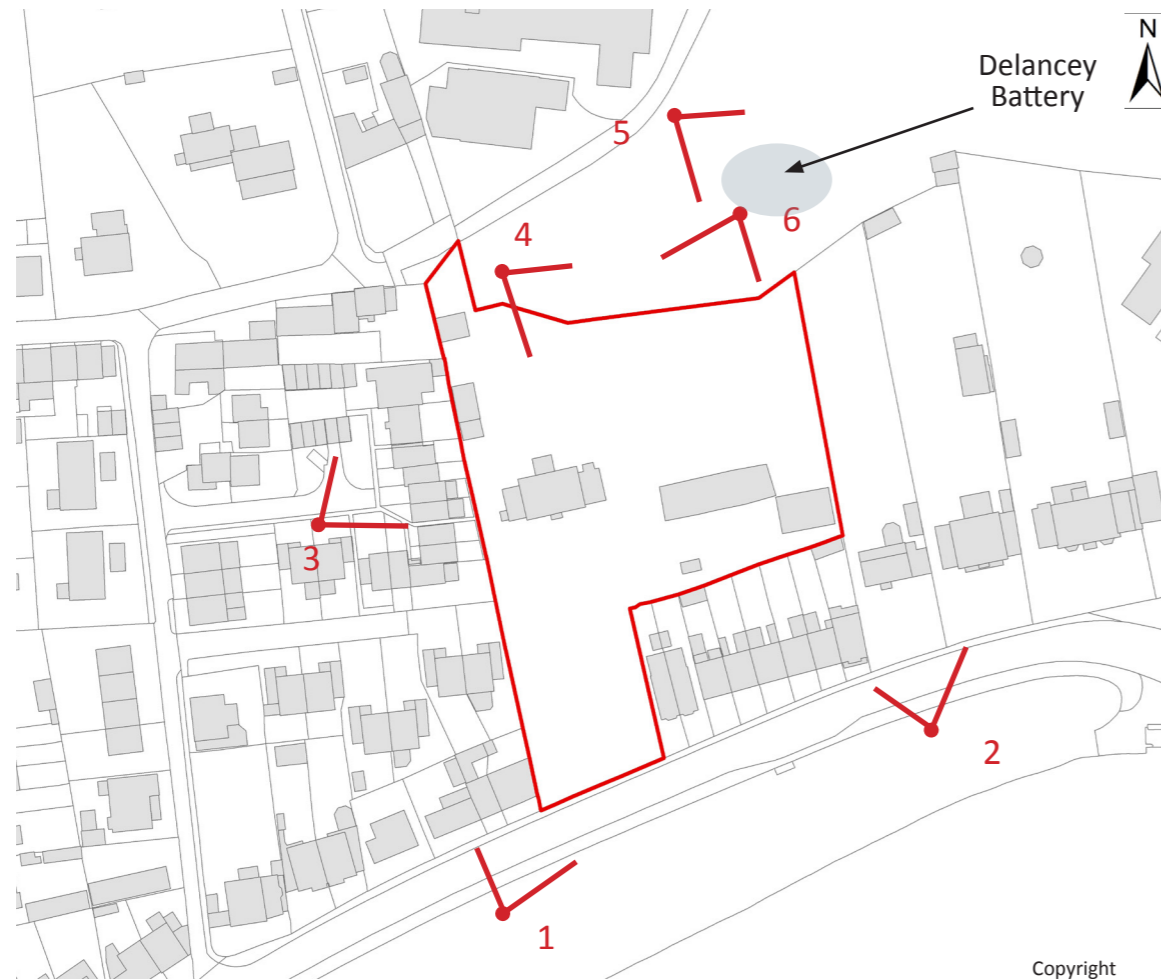


Image 2: Surrounding Area Photos Map



Photo 5: PM94 Delancey Battery



Photo 6: View into site from Delancey Battery

Development within the Delancey Conservation Area

4.6. The eastern part of this site is within the Delancey Conservation Area. The particular character of this Conservation Area is represented by the use of traditional materials and the unity of built form in terraces and groups of workers' cottages and the scale of the villas and cottages attractively arranged along the roads, often behind roadside boundaries, along with the open space, hougue landscape and vistas of Delancey Park.

Delancey Battery

4.7. Delancey Battery is a Protected Monument (PM94) situated on the cliff top within Delancey Park, at the top of the vegetated escarpment at a height of approximately 10m above the development site. There are clear views into and across Les Bas Courtils site from the battery.

Archaeological Interest

4.8. Delancey Park is also a site of known archaeological importance, so given the proximity of this site to Delancey Park, there may be implications for the approach to development in accordance with policy GP7: Archaeological Remains.

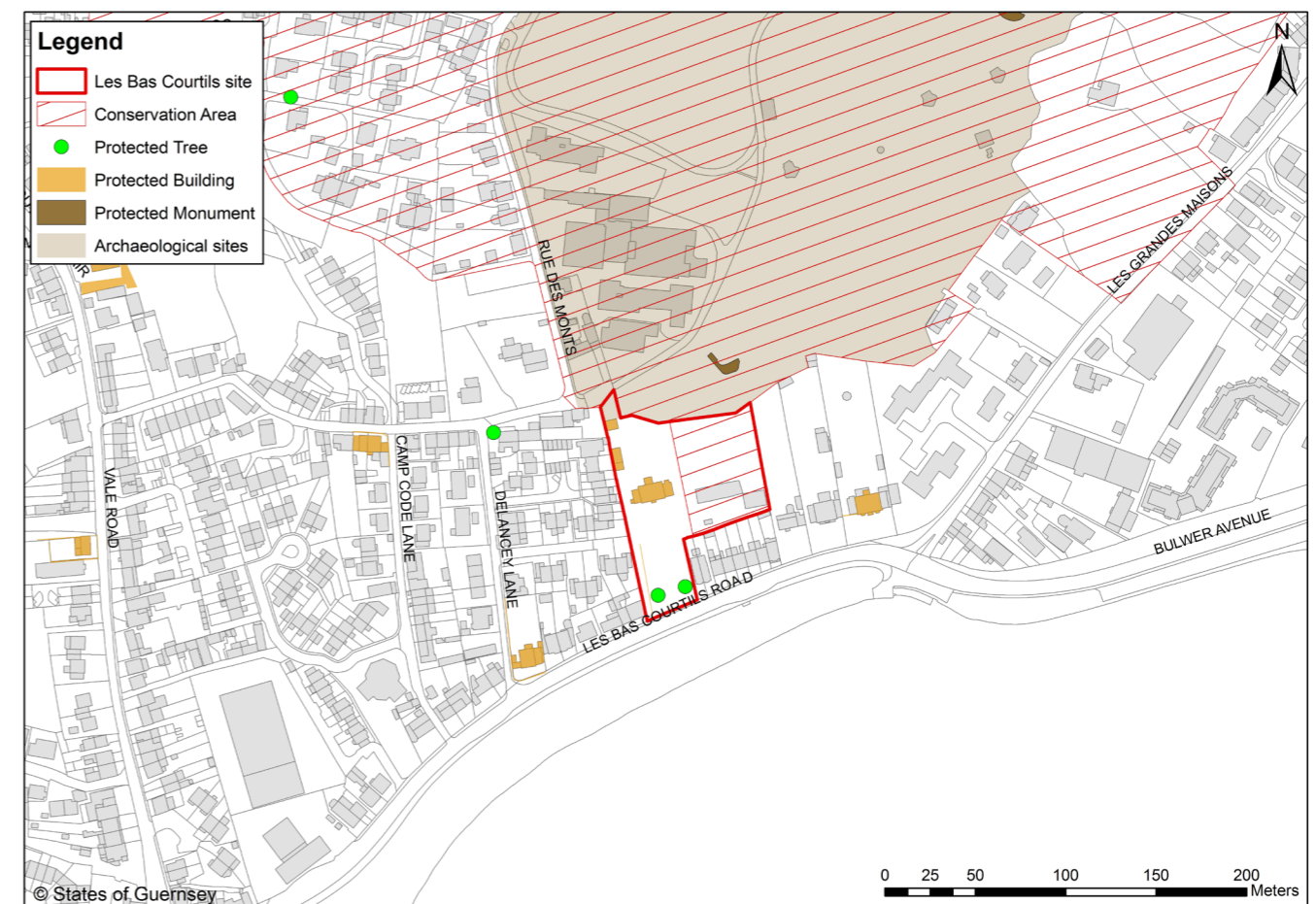


Image 3: Historic Environment

5. Site Description

5.1. The site has a prominent position on the main Inter Harbour Route and, as noted above, measures approximately 0.6 hectares (3.6 vergées). The site slopes from south to north, sloping steeply at the rear (north) of the site.

5.2. The site comprises a former orchard and vinery, together with a residential property and outbuildings which are on the Protected Buildings List (PB963). The whole of the building currently known as Les Bas Courtils, together with the boundary walls, railings and outbuildings, are protected. There are also two Protected Trees within the site (Tree Protection Order (PT66)).

5.3. Les Bas Courtils sits within a relatively undisturbed green setting, at a distance from the public highway behind a formal garden wall and railings, lawned areas and a formal roadside wall and gate. The two protected Sycamore trees contribute to the formal setting of the house. Delancey Park and Guernsey College of Further Education Delancey Campus (the former St Sampson's Secondary School) form a back drop to the house and are also contributors to the setting.

5.4. As described, there is planning permission to sub-divide the existing dwelling into 5 residential units, along with permission to convert one of the outbuildings to a one-bedroom house (Barn A) and to renovate the second outbuilding (Barn B) (planning application FULL/2016/2003). This permission expires on 23rd February 2020 unless development has commenced by that date.

5.5. Existing vehicle access to the site is from Les Bas Courtils Road, via a lane on the western side of the main house, and there is a pedestrian gate in the centre of the boundary railings at the front of the house. At the rear of the property (the north western corner of the site) there is a pedestrian access gate onto Rue des Monts, allowing access to Delancey Park.

5.6. To the south east of the site, two semi-detached dwellings (Fancray and Seaways) have rear access gates allowing pedestrian access on to the vinery/orchard site. These dwellings are in the same ownership as Les Bas Courtils house and vinery/orchard site.

5.7. The boundaries of the site are mainly formed by stone walls. The site is bordered by residential development to the west, south east and east; Delancey Park to the north; and Les Bas Courtils Road to the south.

5.8. There are no known archaeological sites within the boundary of the site. There are a number of sites on the hillside above Les Bas Courtils, mostly dating from the 18th and 19th century as well as German military structures, but these would not be affected by development within this site.



Image 4: Map showing existing buildings and features of site.



Photo 1: PB963-Les Bas Courtils and PT66 Protected building and trees within application site



Photo 2: Barn A (Protected Building)



Photo 3: Barn B (Protected Building)



Photo 4: North granite boundary wall indicating pedestrian access gate to rear of property



Photo 5: View of orchard and vinery site, viewed from second floor of main house



Photo 6: View into vinery site showing dense vegetation



Photo 7: View looking north towards trees and vegetation at rear of house

Image 5: Site Description
Photo
Location Map

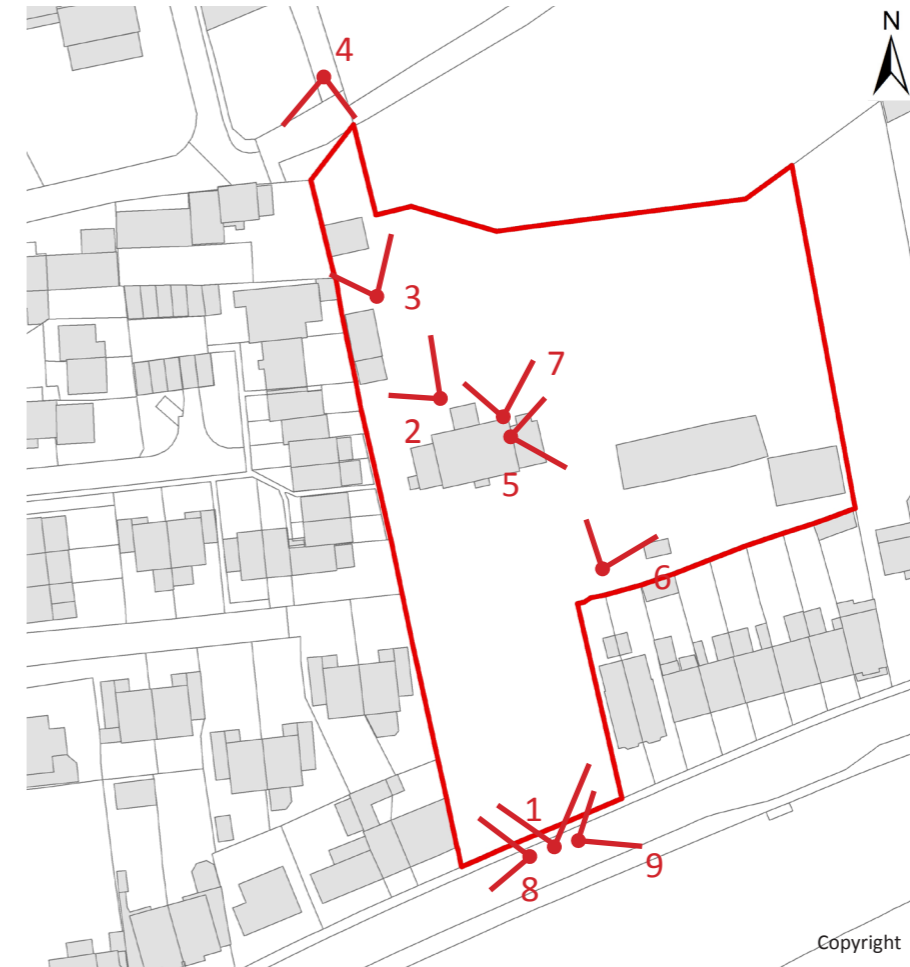


Photo 8: Protected Tree PT66-T1



Photo 9: Protected Tree PT66-T2

6. Site Analysis

6.1. Proposals for development need to take into account the constraints and opportunities that the site presents. The following constraints and opportunities have been identified in relation to this site.

6.2. Access - The existing vehicular access does not allow vehicles to enter and egress simultaneously. Development of the site offers an opportunity to create an improved access. The pedestrian access at the north west corner of the site onto Rue des Monts provides an opportunity to provide easy access for residents of the site to get to Delancey Park by bicycle or on foot. The site could potentially provide access to land to the east, in the event that that site also comes forward for development.

6.3. Residential amenity - New development must respect the residential amenity of neighbouring properties, particularly those properties located to the east and south east of the site, including consideration of privacy, overlooking and overshadowing.

6.4. Active Travel - Given the location of the site and the desirability of minimising the traffic impact, opportunities to encourage alternative modes of transport should be maximised.

6.5. Wildlife and biodiversity - Parts of the site are relatively undisturbed and potentially act as a wildlife area. There may be opportunities to manage or mitigate the impact on existing wildlife through careful design and landscaping, without compromising other policy objectives.

6.6. Setting of Delancey Battery - As noted there are clear views across this site from Delancey Battery (Protected Monument PM94). The setting of the battery is therefore a potential constraint, depending on the design and layout of proposals.

6.7. Archaeological remains - There is a possibility that archaeological deposits survive intact within the site, and test pits would inform the likely extent to which this poses a constraint or opportunity.

6.8. Delancey Park footpath - There are views into the site from the footpath around the edge of Delancey Park which may influence the form and layout of development.

6.9. Conservation Area - The vinery/orchard part of the site forms part of the Delancey Conservation Area. The contribution of the site to the Conservation Area, and the potential effect of development within the site to the Conservation Area, must be considered and any opportunities or constraints taken into account in design and layout. There are views into this part of the site from the footpath on the edge of Delancey Park.

6.10. Protected Buildings - The Protected Buildings on site must be retained and restored. Walls and railings within the site contribute to the setting of the Protected Buildings and must be retained. When designing a development, applicants will be expected to demonstrate an understanding of the special interest of the protected building so that it can be taken into consideration at the outset of the design and development process and, wherever possible, any negative effects on the special interest can be avoided.

6.11. The symmetry of the site, including the position of the two Protected Trees, needs careful consideration. The Protected Trees must be retained.

6.12. Topography - The site slopes steeply to the north, which may influence the form and layout of development.

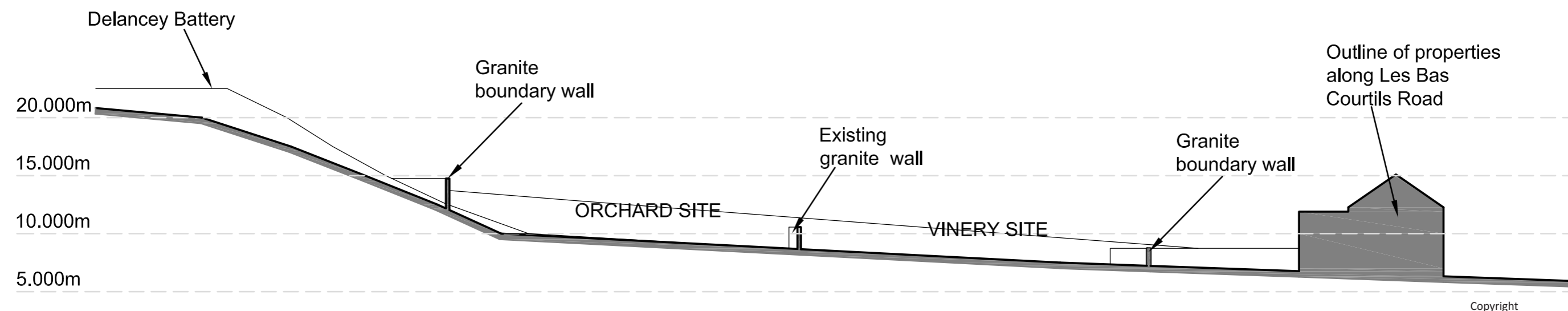


Image 6: Section through site looking east

-  Site Boundary
-  Existing Vehicular Site Access
-  Pedestrian Access
-  Protected Trees
-  Preserve views of building frontage
-  Protected buildings to be retained on site
-  Setting of the protected building to be respected
-  Railings with pedestrian gate
-  Fences with gates
-  Stone walls
-  Nature trail in Delancey Park
-  Conservation Area
-  Gravity Drainage
-  Interface between Delancey Park and the site to be considered
-  Sensitive amenity, consider overshadowing, overlooking and privacy
-  Cycle Path
-  Footpaths

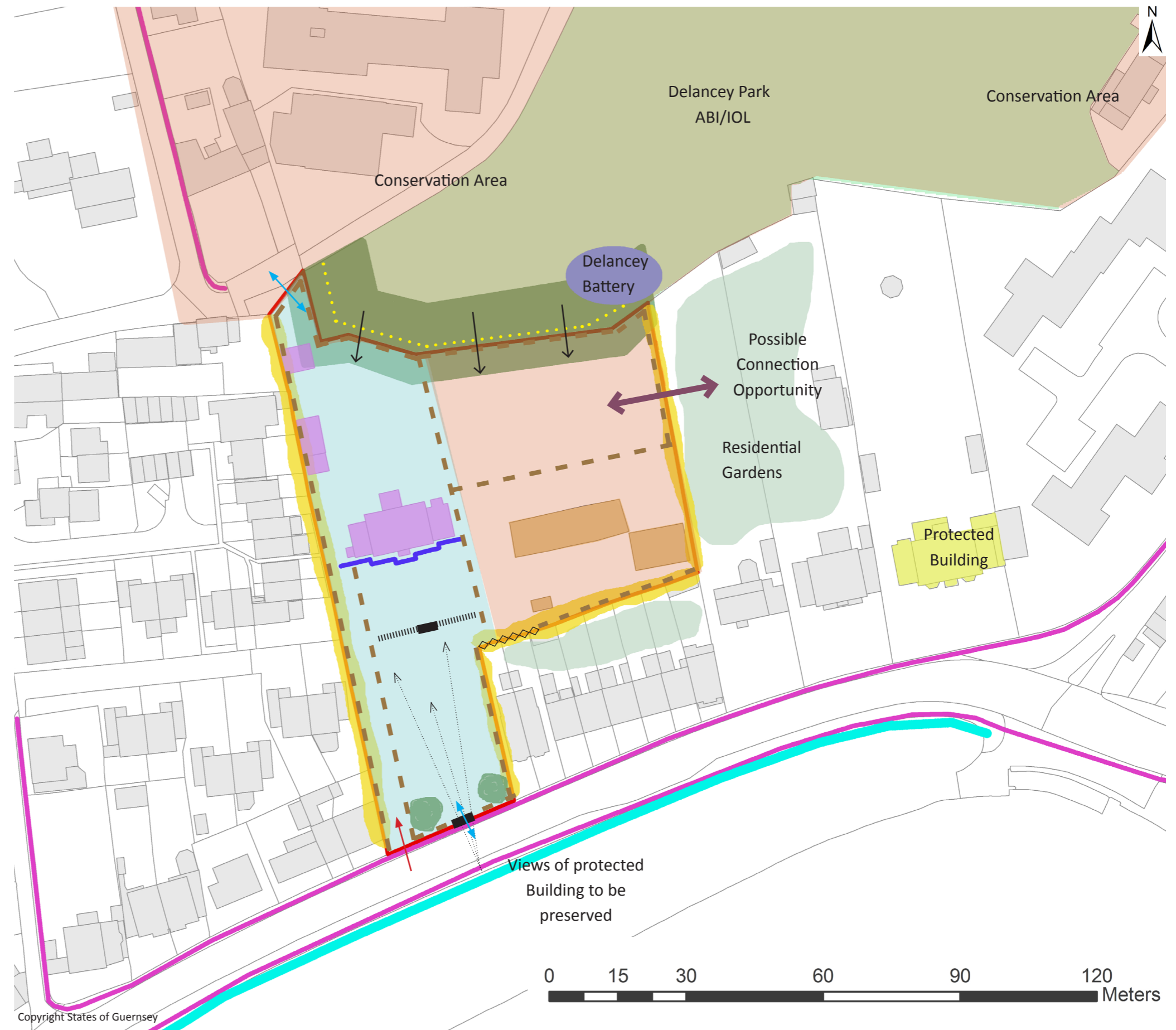


Image 7: Site analysis diagram 1

7. Development Guidelines

Land Use

7.1. The Les Bas Courtils site is a housing allocation site and can only be developed for housing and, if appropriate, complementary development. The site is located within reasonable distance of shops, services and facilities, and as such there is no need to provide such facilities on site.

Housing Density and Type

7.2. Policy MC2: Housing in Main Centres and Main Centre Outer Areas requires an appropriate mix and type of dwellings to be provided. The mix and type of dwellings should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available, balanced with the need to respect the surrounding character of the area and the requirement to demonstrate the most effective and efficient use of land. The exact mix will be determined at the point of any planning application on the site, informed by the most up to date information such as Housing Needs Studies and other relevant information held by the States of Guernsey.

7.3. The exact number of units on site will depend on the detailed design response to the specifics of this site. Taking into account the constraints and opportunities of the site, previous assessments have indicated that approximately 6-12 residential units are likely to be acceptable (a density of up to 20 dwellings per hectare). However if the proposed development were of a significantly high standard of design, then this number may increase, provided the setting of the Protected Building and the amenity of adjoining residents is carefully protected, that any impact on the special interest of the protected building is carefully considered, and that access arrangements are satisfactory in terms of scale and capacity.

7.4. Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing in accordance with Policy GP11.

Layout and Design

7.5. In designing the layout of development the potential for future development on land to the east of the site should be explored. A planning covenant may need to be entered into to ensure that access to the adjacent land is available, in the event that the adjacent land comes forward for development in the future. Development to the front of the existing house will not be permitted, so as not to block views of the Protected Building (and views from it), or impact the roadside character.

7.6. The setting of the battery is primarily formed by its physical relationship to Belle Greve Bay, where it would have fired onto invading ships, and inter-visibility between other defensive structures. If a building (or other structure) is tall or large enough then it may affect the sight line and thus the setting

of the protected monument. A simple section through the site and the battery could demonstrate the effect on the setting of the protected monument, and it is unlikely that 2 or 3 storeys would be problematic in this regard.

7.7. The design of development and use of materials should reflect the scale and character of the surrounding built environment with particular consideration of the Protected Buildings and their special interest within the area. Proposals should be designed so as to conserve and where possible enhance the Delancey Conservation Area, taking into account the public footpath at the rear of the site which has views into this part of the Conservation Area.

7.8. A range of building heights on site would reflect the diversity of the surrounding area and respond to the constraints of the site, including the residential amenity of the adjoining properties as well as the setting of the Protected Building and the Protected Monument. A multi-storey design approach should be considered from the outset, unless there are overriding reasons why this would be unacceptable.

7.9. All dwellings should have access to reasonable and proportionate amenity space, appropriate to the house type, and include provision for the storage and collection of refuse and recyclable materials, as well as bicycle storage. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.

7.10. Development will be expected to demonstrate sustainable design and construction methods and techniques with particular reference to the design, layout and orientation of buildings, surface water run-off, renewable energy and the use of materials. Sustainable and traditional materials such as rendered block, slate roofs and timber windows and doors should be used, rather than uPVC or hardwoods. Proposals for the incorporation of renewable energy installations into the design of the development, such as solar tiles, is encouraged. A carefully designed lighting scheme has the potential to enhance Les Bas Courtils house whilst respecting the setting of the Protected Buildings.

Access

7.11. Proposals must demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development.

7.12. Les Bas Courtils Road is a busy strategic road and additional traffic will need to be assessed. The mobility and traffic flows along this route are important and the road accommodates long and heavy vehicles. Careful consideration should be given to creation of new access points along this route and minimum design parameters must be achieved. Traffic management issues relating to the scale of

development on site, as well as cumulative impact from other proposed development in the area, will need to be investigated through a Traffic Impact Assessment.

7.13. There is potential to provide vehicle access to the site by widening the existing pedestrian access through the roadside wall on Les Bas Courtils Road. In order to achieve a successful access route, the symmetry of the Protected Building and its grounds as viewed from both the house, looking south, and from Les Bas Courtils Road, looking north, must be considered. This new route could split within the site to provide access to the rear of Les Bas Courtils and access to the orchard and vinery site, and must meet the requirements of Part P Building Control access arrangements.

7.14. The scale and capacity of the access road will be considered in terms of both the impact on traffic management and the impact on the setting of the Protected Building.

7.15. Should a new vehicular access be created at the front of the house, it is expected that the existing vehicle access to the west of the site will be closed to traffic, but could potentially remain as a pedestrian or bicycle route. The existing pedestrian gate at the north of the site that allows access onto Rue des Monts and into Delancey Park should be retained to allow convenient access for residents of the site to access the park and educational facilities.

Protected Buildings

7.16. The degree to which the setting of the Protected Building is affected will depend on a number of factors including the layout, the scale and appearance of development and the landscaping. Any application must be accompanied by a proportionate statement which demonstrates an understanding of the special interest of the protected building, which should include age, sequence of development, survival and importance of fabric and features demonstrating how the proposal has responded to this and the effects on the special interest. The effect of development on the special interest of the protected buildings and structures and on their setting must be considered in any planning application, as described in paragraph 19.6.7 of the IDP.

7.17. To guide this, the walls and railings within the site together with the open and undeveloped grounds form part of the setting of the protected building. Initial assessment indicates that development within the grounds of the house, including any demolition of the walls and railings will affect the setting of the protected building. The front garden wall and railings, the wall dividing the house and vinery/orchard and the wall which divides the vinery and orchard are of particular importance. Image 8 shows the location of these walls and where there may be potential for removal.

Residential Amenity

7.18. Adjoining the south of the vinery/orchard is a row of terraced houses and a pair of semi-detached houses, and to the east the site is bordered by a residential garden. The privacy and amenity, including overshadowing and overlooking, of the occupiers of these properties must be taken into

consideration in the design and layout of proposals on site, as well as considering the amenity of the future residents of the site.

Surface Water Drainage

7.19. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help address drainage and runoff issues. A surface water plan needs to be submitted as part of any application, showing the treatment, attenuation and discharge measures proposed.

Parking and Transport Infrastructure

7.20. In accordance with policy IP7: Private and Communal Car Parking, and Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles. However whilst the provision of parking should be expected to comply with Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, the standards will be interpreted flexibly where it is considered that a better overall development can be achieved.

7.21. The maximum parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. The Planning Permission for subdivision and conversion of the Protected Buildings includes parking provision to the south of the house which may have to be accommodated elsewhere within the site. Consideration should be given to providing electric vehicle charging points.

7.22. Bicycle parking should be considered at the outset of the design process and be covered, secure and easily accessible.

7.23. In accordance with paragraph 20.7.6 of the IDP, development must be well integrated with the transport network and demonstrate excellent pedestrian and bicycle access to, within and through the site. Measures to encourage walking and cycling may need to extend beyond the immediate site through, for example, improvements to footpaths, pedestrian crossing facilities and improved bicycle access. Safe pedestrian access to the bus stops and footpaths in the area should be provided.

Public Realm and Public Art

7.24. Policy GP18 and paragraph 19.19.6 of the IDP require that the relationship between the development and the public realm is considered and expects proposals to enhance the character and functionality of the locality for the benefit of the public. The inclusion of appropriate public art as an integral part of the scheme is encouraged.

Landscaping

7.25. A comprehensive landscaping scheme must be submitted as part of any planning application which should respect the local character and respond to the potential amenity conflicts identified above

in relation to the neighbouring properties, the setting of the Protected Building and the Protected Trees, the Area of Biodiversity Importance and Important Open Land to the north of the site (Delancey Park, including the public footpath adjacent to the site) and the Delancey Conservation Area. There is potential to enhance the setting of the building through an appropriate landscaping scheme which augments existing boundary features and minimises the effect of access roads and parking provision.

7.26. In this area, classified as East Coast Mares, suitable tree planting may include Ash, Silver Birch, Common Alder, English Oak, Scots Pine, Rowan, Field Maple, Sallow and fruit trees. Suitable hedging plants include Elder, Hawthorn, Holly and Grey Willow.

7.27. The adjacent Area of Biodiversity Importance and Important Open Land designations do not preclude development, but the interface between Delancey Park (including the adjacent public footpath) and the development site should be considered sensitively in order to maximise wildlife opportunities for the benefit of future site occupiers and park users. Opportunities may exist through careful design and landscaping (including retention of natural habitat) without compromising other policy objectives.

7.28. It would be preferable to consider the possibility of bats using the current buildings for roosting ahead of any restoration or renovation work, and if suspected or proven, appropriate mitigation measures taken. Consideration should be given to including suitable bird and bat boxes within the landscaping scheme to allow bats to roost and birds such as Swifts, House Martins and more common species to nest.

Archaeology

7.29. There is some possibility that archaeological deposits survive intact within the site. The area of the former vinery has probably been damaged by the glasshouses and is of relatively little interest. The former orchard and the area in front (south) of the house are potentially of more interest, and it is recommended that a small number of archaeological test-pits be dug in these areas. In the event of any significant archaeological features being discovered these should be enlarged. This work would be completed before any development commences, but depending on the results it may be desirable to maintain a watching brief on the excavation of footings trenches once development is underway.

7.30. Image 8 opposite shows a broad indicative land use plan for the site, taking into account the constraints and opportunities identified.

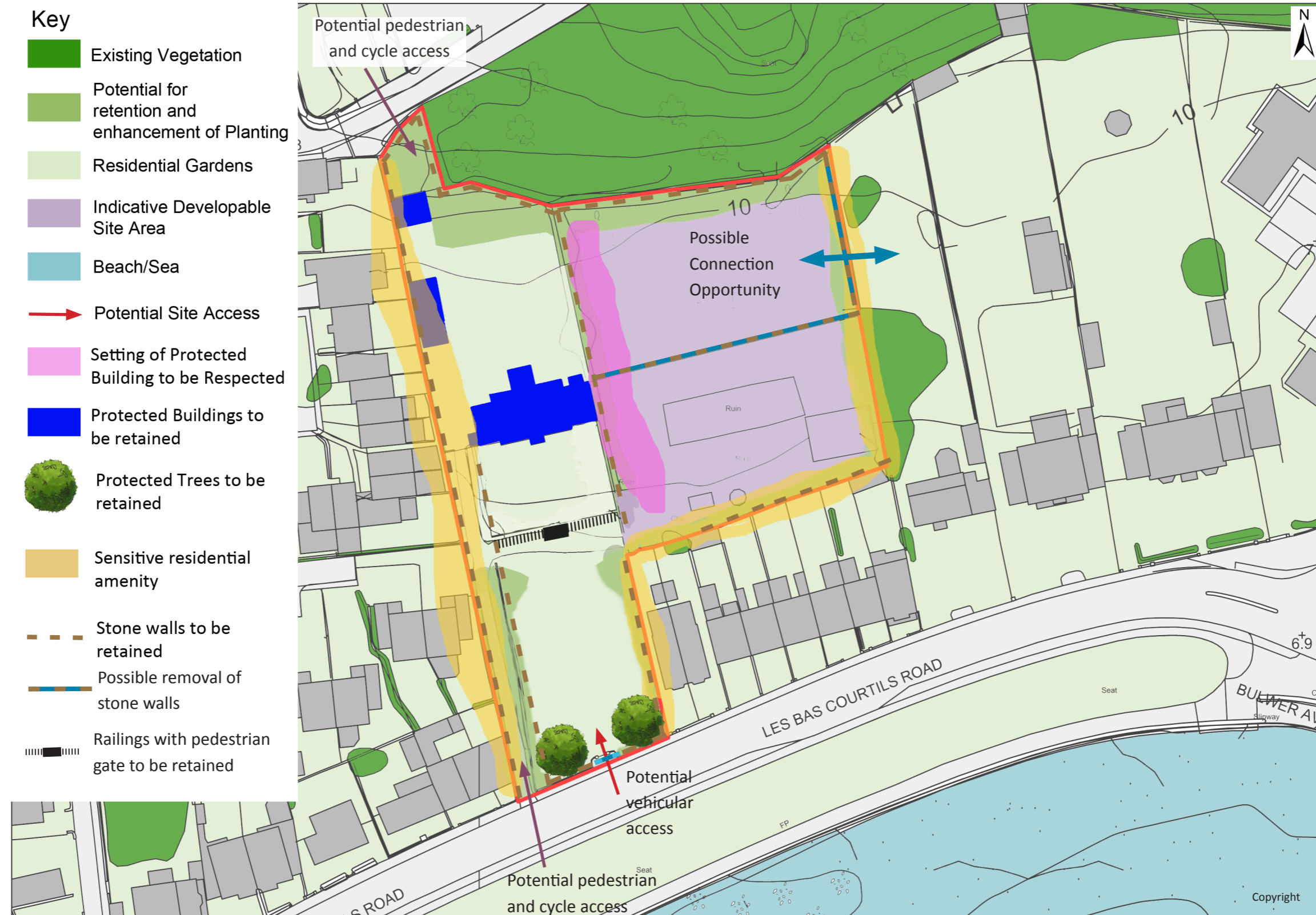


Image 8: Indicative Land Use Diagram

8. Site Waste Management Plan

8.1. Development Frameworks are required to include an outline Site Waste Management Plan specific to the site in question. A detailed Site Waste Management Plan is required at planning application stage.

8.2. Site Waste Management Plans apply to all aspects of a project, with the majority of opportunities for waste minimisation existing at the design phase. Information should be provided with a planning application on the amount and type of waste that will be produced during the course of a project and how waste will be reduced, reused, recycled, recovered or disposed of. This should be a living document, drafted from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority prior to occupation or use of any dwelling on the site.

8.3. All materials from the restoration and renovation of the existing buildings will need to be carefully sorted, separated, and distributed accordingly through the appropriate routes for recycling, recovery or disposal, in order to minimise the waste produced.

8.4. The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the development approved.

8.5. A Construction Environmental Management Plan (CEMP) is unlikely to be required but consideration of this will be given at the planning application stage.

8.6. Given the the site comprises former vinery land, there may be contaminated land on the site. It is therefore likely that any planning application will include a condition requiring a desktop survey to assess the risk posed.

9. Appendix 1: Summaries of relevant Island Development Plan policies

IDP Policy	Policy Relevance
S1: Spatial Policy	The spatial policy in the IDP sets out that the Main Centres and Main Centre Outer Areas have the role as the focal point for development to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	The Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported. Proposals for development within the Main Centre Outer Areas will also generally be supported where this would not detract from the objective of ensuring the Main Centres remain the core focus for economic and social growth. In both cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.
MC2: Housing in Main Centres and Main Centre Outer Areas	Allocated housing sites identified on the Proposals Map can only be developed for housing and, where appropriate, complementary development appropriate to the site and location, as part of the comprehensive scheme taking into account any Development Framework for the site which has been approved by the Authority.
GP1: Landscape Character and Open Land	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.
GP4: Conservation Areas	Development within Conservation Areas will be supported where it conserves and where possible enhances the special character, architectural or historic interest and appearance of the particular Conservation Area.
GP5: Protected Buildings	The particular special interest of the Protected Building (Les Bas Courtils) including its special character, features and setting, must be considered so that, as far as possible, that special character is not adversely affected and is preserved in a manner which is proportionate to its special interest.
GP6: Protected Monuments	Proposals for development which have an impact on the setting of a Protected Monument will be supported where the development does not have a significant and unacceptable impact on the particular protected monument.
GP7: Archaeological Remains	This policy relates to archaeological importance of a site. Development should assess the archaeological implications of proposals at an early stage of the development process and consider mitigation where required.

GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided appropriate to the housing type and location.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information.</p> <p>Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.</p> <p>Development should also provide adequate individual or communal areas for storage of refuse and recyclable materials</p>
GP9: Sustainable Development	<p>The policy is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings, flood risk and surface water run-off, renewable energy and use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help address drainage and run-off issues in accordance with this policy.</p> <p>Development of 5 or more dwellings will require a Site Waste Management Plan. It should consider the re-use/disposal of arisings from demolition of any existing buildings on site.</p>
GP10: comprehensive Development	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.
GP11: Affordable Housing	The Authority will require proposals for development resulting in a net increase of 20 or more dwellings to provide a proportion of the developable area of the site for affordable housing.

GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and should enhance where possible. The inclusion of public art as an integral part of a development or as a standalone feature will be encouraged.
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development proposals that encourage a range of travel options to and within the Main Centres and the Main Centre Outer Areas will be supported, where they are compatible with other relevant policies of the Island Development Plan.
IP7: Private and Communal Car Parking	<p>The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards.</p> <p>Provision will need to be made for secure covered bicycle parking for residents and visitors.</p>
IP9: Highway Safety, accessibility and Capacity	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.
IP11: Small Scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

Contact Us for further information and advice at: Planning Service, Sir Charles Frossard House, St Peter Port. GY1 1FH Telephone 01481 717200 Email planning@gov.gg

Have you visited our website? Go to www.gov.gg/planningandbuilding for additional guidance material and other planning information, including how to book a pre-application discussion.

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