

English & Guernsey Arms Development Framework

Supplementary Planning Guidance March 2019

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1. Introduction

1.1. This Development Framework provides planning guidance for the development of the English & Guernsey Arms site, South Quay, St Sampson's, for a range of potential uses. The Development Framework does not replace the Island Development Plan but provides broad, comprehensive and practical guidance on how policies in the Island Development Plan will be applied to the site. This Development Framework is Supplementary Planning Guidance and will be taken into account when considering planning applications on the English & Guernsey Arms site. The overall intention is to provide for development of a high quality design that contributes to the vitality and viability of The Bridge Main Centre and respects the character of The Bridge Conservation Area.

2. Site Overview

2.1. The English & Guernsey Arms site is located in St Sampson's Parish in the north of the Island. The site is shown in red in Image 1. The site area is approximately 0.21 hectares (1.26 vergées). The site currently includes the English & Guernsey Arms public house, an ancillary manager's flat on the upper floors and an associated parking area with access to the site from South Quay. The site is in single ownership.

2.2. The main part of the building was constructed as a home during the second part of the 19th century and is 2½ storeys. It has later extensive single storey additions to the south and north. There are 2 protected trees within the site.

3. Planning Policy Context

3.1. Under the policies of the Island Development Plan (IDP), the site lies within The Bridge Main Centre inner area, The Bridge Conservation Area and the St Sampson's Harbour Action Area and as such can be developed for a range of potential uses, including a mixed use scheme. This Development Framework therefore provides planning guidance for a range of potential uses. A small part of the site on the eastern boundary lies within the Outer Zone of the Major Hazards Public Safety Zone associated with the jetty for the Bulwer Avenue fuel storage site. Image 1 shows the relevant extract from the IDP Proposals Map, illustrating the policy designations and local area. The English & Guernsey Arms site, to which this Development Framework applies, is outlined in red.

3.2. Policies in the IDP that are of particular relevance to this site are referred to throughout this Development Framework, and are summarised in Appendix 1. Relevant Supplementary Planning Guidance (SPG) for Parking Standards and Traffic Impact Assessment will need to be taken into account, and also potentially the SPG for Affordable Housing (should the site be developed for 20 or more units).



The English & Guernsey Arms

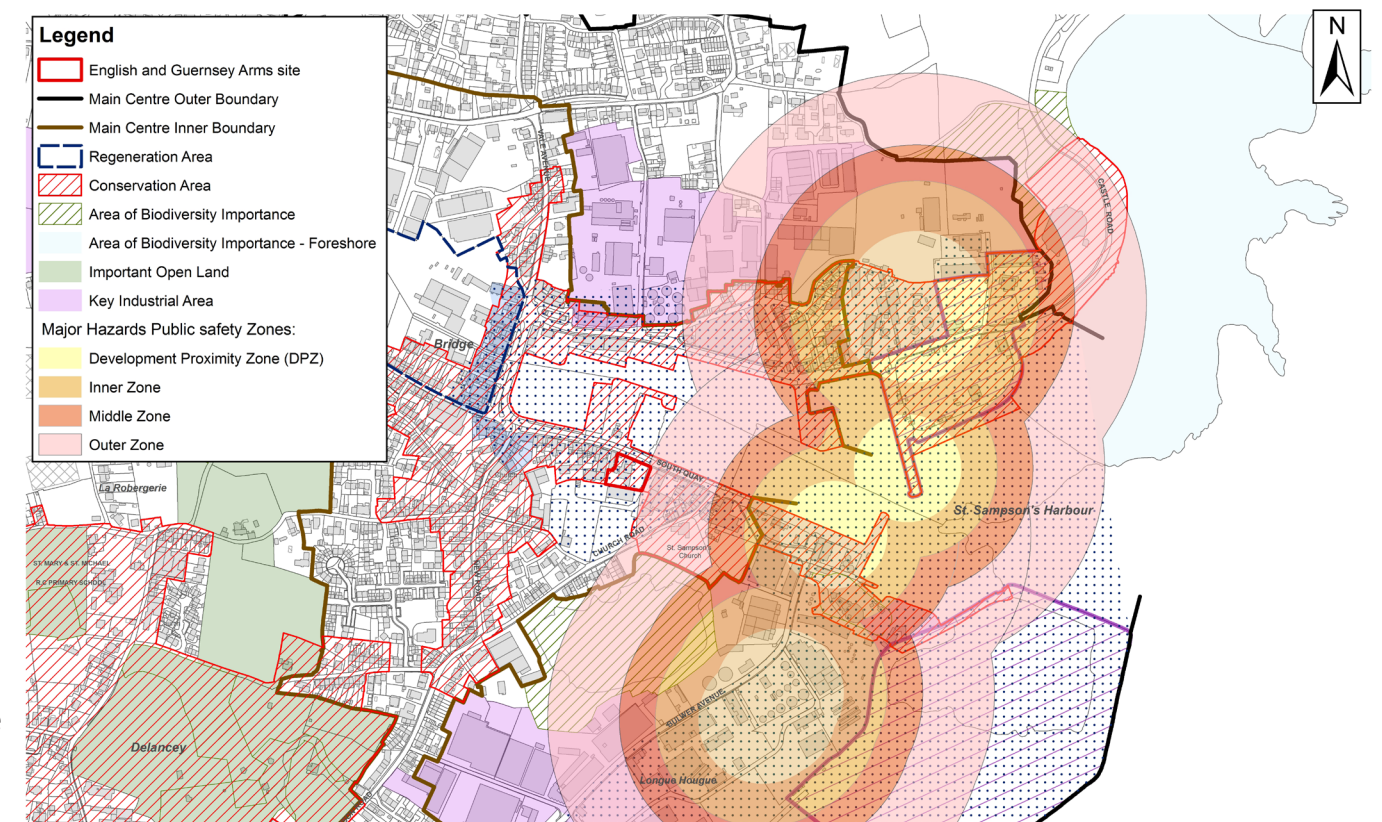


Image 1: Extract from the IDP Proposals Map showing the site outlined in red and the public safety zone

4. Surrounding Area

Location

4.1. The site is located adjacent to St Sampson's Harbour a short distance from The Bridge which has a range of shops, cafes and takeaways, commercial uses and services that extend along South Quay beyond the English & Guernsey Arms site (see Image 2). Despite its small size, the retail provision of The Bridge provides an important commodity to Islanders, particularly those living in the northern parishes. Around the harbour area, The Bridge has an industrial character. The port is used for the import of liquid fuel, and bulk aggregate. There are other maritime uses in the harbour including boat repair and mooring of leisure craft. In places, the historic townscape has been eroded by industrial development, on-street parking and heavy traffic. However, a number of buildings of architectural quality remain around the harbour including taller buildings, such as Le Crocq Clock Tower and St Sampson's Church, which stand out in the street scene.

4.2. In addition to the facilities available in The Bridge area, other nearby facilities include Delancey Park, Guernsey College of Further Education (Delancey Campus), St Sampson's High School, Vale Primary School and St Mary and St Michael Roman Catholic Primary School.

The Bridge Conservation Area

4.3. The development site is within The Bridge Conservation Area and is within the easternmost part of the character area named The Bridge¹. The particular character of this part of the Conservation Area is represented by 19th century buildings, of up to 2 and a half storeys, often with dormer windows². Use of local stone predominates in houses, walls and kerbs, reflecting the historic development of the area and the construction of the harbour walls³. Materials also include the use of smooth render, slate and clay pan-tile and brick chimneys are typical. Taller buildings include St Sampson's Church and the Clock Tower (both protected buildings) and these have important presence as landmark buildings.

4.4. Construction of the South Quay and infill to its rear during the 1840s, in association with development of St Sampson's Harbour, increased the amount of developable land on South Side. The 19th century house which makes up the central building of the English & Guernsey Arms is an important reflection of the historic development of The Bridge as a working harbour, likely having been constructed in association with the area's trades and deliberately orientated to face away from the busy docks⁴. The 19th century houses as well as the tall stone walls around the east, south and west, and the lower stone walls on the roadside, contribute positively to the character and appearance of the Conservation Area.

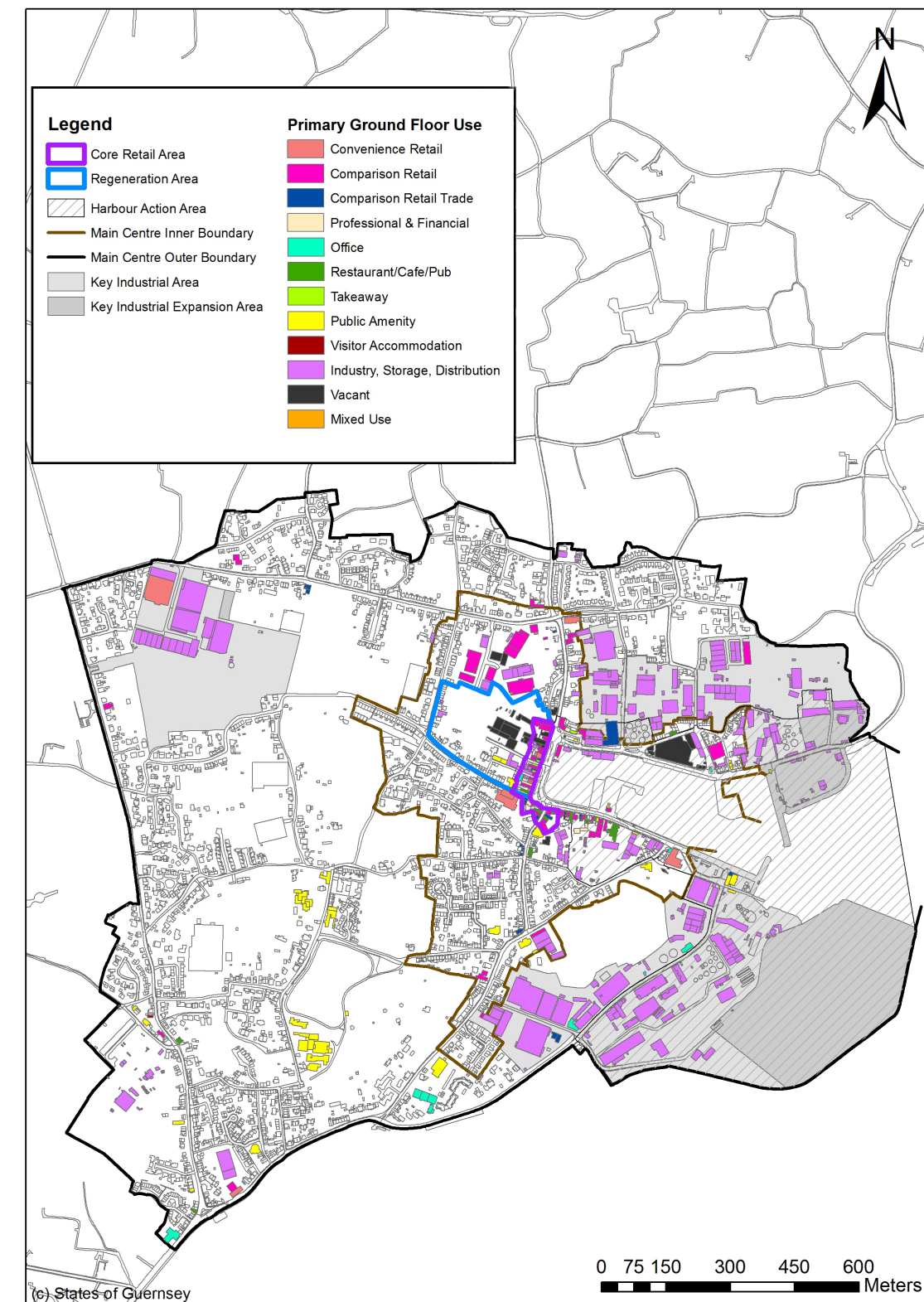


Image 2: Main Centres Survey Map (2017)

4.5. The site provides a rare open space amid otherwise continuous development on South Quay that contributes to the character of the Conservation Area. The space is made prominent by the position and gable views of the main house and this is complemented by the protected trees, in particular that in the eastern part of the site which extends the backdrop of greenery northward towards the water. St Sampson's Harbour is an important open space and views across it significantly contribute to the character of the Conservation Area⁵.

1 Designating Conservation Areas, March 2015 – 2.7, p.47 & p.56.

2 IDP Annex VII: Conservation Areas – VII.17, p.294; Designating Conservation Areas, March 2015 – 2.7, p.47.

3 IDP Annex VII: Conservation Areas – VII.11, p.293.

4 Designating Conservation Areas, March 2015 – 2.7, p.47.

5 IDP Annex VII: Conservation Areas – VII.12, p.293.



Aerial Photograph with site boundary - Map data © 2018 Google

Views

4.6. Public views to, through and out of the Conservation Area are an important part of its character and are sensitive to change as a result of new development. The site can be viewed (see Image 3) from a number of vantage points around the harbour and also from a longer distance at public vantage points at Vale Castle and Mont Crevelt as shown in photos 1-8 below.

4.7. Photos 1-4 show the views from around the harbour. In these views the Clock Tower and St Sampson's Church are key features, as is the English & Guernsey Arms site. The site is distinctive for a number of reasons including the prominence of the oak tree, as the only greenery on South Quay, and the east-west orientation of the existing building in the generally harbour-facing frontage along South Quay. The industrial building to the rear of the site is visible (not from The Bridge) and detracts from the historic character of South Quay; there is an opportunity to screen the building through a sensitive design response. In terms of the materials and details that contribute to the character along South Quay, there are more smooth rendered buildings towards The Bridge (mostly white or cream coloured), there is use of stone further east including the English & Guernsey Arms site and there is a combination of slate and clay pan-tile pitched roofs, cat slide and flat roof dormers, brick chimneys and sliding sash windows. There are changes in building height along South Quay with some single storey between generally 2/2.5 storey buildings. The English & Guernsey Arms is the only double pile roof visible.

4.8. Photo 5 shows a panoramic view from a protected monument (Vale Castle), the backdrop of trees is prominent in the view. The trees within the site are the only greenery on South Quay – the point at which the greenery of the backdrop penetrates down to the harbour. Industrial uses at the rear of the site are prominent, particularly the metal / silver coloured roofs. The choice of materials, roof form, orientation of any new buildings and the impact on the prominence of the oak tree all need to be considered as this would impact on this view.

4.9. Photo 6 shows that the site is almost entirely screened by the building to the south. The boundary wall at the south west corner of the site is visible.

4.10. Photo 7 shows the top of the oak tree is visible from a gate in the wall on the north side of Church Road. The tree contributes to greenery in the view and softening of the industrial landscape.

4.11. Photo 8 shows panoramic view from a protected monument (Mont Crevelt) and the oak tree is visible. Industrial developments to the rear of South Quay properties are prominent in the view. Le Crocq and the Clock Tower are visible. Development above 2.5 storeys would be likely to impact on the view.



Image 3: Photo locations



Photo 1: View from North Side



Photo 2: View from The Bridge



Photo 3: View from Abraham's Bosum



Photo 4: View from Le Crocq



Photo 5: View from Vale Castle



Photo 6: View from Church Lane



Photo 7: View from Church Road



Photo 8: View from Mont Crevelt

Road network

4.12. The site is well connected to the wider road network (see Image 4). South Quay is part of the Inter-Harbour⁶ route and offers direct access by foot and vehicle to The Bridge and southwards to St Peter Port.

4.13. South Quay has steady traffic flows with a high proportion of HGV and commercial traffic that are relatively constant, and do not appear to change notably outside of the morning and evening peak times. Traffic Speeds are generally in the order of 20-25mph past the site. The road forms part of the commuter route for drivers from a large part of St Sampson and Vale parishes when driving to / from St Peter Port.⁷

4.14. The South Quay itself comprises a number of commercial and retail businesses, many of whom have their own vehicle access. Immediately to the East of the English & Guernsey Arms site, is the entrance to the Dyson's Quarry complex, which has a number of commercial enterprises generating HGV movements (8am – 5pm Mon-Fri).

4.15. There is car parking on the road to either side of the vehicular access to the English & Guernsey Arms site. This reduces visibility when exiting the site. There is also car parking further along South Quay in both directions. Traffic and parked vehicles detract from the streetscape and reduce the quality of the environment for pedestrians.

4.16. The area is well served by bus routes and roadside footpaths. There is a bus stop circa 35m from the site for southbound services and bus stops on The Bridge for north and southbound services. There is a footway on the south side of South Quay in both directions and a pedestrian crossing circa 50m to the west of the site giving access to a footway on the north side of South Quay also providing a pedestrian link to The Bridge.

4.17. Although not served by a dedicated cycle path, the area around The Bridge and between the site and the cycle path at Richmond Corner is flat, and enables good opportunities for cycling to and from the site. Public cycle parking is provided in a number of locations around the harbour.

4.18. There is a small taxi rank on The Bridge.

Surrounding Development

4.19. The built development surrounding the site includes industrial and storage use, retail and residential (see Image 5 and Photos 9-15). The buildings adjacent to the site include Harbour Mews to the west which is in mixed use with retail on the ground floor and residential use on both the ground and first floors. The residential use on the first floor overlooks the English & Guernsey Arms site. Southside House to the south west also has retail use on the ground floor split into 2 units front and rear and there is a flat on the first floor. To the south, Dyson House is an industrial / storage unit with

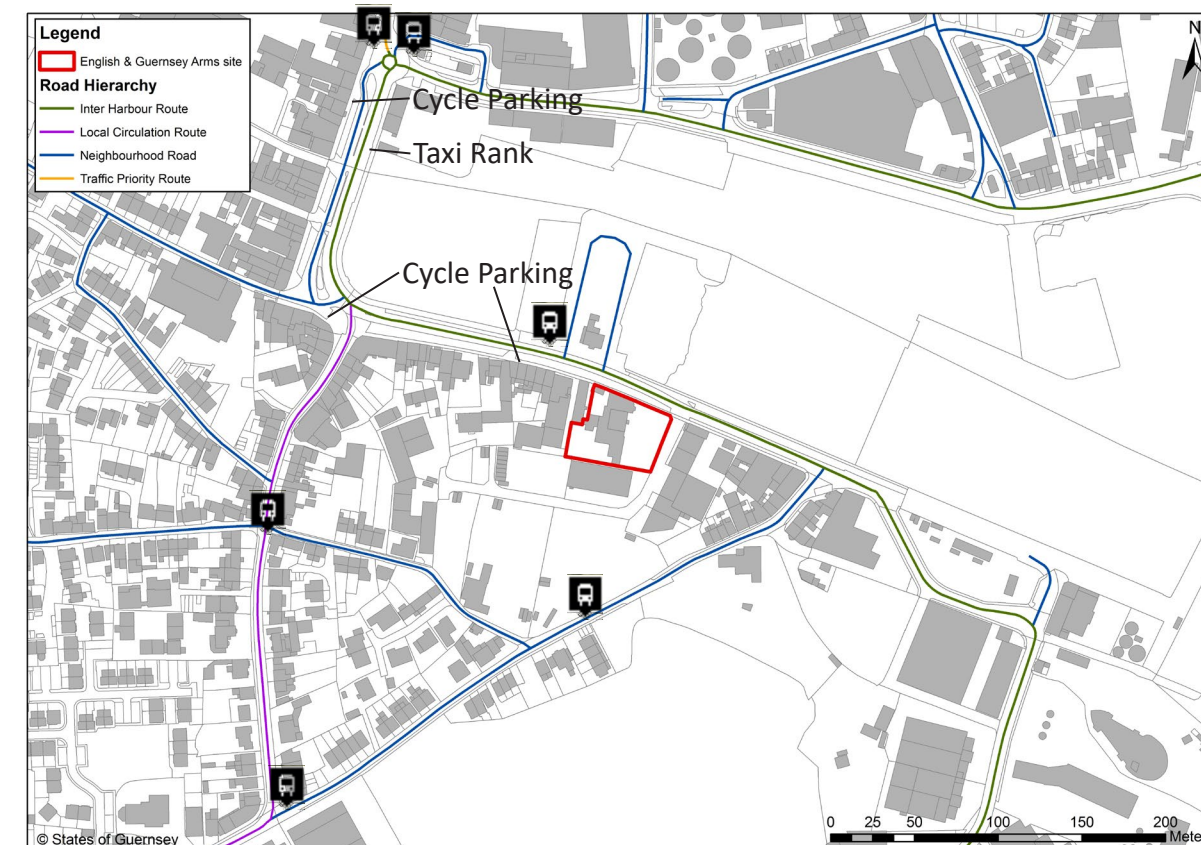


Image 4: Road network

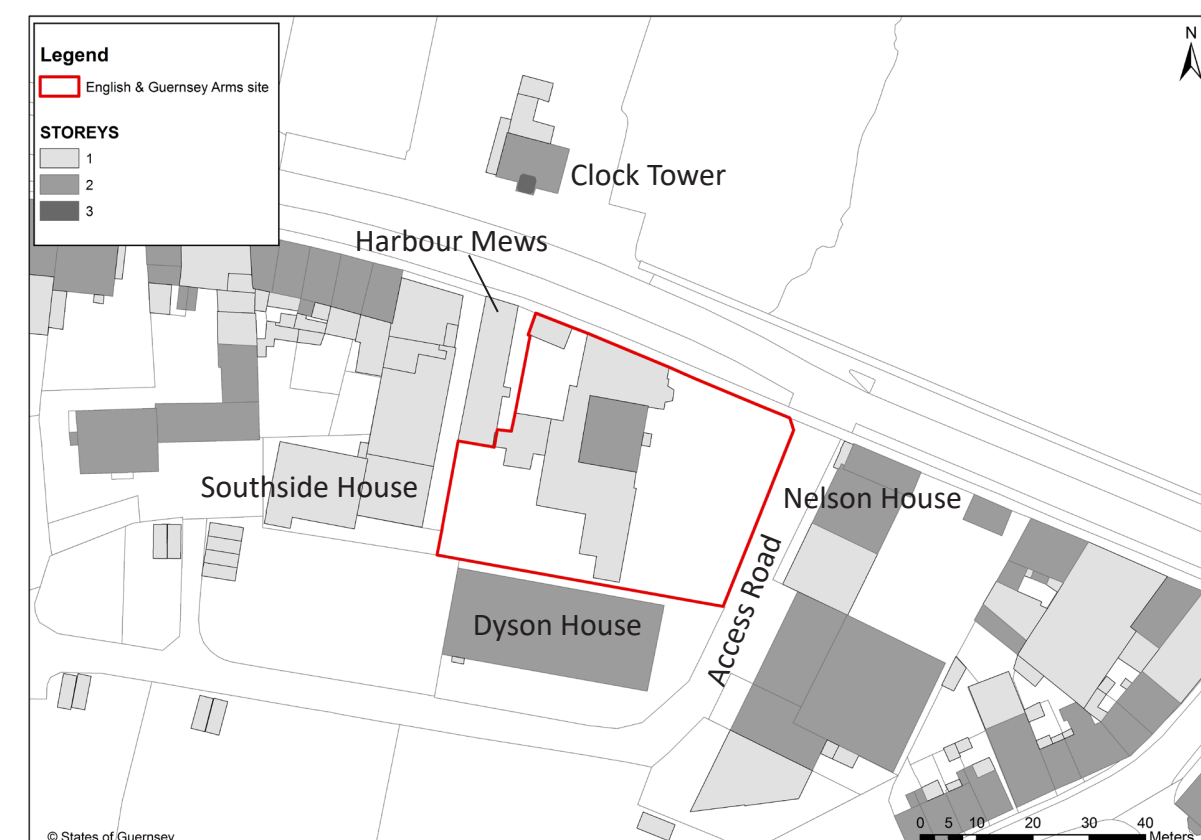


Image 5: surrounding development

6. South Quay is part of the Inter-Harbour Route as designated in the Traffic Management Hierarchy This is the main road running between the two harbours on the east coast of the Island. It has a 25mph speed limit in this location.

7. Observations of Traffic and Highway Services

a car repair business on the ground floor and storage on the first floor which overlooks the English & Guernsey Arms site. To the east is Nelson House with a dental clinic fronting onto South Quay and a range of workshops to the rear. There is an access road to the east boundary of the site providing access to industrial / storage sites to the east and south of the site.

4.20. The Clock Tower on Le Crocq is a prominent landmark in the Conservation Area. The building has a range of uses including a shop, Harbour Authority, a flat and public toilets. Le Crocq includes a slip, beach, car and boat parking and a public open space.



Photo 9: Harbour Mews and Southside House from South Quay



Photo 10: The south-west corner of the site with Southside House and Dyson House



Photo 11: Dyson House



Photo 12: Access road on the eastern boundary



Photo 13: On-road car parking on South Quay adjacent to the site



Photo 14: The Clock Tower



Photo 15: Le Crocq beach and the Clock Tower

5. Site Analysis

5.1. Proposals for development need to take into account the constraints and opportunities that the site presents so that design and layout respond to the specifics of the site. The main constraints and opportunities that have been identified for this site are described below, and influence the Development Guidelines in the next section.

Historic Environment

5.2. The historic environment of The Bridge Conservation Area is described in the Surrounding Area section above.

5.3. Features of The Bridge Conservation Area which may influence development proposals on the site include:

- Historic interest of the 2 and a half storey part of the original building
- Pattern of development (see Image 6)
- Materials and colour
- Boundary enclosures/road side features/position of buildings on the back edge of the pavement
- The setting of protected buildings
- Protected trees
- Views across St Sampson's Harbour and long range views
- Opportunity to screen views of the industrial building to the south.

5.4. The site provides a rare open space amid otherwise continuous development on South Quay and the building is in a prominent position within the South Quay street scene, visible from a number of vantage points. The position, scale, form and appearance of any new development would affect the character of the Conservation Area and the setting of the Clock Tower, which is a protected building.

5.5. There are industrial / storage uses to the south and east of the site and this will influence the layout of any new development. There are opportunities for improvements in terms of minimising views of the industrial building to the south.

5.6. Views from within the site, especially upper floors, over St Sampson's Harbour are a significant asset of the site.

5.7. No sites of archaeological importance have been identified in the local area, although there were some prehistoric finds on the 'hougue' to the south-west and it is therefore possible that archaeological remains may have survived within the site. As such, should any archaeological evidence be uncovered during development work this should be reported to the Archaeology Officer.

Existing building

5.8. The site contains a building in use as a public house, outbuildings, a courtyard and 'garden' containing a protected tree. To the east of the buildings is a car park containing another protected tree.

5.9. The 19th century house which makes up the central building of the English & Guernsey Arms makes an important contribution to the character of the Conservation Area. The stone used in the extension to the north and the outbuilding, as they front onto South Quay, contributes to the character of the area. The later, 20th century, extensions make a lesser contribution to the character of the Conservation Area, including through their relationship with the road, the northernmost being positioned on the back edge of the pavement. The extension to the south is largely derelict and therefore suitable for demolition and potentially replacement with new development that respects the character of the older part of the building.

5.10. A survey of the 19th century house was undertaken prior to the production of this Development Framework to assess whether the building had sufficient interest to be added to the Island's protected buildings list - a list of buildings, with special historic, architectural, traditional or other interest. The findings of the survey were that the orientation of the house in relation to St Sampson's Harbour is rare but the building type is not rare and, although some features remain, little authenticity survives. The house is not of definite high quality and character and the extensions are of low interest, extensions and alterations having compromised the historic and architectural interest. Despite not being of sufficient special interest to merit adding to the protected buildings list, the house and walls make a positive contribution to The Bridge Conservation Area.

Boundaries

5.11. The site has high stone walls on the west, south and east sides. The north boundary consists of a low stone wall, part of the building including an entrance to the pub and access to the car park, all positioned on the back edge of the pavement.

Amenity Considerations

5.12. Buildings to the west (Harbour Mews) and south (Dyson House) overlook the site (see image 7). Dyson House also overshadows part of the site.

Access to the site

5.13. There are two access points within the northern boundary between the site and South Quay, the access to the east is the main access to the car park (see Image 7). There is also a secondary vehicle / pedestrian entrance to the west.

5.14. There is on-street parking along South Quay that has the potential to impinge on sightlines for drivers egressing from the English & Guernsey Arms site.

Major Hazards Public Safety Zone

5.15. A small part of the site on the eastern boundary lies within the Outer Zone of the Major Hazards Public Safety Zone associated with the jetty for the Bulwer Avenue fuel storage site (see Image 7) (Policy GP17: Public Safety and Hazardous Development). Advice from the Health and Safety Executive is that as less than 10% of the site lies within the Outer Zone, the site is in effect outside of the "consultation distance" and Policy GP17 will therefore not apply to this site in relation to the public safety area.

Protected Trees

5.16. There are 2 protected trees within the site, a large, mature evergreen oak within the car park at the front, and a sweet chestnut in the 'garden' at the rear (see Image 7 and Photos 16-17).

5.17. These have been subject to a preliminary inspection from ground level by Agriculture, Countryside & Land Management Services (ACLMS). A full survey of the trees is required as part of any planning application for the site which would take into account the presence and extent of any decay and any other structural defects in both trees.

5.18. The initial findings are that the oak tree is in good condition showing good vigour and vitality. The oak is a significant feature in the site and the wider area including the Conservation Area and can be seen in long range views from public vantage points. The trees provide biodiversity / wildlife value within the site.

5.19. The sweet chestnut is a very old tree currently in a more secluded position in a courtyard at the rear of the building. The crown of the tree has suffered from dieback in the past and there is evidence of large pruning wounds. Despite that the tree shows fair vitality (function) and fair vigour (growth) in the main crown. Ordinarily a tree in this condition could be considered to have a lower amenity value. However the specimen is of significant age and may be regarded as a tree that has attained the attributes of a veteran. Veteran trees hold particular value due to their biological interest (standing live and dead wood habitat), their historical significance or their significance in the landscape.



Photo 16: Evergreen Oak



Photo 17: Sweet Chestnut

Flood Risk

5.20. The site is not located within an area at risk to flooding, although the 1 in 250 year flood risk area is around 1m from the site at its nearest point on South Quay.



Image 6 – Figure-ground diagram



Image 7 – Site analysis

6. Development Guidelines

6.1. The following guidelines must be read in association with the preceding site analysis. Development proposals should respond appropriately to the constraints and opportunities identified. Image 8 shows a possible broad indicative land use plan for the site.

Comprehensive Development

6.2. In accordance with Policy GP10: Comprehensive Development, proposals for development on this site must conform to a comprehensive scheme for the whole site in order to make the most effective and efficient use of the land. Given the size of the site it is not considered that there is any benefit or need to divide the site or consider a phased approach. Accordingly, this site must be treated as one and its division will not be supported.

Potential Uses

6.3. IDP policies allow for a range of potential uses of the site. In terms of the IDP, the site is considered to be in retail use (see Policy MC6) and in Use Class 9 (convenience retail) of the Land Planning and Development (Use Classes) Ordinance, 2017. There is potential to reuse / redevelop the site for comparison and / or convenience retail (Policy MC6).

6.4. Other potential uses of the site include: housing (Policy MC2); social or community use (Policy MC3 - where no existing sites in the Main Centre are available); offices (Policy MC4(A)); industry (Policy MC5(B) – this would be restricted to creative industries or light industrial use only given the proximity to dwellings); storage (Policy MC5 - supports storage use, but only through conversion of a redundant building); visitor accommodation (Policy MC8); and, leisure and recreation (Policy MC9(A)).

6.5. The site is situated outside of the Core Retail Area and should a new use be proposed, change of use away from retail will be permitted where it supports the objective of ensuring the Main Centres remain attractive focal points for economic and social activity (Policy MC6).

6.6. While residential development can help to contribute to economic and social activity, more active commercial or community uses would provide greater benefit through employment, greater footfall and potential for linked trips. There is therefore potential for a mixed use and this is considered the most appropriate option for the site, including an active frontage to South Quay. Most buildings on South Quay are in mixed use, often with commercial use on the ground floor with residential above.

6.7. The Vision: *St. Peter Port, The Bridge & St. Sampson's Harbour*⁸ produced in 2013 by a group of volunteers (facilitated by the former Environment Department) including users of The Bridge and wider harbour area, sets out a vision for The Bridge including development of shopping and leisure use along South Quay as part of a thriving town centre with improved public realm. The vision notes that people

enjoy shopping on South Quay with convenient parking on the quayside. The Vision also notes the need for retail, food and drink, other services, community uses and residential development in creating the thriving town centre. The Vision also seeks to make The Bridge a 'cool' place to live with new residential neighbourhoods and quayside and maritime leisure, and an embracing of new architecture, revealing heritage and 're-integrating 19th century development' and enhancing positive aspects of historic architecture.

6.8. The site lies within the St Sampson's Harbour Action Area (HAA). IDP Policy MC10 supports development, in advance of a Local Planning Brief for the HAA, providing that the development would not prejudice the outcomes of the Local Planning Brief process. Given the nature of the site and its current use, redevelopment for the uses identified would not be considered to prejudice the outcomes of the Local Planning Brief process.

Potential to re-use the 19th century house

6.9. IDP Policy GP4, Conservation Areas, states that 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. Policy GP1, Landscape Character and Open Land, requires development to respect the relevant landscape character type within which it is set and not result in the unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.

6.10. The 19th century house makes a positive contribution to the character of the Conservation Area and the strong preference of the Authority therefore is for the re-use of this part of the building. There is scope to refurbish the 19th century house with the potential to replace the existing extensions with sensitively designed new development, and for further new development within the remaining 'developable area' (see Image 8).

Replacement building(s)

6.11. Although it would be the preference of the Authority to retain the 19th century house element of the existing building, Policy GP4 allows for demolition of a building that contributes to the Conservation Area. Therefore proposals for demolition of the 19th century house would need to be supported by cogent and compelling evidence that demonstrates the replacement development makes an equal or enhanced contribution to the Conservation Area as well as (depending on the proposed uses) the vitality of the Main Centre.

6.12. This would require a particularly high standard of design, in accordance with Policy GP4 and GP8: Design, that demonstrates a thorough understanding of the contribution that the existing building makes to the character, and the particular elements that make up the special character of the Conservation Area as set out in the preceding sections of the Development Framework. New development would also need to consider the setting of the adjacent protected building (the Clock Tower on Le Crocq). This may result in either a contemporary or traditional approach to design but,

8. The Vision currently has no weight as a material planning consideration and does not form a Policy document against which planning applications can be assessed. However, the 'Vision' document has been prepared as a collaboration between key stakeholders in the Island.

whatever the chosen approach, new development should consider, without necessarily replicating, the scale, mass, detail and special interest of the surrounding built form to complement the local character (see IDP paragraph 19.9.4). The 'developable area' of the site is shown in Image 8.

South Quay frontage

6.13. An opportunity exists to redevelop the South Quay frontage of the site to make a positive contribution to the character of the Conservation Area, relative to that of the existing extension and outbuilding, and to provide a more active frontage. Development would be required to respect the scale, mass and nature of buildings on South Quay, the small grain of domestic buildings / shops and their relationship with the road - the position of buildings on the back edge of the pavement. The use of traditional stone in the existing extension to the north fronting onto South Quay adds to the character of the street-scene in combination with the boundary walls of the site and there is scope to incorporate this into the design.

6.14. Buildings on South Quay vary in their orientation to the street. Many front directly on to the back edge of the pavement and some are gable-on to South Quay including Harbour Mews adjacent to the site and the existing building within the site. A similar approach may be possible for new development providing that the design constitutes an enhancement to the existing building and respects the character of South Quay.

Views into the site

6.15. Development should be sensitive to the importance of the current views into the site which contribute to the character of the Conservation Area, including views of the 19th century house should that be retained, and of the protected trees, in particular the oak tree. To maintain views of the oak tree this will require either a gap in the frontage or a low level building.

Multi-storey buildings

6.16. Subject to a carefully considered design approach being adopted from the outset, it is anticipated that multi-storey development can be achieved on this site but this must not be higher than surrounding development to maintain the 'presence' of the taller St Sampson's Church and Clock Tower. The benefit of views over the harbour, especially from upper floors, should be maximised.

6.17. There is potential for new development to rise in height through the site resulting in a higher form to the rear of the site. This could screen industrial buildings to the rear of the site which would enhance the harbour-side street scene as viewed from South Quay, North Side, Vale Castle and other vantage points.

Roof form

6.18. The roof form is required to respect the character of South Quay and be pitched with slate or clay pan-tile and to reflect characteristic features, such as dormers and / or chimney stacks. Flat roofs will not be acceptable in the street frontage.

Materials

6.19. Development should respect the features and palette of traditional local materials that make up the character of the Conservation Area, without necessarily being bound by them. There is a relatively limited palette of materials and colours that provide uniformity and local distinctiveness to South Quay.

Protected Trees

6.20. In accordance with Section 44(3) of The Land Planning and Development (Guernsey) Law, 2005, in considering an application for planning permission for development in respect of trees or land subject to a tree protection order, or development which may affect such trees or land, the Authority must have regard to the desirability of requiring an assessment of the likely impact of the proposed development on the trees or land. Therefore, a survey of the protected trees is required and, subject to the findings of the survey, the protected trees are required to be incorporated in the design and will require a root protection area as shown on Image 8. British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction', recommends these areas to protect the roots of the trees within a radius of 12 x the diameter of the tree stem measured at 1.5m above ground level. Conditions to secure retention of these trees would be required.

6.21. The oak tree trunk has a diameter of 0.81m. From this a Root Protection Area (RPA) would be calculated to be $(0.81 \times 12)^2 \times \pi = 296$ square metres.

6.22. The sweet chestnut tree trunk has a diameter of 0.92m. From this a Root Protection Area (RPA) would be calculated to be $(0.92 \times 12)^2 \times \pi = 383$ square metres.

6.23. There is an opportunity to utilise space within the RPAs for parking and / or amenity space, subject to the design of surfacing.

6.24. Development within the footprint of the existing building in the vicinity of the sweet chestnut tree is possible subject to:

- setting back the building 2 metres from the existing footprint, as it abuts the RPA, to allow for working space away from the tree, and;
- applying an adjusted RPA to compensate (as shown on Image 8), for losing protected area on this side of the tree, and which would include most of the 'garden' area. This would ensure that the RPA provides the minimum sustainable undisturbed area of land (and by extension volume of soil) that will sustain a tree of this size in the long term. In this case an estimated RPA of 380 square metres.

6.25. Views of the oak tree are an important part of the character of the Conservation Area and should be retained. Although the sweet chestnut tree is currently obscured by buildings there is scope to make a feature of this tree which would complement any new development as well as soften its impact.

6.26. In the event that the development requires removal of either (or both) protected tree, a planning application must be accompanied by a full tree survey and justification to demonstrate the

benefits to the proposed development in removing the tree(s). The Authority must have regard to:

- a) the desirability of protecting the amenity value of the protected tree by reason of which the tree protection order in question was made and any future potential amenity value of that tree,
- b) the health of the protected tree,
- c) any harm which is likely to be caused by the protected tree, and
- d) the likely amenity value of any proposals to mitigate any detrimental effect on amenity which is likely to arise from the development (Land Planning and Development (General Provisions) Ordinance, 2007, Section 16).

Access

6.27. There is on-street parking along South Quay. A combination of ‘nose-in’ and parallel parking exists on both sides of the road. In the immediate vicinity of the English & Guernsey Arms site on the Southern side of South Quay is parallel parking space immediately adjacent to the access in the direction of Church Road (between the access and the access to Dyson’s Quarry) and ‘nose-in’ parking at the front of the existing premises. As a result of the existing public parking arrangements, oncoming traffic flow past the site (from Bulwer Avenue) is forced (with line markings assisting drivers) to take a driving course into the middle of the road, around the parked vehicles.

6.28. The existing car park entrance access to the site is approximately 13m in width. As a result, the visibility splay available to a driver egressing is very good in respect of seeing approaching pedestrians on the footpath in either direction. In respect of a driver egressing onto South Quay from the car park access, the defining issue regarding the sightline of both oncoming and approaching vehicles, is whether vehicles are parked in the public spaces previously mentioned, and in particular, the type of vehicle parked there. Observations by Traffic and Highway Services (THS) show that a number of commercial vehicles regularly utilise these parking areas, which limits the sightline. As a result, drivers egressing from the English & Guernsey Arms site emerge some way into the carriageway, and stop, before manoeuvring into the traffic flow. Thus, the sightline measurements from within the access differ greatly, depending on the position of the driver manoeuvring and the presence of parked vehicles.

6.29. Given the road’s classification and number / type of vehicle movements past the site, THS would use a 33m sightline standard in relation to any development type. Depending on the type of development that is envisaged, THS acknowledge that the provision of parking within the site may decrease from that currently available. As such, it is likely that from a traffic management and road safety perspective the existing access may change, and result in there being less vehicle movements in and out of the site.

6.30. THS would suggest that any application should give careful consideration to the location and design of access, in order that the 33m sightline standard can be met. THS acknowledge that in order to achieve the standard it may be necessary for THS to consider redesigning the parking layout in the vicinity of the site, to ensure that sightline standards are met. In particular, a developer should consider the proximity of the access road into Dyson’s Quarry, which given the type and volume of traffic using

this access, should be considered in terms of a road junction. Ideally, THS would suggest that any proposed access to the English & Guernsey Arms site, is the maximum possible distance from the Dyson’s access, in order to minimise conflict with the Dyson’s access.

6.31. Careful consideration should be given to the design and location of an access to the site. Traffic & Highway Services will work with a developer to ensure the best solution in respect of public parking provision outside the site.

6.32. 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. All accesses (vehicle, pedestrian and cycle) must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. In particular the accesses must be designed to enable vehicles to enter and egress safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes.

Parking and Active Travel

6.33. In accordance with Policy IP7: Private and Communal Car Parking, and the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance (December 2016), appropriate levels of parking must be provided on site for cars, motorcycles and bicycles in accordance with the parking standards set out on pages 5 to 8 of the Supplementary Planning Guidance and consideration should be given to providing electric vehicle charging points. However, the strict application of the maximum standards for general car parking can sometimes have an undesirable impact upon the appearance or function of a particular development and although the provision of parking should be expected to comply with the Supplementary Planning Guidance, it will be interpreted flexibly where it is considered that a better overall development can be achieved with lower provision.

6.34. Active Travel opportunities, given the site’s proximity to the Bridge, East Coast Cycle Path and public transport should be considered. Cycle parking should be considered at the outset of the design process and be covered, secure and easily accessible in order to comply with Policy IP6: Transport Infrastructure and Support Facilities.

6.35. Policy IP6: Transport Infrastructure and Support Facilities requires that development of the site must be well integrated with the transport network and make provision for infrastructure and facilities which assist in people being able to access the site using a range of transport options.

6.36. A Traffic Impact Assessment (TIA) may be required in accordance with the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance. The Supplementary Planning Guidance sets out when a TIA is likely to be required in section 9. Should a TIA be required then this should also consider the cumulative impact of development on this site and any other developments in the area.

Landscaping

6.37. In accordance with Policies GP1: Landscape Character and Open Land and GP8: Design, planning applications relating to the site should incorporate a hard and soft landscaping scheme for the site, in order to respect the character of the surrounding area and in the interests of surface water management. The selection of planting for the landscaping scheme should follow best practice and be formed of native species.

Boundaries

6.38. The boundary walls of the site provide a benefit of screening industrial development and contribute to the character of the site and the Conservation Area. This includes the strong frontage along the back edge of the pavement that is provided by the existing buildings. The walls should be incorporated in the design.

Amenity space

6.39. Should residential development be proposed, proportionate private and/or communal residential amenity space must be provided appropriate to the housing type and location. Refer to Annex I of the IDP. Amenity space should form part of the landscaping scheme and is an opportunity to provide further planting with an emphasis on native species.

Amenity of residents

6.40. The interrelationships between buildings should be considered from the outset and the design should respect the amenity of adjacent properties.

6.41. Should the proposal include residential dwellings, an acoustic report is required to accompany any application in order to determine the noise impact on potential receptors due to the close proximity of industrial units to the site. Conditions may be required for noise reduction measures to ensure compliance with relevant standards including, BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings.

Overshadowing

6.42. Consideration of sun path and overshadowing from the adjacent buildings and the protected trees should be considered as part of the planning application.

Crime prevention

6.43. The site layout and design approach should consider the approach of Crime Prevention Through Environmental Design.

Public realm and public art

6.44. The harbour, with its quays and breakwaters, cranes and dockside buildings are an important feature of Guernsey. Traditional paving, railings and bollards (stone) and substantial masonry structures are significant elements of the harbour scene, contributing to the local distinctiveness of this part of the

Island.

6.45. Policy GP18, Public Realm and Public Art, requires any proposal to consider the relationship between the development and the public realm and is expected to make enhancements to the character and functionality of the locality for the benefit of the public, including through improving accessibility to and enhancement of the public realm immediately adjoining the development site where possible. An enhancement of the public realm could be provided through an active frontage to South Quay.

6.46. Public art proposals should be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component of the overall design of a development rather than an add-on feature.

Sustainability

6.47. In accordance with Policy GP9: Sustainable Development any planning application should consider from the outset how the design, layout and orientation of buildings, their form of construction and the materials used have a key role in delivering more sustainable development and reducing energy demand. The overshadowing effect of adjacent buildings and the trees within the site should be taken into account in addressing the requirements of this policy.

6.48. The incorporation of renewable energy equipment into the design of the development, such as building integrated photo-voltaic infrastructure (BIPV), will be encouraged so far as this does not have an unduly adverse impact on residential amenity or on the special character of the Conservation Area.

6.49. A Surface Water Management Plan may be required as part of any application detailing the treatment, attenuation and discharge measures proposed. It is recommended that the use of Sustainable Urban Drainage Systems (SUDS) is incorporated in the design to ensure that surface water run-off is controlled effectively. SUDS proposals should be carried out in line with Guernsey Water's best practice guidelines and recommendations. The applicant/agent is encouraged to contact Guernsey Water early in the design process in this regard and to submit information with the application on how this has informed the design. Traffic and Highway Service's Road Engineers have indicated that no discharge to the highway greater than existing will be permitted.

6.50. It would be beneficial to include suitable bird and bat boxes and other biodiversity enhancements within the design of the development to allow bats to roost and birds such as Swifts, House Martins, House Sparrows and more common species to nest. The applicant/agent is encouraged to contact La Société Guernesiaise early in the design process in this regard and to submit information with the application on how this has informed the design.

6.51. Any residential accommodation proposed would be 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. The 'Lifetime Homes' standard will be referred to. Although this may be more difficult to achieve in the case of the existing building should it be re-used, proposals will still need to demonstrate what steps have been taken to comply with the requirements under this paragraph.

6.52. Development should also provide adequate areas for storage and collection of refuse and recyclable materials taking into account the new States of Guernsey waste strategy. The applicant/agent is encouraged to contact Guernsey Waste early in the design process in this regard. Tel: 231234 and email: recycle@gov.gg and to submit information with the application on how this has informed the design.

Waste and Environment

6.53. Development Frameworks are required to include an outline Site Waste Management Plan specific to the site in question. A detailed Site Waste Management Plan may be required at planning application stage depending on the nature of the development proposed. The Site Waste Management Plans planning advice note can be found here - www.gov.gg/planning_building_permissions

6.54. 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 of the site.

6.55. All materials from any demolition / 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.

6.56. The following issues have been identified and should one be required, be explored further in a Site Waste Management Plan at the planning application stage:

- Materials resulting from any demolition should be broken up and reused on site where possible;
- The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density / type of the development approved.

6.57. Given the size of the potential development a Construction Environmental Management Plan (CEMP) may be required but consideration of this will be given at the planning application stage. Larger residential and commercial development projects (e.g. housing development of 20+ units of accommodation, office development of more than 1,000sq m) require a CEMP. Advice on CEMPs is available here www.gov.gg/planning_building_permissions

6.58. The site size and the potential uses do not fall within schedule 1 or schedule 2 of the Environmental Impact Assessment Ordinance. The site is below the 1.0 hectare threshold for EIA screening. An EIA or an EIA screening for the site and the potential uses outlined in this Development Framework is therefore not required.

Requirements for residential development

6.59. Should a residential development be proposed, given that this site is large enough to accommodate a number of dwellings, potentially including through conversion of the main building, the mix and type provided should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available (Policy MC2). The exact mix of sizes 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. Current evidence does suggest a need for smaller units, including smaller family homes (2-3 bedrooms), as well as one bedroom homes – therefore there is potential for apartments in conjunction with a commercial / community use.

6.60. In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the site analysis and guidelines contained in this Development Framework. The number will depend on the precise details of any planning application submitted and, in particular, any negative effects the development may have on the Conservation Area.

6.61. A proportion of land or percentage of completed units for affordable housing must be provided where the development includes 20 dwellings or more. The exact proportion or percentage to be provided for affordable housing would be determined at the point of decision on any planning application relating to this site as transitional arrangements allow for reduced provision until 1st November 2019. The tenure type and size of any affordable housing will be informed at the point of submission of the planning application by the most relevant up to date information such as housing waiting lists held by the States of Guernsey, to ensure that provision meets the requirements of those in housing need. Further guidance relating to the provision of affordable housing is set out in Policy GP11: Affordable Housing, and the Affordable Housing Supplementary Planning Guidance (December 2016).

6.62. The Department for Communities & Local Government document Technical housing standards - nationally described space standard deals with internal space within new dwellings. The standard does not apply specifically in Guernsey but represents current best practice in England and should therefore be considered when developing new housing in Guernsey under the policies of the IDP. Please note that paragraph 9 is not relevant to Guernsey due to differences in the Building Regulations between the jurisdictions. The document can be found here <https://www.gov.gg/CHttpHandler.ashx?id=116050&p=0>



KEY

- | | | | |
|--|---|---|---|
| — Site boundary | Sensitive residential amenity/ overlooking | Over shadowing | Active Frontage |
| — Major Hazards Outer Zone boundary | ● Approximate root protection area | ■ 19th Century House | ↔ Potential site accesses |
| — Road frontage development | ● Approximate adjusted root protection area | ■ Indicative Developable Area | ● Important views of the site |
| ◇◇◇◇◇ Boundary walls to be retained | | | - - - Views into the site of the 19th century building and of the Protected Trees |

Image 8 – Development Guidelines

Appendix 1: IDP Policy Context

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 in the island to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	The policy sets out that the Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported.
MC2: Housing in Main Centres and Main Centre Outer Areas	Proposals for housing development will be supported in Main Centres. The mix and type of dwellings provided on the site would be expected to be reflective of the demographic profile of households requiring housing. Therefore information such as the latest Housing Needs Survey and any other information held by the States of Guernsey relevant to this issue would be considered. Given the overall capacity of this site, a variety of sizes and types should be included.
MC3: Social and Community Facilities in Main Centres and Main Centre Outer Areas	Proposals for the development of new social and community facilities will be supported where the applicant demonstrates that an existing site or premises in social and community use within or around the Main Centre concerned is not available and suited to accommodate the particular proposal, including the dual use of premises.
MC4(A): Office Development in Main Centres	Proposals for new office development within the Main Centres will be supported.
MC5(B): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas - outside of the Key Industrial Areas and Key Industrial Expansion Areas	<p>The policy supports an industrial use. A storage and distribution use would only be supported through the conversion of a redundant building in accordance with Policies GP16(A) and GP16(B), in which case it would need to be demonstrated that the building is no longer required or capable of being used for its current purpose.</p> <p>Proposals for new industrial or storage and distribution uses will be supported where the new use would not have an unacceptable adverse impact on the amenities of surrounding uses and the type of industry would support the vitality and viability of the Main Centre.</p>

MC6: Retail in Main Centres	<p>The existing use of the site is considered to be a retail use in terms of the IDP policies. Proposals to extend, alter or redevelop existing retail premises would be supported. A proposal for an alternative convenience or comparison retail use will be supported.</p> <p>Beyond the Core Retail Areas, change of use away from retail will be permitted where it supports the objective of ensuring the Main Centres remain attractive focal points for economic and social activity.</p>
MC8: Visitor Accommodation in Main Centres and Main Centre Outer Areas	Proposals for new visitor accommodation will be supported. The IDP seeks to enable economically beneficial tourist-related development, especially where this improves quality and choice of facilities at all accommodation grades.
MC9(A): Leisure and Recreation in Main Centres and Main Centre Outer Areas - New, and Extension, Alteration or Redevelopment of Existing Uses	Proposals for new leisure or recreation development will be supported. The IDP supports proposals that allow the Main Centres to be developed positively as attractive places to spend leisure time.
MC10: Harbour Action Areas	A detailed strategy for the development of the St Sampson's Harbour Action Area will be provided in a Local Planning Brief when approved by the States of Guernsey. Where there is not an approved Local Planning Brief for the Harbour Action Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development would not prejudice the outcomes of the Local Planning Brief process or would not inhibit the implementation of an approved Local Planning Brief.
GP1: Landscape Character and Open Land	This policy sets out that development will be supported where it respects the relevant landscape character type within which it is set, where development does not result in the unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.

GP4: Conservation Areas	<p>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.</p> <p>Proposals to demolish the existing building on site, which contributes to the character and appearance of the Conservation Area, will only be supported where any replacement building makes an equal or enhanced contribution to the character of the Conservation Area.</p> <p>The Authority has a duty under Section 38 of The Land Planning and Development (Guernsey) Law, 2005 to pay “special attention to the desirability of preserving and enhancing the character and appearance” of Conservation Areas. This duty is reflected in IDP Policy GP4, Conservation Areas, which states that “proposals for development within a Conservation Area will be supported where the development conserves and, where possible, enhances the special character, architectural or historic interest and appearance of the particular Conservation Area.”</p>	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.</p> <p>In terms of efficient use of resources, two or more storey buildings constitute a more efficient use of land than single storey buildings. Therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. No such overriding reasons have been identified during the preparation of this Development Framework.</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.</p> <p>Should residential accommodation be proposed, this would require proportionate residential amenity space appropriate to the housing type and location. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information. Residential accommodation would be 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>
GP5: Protected Buildings	<p>The particular special interest of the Protected Building (the Clock Tower) opposite the site, 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.</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 and surface water drainage, 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 in accordance with this policy. Development of 5 or more dwellings, or with a minimum floorspace over 1,000 square metres or any development that involves the demolition and redevelopment of a redundant building will require a Site Waste Management Plan. It should consider the re-use/disposal of arisings from any demolition. The Site Waste Management Plans planning advice note can be found here - www.gov.gg/planning_building_permissions</p>

GP10: comprehensive Development	Any proposal will be required to be a comprehensive development and make the most effective and efficient use of the land.	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.
GP11: Affordable Housing	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 (or where the provision of land is not feasible, the provision of completed units or off-site provision). The exact percentage area of land for affordable housing will be determined at the point of decision on any planning application relating to this site. The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.	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.
GP17: Public Safety and Hazardous Development	A small part of the site on the eastern boundary lies within the Outer Zone of the Major Hazards Public Safety Zone associated with the jetty for the Bulwer Avenue fuel storage site. Advice from the Health and Safety Executive is that as less than 10% of the site lies within the Outer Zone, the site is in effect outside of the "consultation distance" and Policy GP17 will therefore not apply to this site in relation to the public safety area.		
GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.		
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 should encourage a range of transport options and should be well integrated with the transport network.		
IP7: Private and Communal Car Parking	The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. The car parking standards are in section 6 and vary depending on the proposed use(s). The standards are maximums and the development would be expected to be within these standards. Standards for the provision of bicycle, motorcycle and disabled parking are set out in the SPG.		

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.

This SPG is issued by the Development & Planning Authority to assist understanding of the provisions of the Island Development Plan (2016) and, where applicable, relevant legislation, by offering detailed guidance but is not intended to be exhaustive or a substitute for the full text of legislation or the policies within the Island Development Plan (2016). This SPG does not form part of the Island Development Plan (2016). It represents the Development & Planning Authority's interpretation of certain provisions of States of Guernsey policy or legislation. The guidance is indicative of the Development & Planning Authority's likely approach to development proposals in relation to the site in question and is not binding on the Development and Planning Authority. This SPG does not prejudice the Development & Planning Authority's discretion to decide any particular case differently according to its merits and it does not relieve the Development & Planning Authority of any obligation, restriction or liability imposed by or under the Land Planning and Development (Guernsey) Law, 2005. Copies of the text of the Island Development Plan (2016) are available from Sir Charles Frossard House and also available electronically online at www.gov.gg/planningpolicy. Copies of legislation are available from the Greffe. Electronic copies are also available at www.guernseylegalresources.gg. Substantive queries concerning the guidance or a specific site should be addressed to the Planning Service by email at planning@gov.gg. The Development & Planning Authority does not accept any liability for loss or expense arising out of the provision of, or reliance on, any advice given. You are recommended to seek advice from an independent professional advisor where appropriate.