



# *draft* Le Four Banal Development Framework

Supplementary Planning Guidance July 2019



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Le Four Banal Development Framework

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# 1. Introduction

**1.1.** This Development Framework has been prepared to guide potential development at Le Four Banal, Route Militaire, St Sampson. To ensure that development opportunities are properly explored, and the effective and efficient use of land (Policy GP10 of the Island Development Plan), adjacent land to the south and north have been included. This document has been produced to provide broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site, whilst also taking into consideration the appraisal of the wider area and adjacent sites. Once approved, this Development Framework will become Supplementary Planning Guidance (SPG) and any planning application for residential development concerning the site should be in accordance with it.

## 2. Site Overview

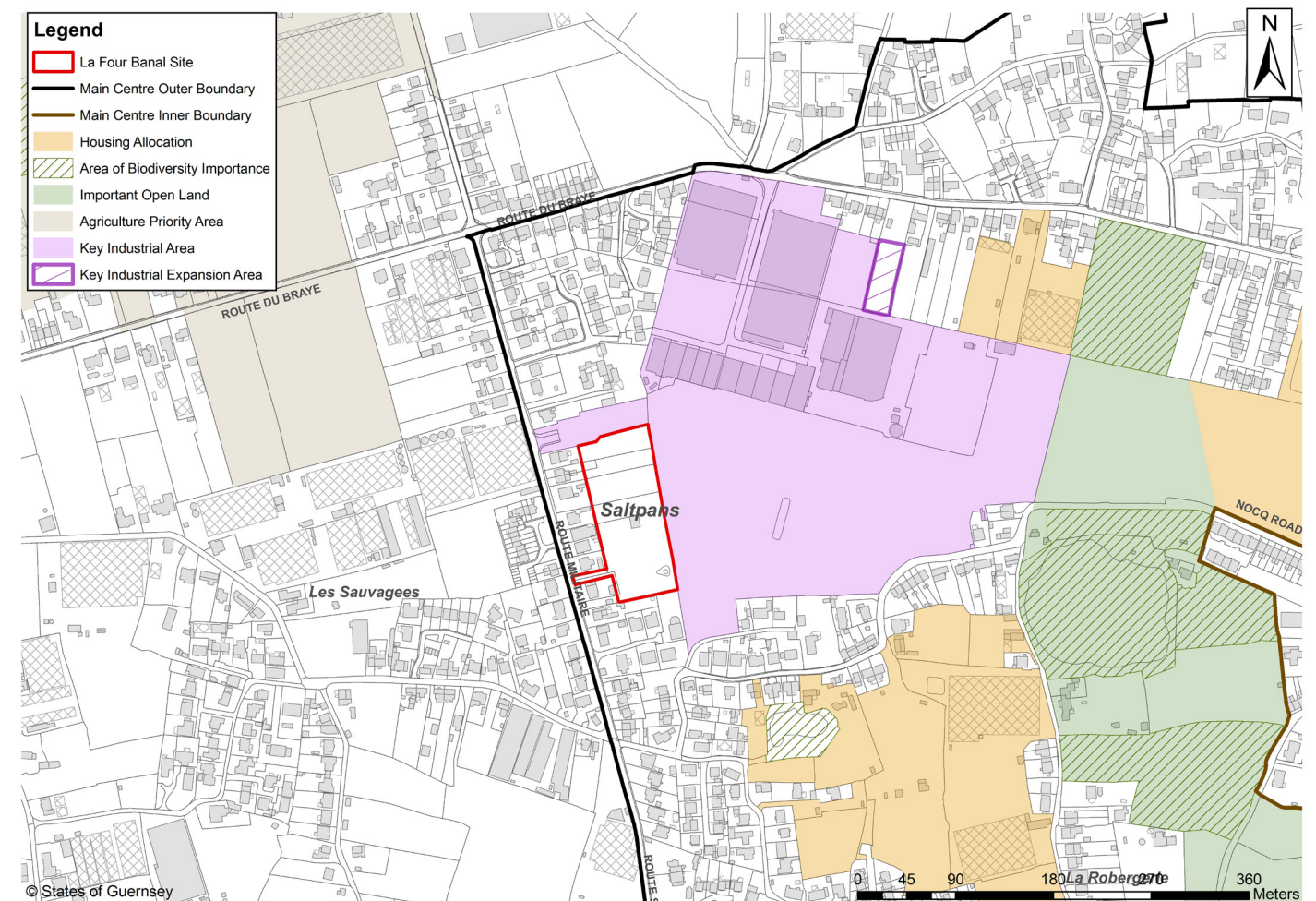
**2.1.** The site is located within the St Sampson (The Bridge) Main Centre Outer Boundary. The total site area is approximately 0.95 hectares (5.79 vergées). It is bordered to the north, south and west by residential properties, and to the east by a Key Industrial Area (KIA). Route Militaire is situated beyond the residential properties to the west. There are no current extant planning permissions for the site.

## 3. Planning Policy Context

**3.1.** The site falls within the St Sampson (The Bridge) Main Centre Outer Area as designated in the Island Development Plan, 2016. This Development Framework relates to use of this site for housing development only and does not consider other types of uses which may or may not be appropriate in this location. Plan policies support the principle of limited residential development within Main Centres, in particular policies - S1 (Spatial Policy), S2 (Main Centre and Main Centre Outer Areas), and MC2 (Housing in Main Centres and Centre Outer Areas).

**3.2.** In accordance with IDP policy, residential development of a scale that is appropriate to maintain or enhance the character and vitality of the area is acceptable, and where able to accommodate a variety of dwellings, the proposal should provide an appropriate mix and type of dwellings reflecting the demographic profile of households requiring housing.

**3.3.** Individual policies of the IDP should not normally be read in isolation or out of context, but the policies that are 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 the site boundary in red.

## 4. Surrounding Area

**4.1.** The surrounding area is predominantly residential, with a few industrial and commercial units. The area consists of a mix of dwelling types and styles. This ranges from bungalows through to two and a half storey buildings. The majority of dwellings are semi-detached or detached, generally of pitched roof construction.

**4.2.** The architectural style is varied, with a mixture of traditional cottages, along with houses of Victorian and early 20th Century design, pre-war bungalows and dwellings of a 1960s and 1970s design.

**4.3.** Predominant materials in the area include red/orange tiled roofs, as well as natural slate, painted rendered walls and white upvc fenestration. Parking and hard-standing areas consist mainly of tarmac surfaces, with brick paving in some areas. Boundaries mainly comprise of granite or rendered blockwork walls and in some cases, earth banks and dry stone walls.

**4.4.** The building line along Route Militaire is strong, creating an active frontage with gardens and parking to the front of the properties.

**4.5.** There are also some industrial and commercial uses within the surrounding area. Adjoining the site to the north and west is a Key Industrial Area (KIA) as designated in the IDP. KIAs are areas reserved for industrial and storage and distribution uses.

### Protected Buildings, Protected Monuments and Protected Trees.

**4.6.** There are no Protected Buildings, Protected Monuments or Protected Trees on the site or within the vicinity.

### Services and Connectivity

**4.7.** There are shops and services within a 5-10 minute walking distance of the site. Alliance is to the north and other shops and services to the south, at the Half-Way. These services can all be accessed by pedestrians along footpaths. There are additional services at The Bridge, which is located between 15-20 minutes' walk away.

**4.8.** There are public transport links along Route Militaire, which is served by bus routes. There are additional routes nearby along Braye Road and the seafront, providing connectivity across the Island.

**4.9.** There are no designated cycle routes along Route Militaire, however there is a cycle path along the seafront, providing links to Town and The Bridge.

**4.10.** There is a footpath along Route Militaire, however there is not a footpath within Saltpans Road or Les Sauvagees, except for a painted shared surface on certain areas of the road for pedestrians.

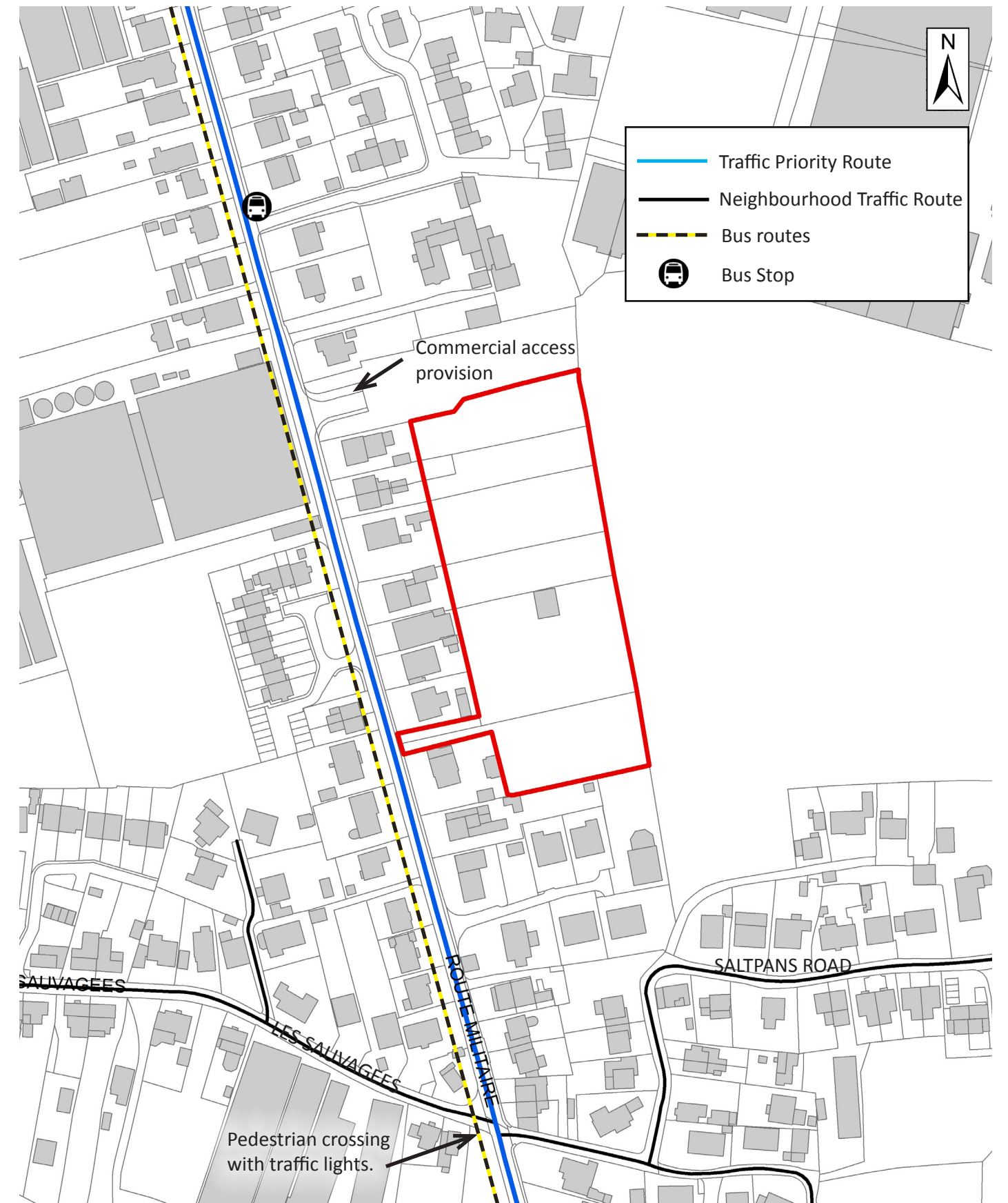


Image 2: Local roads, Bus Routes and Bus Stops in the vicinity of the site.

Not to scale



## Flood Risk

### 4.11. A small proportion of the site is located within a 1:250 flood risk zone

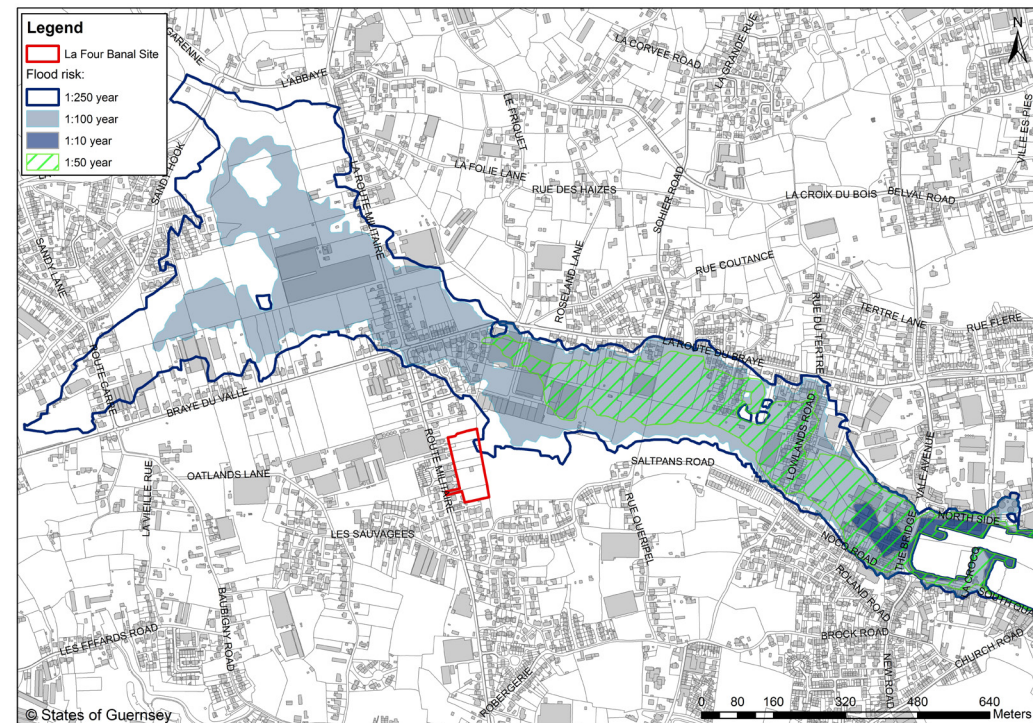


Image 3: Flood risk map showing the site outlined in red.

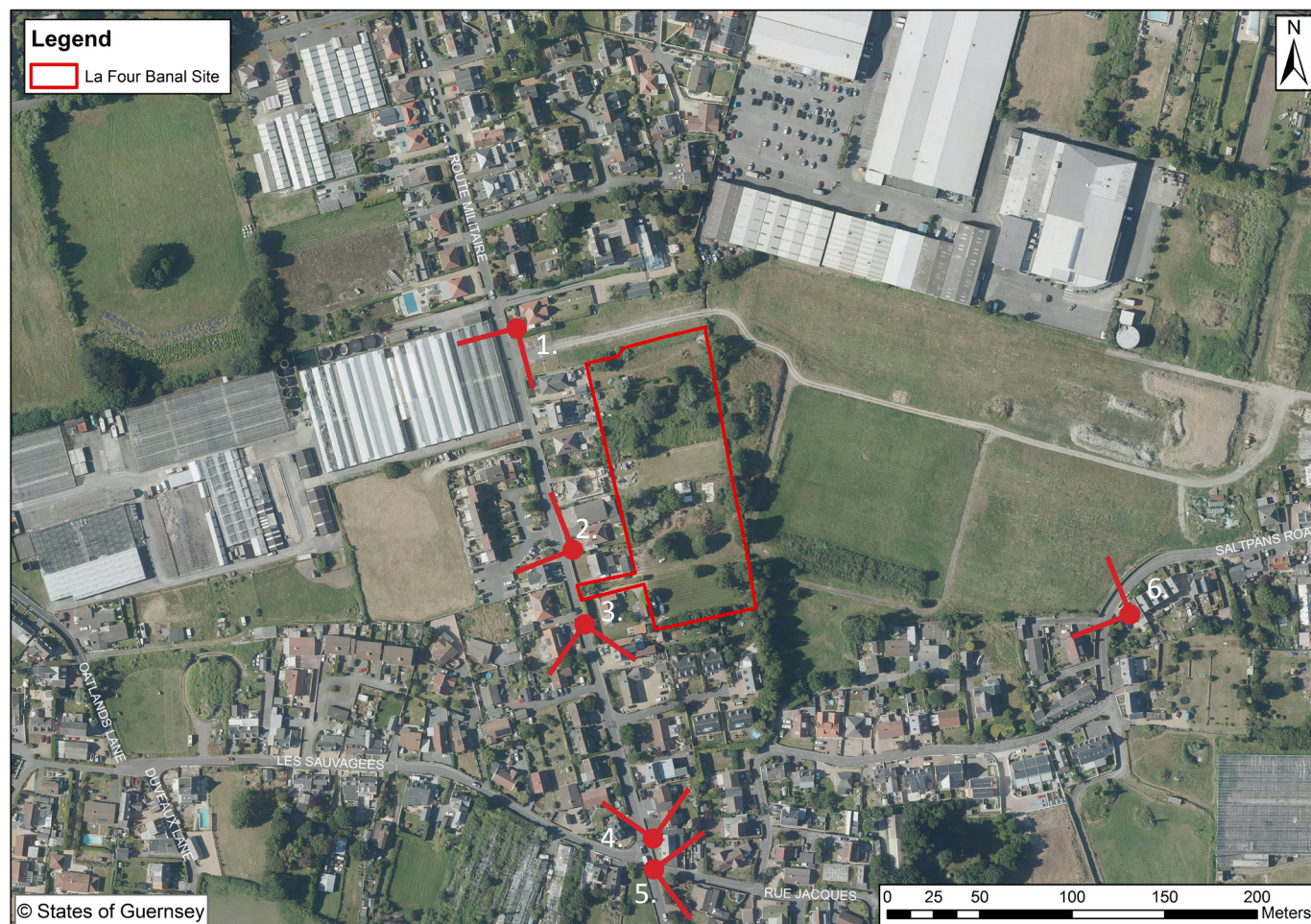


Image 4: Aerial photo of the Le Four Banal site.



1. Photo taken from the entrance to the KIA along Route Militaire to the south.
2. Photo of residential development opposite the site.
3. Photo looking south along Route Militaire.
4. Photo looking north along Route Militaire.
5. Photo looking east along Saltpans Road.
6. Photo of KIA and site, viewed from Saltpans Road looking west.



## 5. Site Description

**5.1.** The site comprises an area of approximately 0.95 of a hectare (5.79 vergées) and is set behind a row of residential properties along Route Militaire situated to the west.

**5.2.** The part of the site to the rear of the properties Le Four Banal, Turning Leaf, and Route Militaire comprises agricultural land with the remains of disused vineries, the remainder of the site forms grassed areas associated with properties Beverley, Sundowner, Flockies, Bardon, Dalston to the north and Grove Cottage to the south.

### Boundaries and Land Ownership

**5.3.** The site is in multiple ownership between the properties Le Four Banal, Beverley, Sundowner, Flockies, Bardon, Dalston and Grove Cottage as shown in Image 5.

**5.4.** The roadside boundary for the properties Le Four Banal and Grove Cottage (which the access point to the site is formed between) comprises a granite wall circa 1.2m in height. The granite wall and a large hedge continues west within the site along the boundary shared with Grove Cottage to a point level with the associated garage where the boundary ends. No boundary feature is present immediately behind the property Grove Cottage.

**5.5.** The southern boundary of the site (separating the site from Le Valinguet) comprises mature trees and hedging.

**5.6.** The eastern boundary comprises a low granite wall, hedging and a selection of mature trees which separate the site from the douit/watercourse and the Key Industrial Area (KIA) beyond.

**5.7.** The northern boundary of the site (between the property Dalston and the KIA) comprises a rendered wall for part of the boundary (from the pavement edge of Route Militaire to a point level with the garage associated with Dalston) with hedging and an earthbank beyond.

**5.8.** The western boundary between the site and the rear of the neighbouring properties comprises of a blockwork wall and hedging and trees.

**5.9.** A mixture of hedging, fencing and trees delineate the land associated with each residential dwelling within the site.

### Site Access

**5.10.** Access to the site is via a narrow entrance between the granite roadside boundary walls of Le Four Banal and Grove Cottage. Visibility from the entrance point is restricted in both directions (to the north and south) due to the height of the granite walls on either side of the entrance point. The width of entrance point and the driveway to the site is suitable for a single vehicle only restricting vehicle manoeuvrability for access and egress to the site.

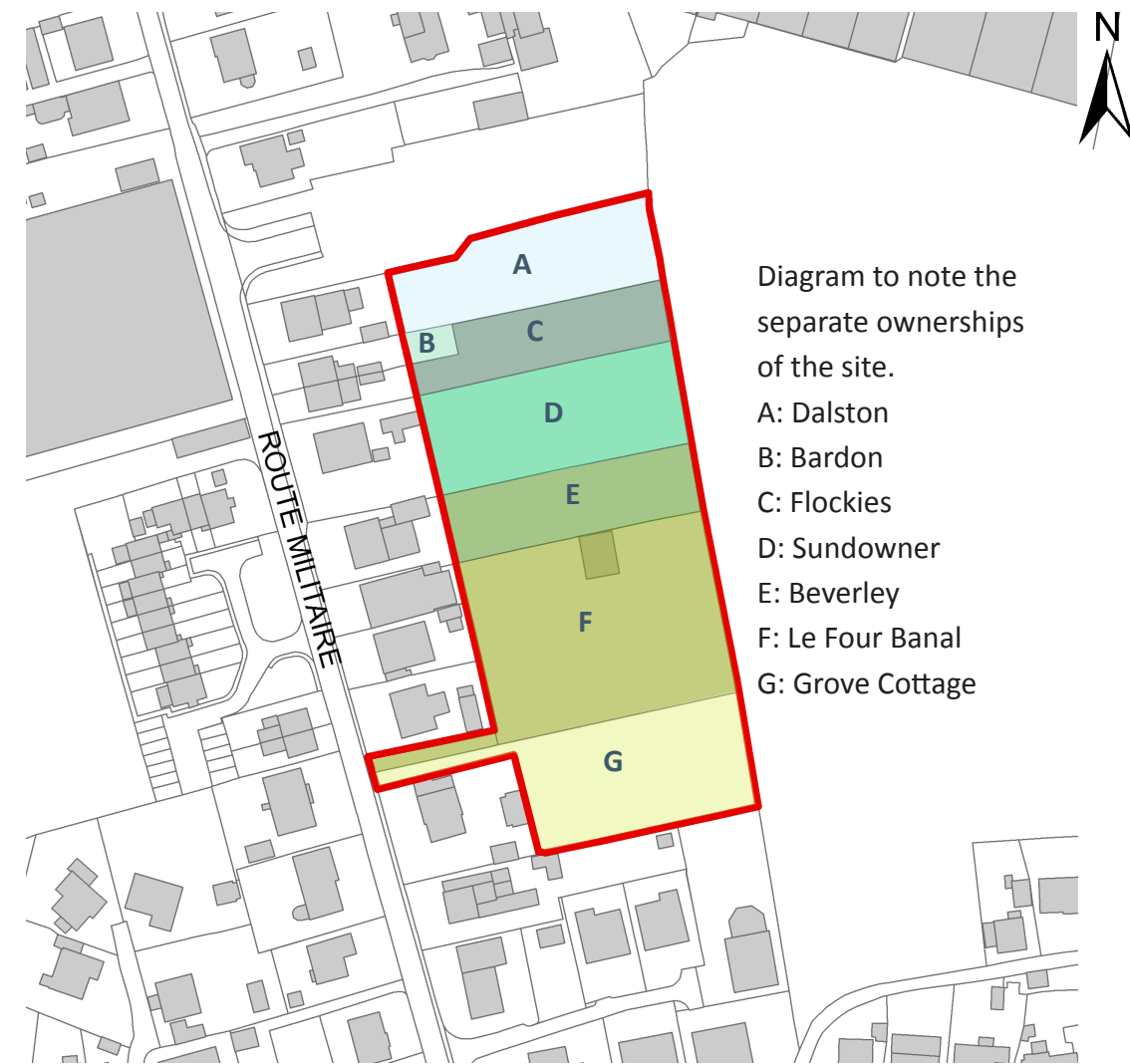


Image 5: Site ownership diagram

Not to scale

**5.11.** There is no vehicular access to the site from the north at present and the site can only be accessed between the residential properties referred to above.

**5.12.** There is no separate pedestrian access to the site.

### Topography

**5.13.** The topography of the site is generally flat with an average fall of 1190mm north to south, and 510mm east to west.

### Public Utilities

**5.14.** Mains electricity, mains gas, water, telecoms and the main foul water drainage sewer run under Route Militaire. All services except mains gas serve the current dwellings directly, but there is currently no infrastructure in place that serves the remains of the disused vinery.





1. Site entrance.



2. Looking towards east Boundary.



3. Looking north-east across site.



4. South boundary.



5. Looking north-west across site to west boundary.



6. Looking north-east.



7. North site boundary.



Image 6: Photo location map.

## 6. Site Analysis

**6.1.** Proposals for development must take into account the site analysis and the constraints and opportunities identified in this section. This ensures that any development is suitable for the site and relates well to its context.

**6.2.** The main access for the site is through the entrance to the property 'Le Four Banal'. The existing access point is restricted in terms of its overall width and the granite walls on either side that restrict visibility. There is opportunity to increase the size and improve the access point by including the residential property to the south 'Grove Cottage'. There is also an opportunity for an additional access point linking to the Saltpans Key Industrial Area access road to the north.

**6.3.** There are a number of residential properties adjacent to the site (situated to the south and west) which constrain the location and scale of development and buildings so that any negative impact to the amenities of these properties (e.g. sunlight, privacy) is minimised.

**6.4.** The IDP designation of the KIA is to the east of the site, with the entrance to the KIA adjoining the northern boundary of the site. The potential use of the KIA access acts as a constraint to the development of this site as this could impact on the amenity of the northern boundary of the site. The eastern site boundary adjoins the KIA designation, which could impact the residential amenity of future occupiers of the site.

**6.5.** A douit runs along the eastern boundary. There could be an opportunity to enhance the douit through the development of the site.

**6.6.** There are a series of trees along the eastern boundary, which provide some natural screening along the boundary. There could be an opportunity to enhance the natural landscaping along this boundary.

**6.7.** There may be opportunities to increase the biodiversity of the site.

**6.8.** There is an opportunity to demolish the granite wall between 'Le Four Banal' and 'Grove Cottage' to create a vehicular and pedestrian access.

**6.9.** Part of the site is a former vinery, and there may be an element of land contamination.



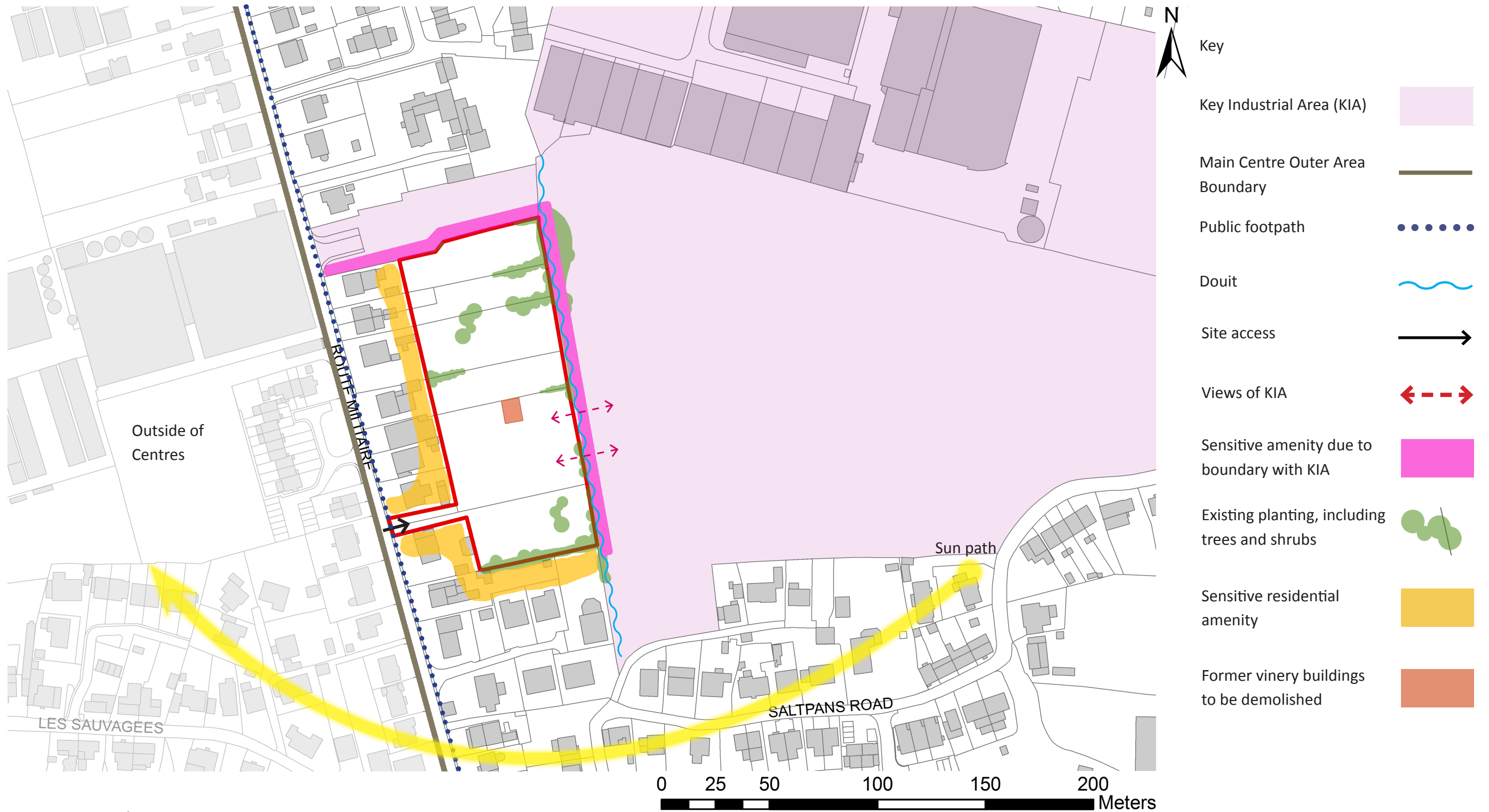


Image 7: Site Analysis Diagram

## 7. Development Guidelines

The following guidelines must be read in association with the preceding analysis and context, and development proposals should respond appropriately to the constraints and opportunities identified.

### Comprehensive Development

**7.1.** 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 land. Although in multiple ownership this site must be treated as one and its division will not be supported. A phased approach to delivery may be acceptable but each phase will be expected to accord with the requirements of the Development Framework. Importantly, the site will be assessed for affordable housing requirements against the total net increase in the number of units across the whole site. If a phased approach to delivery is adopted affordable housing will be required within phases on a pro rata basis, cumulatively providing the entire requirement for the site as a whole. Given the size of the site it is considered that no more than three phases of development would be appropriate.

**7.2.** If a planning application is submitted for one phase, it should be clearly described as Phase X of the overall site. Phases must be designed to enable comprehensive development of the whole site and not prejudice further development of the site. Policy GP10 states that division or piecemeal development will not be supported.

### Affordable Housing

**7.3.** Should a net increase of 20 or more dwellings be achieved a proportion of land for affordable housing must be provided. The exact percentage area of land 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 31st October 2019. The tenure type and size of any affordable housing will be informed at the point of 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 of the IDP and the Affordable Housing SPG (December 2016).

### Density and Housing Numbers

**7.4.** Any development proposal must involve a comprehensive scheme for the whole of the site to make the most effective and efficient use of the land. The density and form of development shall be designed to integrate well with the overall character of the surroundings. New dwellings will be expected to respect, but not necessarily copy, the form, bulk and massing of other residential buildings in the vicinity

**7.5.** In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the specifics of this site. Developments are expected to make the most efficient and effective use of land. The design response should consist of sustainable architectural design of a scale appropriate to the landscape character and characteristics of the site and surrounding area, provision of appropriate amenity space proportionate to the type of housing proposed, and should consider the impact on the amenities of neighbouring residents and the relationship with the adjoining KIA. However, in order to ensure land is used efficiently it is anticipated the site would be able to accommodate a density range of 25 - 35 dwellings per hectare, which is approximately 25 - 35 dwellings on this site. The actual number may however be higher or lower depending on the details of a proposal. This would also depend on Part P access requirements, see paragraph 7.18.

### Mix and Type of Housing

**7.6.** The site is large enough to accommodate a number of dwellings, and as such 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. 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 Surveys and other relevant information held by the States of Guernsey.

### Design and Sustainability

**7.7.** Policies GP8 and GP9 seek a high standard of consideration in the design, layout and orientation of buildings, their form of construction and materials used in delivering more sustainable development and reducing energy demand. Development should respect the character of the area, however, in the context of this site, there is scope for flexibility in design approaches, reflecting the varied forms of development in the area. Whilst the scale of development should be appropriate to the character of the site and surrounding area, multi-storey buildings constitute a more efficient use of land and development proposals should consider a multi-storey design from the outset. Any proposal must however consider the potential impacts on the amenities of existing residential properties to the west and be designed and positioned to safeguard any harm for future occupiers of the dwellings on the site from the surrounding KIA situated to the north and west.

**7.8.** Residential accommodation is expected to be flexible and adaptable and proposals must consider accessibility to and within the building for people of all ages and abilities, offering flexible accommodation that is able to respond to people's changing needs over time. A planning application will be expected to demonstrate how this has been achieved and matters to consider could include gradients and levels within and at the approaches to buildings (e.g. provision of level thresholds or adaptability to accommodate lifts or ramps), door and corridor widths, and car parking space widths.

**7.9.** Development proposals will be expected to demonstrate sustainable design and construction



methods and techniques with particular reference to design, layout and orientation of buildings, surface water run-off, renewable energy and the use of materials. The use of traditional materials such as stone, rendered walls and slate or clay pantile roofs will be encouraged, but other materials may be acceptable especially where they can be demonstrated to have low embodied energy (e.g. material recycled from demolished buildings). The incorporation of micro-renewable energy installations into the design of the development is encouraged.

**7.10.** The layout of the development and design of the buildings must consider the safety and security of people. This should be achieved by considering the principles and attributes of Crime Prevention Through Environmental Design (CPTED). A planing application must include a statement on how crime prevention has been considered.

**7.11.** The design of the development must avoid the discharge of surface water, instead using Sustainable Urban Drainage Systems (SUDS) techniques, such as permeable surfaces to any hardstanding areas, ensuring that surface water run-off from the site is properly managed and controlled (Policy GP9).

**7.12.** The site was a former vinery, therefore as part of any proposal the potential for any land contamination would need to be explored.

**7.13.** Development proposals should also provide adequate individual or communal areas for storage and collection of refuse and recyclable materials.

#### Amenity

**7.14.** The new units will be expected to achieve a good level of amenity, including best practice internal space standards, adequate daylight and sunlight provision and proportionate private amenity space, appropriate to the housing type and location.

**7.15.** The site is situated adjacent to a number of existing residential properties to the west, whose reasonable amenities (daylight, sunlight and privacy) must be protected. The layout, scale and appearance of the development, including the size and proximity to the boundaries and positioning of fenestration, must not result in unreasonable impact on the amenity of those properties and additional information may be required to support a proposal e.g. a sunlight or daylight study and details of enhancements to boundary treatments.

**7.16.** The amenities of the future occupiers of the site must be safeguarded from the KIA situated to the north and west of the site, and additional information may be required to demonstrate this as part of a proposal such as boundary treatment enhancement, and/or landscaping improvements. Irrespective of this, the inclusion of a 2-5 metre buffer zone, as identified on image 8, will be required.

#### Public Realm and Public Art

**7.17.** Policy GP18 - Public Realm and Public Art: Opportunities to incorporate and enhance the public realm should be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component rather than an add on feature. When considering the incorporation of public art into a development, consideration of the Guernsey Arts Commissioning Guidelines is encouraged in order to secure high quality public art that is an integral part of the overall design of a development.

#### Access and Traffic

**7.18.** Site access must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. In particular access must be designed to enable vehicles to enter and egress the site safely, including emergency and refuse collection vehicles and to avoid conflict with pedestrian routes.

**7.19.** Access in accordance with Part P of the Building Regulations may limit housing numbers if only one access point is provided. However, should a second access point be provided to the north of the site (as shown in Image 8) then greater numbers may be achieved.

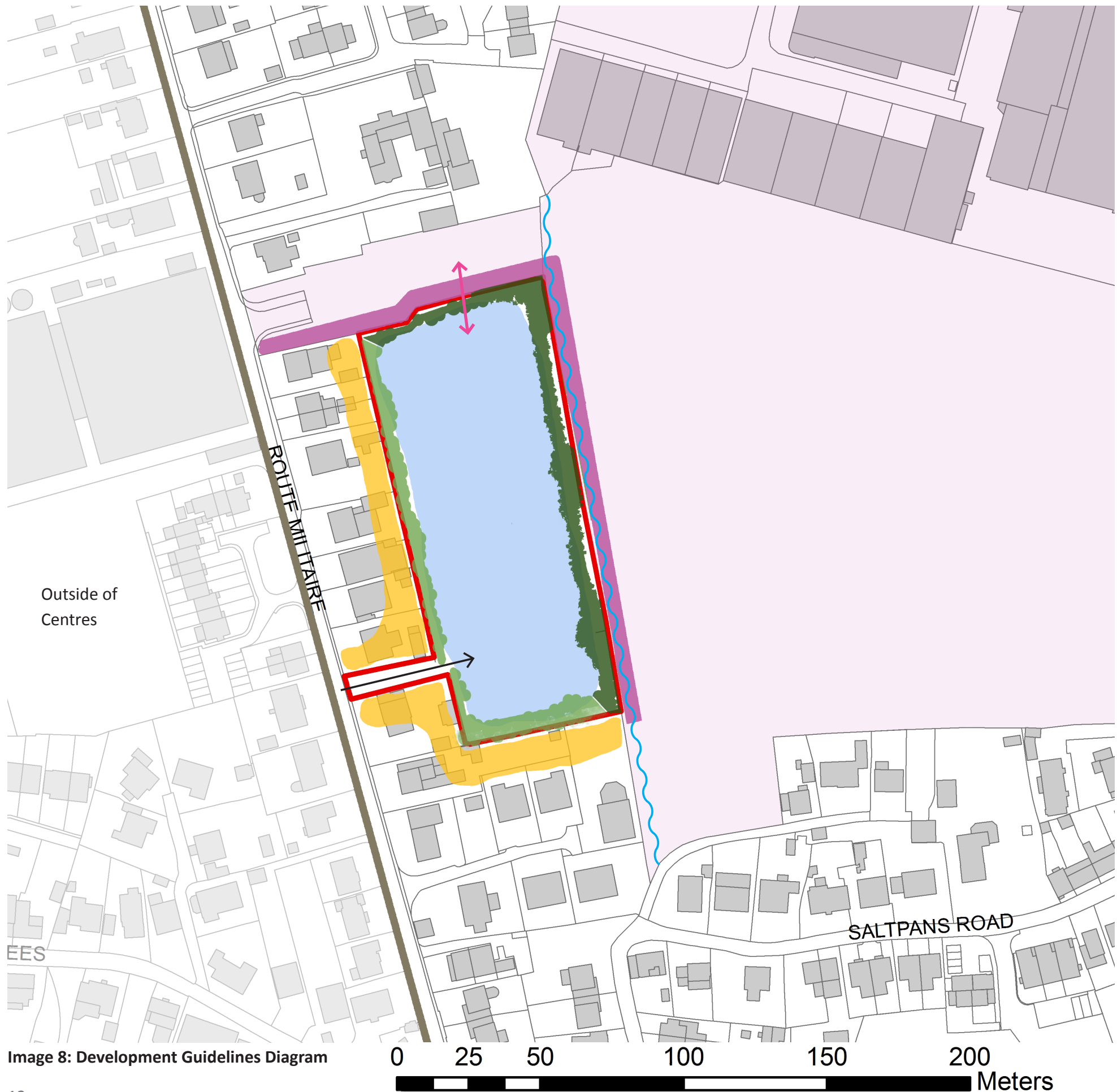
**7.20.** Safe access must also be provided for pedestrians and cyclists to the site, with measures to encourage walking and cycling in accordance with Policy IP6: Transport infrastructure and support facilities, and paragraph 20.7.6 of the IDP. In this respect, if the site accesses onto Route Militaire, it is recommended that a public footpath is provided for within the site to link and exit onto Route Militaire.

**7.21.** The road network must be able to cope with the increased demand resulting from the new development in accordance with Policy IP9: Highway Safety, Accessibility and Capacity. Should the development exceed 25 units then a Traffic Impact Assessment would be required in accordance with the provisions of Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment (December 2016).

#### Parking and Cycle Storage

**7.22.** In accordance with policy IP7: Private and Communal Car Parking, and the Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles having regard to the impact of such provisions on the character and appearance of the locality and the functionality of the development. Maximum parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. 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 and where adequate provision is made for alternative forms of transport.

**7.23.** It is recommended that electric vehicle charging points are provided.



- Key
- Key Industrial Area (KIA)
  - Main Centre Outer Area Boundary
  - Douit
  - Site access to include public footpath within the site
  - Indicative developable area
  - Sensitive amenity due to boundary with KIA
  - Enhance planting and landscaping to include a 2-5 metre buffer zone
  - Sensitive residential amenity to be considered
  - Potential additional site access
  - Landscape Buffer 2-5 metres

Image 8: Development Guidelines Diagram

**7.24.** Bicycle parking must be considered at the outset of the design process and covered secure bicycle parking that is easily accessible must be provided.

#### Landscape Design and Biodiversity

**7.25.** In accordance with Policies GP1 and GP8, planning applications relating to the site should incorporate a carefully considered landscaping scheme of both soft and hard landscaping in order to respect the character of the surrounding area, to enhance and protect the amenity of neighbouring residents and residents on the site and to enhance the potential biodiversity of the area.

**7.26.** The site is located in the low lying Marais/Braye du Valle landscape area, and as such limited tree and shrub planting could reduce the impact of development but should respect the traditional field patterns. Suitable tree species could include Silver Birch, English Oak, Aspen, Common Alder, Rowan, Field Maple and Fruit Trees; suitable hedge species could include Elder, Hawthorn, Blackthorn, Sallow, Holly and Grey Willow.

**7.27.** The landscaping scheme should also consider opportunities to increase the biodiversity on the site. It would be beneficial to include suitable bird and bat boxes within the design 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 Societe Guernesiaeise early in the design process in this regard.

#### Utilities

**7.28.** Adequate utilities must be provided to serve the proposed development, including power and water supplies and foul water drainage services. Consultation should be undertaken with the relevant utility providers early in the development process.

## 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. The Site Waste Management Plans Planning Advice Note can be found here- [www.gov.gg/planning\\_building\\_permissions](http://www.gov.gg/planning_building_permissions).

**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 by means of 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.** Waste materials resulting from any development on this site will be carefully sorted, separated and distributed accordingly through the appropriate routes for reuse, 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) may be required but consideration of this will be given at the planning application stage. However, information should be provided at the planning application stage detailing how construction traffic would access the site and be managed during the construction phase.

**8.6.** By virtue of the size of the site an Environmental Impact Assessment Screening is not required.

## Appendix 1

IDP Policy	Policy Relevance
<b>S1: Spatial Policy</b>	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.
<b>S2: Main Centres and Main Centre Outer Areas</b>	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.
<b>MC2: Housing in Main Centres and Main Centre Outer Areas</b>	This policy supports the principle of residential development on this site and seeks a variety of size and type of dwellings that are reflective of the demographic profile of households requiring housing. To ensure larger schemes such as for this site are well planned from the outset and the most effective and efficient use of land is made, a Development Framework is required which, once approved, will be taken into account when considering proposals for the site.
<b>GP1: Landscape Character and Open Land</b>	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, and takes advantage where practicable of opportunities to improve visual and physical access to open and undeveloped land. A landscaping scheme will be required for this scale of development.
<b>GP8: Design</b>	<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 that is 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 to provide flexible living space which can be adapted to meet the changing needs of the homeowner and allows people to live in their own homes, comfortably and safely, for as long as possible. Development should also provide adequate areas for storage of refuse and recyclable materials.</p>

<b>GP9: Sustainable Development</b>	<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.</p> <p>The Site Waste Management Plans Planning Advice note can be found here: <a href="http://www.gov.gg/planning_building_permissions">www.gov.gg/planning_building_permissions</a>.</p>
<b>GP10: Comprehensive Development</b>	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.
<b>GP11: Affordable Housing</b>	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. 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.
<b>GP18: Public Realm and Public Art</b>	Any proposal should consider the relationship between the development and the public realm and it is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.
<b>IP1: Renewable Energy Production</b>	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.
<b>IP6: Transport Infrastructure and Support Facilities</b>	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. The Authority will require development to be well integrated with its surroundings. Pedestrian and bicycle access within the site must be incorporated to take opportunities to increase connectivity and create links and public walkways where appropriate.
<b>IP7: Private and Communal Car Parking</b>	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. Provision will need to be made for secure covered bicycle parking for residents and visitors.

<b>IP9: Highway Safety, Accessibility and Capacity</b>	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.
<b>IP11: Small Scale Infrastructure Provision</b>	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](mailto:planning@gov.gg)

Have you visited our website? Go to [www.gov.gg/planningandbuilding](http://www.gov.gg/planningandbuilding) for additional guidance material and other planning information, including how to request pre-application advice.

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