

Bouverie Lane Development Framework

Supplementary Planning Guidance August 2019

Development & Planning Authority

Bouverie Lane SPG 2019

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Bouverie Lane SPG 2019

1. Introduction

1.1. This Development Framework provides planning guidance for the potential development at Bouverie Lane, Castel. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site, and sets out an appraisal of the site and wider area. Once approved, this Development Framework will become Supplementary Planning Guidance 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 in the Cobo Local Centre in the Island Development Plan and is shown outlined in red on Image 1. The site area is approximately 0.3 hectares (2 vergées) and is currently occupied by a dwellinghouse known as Dove Cottage, the domestic gardens associated with that Cottage and land associated with the property to the east, known as Rose Cottage. Rose Cottage itself falls outside of the site boundary and is not available for development.

3. Planning Policy Context

3.1. The site falls within the Cobo Local Centre as identified within the Island Development Plan, 2016. This Development Framework relates to the use of this site for housing development, and does not consider other types of uses which may or may not be appropriate in this location. In particular policies S1: Spatial Policy, S3: Local Centres and LC2: Housing in Local Centres are relevant.

3.2. In accordance with IDP policy, limited residential development of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre can be acceptable, and the proposal should, where able, provide an appropriate mix and type of dwellings reflective of 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 considered to be particularly relevant are listed in Appendix 1. The specific policy wording in the IDP, including the preceding text and Annexes, should be referred to in drawing up detailed development proposals.

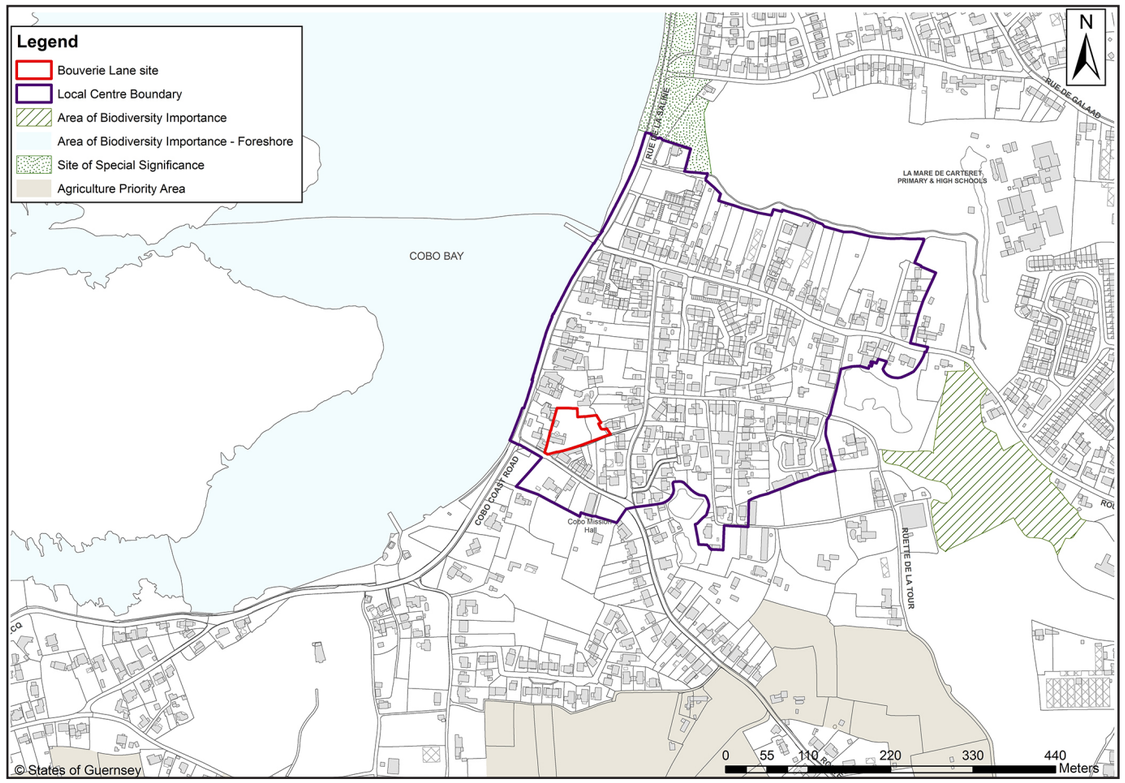


Image 1: Extract from the IDP Proposals Map showing the site outlined in red.

4. Surrounding Area

4.1. The site is located to the north of the Route de Cobo, at the southern edge of the Cobo Local Centre, and 40m to the east of Cobo Bay. There are a wide range of facilities and leisure and recreational opportunities within the Local Centre, and good access to public open space, including Cobo Bay, Le Guet, Saumarez Nature Trail and La Mare de Carteret playing fields.

4.2. The site is surrounded by residential properties, however the Rockmount public house and adjacent commercial premises along the Cobo Coast Road are located a short distance to the north-west, and the Cobo Mission Hall is located across the road to the south-east.

Surrounding built development

4.3. The residential development surrounding the site consists mainly of small cottages interspersed with later bungalows and chalet bungalows, although there is a two storey building adjacent to the site entrance. Plot sizes vary, with some detached properties set on larger sites and semi-detached or terraced properties set on smaller plots. Buildings are a mixture of single, one and a half and two storeys, generally with pitched roofs finished in slate and often including dormer windows. The building construction is generally exposed or painted stone, with more modern buildings constructed in rendered blockwork.

4.4. Immediately to the south of the site, along the north side of the Route de Cobo, the development is of relatively high density, comprising detached or semi-detached properties on smaller plots. The building line along the road is fairly uniform, with the majority of properties set only 4m back from the roadside, behind low boundary walls. The roadside boundaries are typified by low stone coursed or boulder walls, however a number of the property frontages have been altered to provide limited private parking, disrupting the continuity of the boundary treatment. The south side of the road is characterised by lower density development, interspersed with small parcels of open land.

4.5. The development along Rue de Bouverie to the east of the site remains close knit, however is of a lower density than along the north side of Route de Cobo with a more varied building line, although buildings are generally well related to the road frontage.

4.6. To the north and north-west of the site, towards the core of the Centre, development is characterised by larger commercial properties, mainly in use as shops and restaurants, and frequently formed by the conversion and extension of large, earlier buildings facing on to the coast road.

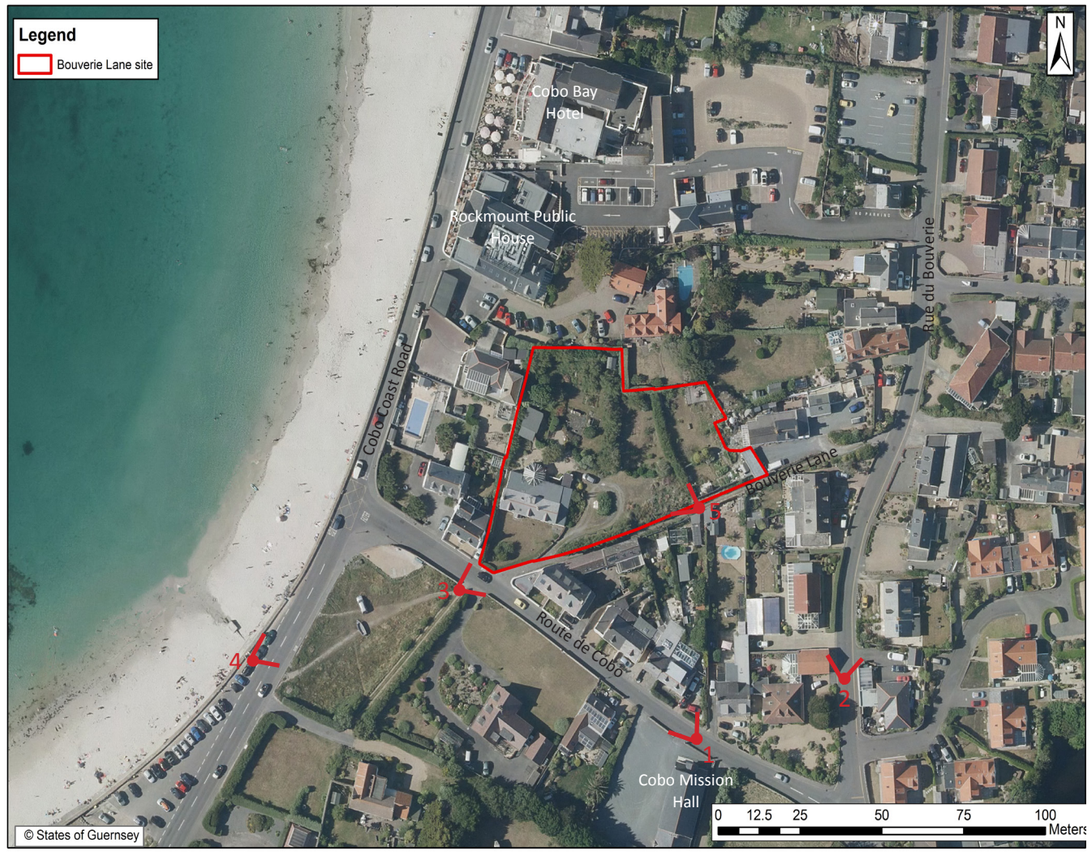


Image 2: Aerial image showing Bouverie Lane site outlined in red and surrounding facilities



Photo 1: Development along north side of Route de Cobo



Photo 2: Development along Rue de Bouverie

Adjoining Designations

4.7. As stated above, the site is located within the Cobo Local Centre, however the area is not subject to any further designations within the IDP.

4.8. There are no Protected Buildings or Monuments or Protected Trees in the area immediately surrounding the site, although a number of the surrounding buildings, including Dove Cottage, were constructed prior to 1900. The site has not been identified as being of archaeological importance, however an early medieval settlement was discovered to the east of the site.

4.9. In terms of landscape character, the site is located within the Western Bays landscape type, on the flat area to the landward side of the coast road. A small section of the east of the site is within the Lowland Hills landscape type, however this land remains relatively flat and the land rises further to the east of Rue de Bouverie.

4.10. As noted previously, the area is generally characterised by residential development and the majority of the site was not classified within the 2010 Guernsey Habitat Survey. The eastern part of the site is recorded as Arable Land, however this land is not of a size that would be appropriate for cultivation, and is partially developed.

4.11. A large portion of the site is identified as being within a flood risk area, varying from a 1:10 year level of risk to 1:250 year risk.

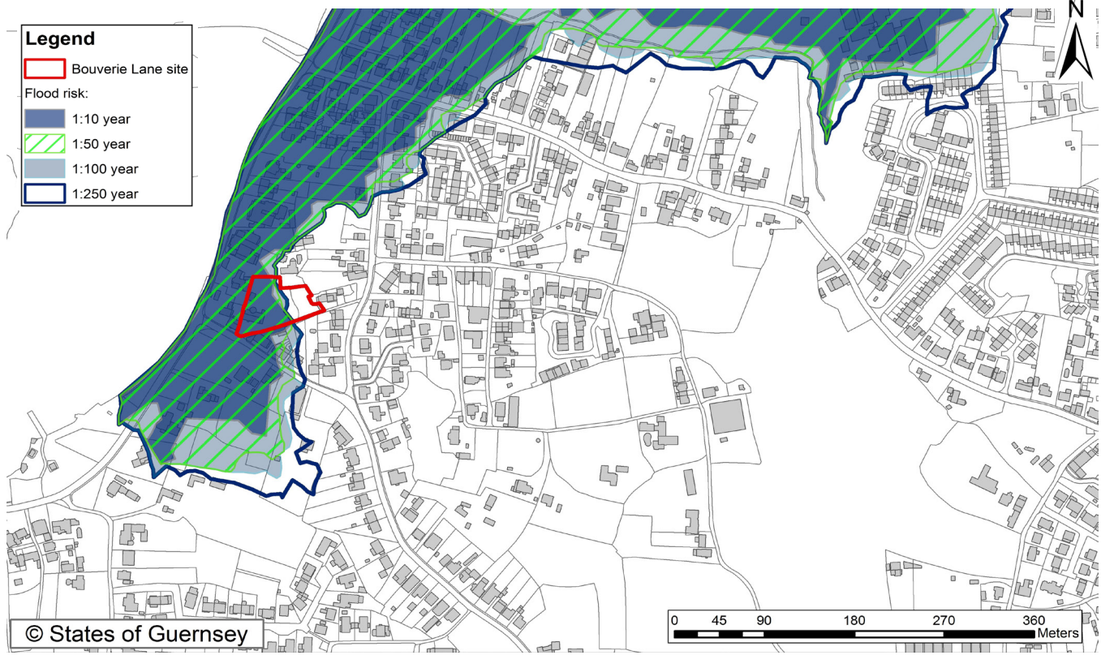


Image 3: Flood risk to and around the Bouverie Lane site

Views

4.12. The site is set behind the roadside development along the coast road to the west and is largely screened from views from that road. The site is also set back from the roadside development along the Route de Cobo to the south, however is visible in views from that road between the adjoining development, and in longer views from the Coast Road to the south-west. The Bouverie Lane public footpath runs along the south-east boundary of the site and views of the site are available from along that lane, and from the access points to either end. Long views of the site can also be gained from the elevated position at the Rocque de Guet to the south.



Photo 3: From Route de Cobo towards site and along Bouverie Lane



Photo 4: From Cobo Coast Road towards site



Photo 5: From Bouverie Lane across site



Photo 6: From Le Guet looking north over Cobo and the development site

5. Transport Links

5.1. The site is situated to the north of the Route de Cobo, which is a Traffic Priority Route linking the coast road to the west of the site to St Peter Port Main Centre. Cobo Bay generates a large number of vehicle movements, especially during the summer months, and the businesses in the Centre offer facilities and services for locals and tourists throughout the year. Route de Cobo is therefore well used by road users of all vehicle types travelling through the Local Centre.

5.2. The Route de Cobo is 6.5m wide to the west of the site, with a 1m wide footway along the north side. The road narrows to 4.7m from the site to the east, with the footway continuing along the north side of the road.

5.3. Bouverie Lane is a pedestrian footpath which runs along the south-east boundary of the development site, and links Route du Cobo and Rue du Bouverie. The central section of the footway is a gravel path, varying from 1.5-2m in width. At either end the footpath widens to provide vehicular access to residential properties.

5.4. The site is well served by public bus routes, with a bus stop at the site entrance for eastbound travel and on the opposite side of the road and along the Cobo coast road to travel north and south. Bus services frequently pass through the Local Centre via both Route de Cobo and Cobo Coast Road, with a service running between Cobo Bay and St. Peter Port Town every 10-15 minutes (Services 91, 92, 41, 42). One of the three night buses stop every hour between 22:27 and 00:28 on Fridays and Saturdays.

5.5. The majority of roads include pedestrian footways, however these are generally only on one side of the road. There are few dedicated pedestrian links and no formal crossings. Three courtesy crossings, including two raised tables, provide pedestrian access to Cobo Bay.

5.6. There are no designated bicycle routes in this area.

Image 4: Local transport links

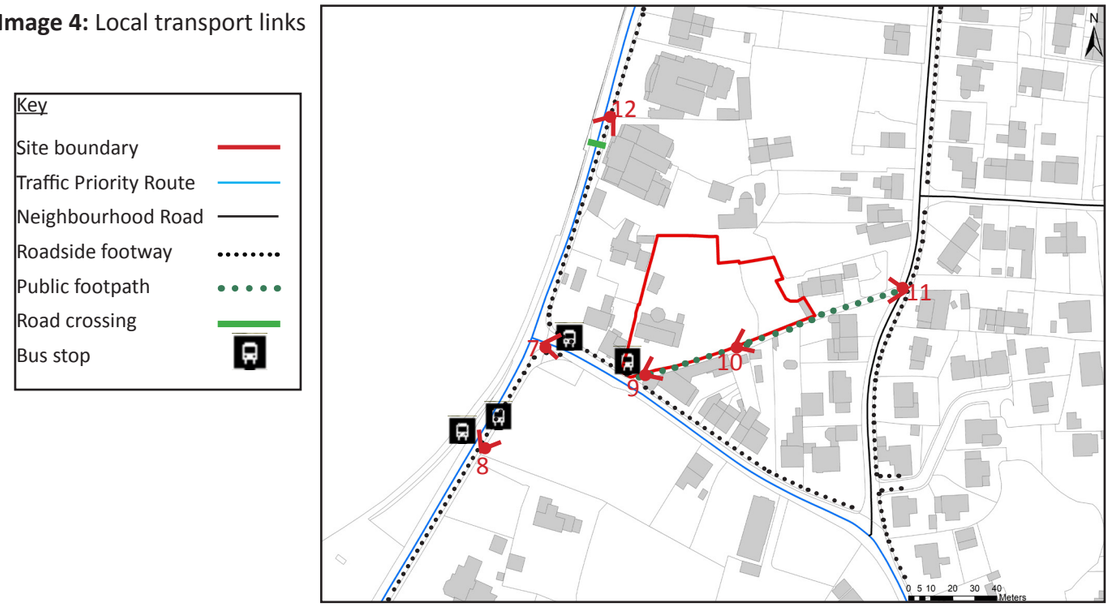




Photo 9: Pedestrian link looking north-east along development site boundary



Photo 10: Pedestrian link between Route de Cobo and Rue de Bouverie looking north-east



Photo 7: Route de Cobo looking east, including bus stops



Photo 8: Cobo coast road looking north, including bus stop



Photo 11: Entrance to pedestrian link from Rue de Bouverie



Photo 12: Pedestrian crossing speed bump along Cobo coast road

6. Site Description

6.1. The site comprises an area of approximately 0.3 hectares (2 vergees) and is set behind the roadside residential development along the Cobo coast road to the west, the Route de Cobo to the south and the Rue du Bouverie to the east, abutting the Route de Cobo only in the south-west corner of the site.

6.2. The site encompasses the residential property known as Dove Cottage, the associated domestic curtilage to the north and the land to the east. The area for development includes the dwellinghouse at Dove Cottage, but excludes the residential properties to the east.

6.3. Dove Cottage is located to the south-west of the site and comprises a detached single storey building of domestic scale, set back from the roadside with associated amenity space to the front (south) and rear (north). The cottage is served by an informal parking area to the east. The building dates from the early 19th century and is constructed of rendered masonry with a natural slate pitched roof.

6.4. The land to the east, although forming part of the development site, falls under separate ownership and is currently used as a garden for the adjacent property to the east, known as Rose Cottage.

Boundaries and Land Ownership

6.5. The site falls into dual ownership, with the dwelling known as Dove Cottage, the domestic land to the rear and land immediately to the east falling within a single ownership and the land to the east falling within the ownership of Rose Cottage, as shown in Image 5.

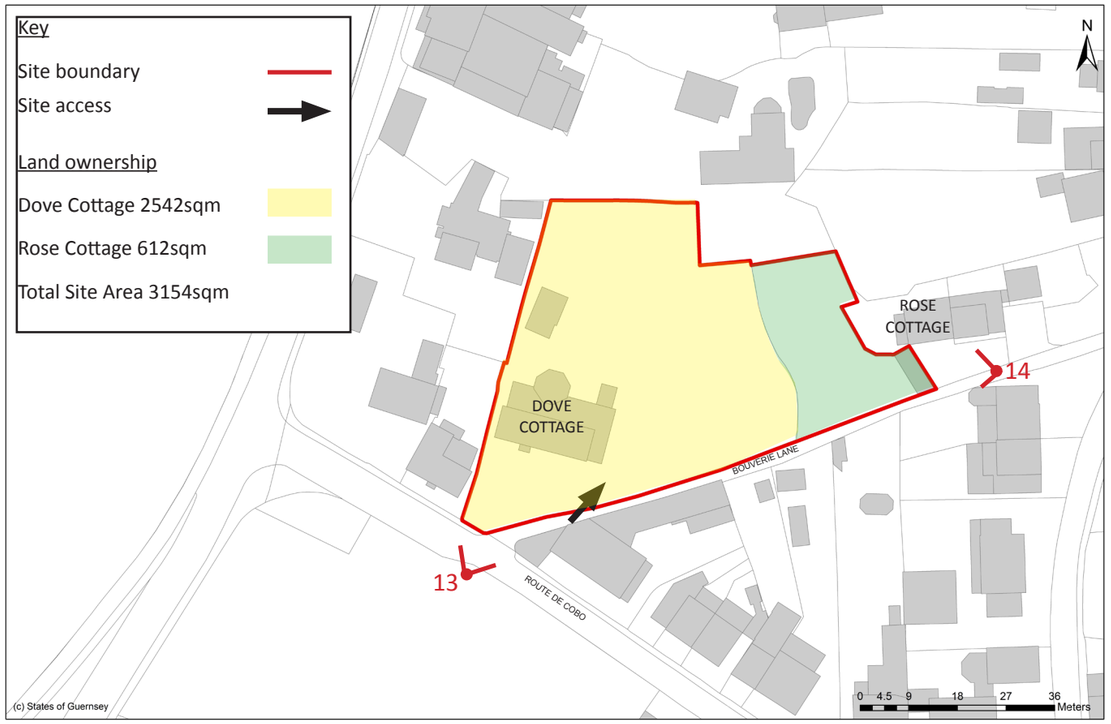


Image 5: Site ownership map

6.6. The roadside boundary of the site is limited, with only 5m bounding Route de Cobo. That boundary is formed by a low granite wall with hedging behind, and continues along Bouverie Lane to the site access. The remainder of the boundary along Bouverie Lane is formed by a granite faced earth bank, supplemented with mature hedging and planting. The upper floor windows to the rear elevation of the dwelling on the opposite side of the lane face towards the site.

6.7. The dwellings to the west of the development site are separated from the site by a c2m wall and fence. The dwelling to the north-west is two storey and has windows facing directly into the site. The north boundary is formed by a mix of post fencing, hedging and small trees and the first floor windows of the adjacent dwelling face over the boundary treatment into the site. Within the site the ownerships are separated by a low bank and mature hedging and planting.



Photo 13: Dove Cottage and vehicular access point onto Route de Cobo



Photo 14: Rose Cottage looking along Bouverie Lane to the south-west

Topography

6.8. The site is generally flat and approximately 5 metres above sea level. There are no significant changes in levels to the adjoining properties.

Access

6.9. The western part of the site is accessed from Bouverie Lane to the south and the point of access on to the lane is 2.8m in width. Visibility from the access along the lane to the south-west is good, however the orientation of the driveway and high boundary hedging limit visibility along the pedestrian section of the lane to the north-east. The lane is 2.8m in width from the Route de Cobo to the point of access to the site, suitable for a single vehicle only and the sightlines at the junction with Route de Cobo are below standard, limited by the existing building immediately to the east of the junction.

6.10. There is no vehicular access to the east of the site, and that land can currently be accessed only through the residential property to the east.

6.11. There is no separate pedestrian access to the site.

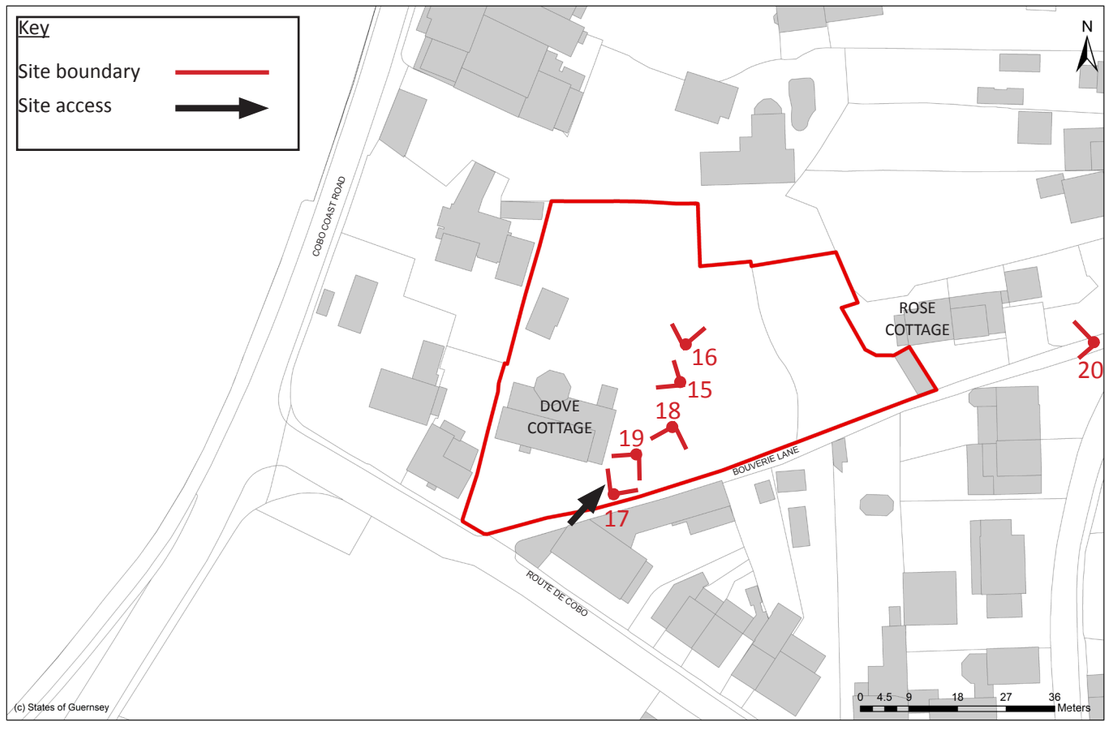


Image 6: Site description



Photo 15: West boundary of site



Photo 16: North boundary of site



Photo 17: Informal parking area and land to east of site



Photo 18: South-east boundary to Bouverie Lane



Photo 19: Site access on to Bouverie Lane



Photo 20: Bouverie Lane and access to Rose Cottage from Rue de Bouverie

7. Site Analysis

7.1. Proposals for development need to take into account the constraints and opportunities that the site presents. For this site, the opportunities and constraints that have been identified are set out below.

- The site is located within the Cobo Local Centre, providing an opportunity for comprehensive development that has the potential to support existing services and improve the viability of maintaining and establishing new services in the Local Centre.

- There is an existing dwelling on the site which, whilst not protected, was constructed prior to 1900 and is of traditional character and appearance. If retained, the dwelling and associated facilities would place constraints on the site layout and could limit the efficiency of the development. If demolition is proposed, this could present opportunities to maximise the use of the site and provide access improvements, however removal of the existing building could impact on the character of the area.

- Development in the area is of mixed character, including both traditional and modern buildings. The height of buildings is generally one and a half storeys, with some single and two storey buildings. This mixed character would provide an opportunity to maximise the density of development through the provision of multi-storey buildings, and would provide flexibility for the design approach.

- The site faces south, with limited overshadowing from adjacent buildings. In conjunction with the mixed character of the area and backland location, this would present opportunities to incorporate sustainable construction techniques, whereby the design and layout proposed would make the most efficient and effective use of land, whilst taking into account the use of energy and resources, e.g. locating and orientating the buildings to maximise solar gains and/or renewable energy production.

- The site is surrounded by residential properties and any layout would be constrained by potential impacts on the amenity of those properties, such as overshadowing, overbearing or overlooking.

- The site is surrounded by residential properties, some of which look into the site, limiting the opportunities to provide private amenity space associated with the proposed new units in some parts of the site (particularly adjacent to the west boundary) and placing constraints on the site layout.

- The site is located within walking and cycling distance of high quality public open spaces, including Cobo beach, Le Guet, the Saumarez Nature Trail and La Mare de Carteret playing fields, which would contribute to the amenity provision for any proposed development.

- The existing site access is on to a public footpath and there is potential for conflict between additional vehicle traffic and pedestrians using the footpath. In providing measures to resolve this conflict, the development would provide an opportunity to improve access for all users.

- The only vehicular access point to the site is onto Route de Cobo via Bouverie Lane. Both the site access itself, and the junction of Bouverie Lane and Rue de Cobo, are substandard in road safety terms. The existing access may therefore limit the proposed density of development.

- A bus stop is located on the Route de Cobo, adjacent to the roadside boundary of the site, and could limit potential access improvements.

- There are opportunities to enhance the safety, usability and amenity of the pedestrian route along Bouverie Lane.

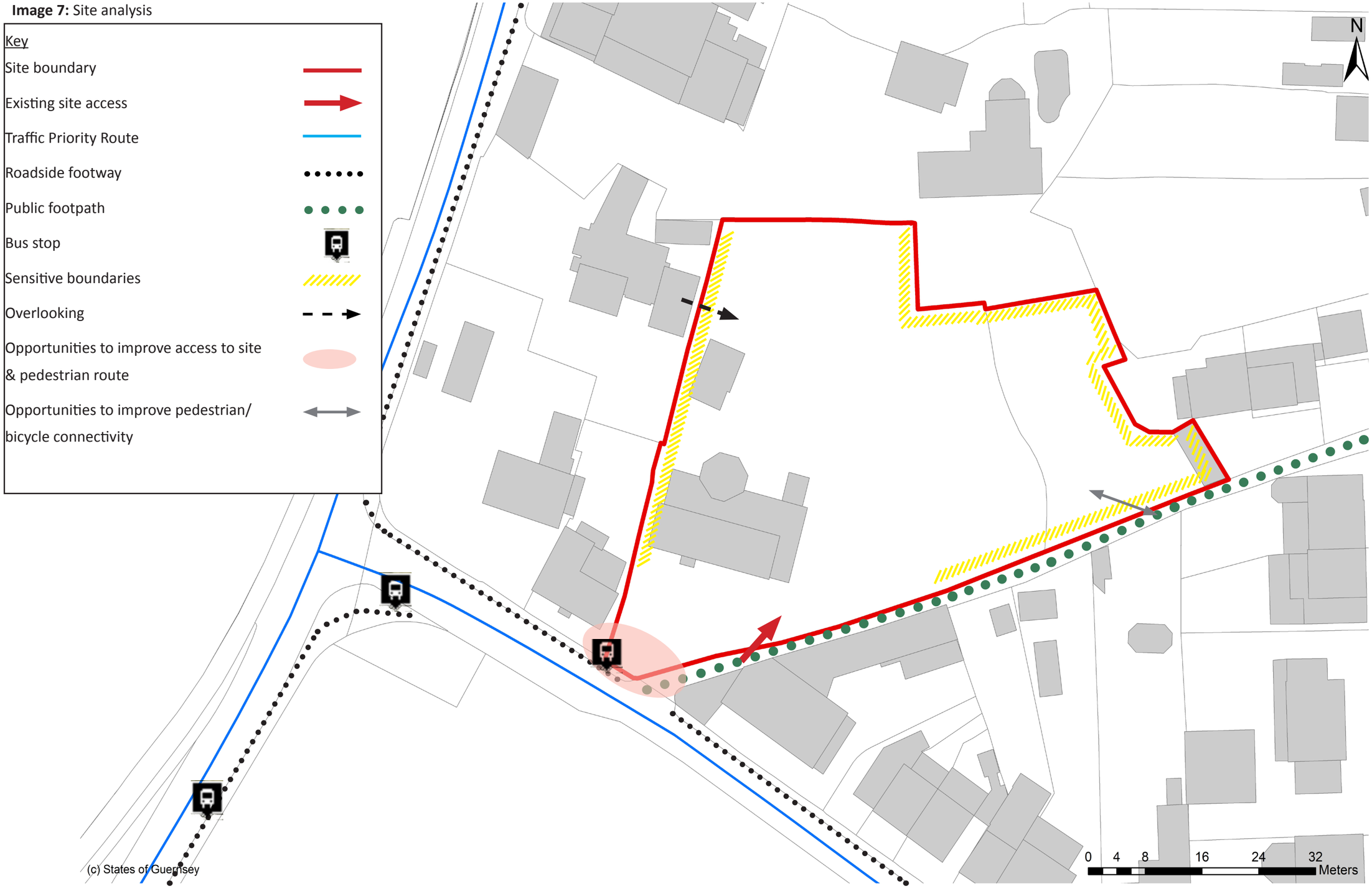
- The site is located within a flood risk area, varying from a 1:10 year level of risk to 1:250 year risk. This could constrain potential development at the site, however there are opportunities to explore innovative design solutions to build flood/climate change resilience into the development.

- Development of the site will result in an increase to surface water run off, which will need to be addressed on site. There may be opportunities to incorporate Sustainable Urban Drainage solutions to reduce run off.

- There are no features of distinctive landscape value on the site and the development could provide an opportunity to enhance landscape and environmental qualities through a sensitive landscaping scheme.

- There is potential for archaeological interest at this site.

Image 7: Site analysis



8. Development Guidelines

8.1. 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.

Housing: Density, Mix and Numbers

8.2. 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 the vicinity.

8.3. 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 any other site-specific requirements. For the site in question, it is anticipated the site would be able to accommodate a density range of 20 - 30 dwellings per hectare, which is approximately 5 - 7 dwellings on this site. The actual number may however be higher or lower depending on the details of a proposal, and whether the existing dwelling is retained.

8.4. The mix and type of housing 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 Studies and other relevant information held by the States of Guernsey.

Design and Sustainability

8.5. Policies GP8 and GP9 seek a high standard of design, taking into consideration the layout and orientation of buildings, their form of construction and the materials used to deliver more sustainable development and reduce 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 potential impacts in views from the Cobo coast road and long views from the Le Guet and an application may need to be supported by existing and proposed photo montages.

8.6. The existing building on the site, whilst not protected, was constructed prior to 1900 and is of traditional character and appearance. Any proposal to demolish the dwelling should demonstrate that the proposal would result in a more efficient and effective development, e.g. in terms of the sustainability of the overall design and/or road safety, and should demonstrate that the proposed replacement structures contribute to the character of the area. If the dwelling is to be retained, appropriate private amenity space and parking would need to be demonstrated.

8.7. The site provides an opportunity to locate and orientate the residential buildings to face south, which in combination with their internal layout and façade and landscape design can maximise passive solar gains in winter months whilst allowing for passive cooling in summer months. A planning application will be expected to demonstrate how the location, orientation, internal layout, façade and landscape has been designed to maximise passive solar gains and cooling.

8.8. Proposals for the incorporation of renewable energy installations into the design of the development is encouraged. Planning applications are expected to be supported by a statement setting out what renewable energy production has been considered and why the proposed option is the best practicable approach for the site.

8.9. 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.

8.10. The site is located within a flood risk area, varying from a 1:10 year level of risk to 1:250 year risk. A planning application will be expected to demonstrate how the flood risk has been designed out, what consultation has been undertaken with Guernsey Water and how this consultation has informed the design of the development. Surface water drainage must be managed on site to reduce the flood risk to neighbouring properties. Sustainable Urban Drainage (SUDs) systems are expected to be incorporated as part of the development to ensure that surface water run-off from the site is properly managed and controlled. Planning application drawings are expected to show where and how surface water will be managed (e.g. areas of permeable surfaces, soakaways or other areas to store water) and how the development has been designed to manage flood risk (e.g. building floor levels).

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

Amenity

8.12. 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. In this case, depending on the type of units proposed, the accessibility of high quality public open space within a reasonable walking distance of the site could be taken into account in considering the amenity provision for the new dwellings.

8.13. The site is bounded by a number of residential properties whose amenities (daylight, sunlight, 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.

8.14. The site layout and design approach should consider Crime Prevention Through Environmental Design and should take opportunities to enhance the public realm, particularly with respect to the adjacent public footpath.

Access

8.15. Vehicular access to the site shall be from the Route de Cobo. Consideration should be given to the best practicable location of the site access to optimise the safety of the access, taking into account the constraints at the Bouverie Lane/Route de Cobo junction, and to ensure appropriate separation of vehicles and pedestrians, taking into account the adjacent public footpath.

8.16. 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 safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes.

8.17. Consideration should be given to the impact of any proposals on the usability of the bus stop.

8.18. The Bouverie Lane pedestrian route falls outside of the development site and must be retained. There may however be opportunities to provide pedestrian and/or bicycle access to the lane at the eastern end of the boundary with that lane.

Private Parking and Cycle Storage

8.19. In accordance with Policy IP7: Private and Communal Car Parking, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles associated with the residential development. Any proposal must demonstrate that the parking provision is appropriate for the form of development proposed, for example in this case the site is located within reasonable walking distance of essential facilities and the Local Centre is well served by public transport. On this basis, whilst the standards set out within the Supplementary Planning Guidance in respect of car parking do not apply in this location, any provision in excess of those Standards would be unlikely to be justified.

8.20. It is recommended that electric vehicle charging points are provided.

8.21. Provision of covered and secure cycle parking should be included in proposals in accordance with the requirements of Policy IP6: Transport Infrastructure and Support Facilities and the Supplementary Planning Guidance.

Archaeology

8.22. The States Archaeologist should be contacted early in the process to undertake test pits at this site. Depending on the results, a Watching Brief and/or further archaeological excavation may be required.

Landscape Design

8.23. 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 the amenity of the residents on the site and to enhance the potential biodiversity of the area. The landscaping needs to be fully integrated into the overall scheme design to ensure a suitable external environment is created that will improve the natural habitat of the area, whilst providing for the needs of the residents in the form of a practical design that will develop comfortably over time. Appropriate species for tree planting may include Silver Birch, Common Alder, Rowan, Field Maple and Fruit Trees. Suitable hedge plants may include Elder, Hawthorn, Grey Willow and Privet.

8.24. As part of any new development, 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.

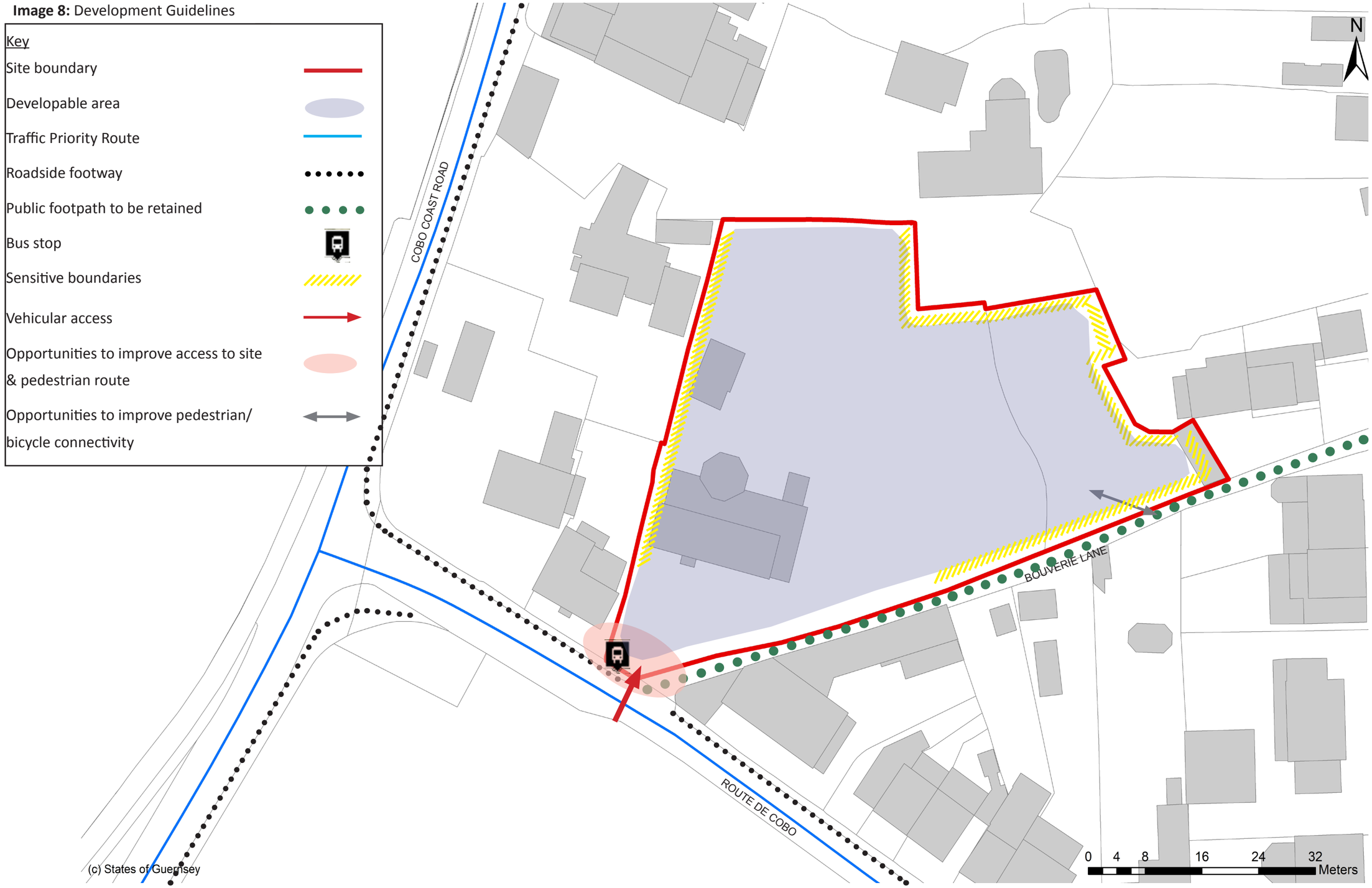
Infrastructure

8.25. Adequate infrastructure 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 process.

8.26. In the first instance foul water drainage should connect into an existing manhole in the public highway and Guernsey Water should be consulted early in the design process.

8.27. The water main in the road has sufficient capacity to support a development of the scale proposed and a water system should be designed for pressure of around 7bar (71 metre head).

Image 8: Development Guidelines



9. Site Waste Management Plan

9.1. A detailed Site Waste Management Plan is required at planning application stage for any development of five or more dwellings.

9.2. 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 including the amount and type of waste that may be reused or recycled on site. This should be by means of a living document, drafted up from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority with final figures for the project prior to occupation or use of any dwelling on the site.

9.3. All materials from the demolition of the existing buildings will be carefully sorted, separated, and where possible, re-used on site. Alternatively the sorted materials should be distributed accordingly through the appropriate routes for recycling, recovery or disposal, in order to minimise the waste produced.

9.4. The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the site and appropriate for the new waste and recycling collections. Traffic management issues, including the retention of public pedestrian routes, must also be considered in planning the delivery and extraction of materials on site and throughout the construction phase.

9.5. A Construction Environmental Management Plan (CEMP) is unlikely to be required as part of an application for development at this site, however this will be determined at planning application stage. Further advice on the provision of CEMPs can be found in Advice Note 8: Construction Environmental Management Plans.

10. Environmental Impact Assessment

10.1. Due to the size of the site and the nature of the development considered under this Framework, an Environmental Impact Assessment will not be required in this instance.

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 to maintain the vitality of these areas.
S3: Local Centres	Development will be supported within the Local Centre if it sustains the socially inclusive and healthy communities that the Centre serves and it is of a scale that reflects the Centre's existing functions.
LC2: Housing in Local Centres	Proposals for housing development within Local Centres will be supported where the scale is appropriate to the Centre concerned and it provides an appropriate mix and type of dwellings. It will normally be expected that the mix and type of dwellings is reflective of the demographic profile of households requiring housing. Therefore information such as the latest Housing Needs Study and any other information held by the States of Guernsey relevant to this issue will be considered. A Development Framework is required for sites over 0.125ha or proposals of 5 or more houses.
GP1: Landscape Character and Open Land	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.
GP8: Design	Development is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Development is expected to make the most efficient and effective use of land, respect the character of the local built environment and provide soft and hard landscaping to reinforce local character. Design should consider the health and well-being of occupiers and neighbours, taking into account daylight, sunlight and provision of private/communal space - see Annex 1 for further information. Design should demonstrate accessibility to and within buildings and offers flexible and adaptable accommodation to support people being able to live in their own home for as long as possible and can be easily added to in the future when required.
GP9: Sustainable Development	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. Development of 5 or more dwellings will require a Site Waste Management Plan. It should consider the re-use/ disposal of arisings from demolition of any existing buildings on site.
GP10: Comprehensive Development	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.
GP11: Affordable Housing	The Authority will require proposals for development resulting in a net increase of 20 or more dwellings to provide a proportion of the developable area of the site for affordable housing.
GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and should enhance where possible.
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development proposals that encourage a range of travel options to and within the Main Centres and the Main Centre Outer Areas will be supported, where they are compatible with other relevant policies of the Island Development Plan.
IP7: Private and Communal Car Parking	Development Proposals in Local Centres will be expected to meet the standards for bicycle parking as set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, as well as making appropriate provision for car parking. When determining the level of car and motorcycle parking appropriate to the site, the type of development proposed and its impacts on the character of the area, surrounding uses, and existing road network as well as its accessibility for pedestrians and cyclists and to public transport will be taken into account. Bicycle parking should be provided at one secure covered space per dwelling (less than 3 habitable rooms) plus 1 space per 8 dwellings for visitors and 2 secured covered cycle spaces per dwelling (3 or more habitable rooms) plus 1 space per 8 dwellings for visitors.
IP9: Highway Safety, accessibility and Capacity	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.
IP11: Small Scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus, support structures is not practically possible.

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

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

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.