



# Quantock Cottage Development Framework

Supplementary Planning Guidance September 2019



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# 1. Introduction

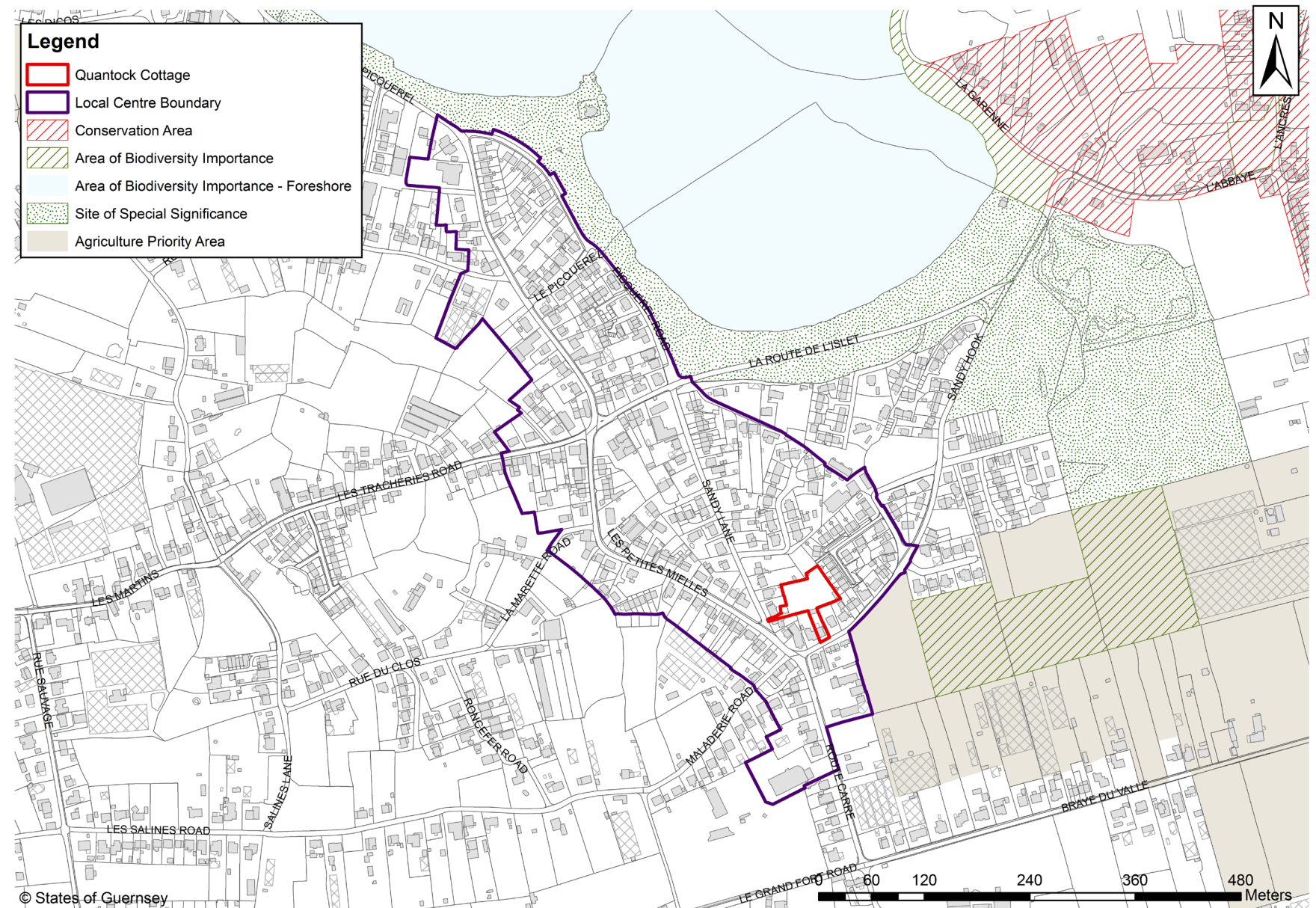
**1.1.** This Development Framework has been prepared to guide potential development of land to the north of Sandy Hook, St. Sampson. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site, and considers appraisal of the wider area and site. This Development Framework is 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 within the L'Islet Local Centre. Quantock Cottage occupies an area of circa 445m<sup>2</sup>, the adjoining land to the North (previously 'Sandy Lane Vinery') occupies an area circa 2,290m<sup>2</sup>, therefore the total site area is circa 2,735m<sup>2</sup> / 0.27 hectares (1.64 verges). Quantock Cottage is bordered to the east and west by residential dwellings, as is the adjoining land to the north, which is accessed via a narrow track to the west off Sandy Lane. The adjoining land to the north is bordered by blockwork walls and established hedging and trees, the site itself is currently used as agricultural land and is an open grassed field. There are no current planning permissions for the site.

# 3. Planning Policy Context

**3.1.** Under the policies of the Island Development Plan (IDP), this site falls within the L'Islet Local Centre Boundary as identified within the Island Development Plan. Plan policies support the principle of limited residential development within Local Centres. Key development plan policies include – LC2 (Housing in Local Centres); GP1 (Landscape Character and Open Land); GP6 (Protected Monuments); GP7 (Archaeological Remains); GP8 (Design); GP9 (Sustainable Development); GP10 (Comprehensive Development); GP11 (Affordable Housing); IP7 (Private and Communal Car Parking); IP9 (Highway Safety, Accessibility and Capacity). Annex 1 – Amenities and SPG - Site Waste Management Plans would also be relevant.



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

**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 is acceptable in principle, 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.



## 4. Surrounding Area

### Services, Facilities and Access

**4.1.** The Development site is located adjacent to Sandy Lane to the East and Sandy Hook to the South. It is well connected to the main roads and several bus stops are within walking distance of the site. There are shops, services and facilities within a 2-10 minutes' walk. Les Petites Mielles and Route Carre both benefit from the provision of pedestrian footpaths, although no footpaths serve the site from either Sandy Lane or Sandy Hook. Sandy Lane itself is a 'Ruelle Tranquille' forming a quiet route to the coast road to the north.

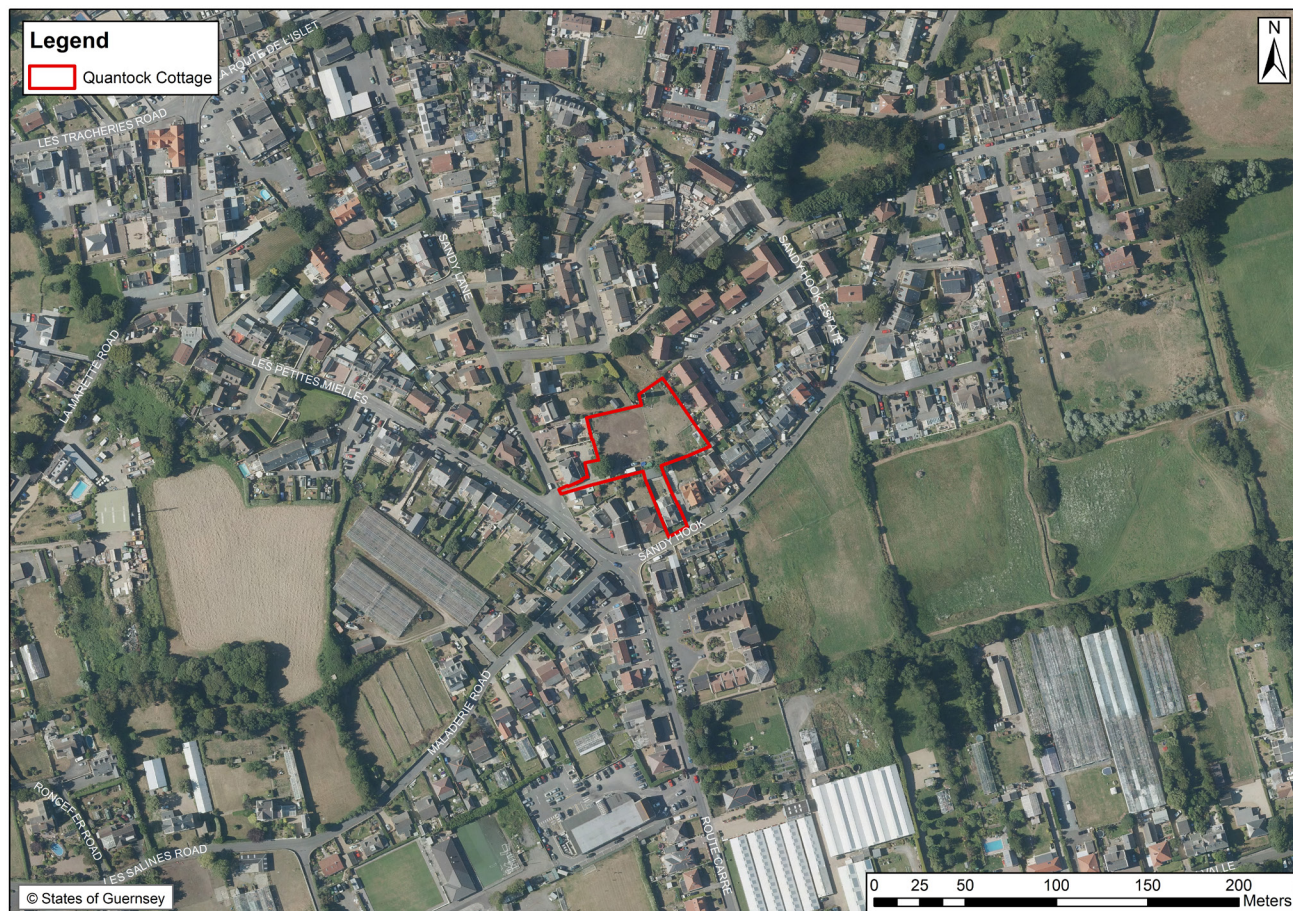
**4.2.** The site is located in the north of the Island within a semi-rural area and a wetlands landscape as identified within the IDP.

**4.3.** There are no specific designations to the immediate surrounding area, although land to the east is designated as an Agriculture Priority Area and Area of Biodiversity Importance as defined in the IDP.

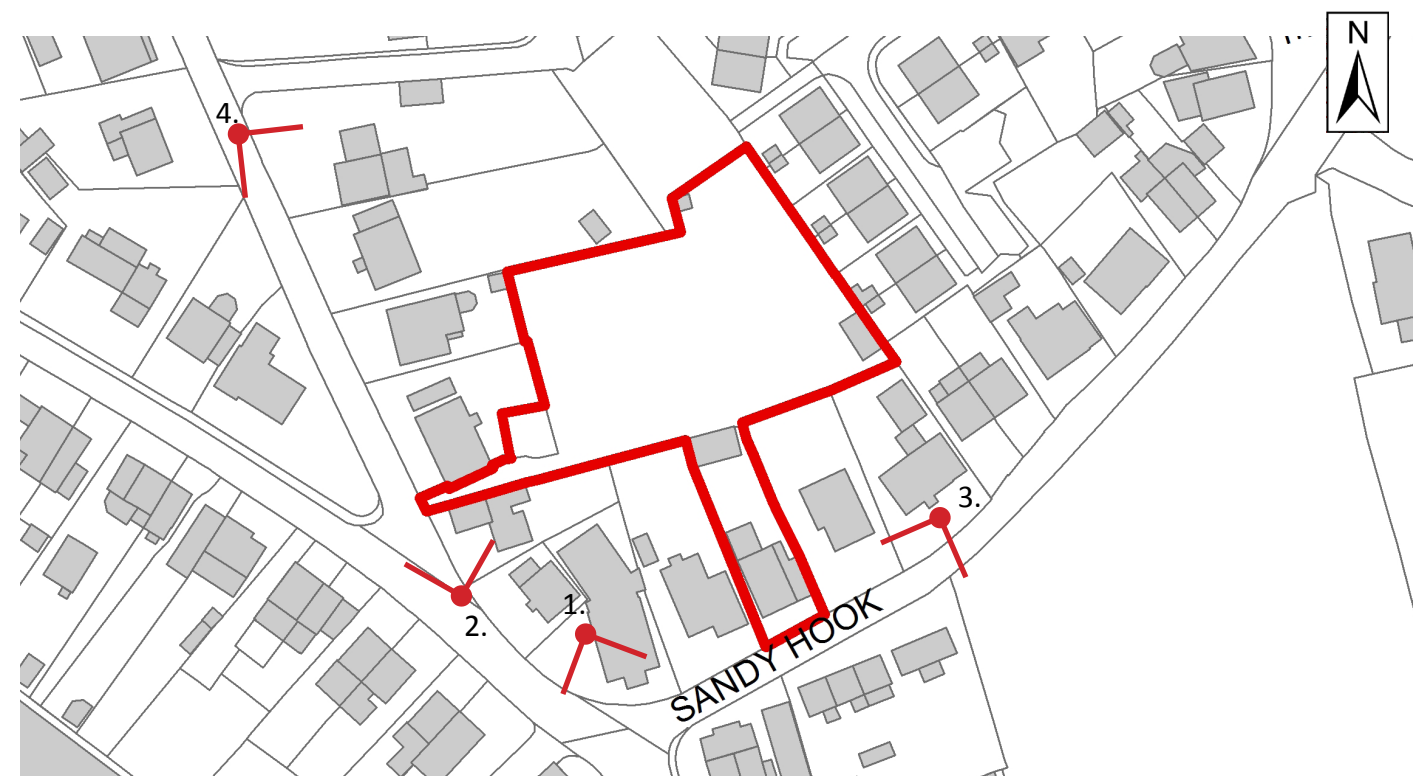
**4.4.** The photos to the right are taken in the area surrounding the site and illustrate the variety of the surrounding built development.



1. View from Salem Chapel looking south-east at the junction of Les Petites Mielles and Sandy Hook.
2. View of junction between Sandy Lane with Les Petites Mielles.
3. View of properties to the south of Sandy Hook.
4. View of properties to the east side of Sandy Lane.



**Image 2:** Aerial photo of the Quantock Cottage site.



**Image 3:** Photo location map.



## Surrounding Built Development

**4.5.** The site is located within a semi-rural area. The landscape character of the surrounding area is defined by a mixture of ribbon development along Sandy Lane and Les Petites Mielles. The density of development surrounding the site is relatively high, particularly where a housing estate borders the site to the east. The density of development decreases to the south east of Sandy Hook, becoming more rural in character.

**4.6.** The surrounding residential development consists of a mixture of one and half, or two / two and half storey houses. Architectural style is a mixture of traditional cottages and houses, of Victorian and 20th century design. Most dwellings are semi-detached or detached, and generally of pitched roof construction. The building lines along Sandy Hook and Sandy Lane vary, allowing for a mixture in size of amenity and parking spaces to the front of dwellings.

**4.7.** Predominant materials in the area include red/orange tiled roofs or 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 as the area becomes more rural to the North.

## Flood Risk

**4.8.** There is no risk of flooding identified in this area.

## Protected Buildings, Protected Monuments or Protected Trees

**4.9.** There are no Protected Buildings within the immediate surrounding area or within the site boundary.

**4.10.** There is one Protected Monument in the immediate area to the north of the agricultural land – ‘L’Islet Dolmen’ ref No: PM91. This cist-in-circle was discovered in 1912. Although no human remains were found a large amount of pottery was found which suggests a late Neolithic date (c.2500 - 1800BC). Although the fabric of the monument remains, housing development built over the 19th and 20th Centuries have progressively eroded its original setting, especially the housing development to the east because of its proximity. The site is therefore one of the last remaining open spaces within the setting of the protected monument.

**4.11.** The photographs on page 7 illustrate the Protected Monument.

## Archaeology

**4.12.** Whilst there are no known find-spots or archaeological sites within this area, there is potentially considerable archaeological interest at this site. The site is within an area of archaeological importance as identified in Annex VIII of the IDP (site 106).

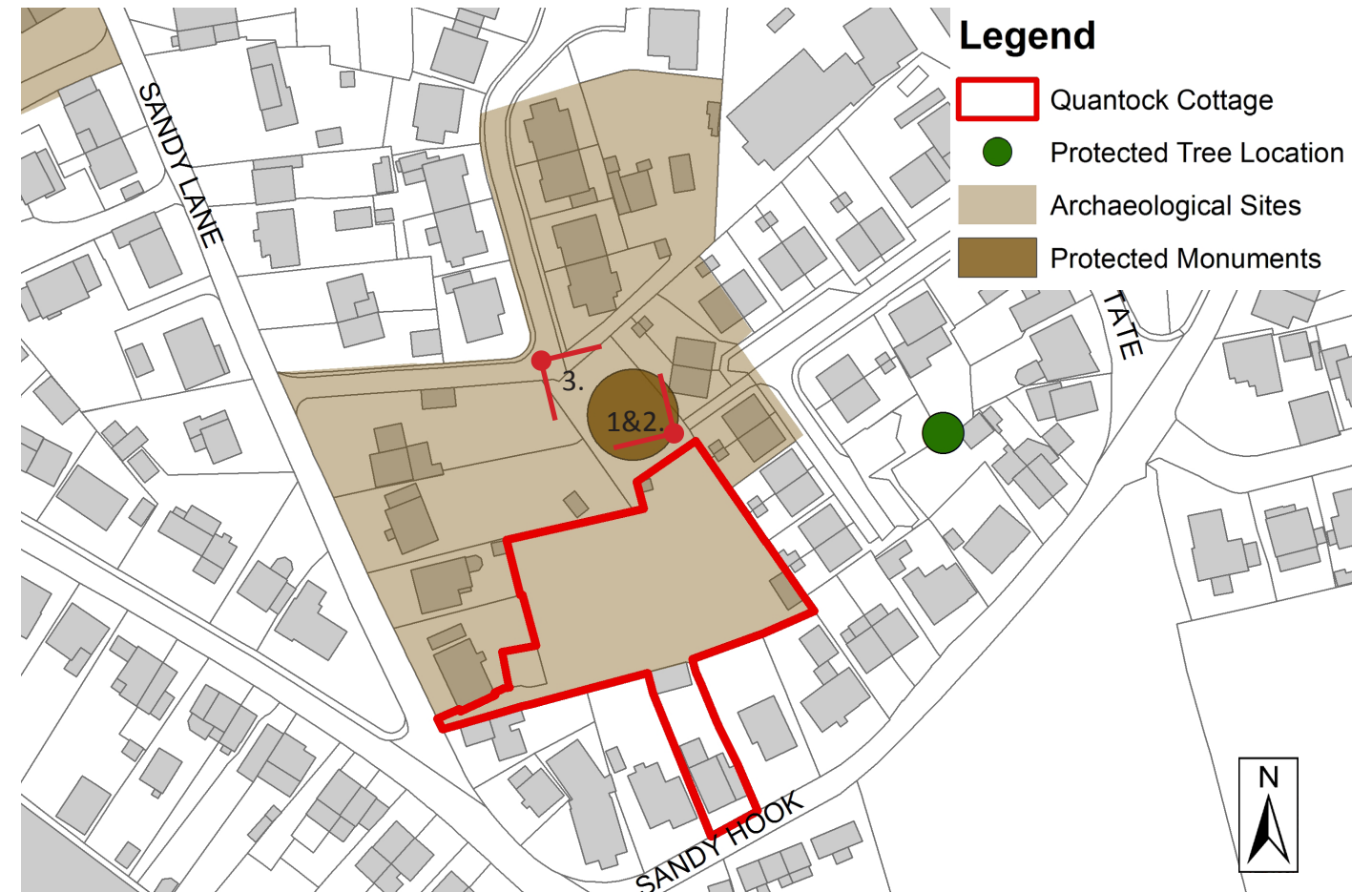
**4.13.** The presence of the ‘cist-in-circle’ immediately adjacent to the north boundary suggests that prehistoric occupation may extend beneath the site.

**4.14.** There may also be medieval archaeological interest, since this area may have formed part of one of the medieval ‘maladeries’, or leper houses, on the island. Evidence for the possible medieval use of the site comes from historical and place-name sources. One of the island 'maladeries' was located at L'Islet, somewhere within the Fief le Roi. Although it cannot be precisely located within this area, the presence of Maladerie Road suggests that the maladerie was somewhere at the southern end of Fief le Roi, in which Quantock Cottage and the adjacent dolmen are located.





1. Tree to the north of the L'Islet Dolmen Protected Monument.



**Image 4:** Archaeology map showing the location of the Protected Monument and Tree in relation to the site and location of viewpoints.



2. L'Islet Dolmen Protected Monument.



3. L'Islet Dolmen Protected Monument viewed from Clos Des Sablon.



## 5. Transport Links

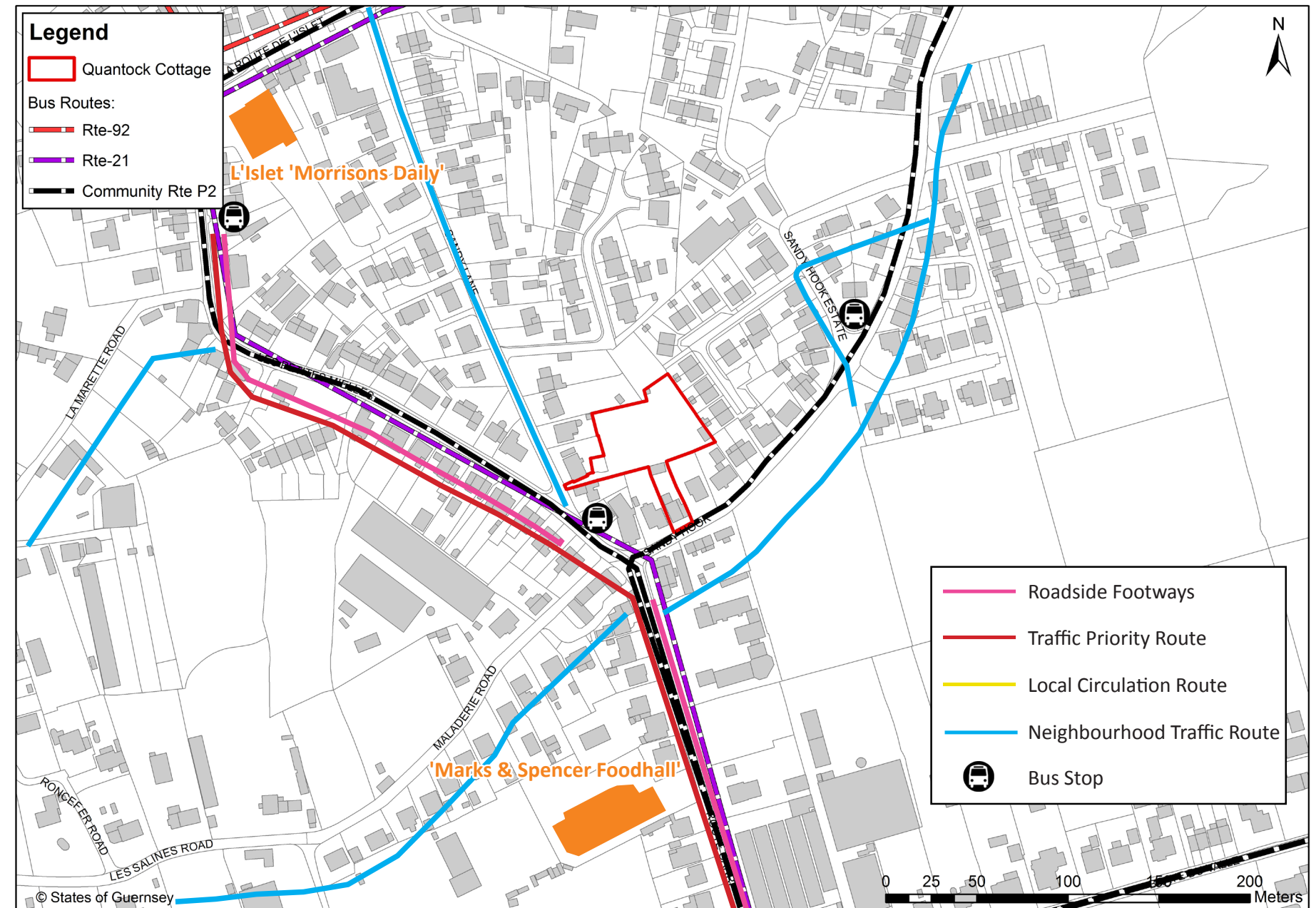
**5.1.** Route Carre leading into Les Petites Mielles to the West of the site is classified as a Traffic Priority Route. Sandy Hook to the south of the site is classified as a Neighbourhood Traffic Route.

**5.2.** Sandy Lane is classified as a Neighbourhood Traffic Route. There is not currently a footway on Sandy Lane, however the lane is also designated as a 'Ruelle Tranquille' with a recommended 15mph speed limit.

**5.3.** Les Petites Mielles has a footpath on the northern side of the road which is approximately 1.2m wide which returns around the junction with Sandy Lane. Cycle users share the main roads with all other means of transport, as there are no dedicated cycle routes in the area.

**5.4.** Good public transport links serve the area, including bus routes 21 and 13 along Sandy Hook and Les Petites Mielles which connect the site to the east and south of the island, The Bridge and St Peter Port. The P2 bus service passes close to the site, connecting the central and northern section of the island.

**5.5.** Existing access into the site is via Sandy Hook which serves Quantock Cottage directly. The adjoining field to the north is served via a narrow track to the west off Sandy Lane through a gateway opening in the granite wall which borders the west of the site.



**Image 5:** Local Roads, Bus Routes and Amenities.

## 6. Site Description

### Current Use

**6.1.** Quantock Cottage comprises a traditional 1.5 storey detached dwelling house and is located on the northern side of Sandy Hook. The dwelling, ancillary domestic structures together with the front and rear garden form the recognised domestic curtilage and comprises brownfield land. The adjoining agricultural land to the north of Quantock Cottage, previously known as Sandy Lane Vinery, comprises greenfield land. All glasshouses appear to have been cleared in the mid-1990s based on orthophotographs. The land is currently used as an open grassed field/paddock with little biodiversity interest. Both the brownfield and greenfield land described above form the Quantock Cottage Development Framework.

### Boundaries

**6.2.** The north boundary of the field adjoining the Protected Monument comprises a low blockwork wall with timber fencing on the wall head. A tall blockwork structure exists in the north west corner of the field, likely to be a remnant from the former vinery use. The east boundary of the field adjoining the housing development is a continuation of the low blockwork wall. The west and south boundaries comprise a mixture of blockwork walls, timber fencing, hedging and trees which bound the site with neighbouring properties. The boundaries on either side of the narrow access track to the west of the site comprise the gable walls of the dwellings known as 'St. Ives' & 'Chez Nous', together with a mixture of low blockwork walls and timber fencing.

**6.3.** Mature hedging and chain link fencing bounds the east and west boundaries of Quantock Cottage. The southern section of the east boundary is not defined due to the shared vehicular access that serves Quantock Cottage and the neighbouring dwelling to the east known as 'Peacehaven'. The roadside boundary to the south of Quantock Cottage comprises a low granite wall.

### Site Access

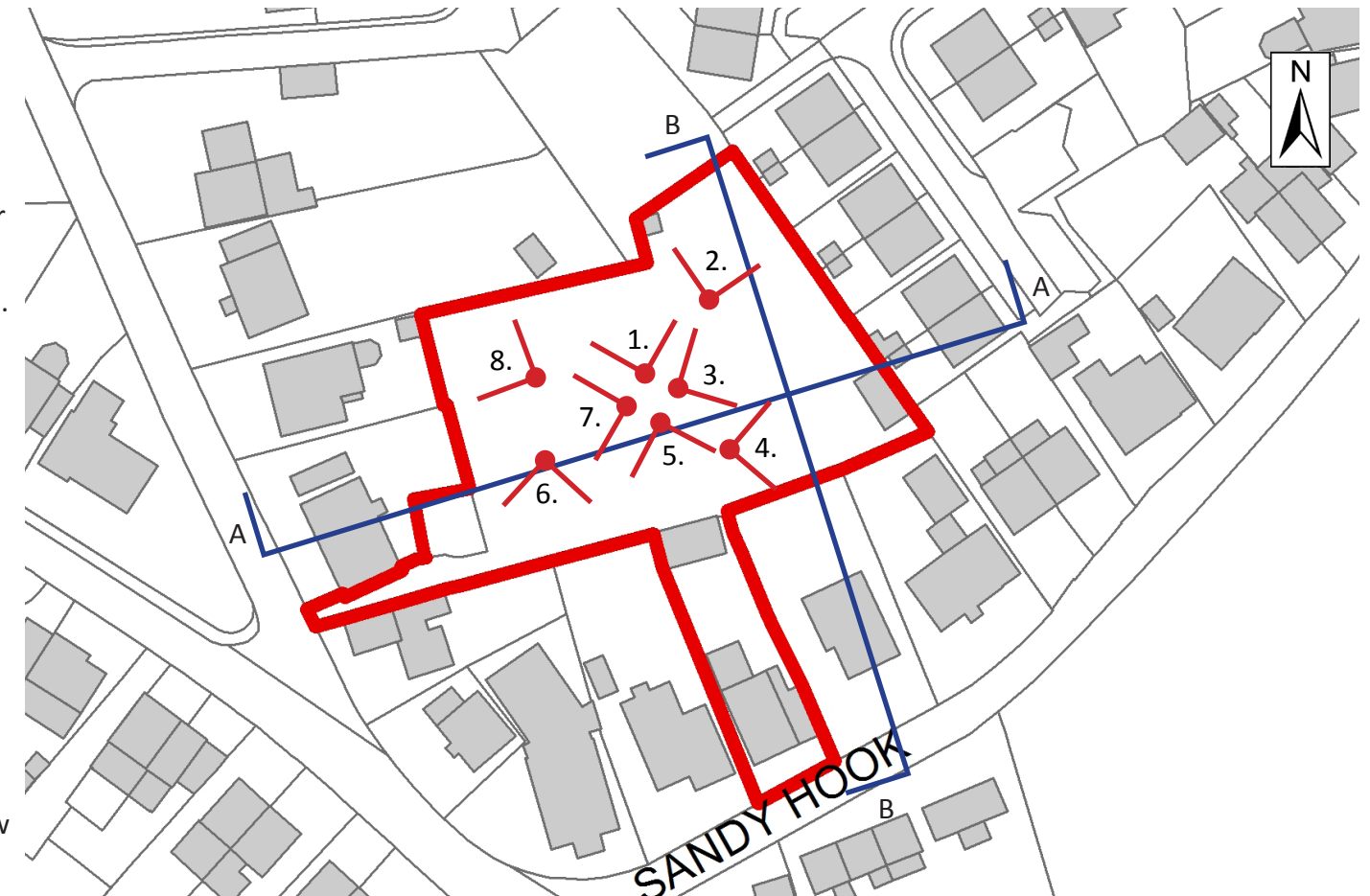
**6.4.** The access/ egress to the disused vinery site to the north has relatively poor visibility in both directions, the access is relatively narrow at 2.6m wide, as the opening and access track was intended for agricultural vehicles. The vehicular access/egress to Quantock Cottage is served by a right-of-way over the neighbouring driveway to the east.

### Land levels

**6.5.** The topography of the site is generally flat, the land levels rise on average 0.7m from East to West in the centre of the site, and 1.9m diagonally from the most South/Western point of the site up the most North/Eastern corner of the site.

### Public Utilities

**6.6.** Mains electricity, gas, water services, telecommunications cables and the main foul water drainage sewer run under the main public roads – Sandy Hook, Les Petites Mielles and Sandy Lane, but there is currently no infrastructure in place that serves the disused vinery site to the north.



**Image 6:** Viewpoint locations and location of profile sections through site.



**Image 7:** View of Quantock Cottage from Sandy Hook.

### Contaminated Land

**6.7.** Part of the Quantock Cottage Development Framework forms part of a former vinery site, once served by a number of heated greenhouses. As such, a condition relating to potentially contaminated land is likely to be recommended at the planning application stage.





1. North boundary.



2. North-east corner of the site.



3. East boundary.



4. South-east corner of the site.



5. South boundary



6. South-west corner of the site.



7. West boundary.



8. North-west corner of the site.

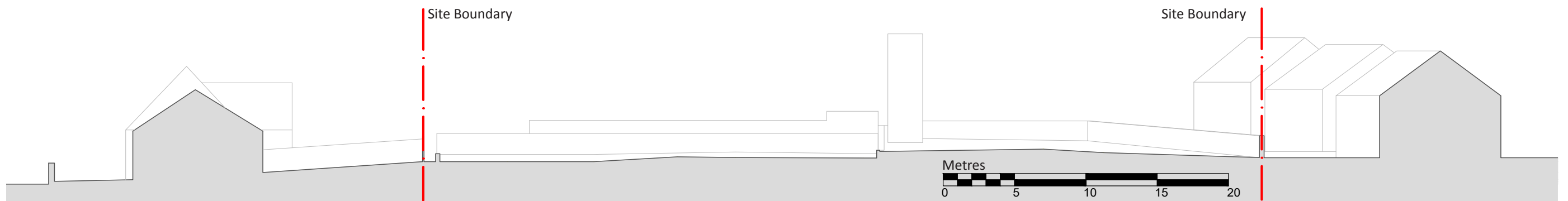


Image 8: Site Section A-A.

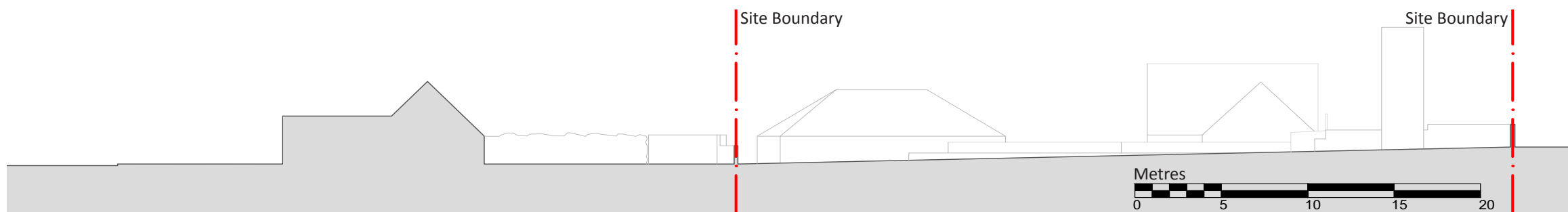


Image 9: Site Section B-B.

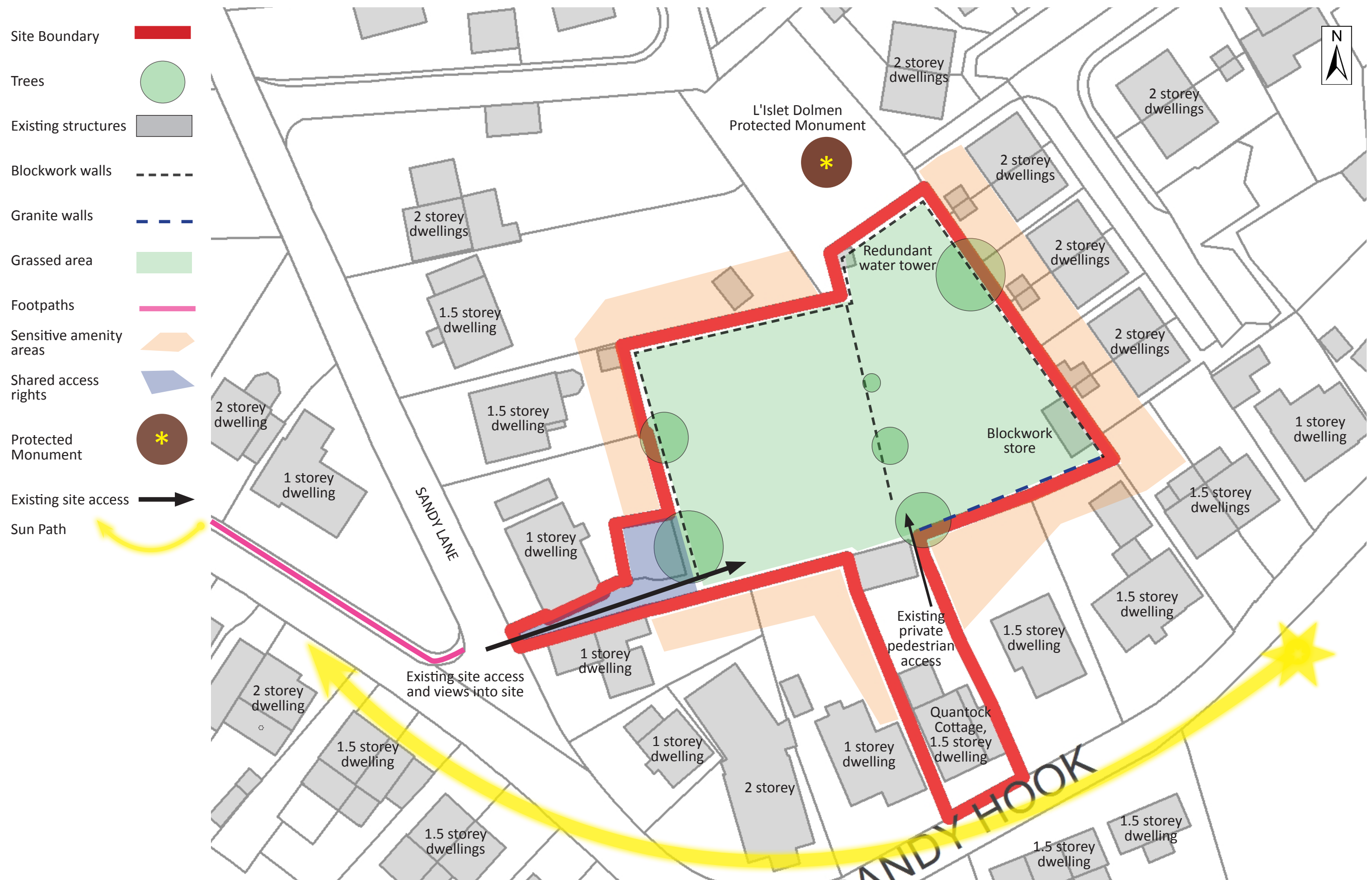
## 7. Site Analysis

**7.1.** Proposals for development need to consider the constraints and opportunities that the site represents to ensure that the layout and design respond to the specifics of the site. The main constraints and opportunities associated with this site are:

- The setting of the Protected Monument ('L'Islet Dolmen' ref No: PM91) and potentially considerable archaeological interest at this site, providing the opportunity for further information on the history of the area.
- Buildings in the area have a variety of architectural styles, which offers a wider choice of building form and materials. The opportunity for sustainable construction is encouraged.
- Granite walls are a distinctive characteristic of the area. Granite boundary walls, with hedging in some areas, could be used to help integrate the development into its context.
- Sensitive adjoining residential amenity areas constrain the location and scale of proposed buildings.
- The site includes existing trees; careful design offers an opportunity for their retention and integration into the design of the development.
- Development of the site offers an opportunity to improve biodiversity.
- The site offers an opportunity to locate and orientate the buildings to face south, which in combination with the internal layout, façade and landscape design can reduce energy demand by maximising passive solar gains in winter months whilst allowing for passive cooling in summer months.
- The existing site access and egress will not meet current standards. To ensure safe access and egress on the site, it will be necessary to create a new compliant service road. The demolition of Quantock Cottage is likely to provide the opportunity to create a new service road into the site.
- Quantock Cottage has been subject to a desktop survey to assess its potential to be added to the Protected Buildings List. A decision was made not to protect the building. The demolition of Quantock Cottage is acceptable in principle as the property is not a protected building, not sited within a Conservation Area, and does not contribute significantly to the character of the area to warrant its retention. If Quantock Cottage is to be demolished to provide a new access into the site, the proposal would need to include a replacement dwelling as part of the residential development.
- The existing site entrance should solely be used for pedestrian access.

**7.2.** Image 9 illustrates the areas of potential amenity conflict, sun path, access point, Protected Monument and views into and out of the site.





**Image 10: 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. Appendix 1 contains a summary of the relevant policies in relation to this site which will inform development.

### Density and Housing 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 in 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 taking into account the buffer zone to the Protected Monument. The actual number may however be higher or lower subject to the detailed design of the proposal.

### Mix and Type of Housing

**8.4.** Given that this site is large enough to accommodate several dwellings, 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 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 materials used in delivering more sustainable development and reducing energy demand. 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. However, to take into account the sensitive amenity areas, new dwellings are expected to be in the range of one and a half to two storeys.

**8.6.** 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.

**8.7.** 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.

**8.8.** Residential accommodation is expected to be flexible and adaptable to enable people to be able to live in their own homes for as long as possible by responding to people's changing needs over time. An application is expected to demonstrate how this has been achieved and matters to consider could include (amongst others): gradients and levels within and at the approaches to buildings e.g. provision of level thresholds or adaptability to accommodate lifts or ramps; door widths, corridor widths, car parking widths.

**8.9.** Surface water drainage must be managed on site to reduce the flood risk to neighbouring properties. Sustainable Urban Drainage systems (SUDs) 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).

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

**8.11.** The proposal should consider the relationship between the development and the public realm and should enhance where possible.

### Protected Monument

**8.12.** The location, scale and height of proposed buildings must be carefully considered in order to minimise any negative effect on the setting of the nearby protected monument ('L'Islet Dolmen' ref No: PM91). No building(s) should be within a 15 metre zone along the north boundary of the site (see Image 10). However, this area could be used as a landscape buffer and enhance the biodiversity of the site. The scale and height of buildings along the north-west boundary needs to be carefully considered.

Archaeology

**8.13.** The site has potential for archaeological remains. It is anticipated that any planning permission will be conditioned to require a programme of archaeological investigation to be agreed with the States' Archaeologist and that programme will be carried out prior to the commencement of development on site.

Amenity

**8.14.** 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.

**8.15.** 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 an 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 enhancement to boundary treatments.

Access and Traffic

**8.16.** In order to ensure safe access and egress onto/from the site, it will be necessary to alter the existing entrance of the site to create a compliant service road, which is highly likely to involve the demolition of Quantock Cottage in order to result in a better overall development. Lowering the height of the roadside wall and reducing the extent of hedging to the front of Quantock Cottage (west boundary) is likely to be required to achieve compliant visibility splays. It may also require altering boundary features in third party ownership to achieve acceptable sightlines.

**8.17.** The impact on traffic flows, pedestrian safety and issues with exiting towards the junction of Sandy Hook with Route Carre and Petites Mielles will require consideration. 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. The existing location of the site access onto Sandy Lane to the west is not suited for a residential service road without significant alteration and demolitions. The 'Ruelle Tranquille' classification of Sandy Lane with a recommended 15mph speed limit, makes it most suitable for a new pedestrian link from the development site towards the amenity provisions located within the nearby L'Islet Local Centre.

**8.18.** The proposed access should provide visibility splays, layout and design to meet the requirements of Traffic and Highway Services and the access arrangements of Part P of the Guernsey Technical Standards.



Image 11: Development Guidelines Diagram.

|                                   |  |  |  |  |  |
|-----------------------------------|--|--|--|--|--|
| Site Boundary                     |  | Potential site access                    |  | Protected Monument   |  |
| Footpaths                         |  | Landscape buffer                         |  | No buildings in this area to protect the Protected Monument's setting. |  |
| Potential for new pedestrian link |  | Structures with potential for demolition |  |  |  |
| Trees retained                    |  | Potential indicative developable area    |  |  |  |
| Existing structures               |  | Sensitive boundaries                     |  |  |  |
| Existing access                   |  | Shared access retained                   |  |  |  |



## Parking Requirements

**8.19.** In accordance with policy IP7: Private and Communal Car Parking, and Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles. 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.** Provision of covered and secure cycle provision should be included in proposals in accordance with the requirements of Policy IP6: Transport Infrastructure and Support Facilities and the Supplementary Planning Guidance.

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

## Landscaping

**8.22.** In accordance with policies GP1 and GP8, planning applications relating to the site are expected to incorporate a carefully considered landscaping scheme of both hard and soft landscaping in order to respect the character of the surrounding area, 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 design of the overall scheme 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 over time. If existing trees are to be retained they must form an integral part of the layout and landscape design.

**8.23.** Tree and shrub planting should use native species, the following species may be appropriate in this case: Ash, Silver Birch, Common Alder, English Oak, Scots Pine, Rowan, Field Maple and fruit trees. Suitable hedge species could include Elder, Hawthorn, Holly, Grey Willow.

**8.24.** Biodiversity could be enhanced by including suitable bird and bat boxes within the design to allow bats to roost and birds such as Swifts, House Martins, 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.

## 9. Site Waste Management Plan

**9.1.** 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 the planning application stage.

**9.2.** Site Waste Management Plans apply to all aspects of a project, with most 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 with final figures for the project prior to occupation or use of any dwelling on the site.

**9.3.** All materials from Quantock Cottage, if demolished, will be carefully sorted, separated and where possible, re-used on site. Granite used in the construction of the cottage and roadside wall should be re-used where practicable in the design of the new development. Where not re-used, 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 development approved.

**9.5.** A Construction Environmental Management Plan (CEMP) is unlikely to be required but consideration of this will be given at the planning application stage. Information should be provided at the planning application stage detailing how construction traffic would access the site and be managed during the construction phase.

## 10. Environmental Impact Assessment

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

## 11. Appendix 1: IDP Policy Context

| IDP Policy                             | Policy Relevance   |
|--|--|
| 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. Information such as the latest Housing Needs Survey and any other information held by the States of Guernsey relevant to this issue will be considered.<br>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.  |
| GP6: Protected Monuments               | Proposals for development which have an impact on the setting of a Protected Monument will be supported where the development does not have a significant and unacceptable impact on the particular protected monument.  |
| GP7: Archaeological Remains            | This policy relates to archaeological importance of a site. Development should assess the archaeological implications of proposals at an early stage of the development process and consider mitigation where required.  |
| GP8: Design                            | 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 effective and efficient 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.<br>Development of 5 or more dwellings will require a Waste Management Plan. It should consider the re-use/disposal 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 surrounding area, surrounding uses, and existing road network as well as its accessibility for pedestrian and cyclists and to the public transport will be taken into account.<br>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 or 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 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)

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