



draft Pitronnerie Road Development Framework

Supplementary Planning Guidance October 2021

Contents

1. Introduction.....	5
2. Site Overview.....	5
3. Planning Policy Context.....	5
4. Surrounding Area.....	6
5. Site Description.....	8
6. Site Analysis.....	9
7. Development Guidelines.....	11
8. Waste and Environment.....	15
Appendix 1: IDP Policy Relevance.....	17

1. Introduction

1.1. This Development Framework provides planning guidance for the potential residential development of the land to the south of Pitronnerie Road, St Peter Port. It provides broad, comprehensive and practical guidance on how the policies in the Island Development Plan (IDP 2016) will be applied to the site, and considers appraisal of the site and wider area. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application for development on the site should be in accordance with it.

1.2. The Development Framework relates to the residential development of the site and does not consider other forms of development which may or may not be appropriate in this location.

2. Site Overview

2.1. The site area is approximately 1.6 hectares (9.9 vergées). The site is predominantly undeveloped, only containing one small building to the north. The site is bordered by Pitronnerie Road to the north, La Vrangue to the south and Rue Thomas to the west. Residential development is located to the east. The site includes a number of stone boundary walls which are approximately 1m high to the southern boundary and approximately 2.1 metres high to the northern boundary. Pitronnerie Road Industrial Estate is to the north and the land to the east, south and west is predominantly residential.

2.2. Site access is via two entrances along Pitronnerie Road and one access point on the junction of Rue Thomas and La Vrangue.

3. Planning Policy Context

3.1. Image 1 shows the site outlined in red on an extract from the Island Development Plan Proposals Map.

3.2. The site falls within the St Peter Port Main Centre Outer Area as designated in the Island Development Plan, 2016. Plan policies support the principle of 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).

3.3. In accordance with IDP policy, the proposal should provide an appropriate mix and type of dwellings reflecting the demographic profile of households requiring housing.

3.4. 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.

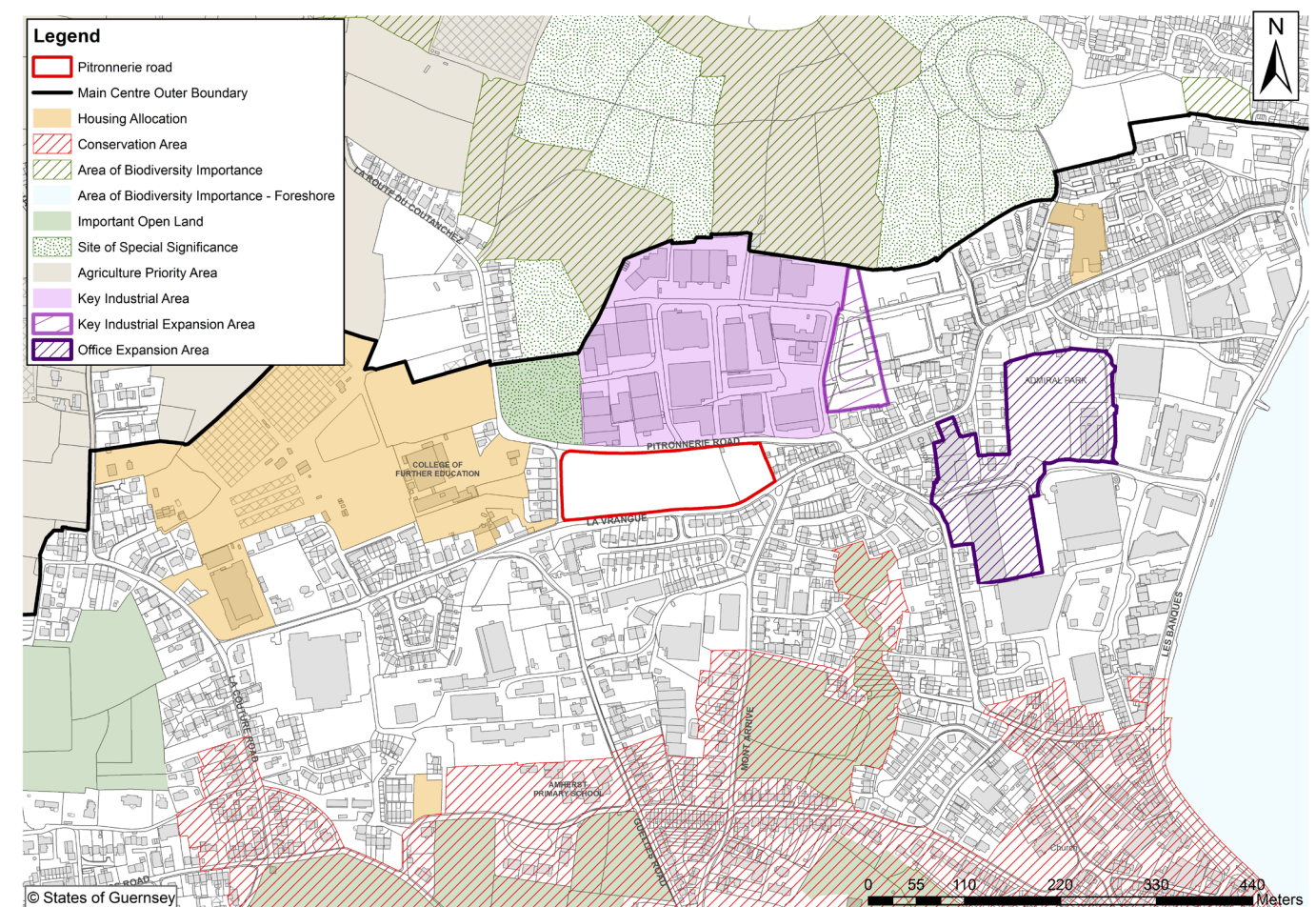


Image 1: Extract from IDP Proposals Map showing the site outlined in red.

4. Surrounding Area

4.1. The site is located to the north of St Peter Port, south of (opposite) the Pitronnerie Road Industrial Estate.

Adjoining Land Designations

4.2. The area to the north of the site is designated as a Key Industrial Area (Pitronnerie Road Industrial Estate), to the north west is a field designated as a Site of Special Significance and Important Open Land. Beyond Rue Thomas to the west is the College of Further Education Coutanchez Campus which forms part of La Vrangue Housing Allocation Site (see image 1).

Landscape and Views

4.3. The site falls within the Escarpment character area, which is a transition zone between the upland plateau to the south and the flat marshlands to the north. The Escarpment acts as a physical division and a backdrop which can be seen from lower ground. From a distance, the combined effect of garden and hedgerow trees create an impression of woodland across the Scarp.

4.4. There are clear views into and across the site from the south and west, from La Vrangue and Rue Thomas respectively, providing a break in the dense built form.

Built Development

4.5. Built development surrounding the site is mainly residential with well-established development along La Vrangue and Rue Thomas. As shown in image 2, there is a strong pattern of linear residential development surrounding the site, with views towards and across this site from the south and west. There are also areas of development with large floor plates, noticeably the industrial area to the north and the education unit to the west of the site.

4.6. The residential built form in the area is generally 2 storey pitched roof dwellings with rendered façades. Typically these are set back from the footpath behind either a hedge or boundary wall. The majority of these properties were constructed in the 20th Century although there are examples of Victorian properties to the east of the site. The material character of the residential properties is predominantly painted render with slate, concrete or clay roof tiles. There are also examples of stone boundary walls around the site and within older properties in the area.

4.7. The industrial buildings to the north are predominantly large scale profiled metal clad warehouse buildings.

Access, Highways and Junction Capacity

4.8. The site is well connected to the wider road network with access to Pitronnerie Industrial Estate, Admiral Park and the Inter Harbour Route which provides access to the Bridge and Town Main Centres.



Image 2: Diagram showing pattern of development and the mixture of use type surrounding the site

4.9. There are several bus stops within a few minutes' walk of the site, and footpaths on both sides of La Vrangue and on one side of Pitronnerie Road and Rue Thomas. Beau Sejour, Cambridge Park, Amherst Primary School and Admiral Park are within a reasonable distance of the site.

4.10. Pitronnerie Road and La Vrangue are both busy strategic roads classified as Traffic Priority Routes, accommodating long and heavy traffic. Rue Thomas is a narrow road which runs between Pitronnerie Road and La Vrangue and is classified as a Neighbourhood Road.

Historic Environment

4.11. There are two protected buildings to the west of the site (PB1 Vrangue Manor and PB2 The Vrangue Lodge). There are no Protected Monuments or Protected Trees in the vicinity of the site. To the south west corner of the site, the Vrangue Manor Site of Known Archaeological Importance adjoins the site. This site is of interest due to the early house and mill system associated with the area.

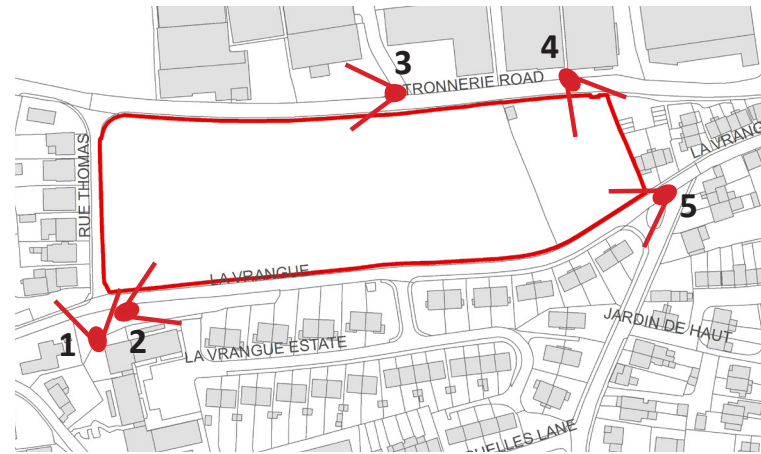


Image 3: Location of viewpoints



1: Properties to the west of Rue Thomas. The Important Open Land/Site of Special Significance can be seen beyond the junction with Pitronnerie Road.



2: Looking east along La Vrangue indicating change in topography.



3: Industrial units to the north of Pitronnerie Road and the southern site boundary



4: Properties to the south of Pitronnerie Road and east of the site



5: Residential properties to the south of La Vrangue.

5. Site Description

5.1. The site area is approximately 1.6 hectares (9.9 vergées) and comprises of two open areas of land which are in separate ownership and are divided by a hedge and tree boundary.

Historic Environment

5.2. There are no Protected Buildings, Protected Monuments or Protected Trees on the site and no other designations apply. The site is, however, likely to be of archaeological interest due to its proximity to the leats and channels of La Vrangue stream, and the potential for building remains associated with these. There is a small building on the eastern part of the site, adjacent to the northern boundary, on the site of a mill as marked on the 1873 Town Plan.

Biodiversity and Habitats

5.3. In the 2018 Habitat Survey, the smaller field eastern field was identified as Semi-Improved Grassland, a critically endangered habitat. The larger western field was identified as Improved Grassland which has a low species diversity. There are trees and mature vegetation on the site, predominantly along the boundaries. A douit runs along the base of the stone boundary wall on the southern boundary of the site for approximately half the length of the boundary (eastern half).

Boundaries and Site Access

5.4. The site is surrounded on the north, west and south by roads and to the east by residential properties. The site is bounded by a low stone wall (approximately 1m high) to the south of the site to La Vrangue and by a high stone wall (approximately 2.1m high) to the northern boundary alongside Pitronnerie Road. The east and west boundaries are defined by earth banks, hedgerows and some low stone walls. The site is accessed in three locations, two access points along the northern boundary with Pitronnerie Road and one at the Junction with La Vrangue and Rue Thomas.

Land Levels and Drainage

5.5. The site rises from north to south by approximately 3-5 metres dependent on location. The site is approximately 0.5m higher than the road level of Pitronnerie Road and is approximately 1.5m lower than the footpath along La Vrangue (see section A-A on page 10). The site does not lie within an identified flood risk area, however, during heavy rainfall periods the site accumulates water at the northern side which discharges at several locations through the wall that borders Pitronnerie Road. No surface water must be discharged into the existing douit on site. The douit must be maintained and remain free flowing.

Landscape and Views

5.6. The site provides an undeveloped green area surrounded on all sides by roads and development. The site is open and the natural slope allows extensive views from La Vrangue to the lower north area of the island beyond the industrial area and to the Important Open Land and Site of Special Significance to the north west.

Public Utilities

5.7. All main services are located in Pitronnerie Road and La Vrangue including gas, water, electricity, telecoms and mains drains. Network modelling is required for both potable and waste water services to determine the capacity and any necessary works to serve the site and surrounding future development in the area.



Image 4: Site aerial Photograph and site Photo Location plan



1: Western site boundary



2: Looking east across the site from Rue Thomas



3: Looking east along La Vrangue - existing stone boundary wall



4: Looking west along Pitronnerie Road - existing stone boundary wall



5: Douit eastern half of southern boundary



6: Looking north west across the site

6. Site Analysis

Proposals for development need to take into account the constraints and opportunities that the site presents to ensure that the layout and design of a future scheme for development responds to context and provides development that is appropriate for the site and the surrounding area.

Meeting local housing needs

6.1. There is an opportunity to provide housing of an appropriate mix and type to meet the needs of households requiring housing.

Surrounding development

6.2. There is existing residential development to the east, south and west of the site which will influence the layout, landscaping and design of the buildings to avoid conflicts such as overlooking.

6.3. The existing Pitronnerie Road Key Industrial Area may constrain the layout, landscaping and design of the buildings due to potential impacts on the amenities of future occupiers including noise, traffic, vibration and outlook. The location of the industrial estate may also influence access opportunities.

6.4. The surrounding area contains development of both commercial and residential scale as well as a mix of architectural styles. This range of styles represents an opportunity to design the development to respect the character of the area without needing to replicate a particular architectural style.

Site Access, Boundaries and Highways

6.5. There is potential to improve pedestrian and cycle links between the site and the residential area south of La Vrangue, between the site and the Housing Allocation Site to the north-west and generally with the surrounding area. There is also the potential to provide public pedestrian and cycle access through and within the site.

6.6. Maintaining the mobility and traffic flows along the Traffic Priority Routes is important, and the location of a vehicular site access will need to consider this as well as taking into account road safety issues and the capacity of the traffic signals at La Vrangue/Pitronnerie Road.

6.7. Opportunities exist to achieve the necessary visibility splays for a compliant road junction design on to Pitronnerie Road given the road width and visibility. However a proposed site access should not disrupt the flow of traffic within the area and modifications would be likely to be required to the high stone boundary walls to achieve the necessary standards.

6.8. The site is bounded to the west by an earth bank and landscaping which provides positive enclosure between the site and the adjacent highway. However Rue Thomas is narrow with an

unsatisfactory left turning radius from its junction onto La Vrangue. There may be scope to widen Rue Thomas to improve the junction for all road users as part of a scheme for development which includes reinstating the site boundary, taking into account the potential archaeological interest of this area.

6.9. Existing northern boundary walls (circa 2.1m) form a sense of enclosure and provide a barrier to road noise and the Pitronnerie Road Industrial Estate opposite the site. The removal of the walls could offer opportunities for greater levels of connectivity, landscaping and access improvements providing that sufficient screening is provided. The low stone wall to the south of the site provides positive enclosure between the site and the adjacent highway whilst maintaining views into and over the site into the Important Open Land.

Views and Openness

6.10. Future development should consider opportunities to maintain the sense of openness on approach from the south west as well as viewpoints into and through the site. This may influence the layout and form of development, however there will also be opportunities to maximise views for future site residents.

Built Heritage

6.11. The small structure to the north of the site is of minimal significance. The two protected buildings within the surrounding area are physically and visually detached from the site, their proximity to the site does not form a significant design constraint.

Habitats and Biodiversity

6.12. The site contains semi-improved grassland, a critically endangered habitat in Guernsey. There may be opportunities for the retention of important habitat and to improve the ecology and biodiversity of areas of low species diversity within the site, as well as addressing habitat connectivity.

Archaeology

6.13. The proximity of known archaeological sites and La Vrangue stream suggest that the site may be of archaeological interest. There is potential to investigate that interest and for those findings to influence the development, for example through design, public art, or naming strategies.

Drainage

6.14. The site slopes down from south to north and has the potential to overload existing surface water drainage to the surrounding area if surface water is not correctly dealt with. Therefore the design and layout of development will be influenced by the requirement to address surface water run-off on site. The existing ditch on site must be maintained and remain free flowing.

6.15. The site analysis diagrams (Images 5 & 6) illustrates analysis, constraints and opportunities of the surrounding area and the site.

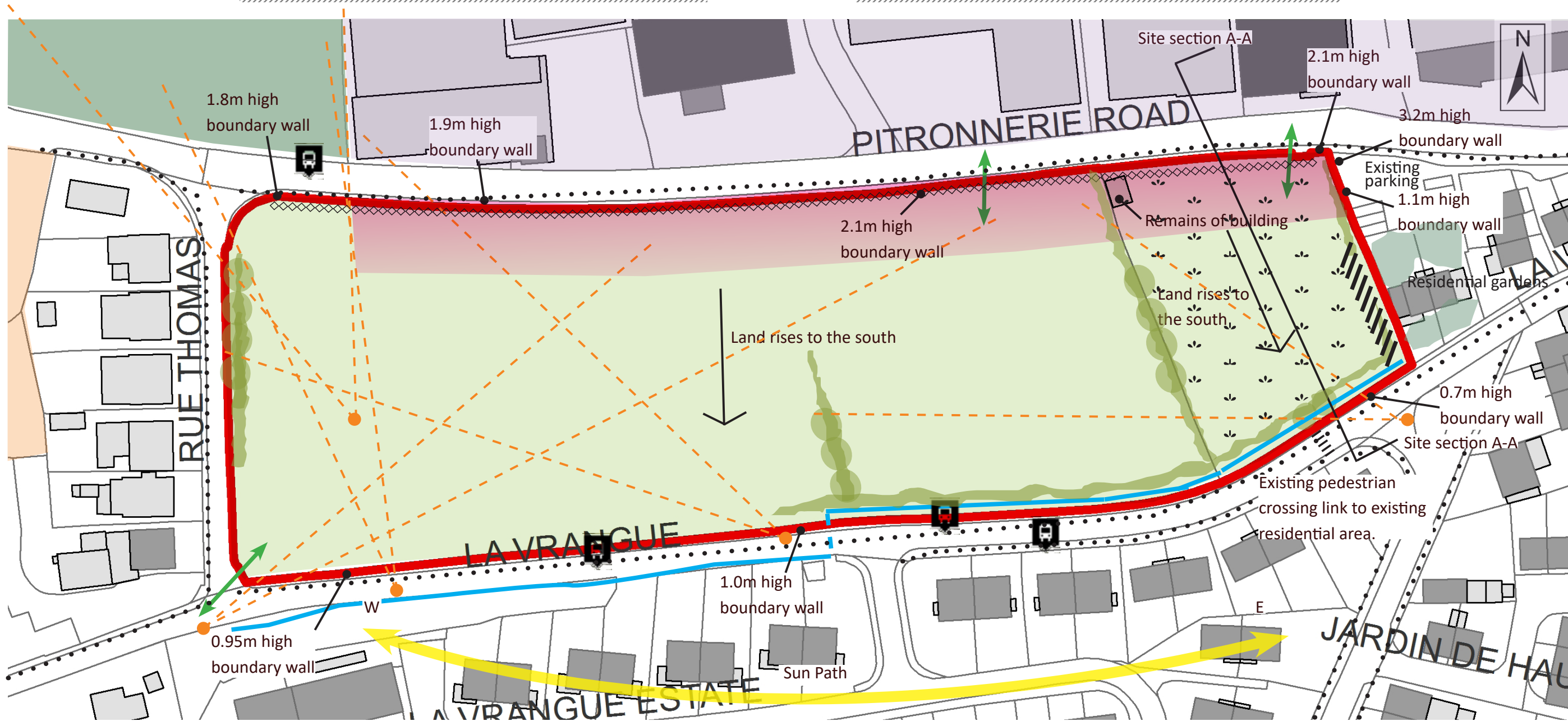
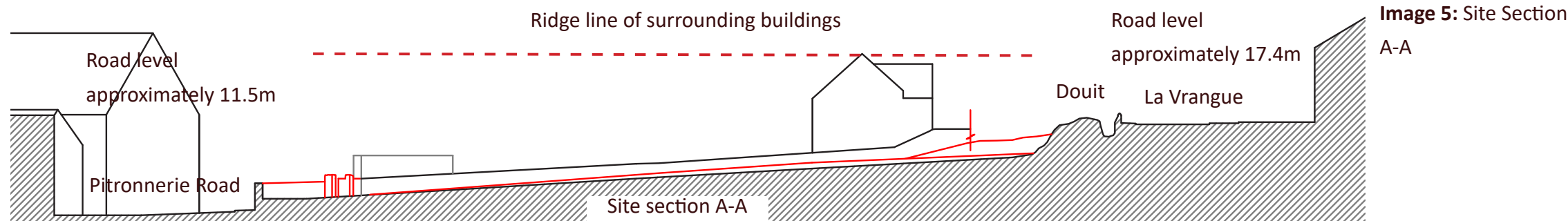
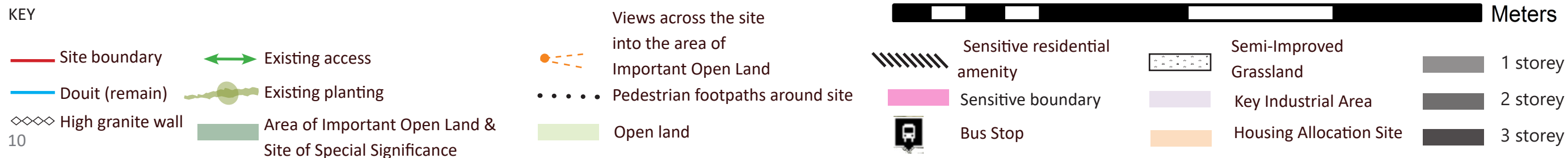


Image 6: Site analysis diagram



7. Development Guidelines

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

7.2. This Development Framework relates to the potential residential development of the site. If other uses come forward for the site then they will be assessed against the relevant policy framework for that particular use.

Comprehensive Development

7.3. In accordance with policy GP10: Comprehensive Development, proposals for development on this site must propose a comprehensive scheme for the whole site in order to make the most effective and efficient use of the site. This site must be treated as one although a phased approach to delivery will be acceptable providing that it does not prejudice the development of the remainder of the site. Each phase will be expected to accord with the requirements of the Development Framework.

7.4. A planning application might be in the form of an outline application for the whole site or a detailed planning application for parts of the site. Whichever approach is taken, it is essential that the application drawings demonstrate that the site will be developed comprehensively and any planning application clearly described as 'Phase X' of the overall site.

Affordable housing

7.5. The requirement for affordable housing will be assessed at the planning application stage in accordance with policy GP11: Affordable Housing, and with the Affordable Housing Supplementary Planning Guidance (2016). The tenure type and size of any affordable housing will be informed 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. The applicant/developer is encouraged to liaise with Housing in this regard. Housing can be contacted by email at housing@gov.gg or by telephoning on 01481 222500.

Housing Density, Type and Numbers

7.6. Given that this site is large enough to accommodate a variety of 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 types and sizes will be determined at the point of any detailed planning application on the site, informed by the most up to date information such as Housing Needs Studies and other relevant information held by the States of Guernsey.

7.7. The exact number of units on site will depend on the detailed design response to a variety of factors, including the provision of an appropriate mix of dwelling types, suitable amenity space and public open space, landscaping, biodiversity, drainage, building heights and design, highways issues, parking and road layout, and the response to the surrounding built form.

7.8. The surrounding residential densities vary from approximately 20 dwellings per hectare (low density detached dwellings) to 85 dwellings per hectare (higher density flats). Respecting the above limiting factors, it is anticipated that this site would be able to accommodate a density range of 30-55 dwellings per hectare, or 48-88 dwellings on site. Should proposals for development come forward for the higher density, this must not be at the expense of amenity space or the provision of public open space within the site.

7.9. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.

7.10. Planning application drawings are expected to demonstrate how the provision of Lifetime Homes will be achieved, for example: proposed spot heights, level thresholds, ability for ramps or access lifts to be installed, dimensional width of corridors, ground floor WC or bathroom, ability of bathroom walls to be fitted with grab rails, where and how car parking spaces could be widened.

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

Layout, Design and the Provision of Open Space

7.12. Proposals are expected to make the most efficient and effective use of land, but this does not mean built development across the entire site. The best possible design solution should include appropriate provision of proportionate private and public amenity space. If the development incorporates family housing, consideration should be given to the provision of a children's play area of a scale appropriate to the projected number of residents and the proportion of family housing proposed. This should form part of comprehensive landscaping and surface water management strategy.

7.13. The development should seek to provide adequate spacing between buildings of an appropriate scale and mass to the locality in order to maintain views and visual access into and through the site to the Important Open Land to the north. Elements of open green land should be maintained within the development to reinforce the link with the wider existing landscape and retain the openness at the western end of the site, providing a break in development on approach from La Vrangue from the south west.

7.14. The site layout and design approach should consider Crime Prevention Through Environmental Design, for example considering the layout of development to include appropriate frontages to the highway and orientating dwellings to mitigate the potential impacts on privacy and security from

overlooking by users of La Vrangue highway due to the changes in land levels. Advantage should also be taken of the opportunities to provide positive views for future site residents.

7.15. Development is expected to include a variety of building types and forms such as dwelling houses & flats which could be detached, semi detached or terraced, varying across the site to respond to the various constraints and opportunities that exist. Development is expected to be 2-3 storeys in height depending on the suitable design, location within the site and location of any higher element on the site.

7.16. The layout and design of development must have regard for the industrial units to the north, ensuring that measures are incorporated to mitigate against noise, vibrations and poor outlook. Development must also ensure that there are no unacceptable adverse impacts on existing residential properties through overlooking, for example.

7.17. The aspect and topography of the site lends itself to locating and orientating buildings so that they face south and thus, in combination with the design of the facade, are able to maximise passive solar gains. This also lends itself to solar micro-renewable energy production such as solar tiles, photo-voltaic or solar hot water heating. Proposals for the incorporation of renewable energy installations into the design of the development is encouraged.

Access and Traffic

7.18. Proposals must demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development. All accesses (vehicle, pedestrian and cycle) must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. In particular the accesses must be designed to enable vehicles to enter and egress safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes. The principal vehicle entry point to the site is identified as being along Pitronnerie Road taking into account the alignment of the road, providing appropriate visibility onto the carriageway and taking into account the capacity of the traffic junction at La Vrangue/Pitronnerie Road.

7.19. Safe access and egress must also be provided for pedestrians and cyclists to the site. New pedestrian and cycle access points should be formed in the north-west and south east corners of the site as well as making use of the existing access points in the north-east corner and the south-west corner. Pedestrian and cycle infrastructure should be provided around the site inside of the site boundary and through the site. This could take the form of a shared surface so long as it is suitably designed and facilitates good integration within the surrounding network. These measures will facilitate access into and across the site in order to provide connectivity with the surrounding area to both residents and the public. Consideration must be given to provision of cycle lanes and safe links between the housing allocation site to the west in addition to the existing pavements.

7.20. There are likely significant impacts from proposed residential development of this site on the local transport network and therefore a Traffic Impact Assessment (TIA) will be required in accordance

with Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance. Consideration should be given to the cumulative impact of this and other developments in the area. Remedial measures may be required to alleviate the impact of the development on the surrounding network. This may include a road widening for Rue Thomas and improvements to its junction with La Vrangue, particularly in terms of increasing the radius for the left turn. Remedial measures required will be informed by the TIA and consultation with Traffic and Highways Services.

Parking

7.21. Appropriate levels of parking for cars, bicycles and motorbikes must form an integral part of the design of the external spaces and a comprehensive landscaping scheme, having regard to the impact of such provision on the character and appearance of the locality and the functionality of the development. The maximum parking standards are set out on page 6 of the Supplementary Planning Guidance. Consideration should also be given to providing charging points for electric vehicles.

7.22. Bicycle parking should be considered at the outset of the design process and be covered, secure and easily accessible in order to comply with policy IP6: Transport Infrastructure and Support Facilities.

Water Management

7.23. A Surface Water Management Plan will be required as part of any planning application, detailing the treatment, attenuation and drainage measures proposed, e.g. collectors of water, permeable surfaces, attenuation areas, soakaways, indicative drainage runs. Surface water drainage must be dealt with on site and it is recommended that any paving is permeable and that sustainable drainage systems (SuDS) are incorporated to ensure that surface water run-off is properly controlled. SuDS proposals should be carried out in line with Guernsey Water's best practice guidelines and recommendations. The applicant/agent is encouraged to contact Guernsey Water early in the design process. SuDS proposals should be considered holistically with the design of the buildings, external spaces and landscapes. No surface water from the site shall enter the existing douit system and the douit system must be maintained.

7.24. SuDS opportunities to be explored include the use of green or brown roofs, permeable paving in pedestrian areas and estate roads, and soft landscaping in line with Guernsey Water's best practice guidelines and recommendations; effective control of pollution to the water environment in line with best practice set out in the CIRIA C758 SuDS manual.

Utilities and Waste

7.25. 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.

7.26. Guernsey Water have indicated the need to carry out network modelling to better understand the impact of any future development on the current foul water system in this area. Depending on the modelling output, extensive re alignment of wastewater services may need to be completed to serve the

site and future development in the area. This modelling should be undertaken early to front load the consideration of any detailed planning application proposals. If work on the existing network is required to serve the site, the developer would be responsible for the cost of any works to accommodate the foul water flows.

7.27. Preliminary consultation indicates that the preferred discharge for the foul water system is to the north or north west of the site. This will allow a gravity discharge to occur towards the trunk sewer that runs through fields situated off Route Des Countanchez and to the north of Pitronnerie Road industrial estate. Any discharge to the south or south east of the fields will require a pumped discharge due to the topography of the land.

7.28. A new water feed to serve this site should come from either the Pitronnerie Road or Rue Thomas side of the site due to the topography of the land. Guernsey Water have indicated that it may be necessary for network upgrade of the potable water to feed future development in this area. It will be necessary to carry out network modelling to assess the effects of any new development. The costs of any works required on the network to accommodate new development would be born by the developer. Again this should be undertaken early to front load the consideration of any detailed planning application proposals.

7.29. Other ancillary structures or equipment should be incorporated into the initial building design and associated landscaping scheme.

7.30. Designs must incorporate adequate individual or communal areas for the storage and collection of refuse and recyclable materials, taking into account the States of Guernsey waste strategy. The applicant/agent is encouraged to contact Guernsey Waste early in the design process in this regard (Telephone: 01481 221234 or email: recycle@gov.gg). Waste storage should form part of a comprehensive design for the landscape and external spaces.

Public Art

7.31. The site will be expected to include public art proposals of a scale that is proportionate to the development. This 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. Consideration should be given to the Guernsey Arts Commissioning Guidelines. Public art can be incorporated as part of paving or signage schemes, within lighting or cycle parking for example, as well as by using stand-alone features. Specifically there may be opportunities on this site to reflect any archaeological interest or site history when considering public art proposals.

Landscape Design and Biodiversity

7.32. A comprehensive landscaping scheme, informed by a site survey, must be submitted as part of any proposal. This scheme should respect local character and mitigate against impacts of development such as the visual impacts of surface car parking and impacts on areas of semi-improved grassland and mature vegetation on site, ensuring the retention of these features where possible and recognising that

semi-improved grassland is a critically endangered habitat in Guernsey. Overall proposals should be seeking to enhance the biodiversity of the site and demonstrate mitigation of any unavoidable impacts through biodiversity net gain.

7.33. In taking a comprehensive approach, access, water management, refuse storage areas, public open space and amenity areas should be considered as integral to the scheme from the outset. The north boundary is opposite an Industrial Area and the use of trees and shrubs on this boundary will assist screening from within the site.

7.34. The excessive use of hard or artificial landscaping should be avoided and green spaces provided and tree and shrub planting should be of predominantly 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 hedging might include Elder, Hawthorn, Holly and Grey Willow.

7.35. The existing douit on site must be maintained by the landowner and remain free flowing, with special care required by developers during any construction works. Consideration of the future management and maintenance of the douit should inform the design of future proposals for development. A soft landscaped buffer adjacent to the douit (5m minimum) will be necessary, where no built development or hard landscaping will be permitted. No surface water will be allowed to be discharged into the douit from future development and any proposed alterations to the douit will need Guernsey Water approval. With water on site, there are also opportunities to include other features to be considered such as a pond or other wetland habitat such as a small reedbed. This can provide a focal point and contribute to public realm, biodiversity and open space strategy for this site providing amenity to all - visitors, existing residents and future occupiers alike.

7.36. The landscaping scheme should support the goals and objectives of the 'Strategy for Nature Supplementary Planning Guidance 2020' and a biodiversity net gain approach will be expected. As such, a baseline study of the existing ecology/biodiversity on site is required. In addition, a planning application must include a statement on what consultation has been carried out and what measures have been incorporated in the development that can improve the biodiversity of the site. Any planning approval is likely to include conditions to ensure the appropriate after-care and maintenance of wildlife areas on site.

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

Archaeology

7.38. A geophysical survey should be carried out across the site along with targeted test-pits and investigation of the structure in the north west corner of the eastern field. This should be arranged with the States Archaeologist prior to commencement of any development on site.

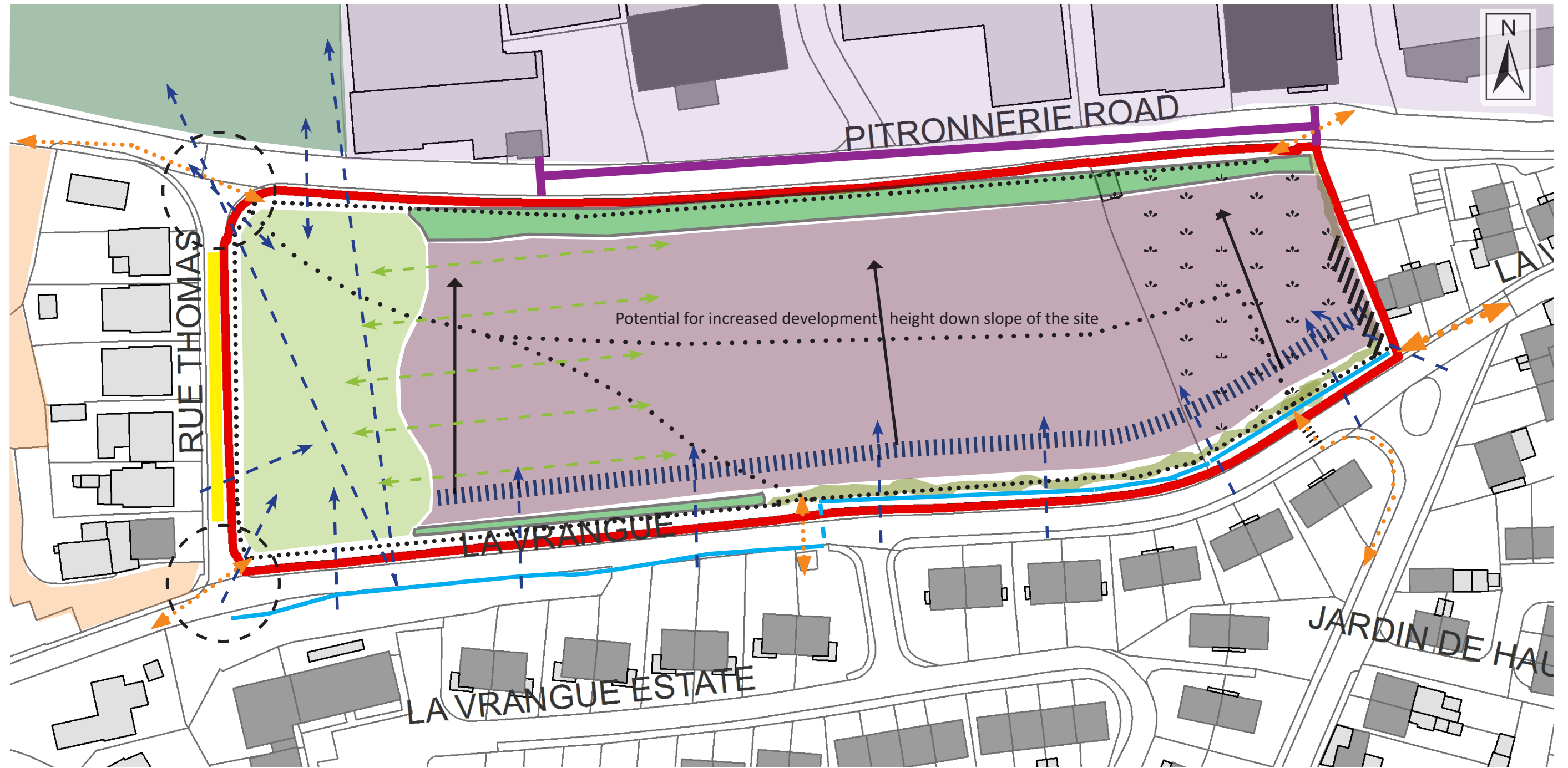


Image 7: Development Guidelines

KEY

- Site boundary
- Indicative Developable Area
- Open land/public amenity
- Landscape buffer
- Douit (remain)

- Semi-Improved Grassland
- Existing planting
- Provision of improved pedestrian and cycle infrastructure
- Potential scope for new vehicle access point
- ||||| Permeable Active Frontage
- Road junction to be improved

- > Indicative pedestrian and cycle connectivity
- ||||| Careful design to avoid negative impact on residential amenity
- - -> Views into and out of site
- <...> Connectivity between developable area and open land/public amenity connectivity
- Potential to widen Rue Thomas

8. Construction Waste and Environment

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.

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 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.

8.3. The final design must incorporate dedicated waste and recycling storage provision on the site suitable to the density of the development approved and appropriate for current waste and recycling collections.

8.4. Due to the potential scale of the residential development, a Construction Environmental Management Plan (CEMP) is likely to be required. Further guidance is provided at www.gov.gg/CHttpHandler.ashx?id=114671&p=0

8.5. The CEMP will include consideration of the douit running through the site. Guernsey Water should be consulted to inform the CEMP to ensure that suitable protection measures are in place to prevent contamination or drainage issues. The flow of water must be maintained both during and after construction.

8.6. In accordance with legal requirements under The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007, Schedule 2 (a), due to the size of this site (it exceeds 1 hectare) a screening opinion will be required as to whether an Environmental Impact Assessment (EIA) is required. This should be carried out pre-application or at an early stage in the application process and should consider the entire site.

Appendix 1: Summaries of relevant Island Development Plan policies

IDP Policy	Policy Relevance
S1: Spatial Policy	The spatial policy in the IDP sets out that the Main Centres and Main Centre Outer Areas have the role as the focal point for development to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	The Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported. Proposals for development within the Main Centre Outer Areas will also generally be supported where this would not detract from the objective of ensuring the Main Centres remain the core focus for economic and social growth. In both cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.
MC2: Housing in Main Centres and Main Centre Outer Areas	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.
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.
GP5: Protected Buildings	The particular special interest of the Protected Buildings surrounding the site including their special character, features and setting, must be considered so that, as far as possible, that special character is not adversely affected and is preserved in a manner which is proportionate to its special interest.
GP7: Archaeological Remains	This policy relates to the archaeological importance of a site. Development should assess the archaeological implications of proposals at an early stage.

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

GP11: Affordable Housing	<p>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. This site as a whole will be within one of the affordable housing requirement bands. 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.</p> <p>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.</p>
GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development 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 and through the site must be incorporated to take opportunity to increase connectivity and create links and public through routes where appropriate.
IP7: Private and Communal Car Parking	<p>The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards.</p> <p>Provision will need to be made for secure covered bicycle parking for residents and visitors.</p>
IP9: Highway Safety, accessibility and Capacity	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.
IP11: Small Scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

Contact Us for further information and advice at: Planning Service, Sir Charles Frossard House, St Peter Port. GY1 1FH Telephone 01481 226200 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.

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