



PLANNING APPLICATION REPORT

Application No: FULL/2022/0391
Property Ref: A210020001
Valid date: 24/02/2022
Location: Les Ozouets Campus Les Ozouets Road St. Peter Port Guernsey GY1 2UB
Proposal: Redevelopment of Les Ozouets Campus to provide Campus for Guernsey Institute and Sixth Form College including new buildings, car parking and landscaping.
Applicant: Education, Sport & Culture

RECOMMENDATION - Grant: Planning Permission with Conditions:

1. All development authorised by this permission must be carried out and must be completed in every detail in accordance with the written application, plans and drawings referred to above. No variations to such development amounting to development may be made without the permission of the Authority under the Law.

Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

2. The development hereby permitted shall be begun within 3 years from the date of grant of this permission.

Reason - This condition reflects section 18(1) of the Land Planning and Development (Guernsey) Law, 2005 which states that planning permission ceases to have effect unless development is commenced within 3 years of the date of grant (or such shorter period as may be specified in the permission).

3. The development hereby permitted and all the operations which constitute or are incidental to that development must be carried out in compliance with all such requirements of The Building (Guernsey) Regulations, 2012 as are applicable to them, and no operation to which such a requirement applies may be commenced or continued unless (i) plans relating to that operation have been approved by the Authority and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Authority when approving those plans, for the purpose of securing that the building regulations are complied with.

Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. The existing trees within the site shall be retained and shall not be felled, lopped, topped or uprooted without the previous written agreement of the Authority.

Reason - The trees are important features in the area and this condition is imposed to make sure that they are properly protected while works take place on the site.

5. No development, including site works, shall begin on site until each tree shown to be retained on the approved plans has been protected, in a manner previously agreed in writing by the Authority. Each tree shall be protected in the agreed manner for the duration of building operations on the application site. Within the areas agreed to be protected, the existing ground level shall be neither raised nor lowered, and no materials or temporary building or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the protected areas, they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cm or more shall be left unsevered.

Reason - The trees are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

6. No development, including site works, shall begin on site until a scheme showing details of the provision to be made for the storage/parking of bicycles has been submitted to and agreed in writing by the Authority, and no part of the development, hereby permitted, shall be occupied or used until that provision has been made in accordance with the agreed details. Those areas shall not thereafter be used for any purpose other than the storage/parking of bicycles.

Reason - To make sure that convenient provision is made for cyclists.

7. No development, including site clearance and demolition, shall take place until an updated version of the Site Waste Management Plan submitted as part of this application has been submitted to and approved in writing by the Authority. The updated Site Waste Management Plan shall take into account any further site surveys or changes to the construction programme, and shall identify an individual with responsibility for regularly monitoring the Site Waste Management Plan. The development shall thereafter be carried out only in accordance with the Site Waste Management Plan so approved.

Reason: To ensure that the development is managed to minimise waste during the demolition of any existing buildings or structures or during construction, that existing materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

8. No materials to be used on the exterior of the buildings shall be placed on the site until such time as samples of those materials have been submitted to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

Reason - To secure the satisfactory appearance of the completed development.

9. The Construction Environmental Management Plan shall be updated on appointment of a contractor and shall be submitted to and approved by the Authority prior to development being commenced.

Reason - To ensure that suitable environmental controls are put in place during the construction phase of the development; the premises are close to residential property and

controls are needed to prevent a nuisance or annoyance to nearby residents.

10. No development shall take place until details of external lighting have been submitted to and approved in writing by the Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Authority. Assessment in relation to the MUGA should have regard to BS 12193:2018 Light and lighting - sports lighting.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

11. Within six months of the commencement of the development, a detailed scheme for improving accessibility for pedestrians and cyclists between La Couture and Les Ozouets including via the Water Lanes shall be submitted to the Authority and the agreed scheme shall be implemented in full prior to the first use or occupation of any part of the development hereby permitted.

Reason - In the interests of the safety of vulnerable road users who will be making journeys to and from the site.

12. The landscaping scheme shall be fully completed, in accordance with the details agreed under the terms of this permission, in the first planting season following the first occupation of any part of the development or completion of development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

13. No part of the development hereby permitted shall be occupied or brought into use until there has been submitted to the Authority a report providing verification that the development has been carried out and monitored fully in accordance with the Site Waste Management Plan approved under Condition 7 above. Where there has been any variation from the approved Site Waste Management Plan, the report shall highlight and detail the reasons for this.

Reason: To ensure that the development is managed to minimise waste during the demolition of any existing buildings or structures or during construction, that existing materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

14. Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

15. A further noise assessment shall be undertaken prior to occupation of the site considering the final proposed MVHR, extract ventilation systems and electrical substation. The report shall take into account cumulative impacts of multiple air handling units and ensure that the Rating level measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

16. The site shall not be occupied until a scheme for the fitting of odour control equipment to the building has been submitted to and approved in writing by the Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

17. The site shall not be occupied until a scheme for the sound insulation of the odour control equipment referred to in the condition set out above has been submitted to and approved in writing by the Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

18. The use hereby permitted for the Multi-Use Games Area is permitted between 08:00 and 22:00 daily.

The use hereby permitted for the external lighting for the Multi-Use Games Area is permitted between 08:00 and 22:00 daily.

The use hereby permitted for the external lighting for the remainder of the site is permitted between 08:00 and 23:00 daily.

The use hereby permitted for the construction building shall be between 08:00 and 21:00 Monday - Friday and 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

The use hereby permitted of the Princess Royal Centre for Performing Arts shall be between 08:00 and 23:00 daily.

Reason - The premises are close to residential property and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

INFORMATIVES

The application site is located within an area of potential archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment.

It is desirable that access be granted to the States Archaeologist, Culture & Heritage Service, and that you contact them to gain advice or make arrangements for archaeological recording during any earth moving on the site.

The Archaeology team can be contacted on 01481 709738 , 01481 709739 or mobiles 07781 102219 or 07781 131061.

OFFICER'S REPORT

Site Description:

The application relates to the Les Ozouets Campus. The campus is located to the north east of Les Ozouets Road, with two entrances, one to the north of the roadside boundary, which is in use, and one to the east of the roadside boundary, which is not in use at present. The site is located Outside of the Centres as defined in the Island Development Plan (IDP) and is subject of no other designation in the IDP.

The site measures 41,527 sq m (25 Vergees) and slopes gently to the north; the land falls around 6m from south to north.

Relevant History:

FULL/2022/0541 - Demolish existing buildings and hardstanding. Granted 20/04/2022

FULL/2021/1308 - Alter earth bank adjacent to existing vehicular access on south west boundary. Granted 15/09/2021

Existing Use(s):

Educational establishment – Public Amenity use class 19

Brief Description of Development:

The application is for the redevelopment of Les Ozouets Campus to provide a Campus for the Guernsey Institute and Sixth Form College including new buildings, car parking and landscaping.

The existing Princess Royal Centre for Performing Arts would be retained. Connected to the west of this would be the new three storey Main Building containing most of the accommodation for the Guernsey Institute and GTA. To the north of these buildings and connected to them would be the new two storey construction and engineering building. To the north-west of these buildings and detached from them would be the new three storey Sixth Form Centre. To the north end of the site would be a new sports building and

a 60m by 90m MUGA pitch. To the east of this would be a small, single storey horticulture building. The height of the proposed three storey elements is broadly equivalent to that of the existing Princess Royal Centre for Performing Arts building.

The buildings would be finished using a lightweight aluminium rain-screen cladding system. Photovoltaic panels would be located on the south facing roofs to the Construction and Main buildings. Soft landscaping is proposed throughout the site. Parking areas would include SUDS paving.

Interspersed with the buildings are a series of landscaped spaces providing zones of varied character:-

- Piazza 1 is south of the main building and west of the Centre for Performing Arts
- Piazza 2 would occupy the space between the main building, the sixth form building and the construction building
- To the north of the sixth form would be a landscaped space known as the 'Orchard' which includes an existing ancient Sweet Chestnut tree
- To the north of the horticulture building is a 'meadow' area
- At the west end of the site is an educational woodland area

Access is from Les Ozouets in the location of the existing site entrance with egress onto Les Ozouets to the south east.

As originally submitted, there would be three main areas of car parking, with a main car park west of the buildings, a car park to the north-east of the Centre for Performing Arts and construction building, and a further car park to the north of the construction building. Together these would provide a total of 386 spaces, of which 22 are accessible (blue badge) spaces and 33 compact (small car) spaces. In addition, there would be 116 motorcycle spaces and 132 cycle spaces at the site.

The application was subsequently amended during consideration to remove the proposed car parking area to the north of the Construction and Engineering building, resulting in a reduction of proposed car parking provision on the site by 46 spaces (from 386 to 340), and to increase cycle parking to accommodate 200 spaces, an increase of 68 spaces.

The application is supported by the following documents:

- Planning & Design Statement
- Design and Access Statement
- Ground Investigation Report
- Traffic Impact Assessment
- Planning Noise Report
- Ecological Assessment report
- Tree condition survey and arboricultural report
- Landscape Proposals
- Construction Environment Management Plan (CEMP)
- Site waste management plan

Relevant Policies of any Plan, Subject Plan or Local Planning Brief:

IDP Policies -

S5: Development of Strategic Importance

OC2: Social and Community Facilities Outside of the Centres

GP1: Landscape Character and Open Land

GP8: Design

GP9: Sustainable development

IP7: Private and Communal Car Parking

IP9: Highway Safety, Accessibility and Capacity

Parking Standards and Traffic Impact Assessment SPG, 2016

Strategy for Nature SPG, 2020

Representations:

There have been 11 letters/emails of representation commenting on the application and the matters raised are summarised as follows:

The Health Improvement Commission

- The allocation of cycling spaces on campus is predominantly based on current travel patterns of students and staff; a significant increase in demand for cycling spaces and facilities is predicted in the coming years; it is recommended that cycle facilities should be increased accordingly
- The commitment to establish a Travel Plan and appoint a Travel Planning Coordinator will be essential to ensure that there continues to be a strategic, coordinated and updated oversight of travel development; however this post will only be effective if the physical infrastructure and walking and cycling conditions on and off the site are safe and enable users of the campus to integrate more active modes of travel
- Covered cycle spaces and enabling infrastructure such as showers, the relocation of the bus stop and the commitment to enhance the path from Footes Lane and establish a pedestrian crossing are welcomed; of concern are the car parking next to the MUGA bringing cars through the campus and meaning the site will not be a pedestrianised campus, the allocation of cycling spaces not according with the growth in cycling expected by the time the campus is operational, and that Les Baissieres has no footpath for a significant stretch
- More should be done to make surrounding roads and lanes safer to facilitate increased active travel; the Health Improvement Commission welcome and support the infrastructure changes including the additional traffic lights at the Les Baissieres/ Le Friquet junction, two new pedestrian crossings, re-phasing of two sets of traffic lights, two new pedestrian crossings in Les Ozouets Road, however in recognition that bolder changes to road infrastructure are likely to be limited, the proposal to introduce a 20mph traffic zone is strongly supported

- It is also suggested that use of Footes Lane car park could be increased, reducing parking on site; and that a hoggin perimeter path around the site and linked to Footes Lane campus which could be used year-round by students, staff and the community would allow people to build informal physical activity into their day

Guernsey Bicycle Group

- The plans are opposed in their current form as active travel has not been appropriately considered
- With 150 parking spaces for school age children, driving is built into the design which is at odds with Guernsey's transport strategy which seeks to encourage active travel over motorised transport; the design principles for the site and surrounding road networks do not reflect the hierarchy of road users Guernsey has adopted; this also is in opposition to Guernsey's decarbonisation and climate change obligations and a number of UN Sustainable Development Goals including no poverty, good health and well-being, affordable and clean energy, sustainable cities and communities and climate action which have been embedded into transport plans by St Martin's and other schools
- Students in the 14-18 years age range should be encouraged to use active travel modes; cycling, walking and bus, which improves physical and mental wellbeing and academic performance
- Students of 17 and 18 years should be encouraged to use active travel and discouraged from driving to the site
- Global best practice is to separate walking and cycling from traffic; it is requested that separated routes are created using surrounding land and re-working traffic flows to avoid hard-wiring in car dependency for the life of the campus
- A regular (every 15 minutes) shuttle bus could address that the site is not easily accessible from Town; alternatively a pool of dedicated e-bikes would allow the journey in 15 minutes and without the need for a parking space at the site
- Lack of allocation of parking spaces will mean that staff, GTA students and nursing students arriving after the start of school will find it hard to find a space because students will have already taken all available spaces
- The estimate of cyclists in the survey is disappointing and inconsistent with recent Health Improvement Commission findings; this is believed to be lower than current cycling levels and a result of erroneous data collection; using current behaviours should not be a baseline for future provision
- A significant increase in cycling levels should be anticipated, worked towards and planned for
- The money allocated to 70 parking spaces for 6th Form students could instead be spent on cycling facilities (storage space, showers and clothes drying areas for staff) and the area saved used for more green and communal space
- It is not thought that cyclists will dismount to enter the site from the south; this entrance may cause more danger for cyclists and pedestrians and needs more thought

Public comments

- The proposals do not provide any additional infrastructure for cyclists or pedestrians to get to the proposed development; the existing road infrastructure with minor proposed amendments is not adequate for such a development
- Roads surrounding the site are mostly narrow two-way roads with limited traffic calming measures; pedestrian pathways are narrow and Les Baissieres does not have a footpath; bus stops are largely in dangerous locations (Les Baissieres and Le Friquet being on corners) with insufficient safe crossing facilities
- Les Ozouets, Skins Lane and Les Baissieres are busy, narrow roads with several blind bends; the 25-mph speed limit is regularly flouted by drivers; pavements are narrow and in many places non-existent; the thoroughfares cannot cope with more traffic congestion; driving will become more hazardous and as a pedestrian extreme care must be taken to keep out of the way of vehicles
- Les Ozouets Road and Les Baissieres are narrow roads where it is commonplace for cars to mount the pavement to pass; both roads have a pavement on one side only which is only wide enough for one person to walk in single file; property entrances often have limited visibility; the site entrance and exit are on a bend and the exit is close to the junction of Skins Lane and Les Ozouets Road; the hazards are compounded by drivers ignoring the 25-mph speed limit
- 400 car spaces suggest a huge increase in traffic and the number of people using the site; it has been suggested that walking and cycling will be encouraged but this along with the extra cars and buses will make things more hazardous at peak times than they are at present
- 400 car spaces and 312 estimated additional car journeys seems an unrealistic prediction; most students will likely opt for motorised vehicles and be at liberty to leave the site during free periods, peripatetic teachers will drive to and from the campus, evening and weekend classes/clubs will cause continuation of congestion, noise and fumes
- The proposals lack any provision for pedestrians and cyclists and do not take the opportunity to improve the integration of the development with the transport network; La Neuve Rue is one way and a pedestrian would find it difficult to walk from Route de la Ramee towards the development due to the narrowness of the road and oncoming traffic
- There is an opportunity to provide a new public pedestrian/cycle path separate from the road network between Footes Lane and Route des Coutanchez through the proposed development and via Route de la Ramee; this would involve acquisition of land not currently owned by the States; the path could be extended to the north via Rue du Pont Vaillant and separately to Victoria Avenue and Baubigny; this path would be a big step in improving the Island's road infrastructure/connectivity

- Other opportunities exist in terms of travel to and from the proposed development (park and ride, new dedicated bus road, etc); the current plans are unimaginative
- Concerns regarding the impact of the proposal on the traffic and safety of pedestrians and cyclists; traffic infrastructure will need to be handled better than proposed in the application Traffic Impact assessment; the proposal creates a need and opportunity for traffic improvements in the area and to incentivise less car use; the costs of cycle spaces is far less than that of car spaces, plus the cost of additional traffic lights; suggestion that Le Friquet/ Les Baissieres/ Les Ozouets would need to be made one way to provide room for two-way traffic and protected space for pedestrians;
- Proposed traffic lights at Les Baissieres/ Le Friquet junction are unnecessary
- Traffic lights at Les Baissieres/ Le Friquet junction cause some concern regarding access to property
- Changing the timings of existing traffic lights would be beneficial; those at Footes Lane/ Les Baissieres are badly timed and do not recognise when traffic is present
- Support for the development and plans to aid traffic and make the area safer to walk and cycle; some constructive comments to ensure issues are addressed:
 - The entrance and exit have been designed incorrectly; the view is much clearer from the current entrance/exit whilst turning into the site would be easier from the proposed new exit; this is believed to reflect the previous approval
 - Additional traffic lights would be absurd and cause congestion; filters would calm traffic and be freer flowing
 - Lack of provision for a smoking shelter; designating the site as smoke free has moved the problem to the surrounding neighbours; this leads to litter of cigarette butts on public paths and groups of smokers making it difficult for pedestrians to pass
 - There should be more litter bins on the site
- The size of the project; volume and height of the proposed buildings; four massive, densely concentrated three-storey structures will dominate the two storey residential properties in the vicinity on three sides
- Noise will be increased
- The project presents a perfect opportunity for nature conservation and consideration of landscaping; ornamental trees and plants should be replaced with appropriate native species; the seasonal pond should be made a feature and other small ponds created; there is considerably more scope for planting in the car park areas

Consultations:

Traffic & Highway Services (THS)

THS is satisfied that the changes made resulting in the removal of approximately 40 spaces from the north east of the site represent the changes discussed during the [recent] meeting. THS is satisfied that the remaining surfaced area would be suitable for commercial vehicles to manoeuvre when making deliveries to the site.

THS is continuing to investigate the provisioning of improvements to pedestrian safety in the eastern end of Collings Road (between Les Ozouets and the traffic signals at the top of La Couture). Currently the pedestrian safety risk from vehicles mounting the footpath in this road are acknowledged and noteworthy. Irrespective, the carriageway width would not allow for a cycle contraflow.

With the above in mind, it is therefore necessary to consider the routing of cyclists to bypass the eastern section of Collings Road. Per the Arup report, the suggestion is very firmly that the current restrictions on cycling through the Water Lanes should be lifted in order that both cyclists and pedestrians can cycle between La Couture and Les Ozouets in both directions.

It should be noted however, that the Water Lanes would not currently be suitable as a mixed cycle / pedestrian route, due to the narrow path width in the eastern section. Options to facilitate a mixed cycle / pedestrian path through the Water Lanes would therefore include bridging / culverting the water flow in sections to enable adequate width for pedestrians and cyclists to pass.

Following on from the previous paragraph, the routing of cyclists from the Water Lanes to LOC then merits specific comment. The plans shown within the TIA, show the use of a painted cycle contraflow in the eastern section of Skins Lane. In effect, this would enable cyclists to turn left from La Neuve Rue (having approached from the Water Lanes) and cycle against the current one-way working of the road section, towards LOC. THS would oppose this cycle contraflow as the road section in Skins Lane is too narrow to enable even minimum geometry widths to be achieved throughout its whole length. Bearing this in mind, THS has considered alternatives to route cyclists from the Water Lanes towards LOC and believes that the options detailed here are both better from a cyclist use case and are considered safer than cyclists' safety being dependent on vehicle drivers giving way to them, in order to safely proceed through a narrow road section. A colleague has carried out some initial technical appraisal of using the existing steps that link the Water Lanes to the top of Couture Close, but re-engineering the existing steps, in order to facilitate a ramp which could be used by both cyclists and pedestrians.

Similarly, THS consider that the road safety risk to pedestrians and cyclists in the lower section La Neuve Rue (below Skins Lane) are easily recognised. This road section has several sharp corners with no pedestrian footpath or infrastructure available to vulnerable road users. Specifically, the main risk identified, will be that of cyclists who on approaching from the North East of LOC choose to then cycle through the No-Entry and against the One-Way in this road section. La Neuve Rue is regularly used at peak times by drivers as a

rat-run / cut-through, by drivers wishing to route from Les Ozouets towards La Vranguie without using Collings Road.

Therefore, THS considers that a proper investigation of the feasibility of a cycle and pedestrian path which extends from Route de la Ramee (from a point north of where La Neuve Rue emerges into Route de la Ramee) which would enable pedestrians and cyclists from and to LOC to bypass both La Neuve Rue and Skins Lane. Similarly, in consideration of pedestrians and cyclists approaching LOC from the north west, THS believe that it would be accepted that the northern section of Le Friquet (from Les Baissieres to Rue Cohu) poses a significant road safety risk to pedestrians due to the lack of pedestrian footpath and that the alternative route to avoid Le Friquet being Rue du Pont Vailant is again relatively hazardous for pedestrians and other vulnerable road users, due to the lack of pedestrian infrastructure and sharp corners at the Les Baissieres end of the lane.

By way of mitigation, THS would therefore suggest that there is strong merit in the introduction of a pedestrian / cycle path from Rue du Pont Vailant to LOC. In effect when taken together THS' view is that in order to provide the best mitigation for the road safety risks associated with vulnerable road users travelling to and from the north east and north west of the site that a mixed pedestrian cycle route linking Rue du Pont Valiant (access and routing through the site of Baissieres Vinery) and Route de la Ramee, with a path branching from this route to LOC would provide possibly the most tangible evidence that ESC were seriously trying to change travel methodologies to active travel for users of the site.

From the above narrative, you will appreciate that the 'spreading' of pedestrian and cycle access into other areas away from Les Ozouets has both traffic management and road safety advantages from a THS perspective.

In respect of the commentary within the TIA (Section 8) relating to three of the junctions surveyed operating over-capacity, THS would comment as follows:-

THS does not consider that increasing the cycle time of signals at Les Ozouets / Footes Lane to a 90 second cycle and Fosse Andre / Collings Road signals to a 120 second cycle as an appropriate method of mitigation, due to the increased pedestrian wait times which would then occur at these junctions when considered in terms of the increased pedestrian footfall resulting from the application. THS would favour the provisioning of MOVA type signal control at these junctions, as an effective method of enabling an efficient throughput of vehicle traffic at these junctions. Given previous advice by ARUP, THS considers that the installation of MOVA may provide the most efficient method of traffic management at the junctions without comprising or delaying pedestrian safety.

In respect of the junction at Le Friquet / Les Baissieres, THS note the comments contained within the TIA (8.5 summary) relating to mitigation by way of the introduction of a signalised junction as a method to improve capacity and safety at the junction. THS staff have carried out a number of studies of the junction, and have determined the following;

1. There are road safety concerns at the junction relating to the retail premises – La Baguette, due to the constraints of the customer parking area and the two accesses serving the property being within a few metres of the junction. As a

result, during observations by THS staff, vehicles were witnessed on a number of occasions reversing onto the carriageway due to the lack of turning room within the car park. Additionally, vehicles egressing the premises access in Les Baissieres cannot always be seen by oncoming vehicles turning from Le Friquet (north) into Les Baissieres.

2. THS believes that due to the geometry of the junction, vehicle egress from Les Baissieres is delayed and is a contributing factor in the throughput of vehicles at the junction. From a geometry perspective, the oncoming sightline of a vehicle oncoming is in the region of 22m. due to the height of the boundary walls and vegetation. Additionally, the presence of vehicles parked in the car parking area of the retail premises can reduce this sightline further.
3. Further to the sightline and visibility splay of a driver egressing from Les Baissieres being 'difficult', the flow of traffic along Le Friquet (from Rue Cohu) during peak times, is a 'steady flow' of vehicles, whereas the flow from the L'Aumone traffic signals (approaching vehicles) is characterised by the release of vehicles from the traffic signals in 'packets' of vehicles. Therefore, when a driver egresses Les Baissieres, the driver will witness regular gaps in the traffic flow of approaching vehicles, whereas the oncoming traffic is a more constant flow without regular gaps. Coupled with the sub-standard sightline, this makes egress into Le Friquet difficult. A traffic mirror is situated opposite Les Baissieres to aid the egressing driver's view of oncoming vehicles, but it is acknowledged that with the overhanging tree canopies and foliage along the road section that it is often difficult for the driver to have clear sight of oncoming vehicles.
4. Lastly, as a T-junction, with drivers on the main road having priority through the junction, many drivers do not slow through the junction when driving along Le Friquet in both directions.
5. During observations by THS staff, it is evident the pedestrian movement from Le Friquet into Les Baissieres and vice versa was minimal. Pedestrians did not appear to experience difficulties in crossing the road section. THS believes that the main influencers determining the low numbers of pedestrians at this junction, are that given further difficult conditions for pedestrians (on the S-bends in La Friquet) that most pedestrians would opt to use alternative routes (Pont Valiant Lane) and alternately Footes Lane / Les Varendes, if walking to or from the L'Aumone Main Centre.

Therefore, whilst acknowledging the TIA's assessment that the junction will be over-capacity under the modelling used in respect of this application, THS considers under our current policies that the provisioning of a filter junction would be appropriate at this location. THS bases this view on there being (under this application) good traffic management grounds to do so, in order to reduce delays on the Les Baissieres arm of the junction. Additionally, a filter would be desirable in reducing approaching speeds, especially given the sub-standard sightline of oncoming vehicles at the junction.

Current THS policies specify that the introduction of a filter would initially be carried out on a 12 month trial basis, and only at the end of the trial would a determination be made on whether the filter was to be permanently adopted at a given location. Therefore, under this application, THS would be of the view that a filter could only be trialled once the campus was operational with a full student and teaching body, with a final decision being made on whether the trial had been successful one year later. If the trial was deemed to

be unsuccessful in respect of mitigating the traffic management impact associated with this application, THS would revert to the view recommended within the TIA that traffic signals would be a suitable form of mitigation, and then seek the applicant to fund the installation of the necessary infrastructure thereafter.

To confirm previous comments in respect of scheduled bus services THS can comment as follows:-

In addition to the measures being provided within the site to prioritise active travel and the commitment by ESC to implement a travel plan, THS is keen to further investigate measures to improve scheduled bus services for the site. This could be for example re-routing services that pass nearby and/or increasing frequency of services. THS is in discussion with the service provider to establish what is practical in this regard.

The Office of Environmental Health and Pollution Regulation (first response)

I have reviewed the proposed plans for the redevelopment of the above site which were received by email 14th March 2022 and there are a number of issues of concern that I must raise. I am concerned about the potential for nuisance to arise, including noise and light. There is currently insufficient information available for me to be able to comment on this application. I have the following comments to make and would welcome additional information to allay my concerns.

Design and Access Statement

- Page 16 refers to some noise levels and references BS4142 the LA90 level considered for during the daytime hours is provided as a 15-minute average. Given the extent of the site and the nature of the proposal's justification should be provided that this is a sufficient time interval.
- Construction noise levels are provided – how have these been determined?
- How has the 45dB level 3m from any louvre been determined?
- There are many local exhaust ventilation systems listed, these need to be considered as potential noise sources.
- Has odour been considered in relation to the kitchen extract system (as well as LEVS)?
- Has noise (as an Leq and at specific frequencies) been considered from the electrical substation?
- Has the local environment been considered in relation to external lighting? Other sites have demonstrated that it is not always relevant to apply UK standards in a Guernsey context.

Planning Noise Report

- As previously noted, justification should be provided in relation to the adoption of a 15-minute Leq?
- It is not clear if the report assesses noise impact at the nearest receptors.
- The local exhaust ventilation systems do not appear to have been considered.
- Were the sound power levels available for the proposed air source heat pumps? Assessment using sound power as opposed to sound pressure would be preferred.

- Whilst a recommendation is made in relation to a specific acoustic screen to be utilised there is no commitment made to this.
- Again, recommendations are made in relation to the motor vehicle room and there is no commitment made to implement this.
- It is likely that a condition would be recommended requiring the roller shutter doors within the construction building remain closed.
- In relation to noise from the sport pitches, further details on proposed operating and cumulative impact of the use of all three areas at the same time needs to be considered.
- Operational hours for several aspects of the development are required, these include; hours of use of the MUGAs, hours of external lighting use, hours of use of LEVS and hours of use of construction building?
- The report acknowledges that full details of building services plant is not yet available, there will need to be a further report produced considering all potential noise services and their impact on receptors. This should also be considered in relation to the cumulative impact of all noise sources.
- Whilst the report provides some useful information this needs to be built on extensively. Not all potential noise sources are considered.

Construction Environmental Management Plan (CEMP)

- A noise and vibration management plan is required to be provided, this should explore all potential sources of noise and vibration, proposed monitoring and mitigation measures.
- A dust management plan is required, again covering potential sources, proposed monitoring and mitigation measures.
- A general pollution prevention plan should be including and encompass wastewater / storage of any potential pollutants and mitigation measures (the section on Storage of Fuels and Chemicals is noted).
- Details on consultation with neighbouring properties – which properties will be included, what format the consultation will take, how regularly this will happen etc.
- What does the acronym PEPAC stand for?
- Site hours must be included, for any noisy works these should be limited to at a maximum Monday – Friday 8am till 6pm, Saturday 8am – 1pm and there should be no noisy works on a Sunday or Public Holiday.
- Details should also be provided in relation to delivery times.
- Details of temporary lighting, where this will be positioned, operational hours etc must be included.
- In relation to the monitoring, auditing and nuisance checks further details are required to be provided:
 - How will 'excessive' dust and noise be determined? This should be provided within a dust and noise management plan. This should include monitoring details etc.
 - What screens and bunds will be provided and what attenuation will these offer?
 - Can a copy of the monthly environment log please be included as an appendix?

Site Waste Management Plan

- Details should be included on how and where any waste will be disposed of.

Ground Investigation

It is not clear why a ground investigation has been conducted? There is no report as such offering any explanation, summary, or conclusion. We would usually expect a contaminated land investigation to adopt a phased approach initially undertaking a desk top study to determine whether an intrusive investigation is required. A sampling strategy should be devised to identify how to proceed with an intrusive investigation, this would look at previous uses and establish what parameters to test and where to sample. Further details are required to support the ground investigation data.

The Office of Environmental Health and Pollution Regulation (second response – 13/06/22 – following consideration of further information to address the above points)

I would recommend that the following conditions are attached to the consent:

- Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014.
- A further noise assessment should be undertaken prior to occupation of the site considering the final proposed MVHR, extract ventilation systems and electrical substation . The report should take into account cumulative impacts of multiple air handling units and ensure that the Rating level measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014.
- The site shall not be occupied until a scheme for the fitting of odour control equipment to the building has been submitted to and approved in writing by Planning Services. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.
- The site shall not be occupied until a scheme for the sound insulation of the odour control equipment referred to in the condition set out above has been submitted to and approved in writing by Planning Services. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.
- No development shall take place until details of external lighting have been submitted to and approved in writing by Planning Services. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by Planning Services. Assessment in relation to the MUGA should have regard to BS 12193:2018 Light and lighting – sports lighting.
- The use hereby permitted for the Multi-Use Games Area is permitted between 08:00 and 22:00 daily.

- The use hereby permitted for the external lighting for the Multi-Use Games Area is permitted between 08:00 and 22:00 daily.
- The use hereby permitted for the external lighting for the remainder of the site is permitted between 08:00 and 23:00 daily.
- The use hereby permitted for the construction building shall be between 08:00 and 21:00 Monday – Friday and 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.
- The use hereby permitted of the Princess Royal Centre for Performing Arts shall be between 08:00 and 23:00 daily.
- The Construction Environmental Management Plan shall be updated on appointment of a contractor to be submitted and approved prior to commencing development.
- The site Waste Management Plan shall be updated on appointment of a contractor to be submitted and approved prior to commencing development.

States Archaeologist, Culture and Heritage

I would like to make a few brief comments on this application.

I am pleased to see that the CEMP (paragraph 4) states that there will be an archaeological watching brief throughout the works. Some elements of the work will require more attention than others, and thus much of the southern part of the site – where the existing buildings are to be demolished – will have little or no archaeological potential. The northern part of the site, and in particular the area of the proposed Sports Building, holds slightly more potential, and a watching brief should certainly be in place for the early stages of that development.

We have already been in touch with the applicants and have carried out a geophysical survey of 2700m² of the north and western sections of the current playing field. This revealed little of archaeological significance but it would be worth digging a few small test-pits to confirm the results of the survey. Even if these provide negative results it will still be necessary to maintain a watching brief on the development itself.

Constables of Castel

We are writing to make representation regarding the above planning application, and specifically the likely effect of the application on roads and other infrastructure, traffic and essential services. The surrounding infrastructure does impact the Castel Parish.

Following correspondence received from Castel Parishioners by the Douzaine, this planning application was discussed at length in our Douzaine meeting on 28th March 2022.

Noting Parishioners concerns as well as our own concerns it was agreed to make this representation based on safety of the surrounding infrastructure, as this does ingress into the Castel Parish.

We note the traffic impact assessment within the planning application & agree with the part of the conclusion that states ‘there are therefore no transport reasons why planning

permission should not be granted for the proposed development'. We do however disagree with the part of the conclusion that states 'this report demonstrates that the development proposals can be delivered without discernible impacts in terms of transport and movement'.

It is our opinion that the roads surrounding the proposed campus are not fit for purpose from a safety perspective currently. We consider that with the additional traffic (vehicular, cycle and pedestrian) that will be created with the opening of the new campus, the surrounding infrastructure will not be fit for purpose and, note the traffic impact assessment offers little by way of recognition of or solution to this risk. In our considerations we are also bearing in mind the close proximity of the proposed campus to Les Varendes which will become one of the Island's three 16-18 schools under the proposed Education model.

From a Castel Parish perspective we are considering Les Baissieres, Le Friquet and Les Varendes to be the impacted roads/infrastructure. The roads surrounding the campus & Les Varendes are mostly narrow two-way roads, with limited traffic calming measures. Where pedestrian pathways are available these tend to be narrow and do not currently cover all the relevant roads (Les Baissieres). Bus stops are largely in dangerous locations (Les Baissieres and Le Friquet being on corners) with insufficient safe crossing facilities.

Whilst mindful it is not in our remit to propose solutions, we will be reaching out to the four other parishes impacted and also very much hope that Environment and Infrastructure will engage with and work with us to propose a safer solution for the infrastructure surrounding the proposed campus. We do of course already have thoughts on this matter regarding the infrastructure in the Castel Parish.

Summary of Issues:

- Principle of the development
- Design of the development
- Impact on the amenities of neighbours
- Impact on traffic safety and pedestrians

Assessment against:

1 - Purposes of the law.

The purposes of the Land Planning and Development (Guernsey) Law, 2005, are to protect and enhance, and to facilitate the sustainable development of, the physical environment of Guernsey.

The purposes of the Law are reflected in the Island Development Plan, the principal aim of which is to help maintain and create a socially inclusive, healthy and economically strong Island, while balancing these objectives with the protection and enhancement of Guernsey's built and natural environment and the need to use land wisely.

The objectives of the Law, as set out in Section 1(2), have been considered and this forms part of the assessment of policy issues as set out in 2 below.

2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.

Principle of the development

IDP Policy OC2: Social and Community Facilities Outside of the Centres states that “Proposals for the extension, alteration and redevelopment of existing social and community facilities will be supported where the proposal would not undermine the vitality of the Centres, where it would be of a scale appropriate to its setting, where there are no unacceptable impacts on the visual appearance and amenity of the location concerned and where they accord with all the other relevant policies of the Island Development Plan.”

The preamble to Policy OC2 confirms at paragraph 16.2.1 that development proposals relating to large-scale strategic social and community facilities which have an Island-wide relevance, such as the hospital and schools, will be assessed against Policy S5: Development of Strategic Importance.

IDP Policy S5: Development of Strategic Importance, states that:

Proposals for development that is of Strategic Importance and which may conflict with the Spatial Policy or other specific policies of the Island Development Plan but which is clearly demonstrated to be in the interest of the health, or well-being, or safety, or security of the community, or otherwise in the public interest may, exceptionally, be allowed where:

- a. there is no alternative site available that, based on evidence available to the Authority, is more suitable for the proposed development; and,*
- b. the proposals accord with the Principal Aim and relevant Plan Objectives.*

The Principal Aim of the IDP is set out under ‘Purposes of the Law’ above.

Plan Objective 4: Support a healthy and inclusive society, seeks to achieve and promote development that supports a healthy and inclusive society where this meets the strategic objectives of the States of Guernsey, as set out within the Strategic Land Use Plan and the Principal Aim of the Island Development Plan.

In considering proposals under Policy S5 the Authority will need to be satisfied that the particular choice of location for a proposed development can be clearly justified and that the proposals represent the best practicable option, taking into account all relevant economic, social and environmental considerations. For this reason a detailed and comprehensive site selection study would be expected as part of the submission of a planning application as would measures to mitigate any harmful effects on the environment and opportunities for environmental enhancement.

In this case, the redevelopment of the site for the combined Guernsey Institute and Sixth-Form Centre has been approved by the States following a detailed site selection process. The development is clearly demonstrated to be in the public interest and in accordance with the Principal Aim of the IDP and relevant Plan Objective 4. Comprehensive

information has been submitted with the application and amendments secured during its consideration which relate to mitigation of any harmful effects on the environment and opportunities for environmental enhancement.

Design of the development

Policy GP8: Design seeks a high standard of design which respects and, where appropriate, enhances the character of the environment. Proposals for new development are expected to:

- achieve a good standard of architectural design, including the design of necessary infrastructure and facilities;
- demonstrate the most effective and efficient use of land;
- respect the character of the local built environment or the open landscape concerned;
- consider the health and well-being of the occupiers and neighbours of the development by means of providing adequate daylight, sunlight and private/communal open space;
- provide soft and hard landscaping where this reinforces local character and distinctiveness and/or mitigates the impacts of development and/or contributes to more sustainable construction;
- demonstrate accessibility to and within a building for people of all ages and abilities.

Policy GP9: Sustainable development states that proposals for new development, and the refurbishment, extension and alteration of existing buildings, will be supported where it has been demonstrated that they have been designed to take into account the use of energy and resources and any adverse impact on the environment through paying particular regard to the location, orientation and appearance of the building, the form of construction, the materials used and its resilience to climate change and flooding.

The architectural design quality of the proposals is very high. The submitted scheme satisfies all criteria of Policy GP8 and results in a specialist educational facility of exceptional quality which responds to the site context and demonstrates effective and efficient use of land.

Sustainability has been considered as integral to the design process as explained in the submitted planning and design statement and design and access statement under the following themes:

- Building orientation
- Weight and embodied carbon
- Materials and supply chain
- Recycling and the circular economy
- Building fabric – reducing energy demand
- Low carbon supply

The result is an exemplar development proposal which clearly satisfies Policy GP9.

The built form is primarily grouped in the southern part of the site, with the detached Sports building and small Horticulture building to the north, forming an appropriate

transition to the open landscape to the north of the site, in accordance with Policy GP1: Landscape Character and Open Land. Parking areas are proposed to the east and west which, along with undeveloped land and landscaping, provide a visual buffer to adjoining residential development on these sides. The street frontages are well considered and will enhance the appearance of the site. Overall, the visual impact of the proposals is acceptable and respects the character and visual amenity of the surrounding locality.

The proposals include a comprehensive landscaping scheme and retain existing distinctive features, most notably the existing ancient Sweet Chestnut tree. Comments have been made by one representor concerning the landscape design and choice of planting proposed. A detailed response has been received from the project landscape designer concerning these matters, which is accepted. The proposals are considered to accord with the Strategy for Nature SPG, 2020.

Impact on the amenities of neighbours

The site layout and components of the proposed development have been designed and located to minimise impact on neighbouring properties and uses. Buildings are located away from the site boundaries with residential properties and landscape buffers are provided to mitigate potential noise and disturbance from car parking areas. Lighting will be carefully designed and directed to avoid light pollution and nuisance to surrounding properties. Acoustic fencing is included to screen service areas. Suitable planning conditions can be imposed to ensure that the impact of the development on neighbours remains acceptable.

Some concerns have been expressed by representors regarding the scale and height of proposed buildings and potential to dominate the two-storey dwellings in the vicinity of the site. The Main Building and the Sixth Form Centre are both three-storey structures of similar height to the existing Princess Royal Centre for Performing Arts building. Having regard to the location of these buildings within the site and in the context of their surroundings, it is not considered that they would have any adverse impact on the outlook or amenity of any neighbouring property.

Impact on traffic safety and pedestrians

Policy IP9: Highway Safety, Accessibility and Capacity states that:-

In considering proposals for development the Authority will take into account:

- the existing public road network's ability to cope with any increased demand as a result of the development and may require physical alterations to the highway or the implementation of an operational scheme to manage the impact of the development on the road network (a Traffic Impact Assessment may be required); and,
- the access requirements of people of all levels of mobility and health.

Policy IP7: Private and Communal Car Parking states that: In considering proposals for development, the Authority will take into account the provision of appropriate levels of private and communal car parking in accordance with the guidance set out in Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment.

The impact of the proposed development on traffic safety and pedestrians has emerged as a key issue from the public and other consultation on the application. Detailed discussions have been undertaken with the applicant, THS and the Committee *for the Environment & Infrastructure* concerning this issue. As a result of these discussions, amendments have been secured to the application that remove the proposed car parking area to the north of the Construction and Engineering building, resulting in a reduction of proposed car parking provision on the site by 46 spaces (a 12% reduction from 386 to 340), increase cycle parking to accommodate 200 spaces (an increase of 68), and improve pedestrian priority within the site by including wider footpaths, raised tables and barriers to control vehicular traffic. A commitment has also been given by the applicant to provide, in conjunction with THS, an enhanced safe pedestrian and cycle route using the Water Lanes, in accordance with THS' recommendations. This can reasonably be subject of a planning condition, given the nature of the proposed development in this case and the existing control by the States over the areas of land concerned.

The amendments and commitment secured during the processing of the application are considered adequate to reasonably address concerns regarding traffic and pedestrian safety arising from the development, sufficient to enable the recommendation that the application be approved.

With regard to THS' comments in relation to the provisioning of MOVA type signal control at Les Ozouets / Footes Lane and Fosse Andre / Collings Road junctions, the provisioning of a filter junction as opposed to introduction of a signalised junction at Le Friquet / Les Baissieres, and improvements to scheduled bus services for the site, it has been confirmed that these matters would be addressed by the Committee *for the Environment & Infrastructure* in the event of planning permission being granted for the proposed development.

In addition, the feasibility of delivering wider pedestrian/cycle routes in the area to the north of the site is to be investigated by the relevant States' Committees, although this cannot be subject of a planning condition given that possible solutions cannot yet be predicted with certainty and would relate to land currently outside the ownership of the States. It is noted that the relevant States' Committees will however continue to work together to ensure these matters are addressed going forward.

Other matters

The States' Archaeologist has identified potential for archaeological interest on part of the site and a watching brief is requested. This is referred to in the CEMP and a suitable informative is recommended.

3 - General material considerations set out in the General Provisions Ordinance.

All material considerations as set out in the Land Planning and Development (Guernsey) Law, 2005 and the Land and Planning (General Provisions) Ordinance 2007 have been taken into account in the assessment of this application. Where relevant the issues are considered in section 2 above.

4 - Additional considerations (for protected trees, monuments, buildings and/or SSS's).

The proposal would have no impact on Protected Buildings, Trees or Monuments or on SSS's.

For the reasons set out within this report, it is recommended that planning permission be granted, subject to conditions.

Date: 29/06/2022

