

**APPENDIX 2: THE ENVIRONMENTAL IMPACT ASSESSMENT OF THE
DRAFT ISLAND DEVELOPMENT PLAN: ENVIRONMENTAL STATEMENT,
FEBRUARY 2015 (UPDATED APRIL 2016)**

**Environmental Impact Assessment of
the draft Island Development Plan:
Environmental Statement**

February 2015

(updated April 2016)



Development &
Planning Authority

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1. THE ISLAND DEVELOPMENT PLAN AND ENVIRONMENTAL IMPACT ASSESSMENT

1.1 Introduction

This Environmental Statement documents the findings of the Environmental Impact Assessment (EIA) process for the draft Island Development Plan. The EIA aims to ensure that the Plan's policies are sustainable and fully consider likely environmental effects of enabled development. It does so by describing the current environment in Guernsey, identifying relevant environmental objectives, considering alternative policy approaches to those set out in the Plan, identifying any likely significant environmental impacts of implementing the Plan and suggesting ways in which these impacts could be avoided or minimised.

Not all parts of the draft Island Development Plan require assessment. The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 (the EIA Ordinance) only requires the assessment of Plan policies that could give rise to development that itself requires EIA.

1.2 The Island Development Plan

The Island Development Plan (the Plan) is a Development Plan prepared by the Environment Department in accordance with the Land Planning and Development (Guernsey) Law, 2005 (the Law) and legislation under it. The Plan aims to respond to current and emerging issues whilst being consistent with the Strategic Land Use Plan. The Plan provides for the future economic, social and environmental development requirements of the Island in land use terms in a way that conserves the special features of its environment, makes optimum use of its resources and offers a good quality of life for its people. The principal aim of the Plan is:

"To ensure land planning policies are in place that are consistent with the Strategic Land Use Plan and which 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 review of the Development Plans (the Rural Area Plan 2005 and the Urban Area Plan 2002) began in January 2012. A first round of public consultation¹ was held between 16 January and 16 March 2012. This 'threw the net wide' to inform as many people as possible

¹ Environment Department (2012) 'Topic Paper Consultation Report for Development Plan Review', www.gov.gg/forward_planning

about the Plan Review and seek their views about a wide range of topics. A second round of public consultation² was held between 29 July and 13 September 2013. This addressed key messages, issues and potential options that emerged during the evidence gathering for the Plan Review, principally about Main and Local Centres, housing, employment, the natural and built environment and open space and recreation. More information about these stages is at www.gov.gg/forward_planning.

The Environment Department published the draft Island Development Plan (draft Plan) in February 2015, together with an Environmental Statement and a non-technical summary of the Environmental Statement, for public inspection and comment. An inquiry was then opened on the same day and held by independent Planning Inspectors, including a public hearing stage during October 2015. The inspectors have submitted a report to the Environment Department on 4th March 2016 with their conclusions and recommendations, including any recommended changes to the draft Plan. The Inspectors' report has now been considered by the Department and it has decided to accept some of the changes proposed by the Inspectors. The Department's conclusions are set out in a report 'Environment Department's response to the Inspectors' report, March 2016. The Environmental Statement previously published has been updated to reflect the relevant proposed changes in light of the Public Inquiry stage and Inspectors' recommendations. The draft Plan and its proposed amendments and the Environmental Statement and its proposed amendments together with the Inspectors' report and the Department's Policy Letter setting out its conclusions will subsequently be laid before the States for consideration and adoption. Once adopted, the Plan will replace the Urban Area Plan (2002) and Rural Area Plan (2005).

Figure 1.1 summarises the structure of the draft Plan. The draft Plan first sets out aims and objectives and an overall Spatial Policy. It breaks these down to spatial areas of Main Centres, Main Centre Outer Areas, Local Centres and Outside of the Centres, setting out the different policy approaches for uses in these different areas. It then sets out general and infrastructure policies. A final section explains monitoring and review of the draft Plan and its policies. The draft Plan will be supported by Supplementary Planning Guidance, some of which will be prepared after the Plan is adopted.

² Environment Department (2013) 'Key Messages, Issues and Options Consultation', http://www.gov.gg/forward_planning and Environment Department (2013) 'Second Stage Consultation for the Island Development Plan: Summary of Public Responses', http://www.gov.gg/forward_planning

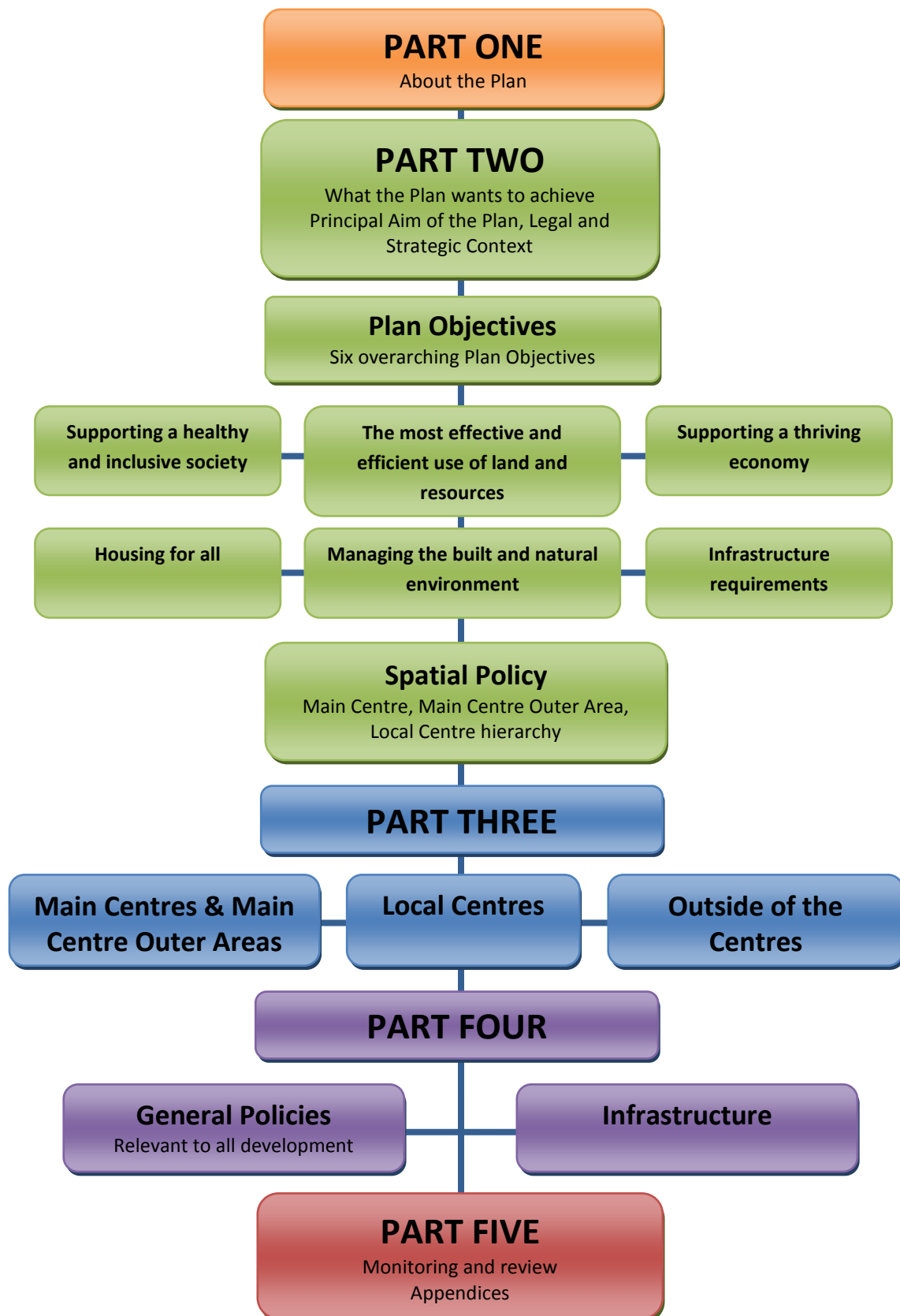


Figure 1.1 Structure of the Island Development Plan

1.3 Environmental Impact Assessment

The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 (EIA Ordinance) only requires an EIA to be undertaken for Plan policies that could give rise to development that itself requires an EIA. The EIA process must be documented in an Environmental Statement (ES). This is the first Plan EIA to be carried out for Guernsey.

The requirements of the European 'Strategic Environmental Assessment Directive 2001/42/EC' do not apply in Guernsey. However, the broad structure of a European Directive compliant ES has been adopted here insofar as is consistent with Guernsey EIA legislation. This report is structured as follows:

- | | |
|-----------|---|
| Chapter 1 | Provides an introduction to the Island Development Plan and Environmental Impact Assessment |
| Chapter 2 | Summarises the policy, legal and environmental context for the Plan as a baseline against which the impacts of the Plan can subsequently be assessed |
| Chapter 3 | Explains the EIA methodology used: what draft Plan policies were assessed and the assessment criteria used to assess them |
| Chapter 4 | Discusses the alternatives considered when developing the draft Plan |
| Chapter 5 | Describes the likely significant impacts of the draft Plan policies that were assessed and recommends measures to avoid and minimise any significant negative impacts |
| Chapter 6 | Summarises recommendations from this EIA |

Table 1.1 lists the legal requirements that this EIA must fulfil and where in this report they have been fulfilled.

Table 1.1 Requirements of the EIA Ordinance and where they have been fulfilled

Requirement of Schedule 6 of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007	Fulfilled in section
1. Subject to section 3(3), an Environmental Statement must include the following matters	
1(a) the category of EIA development referred to in the policy by reason of which EIA is required and concise details, in broad terms, of any existing or potential proposals for development within that category,	3, 5 Appendix B
1(b) where more specific details of the type of development are known, a concise summary of such details in relation to existing proposals for development falling within item (a),	5 Appendix B
1(c) an assessment of the likely significant environmental effects, including effects on population, fauna, flora, soil, water, air, climatic factors, material assets (including architectural and archaeological heritage) and landscape, of any development identified under item (b) or, if no such development is identified, of a typical development of the type envisaged in the policy,	5 Appendix B
1(d) the reasons for the choice of policy and the implications of that choice for the environment and of any alternative policy approach including the option of not having a policy of the kind envisaged,	3, 4 Appendix A
1(e) matters that should, having regard to the relevant requirements of this Ordinance, be included in an Environmental Statement or any Compliance Document, relating to the category of EIA development referred to in the policy, and	2, 5 Appendix B
1(f) a non-technical summary of the matters set out in this paragraph.	Appendix C
2. Subject to section 3(3), an Environmental Statement must also include such of the following matters as the Department considers is reasonably required to enable it to assess the environmental impact of the policy –	
2(a) details of any information which is readily available concerning any proposals for development falling within paragraph 1(a) or, if no such development is identified, of a typical development of the type envisaged in the policy,	3, 5 Appendix B
2(b) the Department's view as to the adequacy and reliability of any readily or publicly available information concerning the environmental effects assessed pursuant to paragraph 1(c),	3
2(c) any assumptions that have been made relating to the nature and scale of the development or the likely significant environmental effects in complying with paragraph 1(d),	5 Appendix B
2(d) any relevant – (i) national or international standards or guidance, or (ii) requirements under applicable legislation, setting out limits for particular environmental impacts for the type of development in question and any criteria adopted for the mitigation of such impacts,	2
2(e) any criteria adopted for identifying any areas of search or for selecting any site for the type of development in question.	3

An initial 'scoping report' comprising the material from Chapters 1 – 3 of this statement, was prepared in June-July 2014. A scoping consultation of statutory consultees was carried out by the Environment Department as part of the formulation of the Environmental Statement in accordance with section 4 of the Land Planning and Development (Plans) Ordinance, 2007 and the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007. This sought from consultees any comments that they may have had on the proposed scope of the EIA of the draft Plan policies, including any information relating to environmental factors or existing baseline environmental conditions. The responses were considered by the Environment Department in relation to the EIA and are set out in the Environmental Impact Assessment Scoping Consultation Report 2014³.

The identification and assessment of alternatives and assessment of draft policies was carried out as part of the EIA, taking into account opinions from relevant external experts which helps to provide an objective assessment of the draft Plan policies.

³ Environment Department (2014) 'Environmental Impact Assessment Scoping Consultation Report', http://www.gov.gg/forward_planning

2. POLICY, LEGAL AND ENVIRONMENTAL CONTEXT

2.1 Policy and legal context

The Island Development Plan, once adopted by the States of Guernsey (the States), will replace the Urban Area Plan (UAP) and Rural Area Plan (RAP). The Plan is consistent with strategic guidance and direction set out within the Strategic Land Use Plan, approved by the States in November 2011 (Billet d'État XIX).

The Land Planning and Development (Guernsey) Law, 2005 sets the legal context for the Island Development Plan. Section 1 of the Law states the purposes of the Law is to protect and enhance, and to facilitate the sustainable development of, the physical environment of Guernsey. In this regard the Law seeks to:

- (a) protect and enhance the natural beauty and amenity of Guernsey's coasts, cliffs, countryside and other open spaces,
- (b) protect and enhance Guernsey's heritage of buildings, monuments and sites of historic, architectural or archaeological importance,
- (c) preserve and promote biological diversity,
- (d) achieve quality in the design and implementation of development so as to respect Guernsey's historic, architectural and archaeological heritage and make a positive contribution to the built environment,
- (e) maintain a balance between the competing demands of the community for the use of land,
- (f) ensure that all development is carried out in a sustainable manner and in such a way as to achieve a safe and healthy living and working environment.

The strategic objectives of the States are set out within the States' Strategic Plan (SSP). The SSP includes four Island Resource Plans which describe how the States proposes to manage or influence the use of Island resources to support the Government's Aims and Objectives:

- Strategic Land Use Plan;
- Energy Plan;
- Population Management Plan;
- Island Infrastructure Plan.

The Strategic Land Use Plan (SLUP) is a statutory document prepared by the Strategic Land Planning Group under the 2005 Planning Law. It sets out a 20-year agenda for land use

planning in Guernsey and guides and directs the Environment Department in the preparation of detailed land use policies set out within the Development Plans. The SLUP concentrates on the action that needs to be taken to use and manage land as a strategic resource, rather than only looking narrowly at individual topics and land supply targets.

The SLUP's core objectives are:

“To improve the quality of life of Islanders and to support a successful economy while protecting the Island’s environment, unique cultural identity and rich heritage through spatial planning policies that enable:

- I. a diversified, broadly balanced economy with high levels of employment and a flexible labour market*
- II. the fostering and promotion of an inclusive and caring society which supports sustainable communities and removes barriers to social inclusion and social justice*
- III. levels of housing availability, quality and affordability to be improved, enabling people to help themselves become independent where possible*
- IV. the maintenance of a healthy society that safeguards vulnerable people, maintains Guernsey as a safe and secure place to live and provides for a wide range of leisure opportunities*
- V. the wise management of Island resources such as land, air quality, energy and water*
- VI. support to be given to corporate objectives and associated policies relating to the conservation of energy, reduction of our carbon footprint, development of renewable energy and adaptation to climate change*
- VII. the protection of local biodiversity and the countryside*
- VIII. the enhancement of the culture and identity of Guernsey by protecting local heritage and promoting high standards of new development*
- IX. the management of solid and liquid waste*
- X. the maintenance and enhancement of modern key strategic infrastructure*

The order of listing of these core objectives reflects the arrangement of the objectives within the States’ Strategic Plan and they are therefore not in order of priority.”

The Environment Department has a statutory duty to seek to achieve the purposes of the Law and the objectives set out in the Strategic Land Use Plan and, where they conflict, to find a balance so far as is possible.

This Environmental Statement must include certain other information which the Environment Department considered was reasonably required to enable assessment of the environmental impacts of the relevant Plan policies. This includes:

- Any relevant national (Guernsey) or international standards or guidance or requirements under applicable legislation setting out limits for particular environmental impacts for the relevant development enabled under the policies; and,
- Any criteria adopted for the mitigation of such impacts.

There are no specific limits currently set out in Guernsey legislation relating to the impacts in question. However, in carrying out the EIA the Department:

1. Considered and applied the following key EU, UK [and other] standards [and guidance] in determining the significance of environmental impacts:
 - a. EU Directive 2006/7/EC Bathing Water Directive
 - b. EU Directive 2008/105/EC on environmental standards in the field of water policy
 - c. EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe
2. Took into account, in relation to assessment of the impacts and mitigation of the same, that development proposals would be broadly required to demonstrate that Best Available Techniques would be used to prevent the introduction of pollutants into the environment or, if that were not practical, to reduce their introduction/any resulting pollution to the minimum through application of good quality design and pollution control, etc.
 - a. For example, waste operations arising from any development will be subject to the licensing requirements (unless benefitting from an exemption) under the Environmental Pollution (Guernsey) Law, 2004 including the automatic condition that operations are carried on using the best available technique for preventing the introduction of pollutants into the environment; or, if that is not practical, reducing to the minimum the introduction of pollutants and any environmental pollution thereby caused; and,
 - b. For other operations arising from any development likely to cause significant environmental effects, the Environment Department would have to take into account effects on the environment in determining a planning application and would consider whether it was necessary to mitigate the same by conditions or otherwise.

3. Took into account in relation to assessment of impacts and mitigation of the same that the development would be subject to the key relevant Guernsey legislation in environmental and other fields set out below which may operate to regulate, control or mitigate environmental effects.

In carrying out the EIA process the Department has also:

4. Referred to best practice guidance in the area of Environmental Impact Assessment, with necessary modifications in view of the different legislation in place in Guernsey, in particular:
 - Advice Notes on Current Practice (in the preparation of Environmental Impact Statements), Environmental Protection Agency, Ireland;
 - The Essex Guide to Environmental Impact Assessment (2007), Essex Planning Officers Association, England (derived from Schedule 4 of the Town and Country Planning (EIA) Regulations, 2011).

Where standards, requirements (such as the BAT test under the waste licensing legislation) or particular guidance under the relevant key legislation/guidance are relevant these are taken into account in assessing particular impacts. Otherwise each site and each proposal is treated on a case by case basis.

When assessing the environmental impacts of draft Plan policies, it has been assumed that the Environment Department will, in considering development enabled by such policies, generally take into account the relevant material considerations under the Land Planning and Development (Guernsey) Law, 2005. These include in particular those in section 13(1) of the Land Planning and Development (General Provisions) Ordinance, 2007 which are set out below for ease of reference.

Land Planning and Development (General Provisions) Ordinance, 2007

General material considerations.

13. (1) Subject to section 12, in addition to the matters to which the Department is required to have regard under the Law and this Ordinance, in determining an application for planning permission, the Department must have regard to -
 - a. the likely effect of the development on the natural beauty and landscape quality of the locality in question,
 - b. the character and quality of the natural and built environment which is likely to be created by the development,

- c. the appropriateness of the development in relation to its surroundings in terms of its design, layout, scale, siting and the materials to be used,
- d. the likely effect of the development on the character and amenity of the locality in question,
- e. the likely effect of the development on roads and other infrastructure, traffic and essential services,
- f. the likely effect of the proposed use to which the application site is to be put and the likely effect of any other use to which it could be put without obtaining a further planning permission,
- g. any proposed planning covenant which can be entered into in accordance with section 23 of the Law – (i) which provides a benefit having regard to the purposes of the Law or any other purpose for which a planning covenant may be entered into, and (ii) which would have a material connection with the development,
- h. the likely effect of the development on parks, playing fields and other open spaces, and
- i. the likely effect of the development on the reasonable enjoyment of neighbouring properties.

Potentially relevant key Guernsey legislation in environmental and other fields

All reference to legislation listed includes amendments to that legislation. Legislation is shown in date order and not in order of importance.

Planning⁴

The Land Planning and Development (Guernsey) Law, 2005

The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007

The Land Planning and Development (General Provisions) Ordinance, 2007

The Land Planning and Development (Special Controls) Ordinance, 2007

The Building (Guernsey) Regulations, 2012 (and Guernsey Technical Standards issued under those Regulations).

Waste

Refuse Disposal Ordinance, 1959

The Transfrontier Shipment of Waste Ordinance, 2002

The Environmental Pollution (Guernsey) Law, 2004⁵

The Environmental Pollution (Waste Control and Disposal) Ordinance, 2010

⁴ This list only includes planning and building control legislation most relevant to the assessment of the environmental effects of development.

⁵ The parts relating to water and air pollution and pollution by sound and light are not yet in force but there is approved policy to bring into force the water pollution part and enact legislation under it to replace some of the current water pollution legislation.

The Waste Control and Disposal (Duty of Care) Regulations, 2010
The Waste Control and Disposal (Exemptions) Regulations, 2010
The Waste Control and Disposal (Specially Controlled Waste) Regulations, 2010

Water/Sea

The States Water Supply (Guernsey) Laws, 1927 to 1997
Loi Relatif aux Douits, 1936
The Watercourses Ordinance, 1957
States Water Supply (Prevention of Pollution) Ordinance, 1966
Sewerage (Guernsey) Law, 1974
Part III of the Food and Environment Protection Act 1985 as extended to Guernsey with modifications
Prevention of Pollution (Guernsey) Law, 1989
The Water Byelaws (Guernsey) Ordinance, 2003

Public Health/Nuisances

Loi relative à la Santé Publique, 1934
The Public Health Ordinance, 1936

Other legislation: Health and Safety

Loi Relative aux Explosifs, 1905
Loi Relative aux Huiles ou Essences Minerales ou Autre Substances de la Meme Nature, 1924
Health and Safety at Work (General)(Guernsey) Ordinance, 1987
The Health and Safety (Gas)(Guernsey) Ordinance, 2006
The Control of Poisonous Substances (Guernsey) Regulations, 2014
[In enforcing the above Health and Safety legislation, regard is had by the Guernsey Health and Safety Executive to the following UK Health and Safety Executive guidance insofar as consistent with Guernsey legislation:

- PADHI – Planning Advice for Developments near Hazardous Installations;
- Land use planning advice around large scale petrol storage sites (SPC/TECH/GENERAL/43).]

Other legislation: Energy

The Renewable Energy (Guernsey) Law, 2010^{\$}
[^{\$} main operative parts are not yet in force]

Other legislation: Shipping, Harbours and Maritime

Harbours Ordinance, 1988
The Merchant Shipping (Bailiwick of Guernsey) Law, 2002
Security of Ships and Port Facilities Ordinance, 2004

Criteria adopted for mitigation of impacts arising from enabled development

The Department did not, in carrying out the assessment, adopt any specific criteria for the mitigation of assessed impacts arising from the development enabled by the relevant Plan policies because developments envisaged in the assessment were typical developments rather than specific proposals and there was insufficient information available to specify criteria.

2.2 Environmental context

This section summarises current environmental conditions in Guernsey as a baseline against which the relevant policies of the draft Plan can be assessed. This description is based on a number of recent documents, including:

- Environment Department (2010) Habitat Survey of Guernsey, Herm and Associated Islands 2010;
- Environment Department (2013) Open Space and Outdoor Recreation Survey 2013;
- Environment Department (2013) Guernsey Character Study (Phase 1);
- Environment Department (2013) Sites of Special Significance and other designated Nature Conservation Sites;
- Environment Department (2013) Guernsey Conservation Area Study;
- Policy Council (2013) Guernsey Facts and Figures;
- Policy Council (2014) Guernsey Annual Greenhouse Gas Bulletin;
- Environment Department (2005) Rural Area Plan Review No. 1;
- Environment Department (2002) Urban Area Plan Review No. 1.

Population

Guernsey has a population of about 63,000 people. This rose by about 5% in the ten years to 2011. The overall life expectancy is 82 years: 80 for men and 84 for women. The Island's population is aging. Although several hundred people migrate to and from Guernsey every year, this number is small compared to the overall population of the Island.

Of about 26,000 homes on the Island, 62% are owner occupied, 27% are rented and most of the rest are social housing. Almost 60% are in rural areas, with the remainder being primarily in St. Peter Port and St. Sampson. Figure 2.1 shows the essential character of

Guernsey, with urban and built-up areas primarily in the north and east of the Island and rural areas primarily to the south and west.

Overall, there is a States target to achieve planning permission for 300 new dwellings per year. Although this target has been reached until now, recent research into housing need shows a growing requirement over the life of the Plan.

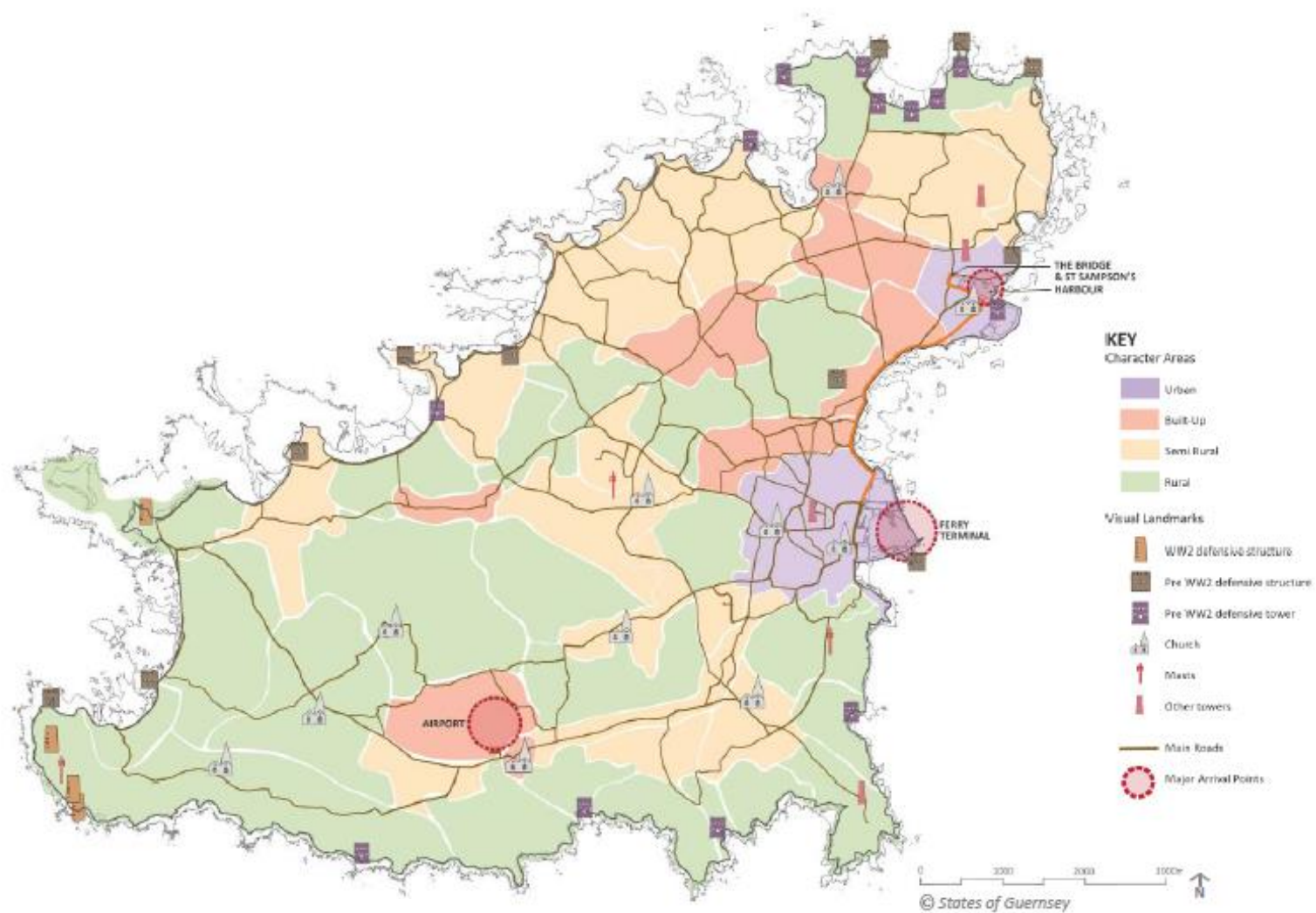


Figure 2.1 Essential character of Guernsey

Fauna and flora

Guernsey has 379 hectares (Ha) of woodland (6% of its land area), 314Ha of dense scrub (5%) and 1332Ha of dry grassland (21%). Of the grassland, more than 85% is improved (not species rich) and more than 14% is semi-improved. There are 2.26km² of open natural habitat, representing 3.6% of the Island's land area. Dune grassland comprises the largest proportion (37%) of open natural habitat followed by coastal grassland (33%) and marshy grassland (27%). Figure 2.2 shows the Island's Sites of Nature Conservation Importance, as identified in the RAP and UAP.

Type of natural habitat	Area (km ²)
Unimproved grassland	0.02
Marshy grassland	0.61
Salt marsh	0.02
Dune slack	0.00
Dune grassland	0.84
Open dune	0.01
Coastal grassland	0.74
Coastal heath land	0.02
Total	2.26

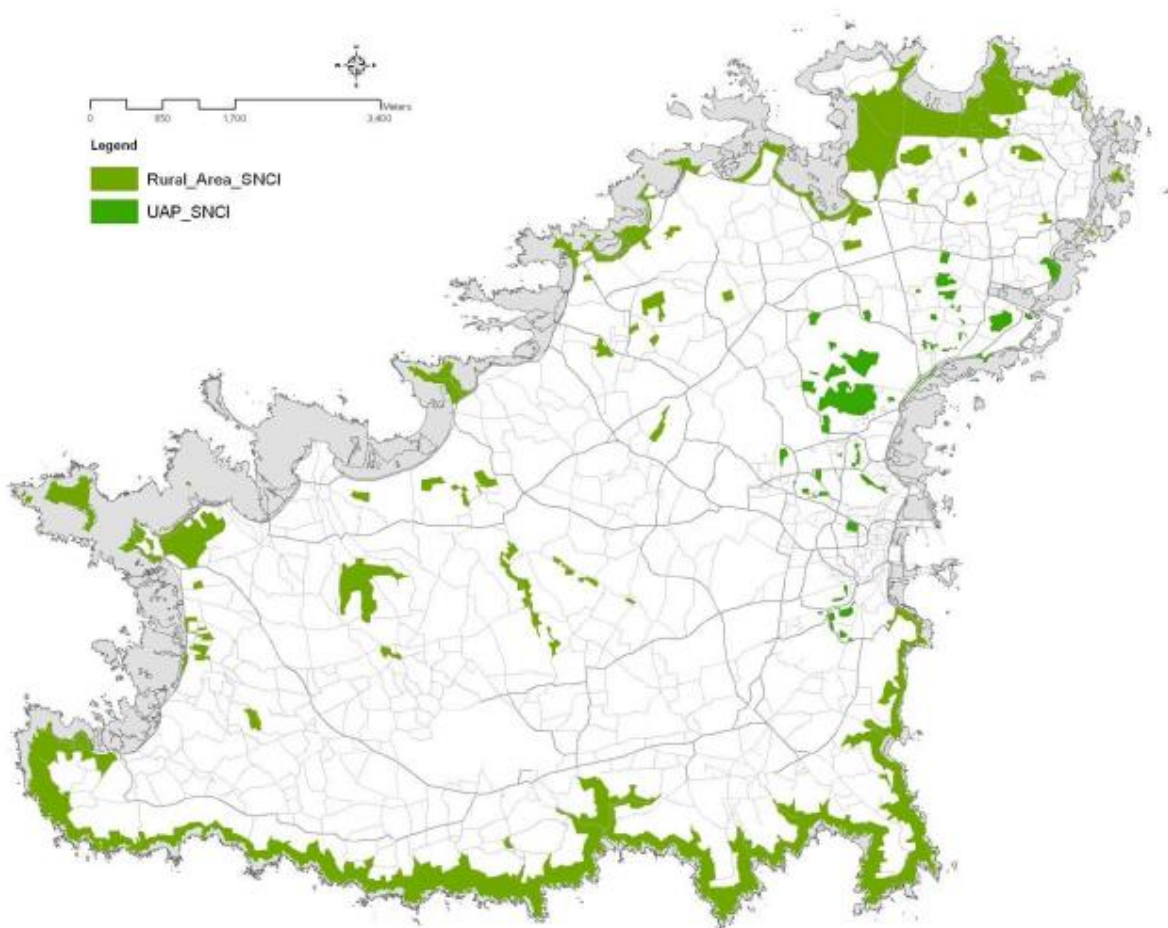


Figure 2.2 Sites of Nature Conservation Importance (SNCI)

According to the Habitat Survey (2010), Guernsey's biodiversity declined significantly between the years 1999 to 2010. The main causes of the recent loss of biodiversity are the abandonment of land and its succession to scrub or woodland, and related decline in rarer habitats with their associated species of plants and animals. Woodland cover increased by 75%, due partly to a succession from dense scrub and partly to the States of Guernsey Free Trees Scheme. Scrub cover increased by one third, following the abandonment of marginal land and the spread of scrub along the cliffs, replacing species-rich grasslands and heath. The abundance of other, rarer habitats, has also decreased, especially species-rich dry grasslands. Some of the features that give the Island its special character such as cliffs, coastlines, marais⁶, valleys and dune areas are at risk of development pressures, and should be conserved to protect the natural heritage.

Soil

Almost 12% of Guernsey's total land area is developed. Most of the Island's high quality soil is in the south and west, excluding the land around the airport: this is shown at Figure 2.3.



Figure 2.3 Best and Most Versatile Land

⁶ Essentially freshwater marshes which have been drained, probably for many centuries, by man-made channels.

Waste

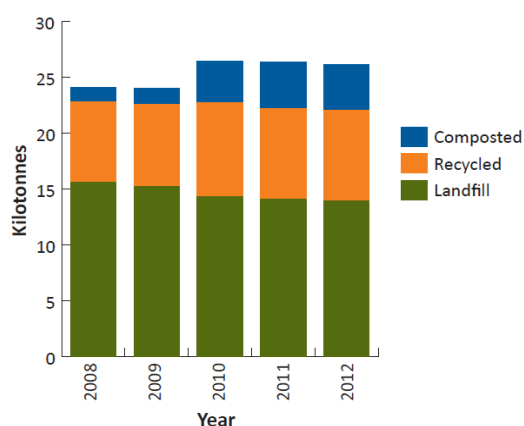


Figure 2.4 Household waste

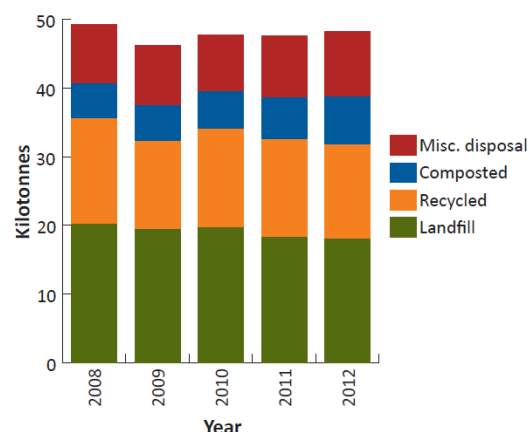


Figure 2.5 Commercial and industrial waste

Guernsey produced about 26 kilotons (kt) of household waste in 2012. In that year, 31% of household waste was recycled and 16% was composted: this falls slightly short of the EU target of recycling or composting 50% of waste by 2020. 53% of household waste was sent to landfill at Mont Cuét. About 48kt of commercial and industrial waste were produced in Guernsey in 2012. Of this, 28% was recycled and 15% was composted, 20% was incinerated and 37% went to landfill. The proportion and total amount of waste being sent to landfill is slowly decreasing (Figures 2.4 and 2.5). Most construction and demolition waste is used for land reclamation at Longue Hougue, with almost all of the rest being reused.

Water

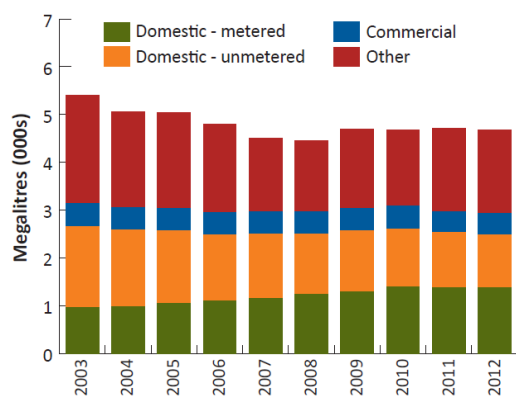


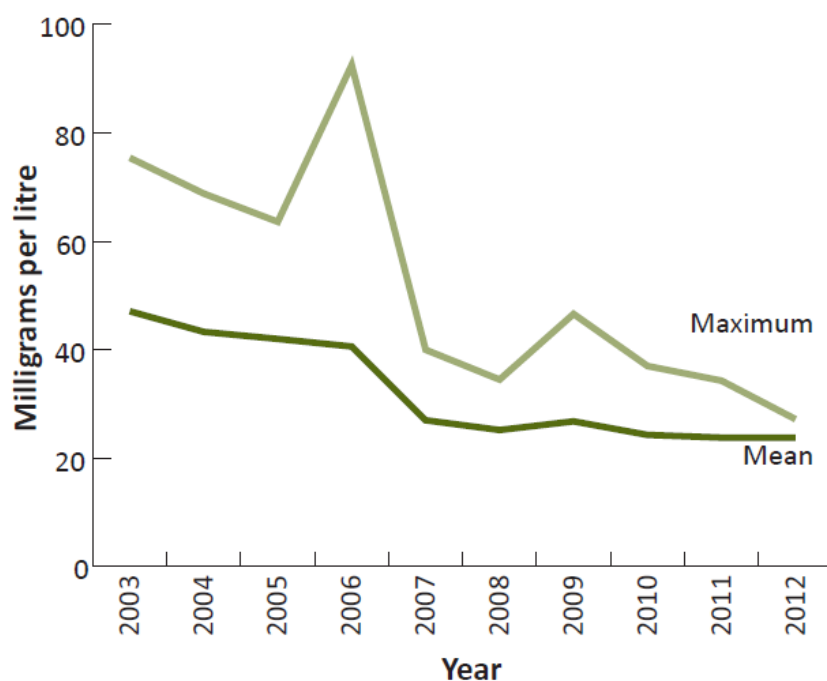
Figure 2.6 Water consumption

Year	Domestic water consumption		Total water consumption	
	Ml /yr	l/person /day	Ml/yr	l/person /day
2012	2485	108	4682	203
2011	2537	111	4713	205
2010	2603	114	4677	205
2009	2571	113	4690	206
2008	2501	111	4459	197

Water consumption has remained roughly steady over the last five years (Figure 2.6). 53% of water consumption is for household/domestic use.

Annual mean surface water nitrate concentration has decreased by 46% in the ten year period ending in 2012 and is well below the European water quality standard of 50mg/l (Figure 2.7).

Bathing water testing is carried out at 13 of the Island's beaches. In 2012, all beaches reached the EC mandatory standard and 11 also achieved the more stringent EC guideline standard. Pembroke/L'Ancrese, Vale and Portelet, Torteval achieved the mandatory pass standard but not the guideline standard.



Source: Guernsey Water

Figure 2.7 Surface water nitrate concentration

Figure 2.8 shows that the areas most at risk from coastal flooding and storm surges are:

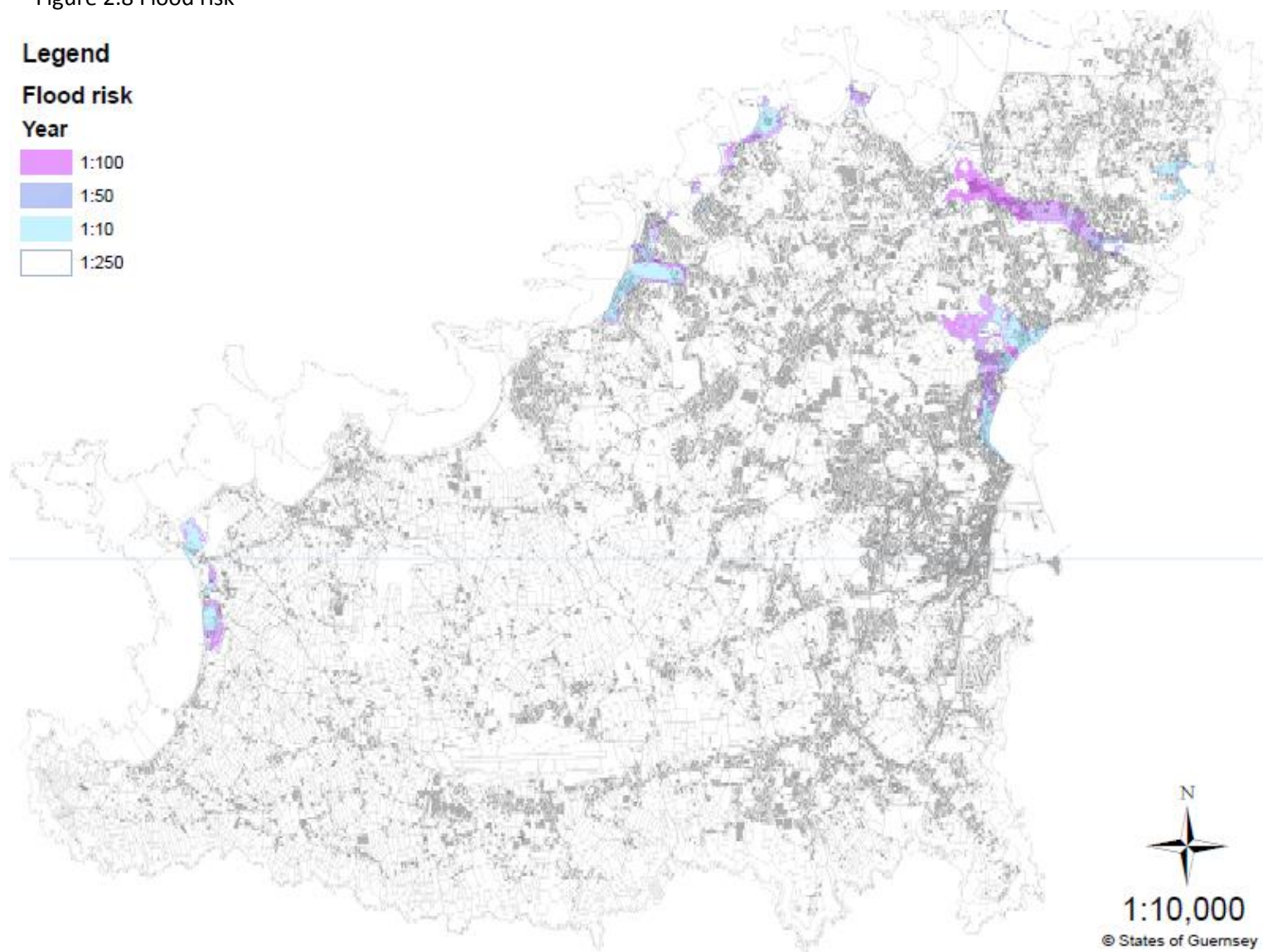
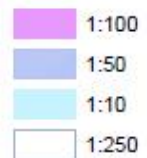
- Belle Greve Bay, St Peter Port & St Sampson;
- St Sampson's Harbour and the associated area of Le Grand Havre, St Sampson & Vale;
- Bordeaux Harbour, Vale;
- Rousse, Baie de Port Grat and Baie des Pecqueries, St Sampson & Vale;
- Cobo Bay and Saline Bay, Câtel;
- Rocquaine Bay and L'Éree Bay, St Pierre du Bois & Torteval;
- Pembroke Bay, Vale.

Figure 2.8 Flood risk

Legend

Flood risk

Year



Air and climatic factors

Nitrogen oxides (NO_x) are generated by the combustion of fossil fuels, principally by motor vehicles. NO_x contributes to acid rain, depletes the ozone layer and affects the health of people and ecosystems. NO_x levels in Guernsey are generally slightly below the EU Directive guideline maximum of 40µg/m³ per year. However, at times, at some of the busier roadsides, notably the Grange, St Peter Port and Bulwer Avenue, St Sampson, NO_x levels are sometimes exceeded. While air pollution levels are increasing (Figure 2.9) in places, the air quality for the Island as a whole remains good.

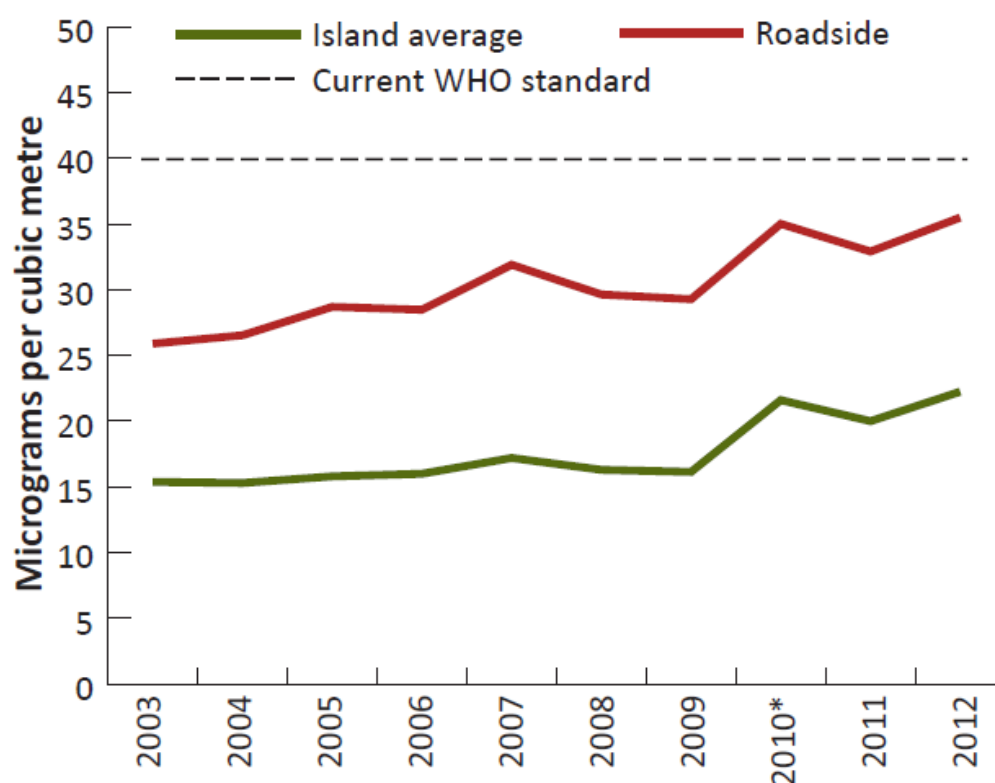


Figure 2.9 Annual average NO_x levels

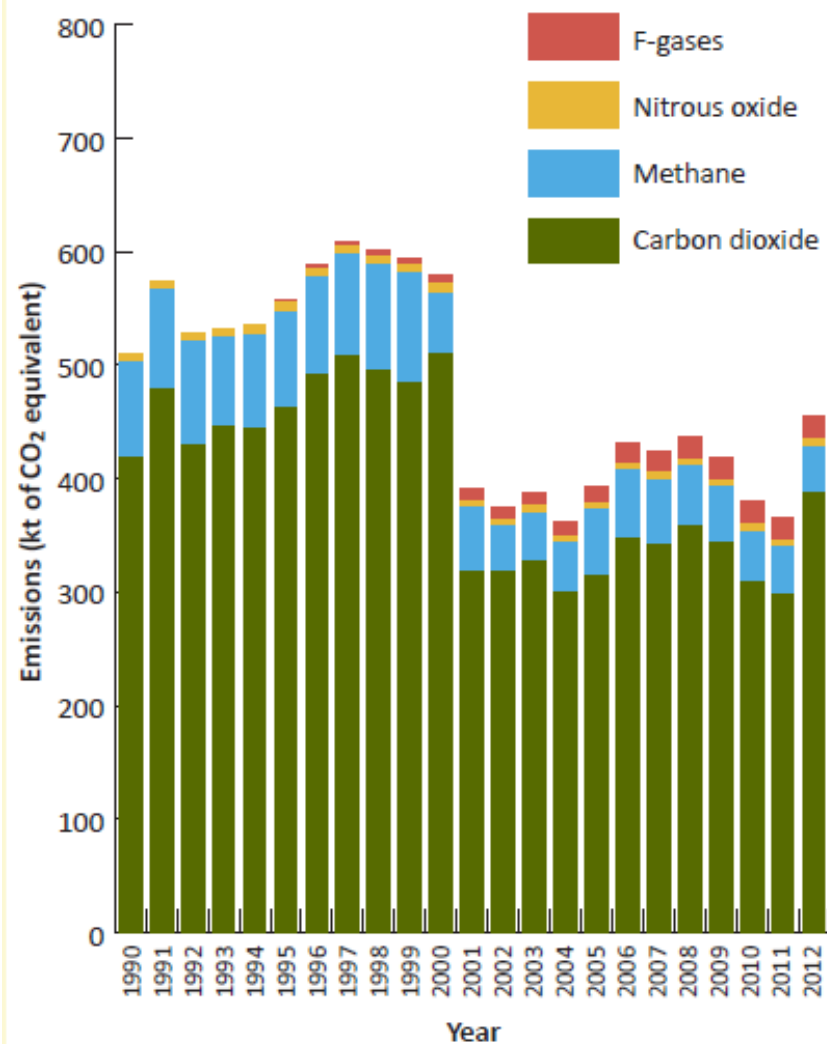


Figure 2.10 Greenhouse gas emissions 1990-2012

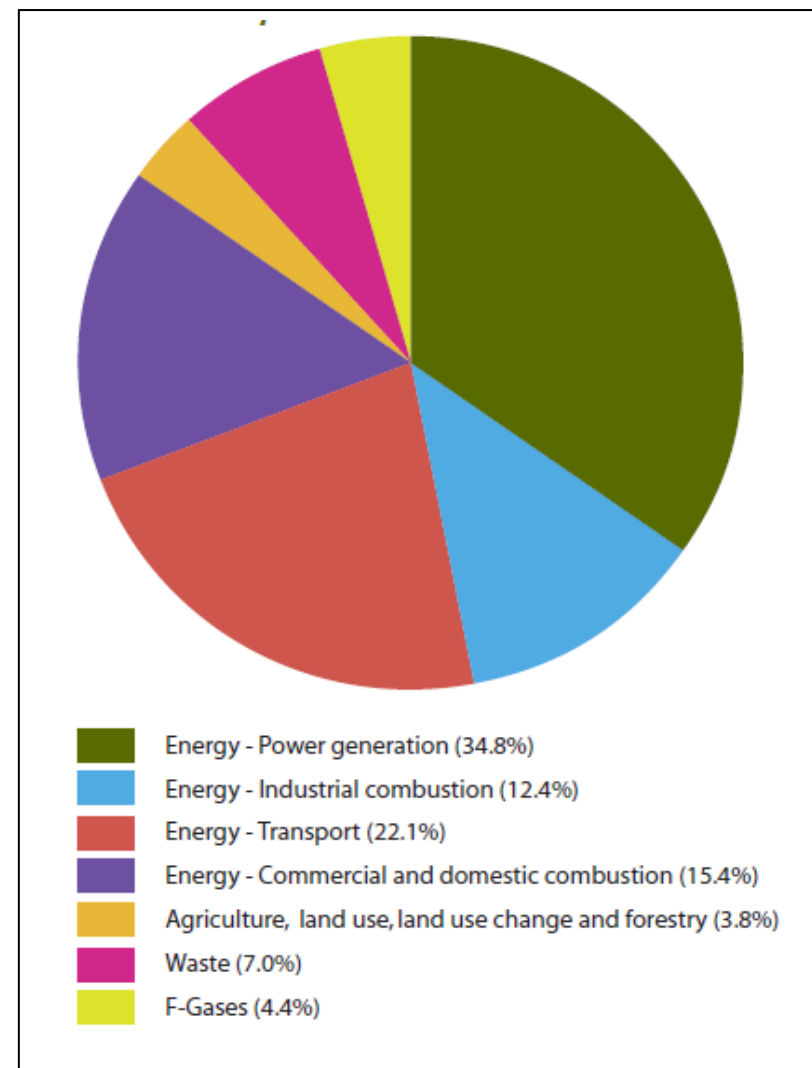


Figure 2.11 Greenhouse gas emissions by source (2012)

Material assets

Guernsey has a particularly rich archaeological heritage with evidence of human settlement and activity from the 8th millennium BC. Significant remains in the rural areas include prehistoric landscapes, burial mounds, standing stones, mediaeval road patterns, Iron Age and mediaeval field systems, fortifications, agricultural, domestic and ecclesiastical buildings and ancient settlements. Figure 2.12 shows key areas of archaeological importance in Guernsey.

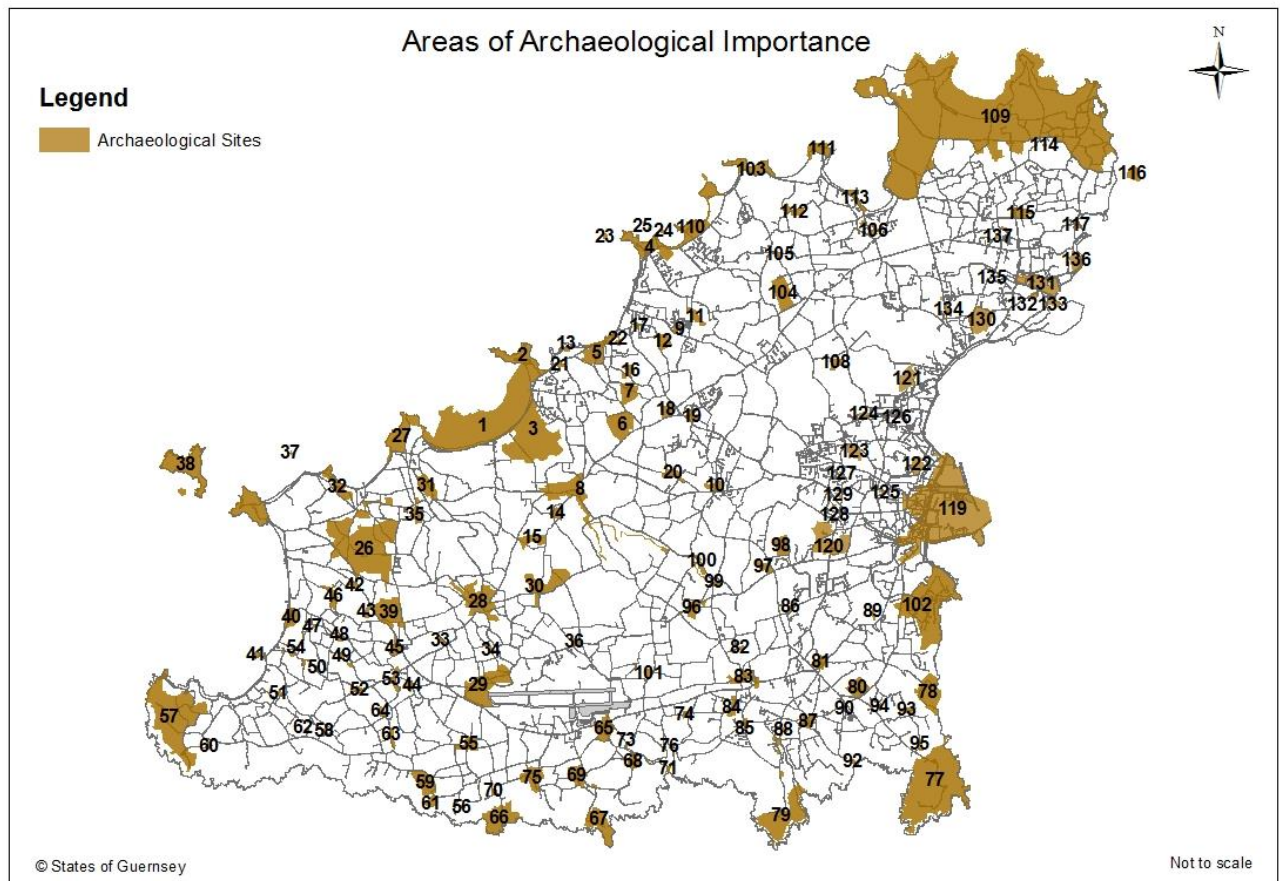


Figure 2.12 Key areas of archaeological importance

The existing Development Plans identify 93 Conservation Areas. Many of these areas are small and close to each other, divided in many cases by just a field or a house or two. The existing Conservation Areas are not named and no studies have been published that identify the special characteristics of the individual areas.

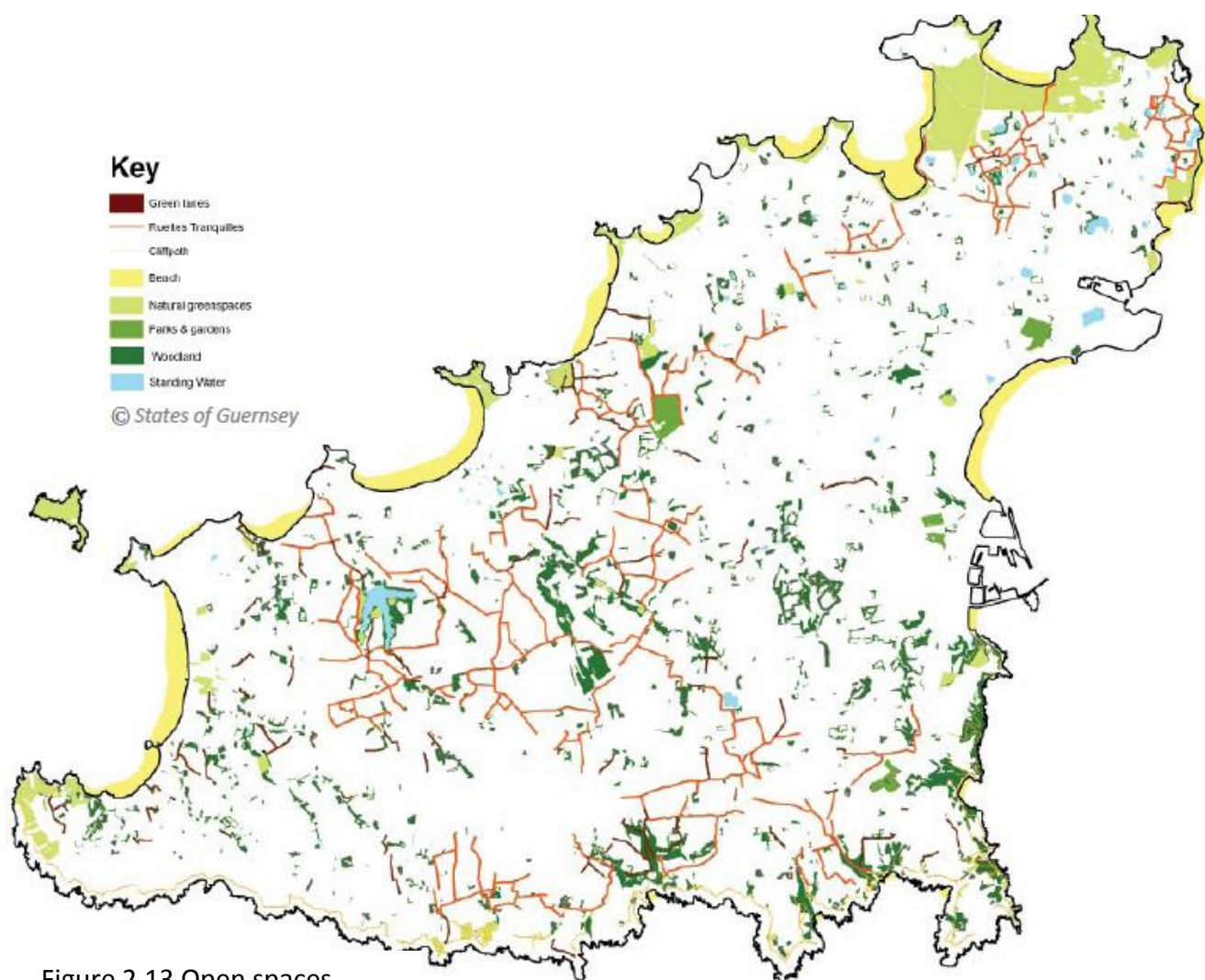


Figure 2.13 Open spaces

Open spaces improve health and wellbeing, provide a habitat for flora and fauna, are a community resource and provide visual amenity.

Guernsey is very well catered for in terms of outdoor recreational space (sports pitches, allotments, etc.), natural space (woodlands, meadows, etc.) and beaches: see Figure 2.13.

Type of open space	Guernsey provision	Standards set by other authorities*
Amenity	0.21	0.25 – 1.0
Natural	3.33	1.0
Recreation	3.59	0.5 – 1.0
Parks & gardens	0.41	0.5 – 0.75
Play space	0.04	0.1 – 0.5

* Jersey, East Hampshire, Winchester, Forest Heath, Carrick

Most of the Island's formal surveyed open spaces and areas of outdoor recreation are in the northern part of the Island, in St Peter Port and on the lower lying coasts. Better provision could be made for amenity space (publicly accessible space not given over to a specific use) and public parks and gardens. There is a distinct deficit of parks and play spaces in the

south and south west of the Island. Play spaces often cater for younger children, omitting to provide facilities for teenagers who may wish to use the space.

At the beaches and natural spaces conflicts between users must be carefully managed to both provide opportunities for recreation and protect biodiversity. For outdoor recreational space and amenity space, dual use of facilities (e.g. for school as well as public use) could broaden opportunities. Visual access to open natural spaces is also important: views of these spaces should not be impeded by boundary treatments and roadside development.

Landscape

Landscape, when viewed as a resource for the Island, has four key roles to play:

- It maintains an historic record of the changes in land-use, economic fortune, customs and taste which have occurred over time;
- It offers a unique form of small-scale, intricate and densely occupied Island landscape;
- It creates a sense of identity or local distinctiveness for different parts of the Island and provides a backdrop to daily life;
- It provides open space, pathways, wildlife habitats and opportunities for good views for the enjoyment of the Island's residents and visitors.

Figure 2.14 shows Guernsey's main landscape character areas.

Landscape Character Areas

The **Wetlands** in the north of the Island are found in extensive low lying basins, many of which are poorly drained as they lie below the level of ordinary high spring tides.

The **Northern Shores** comprise a low, windswept area with extensive sandy beaches separated by rocky points and headlands. Backed by the horizontal expanse of lowland landscapes this coastline is still generally open and undeveloped.

The **Escarpment** forms the northern and western edge of the upland plateau. It rises about 60m above the west coast mares and the central plain, acting as both a physical division and as a visual backdrop that can be seen from the lower ground throughout the north and west of the Island. From the crest of the escarpment, long views extend over the plain and coasts to the sea. The escarpment is a transition zone with a steep, largely tree-covered character of its own.

The **Lowland Hills** are a series of hougues across the north of the Island. Stone outcrops on these hills were, historically, quarried and the abandoned workings often remain as quarry ponds and reservoirs, surrounded by scrub or woodland. Old farmsteads, small fields, trees and narrow, irregular lanes enclosed by boulder walls are all distinctive elements of this landscape type.

The **Western Bays** form a 9km long sequence of bays and headlands with an expanse of inter-tidal rocks and extensive sandy beaches stretching from Fort Pezeries up to Port Soif. This coastline is of tremendous scenic quality when viewed from either the escarpment just to the east or from along the coast itself. The sweeping bays are backed by a series of mares, although these are now separated from the coast by sea defences and by the coast road.

The **Central Plain** is a higher, gently undulating area forming an intermediate level between the wetland areas to the north and east and the upland plateau to the south. It accommodates some fairly densely wooded tracts of land and while there is some variation in character across the area, the changes are too gradual to form positive boundaries to specific sub-zones.

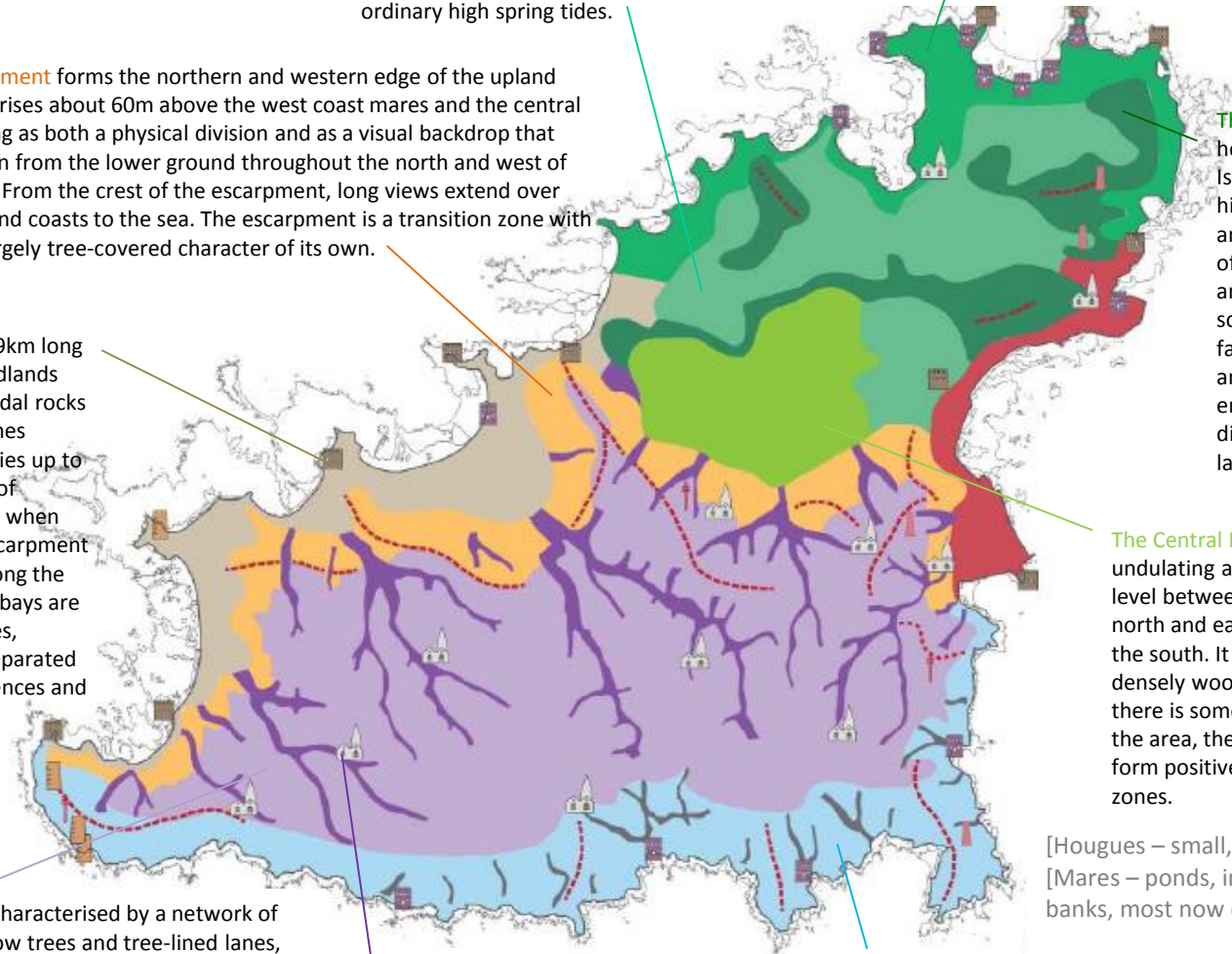
[Hougues – small, rocky hills]

[Mares – ponds, impounded by shingle banks, most now drained]

The **Upland Plateau** is characterised by a network of hedges, banks, hedgerow trees and tree-lined lanes, often enclosing small pastures. This tight pattern tends to keep views short and development well screened. Interspersed throughout the plateau is a series of small hamlets, usually on lower sheltered ground.

Valleys reach far into the upland plateau in a series of narrow stream courses that drain down through the escarpment to the coast. The steep, sheltered slopes provide one of the main areas where woodland still survives in Guernsey.

The **Cliffs** present the wildest and most dramatic scenery within Guernsey. Rising from the sea immediately south of St. Peter Port, they continue along the south-east and south coasts before giving way to the western bays at a point just west of Fort Pezeries, Pleinmont. Short, steep valleys punctuate the 21km of cliffs that present quite a sheer drop from the largely undeveloped agricultural land of the upland plateau.



2.3 Summary: SWOT table

Table 2.1 summarises the Island's strengths, weaknesses, opportunities and threats in terms of environmental baseline against which to assess likely significant effects on the environment.

Table 2.1 SWOT table for Guernsey

Strengths	Weaknesses
<p>Attractive environment</p> <p>Local distinctiveness e.g. earth banks, ormers, Guernsey cow</p> <p>Strong historical/archaeological legacy</p> <p>Mild climate: pleasant to live in, ability to support a wide variety of agricultural production</p> <p>Wealth of informal open spaces, e.g. beaches and recreational facilities</p> <p>Water resources (no need for desalination for foreseeable future)</p> <p>Good rates of recycling</p>	<p>Heavy reliance on private motor vehicles</p> <p>Reliance on imports, including fuel (current arrangements are high risk)</p> <p>Small scale, i.e. limited land, unable to be food sufficient</p> <p>Air pollution hot spots</p> <p>Lack of formal coastal management</p> <p>Legacy of horticultural industry (redundant glasshouse sites)</p> <p>Declining biodiversity, in part due to the abandonment of land and its succession to scrub or woodland</p> <p>CO₂ emissions not reducing</p> <p>Limited amount of formal play area, especially for older children</p>
Opportunities	Threats
<p>Greater public access to open space/visual open space</p> <p>Renewable energy, particularly tidal</p> <p>Brownfield redevelopment</p> <p>Remediation of contaminated land</p> <p>Contribution of clearance of redundant glasshouse sites to agriculture or open land</p> <p>New Sites of Special Significance designations to protect and enhance the Island's areas of special interest, including biodiversity, botanical, zoological, scientific, archaeological, historical, cultural, geological and other special interests</p> <p>Energy efficiencies: improved sustainable design and construction</p>	<p>Loss of agricultural land, e.g. conversion to use for horses</p> <p>Decline of biodiversity due to inappropriate development, recreation, etc.</p> <p>Complacency re. CO₂ emissions</p> <p>Aging population</p> <p>Climate change, including coastal flooding</p>

3. ASSESSMENT METHODOLOGY

This section describes how the EIA was carried out, notably which draft Plan policies were assessed, and the assessment framework used as a basis for the assessments.

3.1 Category of EIA development referred to in draft Plan policies

Not all parts and policies of the draft Plan require EIA. The EIA Ordinance only requires policies relating to the following development to be assessed; listed types of development which automatically require an EIA (Schedule 1 development⁷) and listed types of development which do not automatically require an EIA but in relation to which the Department has issued a screening opinion that the development is EIA development as it is likely to have significant environmental effects (Schedule 2 development⁸). Other draft Plan policies, for instance those on good design or public art, do not need to be assessed as they do not relate to either Schedule 1 or 2 development or other development in relation to which EIA may be required under the EIA Ordinance.

The Environment Department prepared an initial paper on the extent or 'scope' of the assessment to be undertaken and consulted on this with statutory consultees in accordance with section 4 of the Land Planning and Development (Plans) Ordinance, 2007. The consultation documentation enclosed the Department's Screening Opinion on the Schedule 2 type development and section 40(5) and section 44(3) development enabled by the draft Plan policies.

The Department considered in carrying out the scoping exercise that due to the numerous variables arising from the different types of development which could come forward under the relevant draft Plan policies and the potential various locations of such development, it could not rule out that certain development which may be brought forward under the relevant draft policies would be likely to have significant environmental effects. Therefore, the Department, in accordance with a pre-cautionary principle approach, determined that all of the relevant draft policies relating to Schedule 2 and section 40(5) type development may relate to EIA Development and therefore should, as a matter of best practice, be appraised as part of the EIA of the relevant draft Plan policies. The results of this exercise screened out for consideration EIA type development that might be enabled through selected draft policies relating to section 44(3) of the Law (development in respect of trees,

⁷ Development which automatically requires an EIA is set out in Schedule 1 to the Ordinance.

⁸ Development in relation to which the Environment Department has to issue a Screening Opinion as to whether or not the development is EIA development is set out in Schedule 2 to the Ordinance and in section 40(5) and 44(3) of the Land Planning and Development (Guernsey) Law, 2005.

or land subject to a Tree Protection Order, or development that might affect such trees or land) as the Department considered they were unlikely to have a significant adverse environmental effect.

The responses received were taken into account and a summary of this consultation and scoping exercise is set out in the Environmental Impact Assessment Scoping Consultation Report 2014⁹.

Table 3.1 shows the policies in the draft Plan that could give rise to each type of EIA development, and so those policies whose impacts, in particular in relation to the likely significant environmental effects of development enabled by those draft policies, have been assessed in this report.

Table 3.1 Potential projects subject to EIA, and draft Plan policies that could lead to such projects

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹⁰
1(a)	A site for the disposal or processing of waste	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(b)	Reservoirs for public water supply, waste water plants or sewage treatment plants	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(d)	Quarries, or the extraction of minerals by quarrying, mining or drilling	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP5 Safeguarded Areas
1(f)	Reclamation of land from the sea	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas
1(g)	Non-domestic installations for production of energy (excluding wind power of 1 turbine)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites OC7 Redundant Glasshouse Sites OC IP1 Renewable Energy IP11 Small-scale Infrastructure
1(h)	Water management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC

⁹ Environment Department (2014) 'Environmental Impact Assessment Scoping Consultation Report', http://www.gov.gg/forward_planning

¹⁰ For more details on existing and envisaged development proposals, see section 5 of this Environmental Statement.

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹⁰
		OC6 Horticulture OC IP11 Small-scale Infrastructure
1(j)	New golf courses and alterations to existing golf courses	GP2 Sites of Special Significance OC9 Leisure and Recreation OC
1(k)	Airport runways	S5 Development of Strategic Importance IP4 Airport Related Development IP5 Safeguarded Areas
2(a)	Any development project not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare	S2 Main Centres S3 Local Centres S4 Outside of the Centres MC2/LC2 Housing MC3/LC3/OC2 Social and Community MC4/MC5/LC4/OC3 Office, Industrial, etc. MC6/MC7/LC5/OC4 Retail MC8/LC6/OC8 Visitor Accommodation in MC/MCOA MC9/LC7/OC9 Leisure MC10 Harbour Action Areas MC11 Regeneration Areas OC7 Redundant Glasshouse Sites OC IP4 Airport Related Development
2(b)	Construction of roads, harbours and port installations	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety
2(c)	Works to provide new coastal defences and sea defences and reconstruct existing defences	S5 Development of Strategic Importance MC10 Harbour Action Areas IP10 Coastal Defences
2(d)	Any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP1 Renewable Energy Production IP2 Solid Waste Management Facilities IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety IP12 Crematoria and Burial Sites
2(e)	Any project on, or which may affect, a Ramsar site	S5 Development of Strategic Importance S6 Strategic Opportunity Sites GP2 Sites of Special Significance
2(f)	Waste management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC OC6 Horticulture OC

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹⁰
		IP2 Solid Waste Management Facilities IP11 Small-scale Infrastructure
2(g)	Installations for the slaughter of animals	MC10 Harbour Action Areas IP2 Solid Waste Management Facilities
2(h), 2(i)	Installations for the storage of natural gas (>1,000kg) and/or petroleum, petrochemicals or other hazardous chemicals (>10,000 litres)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas GP17 Public Safety and Hazardous Development
2(j)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of this Schedule	S5 Development of Strategic Importance MC10 Harbour Action Areas IP5 Safeguarded Areas IP6 Transport Infrastructure IP8 Public Car Parking IP9 Highway Safety IP11 Small-scale Infrastructure IP12 Crematoria and Burial Sites
Sec. 40(5)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of Schedule 2, where planning permission has already been given for that development or that development has already been carried out or is being carried out, and the change or extension may have significant adverse effects on the environment	GP2 Sites of Special Significance

* The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007

The EIA type development is described by reference to the list of developments in Schedules 1 and 2 of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 and to the development described in section 40(5) of the Land Planning and Development (Guernsey) Law, 2005.

3.2 Assessment framework

Two levels of assessment were carried out: a strategic assessment for broad, non-site specific draft policies and a site-specific assessment for specific projects referred to in the draft policies or supporting text. This reflects section 3(3) of the EIA Ordinance which states that the EIA carried out shall be undertaken in such detail and at such a level as reflects the level of detail regarding the EIA development set out in the draft policy in question, in particular whether a particular site has been selected for the development, so that a more

precise assessment of the environmental effects of the draft policy can be undertaken and the details can be set out regarding the precise nature of the development.

For instance, Policy 9.2 on Harbour Action Areas (HAA) supports appropriate development within HAAs and lists two specific HAAs: at St Peter Port and St Sampson. The general draft policy was assessed using policy-level criteria as there is little detail as to the possible development or exact sites; the possible impacts of development enabled by the draft policy on the two named sites were assessed using the more detailed site-specific criteria. Table 3.2 shows the policy-level assessment criteria and Table 3.3 shows the site-level criteria. The different criteria allow recommendations to be made both for the draft Plan and for subsequent EIAs relating to particular development proposals.

The criteria cover the topics listed in Schedule 6, paragraph 1(c) of the EIA Ordinance, namely population, fauna, flora, soil, water, air, climatic factors, material assets (including architectural and archaeological heritage) and landscape. Air and climatic factors were considered together, since emissions of greenhouse gases are also air pollution emissions.

Following the Public Inquiry, the Department has fully considered the written representations submitted to the Planning Inquiry and the Inspectors' report in reaching its conclusions and proposing any changes to the draft Plan. The proposed amendments to the draft Plan are set out and explained in a report 'Environment Department's response to the Inspectors' report', March 2016. A full schedule of the amendments proposed by the inspectors, together with the Department's conclusions, is in Schedule 1 of this report. The Annex to Schedule 1 includes relevant map extracts and photographs. This document relies on the following three earlier published reports on the proposed changes to the draft Plan:

- 'Proposed Amendments to the Draft Island Development Plan' September 2015, Environment Department
- 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department.
- 'Matters Arising from the Planning Inquiry Hearings into the Draft Island Development Plan, 6th October 2015 to 23rd October 2015:- Summary Report', March 2016.

Proposed amendments to the draft Plan concerning the policies and proposals relating to EIA type development as set out in Table 3.1 have been re-assessed against the strategic assessment or site specific framework as appropriate and the results are incorporated into this Environmental Statement.

Table 3.2 Policy assessment criteria

Topic*	Strategic assessment criteria (for general policies)
Population	Protect and enhance wellbeing

Topic*	Strategic assessment criteria (for general policies)
	<p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Preserve amenity and quality of life?</i> • <i>Enhance safety and security?</i> • <i>Maintain and enhance communications?</i> • <i>Maintain and enhance facilities, amenities and services?</i> <p>Improve social inclusion and reduce inequality</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Regenerate deprived areas?</i> • <i>Provide affordable homes for those who need it?</i> • <i>Protect vulnerable people?</i>
Fauna and flora	<p>Protect Guernsey's biodiversity</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Protect designated habitats and species?</i> • <i>Protect non-designated habitats and species (marine, coastal and terrestrial)?</i> • <i>Maintain links between habitats?</i> • <i>Protect fisheries (including fish spawning grounds)?</i> • <i>Ensure that recreational and development pressure does not incrementally degrade biodiversity?</i> <p>Enhance biodiversity</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Provide new/improved areas of biodiversity?</i> • <i>Promote better management (including grazing and mowing) of areas whose biodiversity depends on this?</i> • <i>Enhance or create green corridors between areas of biodiversity?</i>
Soil	<p>Protect soil quantity</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Minimise development of greenfield land?</i> • <i>Minimise conversion of agricultural land to other land types?</i> • <i>Ensure that land is used efficiently (including through housing density)?</i> <p>Protect soil quality</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Reduce erosion (including coastal), destabilisation of land and creation of dust?</i> • <i>Avoid contamination of soil?</i> • <i>Restore contaminated land/protect and enhance soil quality?</i>
Water	<p>Protect and improve water quality</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Achieve water quality standards?</i> • <i>Protect quality of coastal waters?</i> • <i>Prevent pollution of groundwater (industrial, agricultural, etc.)?</i>

Topic*	Strategic assessment criteria (for general policies)
	<p>Ensure that water resources are used sustainably</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Ensure that water abstraction does not exceed natural recharge rates?</i> • <i>Improve water efficiency, reduce water consumption (agriculture, industry, household, etc.)?</i> <p>Ensure adequate infrastructure</p> <ul style="list-style-type: none"> • <i>Will the policy ensure adequate water provision and wastewater treatment infrastructure?</i>
Air/climatic factors	<p>Minimise the need to travel</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Site new development near existing Centres?</i> • <i>Promote walking, cycling and public transport?</i> • <i>Promote home working, roll-out and use of broadband, etc.?</i> <p>Reduce air pollution and energy demands from existing and new development</p> <p>Support self-sufficiency</p> <p><i>Will the policy</i></p> <ul style="list-style-type: none"> • <i>Support self-sufficiency of food, materials, knowledge, etc., as far as this is possible for an island?</i> • <i>Reduce the need for new or imported materials?</i> • <i>Support the development of sustainable energy technologies and infrastructure (solar or wind)?</i> <p>Increase resilience to the effects of climate change</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Avoid areas of flood risk?</i> • <i>Ensure that infrastructure is heat resistant?</i> • <i>Provide shade?</i>
Material assets (including architectural and archaeological heritage)	<p>Protect and enhance Guernsey's heritage and local distinctiveness</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Protect heritage features, including earthbanks, archaeology, protected buildings, conservation areas, etc.?</i> • <i>Protect intangible cultural heritage, e.g. festivals, customs?</i> • <i>Protect local distinctiveness?</i> <p>Support the waste hierarchy</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Result in reduced production of waste?</i> • <i>Support waste reduction, reuse, and recycling (in that order)?</i> • <i>Promote environmentally sound means of waste disposal?</i>

Topic*	Strategic assessment criteria (for general policies)
	<p>Maintain, enhance and ensure the provision of adequate infrastructure, including existing infrastructure and community/social infrastructure</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Address deficiencies in infrastructure, e.g. play areas?</i> • <i>Identify future infrastructure needs and provide for them in suitable locations?</i> <p>Promote efficient use of resources, including land.</p>
Landscape	<p>Minimise impacts on the town/landscape</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Protect the visual amenity of attractive landscapes?</i> • <i>Support a vibrant and user-friendly 'street scene'?</i> • <i>Minimise the landscape domination of the car?</i> <p>Enhance the landscape and townscape</p> <p><i>Will the policy:</i></p> <ul style="list-style-type: none"> • <i>Regenerate underutilised land?</i> • <i>Re-open views onto open natural spaces?</i> • <i>Promote local architectural styles?</i> • <i>Provide public art?</i>

* Schedule 6 of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007, paragraph 1(c)

Table 3.3 Site assessment criteria

Topic	Site specific assessment criteria (for development arising out of the policies)
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels?
Fauna and flora	<p>Located near:</p> <ul style="list-style-type: none"> • SSS/SNCI? • Other Areas of Biodiversity Importance? • Seashore (non-SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats)?
Soil	<ul style="list-style-type: none"> • Brownfield or redundant glasshouse site? • Best and most versatile agricultural land? • Contaminated site?

	<ul style="list-style-type: none"> • Sensitive to erosion, including coastal erosion?
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water?
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport etc.?
Material assets (including architectural and archaeological heritage)	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.?
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact?

The relevant draft policies' impacts were assessed in comparison to current conditions: "what will be the environmental condition of the Island in the future with the draft policy, compared to current conditions?".

Other possibilities would have been to assess whether the draft policies do their reasonable best to achieve environmental objectives, such as improving biodiversity or protecting water quality; or to assess the likely environmental situation in the future versus the situation without the relevant draft policies. Under the latter scenario, often termed 'business as usual', development would probably be more scattered, with associated problems of greater levels of traffic and less coordinated infrastructure and service provision.

Comparing the environmental impacts of the draft policies against the environmental impacts of 'business as usual' would help to better explain the need for the draft policies, i.e. prevent sprawl of development, ensure provision of adequate infrastructure, etc.

However, assessing against the current situation was felt to provide the most transparent and understandable results, although also the most critical/negative results. The following symbols have been used throughout the rest of this report:

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

3.3 Criteria for areas of search and adequacy and reliability of information concerning environmental effects

Information on the environmental baseline and effects was generally adequate and reliable. Much environmental information was available on the States of Guernsey GIS system, Digimap Ltd. at www.digimap.gg, as set out in Table 3.4. Overlay maps of constraints were used as a key source of information for the assessment. Assessment visits to all the key development sites and all the Main and Local Centres were carried out in December 2014 by the Environment Department and an appropriate consultant for the original Environmental Statement and recently in March 2016 by the Environment Department for the revision to the Environmental Statement. Some cross-checks were carried out between various sources of information (for instance, a report on proposed Sites of Special Significance and GIS maps) and the maps were found to be accurate.

Table 3.4 Criteria for the assessment of housing and employment land sites, and availability of data

	Criteria	Indicator	Housing	Empl.	Availability of information
SLUP SPATIAL STRATEGY	Within or around the edges of Main or within Local Centre	Within site, or within 10m, of the site boundary	✓	✓	GIS layer available
	Small scale business outside spatial strategy	Redundant glasshouse site Outside of the Centres	✗	✓	GIS layer available
	Strategic Opportunity Site	Yes/no	✓	✓	No sites identified yet. No GIS layer available
	Site size	Greater than 1,000m ²	✓	✗	
TRANSPORT ACCESSIBILITY	Road access	Distance to Inter-Harbour Route	✓	✓	Road hierarchy GIS layer available
		Distance to Traffic Priority Route	✓	✓	
		Distance to Local Circulation Route	✓	✓	
		Distance to Neighbourhood Route	✓	✗	
	Access to car	Distance to public car park	✓	✓	GIS layer

	Criteria	Indicator	Housing	Empl.	Availability of information
	parking				available
	Access to public transport	Distance to bus route (winter timetable)	✓	✓	GIS layer available
		Distance to bus stop	✓	✓	GIS layer available
	Access to strategic transport	Distance to airport	x	✓	GIS point layer created
		Distance to port	x	✓	GIS layer created based on ferry terminal in Town and cranes at the Bridge
	Access to footpath network	On site survey	✓	✓	No GIS layer available
	Access to cycle network	On site survey	✓	✓	No GIS layer available at present Input as necessary from survey
ACCESS TO SERVICES & FACILITIES	Within or around Main Centre	Distance to Main Centre core	✓	✓	GIS created using line
	Within or around Local Centre	Distance to Local Centre core	✓	✓	GIS layer created using nodes identified in Urban Design Analysis
		Distance to primary school	✓	x	GIS layer created on school buildings
		Distance to secondary school	✓	x	GIS layer created on school buildings
ACCESS TO EMPLOYMENT	Access to a range of employment opportunities	Distance to UAP 'Central Area' of Town	✓	x	GIS layer available
		Distance to UAP 'Central Area' of the Bridge	✓	x	GIS layer available
		Distance to existing industrial areas (using Key Industrial Area as proxy)	✓	x	GIS layer available
		Distance to existing employment areas by type	✓	x	GIS layer created December 2014

	Criteria	Indicator	Housing	Empl.	Availability of information
		Distance to Princess Elizabeth Hospital	✓	✗	GIS point layer created
PROVISION OF SERVICES TO SITE	Access to sewerage	Is the site near an existing or planned sewer?	✓	✓	GIS layer available
	Access to water	Is the site near an existing or planned water main?	✓	✓	GIS layer available
	Access to electricity	Is the site near an existing or planned mains electricity network?	✓	✓	No GIS layer available to date
	Access to mains gas	Is the site near an existing or planned mains gas network?	✓	✗	GIS layer on Guernsey Electricity website
	Access to fibre optic network	Is the site on the fibre optic network?	✗	✓	No GIS layer available
	Does the site have access to high voltage electricity?		✗	✓	No GIS layer available
	Does the site have fibre optic bandwidth?		✗	✓	No GIS Layer available
HERITAGE ASSETS	Impact on protected buildings	Is there a protected building on the site?	✓	✓	GIS layer available
		Is there a protected building on an adjoining land parcel?	✓	✓	GIS layer available
	Impact on protected monuments	Is there a protected monument on the site?	✓	✓	GIS layer available
		Is there a protected monument on an adjoining land parcel?	✓	✓	GIS layer available
	Impact on Conservation Areas	Is the site within an existing Conservation Area?	✓	✓	GIS layer available
		Is the site adjacent to an existing Conservation Area (CA)	✓	✓	

	Criteria	Indicator	Housing	Empl.	Availability of information
LANDSCAPE	Impact on valued landscapes	Is the site within a RAP Area of High Landscape Quality or UAP Area of Landscape Value?	✓	✓	GIS layer available
		% of site covered by Tree Protection Order	✓	✓	GIS layer available
BIODIVERSITY	Potential to impact on a SSS (using SNCI as a proxy)	Is the site within a designated SNCI or SSS?	✓	✓	GIS layer available
		Is the site adjacent to an SNCI or SSS?	✓	✓	GIS layer available
RISKS TO DEVELOPABILITY OF SITE	Flood risk	Is the site within the 1:100 flood risk area?	✓	✓	GIS layer available
	Health & safety exclusion zones	Is the site within a 'Development Proximity Zone'? (i.e. 150m) Is the site within the Airport Public Safety Zones?	✓	✓	GIS layers available
	Contaminated land	Is the site contaminated?	✓	✓	No data available
OTHER ENVIRONMENTAL CONSIDERATIONS*	Soil/land	Is the site on best and most versatile agricultural land or land in active agricultural use?	✓	✓	GIS layers available
		Is the site on land reserved for stone extraction?	✓	✓	GIS layer available
		Is it a brownfield/previously developed/vacant site?	✓	✓	No GIS layer available
	Air	Is the site in an air quality hotspot?	✓	✓	Generally, the Island's air quality is good and the information is only available for certain locations
	Water	Is there a water body/course present?	✓	✓	GIS layers available

	Criteria	Indicator	Housing	Empl.	Availability of information
		Is the area reserved for water storage?	✓	✓	GIS layer available
	Population	Is there a school/nursing home/sheltered housing/hospital nearby?	✓	✓	GIS layer created on nursing homes and sheltered housing
AVAILABILITY	Is there a reasonable degree of confidence that there are no legal, control or ownership problems which would inhibit the site being developed by a certain date?	Is there evidence of potential restrictions to development in terms of ownership or control (e.g. multiple or contested owner-ship, life interests/usufruit, droit d'habitation, optionees, site assembly or ransom strips, sales, covenants, tenancies or operational requirements of landowners, other legal issues such as other agreements, leases, covenants, bonds, charges or occupants)?	✓	✓	Pre-planning consultations, planning applications, planning permissions, Call for Sites submissions, evidence of sale or marketing, the Livres des Hypothèques, Actes de Cour et Obligations and the Livres des Contrats at the Greffe
		Is there evidence the owners have expressed an intention to develop or sell (e.g. planning applications, pre-planning consultations, Call for Sites submission, sale/marketing), including for what use and when?	✓	✓	
		Is there clear evidence that the site is not available for sale or development?	✓	✓	
	Is there a reasonable prospect that the site could be developed by a particular date?	What market factors and issues affecting demand are evident (e.g. economic viability, level of potential market demand and projected rate of sales (particularly important for larger sites), attractiveness of the locality, proposed and alternative uses in terms of land values?	✓	✓	

	Criteria	Indicator	Housing	Empl.	Availability of information
		What cost factors affecting viability are evident (e.g. those arising from site preparation, physical constraints, whether any exceptional works are necessary, relevant planning requirements, standards or obligations, finance, other constraints)?	✓	✓	
		What delivery factors are evident (e.g. the developer's ability and capacity to deliver the development, including phasing, potential or likely delays, build-out rates (including likely earliest and latest start and completion dates), whether there is a single developer or several developers)?	✓	✓	

*Climatic factors are not suitable for individual site survey - refer to generic impact table of different types of development.

Tables describing the likely impact of typical development projects were developed by the Environment Department and consulted on with relevant States' departments. Comments received resulted in certain changes to the expected impacts, in particular as regards waste developments. These provided a basis for the impact assessments which were carried out originally in consultation with a relevant expert and latterly by the Environment Department .

4. ALTERNATIVES

As part of preparing the draft Plan, alternative policy approaches were considered by the Environment Department. Research and consultation on the options informed the decisions which have led to the selected draft Plan policies as proposed. For example, options on the approach to the affordable housing policy looked at five different ways to deliver this policy during the Key Messages, Issues and Options consultation in July 2013.

The EIA process involves the identification of those selected draft Plan policies that could give rise to projects that themselves require EIA. As part of the assessment of these identified draft selected policies, the Environment Department must also assess the environmental impacts of reasonable policy approach alternatives in comparison. This can include the option of not having a policy of the kind envisaged at all ('no policy' option).

A wide range of alternatives to the identified selected draft policies was considered as part of the EIA. Some were discounted early on. For instance, the 'no policy' option was discounted for draft policies where such an approach was contrary to the direction or guidance given by the Strategic Land Use Plan (SLUP). Similarly, the alternative of not allocating certain sites for development would be inconsistent with the guidance and direction of the SLUP. This reasoning was on the basis that the Environment Department considered that the relevant SLUP policies were consistent with the purposes of the Law so that a 'no policy' option could not be justified on the basis of balancing the purposes of the Law and the objectives of the SLUP as set out in section 6 of the Law. Other alternatives were more comprehensively assessed and compared.

These alternatives can be a complete replacement for the selected draft policy, an addition to the draft policy approach or a variation of one element of the selected draft policy. For example, the alternative allocation of land for new housing in Local Centres would be an addition to the selected draft policy approach in the draft Plan of identifying housing allocations in Main Centres and Main Centre Outer Areas, not a replacement. However, allowing new offices within Local Centres only through conversion or homeworking would be a variation on an element of the selected draft Plan policy. Generally the selected draft policies and sites in the draft Plan were chosen because they are more consistent with the SLUP, and are more sustainable and/or provide a better fit with the draft Plan's aim and objectives.

This chapter summarises the alternatives considered during the development of the assessed selected draft Plan policies; the information used to choose between the alternatives; and, the reasons for the choice of preferred draft policies and sites. In some cases, reports were prepared as part of the draft Plan policy development process: their

main findings are summarised below, where applicable. **Appendix A** provides more information on the identification, assessment and choice of alternatives.

Main Centres and Local Centres

General approach: The SLUP's spatial strategy for the distribution of development is:

"Development concentrated within and around the edges of the urban centres of St Peter Port and St Sampson/Vale with some limited development within and around the edges of the other main parish or local centres to enable community growth and the reinforcement of sustainable centres."

Selected draft policy: Support development within and around the Main Centres by demarcation of boundaries for Main Centres and Main Centre Outer Areas.

Alternative: No demarcation of Main Centre boundaries.

	Selected draft policy	Alternative
Population	++	+/-
Flora & fauna	-	--
Water	+/-	+/-?
Soil	+/-	-/--?
Air, climatic factors	++/-?	+/--
Material assets	++/-?	-?
Landscape		

The option of not demarcating boundaries to the Main Centres and Main Centre Outer Areas was not selected as there would otherwise be no clear means of concentrating development within the Main Centres and Main Centre Outer Areas, potentially leading to coalescence of the two Main Centres and greater take of greenfield land. This option would have the effect of spreading development out, dispersing facilities and services and increasing the need for improvements to infrastructure. The report Identifying Main Centre Boundaries (2014) sets out the process of identifying the boundaries of the Main Centres and Main Centre Outer Areas¹¹.

Selected draft policy: Designation of seven Local Centres

Alternative A: Designation of more Local Centres

Alternative B: Designation of fewer Local Centres

¹¹ Environment Department (2014), 'Identifying Main Centre Boundaries', http://www.gov.gg/forward_planning

	Selected draft policy	Alternative A	Alternative B
Population	+ / ++	+ / -	-
Flora & fauna	- ?	- ?	- ?
Water	- ?	- ?	0 / -
Soil	+ / -	+ / -	+ / -
Air, climatic factors	- / --	- / --	- / --
Material assets	0 ?	0 ?	0 ?
Landscape	-	-	+

Although the revised draft Plan proposes an additional Local Centre, the Local Centre at Forest West is based on meeting the same criteria and sustainable level of services as applied to the other proposed Local Centres. The additional proposed Local Centre has a range of facilities and sustainability indicators and the necessary general convenience store selling fresh food and produce. It is a compact centre with a small residential catchment and has within it, opportunities for improvement. It has a good bus service and an average pedestrian environment. The designation of Forest West as a Local Centre would therefore accord with the methodology applied for the identification of the other Local Centres in the draft Plan as set out in the Department's report 'Identifying Local Centres' July 2015 . Furthermore, the approach to identifying the boundaries of this additional Local Centre is consistent with that used to identify the other Local Centres, resulting in tightly drawn boundaries which reinforces the concentration of development within Main Centres as directed by the Spatial Policy Strategy. Within the proposed boundaries, there are also opportunities for redevelopment of redundant glasshouse sites and brownfield land. Although some of the facilities and sustainable indicators can also be found in the nearby Forest Local Centre many of the facilities are of a different nature, such that, rather than competing with each other, their different scales and nature of facilities would mean that the two Centres are more likely to be mutually supportive. As such the impact from proposing Forest West Local Centre does not alter the overall assessment of this Policy. Neither does the proposed minor amendments to the boundaries of the identified Local Centres at Cobo, L'Aumone and L'Islet . (see detailed site specific assessment in Appendix B for further details).

More generally designation of significantly more Local Centres could result in significant development outside of the Main Centres which could undermine their vitality and viability as the Island's Main Centres, contrary to the spatial strategy of the SLUP. Also, for a Local Centre to be sustainable it must provide a certain level of services and such services require certain thresholds of use to be viable. Providing more opportunities for development of facilities over a wider area would be counterproductive to creating and building sustainable communities as focal points for community growth. Fewer Local Centres would reduce the development potential beyond the Main Centres but could place greater pressure on Main Centres and Main Centre Outer Areas and would fail to serve the rural communities, also increasing use of private vehicles to reach services. The report Identifying Local Centre

Boundaries (2014) sets out the process of identifying the boundaries of the Local Centres¹² to which an addendum has been prepared to reflect the additional Forest West Local Centre¹³

Choice of Centres: Figure 4.1 shows the location of the Main Centres, Main Centre Outer Areas and Local Centres. The report “Analysis of Potential Local Centres”¹⁴ sets out how the Local Centres have been identified. Potential Local Centres were first identified using sustainability criteria, such as the presence of shops, pubs/cafes/restaurants, post office, banks, schools and community facilities. The sustainability of each potential Local Centre was then identified by determining its range of services and facilities, its compactness, residential catchment, accessibility and pedestrian environment. The potential to improve the sustainability of Local Centres was also considered. Using these criteria, the study identified seven potential Local Centres at: Cobo; L’Islet; Forest; St. Martin; St. Pierre du Bois; L’Aumone and Capelles.

The decision was taken to require a food store selling fresh food and produce, to identify a Local Centre. Changes to provision of facilities involving loss of its only food store, in spring 2014 have resulted in removal of Capelles from this list of Local Centres.

During the Public Inquiry stage of the Plan Review process, the issue of designating Local Centres and the choice of Local Centres proposed was raised through Initial Representations and Further Representations received and at the hearing sessions that took place. In the Inspectors’ Report outlining their findings and recommendations, the Inspectors acknowledge that the Environment Department has undertaken a comprehensive three stage assessment process to identify Local Centres in the draft Island Development Plan and generally support this process. Whilst agreeing with the designation of the Forest Local Centre as identified by the Department in the draft Plan, the Inspectors’ recommend that the area to the west of the airport entrance, including the Mallard Centre, garage/convenience store, the Venture Inn, the Forest Primary School and the Le Rondin School and Child Development Centre should be considered as an additional, Forest West Local Centre.

Upon consideration of the Inspectors’ report and recommendations for change, the Environment Department is accepting the proposed amendment to include an additional Local Centre at Forest West and has identified boundaries for this Local Centre in

¹² Environment Department (2014), ‘Identifying Local Centre Boundaries’, http://www.gov.gg/forward_planning

¹³ Environment Department (2016), ‘Identifying Local Centre Boundaries’, Addendum Report March 2016

¹⁴ Environment Department (2015) ‘Analysis of Potential Local Centres’, http://www.gov.gg/forward_planning

accordance with the methodology applied to all the other Local Centres¹⁵. The Environmental Impact Assessment and Environmental Statement have been revised to reflect this proposed change.

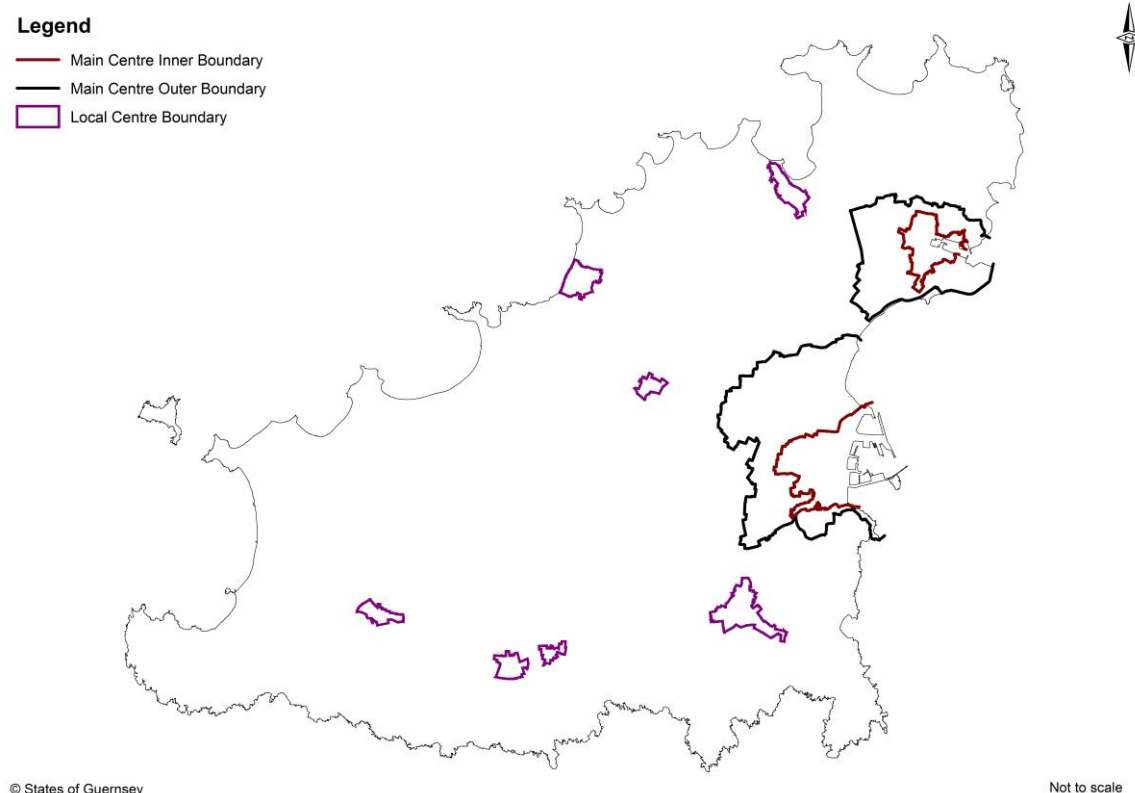


Figure 4.1 Main Centres and Local Centres

Development Outside of the Centres

Due to the broad, overarching nature of the draft Plan's Spatial Policy and the guidance and direction set out in the SLUP to concentrate development in the Centres, it was not considered reasonable or feasible to explore alternative policy options to allow development Outside of the Centres contrary to the Spatial Policy. Therefore, no comparison of environmental impacts of such alternatives is made. Consideration of alternatives to policies which could result in EIA type development that might arise and is enabled under the draft Plan policies Outside of the Centres has been made under the specific policies, including housing, employment and social/recreational uses.

Housing

¹⁵ | Environment Department (2016), 'Identifying Local Centre Boundaries', Addendum Report March 2016

General approach: The SLUP states that the Plan must ensure the provision of the annual requirement for the creation of new homes of an appropriate mix of tenures, housing sizes and types to meet the Island's housing needs; provide for a five year supply of housing, and review the delivery of housing before the end of the first five years of the Plan; maintain a minimum 2 year supply of housing permissions throughout the first five years of the Plan; review Housing Target Areas to determine how they can contribute to meeting the housing supply target; provide for the majority of new housing in and around the Centres of Town and the Bridge; make efficient use of land, including re-use of previously developed land; and promote brownfield over greenfield sites.

Selected draft policies: Allocation of land for housing to meet the majority of the 5 year supply within Main Centres and Main Centre Outer Areas only; allow new housing of appropriate scale in Local Centres through windfall development to sustain the community; Outside of Centres as appropriate, allow new housing through the conversion and subdivision of existing buildings only.

Alternative: Allocation of sites for housing within Local Centres.

	Selected draft policies	Alternative
Population	++/-	++/-
Flora & fauna	-/--	-/--
Water	-?	-?
Soil	+/-	-
Air, climatic factors	-	--
Material assets	0?	-/--?
Landscape	+/-	+/-

The SLUP requires the Island Development Plan to provide limited opportunities for housing development in Local Centres. Housing development in Local Centres is to enable community growth and reinforce them as socially inclusive and sustainable Centres, but should be of a scale that does not undermine the SLUP spatial strategy. As sufficient data on the appropriate scale or type of development within particular Local Centres is not available, the allocation of sites for housing within Local Centres was not pursued, primarily as the allocation of specific sites may result in a level of development that would be inappropriate to the particular Local Centre and inconsistent with the spatial strategy. Furthermore, capacity was identified within and around the Main Centres sufficient to meet the 5 year supply of housing land whilst still allowing for community growth in Local Centres through windfall provision consistent with the limited provision envisaged by the SLUP. As such, proposals in Local Centres must demonstrate that they are of an appropriate scale in the context of the spatial strategy.

Specific sites: The Housing Needs Survey of 2011 showed that overall there is an annual requirement for 451 households, or 4,510 households over the life of the Plan. The current

States' housing target is for provision for 300 dwellings to be effectively available per year (permission granted), and so a total requirement of 3,000 housing units.

A Strategic Housing Land Availability Assessment (SHLAA)¹⁶ was carried out in 2014. The SHLAA aims to identify a supply of sites – land, buildings and other premises – for development, which are both deliverable and developable, within and around the Main Centres and within the Local Centres for the first five years of the Plan period. The SHLAA excludes from assessment any sites in prospective Sites of Special Significance or Ramsar wetland sites. The SHLAA also considers:

- Physical issues or limitations of the site, site location or surrounding area, including those arising from access, infrastructure, ground conditions, topography, flood risk, pollution, contamination and hazards, protected features, type of site, other considerations, etc.;
- Potential impacts on and relationship to the site or surrounding area, including the impact upon landscape features, character, etc.;
- Environmental conditions, such as those that would be experienced by residents, or the impact on habitats, biodiversity, flora & fauna, etc.;
- Existing and emerging policy and planning law, such as designations and protected areas, as well other States' policies and strategies, etc.;
- Other physical or locational constraints that would inhibit development.

The SHLAA assessed approximately 280 sites within and around the Main Centres, with initial criteria including environmental considerations. Of these, it identified 63 deliverable and developable sites. These 63 sites could yield between approximately 1300 and 2600 dwellings; this 'pool' of suitable sites was sufficient to provide the required number of dwellings to meet the housing target for the first five years of the Island Development Plan.

Of the 63 sites identified in the SHLAA as being deliverable or developable within and around the Main Centres, 44 sites were taken forward, mainly because they were within the draft Main Centre and Main Centre Outer Area boundaries and of sufficient size to deliver housing schemes of 5 or more units. Table 4.1 shows these 44 sites which were subject to further scrutiny as part of the EIA process. The information from this assessment informed the allocation of the selected sites in the draft Plan. Of the 15 allocated sites, only 5 were over 1Ha in size and therefore would require environmental assessment – these sites are shaded in the table below.

¹⁶ Environment Department (2013) 'Draft Strategic Housing Land Availability Assessment Methodology 2013', http://www.gov.gg/forward_planning; Environment Department (2014) Draft Strategic Housing Land Availability Assessment, http://www.gov.gg/forward_planning.

Table 4.1 Summary of environmental effects of possible housing sites

Key: Sensitivity to change (high, medium or low)

- high	0 medium	+ low
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	Flood risk	Heritage	Landscape	Ecology	Air	Population
La Rue de la Corbinerie: SPP004	+	+	+	+	+	+
Ideal Furnishings: SPP009	+	-	0	+	+	0
Fuller House/Bougourd Ford: SPP010	+	0	+	+	+	0
Site E, Pitronnerie Road: SPP012E	+	+	-	+	+	+
Saumarez Lodge: SPP021	+	0	-	+	+	+
Arndale House: SPP025	0	0	+	+	+	0
Le Mont Durant: SPP029	+	+	-	+	+	+
Le Grand Arculon: SPP030	+	0	-	-	+	+
Les Ozouets Vinery: SPP033	+	0	+	+	+	0
Field at La Vigne: SPP036	+	+	-	+	+	+
Route Isabelle: SPP039	+	+	0	+	+	+
Valnord Lane: SPP043	+	+	-	+	+	0
Field at Route des Coutanchez: SPP052	+	+	-	+	+	0
Sir John Leale House: SPP056	+	+	+	+	+	0
Field, Amherst: SPP057	+	+	-	+	+	0
Town Arsenal: SPP058	+	-	+	+	+	0
Odeon car park: SPP064	+	0	0	+	+	0
Education Offices: SPP066 & SPP067	+	-	+	+	+	0
Rue Marguerite: SPP073	+	0	0	+	+	+
Police Station: SPP075	+	-	0	+	+	0
Braye Lodge Hotel: SPP095	+	+	0	+	+	+
La Vrangue: SPP096	+	-	-	+	+	0
Admiral Park: SPP097	0	0	+	+	+	0
Maurepas Road: SPP103	+	+	+	+	+	0
Les Petites Fontaines: SPP104	+	0	+	+	+	+
Former Priaulx Garage & Les Oberlands: SPP109	+	+	+	+	+	0
Albany Site: SPP111	0	0	-	+	+	+
Warry's Bakery: SPP112	0	+	+	+	+	0
King's Club: SPP134	+	0	+	+	+	0
Field, Pitronnerie Road: SPP139	+	+	-	+	+	+

Camp Dolent – SSV007	+	+	-	+	+	+
Courtil de Derriere: SSV025A & B	0	0	-	+	+	0
Saltpans: SSV035B & SSV121	-	0	0	0	+	0
Field at La Bailloterie: SSV068	0	+	-	+	+	+
Cleveleys: SSV071	-	0	0	0	+	+
Rue du Tertre/Braye Road: SSV072	+	-	0	+	+	0
Delancey Lane: SSV081	+	+	+	-	+	0
St Sampson's Secondary School: SSV083	+	0	0	+	+	0
St Sampson's Infant School: SSV084	+	0	0	+	+	0
Belgrave Vinery: SSV120 B&C	-	0	0	+	+	+
Franc Fief: SSV122	+	+	0	0	+	0
Les Pointues Rocques: SSV123	+	0	+	+	+	0
Leale's Yard: SSV124	-	-	-	+	+	0
Les Bas Courtils: SSV129	+	-	-	0	+	0

Those sites that are shaded in blue or grey in Table 4.1 have been chosen as housing sites and are indicated in Figure 4.2. Those sites shaded in blue measure more than 1Ha and so were subject to EIA.

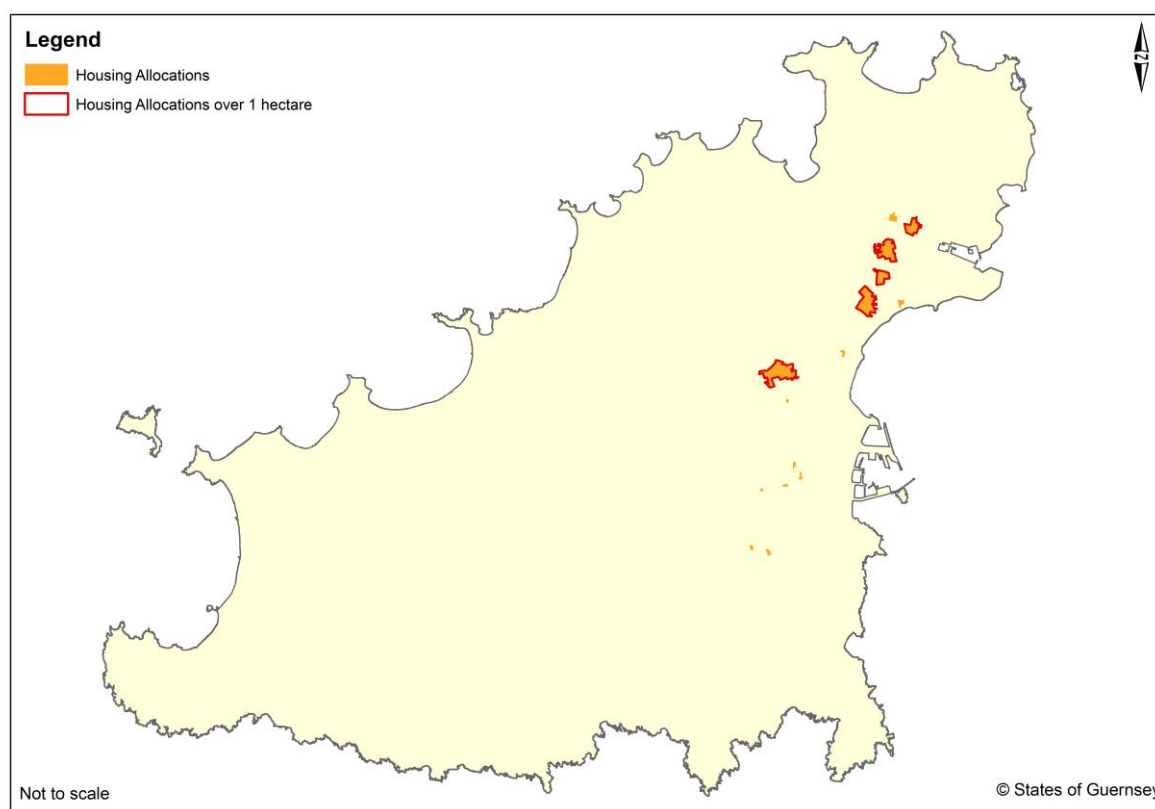


Figure 4.2 Housing Allocation Sites – revised by proposed amendments

The five allocated housing sites which measure over 1Ha and so were subject of EIA are each designated as reserves of housing land, should they be demonstrated to be needed, known as Housing Target Areas (HTAs) within the current Urban Area Plan. The SLUP directs the Environment Department to review the HTAs to determine how these sites can contribute to meeting the housing supply target whilst also meeting the requirements of the spatial strategy.

Following the Public Inquiry stage of the process, the boundary of one of these five allocated sites over 1ha (the Vrangue) is proposed to be amended to incorporate additional land (see Map Inset 2 of 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department). Following the proposed amendment, this site's assessment has been re-assessed and it is concluded that the amendment does not significantly alter the strategic environmental assessment of this policy. For further details see Appendix B

While some of the sites have likely high impacts highlighted in the assessment, such as impact on heritage within the sites, this impact depends on the design and form of development and could be positive. In addition, the assessment looks at the likelihood of flooding. Where sites are prone to flood risk, the SLUP gives specific guidance against taking a blanket approach to ruling out development in such locations but rather directs consideration of development that takes flooding into account in design. Development may, in some locations, be able to harness investment to help alleviate flood risk. With an amendment to the extent of Belgrave Vinery, each of these five sites was identified, through the SHLAA, as being deliverable for housing and therefore able to form part of the first 5-year supply required by the Plan. Consequently, each was designated as a housing allocation site.

Office, Industry, Storage and Distribution Uses

General approach: The SLUP directs industrial development and larger office developments to the commercial cores of the Main Centres and provides for smaller scale employment development in certain Local Centres. It prioritises brownfield sites over greenfield ones and encourages the refurbishment and reuse of the existing office stock in the Main Centres.

Selected draft policies: Support new and refurbished offices primarily in Main Centres and at Admiral Park and allow new offices in Local Centres where they are of an appropriate scale.

Alternative: Selected policy approach except in Local Centres to allow new offices only through conversion or home-working.

	Selected draft policies	Alternative
Population	+	-
Flora & fauna	-	-?
Water	0	?
Soil	+/-	+
Air, climatic factors	+/-	+/-
Material assets	++/-	0
Landscape		0

Within Local Centres, the option of maintaining the status quo and carrying forward Policy RE9 of the Rural Area Plan, permitting new offices beyond the Main Centres only through conversion or for home-working was not selected as this would be too restrictive to enable the development required to support sustainable Local Centres.

Selected draft policies: Within Main Centres and Main Centre Outer Areas, consolidate industry, storage and distribution uses on Key Industrial Areas (KIA) at Longue Hougue, Northside, Pitronnerie Road and Saltpans and allow for future expansion adjacent to these locations, on Key Industrial Expansion Areas (KIEAs); support existing premises outside of these areas to continue operation or allow change of use to another appropriate use. Outside of Centres, support for existing operations and support for limited development of offices through conversion of redundant buildings and home working; development of industry/storage uses requiring such a location through conversion of redundant buildings or redevelopment of appropriate brownfield or redundant glasshouse sites; allow new industrial and storage and distribution uses at designated site at La Villiaze, Forest.

Alternative A: Outside of the Centres, support limited development of small workshops / yards only on redundant glasshouse sites.

Alternative B: Provision made for industry, storage and distribution uses within Main Centres /Main Centre Outer Areas through policy alone, no designations.

Alternative C: Outside of the Centres, allow development of industrial and storage/ distribution uses on greenfield land.

	Selected draft policies	Alternative A	Alternative B	Alternative C
Population	+/-	+/-	--	--/+
Flora & fauna	-	-	--	--
Water	-?	-?	-?	-?
Soil	+/-	+/-	+/-	--
Air, climatic factors	-/--?	-?	-/--?	--?
Material assets	+/-	+/-	-	+/-
Landscape				

Allowing limited development of small workshops/yards Outside of the Centres, only on redundant glasshouse sites (as in current UAP Policy EMP7 and RAP Policy RE7 (B)) could have the effect of securing clearance of such sites. Many are, however, in sensitive

locations where the preference would be to return redundant glasshouse sites to active agricultural use or open land, once cleared. Expanding on this approach, the selected policy also provides opportunities on brownfield sites, giving greater flexibility to accommodate uses which require premises Outside of the Centres. The report Small Scale Business in the Island Development Plan (2014) sets out the process taken by the Environment Department in establishing the most appropriate approach to provision of land for small scale business use¹⁷.

The alternatives of providing for industrial and storage/distribution development within the Main Centres and Main Centre Outer Areas through policy alone, or on greenfield land Outside of the Centres, were ruled out due to the anticipated effects of a more dispersed form of such development, environmentally and in terms of amenity. In addition, this option would not ensure that the best and most suitable sites for such uses were protected for lower value employment uses.

Specific sites: The “Guernsey Employment Land Study 2014”¹⁸ described the Island's current employment sites, outlined employment land needs for the future and identified sites that could meet that need. It concluded that core drivers of growth, such as skills, infrastructure, research and development and entrepreneurship are crucial to the Island's economic growth. It identified the sectors best positioned to drive Guernsey's economic competitiveness as being professional services, renewable energy, information communication technology, tourism, aviation, creative industries and health.

The study suggested that it would be appropriate for the Plan to accommodate an additional 30,000m² of office land. Between 12,300m² of industrial space and 10,300m² of storage and distribution space is likely to no longer be required for this purpose over the Plan period and will become available for other uses. The Study identified some specific requirements in terms of the types of premises required to accommodate the key sectors:

- Specialist ICT workspace facilities;
- Start-up and grow-on space for creative and technology based businesses;
- High quality office accommodation;
- Technology focused workspace;
- Creative incubation space.

¹⁷ Environment Department (2014) ‘Small Scale Business in the Island Development Plan’, <http://www.gov.gg/planreview>

¹⁸ Environment Department (2013) ‘Guernsey Employment Land Study 2014’, <http://www.gov.gg/planreview>

In accordance with the SLUP direction, draft Plan policies seek the upgrading and refurbishment of existing office stock in Main Centres to meet modern needs, where possible, and support existing offices in Main Centres, Main Centre Outer Areas and Local Centres and limited provision in Local Centres through conversion of existing buildings. New large floorplate offices should be located at Admiral Park, on waterfront sites in Town and through redevelopment of sites in Town. Offices could be encouraged at the Bridge as part of the wider regeneration of that Main Centre.

Table 4.2 summarises the environmental effects that individual possible employment sites would have, based on the draft Employment Land Surveys. The assessments were of the likelihood of change occurring (high, medium, low) and the area's sensitivity to change (high, medium, low).

Key: Combination of likelihood of occurrence (high, medium or low) versus sensitivity to change (high, medium or low)

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	Flood risk	Heritage	Landscape	Ecology	Air	Population
A9 South Esplanade	-	--	--	0	0	0
A10 Town Centre	-	--	--	0	0	-
A11 29 Victoria Road	+	0	+	+	+	0
B1 Les Echelons	+	+	0	++	++	++
B2 Le Truchot	+	0	0	++	++	++
B3 Gategny Esplanade	+	0	0	++	++	
C1 Admiral Park	--	-	--	0	0	-
D1 St George's	+	+	++	++	++	++
D2 Guelles Lane/Mont Arrive	++	++	++	++	++	+
D3 Centenary House	0	0	0	0	0	-
D4 Envoy House	++	++	++	++	++	++
D5 Old Tobacco Factory	0	0	0	0	0	0
D6 Lowlands	-	-	-	0	0	-
D7 Longcamps	+	+	0	+	+	0
D8 Garenne Park	+	0	-	-	+	+
D9 Barras Lane	0	0	-	0	0	0
D10 Guilbert's Industrial Estate	+	+	+	+	+	-
D11 Le Foulon	+	+	-	+	+	-
D12 Les Caches	0	0	-	0	0	-
D13 Airport	0	-	-	0	0	-
D14 Fineshade Industrial Units	0	+	-	+	+	0
E1 Pitronnerie Road	0	0	--	--	0	-
E2 Fontaine Vinery	--	0	-	0	0	-
E3 Northside	-	-	-	0	0	-
E4 Dyson's Quarry	+	+	++	++	++	+
E5 Braye Road	-	0	0	0	+	++
E6 Saltpans	--	0	-	-	0	0
F1 Castle Emplacement	+	0	0	++	++	++
F2 Boatworks +	+	+	0	++	++	++
F3 White Rock	+	+	0	++	++	+
F4 Longue Hougue	-	--	--	--	-	--
F5 Les Vardes	+	+	0	++	++	+
G1 Warry's Bakery	-	0	0	0	0	-
G2 Tramsheds	+	++	0	++	++	++
G3 Guernsey Gas	0	++	++	++	++	++
G4 Arrowsmith Marlowe	++	++	++	++	++	+
G5 Rougeval Warehouse	++	++	++	++	++	+
G6 Nashcopy	++	+	++	++	++	+
G7 Harbour Court	++	+	++	++	++	++
G8 Upham's Yard	0	-	0	0	0	-

	Flood risk	Heritage	Landscape	Ecology	Air	Population
G9 Gibauderie Complex	++	++	++	++	++	+
G10 Brock Road Sheds	+	0	+	+	+	0
G11 Bougourd Ford	0	-	0	0	0	-
G12 Doyle Motors	++	+	++	++	++	+
G13 Valnord Warehouse	+	0	+	+	+	0
G14 Specsavers	+	+	+	+	+	+
G57 Royal Bank of Canada	++	+	+	++	++	+
G59 Marine & General	0	+	0	++	++	++
G61 A1 Distributors	0	0	+	+	+	0
G62 Bouillon Lane	++	+	++	++	++	+

Those sites that are shaded in Table 4.2, and are indicated on Figure 4.3, have been chosen as employment sites for the reasons given below. Following the Planning Inquiry, the Environment Department proposes to amend the boundary to omit the domestic property, St. Sampson's Church Hall and Swan House on the north western corner of Longue Hougue Key industrial Area as shown on Map Inset 3 of the 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. This proposed amendment has been considered and does not alter the environmental impact assessment.



Figure 4.3 Identified employment sites – revised by proposed amendments.

Admiral Park, located in the Main Centre Outer Area to the north of Town, provides a cluster of large floor plate, high specification, modern office premises in a business park environment. In addition to making provision for new office development within the Main Centres, the Strategic Land Use Plan also directs new office development to Admiral Park, hence allocation of this site as an Office Expansion Area. The majority of new office requirement is expected to be enabled via this designation.

Within and around the Main Centres there is a strong concentration of industrial premises within the vicinity of St. Sampson's Harbour (particularly on Northside), the Saltpans, Longue Hougue and around Pitronnerie Road where consolidation and expansion of such activities at such a location would be the most appropriate way forward, taking into account social, economic and environmental considerations.

Longue Hougue is a large, well-established industrial area located partially on reclaimed land with further reclamation underway and previously designated for strategic infrastructure and industrial purposes and harbour uses. It is the expressed intention of the States of Guernsey, through the adoption of the Waste Management Strategy in April 2002, that this area accommodates waste management facilities and, as such, it is reserved within the draft Plan to accommodate a range of heavy and specialist industrial development and strategic infrastructure, including waste facilities, which cannot be easily located on other

industrial sites owing to its nature of operation, land take requirements and to limit the potential negative impacts on neighbours.

Northside has a close relationship with St Sampson's Harbour and is essentially an amalgamation of a variety of long-established industrial uses, such as the power station and fuel and aggregate storage areas. Pitronnerie Road Key Industrial Area and the developed part of the Saltpans Key Industrial Area are large, well-established industrial estates built predominantly during the 1960s and 1970s. Together with the undeveloped part of the Saltpans Key Industrial Area, toward which the Strategic Land Use Plan directs industrial development, these sites will have the ability to accommodate emerging new industrial sectors over the lifetime of the Plan.

The large scale operation carried out at La Villiaze is an example of an existing industrial/storage and distribution/office use located Outside of the Centres which has developed over time and pre-dates any strategic approach to land use planning. This area of land was previously identified by the States as being of strategic value for light industrial use and so, subject to an appropriate Development Framework, has been designated, as an exception, as a Key Industrial Expansion Area within the draft Plan.

Regeneration Areas

Selected draft policy: Support and highlight as opportunity sites for Regeneration, areas at the Lower Pollet, South Esplanade and Mignot Plateau and Mansell Street/Le Bordage, Town and Leale's Yard, the Bridge.

Alternative: Designation of different sites as Regeneration Areas.

	Selected draft policy	Alternative
Population	++	++
Flora & fauna	-	?
Water	-	-?
Soil	++	++
Air, climatic factors	-	-?
Material assets	?	?
Landscape	++	?

Designation of different sites as Regeneration Areas was ruled out as the Regeneration Areas identified represent particular needs for improvement, for example architecturally and in terms of public realm, within the Main Centres and on the edges of the Core Retail Areas where mixed use development is best located. The report on Main Centre

Regeneration Areas (2014) sets out the process of identifying the boundaries of the Regeneration Areas¹⁹.

Visitor Accommodation

Selected draft policies: Support new visitor accommodation in Main Centres and Main Centre Outer Areas; and in Local Centres and Outside of Centres but only where of an appropriate scale and created through the change of use of existing buildings or the conversion of redundant buildings. Change of use of away from visitor accommodation only supported in exceptional circumstances. Campsites supported in some circumstances Outside of the Centres. The proposed amendments to this policy do not alter the environmental impact assessment.

Alternative A: Allow new visitor accommodation within the Main Centres and Main Centre Outer Areas only through conversion of existing buildings.

Alternative B: Selected policies, excluding the provision of campsites.

	Selected draft policies	Alternative A	Alternative B
Population	0?	+/-0?	0?
Flora & fauna	-?	+/-?	+
Water	-?	-?	0
Soil	0	0	+
Air, climatic factors	-	-	-/0?
Material assets	0	+/-	0
Landscape	-?	?	0

Allowing new visitor accommodation within the Main Centres and Main Centre Outer Areas solely through conversion of existing buildings could ensure retention and refurbishment of some buildings of value and represents more efficient use of resources. However, the scale and physical requirements of modern hotels may not be able to be met through such means and therefore the alternative was considered too restrictive an approach.

The option to not allow provision of new campsites was not taken up as it would retain an existing gap in Guernsey's tourist offer which could, depending on management, have only minimal impacts on environment and landscape.

Agriculture Outside of the Centres

Selected policy: Support agricultural development, allow diversification of existing farmsteads to include ancillary uses and resist the loss of existing agricultural holdings within Agriculture Priority Areas (APAs); other uses can be considered within APAs as

¹⁹ Environment Department (2014) 'Main Centres: Core Retail Areas and Regeneration Areas, http://www.gov.gg/forward_planning

appropriate and there is provision for existing agriculture to continue outside of the APA, however loss of existing farmsteads outside of the APAs will not be resisted. The proposed amendments to the draft Plan both add and omit land to APA designation as shown on Map Insets 9-15²⁰ to reflect the approach taken to identifying this land²¹. These changes have been considered to be consistent with the original approach and therefore do not alter the overall strategic assessment of this Policy.

Alternative A: Policy allowing only agricultural development within APAs, and no such development outside the APAs.

Alternative B: No designated Agriculture Priority Areas.

	Selected draft policy	Alternative A	Alternative B
Population	0	0/-	-
Flora & fauna	0	0	-?
Water	0	-	0
Soil	0	+/-	-
Air, climatic factors	0	0	0
Material assets	+	+/-	-
Landscape	0?	0?	0

A policy option allowing only agricultural development, and no other type of development, within the Agriculture Priority Areas, and no such development outside the Agriculture Priority Areas was considered too restrictive as regards existing uses and meeting the legitimate needs of other uses.

The Rural Area Plan did not designate any areas for agricultural protection or priority, instead relying on Policy RE1, which set out an approach for changes to existing agricultural buildings, new farm buildings at existing farmsteads and new farmsteads, and linking to policies concerning landscape designations. Continuing with such a policy mechanism would, in effect, have been equivalent to having no designation of Agriculture Priority Areas and would have compromised the means by which the Island Development Plan met the requirements of the SLUP. The report Approach to Agriculture and Redundant Vineries (2013) sets out the process of identifying the Island's best and most versatile agricultural land²².

²⁰ Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department

²¹ Environment Department, 'Agriculture Priority Area, October 2014, http://www.gov.gg/forward_planning

²² Environment Department (2013) 'Approach to Agriculture and Redundant Vineries, http://www.gov.gg/forward_planning

Horticulture Outside of the Centres

Selected draft policy: No new holdings but support for improvements to existing commercial horticultural holdings on the condition that any new structures permitted must be removed when no longer required.

Alternative A: Allow minor works to existing horticultural operations, but no new holdings and no requirement to remove structures when no longer required.

Alternative B: Allow development of new horticultural holdings.

	Selected draft policy	Alternative A	Alternative B
Population	0	0/-	?/-
Flora & fauna	0	0	-
Water	-?	-?	--
Soil	+/-	-	-
Air, climatic factors	++/-	++/-	+/--
Material assets	+	+	+/-
Landscape	+/-	-	--

The introduction of large areas of glass can have an adverse effect on the character of the Island and so, supported by evidence of trends towards a reducing industry, an alternative policy option of allowing development of new horticultural holdings was not selected.

An alternative option may have been to carry forward into the Plan the requirements of Policy RE2 (RAP) and EMP12 (UAP) which allow only minor works to existing horticultural operations, but no new holdings beyond the Main Centres. This was not selected as it is too restrictive for existing commercial horticultural operations but also does not require the removal of glass and remediation of land when no longer required for horticultural purposes.

Redundant Glasshouse Sites Outside of the Centres

Commercial horticultural operations, which were formerly the basis of Guernsey's economy, are consolidating on fewer, larger holdings, with a resultant increase in the number of redundant horticultural sites. A States supported scheme for large-scale clearance of redundant vineries operated from the 1970s until the end of 2003. About 120 acres of glass were cleared under this scheme. The SLUP contains a number of policies related to the possible future uses of redundant glasshouse sites, including landscape, open countryside, biodiversity, agriculture, horticulture, open space, industrial and business land supply and small-scale business development.

The report 'Approach to Agriculture and Redundant Vineries'²³ aimed to identify and assess Guernsey's current redundant horticultural sites with regard to current use, location, access and opportunities for future use. The study involved:

- Identifying and mapping land in active agricultural use and the top three agricultural soil classifications;
- Identifying large tracts of contiguous agricultural land and other suitable areas well related to established agricultural operations;
- Identifying redundant and derelict vineries;
- Setting an assessment framework for possible future use of redundant vineries;
- Auditing (including site survey) and mapping of redundant glasshouse sites;
- Analysis of findings.

The study identified 253 existing redundant vinery sites, which may well increase in the future. Four broad alternatives for potential future use of these sites are enabled by the SLUP:

- Contribution to active agricultural land;
- Contribution to open land;
- Potential development for a mix of uses within Centres;
- Exception sites for small scale business and other uses.

Most of the sites are best suited to reversion to active agricultural use or as open land for visual amenity, recreation, wildlife, etc. Redundant glasshouse land within the Local Centres will be best considered within the context of each Local Centre and the aims of the SLUP.

The study identified 30 redundant glasshouse sites Outside of the Centres that could potentially be used for small scale business, including industry and other uses, such as renewable energy. The use of sites for small scale business is likely to result in uplift in value of the land which may assist in the clearance of sites but may also lead to competition within these uses for the few available sites. It is, however, acknowledged that land planning alone is unlikely to be able to secure large scale clearance of redundant glasshouses.

Selected draft policy: Support clearance and return of redundant glasshouse sites to active agricultural use, other open land, or to other uses, such as clearance for use as curtilage and redevelopment for industrial/ storage uses; proposals for renewable energy or outdoor formal and informal recreation uses and informal leisure uses as appropriate to their

²³ Environment Department (2013) 'Approach to Agriculture and Redundant Vineries', http://www.gov.gg/forward_planning

location. The proposed amendments to this policy do not alter the environmental impact assessment.

Alternative: Only allow for return of redundant glasshouse sites to active agricultural use or limited inclusion within curtilage.

	Selected draft policy	Alternative
Population	+	-
Flora & fauna	-/0	+/-
Water	0	0
Soil	+	+/-
Air, climatic factors	?	+
Material assets	0	0
Landscape	++	-

An alternative option may have been to carry forward into the Plan the requirements of Policy RCE5 (RAP). The primary difference between this policy and the selected policy is that the former provides far more restricted options for after-use of redundant glasshouse land – a consequence of other policies of the RAP. For this reason, this option was ruled out.

Retail

The SLUP directs the Plan to provide for new large comparison retail development within Town and the Bridge. It identifies opportunities on flatter, undeveloped parts of the Town waterfront and redevelopment of larger existing buildings for larger retail units, along with Leale’s Yard at the Bridge. It also provides for a limited quantity of convenience retail development in Local Centres.

The report “Retail in the Main Centres”²⁴ identified a range of options for supporting retail development in Town:

1. Existing prime retail core with options for its future extension. Prime retail core identified based on location of anchor stores and broad information on rents and footfall. Mixed use central area surrounding the prime retail core. (In turn, this option was divided into options to extend the prime retail core to the north, east, south or west);
2. Existing primary retail core and secondary retail areas identified based on location of anchor stores and broad information on rents and footfall. Mixed use central area surrounding the prime retail core;

²⁴ Environment Department (2013) ‘Retail in the Main Centres’, http://www.gov.gg/forward_planning

3. Mixed-Use Central Area that encompasses all the town centre uses. Based on a modification of the existing 'Central Area' identified in the Urban Area Plan, but excluding the established residential areas to the west. No retail core.

The report also identified retail options at the Bridge:

1. Existing prime retail core with options for its future extension. Prime retail core identified based on location of anchor stores and broad information on rents and footfall;
2. Existing primary retail core and secondary retail areas identified based on location of anchor stores and broad information on rents and footfall;
3. Mixed-Use Central Area that encompasses all the town centre uses. Based on a modification of the existing 'Central Area' identified in the Urban Area Plan, reducing the extent of the Central Area to the east.

Selected draft policy: Support new comparison and convenience retail in Main Centres including identifying Core Retail Areas within Main Centres where the approach supports retail but allows other uses that contribute to vitality and viability. No new comparison retail outside of the Main Centres. Support new convenience retail in Main Centre Outer Areas and in Local Centres of an appropriate scale. Support for improvements to existing convenience and provision for works to support existing comparison retail operations. Outside of the Centres, there is provision for new convenience retail in coastal locations through the change of use of existing buildings and provision to extend and alter existing convenience retail in these locations. Outside of the Centres there is provision to make minor improvements to support current operations. The minor boundary amendments proposed to the Retail Core designation as shown on Map Inset 4²⁵ do not alter the environmental assessment of this policy.

Alternative: Identification of 'primary' and 'secondary' retail areas within the Main Centres and Main Centre Outer Areas.

	Selected draft policy	Alternative
Population	+	+/-
Flora & fauna	0?	0?
Water	0?	0?
Soil	0?	0/-
Air, climatic factors	+/-	+/-
Material assets	+	-
Landscape	+/-	-

²⁵ Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department

Identification of primary and secondary retail areas was not selected as data was not available to define them and, in balancing the Strategic Land Use Plan requirement for flexibility, retention of retail uses was focused on Core Retail Areas with flexibility for other uses elsewhere in the Main Centres in order to best enhance vitality and viability and provide large floor plate retail. The report Main Centres: Core Retail Areas and Regeneration Areas (2014) sets out the process and reasoning in identifying the boundaries of the Core Retail Areas²⁶.

Social and Community Facilities

Selected draft policy: Support improvements to existing sites and new social/community facilities in Main Centres and Main Centre Outer Areas and Local Centres where existing sites are not available/suitable; loss of facilities will only be supported where it is demonstrated that the facility can be replaced on an appropriate site or is no longer required and its loss would not adversely impact on the vitality and viability of the Centres. In Local Centres proposals must be of an appropriate scale for the Local Centre concerned and not undermine Main Centres. Outside of the Centres support for new facilities only through conversion of existing redundant buildings; improvement to existing facilities where they are of an appropriate scale and do not undermine the Centres; and change of use of facilities considered where facility is no longer required or provided adequately within the Centres.

Alternative: Allocation of sites for social and community use.

	Selected draft policy	Alternative
Population	++	+
Flora & fauna	0?	+/-?
Water	0?	0?
Soil	0?	0?
Air, climatic factors	+/-	++/-
Material assets	+	++/-
Landscape	0?	+/-

Allocation of sites for social and community facilities is compromised by the very wide range of uses which might need to be accommodated, each with specific requirements which might not be able to be met by a general allocation. Without known data on what development is required for each Local Centre, allocating sites for this use only may create lost opportunities for other development requirements that may emerge over the life of the Plan. For these reasons, that alternative policy option was not selected.

²⁶ Environment Department (2014) 'Main Centres: Core Retail Areas and Regeneration Areas', http://www.gov.gg/forward_planning

Leisure and Recreation

Given Guernsey's relatively high population density and limited land resources, open spaces and outdoor recreational uses must operate at the height of their potential. The SLUP provides for the protection of local biodiversity, coast and countryside; provision of a wide range of leisure opportunities; development of the Main Centres, including the harbours, to provide attractive places to spend leisure time; and, support to older people through good quality leisure facilities. The SLUP notes that the countryside is often hidden behind development and supports improved access, including visual access, to the countryside. It also notes that there is often a potential conflict between the use of open space for recreational purposes and nature conservation.

The report "Open Space and Outdoor Recreation Survey 2013"²⁷ aimed to assess the existing provision of open space and outdoor recreation across Guernsey with regard to its type, location, accessibility and opportunities for its improvement and enhancement. The outputs of the survey were:

- A defined typology for the Island's open spaces;
- A database of all the Island's publically accessible open space and outdoor facilities;
- An assessment framework for open spaces;
- Assessment and maps of the Island's publically accessible open spaces and outdoor recreation opportunities;
- Observations to inform the Island Development Plan.

The report concluded that conflicts between users must be carefully managed at open spaces and beaches to provide opportunities both for different forms of recreation and to ensure that biodiversity and habitats are managed effectively. It confirmed that visual access to open natural spaces is as important as physical access and that opportunities exist in areas where views of open land are not impeded by boundary treatments and roadside development. The report identified a distinct deficit in the provision of parks and play spaces and that play spaces often cater for younger children without providing facilities for teenagers.

Selected draft policy: Support leisure and recreation development in Main Centres, and development in Main Centre Outer Areas and Outside of the Centres of appropriate scale depending on the category of leisure or recreation use. Support development in Local Centres of an appropriate scale. Change of use of away from leisure or recreation use only supported in limited circumstances.

²⁷ Environment Department (2013) 'Open Space and Outdoor Recreation Survey 2013', http://www.gov.gg/forward_planning

Alternative A: Allow any leisure and recreation development within and around Main Centres.

Alternative B: Allow leisure and recreation development in Agriculture Priority Areas which have not been proven unviable.

	Selected draft policy	Alternative A	Alternative B
Population	+/-?	+/-?	+/-?
Flora & fauna	-?	-?	--/+?
Water	-	-	-
Soil	0	--	--
Air, climatic factors	-	-	--
Material assets	+	+/-	+/-
Landscape	-?	-?	-

A policy option which enables any leisure and recreation development only within Main Centres and Main Centre Outer Areas was not selected due to the potential for provision of uses in locations which subsequently prove not to be the most suitable. This may have resulted in lost opportunities to site certain types of facilities in Main Centres, which would otherwise have enhanced vitality.

Allowing leisure and recreation development in Agriculture Priority Areas which have not been proven unviable for agricultural use was not selected as an option due to the significant effects on the use of that agricultural land, including undermining food production on the Island, and on the overall landscape.

Development of Strategic Importance and Strategic Opportunity Sites

Selected draft policies: Support Development of Strategic Importance as defined where there is no better alternative site. Support Strategic Opportunity Sites as defined where the proposal meets a States' objective and the site is obsolete or underused. The proposed amendment to clarify that proposals considered under this policy may be in accordance with the Spatial Policy (i.e. located within an identified Centre) does not alter its environmental impact assessment.

Alternative A: No requirement to demonstrate lack of availability of an alternative, more suitable, site.

Alternative B: No requirement for the site to be obsolete or underused in its current form.

	Selected draft policies	Alternative A	Alternative B
Population	++	+/-	+/-
Flora & fauna	--?	--?	--?
Water			
Soil			
Air, climatic factors			

Material assets			
Landscape			

An alternative to not require proposals to demonstrate a lack of availability of an alternative, more suitable, site was not selected: while such a policy would promote development in the "public interest, or health, or wellbeing, or safety, or security of the community", it could result in lost opportunities to select the best site for the proposal and may leave brownfield, obsolete or underused land undeveloped. For the same reasons a policy option which did not require the development site to be obsolete or underused in its current form was also ruled out.

Harbour Action Areas (HAAs) and Main Centre Port Development

Selected draft policies: Designate St Peter Port and St Sampson's Harbours as Harbour Action Areas and support development and redevelopment there, subject to Local Planning Briefs. In the interim of delivering a LPB, development that would not prejudice the delivery of a LPB will be considered against the policies of the Plan. The minor boundary amendments proposed to the HAAs as shown on Map Insets 5, 6 & 7²⁸ does not alter the environmental assessment of this policy.

Alternative: No designation of Harbour Action Areas (HAAs).

	Selected draft policies	Alternative
Population	++/-	--
Flora & fauna	-	--
Water	-	-
Soil	+	-
Air, climatic factors	-	-
Material assets	?	?
Landscape	++	+

A policy option which designates no HAAs is not viable given the value of the harbours to the Island and the significant complex pressures for development in these areas. The different competing needs of these areas in Town and at the Bridge require further work to establish the optimum land use solution. This can only be devised by looking at the areas as a whole. Without a policy on Harbour Action Areas the mixed uses of the Main Centres may not result in an appropriate balance of development. Decisions on projects without a framework for the area could lead to lost opportunities. The selected policy will enable, and yet concentrate, development whilst ensuring a more discernible level of protection for the environment and still allowing Main Centre port development to be considered before a framework has been established.

²⁸ 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department.

Renewable energy production

Selected draft policy: Encourages renewable energy installations where they can be satisfactorily incorporated into an existing development, on brownfield land, or involves the use of appropriate redundant glasshouse sites, and is not on commercial agricultural/ open land. Conditions to remove equipment and structure and restore the land once the development is no longer required, or obsolete, may be applied. The proposed amendments to this policy do not raise any environmental issues and as such do not alter the environmental impact assessment.

Alternative A: Encouraging renewable energy installations on primary agricultural land.

Alternative B: Allowing renewable energy installations only on redundant glasshouse sites.

	Selected draft policy	Alternative A	Alternative B
Population	++/-	++/-	+
Flora & fauna	--?	--	-
Water	-	-	-
Soil	0	--	0
Air, climatic factors	+	++	+/-
Material assets	+/-	+/-	++/-
Landscape	-/--	--	+/-

Allowing development of previously developed land and redundant glasshouse sites for the harnessing of renewable sources of energy is environmentally preferable to siting these on primary open agricultural or other open land. The option of encouraging renewable energy installations on primary agricultural land was not chosen so as to maintain and support the agricultural sector as directed by the SLUP and to maintain and enhance the character of the Island in accordance with the primary aim of the Plan.

A policy permitting renewable energy installations only on redundant glasshouse sites was not selected as the incorporation of such installations within existing or proposed developments will provide the greatest opportunities and will represent the most practicable option in terms of connecting infrastructure and landscape impact. In addition, redundant glasshouse sites will often be best suited to return to active agricultural or other open land and so focusing renewable energy installations only on these sites would reduce the potential opportunities for energy generation.

Waste Management Facilities

Selected draft policy: Support development to implement the Waste Strategy and provision for certain development proposals which may emerge as a result to be considered as Development of Strategic Importance where appropriate to enable an exception to the

Spatial Policy where no suitable alternative site exists. Recognise and support Mont Cuet and Longue Hougue as areas for waste management facilities; direct new development proposals to Key Industrial Areas and their Expansions Areas; support for improvement to other existing waste management facilities outside these designated areas will be considered on case by case basis in line with States' objectives. For those intended for personal use, direction to locate these facilities within Centres where possible and preferably close to other existing community facilities.

Alternative: No new waste management facilities, and no extension or alteration to existing facilities beyond Longue Hougue.

	Selected draft policy	Alternative
Population	+/-	++/-
Flora & fauna	--	--/+
Water	-	-/+?
Soil	+/-	++/-
Air, climatic factors	+/-	+/-
Material assets	+/--	++/-
Landscape	-	-/0

The selected policy sets out to support waste management facilities which are part of the States of Guernsey's agreed Waste Strategy. Means by which to deal with the Island's waste must play a vital part in Guernsey's infrastructure and must remain modern and comprehensive. The option of applying a more restrictive policy, not permitting new, or extensions/alterations to existing, development, was therefore rejected as being too restrictive and not allowing the States' objectives to be met despite having a lesser environmental impact than the policy selected.

Small Scale Infrastructure

Selected draft policy: Support new small scale infrastructure where it contributes to efficient and sustainable infrastructure, but only if shown that sharing of facilities is not possible.

Alternative: Support small scale infrastructure, 'encouraging' (rather than 'requiring') it to be shown that sharing of existing facilities, etc. is not possible.

	Selected draft policy	Alternative
Population	++/-	+/-
Flora & fauna	-	-
Water	0?	0?
Soil	0?	-?
Air, climatic factors	+/-	+/--?
Material assets	+/-	+/--?

Landscape	-/--?	-/--?
-----------	-------	-------

The SLUP supports making better use of existing, and providing additional capacity by extending existing or providing new, infrastructure. Support of small scale infrastructure, in the first instance 'encouraging' (rather than 'requiring') it to be demonstrated that sharing of existing facilities, etc. is not possible (UAP Policy ED2 and RAP Policy RD2), was not selected as it would not be in line with the principle of the draft Plan to make the most efficient use of land and resources.

Public Car Parking

Selected draft policy: Within Main Centre and Main Centre Outer Areas, provision of new public car parks will not be supported except as part of a comprehensive development scheme brought forward through a Local Planning Brief for a Harbour Action Area and in accordance with States' Strategies; support for the relocation of existing parking in the Main Centres where it decreases the negative impact of the motor car on the Main Centres; temporary car parks on vacant sites will not normally be permitted; and outside of the Main Centre and Main Centre Outer areas, proposals will be assessed on case by case basis.

Alternative A: Allows a net increase in public car parking spaces within Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas.

Alternative B: Directs public car parking from the Main Centres to the Main Centre Outer Areas.

Alternative C: Allow temporary car parks on vacant sites proposed for development.

	Selected draft policy	Alternative A	Alternative B	Alternative C
Population	+/-	+/-	+/-	+/--
Flora & fauna	+/-	+/--	+/-	0/-
Water	-?	-?	-?	-?
Soil	+/-	--	+/-	--
Air, climatic factors	+/-	+/-	+/-	+/-?
Material assets	+/-	--	+/-	--
Landscape	++	--/+	++	--/+

There is a balance to be struck between providing an appropriate level of car parking within the Main Centres to enable convenient access to the shops, employment and services within them and the need to reduce car dependency to improve the quality of the environment within those Centres. This is what the selected policy seeks to achieve.

A policy which allows for new public parking within the Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas, would accommodate cars, contrary to the balance that is sought, and would significantly impact on the landscape/townscape.

Allowing temporary car parks on vacant sites, as in UAP Policy CEN7, would have a similar impact, accommodating cars, contrary to the balance that is sought and to the detriment of the landscape/townscape. It could also have a negative impact on the appearance and function of an area and could prejudice the future redevelopment of the site.

Directing public parking away from the Main Centres, to the Main Centre Outer Areas, rather than continuing to accommodate car parks within the Main Centres would achieve the aim of the selected policy in that the areas around the harbours would be freed up for more efficient, and perhaps attractive, uses. However, this option would increase distances between parking and the Main Centre to the detriment of accessibility.

Highway Safety, Accessibility and Capacity

Selected draft policy: Consider the road network's ability to cope with increased traffic resulting from development and require appropriate road alteration and/or an impact management scheme, if needed.

Alternative: No requirement for alterations to the highway or the implementation of a management scheme.

	Selected draft policy	Alternative
Population	+/-	+/--
Flora & fauna	--	--
Water	0	-
Soil	-	--
Air, climatic factors	+/--	--
Material assets	+/-	+/--
Landscape	--	--

The SLUP notes that the historic form of the public road network constrains the scope of potential highway improvements due to the limited width of public highways, and with buildings and other structures often positioned on the back edge of the pavement. This is particularly, but not exclusively, prevalent in the Main Centres.

Urban Area Plan Policy GEN7 seeks to enable schemes for development which take into account the adequacy of roads to cope with increased demand, very similar to the selected policy. However, there is no requirement for physical alterations to the highway or the implementation of an operational scheme in order to manage the impact of development on the road network. The selected policy therefore represents a better option

environmentally and in terms of achieving comprehensive outcomes on approval of development. The proposed amendments to this policy do not raise any environmental issues and as such do not alter the environmental impact assessment.

Crematoria

Selected draft policy: New crematoria and burial sites to be treated as Development of Strategic Importance and support for extension and improvements to existing facilities within their site.

Alternative: No new sites allowed for crematoria or burials.

	Selected draft policy	Alternative
Population	+/-	-/+
Flora & fauna	-	0
	+/-	
Water	0	0
	-	
Soil	0	0
	-	
Air, climatic factors	-	0/?
	0	
Material assets	+	-
Landscape	?	?

Guernsey has an aging population, the consequence of which is that the Island must anticipate and plan for an increase in demand for use of crematoria and burial sites and the associated demands on land. For reasons of keeping up with demand, which may outweigh the land resource required to accommodate such development, the policy option of allowing no new sites for cremation or burials was not considered appropriate.

Guernsey's existing crematorium, at Le Foulon, St Peter Port, serves the whole Island. Burial sites are located throughout the Island and residents tend to have strong ties to their Parish which generally determines the catchment area of particular burial sites, extensions and improvements to which will support existing infrastructure. The selected draft policy approach will enable the extension, alteration or redevelopment within existing sites whilst allowing comprehensive consideration to be given to new sites on an Island-wide basis.

Coastal Defences

Maintenance and enhancement of Guernsey's existing, and provision of new, coastal defences is an important aspect of the Island's infrastructure, key in adaptation to the

effects of climate change, in particular sea level rise and a projected increase in the frequency and intensity of storms. A policy which allows development of such infrastructure was considered vital in minimising social, economic and environmental impacts.

A flexible policy which allows development of such infrastructure of a kind specifically required in each instance was considered vital in minimising social, economic and environmental impacts, and its link to Policy S5: Development of Strategic Importance will facilitate consideration of larger-scale developments for coastal defences. For these reasons an alternative policy approach was not assessed.

Airport Related Development

Selected draft policy: Support operational airport development and prohibit any development which would prejudice the effective, efficient and safe operation of the airport. Support airport related uses where it complements and supports efficient and effective airport operations and provides economic benefits using a sequential test for sites within airport land, followed by immediately adjoining and lastly followed by those near the airport, where appropriate. The proposed amendments to this policy do not raise any environmental issues and as such do not alter the environmental impact assessment.

Alternative A: Do not employ a sequential test regarding proximity of development to the airport.

Alternative B: Only allow airport-related development within the airport boundary.

	Selected draft policy	Alternative A	Alternative B
Population	-	--	+/--
Flora & fauna	-?	--	+/--
Water	-	-	--/+
Soil	-	--	+/-
Air, climatic factors	--	--	--
Material assets	-?	-?	0?
Landscape	-?	--?	+/-?

A policy alternative which does not employ a sequential test regarding proximity of development to the airport (continuation of RAP Policy RE14) was not selected as it would have a significant effect on a wider area of agricultural and open land, and thereby biodiversity and landscape, in this part of the Island.

A policy which allows airport-related development only within the airport boundary was, despite being the best option in terms of environmental impacts, considered too restrictive

and would not provide adequately for development of economic benefit envisaged by the SLUP.

The selected policy is considered to strike an appropriate balance, requiring assessment of development in terms of the operational requirements of the airport and expecting that development will be, where possible, located within the airport boundary. Should there be no suitable site available within the airport boundary, development will be expected to be located on sites immediately adjoining the airport boundary and, only if no site can be found, development in close proximity to but not adjoining the airport boundary will be considered.

Public Safety and Hazardous Development

Selected policy: Require a risk assessment for potentially hazardous developments which sets out measures to address any risks, with no support for proposals that are unacceptably risky to public health and safety. Additional controls may be applied over proposals within identified Public Safety Areas. In accordance with best practice and relevant expert advice, the Major Hazard's Public Safety Zones around the fuel storage sites have been updated. The proposed amendments alter the extent of the Major Hazards Public Safety Zone illustrated on the revised Map 4 of Annex IX for the draft Plan (ref PA90)²⁹, effectively reducing the land covered by the different zones. The revised spatial extent does not alter the overall strategic environmental assessment of this policy.

Alternative: Consider other risks to the environment as well as to public health or safety.

	Selected policy	Alternative
Population	+/-	++/-
Flora & fauna	0?	+/-?
Water		
Soil		
Air, climatic factors		
Material assets		
Landscape		

A policy which, alongside risks to public health or safety, considers risks of hazardous development to the environment (UAP Policy GEN10 and RAP Policy RGEN9) was not selected as environmental considerations, which in this case relate particularly to pollution as a result of such development, were considered to be best dealt with under other Plan policies.

²⁹ 'Proposed Amendments to the Draft Island Development Plan' September 2015, Environment Department

Safeguarded Areas

Selected draft policy: Safeguarded Areas shall be protected from any development that may compromise their future implementation for the identified strategically important development. Designate Safeguarded Areas at Les Vardes, St Sampson, Chouet Headland, Vale and land to the east of the airport, Forest. The latter area relating to the airport is proposed to be extended as shown on Map Inset 26 of 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. This amendment does not raise any additional significant issues and as such does not alter the overall environmental assessment of this policy.

Alternative: Not designating a Safeguarded Area adjacent to the airport but using a policy alone to prevent development that may compromise future of strategic transport link (no alternative pursued for the other areas as specifically directed to designate those sites by the Strategic Land Use Plan).

	Selected draft policy	Alternative
Population	++/-	+/-?
Flora & fauna	--	+/-
Water	--?	-?
Soil	--	--
Air, climatic factors	--	--
Material assets	-	-
Landscape	-	-

The SLUP requires specific areas of land to be protected from any development that may compromise their possible future use for certain strategically important development.

It protects Les Vardes Quarry, St Sampson as a strategic water reserve (SLP20) and Chouet Headland, Vale as a strategic stone reserve (SLP26). It also requires provision to be made in the Island Development Plan to ensure that Guernsey Airport is able to meet modern operational standards and respond to opportunities to strengthen its contribution to the economy (SLP38).

Not designating a Safeguarded Area for a potential extension to the runway, instead relying on a policy not to allow development which would compromise such development but allowing ancillary/incidental development requiring close proximity to the airport which would not prejudice the long term operation needs of the airport (RAP Policy RE14), was not carried forward as the designation affords the proper protection to the area to safeguard it. It also allows consideration of the principle of use of this land for a possible runway extension if needed during the life of the Plan.

Sites of Special Significance

Selected draft policy: Designate nine Sites of Special Significance (SSSs) for outstanding botanical, scientific and zoological interests, with development in SSSs permitted only where it would not have a significant impact on the SSS's special interest, or impacts can be mitigated. The proposed amendments to omit small parcels of land demonstrate the continued viability of the SSS sites and therefore do not alter the overall environmental assessment of this policy.

Alternative: Designate all former Sites of Nature Conservation Importance as Sites of Special Significance.

	Selected draft policy	Alternative
Population	?	?
Flora & fauna	-?	+/-?
Water	-	+/-?
Soil	0?	0?
Air, climatic factors	-?	+/-?
Material assets	-?	+/-?
Landscape	-?	+/-?

Nine Sites of Special Significance (SSS) have been identified within the Plan as having special significance because of their botanical, scientific or zoological interest which it is desirable to preserve, enhance or manage. It is proposed to amend the boundary of two of the SSS areas to omit small parcels of land - see Map Inset 17³⁰ and Map Extract 10³¹. These amendments have been assessed and given the size and current use of both parcels of land in question and the fact that the viability of the SSS sites is demonstrated without these areas, the proposed amendments do not raise significant environmental impacts.

In line with the requirements of the SLUP, information contained within the Phase 1 Habitat Survey 2010 was assessed and each existing Site of Nature Conservation Importance (SNCI) which achieved a value equivalent to that of a UK Site of Special Scientific Interest was considered for inclusion as a SSS. This, along with an intention to instigate two levels of protection for sites with biodiversity importance, SSS and Areas of Biodiversity Importance, meant that the option to designate all former SNCI, as identified in the Rural Area Plan and Urban Area Plan, as SSS was not taken forward. The Law can extend the meaning of development in SSSs and therefore designation can have a significant impact on development potential and personal choice. Because of such high levels of control it was considered appropriate to 'set the bar' sufficiently high to give weight to the importance of these designations.

³⁰ 'Proposed Mapping Amendments to the Draft Island Development Plan— Annex II' September 2015, Environment Department

³¹ Annex I, Schedule 1 of the report Environment Department Response to Inspectors' report, March 2016,

The selected policy was chosen as achieving social wellbeing, facilitating a viable economy and allowing works to existing premises which are important aspects of life on a small island which must also be balanced against the needs of the natural environment.

5. ASSESSMENT

As previously stated, the draft Plan aims to provide for the future economic, social and environmental development needs of the Island, in land use terms, in a way that conserves the special features of its environment, makes good use of its resources and offers a good quality of life. The EIA only assesses those selected policies that are identified as enabling certain development, often of large scale, likely to have significant environmental impacts. It is important to balance this with other draft Plan policies which have not therefore been assessed but which protect and enhance the environment.

This section sets out the findings of the assessment of the draft Plan policies as amended that could enable EIA type development. It begins with an explanation of assumptions made during the assessment, including assumptions based on previous development/project level Environmental Statements. It then summarises the assessment findings. The full assessment can be found at **Appendix B**.

5.1 Information concerning proposals for development

Section 3.1 explains what developments might arise from the different draft Plan policies. **Appendix B** provides information about the likely significant environmental effects or impacts of typical developments of the type envisaged in the draft policies and provides further assumed details, where known, of the types of development which may arise. This was taken from the Scoping paper which is part of the Scoping Consultation Report 2014³² and is in the format:

Receptor	Typical environmental impacts of the development	
	positive	negative
Population	Improved amenity, well-being due to changes in outlook, smells, vermin	Loss of e.g. amenity, well-being due to changes in outlook, smells, vermin Noise and vibration during preparation, construction and operation Effect of flooding, including coastal
Flora & fauna	Introduction of new species, expansion of adjacent areas of habitat	...
Air...		

³² Environment Department (2014) 'Environmental Impact Assessment: Scope of proposed Island Development Plan Policies' http://www.gov.gg/forward_planning

Four development/project level Environmental Statements (ES) have been prepared in Guernsey to date since the statutory requirement for EIA was introduced in 2009. These helped to inform the assessment of the draft Plan policies and could also inform the preparation of development proposals enabled under the draft Plan.

Extension to Les Vardes Quarry: This involved extending the life of the existing quarry by eight years and removing a further 1.27 million tonnes of granite from 4.65Ha of land. The main environmental impacts, including likely significant environmental effects, identified in the ES of 2008 were:

- Visibility of the mineral workings from several locations, including a small section of an Area of High Landscape Quality;
- Some impacts on grassland, earth banks, scrub and common bird species;
- Loss of more than 4Ha of grade 3a agricultural land;
- Potential loss of archaeology;
- An increase in fugitive dust; and,
- Continuation of the existing blasting regime and associated noise and vibrations, two to three times a week for eight more years.

Permission was granted for this proposal. The draft Plan includes Chouet Headland as a possible site for mineral extraction (draft Policy IP5). A similar list of impacts is possible for such a development, but the significance of the impacts is likely to be different due to the different opportunities, constraints and characteristics at/of that site.

Works to the runway at Guernsey Airport: This included upgrading the runway and provision of grass Runway End Safety Areas (240m and 197m) on both ends of the runway. The main environmental impacts identified in the ES of 2011, including likely significant environmental effects, were:

- Some impacts on archaeology, mostly during the construction stage;
- Loss of significant ecological habitat in the western part, particularly affecting an important area of wetland habitat;
- Moderate impact on an area of landscape character value, significant visual intrusion into a typical area of Guernsey farmland landscape and considerable but temporary visual impact by construction compounds, including due to lighting of the project at night;
- Significant traffic impacts during the construction phase as a result of large volumes of materials and equipment being transported over a relatively condensed period; and,
- Noise impacts during construction, ranging from minor to substantial.

The runway works were carried out in 2012-2013. The draft Plan includes a policy which safeguards an area for possible extension to the airport runway (draft Policy IP5). This could have similar impacts to those described in this ES for the works to the runway.

Temporary loading dock and storage at Longue Hougue: This was needed to allow about 390,000 tonnes of aggregate, cement, bitumen and equipment to be imported for the runway works at the airport. It included a fixed pontoon to allow temporary docking and off-loading, a hopper and mobile conveyer system from the dock to the mainland, an open storage area, a concrete batching plant and office facilities. The main environmental impacts identified in the ES of 2011, including likely significant environmental effects, were:

- Major effects on the Island's road networks due to large volumes of material and equipment that require transporting over a relatively condensed period;
- Some temporary visual impact including light pollution;
- Temporary noise at nearby dwellings;
- Some fugitive dust and emissions; and,
- Negligible nature conservation impacts because previous uses had introduced some contamination to the area and there were no suitable habitats for flora and fauna and adjoining bird nesting sites were not unacceptably disturbed.

The runway works were carried out in 2012-2013 and the temporary dock and store were largely dismantled at the same time.

Residual waste treatment facility at Longue Hougue: The proposed development comprised a mechanical treatment recycling unit to sort materials for recycling and an energy from waste unit to burn (and generate energy from) materials that cannot be recycled. Jointly they would treat 45,000 tonnes of domestic and commercial/industrial waste per year. A draft ES was prepared in 2010 but was not completed. Its initial conclusions about the project's impacts, including significant environmental effects, were:

- No significant increase in traffic levels or impacts;
- A slight increase in noise at the closest noise sensitive premises;
- At worst, a slight impact on air quality;
- Impacts of between moderate and substantial impacts on nature conservation, including potential contamination of coastal waters and increased disturbance and predation of ground nesting birds;
- Risk of spills, pollution and sediment runoff (from slight to moderate) to coastal waters, particularly in the case of flooding;
- Environmental benefits in diverting residual waste from landfill which is lower down on the waste hierarchy than an energy from waste plant; and,
- Social benefits in the form of improved waste management, economic benefits during construction and provision of training and education.

The analysis of impacts on cultural heritage was not carried through far enough to come to a conclusion about the significance of impacts. The draft Plan proposes Longue Hougue as a Key Industrial Area and Key Industrial Expansion Area (draft Policy MC5) and a site for waste management facilities (draft Policy IP2): these could have similar impacts to those described in the ES depending on the nature of the proposals which eventually come forward.

5.2 Assumptions about other forms of development and likely significant environmental effects

Given that the draft Plan policies identified for assessment are only those which could enable development which could itself require EIA, it is inevitable that most of the environmental impacts will be neutral or negative: these developments, because of their type, generally involve land take, generate additional vehicle movements, impact on the landscape and biodiversity, etc. Despite this, however, the SLUP, and in turn the Island Development Plan, promotes the wise management of the Island's resources, reduction of carbon footprint and protection of biodiversity, the countryside and Guernsey's local identity; and the Environment Department has to take into account/comply with, where relevant, considerations relevant to environmental effects under the Law, including those relating to the sustainable development purposes of the Law, landscape/townscape, amenity, traffic and open spaces, protected buildings and monuments and protected trees and special duties relating to heritage buildings and areas. (This is discussed further at Section 2.1.)

All development on the Island requiring planning permission will be subject to all the relevant policies of the Plan, once adopted, including the environmental protective policies, which are not assessed as part of the EIA, including draft Policies GP8: Design and GP9: Sustainable Development, GP3: Areas of Biodiversity Importance and GP5: Protected Buildings and to the relevant material considerations and duties referred to above.

This assessment of the impacts of the draft Plan policies assumes that generally development will be in keeping with these policies subject to allowed minor departures.

Draft Island Development Plan Policy GP8: Design

In order to achieve high standards of design which respects and, where appropriate, enhances the character of the environment, proposals for new development will be expected to:

- a. achieve a good standard of architectural design, including the design of necessary infrastructure and facilities; and,
- b. demonstrate the most effective and efficient use of land; and,
- c. respect the character of the local built environment or the open landscape concerned; and,
- d. 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; and,
- e. 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; and,
- f. demonstrate accessibility to and within a building for people of all ages and abilities; and,
- g. with regard to residential development, offers flexible and adaptable accommodation that is able to respond to people's needs over time.

Within areas of higher protection, such as Sites of Special Significance, Areas of Biodiversity Importance and Conservation Areas, and where development relates to protected buildings or protected monuments or their settings, development will be expected to conserve the particular special interest of those areas or buildings and the relevant policies relating to those areas shall apply.

Draft Island Development Plan Policy GP9: Sustainable Development

Proposals for new development, and the refurbishment, extension and alteration of existing buildings, will be supported where it has been demonstrated, that:

- a. 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, materials used and its resilience to climate change and flooding; and,
- b. they will not have unacceptable impacts on the amenities of neighbouring properties or an adverse effect on the special interest of Conservation Areas, protected buildings or protected monuments; and,
- c. the proposals accord with all other relevant policies of the Island Development Plan.

Development of five or more dwellings or any form of development of a minimum of 1,000 square metres of floor area or where development relates to the demolition and redevelopment of a redundant building or a dwelling which has planning permission to be subdivided or a replacement dwelling on a one for one basis will require a Waste Management Plan to be submitted with a planning application, which shall demonstrate

how waste associated with the development process is to be minimised, how existing materials are to be reused on or off the site and how residual waste will be dealt with.

Draft Island Development Plan Policy GP3: Areas of Biodiversity Importance

Development within an Area of Biodiversity Importance will be supported provided that:

- a. proposals demonstrate that the biodiversity interest of the site has been considered and taken into account as part of the design and development process; and,
- b. the biodiversity interest of the area has been protected and, where possible, enhanced; or,
- c. any negative impacts can be appropriately and proportionately mitigated in accordance with a scheme to be approved by the Environment Department.

The Environment Department will consider applying planning conditions or entering into a planning covenant to ensure the implementation of mitigation measures.

Where a Biodiversity Strategy has been published by the Environment Department, it will be taken into account when making a decision on a planning application that may affect Areas of Biodiversity Importance.

This policy does not apply to householder development within the curtilage of a dwelling.

Draft Island Development Plan Policy GP5: Protected Buildings

Proposals to extend or alter a protected building will be supported where the development does not have an adverse effect on the special interest of the particular protected building or its setting or where the economic, social or other benefits of the development and, where appropriate, its contribution to enhancing the vitality of a Main Centre outweigh the presumption against adversely affecting that special interest. In all cases proposals must also accord with all other relevant policies of the Island Development Plan.

There is a presumption against the demolition or partial demolition of a protected building and this will only be permitted where:

- a. it is demonstrated that the building is structurally unsound and is technically incapable of repair; or,
- b. the demolition or partial demolition relates to a structure which detracts from the special interest of the protected building; or,
- c. it is demonstrated that the economic, social or other benefits of the proposed development and, where appropriate, its contribution to enhancing the vitality of a Main Centre outweighs the presumption against the loss or partial loss of the protected building.

5.3 Impact assessment of the draft Plan policies

The following paragraphs give an overview of the likely significant environmental impacts of the selected draft policies which have been identified as potentially enabling development likely to have significant environmental impacts and have been assessed accordingly. The effects of the draft policies are by reference to the assessment of the likely significant effects of development they could enable. The proposed amendments to these policies have been considered and assessed. The majority of the proposed amendments to the draft Plan relate to minor changes in the policy wording to provide clarification or ensure consistency with other policies of the draft Plan which do not raise any environmental issues. There are minor amendments to various designations shown on the Proposals Map which again are not likely to raise significant environmental impacts. In summary, the proposed amendments do not alter the overall strategic assessment of the policies but do result in changes to two site specific assessments.

The first of these relates to the proposed additional Local Centre at Forest West. The proposed Local Centre at Forest West is based on meeting the same criteria and sustainable level of services as applied to the other proposed Local Centres and the approach to identifying the boundaries of this additional Local Centre is consistent with that used to identify the other Local Centres, resulting in tightly drawn boundaries which reinforces the concentration of development within Main Centres as directed by the Spatial Policy. .

The second change to site specific amendment relates to the boundary amendment proposed at Cobo Local Centre which incorporates a small amount of green field land within the Local Centre. This raises a potential impact on the landscape. Overall, while some site specific assessments have changed, the proposed amendments have not altered the overall environmental impact assessment. Further detail can be seen in Table 5.1, below and in **Appendix B**.

The assessed draft policies' overall impacts on *population* are likely to be positive with increased housing and improved services in areas that are accessible by a range of modes of transport; regeneration of areas that are currently in poor condition; design of development, taking into account all ages and abilities; and, improved opportunities for formal and informal recreation and leisure. However, the draft Plan says little about support for deprived areas/residents or prioritisation of housing and services for those that most need them.

The assessed draft policies' overall impacts on *fauna and flora* are likely to be significantly negative. The majority of the draft policies assessed would have negative impacts, in this respect particularly because of the type of development likely to be enabled. Some of the draft Plan policies that were not assessed because they will not enable EIA type development (notably Policy GP3: Areas of Biodiversity Importance) aim to protect

designated biodiversity sites, as does the SLUP and the purposes of the Planning Law. Several of the key developments enabled in the relevant draft Plan policies – the Saltpans housing site, developments at the Saltpans KIA, Longue Hougue KIA, developments at both Harbour Action Areas and mineral extraction at Chouet Headland – are likely to already individually have significant negative impacts on biodiversity. There would also be the cumulative effect of all the proposed development and past declines in biodiversity.

The assessed draft policies' overall impacts on *soil* are likely to be slightly negative. The draft Plan aims to minimise the use of greenfield land and the conversion of agricultural land to other land uses. Its hierarchy of Main Centres → Main Centre Outer Areas → Local Centres helps to ensure that land is used efficiently. However, the draft Plan will allow for the development of large areas of currently undeveloped land. There would also be a cumulative effect with past development although Guernsey only has 12% of its land currently developed.

The assessed draft policies' overall impacts on *water* are likely to be slightly negative. The draft Plan does not contain specific policies about protection of water quality or efficient use of water resources, although it does promote increased water efficiency through draft Policy GP9: Sustainable Development. Several of the key developments proposed in the draft Plan – Longue Hougue KIA, St. Sampson's Harbour Action Area, mineral extraction at Chouet Headland – have the potential to significantly affect water quality in the case of accidental leakages, and most of the draft Plan policies assessed in the EIA could affect water quality through e.g. dust and siltation during construction and runoff during operation. Water efficiency is promoted by Part G of the Building (Guernsey) Regulations, 2012 but there are no strong requirements within the Plan for the protection of water quality.

The assessed draft policies' overall impacts on *air and climatic factors* are likely to be slightly negative and, cumulatively, they are likely to be significantly negative. The draft Plan generally aims to place new development in locations that are accessible by modes other than the car and draft Policy IP6 on transport infrastructure supports developments that encourage a range of travel options. On the other hand, housing development in Local Centres and Outside of the Centres may generate greater vehicle use; works to and around the harbours that would support the use of deeper vessels could potentially increase pollution in densely populated areas; and, cumulatively, the new housing and employment sites would require more energy and thus could generate more greenhouse gases. Several key development sites – Saltpans and Belgrave housing areas, Saltpans KIA, Leale's Yard – are within, or partly within, flood risk areas and several other sites have lesser flooding

constraints. These impacts are cumulative with existing high levels of vehicle use (and thus emissions), the emissions from the existing oil powered power station and other impacts contributing to climate change which will increase the likelihood of flooding.

The assessed draft policies' overall impacts on *material assets* are likely to be mixed. New development could adversely affect the heritage – archaeology, protected buildings, protected monuments and their settings, conservation areas, etc. Examples are mineral workings at Chouet Headland and waste management facilities at Longue Hougue, both of which could affect protected monuments (Napoleonic towers), and the possible airport runway extension which would affect a protected building and earth banks. On the other hand, the draft Plan has protective policies, including draft Policy GP1: Landscape Character and Open Land and draft Policy GP5: Protected Buildings, promotes sustainable use/reuse of materials, waste management and provision of appropriate infrastructure. It also supports a range of economic sectors, which would help to prevent economic shocks.

The assessed draft policies' overall impacts on the *landscape* are also likely to be mixed. The draft Plan supports the regeneration of underutilised land; protects open and undeveloped land by focusing development on built-up areas; supports public art; and, aims to provide a vibrant 'street scene' in the Centres. The regeneration of Leale's Yard and former glasshouse sites are likely to be particularly positive. On the other hand, the draft Plan would allow development of large areas of currently undeveloped land in Main Centres and Main Centre Outer Areas, for instance at Belgrave Vinery and potentially Outside of the Centres. Industrial development around the harbour areas has the potential to be visually unattractive at a prominent location that will be seen by many people including the first glimpse of the Island for many visitors.

Table 5.1 summarises the likely impacts of the relevant draft Plan policies. More detailed assessment findings are in **Appendix B**. Only those policies that are likely to lead to EIA development have been assessed. Those policies shaded in grey were not assessed because they are not expected to give rise to developments subject to EIA (see Section 3.2).

Table 5.1 Summary of likely environmental impacts of draft Plan policies

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
Spatial Policies							
S1. Spatial Policy	+	-	0	-	+/-	+/-	?

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
S2. Main Centres and Main Centre Outer Areas	++	-	+/-	+/-	++/-	++/-?	++/-?
• Town	++	-	0	0	+/-	-?	-?
• The Bridge	++/-	-/--	+/-	0	0	-	-
S3. Local Centres	+ / ++	-?	+/-	-?	-/--	0?	-
• Cobo	++	0	0	0	--	0	-?
• Forest	+	0?	0	-?	0?	-?	-?
• Forest West Local Centre	+	0?	+/-	0	0?	0	0
• L'Aumone	++	0	0	0	0	0	0
• L'Islet	+	-?	0	?	0	-?	-?
• St. Martin	+	-	-?	0	+	-?	?
• St. Pierre du Bois	++/-	-?	0	0	-	0?	0?
S4. Outside of the Centres	+/-	-	-	-	-	?	--
S5. Development of Strategic Importance	++	--?	--?	--?	--?	--?	--?
S6. Strategic Opportunity Sites	++	--?	--?	--?	--?	--?	--?
Main Centres (MC) and Main Centre Outer Area (MCOA) Policies							
MC1. Important Open Land in MC and MCOA							
MC2. Housing in MC and MCOA	++/-	-/--	+/-	-?	-	0?	+/-
• Belgrave Vinery	+/-	-	-	+/-	-	-?	-
• Franc Fief	+/-	-?	+/-	-	0	0	-
• La Vrangue	+/-?	-?	-?	-?	+/-	0?	-
• Les Pointues Rocques	+/-	0	+/-	-	0	0	-
• Saltpans	++/-	--	-?	-	-	0	-
MC3. Social and Community Facilities in MC and MCOA	++	0?	0?	0?	+/-	+	0?
MC4. Office Development in MC and MCOA	+	-	+/-	0	+/-	++/-?	++/-?
• Admiral Park	++/-	0	0	0	-	-	0
MC5. Industry, Storage and Distribution in MC and MCOA	+/-	-	+/-	-?	-/--?	+/-	+/-
• Longue Hougue KIA	0	--	-?	--	0	+ / 0?	-?
• Northside KIA	+	-?	0	-?	-?	-?	-
• Pitronnerie Road KIA	-?	0?	-?	-?	0?	0?	0/-
• Saltpans KIA	0	--	-?	-?	-	0?	+/-
MC6. Retail in MC	+	0?	0?	0?	+/-	+	+/-
MC7. Retail in MCOA	+	0?	0?	0?	+/-	+	+/-

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
MC8. Visitor Accommodation in MC and MCOA	0?	-?	0	-?	-	0	-?
MC9. Leisure and Recreation in MC and MCOA	+/-?	-?	0	-	-	+	-?
MC10. Harbour Action Areas	++/-	-	+	-	-	?	++
• St. Peter Port HAA	+/-	--	+	-/--?	-?	?	-/--?
• St. Sampson's HAA	+/-	--?	0?	--?	--?	?	-/--?
MC11. Regeneration Areas	++	-	++	-	-	?	++
• Leale's Yard	+	-	+/-	-?	-?	0?	++
Local Centre (LC) Policies							
LC1. Important Open Land in LC							
LC2. Housing in LC	++/-	-/--	+/-	-?	-	0?	+/-
LC3. Social and Community Facilities in LC	++	0?	0?	0?	+/-	+	0?
LC4. Offices, Industry and Storage and Distribution in LC	+/-	-	+/-	-?	-/--?	+/-	+/-
LC5. Retail in LC	+	0?	0?	0?	+/-	+	+/-
LC6. Visitor Accommodation in LC	0?	-?	0	-?	-	0	-?
LC7. Leisure and Recreation in LC	+/-?	-?	0	-	-	+	-?
Outside of the Centre (OC) Policies							
OC1. Housing OC							
OC2. Social and Community Facilities OC	++	0?	0?	0?	+/-	+	0?
OC3. Offices, Industry and Storage and Distribution OC	+/-	-	+/-	-?	-/--?	+/-	+/-
OC4. Retail OC	+	0?	0?	0?	+/-	+	+/-
OC5. Agriculture OC	0	0	0	0	0	+	0?
OC6. Horticulture OC	0	0	+/-	-?	++/-	+	+/-
OC7. Redundant Glasshouse Sites OC	+	-/0	+	0	?	0	++
OC8. Visitor Accommodation OC	0?	-?	0	-?	-	0	-?
OC9. Leisure and Recreation OC	+/-?	-?	0	-	-	+	-?
General Policies							
GP1. Landscape Character and Open Land							
GP2. Sites of Special Significance	?	-?	0?	-	-?	-?	-?
GP3. Areas of Biodiversity Importance							
GP4. Conservation Areas							
GP5. Protected Buildings							

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
GP6. Protected Monuments							
GP7. Archaeological Remains							
GP8. Design							
GP9. Sustainable Development							
GP10. Comprehensive Development							
GP11. Affordable Housing							
GP12. Protection of Housing Stock							
GP13. Householder Development							
GP14. Home Based Employment							
GP15. Creation and Extension of Curtilage							
GP16. Conversion of Redundant Buildings							
GP17. Public Safety and Hazardous Development	+/-	0?	0?	0?	0?	0?	0?
GP18. Public Realm and Public Art							
GP19. Community Plans							
GP20. Exceptions							
Infrastructure Policies							
IP1. Renewable Energy Production	++/-	--?	0	-	+	+/-	-/--
IP2. Solid Waste Management Facilities	+/-	--	+/-	-	+/-	+/-	-
• Longue Hougue	0/-	-	-?	-	0	+/-	-
• Mont Cuet	0	0	?	-?	0	0	0/+?
IP3. Main Centre Port Development	++/-	-	+	-	-	?	++
IP4. Airport Related Development	-	-?	-	-?	--	-?	-?
IP5. Safeguarded Areas	++/-	--	--	--?	--	-	-
• Chouet Headland, mineral extraction	--	--	0/--?	0/--?	-	--	-
• Les Vardes Quarry, water storage	?/+	+/-	++/-?	++/-	+/-	+	0
• Runway extension on land east of the airport runway	-	-	--	-	--	-	-?
IP6. Transport Infrastructure and Support Facilities							
IP7. Private and Communal Car Parking							
IP8. Public Car Parking	+/-	+/-	+/-	-?	+/-	+/-	++
IP9. Highway Safety, Accessibility and Capacity	+/-	--	-	0	+/-	+/-	--

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
IP10. Coastal Defences	++	-/--?	-/--?	-/--?	0	+/-	-?
IP11. Small-Scale Infrastructure Provision	++/-	-	0?	0?	+/-	+/-	-/--?
IP12. Crematoria and Burial Sites	+/-	-	-	-	-	+	?
• Le Foulon	+/-	0	0	0	-	-?	-?

6. MITIGATION

The Environmental Impact Assessment process described at Sections 4 and 5 suggested three types of mitigation measures:

1. Suggested changes of wording to individual draft Plan policies and their supporting text to make them clearer, more internally consistent and more sustainable;
2. Suggestions for matters that should be included in any Environmental Statements for projects emerging from the Plan policies; and,
3. More strategic suggestions for improving the overall sustainability of the draft Plan policies.

1. Suggested changes to wording of individual draft Plan policies and their supporting text: **Appendix B** shows these under 'comments/mitigation'. For instance, the assessment suggests changes of wording to make the draft policies for Main Centres, Main Centre Outer Areas and Local Centres more consistent; identifies where some policies could better mention environmental constraints or objectives; and, suggests possibilities for environmental enhancements, such as new walking/cycling paths.

Several changes were made to the draft Plan policies in response to these suggestions, including:

- Offices Outside of the Centres and Local Centres – added a cross reference to the 'Home working' policy in the preambles of each;
- Social and Community Facilities Outside of the Centres – added to preamble and policy box that development must not be of a scale which detracts from the vitality of the Centres;

- Small-scale infrastructure – changed ‘minor’ in preamble to ‘small-scale’ to accord with the title of the policy;
- Sites of Special Significance – policy box rearranged so that new development comes first (with higher tests) and then extension/alteration of existing which changes the emphasis and accords with policy construction elsewhere.

Many of the recommendations were found to be adequately covered by other policy provision in the draft Plan or would be addressed at a more detailed level later in the planning process (through the Development Framework process, for example) or by other delivery mechanisms. Other recommendations will be covered by other aspects of the Law, e.g. protected buildings legislation and Material Planning Considerations. Many of the comments were dealt with in subsequent redrafting.

2. Suggestions for matters that should be included in any Environmental Statements for projects: **Appendix B** (under 'significant EIA issues') lists issues that development proposals emerging from each draft Plan policy could consider, with a focus on strategic issues that may not otherwise be identified on a case by case basis. There is no implication that these suggestions are comprehensive nor that all the issues would apply to all the projects emerging from a draft policy. In other words, EIA screening and/or scoping would still need to be carried out for development proposals as required under the EIA Ordinance.

Given the likely wide ranging environmental implications of the draft Plan policies, the Department considers that the likely significant environmental effects of development enabled by the relevant policies include:

- Population – human;
- Fauna, flora – general biodiversity as well as designated habitats and species;
- Water – water resources (infrastructure, efficiency, rainwater harvesting), water efficiency, water quality, drainage;
- Air and climatic factors – air quality, emissions of pollutants, impact on car use and traffic conditions, susceptibility to flooding, adaptation to climate change;
- Material assets – architectural and archaeological heritage, housing provision and affordability, provision of infrastructure, including social infrastructure (e.g. schools, children's play areas), efficiency in use of materials, whether the project would increase the Island's resilience and self-sufficiency;
- Landscape – impact on views of green/open spaces as well as general landscape/visual impacts.

3. Strategic suggestions for improving the overall sustainability of the draft Plan policies:

Table 6.1 shows the key strategic recommendations of the EIA and the Department's response to these recommendations.

Table 6.1 Strategic suggestions for improving the sustainability of the draft Plan

Recommendation	Response to recommendation
<p>To stress its importance, begin the Plan with a policy on sustainable development; or at least symbolically put the sustainable development policy as the first policy in the General Policies section.</p> <p>Expand the definition of sustainable development in Policy GP9: Sustainable Development to include reference to protecting biodiversity and minimising air/water/soil/noise/light pollution.</p>	<p>The structure of Part Two of the draft Plan changed significantly, partly in response to this recommendation. Part Two now contains six objectives supporting the principal aim of the draft Plan. The first of these, Plan Objective 1, promotes the provision of sustainable development that will make the most effective and efficient use of land, with the prudent use of natural resources, whilst protecting and managing the natural and built environment.</p> <p>The draft Plan defines sustainable development as meeting the needs of the present generation without harming the ability of future generations to meet their own particular needs. Sustainable development is a key theme throughout the document and is addressed through the draft Plan across several policies rather than relying solely on Policy GP9 and the definition is consistent with the SLUP.</p> <p>The first policy of the draft Plan, the Spatial Policy, concentrates development within and around the Main Centres with some limited development within and around the edges of the Local Centres which consolidates the majority of social and economic activity in the areas that have the best access to public transport and services and reduces the need to travel by car. This approach helps to reduce the Island's contribution to greenhouse gases. It also seeks to mitigate the impacts of climate change through greater resource efficiency. The draft Spatial Policy and other draft Plan policies work in unison to encourage the improvement of the energy efficiency and carbon performance of new buildings through assessing their design and positioning, and by promoting renewable energy. The Plan encourages the development of renewable energy infrastructure in order to diversify the Island's supply of energy and to support an increase in the quantity of renewable energy within the Island's energy mix. It also requires development to maximise the use of land by requiring comprehensive development of sites suitable to be built upon.</p> <p>In certain circumstances, the draft Plan provides for the approval of Development Frameworks by the Environment Department and the adoption of Local Planning Briefs for strategic sites by the States to ensure development sites are developed effectively and efficiently.</p>

Recommendation	Response to recommendation
	<p>In terms of resource efficiency, the SLUP notes that two or more storey buildings take up less land than single storey buildings with the same floor area and therefore should be encouraged unless there are overriding social or environmental reasons not to do so. The draft Plan embraces this principle. Similarly, development density will be expected to be maximised where this does not conflict with other draft Plan policies and where good standards of design and amenities can be achieved.</p> <p>The draft Plan also requires efficient reuse to be made of redundant buildings, where this is compatible with other draft Plan policies. It encourages brownfield development in the interests of the most effective and efficient use of land and protection of the environment, although it is accepted that some greenfield development may be required to meet the social and economic requirements of the States.</p> <p>The draft Plan includes statements of general policy which will, where appropriate, be applied in conjunction with the other, more land use specific, draft policies. These include draft policies on Conservation Areas (Policy GP4), Affordable Housing (GP11), Design (GP8) and Sustainable Development (GP9). As such, all relevant draft policies within this section will need to be taken into account when applying for or considering development.</p> <p>The pre-amble wording for the draft Plan policies are as much a part of the policy as the wording in the policy box. Therefore, the range of sustainability issues highlighted, including those referring to protecting biodiversity and minimising pollution, are, in the Department's opinion, covered within all the supporting text and policies of the draft Plan.</p> <p>In light of the above, the recommendation to move the location of Policy GP9, widen its scope or change its wording is not accepted.</p>

Recommendation	Response to recommendation
<p>Reduce the number of (and thus amount of overlap and potential conflict between) policies and designations related to the Main Centres: Harbour Action Areas; Main Centre Port Development; Main Centre; KIA. Also to Safeguarded Areas and Airport Related Development</p>	<p>The Department recognises that this suggestion does not relate to the EIA of the policies per se but rather to the overall reading and working of the draft Plan document. The various designations have evolved to meet different guidance and directions of the SLUP and other States' objectives. While there is some overlap, the different functions and roles of the various designations are warranted. In some cases, there was specific overlap of designation to ensure development considered its context properly and to overcome the arbitrariness of boundaries. For example, the Harbour Action Area designation overlaps in area with the Main Centre designation so as to ensure that development which might take place along the seafront is effective in integrating the harbours with the Main Centres, recognising that, while the ports have a very important operational role, there is also a clear need to improve the connections between Centres and their harbours.</p>
<p>Consider turning Northside, Vale into housing, tourism and/or retail rather than industrial, to take better advantage of the site's central and attractive location. This may mean planning now to relocate the gas storage tanks and remove the Development Proximity Zone designation</p>	<p>The Development Proximity Zone at Northside currently restricts other forms of development there. Both the Visions for the Bridge and the Ports Masterplan highlight the potential of this area for waterfront living or improved tourism/heritage. The Ports Masterplan suggested relocating and consolidating this type of industry on Longue Hougue, allowing the Development Proximity Zone to be removed.</p> <p>However, this would involve the agreement of several parties and co-ordination of several States' Departments and Strategies which would take some time and is uncertain. Even with an agreement, it would take a long time – beyond the life of the Plan – to achieve such a transition. The maximum life of the draft Plan is 10 years. The Department does not expect the gas tanks to be relocated within this time horizon.</p> <p>As such, it would not be appropriate for the Department to designate this land for housing or any other purpose than its current use for industry.</p>

Recommendation	Response to recommendation
<p>Give greater importance to flooding as a key social and economic risk. Several key development sites are in the floodplain and the likelihood of floods will increase in the future with climate change</p>	<p>The Strategic Land Use Plan provides guidance to the Environment Department on climate change adaptation and particular direction on the approach to development and flood risk. It directs the Department not to adopt a blanket approach of no development within areas prone to flooding but rather develop an approach that assesses the risk on a case by case basis and to enable the opportunities for harnessing of investment through development, where appropriate, to improve defences and thereby reduce the flood risk to new and existing developments.</p> <p>The draft Plan requires that development should be located appropriately and subject to risk assessment, and that a full exploration of opportunities to harness investment from development proposals within flood risk areas should be carried out. It also expects new and existing building stock in flood risk areas to be constructed or modified in such a way as to be more resilient to the impacts of climate change. As a result of this approach, there are several key development sites within vulnerable areas.</p> <p>It is considered the importance of flooding and climate change adaptation is properly reflected in the policies of the draft Plan and no change to the approach or policies is required.</p>
<p>Include policies that more robustly discourage car use and encourage walking, cycling and public transport, for instance incremental reductions in the quantity of public and private parking spaces, increased allocation of road space to walking and cycling and reduced allocation to cars; more definite proposals for Park and Ride facilities, etc.</p>	<p>The draft Plan takes into account and enables support of the 'Integrated On-Island Transport Strategy' (2014) which encourages a shift from cars to walking and cycling. In addition to this strategy, the draft plan encourages better walking and cycling connections; sets maximum car parking standards for Main Centres and Main Centre Outer Areas to discourage car use; and, allows for Park and Ride projects, as developments of strategic importance, for reasons of sustainability.</p> <p>However, a balance must be struck between providing an appropriate level of car parking to enable convenient access to shops and services, employment sites and existing uses particularly in the Centres and the need to reduce car dependency. The Department considers the Plan policies have struck the appropriate balance without amendment.</p>

Recommendation	Response to recommendation
In Local Centres, promote better place making and increased accessibility to services, for instance through more clearly defined entrances to the Centres, public art, reduced speed limits, pavements and roads at the same level	The draft Plan does supports better place making in Local Centres, for instance, improvement measures to the public realm are encouraged, allowing for appropriate development. The draft Plan also introduces the mechanism to deliver community plans, which allows members of the community to set out a vision for improvements to a particular locality in a co-ordinated way, whether this covers a small collection of homes or a wider settlement area.
Promote enhancement of biodiversity, not just minimisation of impacts, for instance through the identification and designation of green corridors and wedges, links between existing green areas, new walking/cycling/ biodiversity routes, etc.	The draft Plan promotes enhancement and protection of biodiversity by introducing Sites of Special Significance (SSS) designations which protect and enhance areas of outstanding botanical, scientific or zoological interest; and, Areas of Biodiversity Importance (ABIs), which are not of the outstanding standard of SSSs but nonetheless are of local biodiversity importance where the biodiversity impacts of development will be carefully assessed and mitigated, and biodiversity enhanced through development, where possible. These, together with the identification of Important Open Spaces, will form a series of informal green wedges and a green corridor effect within the Main Centres and Main Centre Outer Areas. Development Frameworks for larger sites also require consideration of enhancement of biodiversity.
Give greater support to onshore wind power in the supporting text to Policy IP1	The supporting text to Policy IP1 focuses on onshore solar and offshore wind installations which consultation has revealed are the more suitable forms of renewable energy for Guernsey. However, the policy supports all forms of renewable energy and allows the Department to consider onshore wind proposals, as appropriate. Therefore no change is required.

7. NEXT STEPS

7.1 Publication and adoption of the draft Island Development Plan

The Environment Department published the draft Island Development Plan in February 2015. An Environmental Statement, with its Non-Technical Summary prepared for this draft Plan was also published and all documents were made available at the Greffe and at other appropriate public places for public inspection, and for purchase at the Environment Department at Sir Charles Frossard House. Statutory consultees and other appropriate persons or bodies, the Policy Council and Parish Constables were informed in writing that the draft Plan and its Environmental Statement were available for inspection and purchase.

The draft Plan and Environmental Statement were considered by independent Planning Inspectors through a public inquiry. The Inspectors invited written representations from the public on the draft policies and the Environmental Statement, following publication of the draft Plan and the ES by the Department. A total of 1516 representations were received in relation to the Initial Representations stage and 353 received in relation to the Further Representations stage. The Environment Department provided a written response to each of the 1869 representations received. Public hearings were held between 6th and 23rd October 2015. During the Planning Inquiry the Environment Department formally submitted a number of proposed amendments to the draft Plan based on its review of the Initial and Further Representations and, in some cases, to address errors or omissions identified following publication of the draft Plan and also setting out its responses to a number of matters that had been raised during the course of the Public Hearings. The proposed amendments were subject to public consultation.

The Inspectors considered the draft Plan and the evidence supporting its provisions, the written representations submitted and the material submitted and discussed at the inquiry hearings in October 2015. The Inspectors submitted a report to the Environment Department on 4th March 2016 setting out their conclusions and recommendations including any recommended changes to the draft Plan. This is known as the Inspectors' report.³³

The Department has fully considered the written representations submitted to the Planning Inquiry and the Inspectors' report in reaching its conclusions and proposing any changes to the draft Plan. The proposed amendments to the draft Plan are set

³³ 'Report of the Planning Inspectors appointed to conduct the Independent Planning Inquiry', March 2016'

out and explained in the report 'Environment Department's response to the Inspectors' report', March 2016. A full schedule of the amendments proposed by the inspectors, together with the Department's conclusions, is in Schedule 1 of this report. The Annex to Schedule 1 includes relevant map extracts and photographs. This document relies on the following three earlier reports on the proposed changes:

- 'Proposed Amendments to the Draft Island Development Plan' September 2015, Environment Department
- 'Proposed Mapping Amendments to the Draft Island Development Plan—Annex II' September 2015, Environment Department.
- 'Matters Arising from the Planning Inquiry Hearings into the Draft Island Development Plan, 6th October 2015 to 23rd October 2015:- Summary Report', March 2016.

The environmental assessments, where appropriate, have been reassessed in the light of proposed amendments and the Environmental Statement has been amended accordingly. The Department considers this to be a positive approach which results in a draft Plan which is as robust and relevant as it can be and in accordance with the requirements of Part II of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007.

The Land Planning and Development (Plans) Ordinance, 2007, requires the Environment Department to consider any written representations, the Inspectors' Report and the Environmental Statement relating to the proposals and to refer to the Strategic Land Planning Group:

- the Inspectors' Report,
- the Environmental Statement
- the Department's written conclusions on the Inspectors' Report and the written representations including reasons for its conclusions and, where relevant, its reasons for rejecting any recommendations of the Inspectors.

Thereafter the Strategic Land Planning Group (SLPG) may provide comments but only in relation to the matters in the draft Plan and the documents referred to it by the Environment Department.

The SLPG may comment to the Department and after the Department has considered any such comments it will bring the following documents for States consideration in 2016:

- The proposals and the Environmental Statement;
- The Inspector's report;
- The written comments, if any, of the Strategic Land Planning Group;
- The Department's conclusions on the Inspector's report, written representations of the public and the Environmental Statement and the

Department's reasons for those conclusions, including any reasons for rejecting any recommendations of the Planning Inspector;

- The Department's recommended changes, if any, and reasons for those changes, taking into account written representations, the Environmental Statement, the Inspector's report and written comments, if any, of the Strategic Land Planning Group³⁴.

Should any significant changes to the draft Island Development Plan be proposed by the States, there may be a need to re-open the Public Inquiry and revise the Environmental Statement accordingly.

If the States approve the Island Development Plan, the decision has immediate effect as the Plan will take effect from the date of adoption. Copies of the adopted Plan, Environmental Statement and non-technical summary will be made available by the Environment Department for public inspection and purchase as soon as reasonably possible.

7.2 Monitoring of likely significant environmental impacts of the adopted Plan

Ensuring that the Island Development Plan is effective and relevant requires on-going monitoring of the success and progress of its policies, to make sure it is achieving its objectives and to make necessary adjustments if the monitoring process reveals that changes are needed. The objectives for monitoring will be to:

- Assess the implementation of the SLUP policies through the Plan policies and the management of development;
- Identify and remove any blockages to the delivery of sustainable development for which provision is made within the SLUP;
- Identify potential revisions required to the SLUP or the Plan to ensure the objectives of the States are adequately satisfied by the land use planning system.

The Environment Department will submit quarterly and annual monitoring reports to the Strategic Land Planning Group, setting out how the Plan is satisfying specific economic, social and environmental objectives of the States. To meet the SLUP

³⁴ Reference: Part IV section 9(2) and (4) of the Land Planning and Development (Plans) Ordinance, 2007.

requirement to monitor 'the management of natural resources', the reports will consider any trends, including, and of particular relevance to, Environmental Impact Assessment and natural resources. This will comprise:

- An overview of the impacts of the Plan policies on Guernsey's natural resources, including air quality and water efficiency in developments;
- A review of the amount of recycled materials used in certain development through monitoring Construction and Environmental Management Plans and Waste Management Plans submitted with planning applications, Development Frameworks or Local Planning Briefs;
- A review of the delivery of renewable energy – the type, location and extent of renewable energy infrastructure that has been developed on both a commercial and domestic basis;
- An outline of progress with Sites of Special Significance individual area guidance, Habitat Surveys and the condition of Areas of Biodiversity Importance and Important Open Land.

The Plan does not prescribe what data will be monitored, to allow flexibility to focus on priority issues as they evolve over time and to adjust to the availability of data. The monitoring framework will be continually assessed and regularly updated to ensure that the most appropriate indicators are used. Input and feedback from other States' Departments, stakeholder groups and the public will be taken into account. Communities and interested parties will be made aware of progress achieved through monitoring.

If monitoring suggests that the Plan's policies are not effective at delivering the SLUP's objectives, a review of the relevant policies may be triggered, or updated or new guidance or evidence may be provided, as required. Where a review of the Plan is considered necessary, any change to policies would be subject to the full inquiry procedure set out under the planning legislation; this may include an Environmental Impact Assessment as part of the review and the accompanying Environmental Statement would be updated accordingly.

APPENDICES

APPENDIX A: ALTERNATIVES ASSESSMENT

INTRODUCTION

As part of preparing the draft Plan, alternative policy approaches were considered by the Environment Department. Research and consultation on the options informed the decisions which have led to the selected draft Plan policies as proposed. For example, options on the approach to affordable housing policy looked at five different ways to deliver this policy during the Key Message, Issues and Options consultation in July 2013.

The EIA process involves the identification of those selected draft Plan policies that could give rise to projects that themselves require EIA (as explained in section 3 of the ES). As part of the assessment of these identified draft selected policies, the Environment Department must also assess the environmental impacts of reasonable policy approach alternatives in comparison. This can include the option of not having a policy of the kind envisaged at all ('no policy' option).

A wide range of alternatives to the identified selected policies was considered as part of EIA. Some were discounted early on. For instance the 'no policy' option was discounted for draft policies where such an approach was contrary to the direction or guidance given by the Strategic Land Use Plan (SLUP). Similarly, the alternative of not allocating certain sites for development would be inconsistent with the guidance and direction of the SLUP. This reasoning was on the basis that the Environment Department considered that the relevant SLUP policies were consistent with the purposes of the Law so that a 'no policy' option could not be justified on the basis of balancing the purposes of the Law and the objectives of the SLUP, as set out in section 6 of the Law.

Other alternatives were more comprehensively assessed and compared: these are listed at Table 0.2 of the Non-Technical Summary. These alternatives can be a complete replacement for the selected draft policy, an addition to the draft policy approach or a variation of one element of the selected draft policy. For example, the alternative of allocation of land for new housing in Local Centres would be an addition to the selected policy approach in the draft Plan of housing allocations in Main Centres and Main Centre Outer Areas rather than a replacement. However, allowing new offices within Local Centres only through conversion or homeworking would be a variation on an element of the selected draft Plan policy. Generally, the selected policies and sites in the draft Plan were chosen because they are more consistent with the Strategic Land Use Plan, and are more sustainable and/or provide a better fit with the draft Plan's aim and objectives.

Appendix A sets out, for each of the policies assessed, the applicable part of the relevant Schedule in the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007. In many cases Schedule 2(a) and 2(j) will be applicable. Section 40(5) of the Land Planning and Development (Guernsey) Law, 2005 is also applicable in many cases. For brevity and to avoid repetition, these are set out below:

Schedule 2(a) development is: *“any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare.”*

Schedule 2(j) development is: *“any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of Schedule 2, where planning permission has already been given for that development or that development has already been carried out or is being carried out, and the change or extension may have significant adverse effects on the environment.”*

Section 40(5) of the Land Planning and Development (Guernsey) Law, 2005 requires: *“in considering an application for planning permission for development on a site of special significance or development which may affect such a site, the Department to have regard to the desirability of requiring an Environmental Impact Assessment, unless the Department considers the development to be of a minor nature and incapable of having a significant adverse effect on the quality of the environment, the use of natural resources or biological diversity.”*

The following symbols have been used throughout Appendices A and B:

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

SPATIAL POLICY

Policy S1: Spatial Policy

The Spatial Policy is to concentrate the majority of new development in the Main Centres and Main Centre Outer Areas to maintain the vitality of these areas, making provision for limited development in the Local Centres to support and enhance them as sustainable settlements and community focal points and allowing for development Outside of the Centres in identified specific circumstances, in accordance with the Strategic Land Use Plan.

The policy may enable EIA type development set out in Schedule 1 of the EIA Ordinance. It may also enable EIA type development set out in Schedule 2 of the EIA Ordinance.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Consideration of alternatives and reasons for selection of this draft policy option

The following policies were considered, and ruled out, as possible alternatives to the selected policy:

- No policy: not explored as the Strategic Land Use Plan requires the Island development Plan policies to comply with the spatial strategy and this policy provides a gateway to do this.
- Continuation of policies from the RAP and UAP in the Island Development Plan: although there is no single spatial strategy policy within those plans, the revised Strategic Land Use Plan of 2011 changed the spatial strategy of the States and triggered the review of these plans and therefore continuation of current policies as they relate to spatial strategy is not open to consideration.

The Strategic Land Use Plan requires the policies of the Island development Plan to comply with the spatial strategy. Inclusion within the Island Development Plan of the Spatial Policy will enable the land planning process to achieve the desired outcomes of the spatial strategy to ensure the Island's development needs are effectively met and to ensure the sound management of urban, rural and coastal areas.

MAIN CENTRES

Policy S2: Main Centres and Main Centre Outer Areas

The Main Centres provide the core focus for development within the Island and proposals 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 these cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 1 of the EIA Ordinance. It may also enable EIA type development set out in Schedule 2 of the EIA Ordinance and in section 40(5) of the Law.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Specific Main Centres have been allocated as part of this policy and assessment of these is included within the Environmental Impact Assessment. The location of the Main Centres is set out in the Strategic Land Use Plan.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan sets out Town and the Bridge as the Island's Main Centres within which the majority of development will be concentrated in accordance with the spatial strategy.
- Continuation of policies from the UAP in the Island Development Plan: this alternative was not selected as no policy exists in the UAP which relates specifically to Main Centres.
- A policy which places emphasis on different types of use: it would not be appropriate to set out particular types of use under such an overarching policy. The spatial distribution of particular uses is more appropriately explored under the policies relating to those uses.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	No demarcation of Main Centre boundaries
Population	++ This policy would help to: improve amenity and quality of life by providing needed facilities close to where people live; maintain and enhance facilities and services by ensuring that they are located near a large catchment area; and, increase inclusion and decrease inequality by making facilities available to people who walk, cycle and take public transport.	+/- This policy would help to improve amenity and quality of life by providing needed facilities however there would be no clear means of containing such development which would lead to uncertainty on the part of residents/users in terms of amenity.
Flora & fauna	- Both Main Centres and Main Centre Outer Areas have Areas of Biodiversity Importance (see next two assessments), which would be subject to greater pressure under this policy compared to the current situation. On the other hand, this policy helps to prevent sprawl development with associated greater land use and increased use of the car, so helping to minimise these impacts on biodiversity.	-- Non-designation of boundaries has the potential for a greater effect on biodiversity in and near the Main Centres, as a result of sprawling development, notably to some of the coastal SSSs through increased development pressure.
Water	+/- The policy would increase land use in the Main Centres and Main Centre Outer Areas, but decrease pressure elsewhere on the Island. In doing so, it could negatively affect water quality in the Main Centres and Main Centre Outer Areas (although this could be minimised through good design) but would reduce impacts elsewhere. The policy says nothing about water use, but it would help to minimise the need for additional water infrastructure.	+/-? Depending on the perceived extent of the Main Centres, the policy would increase land use in the Main Centres and Main Centre Outer Areas, but decrease pressure elsewhere on the Island. In doing so, it could negatively affect water quality in the Main Centres and Main Centre Outer Areas (although this could be minimised through good design) but would reduce impacts elsewhere. The policy says nothing about water use, but it would help to minimise the need for additional water infrastructure.

Soil	+/- The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to laissez faire, this is a very positive policy. Compared to today, it aims to minimise additional land take.	-/--? The policy would place more development pressure on open/greenfield land as the edges of the built up area creep out. It aims to minimise additional land take but without knowing the extent of the Main Centres the impact is difficult to assess.
Air, climatic factors	++/- The policy sites new development near existing Centres, allowing people to access facilities by walking, cycling and public transport. By reducing sprawl, it indirectly leads to higher density development, which is generally more energy efficient. The Bridge Main Centre has an area in the 100 year flood risk area, at Leale's Yard. Both Main Centre Outer Areas have significant areas in the 100 year flood risk area.	+/- The policy sites new development near existing centres, allowing people to access facilities by walking, cycling and public transport. Increases in sprawl could lead to lower density development, which is generally less energy efficient. May lead to increased pressure for development of land within the 100 year flood risk zone.
Material assets	++/-? Both Main Centres overlap very significantly with Conservation Areas, and both have many protected buildings. Although other Plan policies help to protect heritage, focusing development on the Main Centres could have a cumulative impact on the Centres' attractive and historic nature.	-? No boundaries could lead to wholesale development of the Island's eastern seaboard and coalescence of the two Main Centres with no buffer in between. Although other Plan policies help to protect the heritage, focusing development on the Main Centres could have a cumulative impact on the centres' attractive and historic nature.
Landscape	Focusing development on the Main Centres will help to: ensure the provision of adequate infrastructure because it will make it more efficient and cheaper to provide this infrastructure; promote efficient use of resources generally; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl.	Uncertainties regarding the extent of the Main Centres could be problematic in terms of provision of adequate infrastructure; promotion of efficient use of resources; regeneration of underutilised land; and minimising impacts on the town/landscape by reducing sprawl.

Reasons for selecting this draft policy option

The Strategic Land Use Plan sets out two Main Centres. These Main Centres are the St Peter Port town centre, referred to in the Island Development Plan as 'Town' and the area around the St Sampson/Vale harbour area, referred to in the Plan as 'The Bridge'. The Strategic Land Use Plan requires a co-ordinated approach to development within the Main Centres which provide the greatest scope for social, economic and environmental development and change to take place and where the majority of development will be concentrated in accordance with the spatial strategy.

Main Centre Outer Areas are identified around the Main Centres because the SLUP allows for development in those areas. Within the Main Centre Outer Areas, the Island Development Plan makes provision for development that would not be permissible beyond them, in order to enable community growth and to reinforce the sustainability of the Main Centres.

An alternative option of not demarcating boundaries to the Main Centres and Main Centre Outer Areas was explored but not selected as there would otherwise be no clear means of concentrating development within the Main Centres and Main Centre Outer Areas, potentially leading to coalescence of the two Main Centres and greater take of greenfield land. This option would have the effect of spreading development out, dispersing facilities and services and increasing the need for infrastructure.

LOCAL CENTRES

Policy S3: Local Centres

Within the Local Centres, development will be supported if it sustains the socially inclusive and healthy communities that those Centres service; is of a scale that reflects those Centres' existing functions and meets the requirements of the relevant specific policies of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 1(g) of the EIA Ordinance as follows:

"...non-domestic installations for the production of energy, including, without limitation, installations for marine power generation and for the harnessing or wind power, but excluding installations for the harnessing of wind power where the development involves the installation of no more than 1 turbine..."

The policy may also enable EIA type development set out in Schedule 2(a), (c) or (d) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

“...works to provide new coastal and sea defences and reconstruct existing defences...”

“...any infrastructure project, not falling within Schedule 1 or any other item within this Schedule, which is of island-wide significance...”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Specific Local Centres have been allocated as part of this policy and assessment of these is included within the Environmental Impact Assessment. During the Public Inquiry stage of the Plan Review process, the issue of designating Local Centres and the choice of Local Centres proposed was raised through Initial Representations and Further Representations received and at the hearing sessions that took place. In the Inspectors’ Report outlining their findings and recommendations, the Inspectors acknowledge that the Environment Department has undertaken a comprehensive three stage assessment process to identify Local Centres in the draft Island Development Plan and generally supports this process. Whilst agreeing with the designation of the Forest Local Centre as identified by the Department in the draft Plan, the Inspectors’ recommend that the area to the west of the airport entrance, including the Mallard Centre, garage/convenience store, the Venture Inn, the Forest Primary School and the Le Rondin School and Child Development Centre should be considered as an additional, Forest West Local Centre. The Inspectors’ also recommended minor boundary amendments to the boundaries of the identified Local Centres at Cobo, L’Aumone and L’Islet as illustrated on Map Extracts 4-6 of Annex to Schedule I of the report entitled ‘Environment Departments response to the Inspectors’ report, March 2016’.

Upon consideration of the Inspectors’ report and recommendations for change, the Environment Department is accepting the boundary amendments to the Local Centres as suggested together with the proposed amendment to include an additional Local Centre at Forest West and has identified boundaries for this Local Centre in accordance with the methodology applied to all the other Local Centres³⁵.

³⁵ | Environment Department (2016), ‘Identifying Local Centre Boundaries’, Addendum Report March 2016

The Environmental Impact Assessment and Environmental Statement have been revised to reflect these proposed changes.

Therefore the location choice process is documented in “Environment Department’s response to the Inspectors’ Report, March 2016”, “Analysis of Potential Local Centres, July 2015”, “Identifying Local Centre Boundaries, November 2014” and ‘Identifying Local Centre Boundaries September 2014: Addendum Report’, March 2016.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan requires the Island development Plan to identify Local Centres, based on the assessment of services and facilities, to enable a limited amount of development beyond the Main Centres in accordance with the spatial strategy (LP10).
- Continuation of policies from the RAP in the Island Development Plan: this alternative was not selected as no policy exists in the RAP which relates specifically to Local (in the RAP, Rural) Centres.
- Allocation of Local Centres without identifying precise boundaries, as per the approach used in the RAP: this alternative was not explored as the Strategic Land Use Plan refers to developments ‘within’ and ‘around’ the Local Centres, necessitating demarcation of Local Centre boundaries (LP10). Not defining the Local Centres in this way would compromise judgements on scale of development proportionate to the Local Centre.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Designation of more Local Centres	Designation of fewer Local Centres
Population	+ / ++ The policy aims to support inclusive and healthy communities and relevant forms of community development. It should help to ensure that services are provided near where people live and to enhance the sense of community of the areas.	+ / - Provision of more widespread opportunities for development which supports inclusive and healthy communities, facilitating access by a wider sector of the community A larger number of Local Centres would reduce the ability to sustain a full range of services due to greater competition across the Island's small catchment area.	- Reduced opportunities to support inclusive and healthy communities and to provide services close to where people live Increased densities of population with resultant impact on amenity and increase in traffic to reach services.
Flora & fauna	- ? Further development in Local Centres has the potential to affect biodiversity in and near those areas, notably some of the coastal SSSs through increased recreational pressure.	- ? Irrespective of the number of Local Centres, further development has the potential to affect biodiversity in and near those areas, notably some of the coastal SSSs through increased recreational pressure.	- ? Irrespective of the number of Local Centres, further development has the potential to affect biodiversity in and near those areas, notably some of the coastal SSSs through increased recreational pressure.
Water	- ? On the whole, this policy will not have a significant impact on water quality. Additional water and wastewater infrastructure will be needed, and water use will increase.	- ? On the whole, this policy will not have a significant impact on water quality. More Local Centres will lead to more development and so more water and wastewater infrastructure will be needed.	0 / - On the whole, this policy will not have a significant impact on water quality. Development within Local Centres will result in increased water consumption and a requirement for wastewater infrastructure.

Soil	+/- Focusing development on defined Local Centres should help to prevent sprawl development, so making efficient use of land. That said, development in Local Centres will predominantly be on greenfield sites, which is not as efficient as development in Main Centres and/or on brownfield land would be.	+/- Focussing development within a larger number of Local Centres, depending on their number and distribution, is likely to make less efficient use of land but could result in the loss of greenfield sites.	+/- Focussing development within a smaller number of Local Centres, depending on their number and distribution, could make more efficient use of land but could also take fewer greenfield sites.
Air, climatic factors	-/-- Although Local Centres will make it easier for local residents to access a basic range of services by walking and cycling, it is not likely that residents would necessarily work locally and they would still do their large comparison shopping in the Main Centres. Further development in Local Centres is therefore likely to increase travel by car, possibly significantly.	-/-- Although Local Centres will make it easier for local residents to access a basic range of services by walking and cycling, it is not likely that residents would necessarily work locally, and they would still do their large comparison shopping in the Main Centres. Further development in Local Centres is therefore likely to increase travel by car, possibly significantly.	-/-- Although Local Centres will make it easier for local residents to access a basic range of services by walking and cycling, it is not likely that residents would necessarily work locally, and they would still do their large comparison shopping in the Main Centres. Further development in Local Centres is therefore likely to increase travel by car, possibly significantly.
Material assets	0? This policy, in conjunction with other protective policies, should not have a significant impact on the architectural or archaeological heritage.	0? This policy, in conjunction with other protective policies, should not have a significant impact on architectural or archaeological heritage.	0? This policy, in conjunction with other protective policies, should not have a significant impact on architectural or archaeological heritage.

Landscape	- Development in Local Centres would give the Centres a more urban feeling and is likely to reduce views onto open natural spaces. It would be better than permitting people to build in an unconstrained way, but would have more visual impacts than building in Main Centres.	- Designation of more Local Centres would be likely to result in increased loss of, or visual impact on, landscape, open land and views through promotion of development beyond the Main Centres where it would have an arguably lesser impact.	+ Designation of fewer Local Centres would be likely to result in reduced loss of, or visual impact on, landscape, open land and views through more stringently containing development within the Main Centres.
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Reasons for selecting this draft policy option

The Strategic Land Use Plan requires the Island development Plan to identify Local Centres, based on the assessment of services and facilities, to enable a limited amount of development beyond the Main Centres in accordance with the spatial strategy.

Provision of homes within Local Centres ensures that residents are close to shops and services and are provided with easy access to a range of activities, which can also be brought forward via this policy. This in turn can reduce the need to travel, resulting in more sustainable living and fewer journeys undertaken by private car.

The extent of opportunities for new development within the Local Centre will be determined by the current scale and function of each Local Centre which will be taken into account when considering proposals and measures will exist to ensure development within them does not result in any of the Local Centres affecting the vitality and viability of the Main Centres.

Although the amendments to the draft Plan propose an additional Local Centre, the Local Centre at Forest West is based on meeting the same criteria and sustainable level of services as applied to the other proposed Local Centres. The additional proposed Local Centre has a range of facilities and sustainability indicators and the necessary general convenience store selling fresh food and produce. It is a compact centre with a small residential catchment and has within it, opportunities for improvement. It has a good bus service and an average pedestrian environment. The designation of Forest West as a Local Centre would therefore accord with the methodology applied for the identification of Local Centres in the draft Plan as set out in the Department's report 'Identifying Local Centres' July 2015 .

Furthermore, the approach to identifying the boundaries of this additional Local Centre is consistent with that used to identify the other Local Centres, resulting in tightly drawn boundaries which reinforce the concentration of development within Main Centres as directed by the Spatial Policy. Within the proposed boundaries, there are also opportunities for redevelopment of redundant glasshouse sites and brownfield land. Although some of the facilities and sustainable indicators can also be found in the nearby Forest Local Centre many of the facilities are of a different nature, such that, rather than competing with each other, their different scales and nature of facilities would mean that the two Centres are more likely to be mutually supportive. As such the impact from proposing Forest West Local Centre does not alter the overall strategic assessment of this Policy (see detailed site specific assessment in Appendix B for further details).

More generally designation of significantly more Local Centres could result in significant development outside of the Main Centres which could undermine their vitality and viability as the Island's Main Centres, contrary to the spatial strategy of the SLUP. Also, for a Local Centre to be sustainable it must provide a certain level of services and such services require certain thresholds of use to be viable. Providing more opportunities for development of facilities over a wider area would be counterproductive to creating and building sustainable communities as focal points for community growth.

Fewer Local Centres would reduce the development potential beyond the Main Centres but could place greater pressure on Main Centres and Main Centre Outer Areas and would fail to serve the rural communities, also increasing use of private vehicles to reach services.

DEVELOPMENT OUTSIDE OF THE CENTRES

Policy S4: Outside of the Centres

Outside of the Centres, support will be given for development that meets the requirements of the relevant specific policies of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 1 of the EIA Ordinance. It may also enable EIA type development set out in Schedule 2 of the EIA Ordinance.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Consideration of alternatives and reasons for selection of this draft policy option

The following policies were considered, and ruled out, as possible alternatives to the selected policy:

- No policy/different level of restriction: not explored as, so as to enable limited development whilst ensuring protection of the open countryside, the Strategic Land Use Plan sets out the instances where exceptions may be made to the spatial strategy, allowing for example householder, agricultural or other commercial development Outside of the Centres
- Continuation of policies from the RAP in the Island Development Plan: this alternative was not explored as no policy exists in the RAP which relates specifically to development beyond designated Centres.

Due to the broad, overarching nature of this Spatial Policy and the direction set out in the Strategic Land Use Plan it was not considered reasonable to explore

alternative policy options for Development Outside of the Centres and therefore, no comparison of environmental impacts is made.

Consideration of policies concerning development that might arise Outside of the Centres has been made under the specific policies, including housing, employment and social/recreational uses.

Housing in Main Centres, Main Centre Outer Areas and Local Centres

Policy MC2: Housing in Main Centres and Main Centre Outer Areas

Proposals for housing development in Main Centres and Main Centre Outer Areas will be supported providing that:

- a. they are in accordance with other relevant policies of the Island Development Plan; and,
- b. where they are able to accommodate a variety of dwellings they provide an appropriate mix and type of dwellings; and,
- c. where the site is identified as Important Open Land, new housing is only achieved through the subdivision of existing dwellings or the conversion of existing buildings.

Allocated housing sites identified on the Proposals Map can only be developed for housing and, where appropriate, complementary development appropriate to the site and location, as part of a comprehensive scheme taking into account any Development Framework for the site which has been approved by the Environment Department. Where there is an approved Development Framework the Environment Department will take it into account when considering proposals for the site or area to which it relates. Development that is unlikely to inhibit the implementation of future housing development, or inhibit the implementation of a Development Framework or prejudice the comprehensive development of allocated housing sites, may be supported where it is in accordance with all other relevant policies of the Island Development Plan.

A Development Framework will be required for proposals of 10 or more new dwellings, for sites of over 0.25 hectares (1.5 vergées), and for proposals exceeding 2,000 square metres of gross floor area. An approved Development Framework will be taken into account by the Environment Department when considering proposals for the site to which it relates.

All proposals for housing development resulting in a net increase of five or more dwellings will be required to provide a proportion of affordable housing in accordance with Policy GP11: Affordable Housing.

Development of five or more dwellings or of a minimum of 1,000 square metres of floor area will require a Waste Management Plan, to be submitted with a planning application, which shall demonstrate how waste associated with the development process is to be minimised, how existing materials are to be reused on or off site and how residual waste

will be dealt with.

Policy LC2: Housing in Local Centres

Proposals for housing development within Local Centres will be supported providing that:

- a. each proposal is of a scale that is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned and will not negatively affect the vitality and viability of the Main Centres or otherwise undermine the Spatial Policy; and,
- b. where able to accommodate a variety of dwellings the proposal provides an appropriate mix and type of dwellings; and,
- c. where the site is identified as Important Open Land, new housing is achieved only through the subdivision of existing dwellings or the conversion of existing buildings; and,
- d. in all cases the proposed development accords with other relevant policies of the Island Development Plan.

A Development Framework will be required for proposals of 5 or more new dwellings, for sites of over 0.125 hectares (0.75 vergées), and for proposals exceeding 1,000 square metres of gross floor area. The Environment Department will take an approved Development Framework into account when considering proposals for the site to which it relates.

All proposals for housing development resulting in a net increase of five or more dwellings will be required to provide a proportion of affordable housing in accordance with Policy GP11: Affordable Housing

Development of five or more dwellings or of a minimum of 1,000 square metres of floor area will require a Waste Management Plan to be submitted with a planning application, which shall demonstrate how waste associated with the development process is to be minimised, how existing materials are to be reused on or off the site and how residual waste will be dealt with.

Existing specialised housing sites located within Local Centres will be permitted to extend the existing use on land adjoining the site where this extends beyond the Local Centre boundary, providing that proposals accord with all other relevant policies of the Island Development Plan.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

An Environmental Impact Assessment of the selected policies has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Twelve specific sites have been allocated as part of Policy MC2: Housing in Main Centres and Main Centre Outer Areas. The site choice process is documented in the Strategic Housing Land Availability Assessment (SHLAA), 'Approach to Housing Site Allocations in the Draft Island Development Plan' December 2014 and the 'Environment Department's response to the Inspectors report', March 2016. Of these, five exceed one hectare in area and assessment of these sites is included within the Environmental Impact Assessment. The proposed amendments increase the land covered by one of these sites, the Vrangue Housing Allocation, which does not alter the overall strategic assessment of this policy.

Alternatives not considered reasonable to explore

- No policy on Housing in Main Centres and Main Centre Outer Areas: not explored as the Strategic Land Use Plan seeks to ensure that provision is effectively made to meet annual requirements for the creation of new homes (SLP12) and directs, through the spatial strategy, that most of the provision will be made within and around the Main Centres (SLP15).
- No policy on Housing in Local Centres: not explored as the Strategic Land Use Plan seeks to provide for a limited amount of new dwellings within the Local Centres (SLP16) in accordance with the spatial strategy. The alternative of continuing with Policies RH1 (RAP), which allows for new residential units only through conversion, subdivision and one-for-one replacement, and Policy RH2 (RAP), which allows for erection of social housing in certain circumstances was not explored as this would be restrictive and not provide the increased opportunities envisaged by the SLUP spatial strategy.

Environmental effects of the selected draft policies and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	Allocation of sites for housing within Local Centres
Population	++/- We understand that provision of 300 homes/year, on average, will not deal with the full backlog of housing need. However, it would be much better than an unplanned approach to housing provision. The policies help to provide housing for people who need it, and to help regenerate deprived areas. The other Plan policies and the requirement to prepare a Development Framework should minimise negative impacts on existing residents.	++/- Allocation of sites could contribute towards housing targets and might be better than relying on windfalls in terms of comprehensive planning of the Local Centres but could result in development of these sites over those within and around the Main Centres. The policy helps to provide housing for people who need it, and to help regenerate deprived areas. The other plan policies should minimise negative impacts on existing residents.
Flora & fauna	-/-- Some of the housing sites identified on the Proposals Map will have negative impacts on biodiversity (mostly on undesignated areas); and there will be a cumulative impact from housing development elsewhere. These impacts will be reduced by other Plan policies, but the policies do not protect biodiversity generally, just designated sites.	-/-- Some sites identified may have negative impacts on biodiversity (mostly on undesignated areas); and there will be a cumulative impact from housing development elsewhere. These impacts will be reduced by other plan policies, but the policies do not protect biodiversity generally, just designated sites.
Water	-? More houses would use more water; runoff from greater areas of hardstanding could affect water levels in nearby streams/douits; and runoff/garden chemicals, etc. could affect water quality in nearby water bodies.	-? More houses would use more water; runoff from greater areas of hardstanding could affect water levels in nearby streams/douits; and runoff/garden chemicals, etc. could affect water quality in nearby water bodies.

Soil	+/- The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to laissez faire, this is a very positive policy. Compared to today, it aims to minimise additional land take but would lead to a significant amount of land being turned from undeveloped to developed.	- The policy aims to promote the sustainability of the Local Centres but, compared to today, it could lead to a significant amount of land being turned from undeveloped to developed, including loss of green spaces such as gardens.
Air, climatic factors	- The policies site new development in/near existing Main and Local Centres, allowing people to access facilities by walking, cycling and public transport. This is supported by the Plan's transport policies. By reducing sprawl, they indirectly lead to higher density development, which is generally more energy efficient. Per capita emissions are thus likely to reduce; but overall emissions are likely to increase. Several of the proposed housing areas are in areas prone to flooding.	-- The policy aims to promote the sustainability of the Local Centres, allowing people to access facilities by walking, cycling and public transport. This is supported by the Plan's transport policies. Encouraging relocation from Main to Local Centres may result in overall increases in emissions, in particular as many residents will still travel out of the Local Centres for work. Housing development could be located in areas prone to flooding.
Material assets	0? None of the proposed large housing sites would have significant impacts on material assets, and other Plan policies protect heritage assets and promote good design. The provision of 300 homes/year, on average, would increase the production of waste (including from construction), but is otherwise unlikely to have a significant negative effect on material assets. The policy for housing in local centres requires a Waste Management Plan.	-/--? Allocation of sites for housing within the Local Centres could have significant impacts on material assets, open spaces and heritage assets but other Plan policies protect these. Of itself, this policy does not ensure the provision of adequate infrastructure, support the waste hierarchy – an increase in generation of waste would result – or make efficient use of resources.

Landscape	<p>+/- New housing development in built-up areas will inevitably have an impact on the town/landscape. It is likely to close rather than re-open views onto open natural spaces.</p> <p>The policies protect Important Open Land from housing and the Plan's design policies aim to minimise the negative impacts of new housing and maximise positive ones. The housing sites on the Proposals Map are mostly brownfield land.</p> <p>The provision of 300 homes/year, on average, in accordance with the Spatial Policy, is likely to help regenerate underutilised land and support a vibrant 'street scene' in the Main and Local Centres.</p>	<p>+/- New housing development in Local Centres will inevitably have an impact on the town/ landscape. It is likely to close rather than re-open views onto open natural spaces.</p> <p>Other Plan policies protect Important Open Land from housing, and design policies aim to minimise the negative impacts of new housing and maximise positive ones and to support a vibrant 'street scene' in the Local Centres</p>
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Reasons for selecting this draft policy option

The spatial strategy of the Strategic Land Use Plan requires the majority of new housing development to take place within and around the Main Centres of Town and the Bridge. To meet the strategic requirements of the States, the Island Development Plan provides for the majority of the Island's five year housing land supply through the allocation of sites for housing development within and around the Main Centres.

Windfall' housing development will also contribute to meeting housing needs within and around the Main Centres and within Local Centres where the Strategic Land Use Plan requires the Island Development Plan to provide limited opportunities for housing development in Local Centres to enable community growth and to reinforce them as sustainable centres without undermining the vitality and viability of the Main Centres. Residential development will be expected to make the most effective and efficient use of land.

Allocation of sites for housing within Local Centres was not selected as this could result in preferential development of those sites above allocations within the Main Centres and Main Centre Outer Areas contrary to the spatial strategy. It could lead to development of a scale inappropriate to the Local Centre. Development in Local Centres is about the needs of that Local Centre, on which there is no current data and so site allocation is not an acceptable approach.

OFFICE DEVELOPMENT IN MAIN CENTRES, MAIN CENTRE OUTER AREAS AND IN LOCAL CENTRES

MC4(A): Office Development in Main Centres

Proposals for new office development or the refurbishment, redevelopment, or extension of existing stock within the Main Centres and the development of office accommodation above ground floor level within the Core Retail Areas will be supported.

Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where:

- a. the existing premises provides an unsatisfactory standard of accommodation that cannot easily be refurbished to meet modern needs and can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months; or,
- b. the office floorspace is less than 250 square metres.

MC4(B): Office Development in Main Centre Outer Areas

New office development will only be supported within the Office Expansion Area at Admiral Park, as designated on the Proposals Map, which should be developed primarily for large floor plate office accommodation (1,000 square metres or more). A Development Framework will be required for this site which will form Supplementary Planning Guidance once approved and will be taken into account by the Environment Department when considering proposals for the site.

Development may be supported prior to the approval of the Development Framework where it is unlikely to inhibit the implementation of future office development and would not prejudice the comprehensive development of the site.

While the redevelopment of this Office Expansion Area is primarily for provision of office accommodation, other incidental and complementary uses will be considered as part of proposals on this site.

Proposals to extend, alter or redevelop existing office accommodation will be supported in Main Centre Outer Areas.

Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where:

- a. the existing premises provides an unsatisfactory standard of accommodation and cannot easily be refurbished to meet modern needs and can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months; or,
- b. the office floorspace is less than 250 square metres.

See also the relevant policy for Local Centres at 'industry, storage and distribution'.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

"...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare..."

An Environmental Impact Assessment of the selected policies has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- Allowing new offices only within designated Mixed Use Redevelopment Areas (MURAs), on existing office sites or if small scale (UAP Policy EMP1): this

alternative was not explored as there would be no significant difference (environmentally) from the selected policy. In addition, Admiral Park Office Expansion Area was one of the three UAP Mixed Use Redevelopment Areas, another is now a Regeneration Area and the third practically built out.

- Non-allocation of Admiral Park as an Office Expansion Area: not explored as the Strategic Land Use Plan specifically mentions Admiral Park as a destination for office development (Policy SLP1).
- Allocation of further Office Expansion Areas beyond the Main Centre areas: the Strategic Land Use Plan specifically mentions Admiral Park as a destination for office development (Policy SLP1), hence its allocation within the Island Development Plan. This alternative was not selected as further sites are not directed by the Strategic Land Use Plan and would have conflicted with the spatial strategy.
- No policy relating to provision of new office development within the Main Centres and Main Centre Outer Areas: not explored as the Strategic Land Use Plan directs such provision to be made (SLP1).
- No policy concerning provision of offices within Local Centres: not explored as the spatial strategy within the Strategic Land Use Plan directs that the Island Development Plans will enable limited development, of an appropriate scale, within identified Local Centres.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	Selected policy approach except in Local Centres; allow new offices only through conversion or home-working
Population	+ These policies would help to provide office development close to where people live. This would increase inclusion and decrease inequality by making jobs available to people who walk, cycle and take public transport.	- Compromised opportunity to identify and provide for future needs with potential impact on economy and on sustainability of Local Centres.
Flora & fauna	- Office developments are likely to affect biodiversity by taking up land and generating traffic movements. Locating the majority of such projects in or near the Main Centres helps to prevent sprawl development with associated greater land use and increased use of the car, so helping to minimise these impacts on biodiversity.	-? Possible impact on roosting birds/bats through conversion of redundant buildings.
Water	0 The policies are likely to increase land use in the Main Centres and Main Centre Outer Areas but decrease pressure elsewhere on the Island. In doing so, they could negatively affect water quality (for instance from runoff from building roofs or car parks associated with the office developments) in the Main Centres, Main Centre Outer Areas and some Local Centres, but this could be minimised through good design. The impact is unlikely to be significant.	? Impact depends upon previous use of the building to be converted.

Soil	+/- Office developments could take up greenfield land and convert agricultural land to other uses. On the other hand, locating the majority of such projects in or near the Main Centres would minimise pressure on greenfield land and could lead to the restoration of contaminated land.	+ Efficient use of land through re-use of brownfield sites, minimising pressure on Local Centre greenfield sites and leading to the restoration of contaminated land.
Air, climatic factors	+/- The policies are likely to lead to new office development being located near existing Centres, allowing people to access jobs by walking, cycling and public transport. By reducing sprawl, the policies indirectly lead to higher density development, which is generally more energy efficient. That said, new office development is likely to increase transport movements in the locality, so increasing air pollution problems.	+/- Conversion of buildings could result in additional traffic movements to the detriment of air quality and the global climate. Conversely, encouragement of working from home would reduce traffic movements and the consequent impact on air and climate.
Material assets	++/-? The policies are likely to increase pressure to site office developments in the Main Centre and Main Centre Outer Areas, where there are Conservation Areas and many protected buildings. This could lead to significant impacts on material assets.	0 Conversion of buildings could impact upon historic and archaeological features, in particular protected buildings, however the impact is likely to be small.
Landscape	On the other hand, supporting the development of offices in already built up areas would promote an efficient use of resources and infrastructure; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl. The policies also aim to protect and enhance the vitality and viability of existing Centres.	0 Impact on visual character of open landscape, seascape and skylines resulting from the type of development which would come forward through this policy would be small.

Reasons for selecting this draft policy option

The finance sector employs the largest number of people on the Island and is expected to see steady future growth with demand continuing for the provision of larger floor plate accommodation.

Admiral Park, located to the north of the St Peter Port Main Centre, provides a cluster of large floor plate, high specification modern office premises in a business park environment with potential for further development. The Island Development Plan makes provision for such development through the designation of a large site as an Office Expansion Area adjoining the existing office cluster in this location.

To meet the demands for modern office accommodation, the Strategic Land Use Plan seeks development of primary offices, including large floor plate buildings of more than 1,000m², on new sites within the Main Centres and Main Centre Outer Areas. The selected policy will also provide flexibility for changes of use into/out of offices for small scale premises and those for which upgrade to modern office requirements is not possible in order to reduce an existing surplus of such premises, also enabling reaction to market demands. Without the policy outlined above, appropriate provision of primary office space would be difficult to achieve.

Within Local Centres, the option of maintaining the status quo and carrying forward Policy RE9 of the Rural Area Plan, permitting new offices beyond the Main Centres only through conversion or for home-working was not selected as this would be too restrictive to enable the development required to support sustainable Local Centres.

INDUSTRY, STORAGE AND DISTRIBUTION USES IN MAIN CENTRES AND MAIN CENTRE OUTER AREAS, IN LOCAL CENTRES AND OUTSIDE OF THE CENTRES

Policy MC5(A): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – within Key Industrial Areas and Key Industrial Expansion Areas

Key Industrial Areas

Within the designated Key Industrial Areas proposals for new or alterations, extension or redevelopment of existing industrial or storage and distribution developments and related ancillary development will be supported.

A Development Framework will be required for the undeveloped part of the Saltpans Key Industrial Area. Once approved the Development Framework will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site.

Development may be supported prior to the approval of a Development Framework where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site.

Proposals for change of use from storage and distribution to industrial uses and vice versa will be supported to ensure flexibility within these areas to accommodate market demand.

Proposals for the change of use or redevelopment of existing sites away from industrial or storage and distribution uses will not be supported.

Key Industrial Expansion Areas

Key Industrial Expansion Areas will be reserved for industrial or storage and distribution uses. A Development Framework will be required each Key Industrial Expansion Area. Once approved the Development Framework will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site. Development of Key Industrial Expansion Areas will only be supported where it has been demonstrated that no suitable alternative sites are available within any of the Key Industrial Areas or Main Centres and Main Centre Outer Areas.

Development may be supported prior to the approval of a Development Framework where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site and will only be released for development where it has been demonstrated that no suitable alternative sites are available within any of the Key Industrial Areas or Main Centres and Main Centre Outer Areas.

Policy MC5(B): Industry Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – outside of the Key Industrial Areas and Key Industrial Expansion Areas

Proposals for new industrial or storage and distribution uses outside of the Key Industrial Areas and the Key Industrial Expansion Areas will be supported where:

- a. the new use would not have an unacceptable adverse impact on the amenities of surrounding uses; and,
- b. in the case of new industrial uses in Main Centre Outer Areas and for new storage and distribution uses in Main Centres and Main Centre Outer Areas, it is achieved through the conversion of redundant buildings in accordance with Policies GP16(A) and GP16(B) of the Island Development Plan; and,
- c. in the case of new industrial uses the type of industry proposed can be located within the Main Centres and Main Centre Outer Areas without adverse impacts on the amenities of the surrounding uses; and,
- d. the type of industry would support the vitality and viability of the Main Centre.

Proposals to redevelop, alter or extend existing industrial or storage and distribution uses will be supported where they would not have an unacceptable adverse impact on the amenity of the surrounding uses.

Policy MC5(C): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – Change of Use

Proposals for change of use from storage and distribution to industrial uses and vice versa will be supported where they would not have an unacceptable adverse impact on neighbouring uses and would accord with all other relevant policies of the Island Development Plan.

Proposals for change of use away from industrial or storage and distribution uses to other uses, or for redevelopment for alternative uses, will generally be supported where:

- a. the alternative use contributes positively to the vitality and viability of the relevant Main Centre or Main Centre Outer Area; and,
- b. in the case of industrial or storage and distribution uses located along the inter-harbour route the proposals demonstrate that the existing property is no longer required for the authorised use, no longer meets user requirements due to its age and condition and is not capable of being upgraded to meet modern standards and it can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months.

Policy LC4(A): Offices, Industry, Storage and Distribution in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

Proposals for new, or to extend, alter or redevelop existing, offices, industry and storage and distribution uses within the Local Centres will be supported where they:

- a. are of a scale that is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned; and,
- b. are not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- c. are in accordance with all the other relevant policies of the Island Development Plan.

Policy LC4(B): Offices, Industry and Storage and Distribution in Local Centres – Change of Use

Proposals to change use between office and industrial and storage and distribution uses will generally be supported where the new use would be of a scale that is appropriate to the Local Centre concerned and there would not be unacceptable adverse impacts on neighbouring uses.

The change of use or redevelopment of existing offices, industry or storage and distribution uses to an alternative use will be supported where it has been demonstrated that:

- a. the existing building is no longer required for its authorised use or another employment use and is not capable of being upgraded to meet modern standards, or;
- b. it can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months.

Policy OC3: Offices, Industry and Storage and Distribution Outside of the Centres

Proposals for new offices will be acceptable in principle providing they accord with the Conversion of Redundant Buildings policies, Policies GP16(A) and GP16(B).

Proposals for new industrial and storage and distribution uses will only be supported where:

- a. it is located at the Key Industrial Expansion Area site at La Villiaze, Forest and is in accordance with an approved Development Framework for that site which will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site. Development may be supported prior to the approval of a Development Framework for this site where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site; or
- b. there is a justifiable need for the business to be located outside the Main Centres, Main

- Centre Outer Areas and Local Centres owing to the special nature or requirements of the business operation or there being a demonstrated lack of suitable alternative sites in the Main Centres, Main Centre Outer Areas or Local Centres; and,
- c. the site is either a brownfield or a redundant glasshouse site and complies with Policy OC7: Redundant Glasshouse Sites Outside of the Centres; or,
 - d. it can be achieved through the conversion of a redundant building and complies with Policies GP16(A) and GP16(B) Conversion of Redundant Buildings; or,

Proposals to extend, alter or redevelop existing industrial, storage and distribution or office premises will be supported.

In relation to both new industrial and storage and distribution uses and works to existing industrial, storage and distribution or office premises, the applicant will need to demonstrate that:

- i. the development is of a scale and form that respects the character of the surrounding area and would not adversely affect or detract from the amenity of existing surrounding uses especially with regard to noise, vibration, smell, fumes, smoke, soot, ash, dust or grit; and,
- ii. the development will not jeopardise highway safety and the free flow of traffic on the adjoining highway; and,
- iii. the site will be laid out to achieve the most effective and efficient use of the land and the least negative visual and amenity impacts with buildings, materials, parking, access, and open storage areas designed to respect the character of the area; and,
- iv. the proposal includes details of an appropriate soft landscaping scheme, which will make a positive contribution to the visual quality of the environment and will sufficiently screen the activities on the site and mitigate impacts.

The change of use or redevelopment of existing industrial, storage and distribution or office uses to an alternative use will be supported where the proposals accord with all other relevant policies of the Island Development Plan.

The policies may enable EIA type development set out in Schedule 1(g) and (i) of the EIA Ordinance as follows:

“...non-domestic installations for the production of energy, including, without limitation, installations for marine power generation and for the harnessing or wind power, but excluding installations for the harnessing of wind power where the development involves the installation of no more than 1 turbine...”.

“storage of metals or vehicles for scrap”.

Other Schedule 1 industrial-type EIA development is dealt with by Plan policies concerning Strategic Development, Economy and Infrastructure.

The policy may also enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policies has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Four specific sites have been allocated as part of draft Policy MC5(A): Industry, Storage and Distribution uses in Main Centres and Main Centre Outer Areas – within Key Industrial Areas and Key Industrial Expansion Areas, each with a Key Industrial Expansion Area adjacent. The site choice process is documented in the Employment Land Study 2014 (ELS) and ‘Approach to Policy Recommendations of the Employment Land Study 2014’, February 2015. Assessment of these sites is included within the Environmental Impact Assessment. Following the Public Inquiry Stage of the Plan Review process, the Environment Department proposes to amend the boundary to omit the domestic property, St. Sampson’s Church Hall and Swan House on the north western corner of Longue Hougue Key industrial Area as shown on Map Inset 3 of the ‘Proposed Mapping Amendments to the Draft Island Development Plan– Annex II’ September 2015, Environment Department. This proposed amendment has been considered and does not alter the environmental impact assessment of this policy.

Alternatives not considered reasonable to explore

- No policy concerning industry and storage/distribution (ISD) uses: this alternative was not explored as the Strategic Land Use Plan seeks provision of a comprehensive range of land opportunities for employment uses within the Island Development Plan. Within the direction set out by the spatial strategy, industrial development must be provided for at the Bridge (LP6) and an appropriate mechanism adopted for securing an adequate supply of land, for example through designations and/or enabling policies, including some limited opportunities within Local Centres (SLP3) also making limited provision for small scale business Outside of the Centres (SLP4).
- Containing the majority of ISD development within Key Industrial Areas (KIAs), more limited ISD development outside the KIAs and directing specific uses ISD uses towards Longue Hougue Reclamation Site (UAP Policies EMP5, EMP6 and EMP8, respectively): this alternative was not explored as there would be no significant difference (environmentally) from the selected policy concerning Main Centres and Main Centre Outer Areas. The Key Industrial

Areas (KIAs) have been carried through from the UAP with only minor amendments. Reservation of Longue Hougue KIA for heavy and specialised industries remains. This alternative is too restrictive.

- Policy allowing change of use away from ISD uses within the KIAs: this was not explored as the Strategic Land Use Plan requires the Development Plan to assess existing reserves of business land to test whether these can meet the Island's current and longer term economic development needs. In support of this, research has shown (Employment Land Study, 2014) a decline in demand for such premises which will continue over the lifetime of the adopted Plan. Nevertheless, it is acknowledged that if sites are not identified land is likely to be developed for higher value uses. Therefore, protecting existing industry, storage and distribution sites is the most practicable option for ensuring support for a range of industry, storage and distribution uses. The KIAs must remain the focus for such uses.
- Allocation of sites for ISD uses beyond the Main Centres and Main Centre Outer Areas: this alternative was not explored as the Strategic Land Use Plan and spatial strategy direct the majority of such development to the Main Centres and Main Centre Outer Areas.

Environmental effects of the selected draft policies and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	Outside of the Centres (OC), support limited development of small workshops/yards only on redundant glasshouse sites	Provision made for industry, storage and distribution uses within Main Centres/Main Centre Outer Areas (MCs/MCOAs) through policy alone, no designations	Outside of the Centres, allow development of industrial and storage/distribution uses on greenfield land
Population	+/- These policies would generally provide ISD development close to where people live. This would increase inclusion and decrease inequality by making jobs available to people who walk, cycle and take public transport. On the other hand, such developments tend to be noisy, perhaps smelly, and generate significant traffic movements: they are not 'good neighbours'. The MC/MCOArea and OC policies require developments outside the	+/- This policy would be likely to provide ISD development at a distance to where people live and would therefore be difficult to access by walking, cycling and taking public transport. On the other hand, impact on amenity might be less as a result but would still be impacted by traffic movements. OC policies require developments to not have an unacceptable adverse impact on the amenity of the surrounding uses but no	-- This policy would be likely to provide dispersed ISD development in locations which are not the most suitable, which raises concerns over amenity impacts and generation of traffic movements. As a result, it could compromise opportunities for provision of ISD development, to the detriment of inclusion and inequality through lack of jobs.	--/+ This policy would be likely to provide ISD development at a distance to where people live and would therefore be difficult to access by walking, cycling and taking public transport. On the other hand, impact on amenity might be less as a result but would still be impacted by traffic movements. The OC policies require developments to not have an unacceptable adverse impact on the amenity of surrounding uses.

	KIAs/KIEAs to not have an unacceptable adverse impact on the amenity of the surrounding uses. No similar clause exists for LC.	similar clause exists for LCs. This policy option could aid in securing clearance of redundant glasshouses.		
Flora & fauna	- ISD developments are likely to affect biodiversity by taking up land, generating traffic movements and possibly through air, light, noise and/or water pollution. Locating the majority of such projects in or near the MC helps to prevent sprawl development with associated greater land use, and increased use of the car, so helping to minimise these impacts on biodiversity.	- ISD developments are likely to affect biodiversity by taking up land, generating traffic movements, and possibly through air, light, noise and/or water pollution. Allowing limited projects on redundant glasshouse sites (which can be biodiverse) Outside of the Centres would have a detrimental impact.	-- ISD developments are likely to affect biodiversity by taking up land, generating traffic movements, and possibly through air, light, noise and/or water pollution. Dispersal within the MCs and MCOAs of such developments without containment within KIAs/KIEAs would exacerbate these impacts.	-- ISD developments on greenfield land would be likely to significantly affect biodiversity by taking up land. Generation of traffic movements, and possible impacts through air, light, noise and/or water pollution would also be detrimental.
Water	-? Developments resulting from these policies are likely to negatively affect water quality (for instance from runoff from buildings or car parks, leakage of chemicals, etc.)	-? Developments resulting from this policy is likely to negatively affect water quality (for instance from runoff from buildings or car parks, leakages of chemicals, etc.)	-? Developments resulting from this policy is likely to negatively affect water quality (for instance from runoff from buildings or car parks, leakages of chemicals, etc.)	-? Developments resulting from this policy is likely to negatively affect water quality (for instance from runoff from buildings or car parks, leakages of chemicals, etc.)

Soil	+/- ISD developments could take up greenfield land, convert agricultural land to other uses and lead to soil contamination. On the other hand, locating the majority of such projects in or near the Main Centres would minimise pressure on greenfield land and could lead to the restoration of contaminated land.	+/-- Such ISD developments would take up greenfield land, convert agricultural land to other uses and could lead to soil contamination and damage to soil structure through compression. However, it could also lead to the restoration of contaminated land.	+/- Locating the majority of ISD projects in or near the MCs would minimise pressure on greenfield land and could lead to the restoration of contaminated land however non-designation of KIAs/KIEAs could undermine this benefit.	-- ISD developments which take up greenfield land would result in loss of agricultural or other open land and could lead to soil contamination and destruction of the soil structure by compression.
Air, climatic factors	-/--? The Main Centre/Main Centre Outer Area policy would lead to new ISD development being located near existing Centres, allowing people to access jobs by walking, cycling and public transport. By reducing sprawl, the policies indirectly lead to higher density development, which is generally more energy efficient. The policies on Local Centres	-? This policy would lead to new ISD development Outside of the Centres with the result of an increase in energy consumption and transport movements, so impacting on air quality although any such development would be limited and so the impacts would be relatively small.	-/--? New ISD development would be located near existing centres, allowing people to access jobs by walking, cycling and public transport. However, by dispersing sure development throughout the MCs/MCOAs, sprawl may result, to the detriment of energy efficiency. New ISD development could use significant	--? New ISD development on greenfield sites Outside of the Centres could use significant quantities of energy and is likely to increase transport movements in the locality, so increasing air pollution problems. Such an approach would lead to low density development, which is generally less energy efficient.

	and development Outside of the Centres are likely to increase traffic – in the case of La Villiaze, this would be on neighbourhood roads for people accessing the site from the west. New ISD development could use significant quantities of energy and is likely to increase transport movements in the locality, so increasing air pollution problems.		quantities of energy and is likely to increase transport movements, so increasing air pollution problems.	
Material assets	+/- The policies are likely to increase pressure to site ISD developments in the Main Centres, Main Centre Outer Areas and Local Centres where there are Conservation Areas and many protected buildings. This could lead to significant impacts on material assets and the landscape.	+/- The policy is likely to increase pressure for ISD developments Outside of the Centres where there is much open and agricultural land, Conservation Areas and many protected buildings. This could lead to significant impacts on material assets and the landscape, though other Plan policies protect these.	- The policy is likely to increase pressure for ISD developments in the MCs/MCOAs where there are Conservation Areas and many protected buildings. This could lead to significant impacts on material assets and the landscape, in particular without designation of suitable locations for the majority of such uses.	+/-- The policy is likely to increase pressure for ISD developments Outside of the Centres where there is much open and agricultural land, Conservation Areas and many protected buildings. This could lead to significant impacts on material assets and the landscape though other Plan policies protect these.
Landscape	On the other hand,			

	<p>supporting ISD development in already built-up areas (including former glasshouse sites) would promote an efficient use of resources and infrastructure; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl.</p> <p>The Main Centre/Main Centre Outer Area and Outside of the Centre policies also aim to prevent development that would have an unacceptable impact on amenity.</p>	<p>On the other hand, supporting ISD development on former vineries could help to regenerate underutilised land and the overall impacts from limited development are likely to be small.</p>	<p>Other Plan policies protect landscape and heritage assets.</p>	<p>On the other hand, supporting ISD development on former vineries could help to regenerate underutilised land.</p>
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Reasons for selecting this draft policy option

The Strategic Land Use Plan directs the main focus of industry to remain within and around the Main Centres where there exists a strong concentration of industrial premises within the vicinity of St. Sampson's Harbour, the Saltpans, Longue Hougue and around Pitronnerie Road. Despite a reduced requirement for such premises as a result of the economic downturn, there remains a need to protect some land for industry and storage to ensure that suitable land is available that can be readily developed should the need arise and so the Island Development Plan seeks to consolidate such uses on designated Key Industrial Areas (KIAs) together with identified opportunities for expansion of these areas.

The Plan supports new industrial and storage/distribution development in Local Centres where it is of a scale that is appropriate to and complements the sustainability and vitality of the Local Centre concerned and does not have an adverse impact on the vitality and viability of the Main Centres. It allows opportunities for employment within Local Centres, making them more sustainable.

The Strategic Land Use Plan specifically states that certain small-scale businesses such as those requiring workshops, secure storage or open yards may have a justifiable need to develop outside the Main and Local Centres due to the special requirements resulting from the nature of their operations. The Island Development Plan therefore makes provision for appropriate small scale industrial and storage and distribution uses on brownfield or redundant glasshouse sites Outside of the Centres which will not undermine the objective of directing the majority of new industrial development to the Main Centres and Main Centre Outer Areas. Where possible, development should make a positive enhancement through the clearance of redundant glass or associated structures from the landscape.

Allowing limited development of small workshops/yards Outside of the centres, only on redundant glasshouse sites (as in current UAP Policy EMP7 and RAP Policy RE7(B)) could have the effect of securing clearance of such sites. Many are, however, in sensitive locations where the preference would be to return redundant glasshouse sites to active agricultural use or open land, once cleared. Expanding on this approach, the selected policy also provides opportunities on brownfield sites, giving greater flexibility to accommodate uses which require premises Outside of the Centres.

The alternative of providing for industrial and storage/distribution development within the Main Centres and Main Centre Outer Areas through policy alone, with no Key Industrial Areas or Key Industrial Expansion Areas, was ruled out due to anticipated effects of a more dispersed form of such development, environmentally and in terms of amenity. In addition, this option would not ensure that the best and most suitable sites for such uses were protected for lower value employment uses.

Development of industrial and storage/distribution uses on greenfield land Outside of the Centres was also not selected due to anticipated effects of a more dispersed form of such development, environmentally and in terms of amenity. In addition, this option would not ensure that the best and most suitable sites for such uses were protected for lower value employment uses.

REGENERATION AREAS

Policy MC11: Regeneration Areas

In all cases, development of or within a Regeneration Area must accord with all the relevant policies of the Island Development Plan.

Where a Development Framework for a Regeneration Area has been approved this will be taken into account by the Environment Department in assessing development proposals in the area. Proposals which are in accordance with an approved Development Framework will be supported.

Where there is not an approved Development Framework for the Regeneration Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- a. would not prejudice the outcomes of the Development Framework process; or,
- b. would not inhibit the implementation of an approved Development Framework; and,
- c. accords with all relevant policies of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Four Regeneration Areas have been designated as part of Policy MC11: Regeneration Areas. Of these, development at one Regeneration Area is expected to exceed one hectare in area and assessment of that site is included within the Environmental Impact Assessment. Details of the Regeneration Areas are documented in Annex IV: Regeneration Areas of the Island Development Plan.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan directs that the Island Development Plan should include opportunities for mixed use development (LP9) where a coordinated and flexible approach can achieve the economic and social strategic objectives of the States to sustain the vitality of the Main Centres.
- Continuation of policies from the UAP in the Island Development Plan: this alternative was not selected as no policy exists in the UAP which relates specifically to Regeneration Areas, or similar designations.
- Designation of Regeneration Areas beyond the Main Centres: not explored as the spatial strategy of the Strategic Land Use Plan directs the majority of development that would be enabled by such designations to the Main Centres.

Environmental effects of the selected policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Designation of different sites as Regeneration Areas
Population	++ This policy aims to ensure that the Regeneration Areas can be regenerated in a comprehensive way, with best outcomes for well-being. The aim is to bring sites that currently add little or nothing to well-being back into active and positive use.	++ This policy aims to ensure that the Regeneration Areas can be regenerated in a comprehensive way, with best outcomes for well-being. The aim is to bring sites that currently add little or nothing to well-being back into active and positive use.
Flora & fauna	- Of the four Regeneration Areas, only Leale's Yard includes any significant area of biodiversity. The Mignot Plateau also holds a large area of green space. These would be negatively affected once regeneration takes place.	? Without having identified specific sites the impact on biodiversity is unclear however, the greater the area available for development, the greater the potential impact.
Water	- Two streams run downhill through Le Bordage and South Esplanade to the harbour, and the quality of their water could be negatively affected by regeneration. The regenerated areas are likely to use more water than at present.	-? Depending on the proximity to water courses and water bodies, the quality of water could be negatively affected by regeneration. The regenerated areas are likely to use more water than at present.
Soil	++ The regenerations are all on brownfield land, supporting efficient use of land.	++ Irrespective of location, Regeneration Areas would all be on brownfield land, supporting efficient use of land.
Air, climatic factors	- There are no significant air pollution impacts at the sites. Most of the Leale's Yard site is in the 100 year flood risk area; the others are not. Regeneration of the areas would increase traffic movements and energy use in the areas, although this would be limited compared to similar development elsewhere.	-? Regeneration of designated areas would increase traffic movements and energy use in those areas. Without knowing the location of sites, their vulnerability to flood risk is not ascertainable.

Material assets	<p>? All three sites in Town include many protected buildings and are in the Conservation Area. Leale's Yard adjoins the Bridge Conservation Area. Redevelopment of the sites could have a negative effect on these buildings/ Conservation Areas if done insensitively, but has the potential to enhance buildings and setting.</p>	<p>? The Conservation Areas cover large areas of the Main Centres and many protected buildings are present, particularly in Town. Redevelopment/regeneration could have a negative effect on buildings/ CAs if done insensitively, but has the potential to enhance buildings and their setting and other Plan policies protect these.</p>
Landscape	<p>++ All three sites in Town are very visible and used by a large number of people, with Lower Pollet and South Esplanade also visible from the port and one of the first sights for tourists. One of the main purposes of the Regeneration Area would be to enhance the townscape of these very visible sites. Leale's Yard is less visible, but redevelopment would help to re-open the area and improve its attractiveness.</p>	<p>? The visual impact of development would depend on the location of the Regeneration Areas and their prominence in the landscape. It may be that improvements could be obtained but there is a significant risk of detriment through insensitive development.</p>

Reasons for selecting this policy option

Mixed Use Redevelopment Areas (MURAs) were designated within the current Urban Area Plan and these have proved successful in identifying and delivering opportunities to combine uses across larger development sites and securing investment.

The Strategic Land Use Plan directs that the Island Development Plan should include opportunities for further and similar mixed use development (LP9) and Regeneration Areas have been identified for this reason. These are areas where a coordinated and flexible approach to planning of mixed use development can achieve the economic and social strategic objectives of the States of Guernsey and will sustain the vitality of the Main Centres.

Designation of different sites as Regeneration Areas was explored as an alternative to the selected policy. This option was ruled out as the Regeneration Areas identified represent particular needs for improvement, for example architecturally and in terms of public realm, within the Main Centres and on the edges of the Core Retail Areas where mixed use development is best located.

VISITOR ACCOMMODATION IN MAIN CENTRES AND MAIN CENTRE OUTER AREAS, IN LOCAL CENTRES AND OUTSIDE OF THE CENTRES

Policy MC8: Visitor Accommodation in Main Centres and Main Centre Outer Areas

Proposals for new visitor accommodation, or to extend, alter or redevelop existing visitor accommodation establishments, or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/guest accommodation, or to create a combination of those uses, in Main Centres or Main Centre Outer Areas, will be supported where they accord with all the relevant policies of the Island Development Plan.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Main Centre or Main Centre Outer Area will only be supported where the applicant demonstrates that:

- a. the establishment's present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,
- b. it is not technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for a One Star Rating in any relevant category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,

- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, the establishment has been actively and appropriately marketed for sale or lease for a period of 12 consecutive months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Main Centre or Main Centre Outer Area will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alterations.

Policy LC6(A): Visitor Accommodation in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New visitor accommodation in Local Centres will be supported where it is created through the change of use of existing buildings or the conversion of redundant buildings and where proposals accord with all other relevant policies of the Island Development Plan.

Proposals to create new visitor accommodation through change of use of an existing building or conversion of redundant buildings, or to extend, alter or redevelop existing visitor accommodation establishments, or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/guest accommodation, or to create a combination of those uses, in a Local Centre will be supported where:

- a. the development is of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre concerned and is not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of either of the Main Centres; and,
- b. any additional facilities are ancillary to the principal use as visitor accommodation and proportionate to the amount of visitor accommodation at the site and would not have an adverse effect on the visual quality and landscape character of the locality.

Policy LC6(B): Visitor Accommodation in Local Centres – Change of Use

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Local Centre will only be supported where the applicant demonstrates that:

- a. the establishment's present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,
- b. it is not technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in

- any relevant category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,
- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation the establishment has been actively and appropriately marketed for sale or lease for a period of 12 consecutive months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Local Centre will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alterations.

Policy OC8(A): Visitor Accommodation Outside of the Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New visitor accommodation Outside of the Centres will be supported where it is created through change of use of existing buildings or conversion of redundant buildings and where proposals accord with all other relevant policies of the Island Development Plan.

Proposals, other than to create campsites (see Policy OC8(B)), to create new visitor accommodation through change of use of existing buildings or conversion of redundant buildings, or to extend, alter or redevelop existing visitor accommodation establishments or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/ guest accommodation, or to create a combination of those uses, Outside of the Centres will be supported where:

- a. the development is of a scale that is appropriate to the character of the location, is undertaken sensitively and so as not to detract from the openness and landscape character of the locality and does not undermine the vitality of a Centre, and;
- b. any additional facilities are ancillary or ordinarily incidental to the principal use as visitor accommodation in terms of scale and use, are proportionate to the amount of visitor accommodation available at the site and would not have an adverse effect on the visual quality and landscape character of the location.

Policy OC8(B): Visitor Accommodation Outside of the Centres – Campsites

Proposals for the creation of, or works to an existing, campsite will be supported, provided that:

- a. where a proposal falls within an Agriculture Priority Area it is successfully

- demonstrated that the land cannot positively contribute to the commercial agricultural use of the Agricultural Priority Area or cannot practicably be used for commercial agriculture without unacceptable adverse environmental impacts; and,
- b. the scale of any permanent development is proportionate to the scale of the camping operation concerned; and,
- c. the development is located so as not to have an adverse effect on the visual quality or landscape character of the area; and,
- d. all associated development is proportionate to and remains ancillary or ordinarily incidental to the campsite operation; and,
- e. all structures are removed from the site upon cessation of use or when no longer required; and,
- f. it accords with all relevant policies of the Island Development Plan.

Policy OC8(C): Visitor Accommodation Outside of the Centres – Change of Use

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use Outside of the Centres will only be supported where the applicant demonstrates that:

- a. the establishment's present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,
- b. it is not technically feasible to refurbish, extend, altered, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, altered, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,
- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation the establishment has been actively and appropriately marketed for sale or lease for a period of 12 months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use Outside of the Centres will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alteration.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policies has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policies: not explored as the Strategic Land Use Plan directs that the Island Development Plan will seek to enable economically beneficial tourist-related development whilst maintaining an adequate stock of visitor accommodation for the future viability and growth of the industry.
- Allowing provision of new-build visitor accommodation in Town and at the Bridge and, beyond those areas, only through conversion of existing buildings (UAP Policies EMP13 and EMP14 and RAP Policy RE11): this alternative was not explored as there would be no significant difference (environmentally) from the selected policies concerning Main Centres, Main Centre Outer Areas and Local Centres.
- No new visitor accommodation within Local Centres: such a policy would conflict with the guidance and direction of the SLUP and so was not explored as an alternative option.

Environmental effects of the selected draft policies and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	Allow new visitor accommodation within the Main Centres and Main Centre Outer Areas only through conversion of existing buildings	Selected policies, excluding the provision of campsites
Population	0? The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. In Local Centres and Outside of the Centres, visitor accommodation is expected to maintain or enhance the character and vitality of the Local Centre. This is unlikely to have a significant impact on well-being, although it could slightly deteriorate the well-being of Main Centre residents if it significantly increases the amount of visitor accommodation there.	+/-0? The policy would essentially promote the status quo, with new visitor accommodation in/near the Centres. This is unlikely to have a significant impact on well-being – it could secure retention and re-use of redundant buildings, preserving open land – although it could slightly deteriorate the well-being of town centre residents if it significantly increases the amount of visitor accommodation there.	0? The policies would maintain the status quo in most parts of the Island and would be unlikely to have a significant impact on well-being or amenity although exclusion of campsites would have the effect of restricting choices and the policies could slightly deteriorate the well-being of town centre residents if it significantly increases the amount of visitor accommodation there.
Flora & fauna	-? The policies essentially promote the status quo. New visitor accommodation in/near the MC is unlikely to have significant direct impacts on flora and fauna. Indirectly, increased visitor accommodation facilitates greater	+/-? The policy essentially promotes the status quo. New visitor accommodation in/near the town centres is unlikely to have significant direct impacts on flora and fauna, and less so through re-use of buildings rather than new-build. Indirectly,	+ New visitor accommodation in/near the town centres is unlikely to have significant direct impacts on flora and fauna. Not allowing new campsites could have a beneficial impact on biodiversity, preserving the open countryside without the need for

	visitor numbers, which could affect biodiversity: however, this impact is likely to be limited. New/expanded campsites could also indirectly affect biodiversity (disturbance, water pollution, erosion, etc.) particularly in cases of inadequate supporting infrastructure.	increased visitor accommodation facilitates greater visitor numbers, which could affect biodiversity: however this impact is likely to be limited.	supporting infrastructure. Campsites are a draw which can facilitate greater visitor numbers, which could affect biodiversity: such policies would avoid such an impact.
Water	-? Increased visitor accommodation will increase the need for water and produce more wastewater. Impacts are not likely to be great, but cumulatively could increase stress on water infrastructure. New/expanded campsites could cause water quality problems in nearby water bodies unless adequate infrastructure is put in place.	-? Whether by new-build or conversion, increased visitor accommodation will increase the need for water, and produce more wastewater. Impacts are not likely to be great, but cumulatively could increase stress on water infrastructure.	0 New campsites would increase the need for water, and produce more wastewater, and could cause water quality problems in nearby water bodies unless adequate infrastructure is put in place. This policy option would avoid such pressures.
Soil	0 The policies are likely to lead to some new visitor accommodation in/near the MC, which would help to minimise development of greenfield land. It could also lead to new campsites, although the OC policy prevents use of viable agricultural land. The impact is not likely to be significant.	0 The policies are likely to lead to some new visitor accommodation in/near the town centres. Conversion rather than new-build would help to minimise development of greenfield land. The impact is not likely to be significant.	+ The policies are likely to lead to some new visitor accommodation in/near the town centres, which would help to minimise development of greenfield land and would serve to protect agricultural land, in particular if no campsites were permitted.

Air, climatic factors	<p>- Providing new visitor accommodation primarily in/near the Main Centres will help to minimise the need to travel for visitors.</p> <p>New visitor accommodation would facilitate greater visitor numbers; they would generate greenhouse gases in getting to the Island and travelling around it. This would be an indirect and cumulative impact.</p>	<p>- Providing new visitor accommodation primarily in/near the Main Centres will help to minimise the need to travel for visitors.</p> <p>New visitor accommodation would facilitate greater visitor numbers; they would generate greenhouse gases in getting to the Island and travelling around it. This would be an indirect and cumulative impact.</p>	<p>-/0? Providing new visitor accommodation primarily in/near the Main Centres and avoiding provision of campsites, which would be mostly likely located Outside of the Centres, will help to minimise to a degree the need for visitors to travel, perhaps offsetting the greenhouse gases generated in getting to the Island and sightseeing.</p>
Material assets	<p>0 The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. The Centres have a greater proportion of heritage assets than elsewhere, which could be affected by visitor accommodation both positively and negatively. However, this impact is likely to be limited.</p>	<p>+/- The policies essentially promote the status quo with new visitor accommodation in/near the centres. The centres have a greater proportion of heritage assets than elsewhere, which could be affected by visitor accommodation both positively through preservation of historic buildings, and negatively, through retention of architecturally poor buildings. The policy would increase these effects in both directions.</p>	<p>0 The policies essentially promotes the status quo with new visitor accommodation in/near the centres, preserving heritage assets and maintaining agricultural land.</p>
Landscape	<p>-? The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. New visitor</p>	<p>? The policy essentially promotes the status quo with new visitor accommodation in/near the centres. The overall effect would depend on the buildings to be retained, their</p>	<p>0 The policy essentially promotes the status quo, with new visitor accommodation in/near the centres. Campsites would be unlikely to have an adverse effect on visual quality or</p>

	<p>accommodation in Local Centres is expected to not be of an inappropriate scale and not have an adverse effect on the visual quality and landscape character of the location; and new accommodation Outside of the Centres is also expected to be "undertaken sensitively and so as not to detract from the openness and landscape character of the locality". Campsites Outside of the Centres are expected "not to have an adverse effect on the visual quality or landscape character of the area". That said, jointly the policies could lead to an accumulation of new/extended visitor accommodation in both built-up and rural areas, each with only minor impacts but together further affecting views.</p>	<p>location and so their impact on landscape and views.</p>	<p>landscape character however not permitting them would ensure this remained the case.</p>
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Reasons for selecting this draft policy option

The visitor economy underpins many essential services and facilities across the Island and offers local employment opportunities. Places and facilities that are attractive to visitors are also enjoyed by local residents and most are equally accessible to local residents and reliant on local support to maintain their viability.

Visitor accommodation is taken to refer primarily to serviced accommodation such as hotels, guest accommodation and serviced apartments, non-serviced accommodation such as self-catering units and alternative accommodation such as hostels and group accommodation. It includes ancillary and incidental facilities and staff accommodation associated with and located on the sites of such establishments and, Outside of the Centres, also includes campsites.

The Strategic Land Use Plan states that it is essential that sufficient, good quality visitor accommodation across all types and grades is available to meet demand and to allow growth of the visitor economy. The draft Plan directs the development of new visitor accommodation towards the Main Centres and Main Centre Outer Areas, limiting creation of new visitor accommodation in the Local Centres and Outside of the Centres to conversion and change of use, except for new campsites in the latter location.

Allowing new visitor accommodation within the Main Centres and Main Centre Outer Areas solely through conversion of existing buildings could ensure retention of some buildings of value and represents more efficient use of resources however, the scale and physical requirements of modern hotels may not be able to be met through such means and therefore this alternative was considered too restrictive an approach.

Whilst also scoring higher environmentally than the selected policy, the option to not allow provision of new campsites was not taken up as it would retain an existing gap in Guernsey's tourist offer which could, depending on management, have only minimal impacts on environment and landscape.

AGRICULTURE OUTSIDE OF THE CENTRES

Policy OC5(A): Agriculture Outside of the Centres – within the Agriculture Priority Areas

Proposals for development relating to the agricultural use of an existing farmstead or existing agricultural holding, or for a purpose ancillary or ordinarily incidental to the existing primary agricultural use, will be supported where there are no other buildings or structures at the farmstead or on the agricultural holding which could, with or without reasonable adaptation, be otherwise used for the proposed purposes.

Proposals for the development of new farmsteads whether on existing or proposed holdings will be supported where:

- a. the resultant farmstead would meet an acknowledged need and where the requirement could not be reasonably, or practically, assimilated into an existing or former farmstead; and,
- b. the proposal does not involve the erection of a new dwelling house.

Proposals for development which would result in the loss of an existing farmstead or agricultural holding in the Agriculture Priority Area will only be supported where it is demonstrated by the applicant that the farmstead or land is no longer required for agricultural purposes and any proposed new use accords with the other relevant policies of the Island Development Plan.

Proposals for development which is not related to a farmstead or existing agricultural holding will be supported provided that they accord with all the relevant policies of the Island Development Plan.

Policy OC5(B): Agriculture Outside of the Centres – outside the Agriculture Priority Areas

Outside the Agriculture Priority Areas proposals for development relating to the agricultural use of an existing farmstead or existing agricultural holding, or for a purpose ancillary or ordinarily incidental to the existing primary agricultural use, will be supported provided that the development is ancillary or ordinarily incidental and essential to the proper running of the existing agricultural holding and there are no other buildings at the farmstead or on the agricultural holding which could, with or without reasonable adaptation, be otherwise used for the proposed purposes.

Proposals for the development of new farmsteads will not generally be supported unless:

- a. it is demonstrated that the development is essential for the proper running of an agricultural holding; and,
- b. the development is of a scale which is proportionate to the agricultural use of a holding; and,
- c. there are no other existing buildings on the holding which could with or without reasonable adaptation be otherwise used for the proposed purposes; and,
- d. the proposal does not involve the erection of a new dwelling house.

Proposals for development which would result in the loss of an existing farmstead, agricultural buildings or land will be supported where the proposed new use accords with the other relevant policies of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 1(h) of the EIA Ordinance as follows:

“...water management projects for agriculture, including irrigation, land drainage projects and the construction of reservoirs for agricultural purposes...”.

The policy may also enable EIA type development set out in Schedule 2(f) of the EIA Ordinance as follows:

“...waste management projects for agriculture...”.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B. The proposed amendments to the draft Plan both add and omit land to APA designation as shown on Map Insets 9-15³⁶ to reflect the approach taken to identifying this land³⁷. These changes have been considered to be consistent with the original approach and therefore do not alter the overall strategic assessment of this Policy.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan seeks to balance the agricultural economy and associated land management against other legitimate development requirements through maintenance and protection of the most important large contiguous tracts of agricultural land. This can only really be achieved through a policy mechanism which would be absent in this scenario.

Environmental effects of the selected draft policy and of reasonable alternatives

³⁶ Proposed Mapping Amendments to the Draft Island Development Plan– Annex II’ September 2015, Environment Department

³⁷ Environment Department, ‘Agriculture Priority Area, October 2014, http://www.gov.gg/forward_planning

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Policy allowing only agricultural development within Agriculture Priority Areas (APAs), and no such development outside the APAs	No designated Agriculture Priority Areas
Population	0 The policy would help to maintain and enhance agricultural businesses/ holdings.	0/- The policy would help to maintain and enhance agricultural businesses/ holdings within the APAs but could act to the detriment of existing holdings beyond those areas.	- Potential for loss of unprotected land to other uses could compromise opportunities to support and develop agricultural businesses/holdings leading to a reduction in food production on the Island.
Flora & fauna	0 The policy is unlikely to have significant effects on biodiversity as it mostly seeks to preserve existing land uses.	0 The policy is unlikely to have significant effects on biodiversity – farming plays an important role in land management for biodiversity, but agricultural activities can also be damaging.	-? Potential for change of use within the most important areas of agricultural land could compromise countryside management which might negatively impact on biodiversity.
Water	0 The policy helps to protect the status quo, so any impacts should be limited.	- Risks to water quality and possibility of increased water consumption through intensification of, or changes to, use.	0 Risks to water quality through changes of use, but agricultural activities can also have adverse impacts.
Soil	0 The policy seeks to protect existing high quality agricultural land for agricultural uses, so minimising the conversion of agricultural land to other land	+/- The policy seeks to protect existing high quality agricultural land for agricultural uses, but does not protect agricultural land outside of the Agriculture Priority Areas.	- Lowered protection for high quality agricultural land which could have an adverse effect on soil quality, including soil structure, and an effect on run-off. Erosion of the

	types and ensuring a good use of land. Its overall impact will be to help maintain the status quo, hence no significant impact.		Island's most important areas of agricultural land could continue.
Air, climatic factors	0 The policy helps to protect the status quo. It could increase the need to travel if it leads to significant new agriculture-related development. On the other hand, it supports self-sufficiency of food and helps to reduce the need to import food with associated food miles. No significant impact.	0 The policy helps to protect the status quo. It could increase the need to travel, if it leads to significant new agriculture-related development. On the other hand, it supports self-sufficiency of food, and helps to reduce the need to import food with associated food miles. No significant impact.	0 The policy helps to protect the status quo. It could increase the need to travel, if it leads to significant new agriculture-related development. On the other hand, it supports self-sufficiency of food, and helps to reduce the need to import food with associated food miles. No significant impact.
Material assets	+ The policy promotes the efficient use of the Island's agricultural resources: without the policy, agricultural land might more easily be converted to non-agricultural uses.	+/- The policy promotes the efficient use of the Island's agricultural resources within the APAs, but could result in loss of agricultural land outside those areas with the consequent impact on assets.	- The policy less strongly promotes the efficient use of the Island's agricultural resources and might more easily allow conversion to non-agricultural uses.
Landscape	0? The policy supports appropriate development in areas of valuable agricultural land but overall limits the construction of new buildings in the countryside.	0? The policy supports appropriate development in areas of valuable agricultural land but could be to the detriment of landscape outside those areas, depending on other Plan policies.	0 This policy would maintain the status quo with regard to impact on landscape.

Reasons for selecting this policy option

Agriculture, centred primarily on the dairy industry, plays a relatively small part in Guernsey's economy but it has a valuable land management function, protecting and enhancing the countryside and providing visual access to open space.

The Strategic Land Use Plan seeks to balance the agricultural economy and associated land management against other legitimate development requirements through maintenance and protection of the most important large contiguous tracts of agricultural land.

A policy including designation of Agriculture Priority Areas is the most effective means by which to achieve the requirements of the Strategic Land Use Plan whilst continuing to support agricultural development outside those areas and limited development of other uses within them alongside policies protecting landscape and open spaces.

The Rural Area Plan (RAP) did not designate any areas for agricultural priority instead relying on Policy RE1, which set out an approach for changes to existing agricultural buildings, new farm buildings at existing farmsteads and new farmsteads, and linking to policies concerning landscape designations. Continuing with such a policy mechanism would, in effect, have been equivalent to having no designation of Agriculture Priority Areas and would have compromised the means by which the Island Development Plan met the requirements of the Strategic Land Use Plan.

A policy option allowing only agricultural development, and no other type of development, within the Agriculture Priority Areas, and no such development outside the Agriculture Priority Areas was considered too restrictive as regards existing uses and concerning meeting the legitimate needs of other uses as required by the SLUP.

HORTICULTURE OUTSIDE OF THE CENTRES

Policy OC6: Horticulture Outside of the Centres

Proposals for new glasshouses, extensions, alterations, rebuilding or other works to existing glasshouses or buildings, or ancillary or ordinarily incidental development associated with existing commercial horticultural holdings will be supported providing that:

- a. the site forms part of an existing commercial holding which is in operation, or one which although disused could be brought back into operation for commercial horticulture without requiring the erection of significant areas of new glass; and,
- b. the holding is considered to make, or be capable of making, a material contribution to the horticultural industry and is likely to continue to do so for the foreseeable future by virtue of its suitability for commercial operations; and,

- c. it can be demonstrated that any areas of new commercial glasshouses are required to sustain the viability of the existing commercial operation; and,
- d. on cessation of use, or when no longer required, any new structures permitted under this policy shall be totally removed and the land restored to agricultural use or a use acceptable under the policies of the Island Development Plan; and,
- e. the development proposed is ancillary or incidental and essential to the operation of an existing holding.

Proposals to change the use of a horticultural site will be assessed under the other relevant policies of the Island Development Plan and/or the requirements of Policy OC7: Redundant Glasshouse Sites Outside of the Centres as appropriate.

The establishment of new commercial horticultural holdings will not be permitted.

The policy may enable EIA type development set out in Schedule 1(h) of the EIA Ordinance as follows:

“...water management projects for agriculture, including irrigation, land drainage projects and the construction of reservoirs for agricultural purposes...”.

The policy may also enable EIA type development set out in Schedule 2(f) of the EIA Ordinance as follows:

“...waste management projects for agriculture...”.

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B. The proposed amendments to this policy do not alter the environmental assessment.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan requires the Island Development Plan to support proposals that allow the extension of horticultural operations (SLP9).

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Allow minor works to existing horticultural operations, but no new holdings and no requirement to remove structures when no longer required	Allow development of new horticultural holdings
Population	0 Helps to maintain operational glasshouses and horticulture as an economic sector; however, it would lead to no significant changes in this respect over the current situation.	0/- Helps to maintain operational glasshouses, and horticulture as an economic sector but with no improvements to amenity and very limited opportunities for alternative use.	?/- Support for the horticulture industry, though there are problems of long term viability. Increased impact on amenity and potential for further redundant vineries in future, with consequent detriment to safety, visual amenity, etc.
Flora & fauna	0 The policy is unlikely to have significant impacts on biodiversity as it would not permit the construction of significant areas of new glass.	0 The policies are unlikely to have significant impacts on biodiversity, as they would not permit the construction of significant areas of new glass.	- Potential for significant impact on biodiversity as a result of construction of significant areas of new glass.
Water	-? Increasing the amount of glasshouses, etc. in operation would also increase the amount of water used for glasshouse operations.	-? Increasing the amount of glasshouses, etc. in operation would also increase the amount of water used for glasshouse operations.	-- Increasing the amount of glasshouses, etc. in operation would also increase the amount of water used for glasshouse operations and the potential for contamination of water bodies.
Soil	+/- The policy aims to restore new glasshouses or similar buildings to agricultural use when they are no	- Policies RE2 and EMP12 do not seek any removal of structures or remediation of land.	- Construction of significant areas of new glass could have an adverse effect on soil quality, including soil

	longer used.		structure, compromising agricultural use of land, and an effect on run-off.
Air, climatic factors	++/- Production of more food within Guernsey would help to make the Island more self-sufficient, reducing 'food miles'. However, glasshouses can use a significant amount of energy to heat, so increasing energy use and greenhouse gas emissions.	++/- Production of more food in Guernsey would help to make the Island more self-sufficient, reducing 'food miles'. However glasshouses can use a significant amount of energy to heat, so increasing energy use and greenhouse gas emissions.	+/- Production of more food in Guernsey would help to make the Island more self-sufficient, reducing 'food miles'. However glasshouses can use a significant amount of energy to heat, so increasing energy use, and generate traffic movements, and greenhouse gas emissions.
Material assets	+ This policy would support Guernsey's distinctive horticultural industry, would make good use of existing horticultural buildings and could help to keep local businesses operating.	+ These policies would support Guernsey's distinctive horticultural industry, would make good use of existing horticultural buildings.	+/- This policy would support Guernsey's distinctive horticultural industry, would make good use of existing horticultural buildings.
Landscape	+/- The policy could lead to some new glasshouses and/or the continued existence of some glasshouses that would otherwise be removed. However, it also calls for the removal of any new structures once they are no longer used.	- The policy could lead to some new glasshouses and/or the continued existence of some glasshouses that might otherwise be removed.	-- The policy could lead to construction of significant areas of new glasshouses with ancillary structures which would occupy otherwise open land.

Reasons for selecting this draft policy option

Over recent years the horticultural sector has restructured and consolidated on fewer, but often larger, holdings and today the industry makes only a small contribution to Guernsey's economy and is a declining industry. A number of horticultural operations do, however, exist and owing to their often niche market product, represent a viable industry, albeit requiring very large areas of glass in order to achieve adequate economies of scale to remain in operation. A policy was therefore required to support existing horticultural operations and to control environmental impacts which can be significant where glass becomes redundant and to manage the transition out of this sector.

The introduction of large areas of glass can have an adverse effect on the character of the Island and so, supported by evidence of trends towards a reducing industry, an alternative policy option of allowing development of new horticultural holdings was not selected.

An alternative option may have been to carry forward into the Plan the requirements of Policy RE2 (RAP) and EMP12 (UAP) which allow only minor works to existing horticultural operations, but no new holdings beyond the Main Centres. This was not selected as it is too restrictive for existing commercial horticultural operations but also does not require the removal of glass and remediation of land when no longer required for horticultural purposes.

REDUNDANT GLASSHOUSE SITES OUTSIDE OF THE CENTRES

Policy OC7: Redundant Glasshouse Sites Outside of the Centres

The Planning Law considers horticultural premises, including redundant glasshouse sites, and any ancillary structures to be agricultural land so, on clearance of the structures, the land is expected to revert to other non-horticultural types of agricultural use. Therefore there is a presumption that when a horticultural use ceases the site will be cleared of glasshouses and ancillary structures and returned to agricultural use.

Proposals to develop redundant glasshouse sites will be supported where:

- a. the site is not within or adjacent to an Agriculture Priority Area, unless it is demonstrated to the Environment Department's satisfaction that the site cannot positively contribute to the commercial agricultural use of an identified Agriculture Priority Area and cannot practically be used for commercial agricultural use without adverse environmental impacts or where proposals are for renewable energy infrastructure and the design would allow agricultural activity to continue on the site; and,
- b. the site would not contribute positively to a wider area of open space; and,
- c. the proposal is for small-scale industrial, storage and distribution use and is in

- accordance with the requirements of Policy OC3: Offices, Industry, Storage and Distribution Outside of the Centres; or,
- d. the proposal is for the change of use of glasshouse land so that it may be incorporated into the curtilage of a building in accordance with Policy GP15: Creation and Extension of Curtilage; or,
 - e. the proposal is for the provision of infrastructure for the harnessing of renewable energy in accordance with the requirements of Policy IP1: Renewable Energy Production; or,
 - f. the proposal is for the conversion of a redundant ancillary structure in accordance with Policies GP16(A) and GP16(B) Conversion of Redundant Buildings; or,
 - g. the proposal is for a campsite and is in accordance with Policy OC8: Visitor Accommodation Outside of the Centres – Campsites; or,
 - h. the proposal is for outdoor formal recreation or informal recreation and leisure and is in accordance with Policy OC9: Leisure and Recreation Outside of the Centres.

And providing that in all cases:

- i. there would be no unacceptable adverse effect on the living conditions of neighbouring occupiers including by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit or significant visual intrusion; and,
- ii. the proposals would not jeopardise highway safety and the free flow of traffic on the adjoining highway; and,
- iii. the site will be laid out to achieve the most effective and efficient use of the land and the least negative visual and amenity impacts with buildings, materials, parking, access and open storage areas designed to respect the character of the area; and,
- iv. the proposal includes details of an appropriate soft landscaping scheme which will make a positive contribution to the visual quality of the environment and which will sufficiently screen the activities on the site and mitigate impacts; and,
- v. the proposal accords with all relevant policies of the Island Development Plan.

Where a site is included within a Site of Special Significance proposals that would unacceptably adversely affect the identified special interest of the area concerned will not be supported. Where a site is included within an Area of Biodiversity Importance proposals which adversely affect the biodiversity and natural habitat of the area concerned will not be supported unless the adverse impacts can be successfully mitigated.

For the purposes of clarification, where redundant glasshouse sites lie within a Main Centre, Main Centre Outer Area or Local Centre, proposals for their development and reuse will be assessed under the relevant policies within the Main Centre, Main Centre Outer Area and Local Centres sections of the Island Development Plan.

The policy may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policy has been undertaken. The proposed amendments to this policy do not alter the environmental impact assessment. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan directs the Environment Department to include within the Island Development Plan policies to facilitate the removal of redundant glasshouses (LP13).
- No presumption that, in the first instance, redundant glasshouse sites will be returned to agriculture: not explored as the Strategic Land Use Plan sets this out as a primary requirement and land covered by redundant glasshouses is legally agricultural land under the planning Law.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Only allow for return of redundant glasshouse sites to active agricultural use or limited inclusion within curtilage
Population	+ The policy would help to regenerate areas of redundant glasshouses that would otherwise become eyesores and potentially pose safety problems.	- These policies support clearance of redundant glass but do not provide an incentive, beyond limited change of use to domestic curtilage, for remediation of land which would otherwise become eyesores and potentially pose safety problems.
Flora & fauna	-/0 Glasshouse developments would turn into agricultural, industrial, etc. developments. The new developments are likely to have more indirect impacts on biodiversity than glasshouses, for instance disturbance and vehicle movements.	+/- The option could have a positive impact on biodiversity as it would encourage restoration of habitat and would result in limited development, traffic, etc. However, ploughing of fields, application of pesticides/fertilizers or sanitisation of land as manicured gardens can have a detrimental impact.
Water	0 No significant impact.	0 No significant impact.
Soil	+ The policy helps to ensure that land is used efficiently (compared to the current situation). It also helps to minimise the future conversion of agricultural land to other land types and minimise development of greenfield land.	+/- This option promotes removal of structures and remediation of land but does not provide significant incentives for doing so and would therefore struggle to achieve its aims.

Air, climatic factors	? The impact of this policy depends on the future development occurring at redundant glasshouse sites. Where development is agricultural, renewable energy or inclusion into an existing curtilage, this would support self- sufficiency and generate a limited number of additional vehicle movements. Where development is for industrial or distribution uses (or other forms of development like housing) this would generate more vehicle movements and possibly require more energy.	+ Return of land to agriculture or habitat, or to limited areas of domestic curtilage, would promote self-sufficiency and generate a limited number of additional vehicle movements.
Material assets	0 No significant impact.	0 No significant impact.
Landscape	++ A key aim of this policy is to reduce the visual impacts caused by redundant glasshouses. Removal or redevelopment of redundant glasshouses would provide a major positive impact.	- A key aim of these policies is to reduce the visual impacts caused by redundant glasshouses but its effectiveness is compromised by lack of incentives and it would therefore struggle to achieve its aims.

Reasons for selecting this draft policy option

A continuing trend away from horticulture has had the inevitable consequence of an increasing number of redundant horticultural sites across the Island. The visual appearance of redundant glass reduces the quality of the landscape but wholesale development of glasshouse sites in order to facilitate their removal will be equally unacceptable in landscape and character terms and, in many instances, contrary to the spatial strategy of the SLUP.

The Strategic Land Use Plan seeks enhancement of the landscape through the removal of redundant glass and to accommodate uses which would otherwise not be acceptable Outside of the Centres, as an exception to the spatial strategy. It directs the Environment Department to include within the Island Development Plan policies to facilitate the removal of redundant glasshouses.

An alternative option may have been to carry forward into the Island Development Plan the requirements of Policy RCE5 (RAP). The primary difference between this policy and the selected policy is that the former provides far more restricted options for after-use of redundant glasshouse land – a consequence of other policies of the RAP. For this reason, this option was ruled out.

RETAIL IN MAIN CENTRES, MAIN CENTRE OUTER AREAS AND LOCAL CENTRES

Policy MC6: Retail in Main Centres

Within the Main Centres, new convenience and comparison retail provision will be supported and encouraged. Proposals to extend, alter or redevelop existing retail premises will also be supported providing they accord with all other relevant policies of the Island Development Plan.

Within the Core Retail Areas, change of use away from retail at ground floor level will only be acceptable where the proposed new use will maintain and enhance the vitality and viability of the Core Retail Area. Within the Core Retail Areas, change of use away from retail at upper floor level will generally be acceptable where the new use would contribute to the vitality and viability of the Core retail Area.

Beyond the Core Retail Areas, change of use away from retail will be permitted where it supports the objective of ensuring the Main Centres remain attractive focal points for economic and social activity.

Policy MC7: Retail in Main Centre Outer Areas

New convenience retail within the Main Centre Outer Areas, and proposals to extend, alter or redevelop existing convenience retail premises, will be supported where they accord with all the relevant policies of the Island Development Plan.

Proposals for the creation of new comparison retail outlets will not be supported. Limited works to alter and/or extend existing comparison retail outlets will be supported provided that they are of a limited scale to provide for minor alterations to facilitate the continuation of the existing retail use at its current level of operation.

Proposals to change use away from retail will be supported where it accords with all other relevant policies of the Island Development Plan.

Policy LC5: Retail in Local Centres

Proposals for new convenience retail development within the Local Centres will be supported where this is of a scale appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned and where the scale or cumulative impact, with other such existing or proposed development, would not undermine the vitality of the Main Centres and where they accord with all other relevant policies of the Island Development Plan.

Proposals for the creation of new comparison retail outlets will not be permitted. Change of use from comparison retail to other uses will be supported providing that any new use accords with the relevant policies of the Island Development Plan.

Limited works to alter, extend or redevelop existing convenience retail outlets will be supported provided that the proposals are of appropriate scale for the particular Local Centre and would not undermine the vitality of the Main Centres and will accord with all other relevant policies of the Island Development Plan.

Limited works to alter and/or extend existing comparison retail outlets will be supported provided that they are of a limited scale to provide for minor alterations to facilitate the continuation of the existing retail use at its current level of operation.

Change of use away from convenience retail will be supported only where it would not result in the loss of essential facilities which would have a negative effect on the sustainability and vitality of the particular Local Centre.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

An Environmental Impact Assessment of the selected policies has been undertaken. The minor boundary amendments proposed to the Retail Core designation as shown on Map Inset 4³⁸ do not alter the environmental assessment of this policy. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- Provision of new retail only within or adjoining designated Central Areas or in designated Mixed Use Redevelopment Areas at Admiral Park and Leale's Yard (UAP Policies CEN1 and CEN2), or where new retail would support the vitality and viability of a Rural Centre (RAP Policy RE4): this alternative was not selected as research has shown that these policies are outdated, the retail cores being much tighter than the Central Areas indicated in the UAP and does not differentiate between comparison and convenience retail as required by the SLUP.
- Non-designation of Core Retail Areas: this alternative was not explored as the Strategic Land Use Plan directs the Environment Department to assess, and to include within policy, the retail cores of Town and the Bridge so as to define them appropriately to concentrate effectiveness and enhance the vitality and viability of the Main Centres (LP6).
- No policy concerning provision of retail within Local Centres: not explored as the Strategic Land Use Plan directs that the Island Development Plans will enable limited development, of an appropriate scale, within identified Local Centres (LP10).

Environmental effects of the selected draft policy and of reasonable alternatives

³⁸ Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Identification of 'primary' and 'secondary' retail areas within the Main Centres and Main Centre Outer Areas
Population	+ The policies would protect existing retail facilities and increase the retail offer in the Main Centres. The Local Centres policy explicitly protects the vitality of the Main Centres. This would improve people's quality of life and the provision of services overall, though the effect would be stronger for the north east part of the Island than elsewhere.	+/- The policy would protect existing retail facilities and increase the retail offer in the Main Centres. This would improve people's quality of life and the provision of services overall, though the effect would be stronger for the north-east part of the Island than elsewhere. There is risk that this approach could over-stretch the retail offer.
Flora & fauna	0? The impacts of increased retail offer on biodiversity would depend on its location and design. Given that the Plan offers protection for valuable biodiversity sites, this policy's impacts are likely to be limited.	0? The impacts of increased retail offer on biodiversity would depend on its location and design.
Water	0? As for 'fauna and flora'.	0? The impacts of increased retail offer on water would depend on its location and design. This policy's impacts are likely to be limited.
Soil	0? By protecting existing retail use and focusing new development in more urban areas, the policies aim to make good use of land, so negative impacts should be limited.	0/- By protecting existing retail use and focusing new development in more urban areas, the policies aim to make good use of land however primary and secondary retail areas might be a less efficient option in terms of land resources.

Air, climatic factors	+/- The policies present a clear 'retail hierarchy' which focuses new retail development in Main Centres (and, to a lesser extent, in Local Centres) where they can be accessed by walking, cycling and public transport. Because the Main Centres are all in the north east part of the Island, it does mean that people from elsewhere in the Island who wish to comparison shop have to travel to the Main Centres to do so; but it should reduce the need to travel for residents of the Main Centres.	+/- The policy would present a clear 'retail hierarchy' where retail facilities can be accessed by walking, cycling and public transport. Because the Main Centres are all in the north-east part of the Island, it does mean that people from elsewhere in the Island who wish to comparison shop have to travel to the Main Centres to do so; but it should reduce the need to travel for residents of the Main Centres.
Material assets	+ As for 'population'.	- This policy would further extend the retail areas and may result in breaks in retail areas which would not enhance vitality and would be to the detriment of the street scene.
Landscape	+/- No significant impact. The policies would support a vibrant and user-friendly 'street scene'. Whether they minimise the landscape domination of the car would depend on their design (e.g. large comparison shopping with large car parks v. high street shops with good public transport). The policies for Local Centres and retail Outside of the Centres include requirements for comparison retail development to be of an appropriate scale. New retail is generally not of particularly high quality design, so is unlikely to improve the townscape.	- Through extension to the retail cores, the policy could undermine the desire to maintain a vibrant and user-friendly 'street scene' as a result of breaks in retail uses. Whether they minimise the landscape domination of the car would depend on their design (e.g. large comparison shopping with large car parks v. high street shops with good public transport) and location. New retail is generally not of particularly high quality design, so is unlikely to improve the townscape.

Reasons for selecting this draft policy option

The Strategic Land Use Plan provides direction through the spatial strategy with regard to the concentration of retail activity within the Main Centres and (to a lesser extent) the Main Centre Outer Areas, in order to ensure retail plays its part in reinforcing their role as the Island's main locations for a mix of complementary activities, including shopping. The Strategic Land Use Plan also directs that the Island Development Plans will enable limited development, of an appropriate scale, within identified Local Centres.

The Strategic Land Use Plan directs the Environment Department to assess, and to include within policy, retail cores for Town and the Bridge so as to define them appropriately to concentrate effectiveness and enhance the vitality and viability of the Main Centres. As this is the case, the alternative of not designating Core Retail Areas was not explored.

Regeneration Areas and Harbour Action Areas have been identified within the Main Centres, which will be expected to be developed to contribute positively towards reinforcing the vitality and viability of the retail offer. The SLUP requires that the Development Plan makes provision for new large floor plate retail within the Main Centres and the Regeneration Areas and Harbour Action Areas will provide an opportunity in this respect. Policies relating to these designations are assessed separately.

"Retail in the Main Centres, July 2013" put forward three possible options for the extent of retail cores within the Main Centres, as follows:

1. Prime retail areas, identified based on location of anchor stores, broad information on rents and footfall, with proposed options for possible future extension, and a mixed-use central area surrounding Town;
2. Primary retail cores and secondary retail areas, also identified based on location of anchor stores, broad information on rents and footfall, with Town again surrounded by a mixed-use central area, or;
3. Mixed-use central areas, made up of the areas identified as encompassing all the town centre uses and not including specific retail cores.

Identification of primary and secondary retail areas was not selected as data was not available to define them and, in balancing the Strategic Land Use Plan requirement for flexibility, Core Retail Areas were concentrated upon with flexibility elsewhere in order to best achieve the aim of concentrating effectiveness whilst allowing complementary uses surrounding the Core Retail Areas that will support and enhance their vitality and viability and providing large floor plate retail.

SOCIAL AND COMMUNITY FACILITIES IN MAIN CENTRES, MAIN CENTRE OUTER AREAS, IN LOCAL CENTRES AND OUTSIDE OF THE CENTRES

Policy MC3: Social and Community Facilities in Main Centres and Main Centre Outer Areas

In Main Centres and Main Centre Outer Areas proposals for the development of new social and community facilities will be supported where it has been demonstrated that an existing site or premises in social and community use within or around the Main Centre concerned is not available and more suited to accommodate the particular proposal, including the dual use of premises.

Proposals for the extension, alteration or redevelopment of existing social and community facilities will generally be supported providing they accord with all other relevant policies of the Island Development Plan.

The change of use of existing social and community facilities to other uses will be supported where it is demonstrated that:

- a. the existing service or facility can be adequately replaced on an appropriate site within or around the Main Centre concerned or that it is no longer required; and,
- b. the proposal would have no significant detrimental impact on the vitality of a Main Centre or Main Centre Outer Area.

Policy LC3(A): Social and Community Facilities in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

Within Local Centres, proposals for the development of new social and community facilities will be supported where it has been demonstrated that:

- a. existing sites in social and community use within a Local Centre are not available that can accommodate the particular proposal, including the dual use of premises; and,
- b. the scale of the new use is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned; and,
- c. the proposals are not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- d. the proposals accord with all other relevant policies of the Island Development Plan.

Proposals for the extension, alteration or redevelopment of existing social and community facilities will be generally supported where the proposal is of a scale that is appropriate to the Local Centre concerned and will not negatively affect the vitality and viability of the Main Centres and where proposals accord with all other relevant policies of the Island Development Plan.

Policy LC3(B): Social and Community Facilities in Local Centres – Change of Use

The change of use of existing social and community facilities to other uses will be supported where it is demonstrated that:

- a. the existing service or facility can be adequately replaced on an appropriate site within the Local Centre concerned or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of a Local Centre.

Policy OC2: Social and Community facilities Outside of the Centres

Proposals for new social and community facilities will only be permitted where this can be achieved through the conversion of a redundant building, in accordance with Policies GP16(A) and GP16(B) Conversions of Redundant Buildings.

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 change of use from a social and community use to another use will be supported where it is demonstrated that:

- a. the existing facility is no longer required; or,
- b. the facility is already adequately provided in the locality, or that the facility is provided within or around a Main Centre or within a Local Centre.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policies has been undertaken. The proposed amendments do not alter the environmental assessment of this policy. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan requires the Island Development Plan to enable the provision of an adequate range of social and community facilities to be developed according to need and demand (SLP10).
- Continuation of Policies SCR1 and SCR2 (UAP) and Policy RS1 (RAP) in the Island Development Plan: this alternative was not selected as there would be no significant difference (environmentally) from the selected policy.
- Policy allowing such development beyond the Main Centres, Main Centre Outer Areas and Local Centres: there is a conflict with the spatial strategy of the Strategic Land Use Plan which negates the effectiveness of considering this as a reasonable alternative.

Environmental effects of the selected draft policies and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Allocation of sites for social and community use
Population	++ The policies support the provision of social and community facilities, which in turn would enhance well-being and improve inclusion. The policies require provision of social and community facilities Outside of the Centres to not affect the vitality of Main or Local Centres.	+ Comprehensive provision of social and community facilities to serve the Island's population in the locations in which it is most required. Provision of facilities would be pre-determined to reduce their potential impact on the vitality of Main and Local Centres.
Flora & fauna	0? Social and community facilities are unlikely to be large, and other parts of the Plan would help to protect Areas of Biodiversity Importance. There may be some impacts on areas that are biodiverse but not designated, but these are likely to be limited.	+/-? Opportunities for creation or enhancement of biodiversity and design of this into development. There may be some impacts on areas that are biodiverse but these are likely to be limited.
Water	0? Social and community facilities can use additional water (for instance for kitchens or showers) and produce additional wastewater. Again, this is likely to be limited.	0? Social and community facilities can use additional water (for instance for kitchens or showers) and produce additional wastewater. This is likely to be limited.
Soil	0? The policies aim to minimise the unnecessary use of land by requiring developers to show that other existing facilities cannot be used. Land take by new community and social facilities is likely to be limited.	0? In allocating required sites the unnecessary use of land could be minimised however this efficiency of this approach would depend on the type of land to be developed. Land take by new community and social facilities is likely to be limited.

Air, climatic factors	+/- The provision of new/enlarged social and community facilities can increase the need to travel by car as more people wish to use the facilities; but they can also reduce the need to travel if they provide facilities closer to where people live than before. New/expanded facilities will use energy for heating, lighting, etc. although this is likely to be limited.	++/- Planning the location of sites could minimise the need to travel between them reducing emissions from traffic which might otherwise be further apart New/expanded facilities will use energy for heating, lighting, etc. although this is likely to be limited. Ensure resilience to climate change through encouraging such uses away from vulnerable areas of the coast.
Material assets	+ New/enlarged social and community facilities would help to ensure the provision of adequate infrastructure. Such facilities can substitute, in a very efficient way, for the need for private provision of such facilities. The facilities could affect heritage assets, but other policies of the Plan should help to limit these impacts.	++/- Allocation of sites controls location in relation to existing infrastructure The facilities could affect heritage assets, but other policies of the plan should help to limit these impacts.
Landscape	0? The visual impact of expanded/new social and community facilities depends on their location, design and what they replace. The Local Centres policy requires facilities to be of a scale appropriate to the Local Centre. That on Outside of the Centres requires them to be of a "scale appropriate to its setting and where there are no unacceptable impacts on the visual appearance and amenity".	+/- Opportunities for landscape enhancement are counterbalanced by potential loss of, or visual impact on, landscape, open land and views.

Reasons for selecting this draft policy option

The Strategic Land Use Plan directs the Island Development Plan to enable the provision of an adequate range of social and community services and facilities according to need and demand. In accordance with the spatial strategy such development is directed towards the Main Centres and Main Centre Outer Areas with limited development, which would support community growth and the reinforcement of sustainable centres, at the Local Centres.

Access to a range of social and community services and facilities is recognised to be an important aspect of quality of life and the Island Development Plan supports proposals for new social and community facilities in Centres whilst protecting, enhancing and making the best use of existing sites and encouraging dual use of premises.

The locational requirements of social and community facilities vary significantly according to the particular use and often require a large area of land. The selected policy aims to accommodate this range to ensure appropriate provision of such facilities across each Main Centre and Local Centre.

Allocation of sites for social and community facilities is compromised by the range of uses which might need to be accommodated, each with specific requirements which might not be able to be met by a general allocation. Without known data on what development is required for each Local Centre, allocating sites for this use only may create lost opportunities for other development requirement that may emerge over the life of the Plan. For these reasons, that alternative policy option was not selected.

LEISURE AND RECREATION IN MAIN CENTRES, MAIN CENTRE OUTER AREAS, IN LOCAL CENTRES AND OUTSIDE OF THE CENTRES

Policy MC9(A): Leisure and Recreation in Main Centres and Main Centre Outer Areas – New, and Extension, Alteration or Redevelopment of Existing Uses

In Main Centres, new leisure or recreation developments, or extension, alteration or redevelopment of existing provision, will be supported.

In Main Centre Outer Areas new Formal Leisure or Indoor Formal Recreation developments will only be supported where:

- a. there is a specific operational or locational requirement that prevents the use of a site within a Main Centre; or,
- b. there is no site that is suitable and available within a Main Centre.

In Main Centre Outer Areas, proposals to extend, alter or redevelop existing facilities for Formal Leisure or Indoor Formal Recreation will be supported.

In Main Centre Outer Areas, new facilities for Outdoor Formal Recreation or Informal Leisure and Recreation, or facilities to support existing provision, will be supported provided that any built development is ancillary to the leisure or recreation use and kept to a scale consistent with the requirements of the leisure or recreational activity. In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

Policy MC9(B): Leisure and Recreation in Main Centres and Main Centre Outer Areas – Change of Use

The change of use of existing leisure or recreation facilities to other uses will be supported where it is demonstrated that:

- a. the existing facility will be adequately replaced on an appropriate site in a Main Centre or Main Centre Outer Area in accordance with the requirements of Policy MC9(A) or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of the Main Centres.

In all cases and areas proposals must also accord with all the relevant policies of the Island Development Plan.

Policy LC7(A): Leisure and Recreation in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New facilities for leisure or recreation, or facilities to support existing provision, will be supported, where:

- a. the development is of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre concerned; and,
- b. the development is not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- c. the proposals accord with all the other relevant policies of the Island Development Plan.

Where there are proposals to extend an existing Outdoor Formal Recreation or Informal Leisure and Recreation use, and where this would require extension onto land adjacent to the facility but outside the Local Centre boundary, such proposals will be supported provided they accord with other relevant policies of the Island Development Plan.

Policy LC7(B): Leisure and Recreation in Local Centres – Change of Use

The change of use of existing leisure and recreation facilities to other uses will be supported where it is demonstrated that:

- a. the existing facility can be adequately replaced on an appropriate site within the Local Centre concerned or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of a Local Centre.

In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

Policy OC9: Leisure and Recreation Outside of the Centres

Development to provide new formal leisure or indoor formal recreation will not be permitted Outside of the Centres except where:

- a. it is demonstrated that there is demand for the facility; and,
- b. it is demonstrated that there is a specific operational or locational requirement that prevents the use of a site within a Main Centre, Main Centre Outer Area or Local Centre; and,
- c. the proposal would not have an unacceptable impact on the vitality of a Centre; and,
- d. the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts.

Proposals to extend, alter or redevelop an existing formal leisure or indoor formal recreation use will be supported where it does not unacceptably increase the scale of the facility so that there are unacceptable adverse impacts on the character of the area or there would be an unacceptable impact on the vitality of a Centre.

Development to provide new facilities for outdoor formal recreation or informal leisure and recreation, or to extend, alter or redevelop existing facilities, will be supported providing that:

- i. any ancillary built development is proportionate to the nature and scale of the formal outdoor recreation or informal leisure and recreation use; and,
- ii. the visual impacts of ancillary built development can be mitigated to respect the character of the locality; and,
- iii. the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts.

Proposals to extend, alter or redevelop existing formal outdoor recreation or informal leisure and recreation uses on land adjoining the existing site will be supported providing that the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts and proposals satisfy all other relevant policies of the Island Development Plan.

The change of use of existing leisure and recreation facilities to other uses will be supported where it is demonstrated that: the existing facility can be adequately replaced on an appropriate site within the terms of the policies of the Island Development Plan or it is no longer required.

In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

The policies may enable EIA type development set out in Schedule 2(a) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”.

An Environmental Impact Assessment of the selected policies has been undertaken. The proposed amendments do not alter the environmental assessment of this policy. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan requires the Island Development Plan to enable the provision of an adequate range of leisure facilities to be developed according to need and demand (SLP10).
- Continuation of Policies SCR3-7 (UAP) and Policies RS3 and RS4 (RAP) in the Island Development Plan: this alternative was not selected as there would be no significant difference (environmentally) from the selected policy.
- Policy limiting development of leisure and recreation premises to solely within Main Centres: this alternative was not selected as it is in conflict with the spatial strategy and would impose undue limitations on a form of development which frequently requires large areas, not readily available within the built-up environment.

Environmental effects of the selected draft and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Allowing any leisure and recreation development within and around Main Centres	Allow leisure and recreation development in Agriculture Priority Areas which have not been proven unviable
Population	+/-? New/enhanced recreation and leisure projects will significantly help to improve well-being of the people who use them. They could, however, have significant noise, lighting, etc. impacts on nearby residents, especially if they host events such as football matches. The policies require new/enhanced development to not have an unacceptable impact on the vitality of the Main and Local Centres.	+/-? New/enhanced recreation and leisure projects will significantly help to improve well-being of the people who use them. They could, however, have significant noise, lighting, etc. impacts on nearby residents, especially if they host events such as football matches. Potential impact on uses other than leisure and recreation through over-provision of facilities to the detriment of e.g. the economy.	+/-? New/enhanced recreation and leisure projects will help to improve well-being of the people who use them. They could, however, have significant noise, lighting, etc. impacts on nearby residents and uses, especially if they host events such as football matches. Potential loss of important agricultural land, undermining food production on the Island.
Flora & fauna	-? Recreation and leisure facilities can be large, but other parts of the Plan would help to protect Areas of Biodiversity Importance. There may be some impacts on areas that are biodiverse but not designated.	-? Recreation and leisure facilities can be large, but other parts of the Plan would help to protect areas of biodiversity importance. There may be some impacts on areas that are biodiverse but not designated.	--/+? Recreation and leisure facilities can make poor use of land resources due to their size and could result in significant adverse impacts on biodiversity through noise, lighting, traffic, etc. Such development could however provide opportunities for habitat creation/enhancement.
Water	- Recreation and leisure facilities can use significant amounts of water	- Recreation and leisure facilities can use significant amounts of water (for	- Recreation and leisure facilities can use significant amounts of water (for

	(for instance for swimming pools and showers) and produce additional wastewater.	instance for swimming pools and showers) and produce additional wastewater.	instance for swimming pools and showers) and produce additional wastewater.
Soil	0 The MC/MCOA policy requires new projects in Main Centre Outer Areas to be of "a scale consistent with the requirements of the leisure and/or recreational activity". This requirement does not apply to the other scenarios. Generally Guernsey's high land values are likely to encourage developers to make efficient use of land, so impacts should be limited.	-- Leisure and recreation uses can take up a large amount of land and, particularly where a proposal relates to open land, might have a negative impact. Such uses might represent an inefficient use of the land resource in areas to which many other types of development are directed.	-- Leisure and recreation uses can take up a large amount of land and, particularly where a proposal relates to open land, might have a negative impact. Such uses might represent an inefficient use of the land resource and would result in compaction of soil and a reduction in its quality.
Air, climatic factors	- The provision of new/enhanced recreation and leisure facilities can increase the need to travel by car as more people wish to use the facilities; but they can also reduce the need to travel if they provide facilities closer to where people live than before. New/expanded facilities will use energy for heating, lighting, etc. This could be significant, e.g. heating pools.	- The provision of new/enhanced recreation and leisure facilities can increase the need to travel by car as more people wish to use the facilities; but they can also reduce the need to travel if they provide facilities closer to where people live than before. New/expanded facilities will use energy for heating, lighting, etc. This could be significant, e.g. heating pools.	-- Agricultural Priority Areas are located away from centres of population so increasing the need to travel by car to access leisure and recreation facilities. New/expanded facilities will use energy for heating, lighting, etc. This could be significant, e.g. heating pools.
Material assets	+ New/enhanced recreation and leisure facilities would help to ensure the provision of adequate	+/- New/enhanced recreation and leisure facilities would help to ensure the provision of adequate	+/- New/enhanced recreation and leisure facilities would help to ensure the provision of adequate

	<p>infrastructure. Such facilities can substitute, in a very efficient way, for the need for private provision of such facilities. The facilities could affect heritage assets, but other policies of the Plan should help to limit these impacts.</p>	<p>infrastructure. Such facilities can substitute, in a very efficient way, for the need for private provision of such facilities. The facilities could affect heritage assets.</p>	<p>infrastructure to rural areas and can substitute, in a very efficient way, for the need for private provision of such facilities. The facilities would have a significant effect on agricultural land and could affect heritage assets.</p>
Landscape	<p>-? The visual impact of new/enhanced recreation and leisure facilities depends on their location, design and what they replace. However, they could include large industrial type buildings and floodlit pitches. The policy on MCOAs requires new facilities for Outdoor Formal Recreation or Informal Leisure and Recreation, or facilities to support existing provision, to be "kept to a scale consistent with the requirements of the leisure and/or recreational activity". The LC policy requires new development to be of "a scale that is appropriate to the character of the Local Centre". The OC policy has no similar requirements, so could lead to significant visual impacts.</p>	<p>-? The visual impact of new/enhanced recreation and leisure facilities depends on their location, design and what they replace. However they could include large industrial type buildings and floodlit pitches.</p>	<p>- The visual impact of recreation and leisure facilities in agricultural areas would be significant, in particular where it would include large industrial type buildings and floodlit pitches.</p>

Reasons for selecting this draft policy option

The Strategic Land Use Plan highlights the importance of access to leisure and recreation facilities in quality of life, providing economic, cultural, educational and health benefits. It directs the Island Development Plan to enable the provision of an adequate range of leisure facilities according to need and demand.

The Island Development Plan supports proposals for new leisure and recreation facilities whilst protecting, enhancing and making the best use of existing sites and encouraging dual use of premises.

The locational requirements of leisure and recreation facilities vary significantly according to the particular use and often require a large area of land. The selected policy aims to accommodate this range to ensure appropriate provision of such facilities within and around each Main Centre, in Local Centres and Outside of the Centres.

A policy option which enables any leisure and recreation development only within Main Centres and Main Centre Outer Areas was not selected due to the potential for provision of uses in locations which may have been subsequently proven not to be the most suitable. This may have resulted in lost opportunities to site certain types of facilities in Main Centres, which would otherwise have enhanced vitality.

Allowing leisure and recreation development in Agriculture Priority Areas which have not been proven unviable for agricultural use was not selected as an option due to the significant effects on the use of that agricultural land, including undermining food production on the Island, and on the overall landscape.

DEVELOPMENT OF STRATEGIC IMPORTANCE AND STRATEGIC OPPORTUNITY SITES

Policy S5: Development of Strategic Importance

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 the public interest may, exceptionally, be allowed where:

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

Policy S6: Strategic Opportunity Sites

Proposals for development that is clearly demonstrated to be capable of delivering strategic objectives of the States of Guernsey may, exceptionally, be allowed on specific sites identified by the Environment Department as Strategic Opportunity Sites that are, or are becoming, obsolete for their intended purpose or are underused in their current form provided that:

- a. it can be demonstrated that the proposals would meet a specific social, economic or environmental objective of the States of Guernsey, as set out within the States' Strategic Plan; and,
- b. it can be demonstrated that the proposals otherwise meet the Principal Aim and relevant Plan Objectives and relevant General Policies of the Island Development Plan; and,
- c. proposals for development are in accordance with an approved Local Planning Brief for the site; and,
- d. the development will result in an environmental enhancement of the area.

The policy may enable EIA type development set out in Schedule 1 of the EIA Ordinance. It may also enable EIA type development set out in Schedule 2 of the EIA Ordinance.

An Environmental Impact Assessment of the selected policies has been undertaken. The proposed amendments do not alter the environmental assessment of this policy. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan requires the Island development Plan to make provision for the planning of sites where potential exists to meet the corporate economic, social and environmental objectives of the States as an exception to the spatial strategy (LP12) and because future development, essential for the health, well-being, safety and security of the community, may not be known at the time of drafting Plan policies.
- Policy allowing development of strategic importance generally anywhere: not explored as the spatial strategy permits such development beyond the Main and Local Centres only in exceptional circumstances.
- Policy allowing no exceptions to the spatial strategy: not explored as the spatial strategy within the Strategic Land Use Plan requires the Island development Plan to make provision for such development in exceptional circumstances.
- Continuation of Policies ED1 (UAP) and RD1 (RAP) in the Island Development Plan: this alternative was not selected as it operates under a very restrictive framework, in conflict with the requirements of the Strategic Land Use Plan (LP12).

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	No requirement to demonstrate lack of availability of an alternative, more suitable, site	No requirement for the site to be obsolete or underused in its current form
Population	++ By definition, these policies aim to promote health, well-being, safety and security (or the Plan Objectives).	+/- These policies would promote development in the "public interest, or health, or well-being, or safety, or security of the community" but could result in lost opportunities to select the best site for the proposal and may leave obsolete or underused land.	+/- These policies would promote development in the "public interest, or health, or well-being, or safety, or security of the community" but could result in loss of otherwise important uses.
Flora & fauna	--? These policies could lead to a wide range of development, including Island-wide road, telecommunications, energy, etc. developments. Developments of strategic importance, those on strategic opportunity sites and infrastructure are all likely to be large scale developments with the potential to have a significant impact on biodiversity, soil, water, air quality/ climatic factors, material assets and/or the landscape (see above).	--? These policies could lead to a wide range of development, including Island-wide road, telecommunications, energy, etc. developments. Strategically important development is likely to be large scale with the potential to have significant impact on biodiversity, soil, water, air quality/ climatic factors, material assets and/or the landscape and these effects would be exacerbated if control could not be exercised over its location.	--? This policy could promote reuse, or more efficient use, of land but could lead to a wide range of development, including Island-wide road, telecommunications, energy, etc. developments. Strategically important development is likely to be large scale with the potential to have significant impact on biodiversity, soil, water, air quality/ climatic factors, material assets and/or the landscape.
Water			
Soil			
Air, climatic factors			
Material assets			
Landscape			

	The policies call for the projects to "provide the best fit with the Core Policies of the Plan" which will include environmental/sustainability policies, but they do not require the project's benefits to outweigh their possible environmental harm, nor to minimise the environmental harm caused by the development.		
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Reasons for selecting this policy option

The Strategic Land Use Plan notes the importance of establishing a flexible approach to the control of development that can adapt to more or less growth or change over time and that enables reasonable development aspirations to be met. Strategic opportunity sites will generally be larger sites that take in several parcels of land and/or are becoming obsolete for their intended purpose or are underused in their current form and may include hospitals, schools and industrial areas.

Proposals for development of these sites must be clearly justified and must demonstrate, through a detailed and comprehensive site selection study, that the proposals represent the best practicable option, taking into account all relevant economic, social and environmental considerations. These developments must meet a specific social, economic or environmental objective of the States, as set out in the States' Strategic Plan. Opportunities for environmental enhancement will be a key consideration.

The Island development Plan is required by the Strategic Land Use Plan to make provision for the planning of sites where potential exists to meet the corporate economic, social and environmental objectives of the States as an exception to the spatial strategy. As a result of this strategic direction, the option of not having such a policy was not considered a reasonable alternative to explore.

Where development is of strategic importance, an alternative to not require proposals to demonstrate a lack of availability of an alternative, more suitable, site was not selected as while such a policy would promote development in the "public interest, or health, or well-being, or safety, or security of the community" it could result in lost opportunities to select the best site for the proposal and may leave brownfield, obsolete or underused land which would not result in the most efficient and effective use of land.

For the same reasons a policy option which did not require the development site to be obsolete or underused in its current form was also ruled out.

HARBOUR ACTION AREAS (HAA) AND MAIN CENTRE PORT DEVELOPMENT

Policy MC10: Harbour Action Areas

Detailed strategies for the development of the St Peter Port Harbour Action Area and the St Sampson's Harbour Action Area will be provided in a Local Planning Brief for each area when approved by the States of Guernsey.

Proposals for development or redevelopment within a Harbour Action Area will be supported where they are in accordance with the Principal Aim of the Island Development Plan and the relevant Local Planning Brief for the area and are consistent with the Plan Objectives.

Where there is not an approved Local Planning Brief for the Harbour Action Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- a. would not prejudice the outcomes of the Local Planning Brief process; or,
- b. would not inhibit the implementation of an approved Local Planning Brief; and,
- c. accords with all other relevant policies of the Island Development Plan.

Policy IP3: Main Centre Port Development

Proposals for development or redevelopment within St Peter Port Harbour and St Sampson's Harbour will be supported where they are in accordance with the Principal Aims and Spatial Policy of the Island Development Plan, are consistent with the relevant Plan Objectives of the Island Development Plan and are in accordance with an approved Local Planning Brief for the area.

Where there is not an approved Local Planning Brief for a Harbour Action Area or where the proposed development is of a minor or inconsequential nature, proposals for port related development that is essential to the effective, efficient and safe operation of the ports will be supported providing that the development would not prejudice the outcomes of the Local Planning Brief process and would not inhibit the implementation of an approved Local Planning Brief.

Where there is not an approved Local Planning Brief for a Harbour Action Area and where development is not of a minor or inconsequential nature, proposals for operational development required for the functioning of the Ports will be supported providing that the development:

- a. would not prejudice the outcomes of the Local Planning Brief process; and,
- b. would not inhibit the implementation of an approved Local Planning Brief; and,
- c. would not have an adverse effect on the distinctive character and historic setting of the harbours and quayside or on important public views.

Proposals which prejudice the effective, efficient and safe operation of the Ports will not be permitted.

The policies would enable EIA type development set out in Schedule 2(a) and (b) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

“...construction of roads, harbours and port installations...”

An Environmental Impact Assessment of the selected policies has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policies and can be seen in Appendix B.

Two specific areas have been designated as part of Policy MC10: Harbour Action Areas. The areas comprise the Island’s two main harbours. The minor boundary amendments proposed to the HAAs as shown on Map Insets 5 & 6³⁹ do not alter the environmental assessment of this policy.

Alternatives not considered reasonable to explore

- Current policies of the Urban Area Plan aim to retain and safeguard sites suitable for port-related development (ETL1), achieve the improvement of existing and construction of new facilities in accordance with an approved Harbour Strategy (ETL2), take into account distinctive character, public views, and conservation/enhancement of architectural/historic features (ETL3) and provide an appropriate mix of public uses (ETL4): the requirements of these policies are covered within the selected policy, or are covered elsewhere in the Island Development Plan and so are not here explored as an alternative policy option.

Environmental effects of the selected draft policies and of reasonable alternatives

³⁹ ‘Proposed Mapping Amendments to the Draft Island Development Plan– Annex II’ September 2015, Environment Department.

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policies	No designation of Harbour Action Areas (HAAs)
Population	++/- Harbour Action Areas aim to develop the harbour areas in a comprehensive manner. These policies aim to ensure that the Harbour Action Areas are developed effectively and that port-related development supports port activities. Compared to the current situation, this will help to improve facilities in the harbour areas, regenerate areas that are not well used at the moment and support well-being. However, it will have short-term negative impacts during construction.	-- HAAs aim to develop the harbour areas in a comprehensive manner. Without such designations and reliance on policy wording alone, the effective development of port-related activities could not be assured. Compared to the current situation, which designates Harbour Areas within the UAP, this would compromise improvement of facilities in the harbour areas, and regeneration of areas that are not well used at the moment, to the detriment of well-being.
Flora & fauna	- The harbour/port areas are biodiverse areas and St Sampson's Harbour is adjacent to several Areas of Biodiversity Importance. Redevelopment of these areas, or port development, could have significant impacts on biodiversity.	-- The harbour/port areas are biodiverse areas and the Bridge HAA is adjacent to several sites of biodiversity importance. Without HAAs, containment of port-related development would be more difficult, potentially to the significant detriment of biodiversity.
Water	- Both harbours/ports are near sensitive water bodies, including the streams flowing into the harbour on the south side of Town and the bays at/near the ports. Port-related development and other development emerging as part of Harbour Action Areas are likely to affect the quality of these water bodies during construction (e.g. silting) and possibly during operation (e.g. runoff).	- Both harbours/ports are near sensitive water bodies, including the streams flowing into the Harbour on the south side of Town, and the bays at/near the ports. Port-related development and other development emerging, with or without designated HAAs, are likely to affect the quality of these water bodies during construction (e.g. silting) and possibly during operation (e.g. runoff).
Soil	+ The Harbour Action Areas aim to make better use of the land around the harbours, and reduce the need for	- The HAAs aim to make better use of the land around the harbours, and reduce the need for greenfield

	greenfield development.	development. Without HAAs, this level of protection would not be enabled.
Air, climatic factors	- There are no significant air pollution impacts at the sites. The harbour walls in Town and at the Bridge are prone to overtopping by floodwaters. Regeneration of the areas is likely to result in parking areas being moved away from the harbour area and replaced with other development. The new development could itself generate traffic movements, and is also likely to use more energy.	- There are no significant air pollution impacts at the sites. The harbour wall at the Bridge is prone to overtopping by tidal floodwaters. With or without designated HAAs, regeneration of the areas is likely to result in parking areas being moved away from the harbour area, and replaced with other development. The new development could itself generate traffic movements, and is also likely to use more energy.
Material assets	? The harbour frontages include many protected buildings and are both Conservation Areas. Redevelopment of the sites could have a negative effect on these buildings/Conservation Areas if done insensitively, but has the potential to enhance the buildings and their setting. Port-related development should "not have an unacceptable impact on the distinctive character and historic setting of the harbours and quayside".	? The harbour frontages include many protected buildings and are both Conservation Areas. Redevelopment of the sites could have a negative effect on the buildings/CAs if done insensitively, but has the potential to enhance the buildings and their setting. With or without designated HAAs, other Plan policies require that development has no unacceptable impact on distinctive character and historic setting.
Landscape	++ Both harbours are very visible, used by a large number of people and are one of the first sights of the Island for many tourists. One of the main purposes of the Harbour Action Areas would be to enhance the townscape of these very visible sites. Port-related development should "not have an unacceptable impact on... important public views."	+ Both harbours are very visible and used by a large number of people and are one of the first sights of the Island for many tourists. One of the main purposes of the HAAs would be to enhance the townscape of these very visible sites and this opportunity could be lost without such designations. However, other Plan policies serve to protect townscape.

Reasons for selecting this draft policy option

The harbours of St Peter Port and St Sampson provide key strategic infrastructure that ensures the continuing import and export of goods, raw materials and fuel. St Peter Port is one of the gateways to Guernsey and is the arrival and departure point for commercial ferry and cruise liner passengers with associated security requirements. The Harbours also support a range of harbour related industries including Guernsey's commercial fishing fleet and provide leisure and recreation opportunities.

The Strategic Land Use Plan requires a balance between the operational needs of the functioning ports and making the most of opportunities in the harbour areas for other development for the greater good of the economy and community.

In the St Peter Port and St Sampson's harbour areas a coordinated approach to the planning of mixed use development, to look at opportunities beyond the purely functional requirements of the ports, has the potential to enhance and promote wider social, economic and environmental objectives through improved infrastructure, commercial, leisure and recreation opportunities, enhancing the environment and reducing the negative impacts of traffic.

A policy option which designates no Harbour Action Areas (HAAs), given the value of the harbours to the Island, and the significant complex pressures for development in these areas, is not a viable option. The different competing needs of these areas in Town and at the Bridge require further work to establish the optimum land use solution. This can only be devised by looking at the areas as a whole. Without a policy on Harbour Action Areas, the mixed uses of the Main Centres would not give an appropriate balance. Decisions on projects without a framework for the area would surely lead to lost opportunities. The selected policy will enable, and yet concentrate, development whilst ensuring a more discernible level of protection for the environment and still allowing Main Centre port development to be considered before a framework has been established.

RENEWABLE ENERGY PRODUCTION

Policy IP1: Renewable Energy Production

Proposals for installations for the harnessing of renewable energy, and ancillary and associated development, will be supported where:

- a. the development can be satisfactorily incorporated into the built form of an existing or proposed development, or is located on brownfield land; or,
- b. the proposal is located on a redundant glasshouse site where the development is of an appropriate scale and location; and,

- c. the proposals do not involve the development of a redundant glasshouse site, within or adjacent to an Agriculture Priority Area or they do involve such a site but it is successfully demonstrated to the Environment Department's satisfaction that the site cannot positively contribute to the commercial agricultural use of an identified Agriculture Priority Area or cannot practically be used for commercial agricultural use without adverse environmental impacts or the renewable energy infrastructure is of a design that would allow agricultural activity to continue on the site; or,
- d. the proposals would not involve the development of land which can contribute positively to a wider area of open land.

Proposals that involve the development of greenfield land, other than redundant glasshouse sites, will only be supported where the renewable energy infrastructure is subterranean and it can be demonstrated that the proposal will not compromise the ability to utilise the land for agricultural purposes.

In all cases proposals must accord with all other relevant policies of the Island Development Plan.

The Environment Department will consider the placing of a planning condition on all permissions for development concerning renewable energy infrastructure requiring the complete removal of all equipment and associated structures, and the restoration of the land once the development is no longer required or is obsolete.

The policy would enable EIA type development set out in Schedule 1(g) of the EIA Ordinance as follows:

"...non-domestic installations for the production of energy, including, without limitation, installations for marine power generation and for the harnessing or wind power, but excluding installations for the harnessing of wind power where the development involves the installation of no more than 1 turbine..."

An Environmental Impact Assessment of the selected policy has been undertaken. The proposed amendments have been considered and do not alter the environmental assessment. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: this alternative was not explored as the Strategic Land Use Plan requires the Island Development Plan to enable such development (LP2).
- Specifying a particular type of technology: so as to accommodate future advances in efficiencies the policy does not prefer any particular technology.
- Only permitting renewable energy installations on brownfield sites: this alternative was considered to have too limiting an approach where the

intention is to achieve a shift towards increase in the use of renewable sources of energy.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Encouraging renewable energy installations on primary agricultural land	Allowing renewable energy installations only on redundant glasshouse sites
Population	++/- Increased generation of renewable energy would increase the Island's energy security but could have health impacts in terms of noise, flicker, etc. The policy wording ensures that open space is not affected.	++/- Installations may be located further from centres of population so lessening impact on amenity and visual impact on buildings of character Enhanced energy self-reliance but reduced food production through loss/lower intensity of use of agricultural land	+ Enhanced energy self-reliance, but less than under preferred option resulting from restrictions on location Agricultural and other open land would remain available for use, whether for farming, recreation or wildlife
Flora & fauna	--? Renewable energy installations can affect flora and fauna through construction disturbance, land take, noise, bird strike, etc.	-- Effect on wildlife routes and habitat, including from changes in air/water flow	- Effect on wildlife routes and habitat, including through changes in air flow
Water	- Depending on the type of installation, renewable energy projects can affect groundwater flow, coastal hydrology, etc.	- Depending on the type of installation, renewable energy projects can affect groundwater flow, coastal hydrology, etc.	- Depending on the type of installation, renewable energy projects can affect groundwater flow, coastal hydrology, etc.
Soil	0 The policy is for development of renewable energy only on previously developed land or where it will not compromise the use of land for agricultural purposes.	-- Compaction of soil during and as a result of construction Loss of agricultural land	0 The policy is for development of renewable energy only on previously developed land or where it will not compromise the use of land for agricultural purposes

Air, climatic factors	+ Renewable energy installations would replace similar installations that provide energy through the burning of fossil fuels. They would help to support self-sufficiency. The relatively constrained wording of the policy (very limited greenfield development) limits the scale of these benefits.	++ Greater opportunity to reduce reliance on fossil fuels, leading to reduced output of carbon emissions and improvements in air quality and slowed climate change/global warming	+/- Reduction in reliance on fossil fuels leading to reduced output of carbon emissions and improvements in air quality and slowed climate change/global warming, but less than under preferred option. Possible release of dust and contaminants to air during/as a result of construction
Material assets	+/- Other policies in the Plan would guard against significant impacts on protected buildings, etc. However, cumulatively this policy could result in some impacts on the settings of protected buildings, Conservation Areas, etc. The policy helps to provide adequate energy for the Island. It may require associated infrastructure, e.g. new underground cables, which could have further cumulative impacts on archaeology, etc.	+/- Other policies in the Plan would protect against significant impacts on listed buildings, etc. However, cumulatively this policy could result in some impacts on the settings of listed buildings, conservation areas, etc. Additional infrastructure required to convey energy produced from areas that might be further from urban clusters	++/- Installations confined to redundant vineries which frequently require a degree of remediation, thus securing clearance of redundant glass Encourages enhanced energy infrastructure for the Island, although additional infrastructure required to convey energy produced from areas that might be further from urban clusters
Landscape	-/-- Most types of renewable energy involve considerable landscape impacts. The policy would support renewable development on	-- Greater impacts on visual access to open space and on the wider landscape Likelihood that agricultural or other open land would be preferred for such	+/-- Agricultural and other open land would remain available for use. However, the visual impacts on traditional landscape/seascape/

	<p>brownfield sites, redundant glasshouse sites and offshore, where visual impacts would be less acute than those on greenfield sites. Nevertheless, this would probably lead to significant visual impacts.</p>	<p>development at the expense of redundant glasshouse sites, limiting the opportunities for remediation of redundant horticultural sites and landscape</p>	<p>skyline associated with such installations would remain. Impacts on visual access to open space and on the wider landscape through retention of redundant vineries</p>
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Reasons for selecting this draft policy option

Guernsey has a responsibility to play its part in addressing the effects of use of fossil fuels on global climate change. The States-agreed Environmental Policy Plan sets out a general aim to reduce the Island's dependence on fossil fuels and the Strategic Land Use Plan requires the planning system to make provision for any development associated with the production of renewable energy that may be required.

Allowing development of previously developed land and redundant glasshouse sites for the harnessing of renewable sources of energy is environmentally preferable to siting these on primary open agricultural or other open land. The policy gives protection to open land and presents an opportunity for environmental enhancement through the clearance of redundant glass and ancillary structures including a requirement for complete removal of all equipment and the restoration of the land once the renewable energy development is no longer required or is obsolete. The policy could also enable the dual use of sites, with, for example, agricultural activities taking place around or under the infrastructure.

The option of encouraging renewable energy installations on primary agricultural land was not chosen so as to maintain and support the agricultural sector as directed by the Strategic Land Use Plan and to maintain and enhance the character of the Island in accordance with the primary aim of the Plan.

A policy permitting renewable energy installations only on redundant glasshouse sites was not selected as the incorporation of such installations within existing or proposed developments will provide the greatest opportunities and will represent the most practicable option in terms of connecting infrastructure and landscape impact. In addition, often, redundant glasshouse sites will be best suited to return to agricultural or other open land and so focusing renewable energy installations only on these sites would reduce the potential opportunities for energy generation.

WASTE MANAGEMENT FACILITIES

Policy IP2: Solid Waste Management Facilities

Development required to implement the States' Waste Strategy will be supported, providing it accords with all relevant policies of the Island Development Plan.

Proposals for development or redevelopment of waste management facilities within the St Sampson's Harbour Action Area, will be supported where they are in accordance with the Principal Aim and relevant Plan Objectives, the Spatial Policy and the relevant Local Planning Brief for the area.

Where there is not an approved Local Planning Brief for the St Sampson's Harbour Action Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- a. would not prejudice the outcome of the Local Planning Brief process, or;
- b. would not inhibit the implementation of an approved Local Planning Brief, and;
- c. would accord with all other relevant policies of the Island Development Plan.

Other than within the Longue Hougue Key Industrial Area, proposals for new waste management facilities required as part of the States' Waste Strategy will be regarded as Development of Strategic Importance (see Policy S5: Development of Strategic Importance).

Other new waste management facilities will only be permitted where they are located within Key Industrial Areas or Key Industrial Expansion Areas and accord with all other relevant policies of the Island Development Plan.

Proposals for alterations or extensions to existing waste management facilities on sites other than Longue Hougue and Mont Cuët will be considered on a case-by-case basis and must be an integral part of the States' Waste Strategy or required to comply with Environmental Health waste licensing or other legal requirements.

In all cases, development must be appropriately located having regard to the Spatial Policy and must accord with all other relevant policies of the Island Development Plan.

Facilities that are intended for personal use, such as bring bank sites should be located in Main Centres, Main Centre Outer Areas or Local Centres. Sites Outside of the Centres will only be acceptable where it can be demonstrated that no suitable sites are available within a Centre. Where possible these should be located in close proximity to other community facilities.

The policy would enable EIA type development set out in Schedule 1(a) and (c) of the EIA Ordinance as follows:

"...a site for the disposal or processing of waste, including landfill sites, sites for the disposal of hazardous waste, for waste incineration or for the production of energy from waste, but, for the avoidance of doubt, excluding a small scale facility for the recycling or sorting of waste..."

"...sludge deposition sites..."

The policy may also enable EIA type development set out in Schedule 2(a) and (f) of the EIA Ordinance as follows:

"...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare..."

An Environmental Impact Assessment of the selected policy has been undertaken. The proposed amendments have been considered and do not alter the original

environmental assessment. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alongside continuation of the landfill site at Mont Cuet, a specific site has been identified for waste management at Longue Hougue. Assessment of these is included within the Environmental Impact Assessment.

Alternatives not considered reasonable to explore

- No policy: the Strategic Land Use Plan directs the Island Development Plan to ensure that sufficient land is available for future solid waste treatment solutions to enable implementation of the Waste Strategy (SLP24).
- Continuation with current approach which generally supports proposals for solid waste management facilities provided these accord with other Plan policies (UAP Policy WWM6): this alternative was not explored as the Island's requirements concerning the treatment of solid waste have advanced since the time of drafting of Policy WWM6 and are now tied to the Waste Strategy.
- Specification of methods of solid waste treatment: not explored in order to accommodate future advances in technology and as the Strategic Land Use Plan facilitates treatment of solid waste by a range of methods.
- Allowing new waste management facilities beyond the Key Industrial Areas: not explored as the policy refers these to Policy S5: Development of Strategic Importance.
- Increased landfill through identification of new landfill sites: the Waste Strategy stresses the importance of the Island moving away from landfill in order to reduce damage on the environment and to deal with waste in a more sustainable and less harmful way.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	No new waste management facilities, and no extension or alteration to existing facilities beyond Longue Hougue
Population	+/- This policy helps to ensure that new and expanded waste facilities have minimal impact on quality of life by locating them at/near existing facilities or in otherwise suitable locations. Unfortunately Longue Hougue is in a built-up area which has the potential to enhance well-being much more if used for other purposes; and it generates considerable traffic which affects quality of life. Any spillages, etc. from Longue Hougue would also affect a large population. Bring bank sites provide a useful public service, but can be noisy and unsightly for nearby residents.	++/- This policy helps to ensure that new waste facilities have minimal impact on quality of life by locating them at an existing facility, avoiding the of new/extended facilities which could be significant. Unfortunately Longue Hougue is in a built-up area which has the potential to enhance well-being much more if used for other purposes (e.g. waterfront homes, park); and it generates considerable traffic which affects quality of life. Any spillages, etc. from Longue Hougue would also affect a large population. Intensification could exacerbate these effects.
Flora & fauna	-- Waste management projects can have significant impacts on biodiversity, including land take, emissions and leachate, noise and dust. Longue Hougue is adjacent to the coast; almost surrounds a 4.5Ha Area of Biodiversity Interest; includes a small Area of Biodiversity Interest on its northern edge (Mont Crevelt) and has other Areas of Biodiversity Interest within 100m on its western and south western sides. Mont Cuet is adjacent to the coast and very close to L'Ancrese Common SSS. Both sites have the potential to significantly affect biodiversity through noise, lighting, leakage, disturbance, etc.	--/+ Waste management projects can have significant impacts on biodiversity, including through land take, emissions and leachate, noise and dust. Longue Hougue is adjacent to the coast; almost surrounds a 4.5Ha area of biodiversity interest; includes a small area of biodiversity interest on its northern edge (Mont Crevelt), and has other areas of biodiversity interest within 100m on its western and south-western sides. The site has the potential to significantly affect biodiversity through noise, lighting, leakage, disturbance, etc. However, preventing development of new facilities elsewhere will contain this.

Water	<p>- The policy aims to focus larger scale waste management projects at/adjacent to existing sites, where the large scale operations offer greater scope to protect water quality. However, increased/ continuing operations would increase runoff, have the potential to lead to leaks and spillages and could release historic contaminants.</p> <p>The Longue Hougue site almost surrounds a 2.6Ha reservoir used for drinking water. Increased use of the site is likely to increase the risk of dust and other airborne pollutants settling on the reservoir; and of direct contamination of the reservoir. Both Longue Hougue and Mont Cuët are adjacent to the sea, with potential for water contamination.</p>	<p>-/+? The policy aims to contain larger scale waste management project at an existing site, where the large scale operations offer greater scope to protect water quality. However increased/ continuing operations would increase runoff, have the potential to lead to leaks and spillages and could release historic contaminants. The Longue Hougue site almost surrounds a 2.6Ha reservoir used for drinking water. Increased use of the site is likely to increase the risk of dust and other airborne pollutants settling on the reservoir; and of direct contamination of the reservoir. Longue Hougue is adjacent to the sea, with potential for water contamination but elsewhere water would be protected.</p>
Soil	<p>+/- The policy aims to focus larger scale waste management projects at/adjacent to existing sites, to help to promote efficient land use. Expansion of Mont Cuët is unlikely, but development at Longue Hougue would be on reclaimed land so soil quality would not be affected. That said, waste management sites have the potential to affect soil quality through soil instability, leakage to soil, etc.</p>	<p>++/- The policy aims to focus larger scale waste management projects at existing sites, helping to promote efficient land use. Development at Longue Hougue would be on reclaimed land, so soil quality would not be affected. That said, waste management sites have the potential to affect soil quality through soil instability, leakage to soil, etc. Preventing development beyond Longue Hougue would avoid this.</p>
Air, climatic factors	<p>+/- The policy aims to focus larger scale waste management projects at/adjacent to existing sites, where the large scale operations offer greater scope to control emissions. Longue Hougue being sited near the key sources of waste – the Main Centres – also helps to reduce the distance travelled by waste lorries.</p>	<p>+/- The policy aims to focus larger scale waste management projects at an existing site, where the large scale operations offer greater scope to control emissions. Longue Hougue being sited near the key sources of waste – the Main Centres – also helps to reduce the distance travelled by waste lorries but could</p>

	On the other hand, transport of waste to Mont Cuet does require considerable travel distance; and waste generates methane (a powerful greenhouse gas) as well as odours.	necessitate additional traffic movements from further afield.
Material assets	+/- Waste management sites provide necessary infrastructure for the Island. Mont Cuet provides only landfill and so does not support the waste hierarchy. A 'waste management complex' is proposed at Longue Hougue but it is unclear what this will contain, and the extent to which this will promote the waste hierarchy. The Longue Hougue site includes, and forms a backdrop to, Mont Crevelt Napoleonic tower, and affects views from, and the setting of, a number of other heritage features. Mont Cuet is a protected monument surrounded by archaeological areas, but continued operations are unlikely to significantly change the situation regarding material assets.	++/- Waste management sites provide necessary infrastructure for the Island. The Longue Hougue site includes, and forms a backdrop to, Mont Crevelt Napoleonic tower and affects views from, and the setting of, a number of other heritage features. Mont Cuet is surrounded by archaeological areas, but continued operations are unlikely to significantly change the situation regarding material assets.
Landscape	- The Mont Cuet operations can only be seen from limited locations. Longue Hougue is very visible from many locations but is currently low-level; increased operations there have the potential to have significant visual impacts. Generally waste management operations are unsightly, even with mitigation.	-/0 Longue Hougue is very visible from many locations but is currently low-level; increased operations there have the potential to have significant visual impacts. Generally waste management operations are unsightly, even with mitigation: limiting such development would maintain the status quo in many locations.

Reasons for selecting this draft policy option

Guernsey's waste facilities are an essential part of the Island's infrastructure and exist to safeguard public health and to protect the environment. It has long been recognised that the Island's current method of waste disposal – landfill – is not sustainable and, in February 2012, the States approved the 'Revised Waste Strategy', which was formulated with the internationally accepted principle of the Waste Hierarchy at its core.

To implement the Waste Strategy a number of new facilities and changes to existing facilities will be required that are relevant to land planning and subject to the provisions of this policy. These are:

- Materials Recovery Facilities
- Waste Transfer Station
- In-Vessel Composter
- Civic Amenity Site
- Repair and Reuse Centre.

Longue Hougue has been identified as a Key Industrial Area (KIA) and a Key Industrial Expansion Area. With existing waste management facilities, Longue Hougue is considered a suitable location for a waste management complex to incorporate the new facilities and is allocated for such within the Waste Strategy, to replace Mont Cuet landfill site for the disposal of putrescible refuse and residual waste. A range of other waste management facilities are located around the Island, including waste sorting, waste recovery and recycling sites/bring banks.

The selected policy sets out to support waste management facilities which are part of the States of Guernsey's agreed Waste Strategy. Means by which to deal with the Island's waste must play a vital part in Guernsey's infrastructure and must remain modern and comprehensive. The option of applying a more restrictive policy, not permitting new, or extensions/alterations to existing, development, was therefore rejected as being too restrictive and not allowing the States' objectives to be met despite having a lesser environmental impact than the policy selected.

SMALL SCALE INFRASTRUCTURE PROVISION

Policy IP11: Small-scale Infrastructure Provision

Proposals for small scale infrastructure development will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure and accords with the other relevant policies of the Island Development Plan.

In all cases, the applicant will first be required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

The policy would enable EIA type development set out in Schedule 2(d) and (j) of the EIA Ordinance as follows:

“...any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance...”

“...any change or extension to any development of a description set out in –

- (i) Schedule 1, or*
- (ii) paragraphs (a) to (i) of this Schedule,*

where planning permission has already been given for that development or that development has already been carried out or is being carried out, and the change or extension may have significant adverse effects on the environment.”

An Environmental Impact Assessment of the selected policy has been undertaken. The proposed amendments have been considered and do not alter the original environmental assessment. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: this alternative was not explored as the Strategic Land Use Plan directs that provision will be made within the Island Development Plan for development of Guernsey’s infrastructure (LP11).

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Support small scale infrastructure, 'encouraging' (rather than 'requiring') it to be shown that sharing of existing facilities, etc. is not possible
Population	<p>++/- The aim of infrastructure is to improve people's lives, for instance in terms of better social links, greater economic efficiency and the possibility of working remotely or from home.</p> <p>On the other hand, telecommunications equipment can increase noise, visual impact and may have other health impacts on people living near it.</p>	<p>+/- The aim of infrastructure is to improve people's lives, for instance in terms of better social links, greater economic efficiency and the possibility of working remotely or from home.</p> <p>On the other hand, telecommunications equipment can increase noise, visual impact, and may have other health impacts on people living near it.</p> <p>New equipment will have an increased effect compared to the sharing of existing facilities, etc.</p>
Flora & fauna	<p>- Small scale infrastructure is unlikely to significantly affect biodiversity on its own, but could cumulatively have a significant effect, for instance if a series of small scale substations and telecommunication poles need to be erected. Possible impacts include trenching, land take by equipment and runoff.</p>	<p>- Small scale infrastructure is unlikely to significantly affect biodiversity on its own, but could cumulatively have a significant effect, for instance if a series of small scale substations and telecommunication poles need to be erected, highlighting the importance of sharing facilities. Possible impacts include trenching, land take by equipment and runoff</p>
Water	<p>0? Land take, trenching and other activities associated with small scale infrastructure could affect the movement of water. However, this impact is likely to be limited.</p>	<p>0? Land take, trenching and other activities associated with small scale infrastructure could affect the movement of water. New equipment will have an increased effect compared to the sharing of existing facilities, etc. however this impact is likely to remain limited</p>

Soil	0? The policy promotes the sharing of facilities, which would make efficient use of land. However, it is also likely to lead to development that would take up greenfield land. That said, the impact of this is likely to be limited.	-? The policy encourages, but does not require, exploration of opportunities for sharing of facilities, which would make efficient use of land and is also more likely to lead to development that would take up greenfield land
Air, climatic factors	+/- Improvements to infrastructure (for instance telecommunications) can help to reduce the need to travel and thus air pollution and climate change. On the other hand, most infrastructure development requires energy during both construction and operation.	+/--? Improvements to infrastructure (for instance telecommunications) can help to reduce the need to travel and thus air pollution and climate change. On the other hand, most infrastructure development requires energy during both construction and operation – the more facilities constructed, the greater this impact: a possible consequence of not requiring exploration of opportunities for sharing of facilities
Material assets	+/- Land take, trenching and similar operations required for small-scale infrastructure have the potential to have a significant impact on archaeology. The policy encourages the efficient use of existing equipment and helps to ensure the provision of necessary infrastructure.	+/--? Land take, trenching and similar operations required for small-scale infrastructure has the potential to have a significant impact on archaeology. The policy encourages, but does not require, exploration of opportunities for sharing of facilities and so could compromise the efficient use of existing equipment
Landscape	-/--? The policy sets no requirements for infrastructure to have minimal visual impacts. Cumulatively, small-scale developments, such as additional telecommunications antennae, telecoms cabinets, small buildings including substations, etc. could have a significant impact on the landscape, particularly if they are located in rural areas.	-/--? The policy sets no requirements for infrastructure to have minimal visual impacts. Cumulatively, small-scale developments such as additional telecommunications antennae, telecoms cabinets, small buildings including substations, etc. could have a significant impact on the landscape, particularly if they are located in rural areas, exacerbated should opportunities for sharing of equipment not have been sufficiently explored

Reasons for selecting this draft policy option

Modern infrastructure is vital to the Island and its timely provision is an important objective of the Strategic Land Use Plan which supports making better use of existing, and providing additional capacity by extending existing or providing new, infrastructure.

Infrastructure includes the basic physical structures and large physical networks needed for the functioning of the Island community. Small scale forms of infrastructure development include affixing additional telecommunications antennae to existing structures, installation of telecommunications cabinets, the erection of small-scale buildings, electricity substations and other service apparatus. Sharing or co-location of facilities, buildings, apparatus and support structures makes the best practical, most effective and efficient use of existing buildings, infrastructure and land.

Support of small scale infrastructure, in the first instance 'encouraging' (rather than 'requiring') it to be demonstrated that sharing of existing facilities, etc. is not possible (UAP Policy ED2 and RAP Policy RD2) was not selected as it would not be in line with the principle of the draft Plan to make the most efficient use of land and resources.

PUBLIC CAR PARKING

Policy IP8: Public Car Parking

Within Main Centres and Main Centre Outer Areas proposals for the provision of new public car parks that would result in a net increase in space available to the public, will not be supported unless it forms part of a major, comprehensive development scheme brought forward through a Local Planning Brief for a Harbour Action Area and accords with relevant strategies of the States of Guernsey.

The relocation of existing public car parking within the Main Centres will be supported in principle where this would decrease the negative impact of the motor car on the quality of the urban environment.

The use for temporary car parking on vacant sites proposed for development will normally not be permitted.

Proposals for the creation, extension or loss of public car parking on sites outside of the Main Centres and Main Centre Outer Areas will be assessed against the other relevant policies of the Island Development Plan.

The policy would enable EIA type development set out in Schedule 2(a) and (d) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

“...any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance...”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B. The proposed amendments have been considered and do not alter the original environmental assessment.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan seeks investigation of opportunities to minimise the negative effects of car parking, particularly within the Centres, where this will ensure that the economic and social objectives of the States can be met (SLP37).

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Allowing a net increase in public car parking spaces within Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas	Directs public car parking from the Main Centres to the Main Centre Outer Areas	Allows temporary car parks on vacant sites proposed for development
Population	+/- Restrictions on public car parking are likely to increase congestion and driver stress. However, they are an essential support for other transport policies (both in this Plan and elsewhere) that support walking, cycling and public transport, with their benefits for health and inclusion. New and relocated parking areas are unlikely to have a significant impact on well-being and inclusion.	+/- Reduced restrictions on public car parking will reduce congestion and driver stress. However, provision of additional car parking would not support walking, cycling and public transport, or achievement of their benefits for health and inclusion. New parking areas are, though, unlikely to have a significant impact.	+/- This option would reduce parking provision within the Main Centres with the possible result of increased congestion and driver stress. This would support walking, cycling and public transport, with their benefits for health and inclusion though would be unlikely to have a significant impact.	+/- Reduced restrictions on public car parking will reduce congestion and driver stress. However, provision of additional car parking would not support walking, cycling and public transport, or achievement of their benefits for health and inclusion. Such use of vacant sites might delay development with related social effects. New parking areas, albeit temporary, are unlikely to have a significant impact.

Flora & fauna	+/- New/relocated parking areas could require land take that could affect biodiversity; but could also reduce vehicle movements in sensitive areas. Restrictions on public parking could help to reduce vehicle movements, severance, disturbance and air quality Island-wide.	+/- New parking areas could require land take that could affect biodiversity; but could also reduce vehicle movements in sensitive areas. Additional public parking could increase vehicle movements, severance, disturbance and reduce air quality Island-wide.	+/- New/relocated parking areas could require land take that could affect biodiversity; but could also reduce vehicle movements in sensitive areas. Restrictions on the location of public parking could help to reduce vehicle movements, severance, disturbance and increase air quality Island-wide.	0/- Temporary parking areas on vacant sites would require land take but is unlikely to affect biodiversity. It could avoid vehicle movements in sensitive areas. Additional public parking could increase vehicle movements, severance, disturbance and reduce air quality Island-wide.
Water	-? New/relocated parking areas could affect nearby water quality, for instance from polluted runoff. Restrictions on car parking would help to support other policies (e.g. on public transport) that reduce water pollution from the vehicle movements that they replace; however, this impact is unlikely to be significant.	-? New parking areas could affect nearby water quality, for instance from polluted runoff. Provision of additional parking would conflict with other policies that reduce water pollution from the vehicle movements that they replace; however this impact is unlikely to be significant.	-? Relocated parking areas could affect nearby water quality, for instance from polluted runoff. Restrictions on the location of car parking would help to support other policies (e.g. on public transport) that reduce water pollution from the vehicle movements that they replace; however this impact is unlikely to be significant.	-? Temporary parking areas could affect nearby water quality, for instance from polluted runoff. Provision of additional parking would conflict with other policies that reduce water pollution from the vehicle movements that they replace; however this impact is unlikely to be significant.

Soil	+/- New/relocated parking areas could require land take. Restrictions on car parking would help to support other policies (e.g. on public transport) that reduce the need for further parking areas and garages, both in the Main Centres, Main Centre Outer Areas and Island-wide.	-- New parking areas would require land take. Additional car parking would not support other policies that reduce the need for further parking areas and garages, both in the Main Centres and Main Centre Outer Areas.	+/- Relocated parking areas could require land take, freeing up land within the Main Centres for other, more efficient, uses. Restrictions on the location of car parking would help to support other policies (e.g. on public transport) that reduce the need for further parking areas and garages in the Main Centres but would not be supportive of the same in the Main Centre Outer Areas.	-- Temporary parking areas could require land take. Additional car parking would fail to support other policies (e.g. on public transport) that reduce the need for further parking areas and garages, both in the Main Centres and Main Centre Outer Areas and Island-wide.
Air, climatic factors	+/- Restrictions on car parking are likely to lead to increased congestion and local air pollution as drivers search for parking spaces. However, they support other policies that reduce air pollution from vehicle movements. Relocation of public parking areas is unlikely to	+/- Additional car parking might reduce congestion and local air pollution as drivers would not need to search for parking spaces. However, such a policy would not support other policies that aim to reduce air pollution from vehicle movements.	+/- Relocation of car parking is unlikely to significantly impact on congestion and local air pollution as long as the new areas are conveniently sited. It would not affect implementation of other policies that reduce air pollution from vehicle	+/-? Additional car parking is likely to lead to decreased congestion and local air pollution as drivers do not have to search for parking spaces. However this policy would fail to support other policies that aim to reduce air pollution from vehicle movements.

	significantly increase air pollution as long as the new areas are conveniently sited.		movements.	Impacts on air pollution would depend on the location of temporary public parking.
Material assets	+/- Relocation of public parking areas, especially away from the harbours, would help to support an efficient use of high value areas. Restrictions on parking also help to ensure that valuable central areas are used efficiently and help to ensure the provision of adequate transport infrastructure for the Island. However, additional public parking areas would take up land and could undermine the efficient use of high value areas. It would not ensure that valuable central areas are used efficiently, or help to ensure the provision of adequate transport infrastructure for the Island	-- Additional public parking areas would take up land and could undermine the efficient use of high value areas. It would not ensure that valuable central areas are used efficiently, or help to ensure the provision of adequate transport infrastructure for everyone on the Island.	+/- Relocation of public parking areas, especially away from the harbours, would help to support an efficient use of high value areas. Restrictions on parking also help to ensure that valuable central areas are used efficiently, and help to ensure the provision of adequate transport infrastructure for the Island. However, additional public parking areas would take up land and could undermine the efficient use of high value areas. It would not ensure that valuable central areas are used efficiently, or help to ensure the provision of adequate transport infrastructure for the Island.	-- Provision of temporary public parking areas would take up additional land and could undermine the efficient use of high value areas. It would not ensure that valuable central areas are used efficiently, or help to ensure the provision of adequate transport infrastructure for everyone on the Island.

Landscape	++ Current public car parks in the Main Centres are unsightly and add to the visual dominance of cars. Relocating the car parks to less visually sensitive/intrusive areas, and restrictions to car parking, would be a major landscape benefit. The policy would also help to regenerate underutilised land.	--/+ Current public car parks in the Main Centres are unsightly and add to the visual dominance of cars. Provision of additional car parks would exacerbate this and, while the policy could help to regenerate underutilised land, the landscape impact would be significant.	++ Current public car parks in the Main Centres are unsightly and add to the visual dominance of cars. Relocating the car parks to less visually sensitive/intrusive areas would be a major landscape benefit. The policy would also help to regenerate underutilised land.	--/+ Current public car parks in the Main Centres are unsightly and add to the visual dominance of cars. Provision of additional car parks would exacerbate this and, while the policy could help to regenerate underutilised land, the landscape impact would be significant.
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Reasons for selecting this draft policy option

The Strategic Land Use Plan states that convenient access to, and within, the Main Centres is important for economic and social reasons however, Guernsey has a very high level of car ownership per head of population, and reliance on private motor transport creates a number of negative impacts on accessibility for some members of our community and on the quality of the environment. Substantial areas of land within and around the Main Centres are dedicated to surface parking which appears visually unattractive and does not represent an efficient use of land.

There is a balance to be struck between providing an appropriate level of car parking within the Main Centres to enable convenient access to shops, employment and services within them and the need to reduce car dependency to improve the quality of the environment within those Centres. This is what the selected policy seeks to achieve.

Selecting a policy which allows for new public parking within the Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas, would accommodate motor cars, contrary to the balance that is sought, and would significantly impact on the landscape/townscape.

Allowing temporary car parks on vacant sites would have a similar impact, accommodating motor cars, contrary to the balance that is sought, and to the detriment of the landscape/townscape. It could also have a negative impact on the appearance and function of an area and could prejudice the future redevelopment of the site.

Directing public parking away from the Main Centres, to the Main Centre Outer Areas, rather than continuing to accommodate car parks within the Main Centres would achieve the aim of the selected policy in that the areas around the harbours would be freed up for more efficient, and perhaps attractive, uses. However, this option would increase distances between parking and the Main Centre to the detriment of accessibility.

HIGHWAY SAFETY, ACCESSIBILITY AND CAPACITY

Policy IP9: Highway Safety, Accessibility and Capacity

In considering proposals for development the Environment Department will take into account:

- a. 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,
- b. the access requirements of people of all levels of mobility and health.

In considering proposals for enhancement to access of developments or to improvements to the local highway network the Environment Department will seek to ensure, wherever possible, that they do not result in adverse impacts on the special interest or character of appearance of a Conservation Area, protected building or protected monument, or elsewhere, wherever possible, on the landscape character or distinctive natural or built features that contribute positively to the character of the wider area.

The policy would enable EIA type development set out in Schedule 2(b) and (d) of the EIA Ordinance as follows:

"...construction of roads, harbours and port installations..."

"...any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance..."

An Environmental Impact Assessment of the selected policy has been undertaken. The proposed amendments have been considered and do not alter the original environmental assessment. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan seeks, in the setting of policies to control development on or affecting the road network, consideration to be given to safe access and movement, environmental enhancement and maintaining strategic routes (SLP36).
- Continuation of UAP Policy GEN7: this option was not explored as the proposed policy is very similar to that it would replace.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	No requirement for alterations to the highway or the implementation of a management scheme
Population	+/- Alteration/construction of roads would help to reduce traffic problems (including congestion) on the Island. On the other hand, roads have been found to generate new traffic as well as spread out existing traffic, so these benefits could be short term; also new/improved roads would further support the use of cars, which would be detrimental for health and increase inequality.	+/- Alteration/construction of roads would help to reduce traffic problems (including congestion) on the Island. No requirement for means by which to manage the impact of development on the road network could affect the benefits. On the other hand, roads have been found to generate new traffic as well as spread out existing traffic, so these benefits could be short term; also new/improved roads would further support the use of cars, which would be detrimental for health and increase inequality.
Flora & fauna	-- The main purpose of road alteration/ construction of roads would be to help improve the flow of traffic. The works themselves are likely to take up land which could have biodiversity benefits; and the resulting improved traffic flow would increase traffic movements, severance, road kill, pollution, etc., which would have a negative impact on biodiversity.	-- The main purpose of road alteration/construction of roads would be to help improve traffic flow. The works themselves are likely to take up land to the detriment of biodiversity; and the resulting improved traffic flow would increase traffic movements, severance, road kill, pollution, etc., which would have a negative impact on biodiversity. No provision of means by which to manage the impact would exacerbate these impacts.
Water	0 Road alteration/construction would increase the amount of runoff, which could affect water quality. This is unlikely to be significant in most instances or cumulatively, as long as road design is appropriate.	- Road alteration/construction would increase the amount of runoff, which could affect water quality. This is unlikely to be significant in most instances, or cumulatively, as long as road design is appropriate. No provision of means by which to manage the impact would exacerbate these impacts.

Soil	- Road alteration/construction would require additional land, including for construction compounds. This is unlikely to be significant individually, but cumulatively could be significant.	-- Road alteration/construction would require additional land, including for construction compounds. This is unlikely to be significant individually, but cumulatively could be significant. No provision of means by which to manage the impact would exacerbate these impacts.
Air, climatic factors	+/-- During their construction phase, alteration/construction of roads would increase air pollution problems as it would cause traffic problems itself. In the medium/longer term, it would help to reduce traffic problems and congestion near the works but exacerbate traffic problems and associated air pollution elsewhere. It would not minimise the need to travel or support self-sufficiency.	-- During the construction phase, alteration/construction of roads would increase air pollution problems as it would cause traffic problems itself. In the medium/longer term, without means by which to manage the impact, traffic problems and associated air pollution could be exacerbated elsewhere. It would not minimise the need to travel nor support self-sufficiency.
Material assets	+/- Alteration/construction of roads would help to ensure that there is adequate road infrastructure for short/medium term needs. However, it could affect protected buildings, archaeological sites and/or Guernsey's distinctiveness, particularly cumulatively.	+/-- Alteration/construction of roads would help to ensure that there is adequate road infrastructure for short/medium term needs. However it could affect protected buildings, archaeological sites and/or Guernsey's distinctiveness, particularly cumulatively and without means by which to manage the impact although other Plan policies require that development has no unacceptable impact on distinctive character and historic setting.
Landscape	-- Alteration/construction of roads would increase the visual domination of roads and cars, particularly cumulatively; and is unlikely to support a user-friendly 'street scene'. It would not re-open views, promote local architectural styles, etc.	-- Alteration/construction of roads would increase the visual domination of roads and cars, particularly cumulatively and without means by which to manage the impact; and is unlikely to support a user-friendly 'street scene'. It would not re-open views, promote local architectural styles, etc.

Reasons for selecting this draft policy option

A key outcome statement within the Strategic Land Use Plan is to work towards achieving 'a safe, secure and accessible environment for all'. Proposals for development offer the opportunity to secure a more accessible environment for both the users of the site and those travelling in the area.

The Strategic Land Use Plan observes that the historic form of the public road network constrains the scope of potential highway improvements due to the limited width of public highways, and with buildings and other structures often positioned on the back edge of the pavement. This is particularly, but not exclusively, prevalent in the Main Centres and care will need to be taken to ensure access considerations respect the character of an area or building, including local distinctiveness formed by roadside walls, hedges and landscaping.

Urban Area Plan Policy GEN7 seeks to enable schemes for development which take into account the adequacy of roads to cope with increased demand, very similar to the selected policy. However, there is no requirement for physical alterations to the highway or the implementation of an operational scheme in order to manage the impact of development on the road network and the selected policy therefore represents a better option environmentally and in terms of achieving comprehensive outcomes on approval of development.

CREMATORIA AND BURIAL SITES

Policy IP12: Crematoria and Burial Sites

The development of new crematoria and new burial sites and the extension of existing crematoria and burial sites beyond the existing site will be assessed using Policy S5: Development of Strategic Importance.

The extension, alteration or redevelopment of existing crematoria and burial sites, and ancillary development associated with them, within the existing site, will be supported where the proposals accord with the other relevant policies of the Island Development Plan.

The policy would enable EIA type development set out in Schedule 2(a) and (d) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

“...any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance...”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan directs that the Island Development Plan will make provision for development of Guernsey's infrastructure to meet the social, economic and environmental objectives of the States (LP11).
- Policy allowing any crematoria and burial site development which is essential to the public interest, health, safety or security of the community (UAP Policy ED1 and RAP Policy RD1): this alternative was not explored as there would be no significant difference (environmentally) from the selected policy.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	No new sites allowed for crematoria or burials
Population	+/- Crematoria provide important social facilities and arguably preserve amenity and quality of life. However, many people are not happy living near crematoria or cemeteries because of their connotations.	-/+ Crematoria provide important social facilities, and arguably preserve amenity and quality of life. However many people are not happy living near crematoria or cemeteries because of their connotations. No new sites would reverse the +/- of the selected policy.
Flora & fauna	- Crematoria can have a negative impact on biodiversity, e.g. through increased air pollution and increased vehicle movements and disturbance.	0 No additional negative impact would result on biodiversity, e.g. through increased air pollution, and increased vehicle movements and disturbance, and the biodiversity of existing land could be preserved.
	+/- Burial sites can be important sites for biodiversity, e.g. see Candie Cemetery. They can also increase vehicle movements and disturbance.	
Water	0 Crematoria are unlikely to have a significant effect on water quality.	0 No significant effect on water quality.
	- Burial sites must be carefully sited so as to not affect the quality of groundwater, local water courses, etc.	
Soil	0 Crematoria use some land but not a significant amount.	0/? No significant effect on soil although cremation makes a more efficient use of the land resource than burial and so promotion of the former would have environmental benefits.
	- Burial sites can use a significant amount of land in perpetuity. There may be subsequent soil quality problems, e.g. from embalming fluid, treated wood, etc.	
Air, climatic	- Crematoria generate some air pollution and possibly odour. They use a large amount of energy.	0 No significant effect on air or climatic factors.

factors	0 Burial sites have no significant air quality issues. They must be sensitively sited re. flood risk areas.	
Material assets	+ Crematoria and burial sites help to provide necessary infrastructure.	- Crematoria and burial sites help to provide necessary infrastructure which would be lacking with such a restrictive policy.
Landscape	? The visual impact of crematoria and cemeteries depends on the viewer: many people find them to be attractive green spaces but others find them unattractive or scary.	? The visual impact of crematoria and cemeteries depends on the viewer: many people find them to be attractive green spaces, but others find them unattractive or scary.

Reasons for selecting this draft policy option

The Core objectives of the Strategic Land Use Plan seek the wise management of Island resources, including land, and the maintenance and enhancement of modern key strategic infrastructure, directing the Island Development Plan to ensure that provision is made to secure a range of community and social facilities sufficient to accommodate need and demand whilst maximising the use of existing sites.

Guernsey has an aging population, the consequence of which is that the Island must anticipate and plan for an increase in demand for use of crematoria and burial sites and the associated demands on land. For reasons of keeping up with demand, which may outweigh the land resource required to accommodate such development, the policy option of allowing no new sites for cremation or burials was not considered appropriate.

Guernsey's existing crematorium, at Le Foulon, St Peter Port, serves the whole Island. Burial sites are located throughout the Island and residents tend to have strong ties to their Parish which generally determines the catchment area of particular burial sites, extensions and improvements to which will support existing infrastructure. The selected draft policy approach will enable the extension, alteration or redevelopment within existing sites whilst allowing comprehensive consideration to be given to new sites on an Island-wide basis.

COASTAL DEFENCES

Policy IP10: Coastal Defences

Proposals for new or replacement coastal defences will be considered against Policy S5: Development of Strategic Importance.

The policy would enable EIA type development set out in Schedule 2(c) of the EIA Ordinance as follows:

"...works to provide new coastal and sea defences and reconstruct existing defences..."

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Consideration of alternatives and reasons for selection of this policy option

The following policies were considered, and ruled out, as possible alternatives to the selected policy:

- No policy: not explored as the Strategic Land Use Plan directs that, through a coordinated approach to land planning, improvements to the Island's resilience to the effects of climate change, especially in respect of coastal defences, can be achieved (LP3 and SLP31) and that the Island Development Plan will make provision for development of infrastructure (LP11).
- Policy allowing any coastal defence development which is essential to the public interest, health, safety or security of the community (UAP Policy ED1 and RAP Policy RD1): this alternative was not explored as there would be no significant difference (environmentally) from the selected policy.
- Policy alternatives which identify location or type of defence: the Strategic Land Use Plan states that findings from Guernsey Coastal Defence Flood Studies and approved strategy 2013, Billet d'Etat XV, July 2013 will inform pursuit of appropriate individual policy approaches to different situations across the Island recognising that the nature of coastal defences is that such development will necessarily vary according to the requirements of the specific site. For this reason such alternatives were not explored.

Maintenance and enhancement of Guernsey's existing, and provision of new, coastal defences is an important aspect of the Island's infrastructure, key in adaptation to the effects of climate change, in particular sea level rise and a projected increase in the frequency and intensity of storms.

A flexible policy which allows development of such infrastructure of a kind specifically required in each instance was considered vital in minimising social, economic and environmental impacts, and its link to Policy S5: Development of Strategic Importance will facilitate consideration of larger-scale developments for coastal defences. For these reasons an alternative policy approach was not assessed.

AIRPORT RELATED DEVELOPMENT

Policy IP4: Airport Related Development

Proposals relating to the operation or safety of the airport will be supported where it would ensure the continued effective, efficient and safe operation of the airport

Proposals which would prejudice the effective, efficient and safe operations of the airport will not be permitted.

Proposals for development associated with airport related uses on airport land, immediately adjoining airport land or within close proximity to airport land will be assessed on a case by case basis depending upon the nature of use proposed and the impact of the development and supported where they would:

- a. complement and support the efficient and effective operation of the airport; or,
- b. enhance the contribution the airport makes to the economy through ancillary development.

Where the site is immediately adjoining airport land it is demonstrated in addition to criteria (a) and (b) that:

- c. there are no suitable sites available on airport land on which the development could be located; and,
- d. the development will not have unacceptable adverse impacts on adjoining uses; and,
- e. the proposals accord with the Principal Aim and relevant Plan Objectives and General Policies of the Island Development Plan.

Where the site is in close proximity to the airport but not on or immediately adjoining airport land it is demonstrated in addition to criteria (a) and (b) that:

- f. there are no suitable sites available on airport land or immediately adjoining airport land on which the development could be located; and,
- g. the development will not have unacceptable adverse impacts on open landscape character, an Agriculture Priority Area or adjoining uses; and,
- h. the proposals accord with the Principal Aim and relevant Plan Objectives and General Policies of the Island Development Plan.

The policy would enable EIA type development set out in Schedule 1(k) of the EIA Ordinance as follows:

“...airport runways.”

The policy may also enable EIA type development set out in Schedule 2(a), (b) and (d) of the EIA Ordinance as follows:

“...any development project, not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare...”

“...construction of roads, harbours and port installations...”

“...any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance...”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B. The proposed amendments have been considered and do not alter the original environmental assessment.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan directs that the Island Development Plan will make provision for airport-related development that ensures Guernsey Airport is able to meet modern operational standards and respond to opportunities to strengthen its contribution to economy (SLP38).
- Non-identification of the boundary of the Airport: this alternative was not explored as the Strategic Land Use Plan makes reference to commercial enterprises on or around the Airport’s ‘operational area’, necessitating demarcation of a boundary. Not defining the Airport’s boundary in this way would compromise judgements on scale and type of development and could be to the detriment of the economy and in conflict with the spatial strategy.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Do not employ a sequential test regarding proximity of development to the airport	Only allow airport-related development within the airport boundary
Population	<p>- The policy would maintain and enhance local residents' and visitors' ability to travel to and from the Island. It could significantly restrict the well-being and activities of residents and businesses on 'land adjoining airport land'.</p> <p>Les Bas Courtils is to the north of the airport curtilage. A planning application for an extension to Specsavers has already been submitted and would cause a cumulative impact if permitted. Le Bourg, Les Landes and Les Nouettes are all to the south of the airport curtilage.</p> <p>Any development is likely to cause an increase in traffic, and possibly noise, which would affect these residents.</p>	<p>-- The policy would maintain and enhance local residents' and visitors' ability to travel to and from the Island. Without a sequential test, it could significantly restrict the well-being and activities of residents and businesses on land adjacent to, and in close proximity to, the airport, to a greater extent than the selected policy.</p> <p>In conjunction with planned intensification of development at Specsavers, it could have a significant cumulative impact on domestic properties on Route de Bas Courtils. Amenity at Le Bourg, Les Landes and Les Nouettes could also be affected.</p> <p>Any development is likely to cause an increase in traffic, and possibly noise, which would affect residents.</p>	<p>+/-- The policy would maintain and enhance local residents' and visitors' ability to travel to and from the Island. It could have an impact on the well-being and activities of residents and businesses on land adjacent to the airport – primarily at Route des Bas Courtils, Le Bourg, Les Landes and Les Nouettes – but would constrain development to the benefit those further away.</p> <p>Constraining development within the Airport boundary would direct traffic along particular routes and so, whilst potentially increasing traffic, and possibly noise, the wider effect on amenity would be contained however could result in lost opportunities for developments that cannot be located within the boundary.</p>

Flora & fauna	<p>-? In 2010, the Island's largest expanse of semi-improved grassland were the 49Ha surrounding the airport runway, which had already decreased significantly over the previous two decades (Habitat Survey 2010). Since then, the large RESA to the west of the airport was constructed on semi-improved grassland. Any new development could exacerbate these cumulative impacts.</p>	<p>-- This policy could present opportunities for development on biodiverse areas, including semi-improved grassland, and agricultural land in the vicinity of the Airport. Any development within and beyond the Airport boundary could have a significant negative impact on remaining semi-improved grassland and on other habitats, having a cumulative impact in conjunction with previous development around the Airport.</p>	<p>+/-- This policy would contain development, and therefore any impacts on biodiversity, within the Airport boundary, preserving habitat further afield. Any development within the boundary could have a negative impact on remaining semi-improved grassland and other habitats, having a cumulative impact in conjunction with previous development around the Airport.</p>
Water	<p>-? Several ponds, streams and douits are near and on the airport lands. These could be affected by proposed development. This would be cumulative with any extension of the runway to the east of the airport (which would affect a pond and stream/douit). Water use at Guernsey Airport itself is unlikely to increase significantly as a result of this policy. However, airport-related businesses (e.g. food preparation) could lead to significantly increased water use and wastewater production.</p>	<p>- Several ponds, streams and douits are near and on the airport lands. These could be affected by proposed development. If the safeguarded area to the east is taken up, this would affect a pond and stream. Water use at Guernsey Airport itself is unlikely to increase significantly as a result of this policy. However airport-related businesses (e.g. food preparation) could lead to significantly increased water use and wastewater production and the more dispersed are such businesses, the more dispersed are potential</p>	<p>--/+ Several ponds, streams and douits are near and on the airport lands. These could be affected by proposed development. If the safeguarded area to the east is taken up, this would affect a pond and stream. Containment of airport-related businesses (e.g. food preparation) within the boundary could lead to significantly increased water use and wastewater production at that location, with a lessened impact further afield, albeit that water run-off could spread pollutants and</p>

	Airport operations have been found to lead to some contamination of drinking water by chemicals in fire-fighting foam (perfluorooctane sulphonate, PFOS), and further extension of operations could increase these problems.	problems. Airport operations have been found to lead to some contamination of drinking water by chemicals in fire-fighting foam (perfluorooctane sulphonate, PFOS), and further extension of operations could increase these problems.	further extensions could increase problems, e.g. contamination of drinking water by chemicals in fire-fighting foam (perfluorooctane sulphonate, PFOS).
Soil	<p>- Most of the soil around the airport is good quality agricultural land. The largest expanse of arable land on the Island is the 29Ha across 31 fields to the east of the airport (Habitat Survey 2010). Conversion of this land to operational and airport related development – turning this land into brownfield – could have a significant negative impact on efficiency of land use and protection of soil quality. This would be cumulatively with any extension of the runway. Guernsey Airport's operations have also been found to lead to contaminated ground. Further extension of operations could increase these problems.</p>	<p>-- Most of the soil around the airport is of high quality. The largest expanse of arable land on the Island is the 29Ha across 31 fields to the east of the airport (Habitat Survey 2010). Conversion of this land to operational and airport related development – development on greenfield land – could have a significant negative impact on efficiency of land use and protection of soil quality. The impacts on this land would be greater without employing a sequential test to control the location of development, cumulative with any extension of the runway. Guernsey Airport's operations have been found to lead to contaminated ground, which would increase with further extension of operations.</p>	<p>+/- Most of the soil around the airport is of high quality. The largest expanse of arable land on the Island is the 29Ha across 31 fields to the east of the airport (Habitat Survey 2010). Containment of development within the Airport boundary would preserve this land. Guernsey Airport's operations have been found to lead to contaminated ground. Further extension of operations could increase these problems within the site.</p>

Air, climatic factors	<p>-- Increased flights will increase air pollution and CO₂ emissions. Increased availability of air transport will act as a disincentive to Island self-sufficiency by increasing the ease of importing and exporting materials.</p> <p>The airport is also located quite far from main settlement areas: increased economic activity at and near the airport would therefore increase commuting more than would similar activity located closer to existing centres.</p>	<p>-- Increased flights will increase air pollution and CO₂ emissions. Increased availability of air transport will act as a disincentive to Island self-sufficiency by increasing the ease of importing and exporting materials.</p> <p>The airport is also located quite far from main settlement areas: increased economic activity at and near the airport would therefore increase commuting more than would similar activity located closer to existing centres.</p>	<p>-- Increased flights will increase air pollution and CO₂ emissions. Increased availability of air transport will act as a disincentive to Island self-sufficiency by increasing the ease of importing and exporting materials.</p> <p>The airport is also located quite far from main settlement areas: increased economic activity at and near the airport would therefore increase commuting more than would similar activity located closer to existing centres.</p>
Material assets	<p>-? There are several areas of archaeological importance near the airport, notably to the north of the western RESA, and there are a few scattered protected buildings within 500m of the airport. Other parts of the Plan are likely to protect these. The policy would not help to reduce waste production, but would otherwise have limited impacts.</p>	<p>-? There are several areas of archaeological importance near the airport, notably to the north of the western RESA, and there are a few scattered protected buildings within 500m of the airport. Other parts of the Plan are likely to protect these. The policy would not help to reduce waste production, but would otherwise have limited impacts.</p>	<p>0? There are several areas of archaeological importance near the airport, notably to the north of the western RESA, and there are a few scattered protected buildings within 500m of the airport. Containment of development within the Airport boundary would protect these. The policy would not help to reduce waste production, but would otherwise have limited impacts.</p>
Landscape	<p>-? The airport is currently surrounded by semi-rural land on the south and rural land on the</p>	<p>--? The airport is currently surrounded by semi-rural land to the south and rural land on the other</p>	<p>+/-? The airport is currently surrounded by semi-rural land to the south and rural land on the other</p>

	<p>other three sides. The airport contributes to making the 'airport corridor' character area semi-rural (Guernsey Character Study Stage 1). Intensification of industrial uses at the airport is likely to have some negative effect on the landscape, although it would make good use of existing brownfield land. However, increased development adjacent to the airport would be on rural and semi-rural land, changing these to urban land. This could have a significant negative effect on landscape.</p>	<p>three sides. The airport contributes to making the 'airport corridor' character area semi-rural (Guernsey Character Study Stage 1). Intensification of industrial uses at and adjacent to the airport, especially where there is no sequential test to direct the location of development, would be on rural and semi-rural land, changing these to urban land. This could have a significant negative effect on landscape.</p>	<p>three sides. The airport contributes to making the 'airport corridor' character area semi-rural (Guernsey Character Study Stage 1). Intensification of industrial uses at the airport is likely to have some negative effect on the landscape, although it would make good use of existing brownfield land.</p>
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Reasons for selecting this draft policy option

The Airport is Guernsey's most important gateway to the Island and its ability to operate successfully is vital to the Island's success as a desirable place to live, do business and spend leisure time. Modern day airports not only provide vital strategic transport links to the rest of the world, but also incorporate ancillary commercial activity as an important and integral part of the economic success of the airport.

The Strategic Land Use Plan requires the Island Development Plan to make provision for airport related development, within, adjoining and within close proximity to the Airport boundary, to ensure the Airport remains fit for purpose for the foreseeable future and is able respond to opportunities to strengthen its contribution to the economy.

Airport related uses include those directly related to the operation of the airport such as freight storage and distribution, general aviation development such as aircraft hangarage and maintenance areas and other uses such as car hire operations whose operation is directly connected to the airport and are most conveniently located within close proximity to the airport in order to operate successfully.

A policy alternative which does not employ a sequential test regarding proximity of development to the Airport (continuation of RAP Policy RE14) was not selected as it would have a significant effect on a wider area of agricultural and open land, and thereby biodiversity and landscape, in this part of the Island.

A policy which allows airport-related development only within the Airport boundary was, despite being the best option in terms of environmental impacts, considered too restrictive and would not provide adequately for development of economic benefit envisaged by the SLUP.

The selected policy is considered to strike an appropriate balance, requiring assessment of development in terms of the operational requirements of the Airport and expecting that development will be, where possible, located within the airport boundary. Should there be no suitable site available within the airport boundary, development will be expected to be located on sites immediately adjoining the airport boundary and, only if no site can be found, will development in close proximity to but not adjoining the airport boundary be considered.

PUBLIC SAFETY AND HAZARDOUS DEVELOPMENT

Policy GP17: Public Safety and Hazardous Development

Proposals for development with the potential to cause, increase or be affected by significant risks to public health or safety will include an assessment of the risk of harm and set out measures to satisfactorily address the risks arising from the proposals.

Proposals will not be supported if the level of risk to public health or safety associated with the development is considered to be unacceptable.

The Environment Department may apply additional controls over proposed development within known Public Safety Areas such as those detailed in Annex IX: Public Safety Areas or any other identified Public Safety Area where this is required to ensure public health or safety.

The policy would enable EIA type development set out in Schedule 1(k) of the EIA Ordinance as follows:

“...airport runways.”

The policy would also enable EIA type development set out in Schedule 2(h) and 2(i) of the EIA Ordinance as follows:

“...installations for the storage of natural gas with a capacity of more than 1000 kilogrammes...”

“...installations for the storage of petroleum, petrochemicals or other hazardous chemicals with a capacity of more than 10,000 litres...”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Two types of area have been particularly identified as of relevance to Policy GP17: Public Safety and Hazardous Development: the Airport Consultation Zone and Airport Public Safety Zones at Guernsey Airport, Forest and the Major Hazards Public Safety Zone around fuel storage sites at Bulwer Avenue, St Sampson's and North Side, Vale. These Public Safety Areas are documented in the Island Development Plan Annex IX: Public Safety Areas. Assessment of these sites is included within the Environmental Impact Assessment. In accordance with best practice and relevant expert advice, the Major Hazard's Public Safety Zones around the fuel storage sites have been updated. The proposed amendments alter the extent of the Major Hazards Public Safety Zone illustrated on the revised Map 4 of Annex IX for the draft

Plan (ref PA90)⁴⁰, effectively reducing the land covered by the different zones. The revised spatial extent does not alter the overall strategic environmental assessment of this policy.

Alternatives not considered reasonable to explore

- No policy: this alternative was not explored as, in accordance with the advice of the relevant authorities, zones must be defined adjacent to and around the Airport and major hazardous installations where particular attention must be paid to the health or safety implications of proposed development, triggering consultation with relevant States' Departments and/or relevant bodies and the potential for additional constraints on development. This is most appropriately dealt with through application of planning policy.
- Non-identification of particular Public Safety Areas: this alternative was not explored as, in accordance with the advice of the relevant authorities, zones must be defined adjacent to and around the Airport and major hazardous installations where particular attention must be paid to the health or safety implications of proposed development, triggering consultation with relevant States' Departments and/or relevant bodies and the potential for additional constraints on development.

Environmental effects of the selected draft policy and of reasonable alternatives

⁴⁰ 'Proposed Amendments to the Draft Island Development Plan' September 2015, Environment Department

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Consider risks to the environment as well as to public health or safety
Population	+/- This policy protects people from risks to their health and safety. However, where Public Safety Areas exist, activities that could improve people's health and well-being could be prevented or curtailed. For instance, potentially beneficial development at St. Sampson's Harbour (e.g. high quality housing near the harbour) is being prevented by the Public Safety Areas.	++/- This policy protects people from risks to their health and safety. It also protects amenity through requiring consideration of effects on the environment, e.g. through pollution. However where Public Safety Areas exist, activities that could improve people's health and well-being could be prevented or curtailed. For instance, potentially beneficial development at St. Sampson's Harbour (e.g. high quality housing near the harbour) is being prevented by the Public Safety Areas.
Flora & fauna	0? This policy does not itself lead to projects: rather it adds a layer of protection to other policies. Given the small size of the Island, it is unlikely that a development on the Island could cause a significant risk to fauna and flora, water quality, air quality, etc. without also causing a public health risk. However, there is some potential for developments – particularly offshore – that have been assessed as not affecting people's health, to still have a significant environmental impact.	+/-? This policy does not itself lead to projects: rather it adds a layer of protection to other policies. This policy would help to prevent development that would pose a risk to fauna and flora, water quality, air quality, etc. thus reducing the consequent risk to public health and safety. However there would remain some potential for developments – particularly offshore – that have been assessed as not affecting people's health to still have a significant environmental impact.
Water		
Soil		
Air, climatic factors		
Material assets		
Landscape		

Reasons for selecting this draft policy option

It is vitally important that the health and safety of people are not put at risk by hazardous developments. Hazardous development is any operational development or change of land use which has the potential to cause serious injury or death to people within or beyond the site boundary. This could include proposals concerning /affecting industrial processes, the transmission/storage of fuels, contaminated land or any development which may affect the safe and effective operation of the airport.

To ensure public health or safety the impacts of all development proposals which fall within identified Public Safety Areas or, in specific other circumstances, where the particular form of development proposed or the site has the potential to adversely affect public health or safety, must be carefully considered.

The selected policy was chosen as the benefits of protecting the public from the potential effects of hazardous developments, which could be significant, outweighs the benefits to health and well-being of opportunities that are curtailed within the areas identified as Public Safety Areas or in specific other circumstances.

A policy which, alongside risks to public health or safety, considers risks of hazardous development to the environment (UAP Policy GEN10 and RAP Policy RGEN9) was not selected as environmental considerations, which in this case relate particularly to pollution as a result of such development, was considered to be best dealt with under other Plan policies.

SAFEGUARDED AREAS

Policy IP5: Safeguarded Areas

Safeguarded Areas shall be protected from any development that may compromise their future implementation for strategically important development. Three areas are designated on the Proposals Map as Safeguarded Areas:

- Chouet Headland for possible mineral extraction;
- Les Vardes Quarry for possible water storage; and,
- Land to the east of airport land for a possible runway extension.

Development within Safeguarded Areas will be supported where:

- a) the proposal is in accordance with an approved Development Framework; or,
- b) the proposal would not inhibit the implementation of an approved Development Framework or prejudice the future implementation of development the purpose for which the area has been safeguarded; or,
- c) the development is of a minor or inconsequential nature which would not prejudice the future implementation of the development the purpose for which the area has been safeguarded; and,
- d) the proposal is in accordance with all other relevant policies of the Island Development Plan.

The policy would enable EIA type development set out in Schedule 1(b), (d) and (k) of the EIA Ordinance as follows:

“...reservoirs for public water supply, waste water plants or sewage treatment plants...”

“---quarries or the extraction of minerals by quarrying, mining or drilling...”

“...airport runways.”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

Three areas have been identified to be safeguarded for future development under Policy IP5: Safeguarded Areas: Chouet Headland, Vale for possible mineral extraction; Les Vardes Quarry, St Sampson's for possible water storage; and, land to the east of the Airport boundary, Forest for a possible runway extension. The latter area relating to the airport is proposed to be extended as shown on Map Inset 26 of 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. Assessment of these sites incorporating the changes is included within the Environmental Impact Assessment. The amendment does not raise any additional significant issues and as such does not alter the overall environmental assessment of this policy.

Alternatives not considered reasonable to explore

- No policy: not explored as the Strategic Land Use Plan protects Les Vardes Quarry, St Sampson's as a strategic water reserve (SLP20) and Chouet Headland, Vale as a strategic stone reserve (SLP26). It also requires provision to be made in the Island Development Plan to ensure that Guernsey Airport is able to meet modern operational standards and respond to opportunities to strengthen its contribution to the economy (SLP38).
- Policy identifying strategic reserves for stone and water as depicted in the current Rural Area Plan (RAP Policy RE15 and RAP Policy RE17): the alternative of continuing use of the current policy designations was not explored as it effectively requires the same as the selected policy, albeit with transfer of Les Vardes Quarry, St Sampson's from a stone reserve to safeguarding for water.

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Not designating a Safeguarded Area adjacent to the airport but using a policy alone to prevent development that may compromise future of strategic transport link (no alternative pursued for the other areas as specifically directed to designate those sites by the SLUP)
Population	++/- The Safeguarded Areas provide facilities that are essential to the well-being of the Island's residents and tourists. However, they also have significant impacts on the well-being of people living near them in terms of additional noise, vibration, reduced amenity, etc.	+/-? No designated Safeguarded Area for a runway extension would provide less certainty to residents and tourists concerning operation of the Airport. However it would also provide less certainty concerning impacts on the well-being of people living near to the Airport in terms of potential for additional noise, vibration, reduced amenity, etc.
Flora & fauna	-- Water storage at Les Vardes is unlikely to have a significant impact on biodiversity unless there is leakage from the quarry. However, mineral extraction at Chouet would affect biodiversity both along the coast and in L'Ancrese Common SSS; and, a runway extension would affect the biodiverse area to the east of the airport.	+/- No designated Safeguarded Area for a runway extension could affect the biodiversity to a greater or lesser degree depending on the location in which such development was ultimately placed.
Water	--? Mineral workings at Chouet are likely to increase runoff to the sea and nearby water courses. More importantly, if it triggers a leak from the Torrey Canyon oil containment site, this could have significant negative impacts on water. Raising of the water table at Les Vardes could affect nearby low-lying properties and the ecology of the SSS. Extension of the airport runway would affect a pond and stream.	-? There are several water courses in the vicinity of the Airport and, irrespective of the whether or not a Safeguarded Area was designated for a runway extension, it is likely that one or other of these would be affected.

Soil	-- Water storage at Les Vardes is an efficient land use. Mineral extraction at Chouet would use large areas of land and has the potential for significant soil contamination if the Torrey Canyon oil storage site is affected. A runway extension to the east of the airport would require importing large amounts of fill to level out what is currently a significantly sloping site.	-- The Airport occupies the highest part of the Island, with land generally sloping away at each end of the runway. A runway extension would require importing large amounts of fill to level out what is currently a significantly sloping site and designation of a Safeguarded Area is unlikely to affect this requirement.
Air, climatic factors	-- An extended airport runway would allow more/longer aeroplanes, leading to more air pollution and greenhouse gas emissions. Mineral workings at Chouet would increase dust and the additional vehicle movements would increase air pollution and greenhouse gas emissions.	-- An extended airport runway would allow more/longer aeroplanes, leading to more air pollution and greenhouse gas emissions whether it was positioned at the eastern or western end of the existing runway.
Material assets	- Mineral workings at Chouet could affect a Napoleonic tower and two adjacent stone buildings, and the entire site is an area of archaeological importance. An airport runway extension would affect a protected building and earth banks.	- With or without a designated Safeguarded Area, an airport runway extension would be likely to affect a protected building and earth banks.
Landscape	- Mineral extraction and runway extension are both large infrastructure works with visual impacts. None of the sites is very visible, although the Chouet site includes the coastal footpath, which would presumably be closed off if the area is worked for minerals.	- A runway extension is a large infrastructure development which would have visual impacts should it be positioned to the east or west of the existing runway.

Reasons for selecting this draft policy option

The Strategic Land Use Plan requires specific areas of land to be protected from any development that may compromise their possible future use for strategically important development.

It protects Les Vardes Quarry, St Sampson's as a strategic water reserve (SLP20) and Chouet Headland, Vale as a strategic stone reserve (SLP26). It also requires provision to be made in the Island Development Plan to ensure that Guernsey Airport is able to meet modern operational standards and respond to opportunities to strengthen its contribution to the economy (SLP38).

Safeguarding these areas, recognises the fact that certain strategically important development can only occur in very specific areas and protects these areas from forms of development which might prejudice their potential future use for these purposes.

Not designating a Safeguarded Area for a potential extension to the runway, instead relying on a policy not to allow development which would compromise such development but allowing ancillary/incidental development requiring close proximity to the airport which would not prejudice the long term operation needs of the airport (RAP Policy RE14), was not carried forward as the designation affords the proper protection to the area to safeguard it. It also allows consideration of the principle of use of this land for a possible runway extension if needed during the life of the Plan.

SITES OF SPECIAL SIGNIFICANCE (SSS)

Policy GP2: Sites of Special Significance

Proposals for new development within a Site of Special Significance will only be permitted where it can be demonstrated that:

- a. they will not have an adverse impact on the special interest of a Site of Special Significance and the development accords with all other relevant policies of the Island Development Plan; or,
- b. where there is an adverse impact it can be successfully mitigated so that there is no net loss of the special interest in accordance with a scheme agreed by the Environment Department; and,
- c. where there is an adverse impact any loss of habitat can be satisfactorily offset, either on or off the development site, in accordance with a scheme to be agreed by the Environment Department; and,
- d. the development accords with all other relevant policies of the Island Development Plan.

Proposals for extension, alteration and redevelopment of existing uses within a Site of Special Significance will be supported where:

- i. they will not have an adverse impact on, and will, where possible, enhance, the special interest of a Site of Special Significance; or,
- ii. any adverse impact can be successfully mitigated in accordance with a scheme agreed by the Environment Department so that there are no significant impacts on the special interest of the Site of Special Significance; and,
- iii. the development accords with all other relevant policies of the Island Development Plan.

Development which would have a negative and/or damaging impact on the special interest of a Site of Special Significance which cannot be satisfactorily mitigated or offset will not be supported.

The Environment Department will apply planning conditions or entering into a planning covenant to ensure the implementation of mitigation or offsetting measures.

Where the special interest of a Site of Special Significance includes biodiversity and a Biodiversity Strategy has been published by the Environment Department, it will be taken into account when making a decision on a planning application that may affect a Site of Special Significance.

Any agreed Supplementary Planning Guidance for the whole or part of a Site of Special Significance would be taken into consideration by the Environment Department when considering proposals for development.

The policy would enable EIA type development set out in Schedule 2(e) of the EIA Ordinance as follows:

“...any project on, or which may affect, a Ramsar site...”

It would also enable EIA type development set out in section 40(5) of the Land Planning and Development (Guernsey) Law, 2005, as follows:

“40. (5) In considering an application for planning permission for development on a site of special significance or development which may affect such a site, the Department must have regard to the desirability of requiring an assessment of the likely impact of the proposed development on any aspect of the environment, unless it is satisfied that the development is of a minor nature and is incapable of having a significant adverse effect on the quality of the environment, the use of natural resources or biological diversity.”

An Environmental Impact Assessment of the selected policy has been undertaken. This is supported by a table of the environmental impacts which might arise from development potentially enabled by the policy and can be seen in Appendix B.

The proposed amendments to omit small parcels of land demonstrate the continued viability of the proposed nine SSS sites and therefore do not alter the overall environmental assessment of this policy

Alternatives not considered reasonable to explore

- No policy: this alternative was not explored as the Strategic Land Use Plan directs the Island Development Plan to provide measures to maintain biodiversity through the protection and enhancement of key habitats and landscapes (SLP30) and to resist the loss of significant areas of biodiversity.
- No requirement to mitigate adverse impacts or offset loss of habitat (UAP Policy CO5 and RAP Policy RCE4): this alternative was not explored as the Strategic Land Use Plan directs the Island Development Plan to provide measures to maintain biodiversity through the protection and enhancement of key habitats and landscapes (SLP30).

Environmental effects of the selected draft policy and of reasonable alternatives

The following table compares the environmental impacts of the alternative policy options considered:

	Selected draft policy	Designate all former Sites of Nature Conservation Importance as Sites of Special Significance (SSS)
Population	? The policy does not specify what kind of development could take place, so it is unclear what impacts such development could have on well-being.	? The policy does not specify what kind of development could take place, so it is unclear what impacts such development could have on well-being though the greater the number of SSS, the more likely that well-being would be improved.
Flora & fauna	-? The policy includes strong statements about development not affecting the special interest of a SSS. It could still be possible for development to affect biodiversity in/near the SSS without affecting the special interest. Also, offsets (if these prove to be necessary) often come with great uncertainty about their effectiveness and >1:1 ratios may be necessary to ensure that the benefits that they aim to replace are provided in full in the long term.	+/-? It could still be possible for development to affect biodiversity in/near the SSS without affecting the SSS's special interest. Also, offsets (if these prove to be necessary) often come with great uncertainty about their effectiveness, and >1:1 ratios may be necessary to ensure that the benefits that they aim to replace are provided in full in the long term. In comparison with the selected policy, the greater the number of SSSs, the higher the protection afforded to Island flora and fauna.
Water	- Most of the Island's SSSs are either coastal or wetland. Development in these SSSs could affect water quality even if it does not affect the integrity of the SSS: this could be, for instance, through application of fertilisers or herbicides in the case of golf courses, or through construction of buildings increasing runoff and silt. Given the small amount of development envisaged, the magnitude of the impact is likely to be limited; but given the sensitivity of the receiving environment, the impact could be significant.	+/-? The Island's SSS tend to be either coastal or wetland. Development in these SSS could affect water quality even if it does not affect the integrity of the SSS. Given the small amount of development envisaged, the magnitude of the impact is likely to be limited; but given the sensitivity of the receiving environment, the impact could be significant. In comparison with the selected policy, the greater the number of SSSs, the higher the protection afforded to the Island's water quality and availability.

Soil	0? Development in SSSs is likely to be on greenfield land and so would have a negative impact on soil quality. Given the small amount of development envisaged, this impact is not likely to be significant.	0? Development in SSS is likely to be on greenfield land and so would have a negative impact on soil quality. Given the small amount of development envisaged, this impact is not likely to be significant.
Air, climatic factors	-? None of the SSSs are particularly dependent on good air quality for the maintenance of their integrity. Most of the SSSs are relatively remote. Development on those SSSs – for instance developments that would allow golf courses to be used by more people – would lead to an increase in vehicle movements by people accessing the development. This could, cumulatively, lead to significant effects.	+/-? None of the SSSs would be particularly dependent on good air quality for the maintenance of their integrity and most would be relatively remote. Development on SSSs would lead to an increase in vehicle movements. This could, cumulatively, lead to significant effects but, in comparison with the selected policy, the greater the number of SSSs the higher the protection to the Island's air/climate.
Material assets	-? The policy includes strong statements about development not affecting the special interest of a SSS. It could still be possible for development to affect the setting of heritage assets in the SSS, or heritage assets that do not contribute to the SSS's interest, without affecting the SSS's special interest. Also, offsets (if these prove to be necessary) are essentially irrelevant for heritage assets.	+/-? It could still be possible for development to affect the setting of heritage assets in the SSS, or heritage assets that do not contribute to the SSS's interest, without affecting the SSS's special interest. Also, offsets (if these prove to be necessary) are essentially irrelevant for heritage assets. Other Plan policies protect landscape and heritage assets but, in comparison with the selected policy, the greater the number of SSSs the higher the protection of the Island's material assets.
Landscape	-? SSSs tend to be attractive areas which are either in remote locations or which act as important open spaces in/near built-up areas. As such, any development in a SSS is likely to have a visual impact on these sensitive areas.	+/-? SSSs tend to be attractive areas which are either in remote locations or which act as important open spaces in/near built-up areas. As such, any development in SSS is likely to have a visual impact on these sensitive areas. In comparison to the selected policy, the greater the number of SSS, the higher the protection afforded to Island landscapes.

Reasons for selecting this draft policy option

The Strategic Land Use Plan directs the Island Development Plan to provide measures to maintain biodiversity through the protection and enhancement of key habitats and landscapes (SLP30).

Nine Sites of Special Significance (SSS) have been identified within the Island Development Plan as having special significance because of their botanical, scientific or zoological interest which it is desirable to preserve, enhance or manage. It is proposed to amend the boundary of two of the SSS areas to omit small parcels of land - see Map Inset 17⁴¹ and Map Extract 10⁴². These amendments have been assessed and given the size and current use of both parcels of land in question and the fact that the viability of the SSS areas is demonstrated without these areas, it is concluded that the proposed amendments do not raise significant environmental impacts.

Provisions within the Land Planning and Development (General Provisions) Ordinance, 2007 and the Land Planning and Development (Exemptions) Ordinance, 2007 afford additional protection to SSS, requiring planning permission for works which would otherwise not constitute development, including works which disturb the ground or significant clearance of vegetation where this would affect the special interest of the area. This places significant constraints on development that might harm the special interest of a SSS.

Many of these areas have within them existing commercial and recreational uses and, although there is intended to be a high level of protection of the special interest of SSS, the Island Development Plan will give some flexibility to support existing uses where this does not negatively impact on the special interest of the area.

In line with the requirements of the Strategic Land Use Plan, information contained within the Phase 1 Habitat Survey 2010 was assessed and each existing Site of Nature Conservation Importance (SNCI) which achieved a value equivalent to that of a UK Site of Special Scientific Interest (SSSI) was considered for inclusion as a SSS. The Law can extend the meaning of development in SSSs and therefore designation can have a significant impact on development potential and personal choice. Because of such high levels of control it was considered appropriate to 'set the bar' sufficiently high to give weight to the importance of these designations. This, along with an intention to instigate two levels of protection for sites with biodiversity importance, SSS and Areas of Biodiversity Importance (ABI), meant that the option to designate all former SNCI, as identified in the Rural Area Plan and Urban Area Plan, as SSS was not taken forward.

Despite having been identified as having a higher environmental impact than the alternative option considered, the selected policy was chosen as achieving an appropriate balance between providing for social well-being, facilitating a viable economy and allowing works to

⁴¹ 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department

⁴² Annex I, Schedule 1 of the report Environment Department Response to Inspectors' report, March 2016,

existing premises, which are important aspects of life on a small island, with the needs of the natural environment.

APPENDIX B: PLAN POLICIES AND SITES ASSESSMENT

SPATIAL POLICIES

Policy S1: Spatial Policy

The Spatial Policy is to concentrate the majority of new development in the Main Centres and Main Centre Outer Areas to maintain the vitality of these areas, making provision for limited development in the Local Centres to support and enhance them as sustainable settlements and community focal points and allowing for development Outside of the Centres in identified specific circumstances, in accordance with the Strategic Land Use Plan.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	+	The policy aims to ensure that adequate housing and facilities are provided for current and future generations. It also aims to provide adequate services and facilities in locations that are easily accessible by walking and cycling. This will improve future conditions compared to today, although not significantly within the life of the Plan.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-	The policy says nothing about environmental protection. Compared to current conditions, future environmental conditions are likely to deteriorate.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	0	The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to current conditions, future conditions are unlikely to be very different.
Water <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably Ensure adequate infrastructure 	-	The policy says nothing about protecting water quality or making optimum use of water resources. Compared to current conditions, future environmental conditions are likely to deteriorate.
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development 	+/--	The policy sites most new development near existing Centres, allowing people to access facilities by walking, cycling and public transport. By reducing sprawl, it indirectly leads to higher density development, which is generally more energy efficient. On the

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Support self-sufficiency • Increase resilience to the effects of climate change 		<p>other hand, it allows for some large scale development Outside of the Centres, which would increase the need to travel and thus air/climate impacts</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+/-	<p>The policy aims to minimise development of greenfield land, so minimising impacts on archaeological assets. It aims to make Centres vibrant and ensure the provision of appropriate infrastructure. However, it is still likely to lead to some impacts on heritage and local distinctiveness and lead to increased waste production.</p>
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	?	<p>The impact of the policy would depend on the location and type of development</p>
<p>Comments/mitigation:</p> <p>Include information in both the policy and supporting text about protecting the Island's environment and making best use of its resources.</p> <ul style="list-style-type: none"> • Does the policy need to say something about providing for the needs of current and future residents, or improving their health and well-being? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • None. 		

Policy S2: Main Centres and Main Centre Outer Areas

The Main Centres provide the core focus for development within the Island and proposals 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 these cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.

The Main Centres are:

- St Peter Port town centre, referred to in this Plan as 'Town';
- The area around the St Sampson/Vale harbour area, referred to in this Plan as 'The Bridge'.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	++	This policy would help to: improve amenity and quality of life by providing needed facilities close to where people live; maintain and enhance facilities and services by ensuring that they are located near a large catchment area; and, increase inclusion and decrease inequality by making facilities available to people who walk, cycle and take public transport.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-	Both Main Centres and Main Centre Outer Areas have Areas of Biodiversity Importance (see next two assessments), which would be subject to greater pressure under this policy compared to the current situation. On the other hand, this policy helps to prevent sprawl development with associated greater land use and increased use of the car, so helping to minimise these impacts on biodiversity.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+/-	The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to laissez faire, this is a very positive policy. Compared to today, it aims to minimise additional land take.
Water <ul style="list-style-type: none"> • Protect and improve water quality 	+/-	The policy would increase land use in the Main Centres and Main Centre Outer Areas, but decrease pressure elsewhere on the Island. In doing so, it could negatively affect

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Ensure that water resources are used sustainably • Ensure adequate infrastructure 		water quality in the Main Centres and Main Centre Outer Areas (although this could be minimised through good design) but would reduce impacts elsewhere. The policy says nothing about water use, but it would help to minimise the need for additional water infrastructure.
<p>Air/climatic factors</p> <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	++/-	<p>The policy sites new development near existing Centres, allowing people to access facilities by walking, cycling and public transport. By reducing sprawl, it indirectly leads to higher density development, which is generally more energy efficient.</p> <p>The Bridge Main Centre has an area in the 100 year flood risk area, at Leale's Yard. Both Main Centre Outer Areas have significant areas in the 100 year flood risk area.</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	++/-?	<p>Both Main Centres overlap very significantly with Conservation Areas, and both have many protected buildings. Although other Plan policies help to protect heritage, focusing development on the Main Centres could have a cumulative impact on the Centres' attractive and historic nature.</p> <p>Focusing development on the Main Centres will help to: ensure the provision of adequate infrastructure because it will make it more efficient and cheaper to provide this infrastructure; promote efficient use of resources generally; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl.</p>
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 		
Comments/mitigation:		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Overall this policy would have very positive impacts in terms of reducing sprawl development, and helping to ensure that facilities are accessible by walking, cycling and public transport. Given the strong overlap between Main Centre boundaries and Conservation Areas, and the large number of protected buildings in the two Main Centres, does this policy need to give more support to ensuring that the attractive and historic nature of the Main Centres is preserved? Cumulatively, this policy is likely to lead to significant new development in areas that are at risk of a 100 year flood. This could lead to significant impacts if there is flooding, but could also increase the likelihood of flooding nearby where currently porous land is converted to hardstanding. Consider whether the Plan needs to say more about flood risk (e.g. building flood resilient development in such areas, avoiding such areas through a hierarchy of first building on land that is not prone to flooding etc.) <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

Town, St Peter Port



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++	<p>Town has the most, and most easily accessible, services and facilities on the Island. It is not in a Development Proximity Zone or Airport Public Safety Zone and traffic is the only significant source of noise.</p> <p>The policy aims to ensure that adequate housing and facilities are provided for current and future generations. It also aims to provide adequate services and facilities in locations that are easily accessible by walking and cycling.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	<p>The Cliffs SSS lies to the south of Town, the St. Sampson's Marais & Ivy Castle SSS lies to the north of Town and the biodiverse Candie Cemetery is in the Main Centre. Various small Areas of Biodiversity Importance are scattered throughout Town and the coastal area hosts a large number of birds and other species.</p> <p>Even if these sites were not affected by future development, biodiversity in the area generally would be affected by increased development and indirectly through greater disturbance and recreational pressure.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	<p>The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to current conditions, future conditions are unlikely to be very different.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	<p>Further development is likely to increase runoff and therefore affect water quality in the area. However, the impact is not likely to be significant.</p>

Air/climatic factors	<ul style="list-style-type: none">• Located within/around Main or Local Centre?• Located near air pollution hot spot?• Potential to contribute to air pollution at hot spots?• Located in flood risk area?• Potential to contribute re. planting, public transport, etc.?	+/-	<p>The policy sites new development near existing Centres, allowing people to access facilities by walking, cycling and public transport. By reducing sprawl, it indirectly leads to higher density development, which is generally more energy efficient.</p> <p>That said, the policy is unlikely to improve conditions (rather keep them roughly the same).</p> <p>The northern part of Town, by the coast, is in the 100 year flood risk area, including a small proportion of the proposed Admiral Park office development.</p>
Material assets	<ul style="list-style-type: none">• On and adjacent to protected building, protected monument, Conservation Area?• Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas?• Enhances/interprets heritage?• Provides facilities for recycling, etc.?	-?	<p>Most of Town is a Conservation Area, and there are many protected buildings in the area. La Vallette is a large archaeological site to the south of Town. The harbour and high tidal range give a strong and attractive visual focus to Town.</p> <p>Development of the area – especially along the waterfront - could affect these features.</p>
Landscape	<ul style="list-style-type: none">• Tree Protection Order?• Area of High Landscape Quality/Area of Landscape Value?• Does not close off views to wider landscape?• Appropriate to their location in terms of scale and impact?		
Comments/mitigation: <ul style="list-style-type: none">• Need to confirm that infrastructure (e.g. water provision, wastewater management) will be adequate for future development.• Does the policy need to say more about protecting and enhancing of the strong heritage/ landscape features of St Peter Port, i.e. Conservation Area plus protected buildings plus archaeological areas, especially since these are part of Town's tourism draw? Detailed EIA issues: <ul style="list-style-type: none">• None.			

The Bridge, St Sampson/Vale



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++/-	<p>The Bridge has a wide range of easily accessible services and facilities. It is not in an Airport Public Safety Zone, but does have two Development Proximity Zones, one on each side of the harbour, which strongly restrict what development is possible. Harbour operations and traffic are the main sources of noise.</p> <p>The policy aims to ensure that adequate housing and facilities are provided for current and future generations. It also aims to provide adequate services and facilities in locations that are easily accessible by walking and cycling.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-/--	<p>The St. Sampson's Marais & Ivy Castle SSS lies to the south west side of the Bridge and there are Areas of Biodiversity Importance at Vale Castle, Mont Crevelt and scattered elsewhere throughout the Bridge. A large east-west corridor through the Centre, much of which is proposed for development, is not designated but has biodiversity interest. The harbour and surrounding area host many seabirds and other species.</p> <p>Even if these sites were not affected by future development, biodiversity in the area generally would be affected by increased development and indirectly through greater disturbance and recreational pressure.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+/-	<p>The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Development of the large east-west corridor formerly hosting greenhouses makes good use of land, but there may be contamination issues.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	<p>Further development is likely to increase runoff and therefore affect water quality in the area. However, the impact is not likely to be significant.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	<p>The policy sites new development near existing Centres, allowing people to access facilities by walking, cycling and public transport. By reducing sprawl, it indirectly leads to higher density development, which is generally more energy efficient.</p> <p>That said, the policy is unlikely to improve conditions (rather keep them roughly the same).</p>

Material assets	<ul style="list-style-type: none"> On and adjacent to protected building, protected monument, Conservation Area? Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? Enhances/interprets heritage? Provides facilities for recycling, etc.? 	-	<p>The central core of the Bridge is a Conservation Area, and there are many protected buildings in the area. However, the waterfront area could use a facelift. The harbour and high tidal range give a strong visual focus to the Bridge.</p> <p>Development of the area – especially along the waterfront - could affect these features. This could be positive or negative depending on how development is carried out.</p>
Landscape	<ul style="list-style-type: none"> Tree Protection Order? Area of High Landscape Quality/Area of Landscape Value? Does not close off views to wider landscape? Appropriate to their location in terms of scale and impact? 	-	
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> The Development Proximity Zone and the very visually intrusive power station form a major constraint to development of the harbour area for anything other than industrial uses. That is a real shame as it is an attractive area that has the potential to host higher end housing, tourism facilities, etc. Does the policy (or preamble) need to be clearer about longer term aspirations for St. Sampson's, i.e. concentrating the LPG tanks at the southern side of the harbour? Does the designation of Northside KIA effectively prevent a longer term move to a higher value form of development? Need to confirm that infrastructure (e.g. water provision, wastewater management) will be adequate for future development. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 			

Policy S3: Local Centres

Within the Local Centres, development will be supported if: it sustains the socially inclusive and healthy communities that those Centres service; is of a scale that reflects those Centres' existing functions and meets the requirements of the relevant specific policies of the Island Development Plan.

The Local Centres are:

- Cobo
- L'Aumône

- Forest
- Forest West
- St Martin
- L'Islet
- St Pierre du Bois

The proposed amendments include minor amendments to the boundaries of Cobo, L'Aumone and L'Islet as illustrated on Map Extracts 4-6 of Annex to Schedule I of the report entitled 'Environment Departments response to the Inspectors' report, March 2016'. The proposed amendments also introduce an additional Local Centre at Forest West as shown on Map Extract 7 of Annex to Schedule I to the same report above. These changes have been considered and are reflected in the assessment where appropriate.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+ / ++	The policy aims to support inclusive and healthy communities and relevant forms of community development. It should help to ensure that services are provided near where people live and to enhance the sense of community of the areas.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	- ?	Further development in Local Centres has the potential to affect biodiversity in and near those areas, notably some of the coastal SSSs through increased recreational pressure.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+ / -	Focusing development on defined Local Centres should help to prevent sprawl development, so making efficient use of land. That said, development in Local Centres will predominantly be on greenfield sites, which is not as efficient as development in Main Centres and/or on brownfield land would be.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	- ?	On the whole, this policy will not have a significant impact on water quality. Additional water and wastewater infrastructure will be needed, and water use will increase.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel 	- / --	Although Local Centres will make it easier for local residents to access a basic range of services by walking and cycling, it is not

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 		likely that residents would necessarily work locally and they would still do their large comparison shopping in the Main Centres. Further development in Local Centres is therefore likely to increase travel by car, possibly significantly.
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	0?	This policy, in conjunction with other protective policies, should not have a significant impact on the architectural or archaeological heritage.
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-	Development in Local Centres would give the Centres a more urban feeling and is likely to reduce views onto open natural spaces. It would be better than permitting people to build in an unconstrained way, but would have more visual impacts than building in Main Centres.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • In all cases aim to have a clear delineation to the Local Centre boundaries: some kind of place making. • Consider traffic calming through the Local Centres to reduce the severance caused by existing roads and encourage people to access services by walking and cycling. • Promote community planning in Local Centres. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • None. 		

Cobo, Castel



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++	<p>This roughly square 18 hectare Local Centre has a clear focal point along the shore. Facilities include small employment sites, convenience shopping, a petrol station, pub, cafe, takeaway and restaurant, bank hairdressers and GP.</p> <p>The Local Centre is not in a Development Proximity Zone or Airport Public Safety Zone. It has no significant noise or odour problems.</p> <p>Further development in Cobo would help to support and enhance the vitality of the area.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	<p>The northern part of the Local Centre is demarcated by a linear woodland. The eastern edge abuts several areas of grassland and marsh, which then lead to an Area of Biodiversity Importance.</p> <p>Further development at Cobo could affect the integrity of these biodiversity areas, but access to these areas is limited so impacts are unlikely to be significant.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	No significant issues
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	Douits run to the north and south of the Local Centre but water quality in these streams is unlikely to be significantly affected by further development at Cobo.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	--	<p>Cobo is relatively isolated on the Island, so new residents and businesses will need to travel quite far to facilities/services that are not provided at Cobo.</p> <p>About one third of the Local Centre – the section adjoining the shore – is in the 100 year flood risk area.</p> <p>Further development in the Local Centre could exacerbate both of these problems.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	<p>There are no protected buildings in or near Cobo. There is a small archaeological site near the middle of the Local Centre and larger sites to the south and east, Outside of the Centre.</p> <p>The coastal path goes past Cobo and provides a walking area for local residents.</p> <p>Further development of the Local Centre is unlikely to affect material assets.</p>

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-?	<p>Cobo is an attractive Centre with a general maritime feel and clear views over the coast.</p> <p>New development has the potential to adversely affect this if it is insensitively designed. Alternatively, good design could help to enhance the attractive nature of the Centre. The boundary amendment brings a current small open area within the boundaries, development of which may impact character and close off wider views.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Restrict new development in the flood risk area, or ensure that it is flood resilient. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Ensure that the archaeological area in the centre of the Local Centre is protected or sensitively dealt with. • Development should aim to reduce severance between the Local Centre and the seashore. • Development should promote the generally low key, maritime flavour of Cobo. 			

Forest



Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>This very compact (5.9Ha) Centre is focused around the long-established Forest Stores. It also includes employment sites, other shops, two restaurants and two churches. In practice, Forest continues westward past the airport which is recognised by the designation of an additional Local Centre, Forest West Local Centre</p> <p>Noise levels are relatively high, reflecting airport operations and associated traffic. Forest is not in a Development Proximity Zone. It lies approximately 150m from an Airport Public Safety Zone.</p> <p>The compact nature of the Local Centre aims to concentrate new development in one location rather than encouraging the current sprawl of development. It is unlikely to significantly affect noise levels.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0?	<p>Forest Local Centre is surrounded by grassland and marsh to the south and east. Rue des Croisée leads south to the Cliffs SSS. To the north, the airport contains the Island's largest extent of semi-improved grassland.</p> <p>Further development of Forest Local Centre is unlikely to significantly affect biodiversity. It may increase use of streets and paths leading to the Cliffs SSS, which could indirectly affect the integrity of the SSS, but this is unlikely to be significant.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	There is more room for development (in terms of currently undeveloped land) to the east than to the west of the Forest Local Centre. No significant soil issues.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	One dourt runs alongside the road through the centre of the Local Centre, continuing south-east to the Cliffs SSS. New development could affect the water quality of the stream, in turn affecting the SSS.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0?	<p>The Local Centre is conveniently sited along a major road with good access to St. Peter Port. It is located near the airport, with possible air quality problems. The significant traffic through the area can also cause air quality problems.</p> <p>Given the size of the Local Centre significant amounts of additional development (and thus traffic) is unlikely.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-?	The southern half of Forest Local Centre is a Conservation Area. A cluster of protected buildings are located Le Bourg, in the middle of the Local Centre. Increased development could affect the settings of these buildings, and possibly the buildings themselves through e.g. vibration.

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-?	<p>Forest Local Centre's landscape is quite different in the south (Conservation Area, protected buildings, slope down towards the SSS) and the north (larger scale, more industrial). Further development could affect the enclosed, secluded, attractive nature of the southern part of the Local Centre.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • The crossroad is busy, and Le Bourg/Les Landes effectively splits the Local Centre. The Centre's northern and southern halves are also very different visually. Consider how to reduce the road's severance to link the north and south sides of the Centre and better tie together the two halves of the Local Centre. • Check whether there are air quality problems at the Local Centre and consider how these can be reduced, e.g. by re-routing the road through it. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Any future development, especially on the south side of Le Bourg/Les Landes, should reflect and enhance the style of existing development and protect the setting of the protected buildings. • Ensure that water quality in the douit running through the Local Centre is not affected by new development, and possibly improve it. Check whether the douit could be made more natural and attractive. 			

Forest west



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>This compact (12Ha) Centre is focused around the cluster of commercial and community facilities on Rue des Landes including the Co-Op general convenience store, Les Rondin School, Forest Primary School and the Forest Douzaine Rooms. It also includes employment sites, pub, beauty salon, cinema, restaurant and a take away.</p> <p>Noise levels are relatively high in certain parts, reflecting airport operations and associated traffic. Forest West is not in a Development Proximity Zone. It lies approximately 400m from an Airport Public Safety Zone.</p> <p>Further development in Forest West would help to support and enhance the vitality of the area. It is unlikely to significantly affect noise levels.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0?	<p>Forest West Local Centre is surrounded by largely cultivated land to the east and west and by grassland and marsh to the south. La Rue du Mont Marche and Rue de la Villiaze both lead down south to the Cliffs SSS. To the north, the airport contains the Island's largest extent of semi-improved grassland.</p> <p>Further development of Forest West Local Centre is unlikely to significantly affect biodiversity. It may increase use of streets and paths leading to the Cliffs SSS, which could indirectly affect the integrity of the SSS, but this is unlikely to be significant.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+/-	Opportunities for development include both undeveloped and redundant glasshouse sites in this Local Centre. No significant soil issues.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	A stream runs to the west of the Local Centre, but there are no ditches or ponds within the Local Centre. Development is unlikely to have a significant impact.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0?	The Local Centre is conveniently sited along a major road with good access to St. Peter Port. It is located near the airport, with possible air quality problems. The significant traffic through the area can also cause air quality problems.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	No significant issues.
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0?	Given the form and topography of the Local Centre, new development unlikely to have significant adverse impact. Development of good design could help to enhance the character of the Centre. However, it is also noted that there are a number earthbanks located within the Local Centre which are vulnerable to loss through development.

Comments/mitigation:

- There is a good opportunity for environmental enhancement through development of redundant glasshouse sites within the Local Centre.
- There are a number of earthbanks prominent within the Centre which future development should take into account.
- Check whether there are air quality problems at the Local Centre and consider how these can be reduced, e.g. by re-routing the road through it.

Detailed EIA issues:

- none

L'Aumône, Castel

Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++	<p>This compact (7.3Ha) Local Centre has a secondary school close to one end, a GP surgery and several shops, including a small grocery store, and a restaurant on Rue du Friquet. It serves a significant hinterland.</p> <p>It is not in a Development Proximity Zone or Airport Public Safety Zone. Noise levels are moderate and dominated by traffic.</p> <p>Further development is likely to increase the vitality of the area and give a clearer feeling of community to what is currently rather spread out, linear development.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	<p>The eastern half of L'Aumône is encircled by grassland. An Area of Biodiversity Importance is located within 100m of the northern boundary of the Local Centre.</p> <p>Development of the Local Centre is unlikely to have a significant effect on biodiversity.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	<p>The boundary of the Local Centre is quite tight, with relatively limited room for further development. The impact on soil is likely to be limited.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	<p>A douit runs through the grounds of Maison l'Aumône and the residential area to the south of the road. Further development is unlikely to significantly affect water quality in the douit.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	No significant issues.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	There is a Conservation Area within 100 m of the Local Centre on the west side and this includes two protected buildings and an area of archaeological interest. A few other protected buildings are to the east and south east of the Local Centre but outside its boundaries. None of these are likely to be significantly affected by development at the Local Centre.
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0	No significant issues.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • None. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Ensure that future development does not negatively affect water quality in the ditch running north-south through the Local Centre, and aim to improve water quality. 			

L'Islet, St Sampson/Vale



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>This relatively large (15Ha) Local Centre includes employment sites, community facilities, places of worship, grocery and other shops, including clothes and household goods, and a petrol station, mostly located in a tight area at the crossroads. It is served by a number of bus stops.</p> <p>The Local Centre is not in a Development Proximity Zone or Airport Public Safety Zone. Noise levels are not significant.</p> <p>Further development in the Local Centre would increase its vitality.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-?	<p>Much of the north-eastern edge of the Local Centre is adjacent to the Port Soif to Pont du Valle SSS, which is designated because of its dune habitats and saltmarsh communities and provides a habitat for considerable numbers of birds. The south-western edge of the Local Centre is mostly woodland and grassland.</p> <p>Significant additional development at the Local Centre, particularly along the coastal area, could increase recreational disturbance and pollution at these sites, with the potential for at least some negative impact.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	The only large undeveloped area within the Local Centre boundary is a field on its north-west edge. Intensification of development in the rest of the Local Centre is unlikely to significantly affect soil quality.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	?	<p>Only one douit runs through the Local Centre, along the south boundary. The heart of the Local Centre is set back slightly from Grand Havre.</p> <p>If there was a significant amount of new development along the seafront, this could affect the water quality of the bay, in turn affecting the SSS.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	No significant issues.

Material assets	<ul style="list-style-type: none"> On and adjacent to protected building, protected monument, Conservation Area? Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? Enhances/interprets heritage? Provides facilities for recycling, etc.? 	-?	Two dolmen sites are within L'Islet Local Centre. Several protected buildings are scattered around the middle of the Local Centre. One of the dolmen sites is in one of the fewer larger undeveloped areas in the Local Centre. Significant additional development of L'Islet could affect the setting of the protected buildings, and possibly the archaeological areas.
Landscape	<ul style="list-style-type: none"> Tree Protection Order? Area of High Landscape Quality/Area of Landscape Value? Does not close off views to wider landscape? Appropriate to their location in terms of scale and impact? 	-?	L'Islet is an attractive area with low-lying homes and with the striking backdrop of the bay and SSS. New development could have a negative impact on this if it increases the height of buildings or significantly increases the density of the area.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> None. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> Consider how to protect the SSS from significant additional recreational disturbance. Can access to the woodlands and fields to the west and south-west of the Local Centre be improved, to draw people away from the more sensitive coast? Aim to protect and enhance the protected monuments and their settings in the centre of L'Islet. New development should be consistent with the current low-lying, somewhat maritime feel of the existing development. 			

St. Martin



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>This large (33Ha) Centre has a clear central street with a range of shops (including clothes and household goods), several grocery shops /supermarkets, employment sites, restaurants and community facilities. It also contains a primary school.</p> <p>St Martin is at the eastern end of the eastern Airport Public Safety Zone. It is not in a Development Proximity Zone.</p> <p>Further development could make the Local Centre less linear and even more vibrant.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	<p>The eastern edge of the Local Centre is within 300m of the Cliffs SSS. At the northern end of the Local Centre is woodland and there are several areas of grassland within the Local Centre, on its southern side.</p> <p>There are quite a lot of undeveloped areas within St. Martin, so significant additional development could occur. This could directly affect the grassland within the Centre, and indirectly affect the SSS through greater disturbance, erosion, etc.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	<p>There is more undeveloped land in St. Martin than in the other Local Centres. This gives the potential for significant land use change from rural to more urban.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	<p>Two minor douits run through small sections of the Local Centre and several small ponds are scattered along the central line of the Local Centre. Further development of the Local Centre is unlikely to significantly affect water quality in these douits, although it could significantly increase water use.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	+	<p>No significant issues.</p> <p>The scale of St. Martin and range of facilities it offers can help to reduce the need to travel for local residents, and additional development would support this further.</p>

Material assets	<ul style="list-style-type: none"> On and adjacent to protected building, protected monument, Conservation Area? Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? Enhances/interprets heritage? Provides facilities for recycling, etc.? 	-?	There is a cluster of protected buildings and an archaeological area around La Bellieuse and a large archaeological area north of the eastern part of the Local Centre. Most of the northern part of the Local Centre is a Conservation Area, which extends beyond the Local Centre to the north-east. These all constrain development.
Landscape	<ul style="list-style-type: none"> Tree Protection Order? Area of High Landscape Quality/Area of Landscape Value? Does not close off views to wider landscape? Appropriate to their location in terms of scale and impact? 	?	Given that most of the buildings along La Grande Rue are in a Conservation Area, development along that part of the Local Centre will need to be in keeping with the Conservation Area style.
Comments/mitigation: <ul style="list-style-type: none"> None. Detailed EIA issues: <ul style="list-style-type: none"> There are many heritage/landscape constraints along La Grande Rue: any development should be in keeping with the Conservation Area and protect the historic buildings/setting of La Bellieuse. 			

St. Pierre du Bois



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++/-	<p>This 10.7Ha Local Centre has a grocery store, bank, pub, restaurant, church, post office, community facilities and GP. There is no clear centre and services are spread between Route du Longfrie, Rue des Brehauts, Rue des Buttes and Rue de Longfrie.</p> <p>St. Pierre du Bois lies about 500m west of the airport and a small part of its southern boundary overlaps with the Airport Public Safety Zone. It is affected by noise from the airport.</p> <p>Further development may help to give a clearer heart to the Local Centre and provide more services. However, it may also make more residents subject to noise and danger from the airport.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-?	<p>There are no SSSs within 1km of the Local Centre, and the nearest Area of Biodiversity Importance is the Silbe Nature Reserve, about 500m to the west. However, much of the Local Centre is surrounded by grassland/marshland, including two large fields in the middle of the Local Centre.</p> <p>Significant development of the Local Centre could increase recreational and other pressures on these Areas of Biodiversity Interest.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	No significant issues.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	A stream runs to the south of the Local Centre, but there are no douits or ponds within the Local Centre. Development is unlikely to have a significant impact.

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	Given the Local Centre's proximity to the airport, air pollution from the airport is a possible concern. The Local Centre also has only limited amenities at present and is comparatively far from the Main Centres, so residents are more likely to be travelling greater distances for many of their journeys.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0?	<p>There is an archaeological site to the west of the Local Centre and one to the south-west: the latter is focused on the unusual St Pierre du Bois Church, and some of the area is within the Local Centre. The south-west edge of the Local Centre is a Conservation Area, which extends south-west, beyond the Local Centre.</p> <p>Further development in the Local Centre could affect the setting of the church, but is otherwise unlikely to have significant impacts.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0?	The Local Centre is on sloping ground. It is divided quite sharply by the large open fields in the Centre. No significant impact.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Can public access (and, maybe, a children's play area) be provided to the two large fields in the centre of the Local Centre? Otherwise they seem to act as a barrier to having a real core to St Pierre du Bois. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Development in the south-western part of the Local Centre will need to be in conformity with the Conservation Area and should protect the setting of the church. 			

Policy S4: Outside of the Centres

Outside of the Centres, support will be given for development that meets the requirements of the relevant specific policies of the Island Development Plan.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+/-	This policy would help to provide homes where people want them, but would not help to improve facilities, regenerate deprived areas, etc.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-	Although designated biodiversity sites are protected, biodiversity generally is not, and there are no policies to enhance biodiversity.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	-	Although development in the countryside is expected to be limited, there would be a cumulative negative impact on land use and soil quality.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-	Development in the countryside is more likely to involve septic tanks, which are more likely to affect water quality. They would also require more water provision infrastructure.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	-	Although development in the countryside is expected to be limited, such development would be more likely to generate car journeys and have a disproportionate impact on air quality and climate change.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure 	?	Depends on location and type of development.

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Promote efficient use of resources 		
<p>Landscape</p> <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	--	Homes Outside of the Centres are likely to negatively affect views onto open natural spaces, the amenity of attractive landscapes and the landscape domination of the car, particularly cumulatively.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> The wording of this policy would allow new types of development, or development with new types of impacts (the future equivalent of telecommunication towers) beyond the Main Centres. Also should this policy be more restrictive, i.e. no development in the countryside unless...? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

HOUSING POLICIES

Policy MC2: Housing in Main Centres and Main Centre Outer Areas

Proposals for housing development in Main Centres and Main Centre Outer Areas will be supported providing that:

- they are in accordance with other relevant policies of the Island Development Plan; and,
- where they are able to accommodate a variety of dwellings they provide an appropriate mix and type of dwellings; and,
- where the site is identified as Important Open Land, new housing is only achieved through the subdivision of existing dwellings or the conversion of existing buildings.

Allocated housing sites identified on the Proposals Map can only be developed for housing and, where appropriate, complementary development appropriate to the site and location, as part of a comprehensive scheme taking into account any Development Framework for the site which has been approved by the Environment Department. Where there is an approved Development Framework the Environment Department will take it into account when considering proposals for the site or area to which it relates.

Development that is unlikely to inhibit the implementation of future housing development, or inhibit the implementation of a Development Framework or prejudice the comprehensive development of allocated housing sites, may be supported where it is in accordance with all other relevant policies of the Island Development Plan.

A Development Framework will be required for proposals of 10 or more new dwellings, for sites of over 0.25 hectares (1.5 vergées), and for proposals exceeding 2,000 square metres of gross floor area. An approved Development Framework will be taken into account by the Environment Department when considering proposals for the site to which it relates.

All proposals for housing development resulting in a net increase of five or more dwellings will be required to provide a proportion of affordable housing in accordance with Policy GP11: Affordable Housing.

Development of five or more dwellings or of a minimum of 1,000 square metres of floor area will require a Waste Management Plan, to be submitted with a planning application, which shall demonstrate how waste associated with the development process is to be minimised, how existing materials are to be reused on or off site and how residual waste will be dealt with.

Policy LC2: Housing in Local Centres

Proposals for housing development within Local Centres will be supported providing that:

- a. each proposal is of a scale that is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned and will not negatively affect the vitality and viability of the Main Centres or otherwise undermine the Spatial Policy; and,
- b. where able to accommodate a variety of dwellings the proposal provides an appropriate mix and type of dwellings; and,
- c. where the site is identified as Important Open Land, new housing is achieved only through the subdivision of existing dwellings or the conversion of existing buildings; and,
- d. in all cases the proposed development accords with other relevant policies of the Island Development Plan.

A Development Framework will be required for proposals of 5 or more new dwellings, for sites of over 0.125 hectares (0.75 vergées), and for proposals exceeding 1,000 square metres of gross floor area. The Environment Department will take an approved Development Framework into account when considering proposals for the site to which it relates.

All proposals for housing development resulting in a net increase of five or more dwellings will be required to provide a proportion of affordable housing in accordance with Policy GP11: Affordable Housing.

Development of five or more dwellings or of a minimum of 1,000 square metres of floor area will require a Waste Management Plan to be submitted with a planning application, which shall demonstrate how waste associated with the development process is to be minimised, how existing materials are to be reused on or off the site and how residual waste will be dealt with.

Existing specialised housing sites located within Local Centres will be permitted to extend the existing use on land adjoining the site where this extends beyond the Local Centre boundary, providing that proposals accord with all other relevant policies of the Island Development Plan.

This assessment assumes that the two policies would lead to roughly 300 more homes per year being built on the Island, mostly in the Main Centres and Local Centres.

Large scale (>1 ha) housing development

Population	Provision of adequate accommodation to cater for housing need Potential re-use of brownfield land	Potential disturbance, health, amenity and well-being implications of over-crowding Noise and vibration during construction and due to new roads Traffic congestion Potential hazards from, e.g. flooding or industrial malfunction (site dependent)
Flora & fauna	Modification of habitat, e.g. improvement of contaminated sites	Loss/modification/fragmentation of habitat Potential impact on rare/protected species and sensitive habitats Potential changes to microclimate, e.g. heat retention in built up areas Potential light pollution Potential public disturbance
Air		Effects of dust (during preparation and construction) Emissions resulting from use of the site, e.g. traffic, heating, odours etc.
Water		Supply capacity Reduced infiltration and potential flooding, depending on surface Potential effect on groundwater movement of drains and foundations Potential pollution of water courses/bodies, especially during construction Effluent disposal capacity
Soil	Potential opportunity for remediation of contaminated land	Buildings may exceed the load-bearing capacity of the land Potential release of contaminants through disturbing historic pollution Potential effect of pile driving on ground water levels and flows Potential effect of soil salinity, especially on the coast
Climatic factors		Depending on energy source, contribution to global warming Potential changes to microclimate, e.g. heat retention in built up areas
Material assets	Provision of housing to meet a recognised need	Potential loss/disturbance to historic structures/archaeology Potential loss of agricultural land/fragmentation of

		holdings Potential loss of recreational facilities, public footpaths, etc.
Landscape	Potential visual improvement to redundant sites	Potential visual intrusion on open landscape due to the introduction of new structures Potential effects of light, roads, power lines traffic generation, vegetation loss, etc. Change in character

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	++/-	<p>We understand that provision of 300 homes/year, on average, will not deal with the full backlog of housing need. However, it would be much better than an unplanned approach to housing provision.</p> <p>The policies help to provide housing for people who need it, and to help regenerate deprived areas. The other Plan policies and the requirement to prepare a Development Framework should minimise negative impacts on existing residents.</p>
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-/--	<p>Some of the housing sites identified on the Proposals Map will have negative impacts on biodiversity (mostly on undesignated areas); and there will be a cumulative impact from housing development elsewhere. These impacts will be reduced by other Plan policies, but the policies do not protect biodiversity generally, just designated sites.</p>
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	+/-	<p>The policy aims to minimise development of greenfield land and ensure that land is used efficiently. Compared to laissez faire, this is a very positive policy. Compared to today, it aims to minimise additional land take but would lead to a significant amount of land being turned from undeveloped to developed.</p>

EIA criteria	Impact	Comments
<p>Water</p> <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-?	<p>More houses would use more water; runoff from greater areas of hardstanding could affect water levels in nearby streams/douits; and runoff/garden chemicals, etc. could affect water quality in nearby water bodies.</p>
<p>Air/climatic factors</p> <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	-	<p>The policies site new development in/near existing Main and Local Centres, allowing people to access facilities by walking, cycling and public transport. This is supported by the Plan's transport policies. By reducing sprawl, they indirectly lead to higher density development, which is generally more energy efficient. Per capita emissions are thus likely to reduce; but overall emissions are likely to increase.</p> <p>Several of the proposed housing areas are in areas prone to flooding.</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	0?	<p>None of the proposed large housing sites would have significant impacts on material assets, and other Plan policies protect heritage assets and promote good design.</p> <p>The provision of 300 homes/year, on average, would increase the production of waste (including from construction), but is otherwise unlikely to have a significant negative effect on material assets. The policy for housing in local centres requires a Waste Management Plan.</p>
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	+/-	<p>New housing development in built-up areas will inevitably have an impact on the town/landscape. It is likely to close rather than re-open views onto open natural spaces.</p> <p>The policies protect Important Open Land from housing and the Plan's design</p>

EIA criteria	Impact	Comments
		<p>policies aim to minimise the negative impacts of new housing and maximise positive ones. The housing sites on the Proposals Map are mostly brownfield land.</p> <p>The provision of 300 homes/year, on average, in accordance with the Spatial Policy, is likely to help regenerate underutilised land and support a vibrant 'street scene' in the Main and Local Centres.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> Do these policies need to say anything about expected housing densities? About contributions that housing developers should make for e.g. improved public transport, management of green areas? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> Please see the table above about the impact of large scale housing development. 		

Belgrave Vinery, St Sampson



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>A 6.2Ha site in the Bridge Main Centre, but about 1km from the Core Retail Area.</p> <p>Not in Development Proximity Zone, etc. There are several dozen homes on the eastern and southern edges of the site.</p> <p>Current stonemason and builder's yard operations on the site are noisy at times. Conversion to housing is unlikely to increase noise, and could decrease it.</p> <p>Housing development at the site could lead to a cumulative impact on social infrastructure, e.g. schools, along with other housing and employment sites?</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	<p>The site is described in the Belgrave Vinery Outline Planning Brief as broadly being a freshwater marshland, with wetlands and wet meadows. It lies adjacent to a green wedge between Town and the Bridge. About 1Ha of this 6.2Ha site is greenfield grassland and marsh area, and another 0.7Ha are woodland and scrub. There are no biodiversity designations near the site, but development would have at least some significant impact on biodiversity.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-	<p>The north-eastern part of the site is built up (builder's yard) and there is a small area where sewage lorries can discharge their contents for disposal in the Channel. However, about two-thirds of the site is undeveloped. Contamination from the builder's yard and sewage area is a potential problem. Developing housing on the site would make this site more urban and built up, with more hard surfacing.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	+/-	<p>The land has been progressively drained to farmland. Many of the stream channels have been heavily modified from their natural state: they have been straightened and lined with blockwork and/or concrete. There is potential to make these more natural, with the potential to support more biodiversity. Housing development would increase the area of hard surfacing and thus runoff.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	<p>Current stonemason operations generate dust: this would no longer happen if the site was redeveloped for housing, but traffic movements (and associated air pollution problems) would increase instead.</p> <p>About 60% of the site, mostly in the southern section, is in the 100 year flood risk area. Protection from flooding is difficult because of the large area of coastline affected.</p>

Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-?	<p>There are four standing stones in an arc to the north-west of the site, within the area proposed as a green wedge.</p> <p>These could be affected indirectly by the proposed development if residents were to increase use of the green wedge area.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site still contains some greenhouses. The rest is scrub land with no landscape interest.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Consider cumulative impacts on social infrastructure e.g. doctor's surgeries, schools, etc. • Is all of this site necessary? The southern half is in the 100 year flood risk area and is greenfield. Can this part of the site be avoided, or at least treated as the last phase of the development? • Can cycle/walking routes to the Bridge be improved as part of this development, e.g. along Les Bas Courtils? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Potentially significant biodiversity issues. Can a buffer be provided for the green wedge? • The douits on the site would need to be protected and managed to deal with flooding problems. There is potential to reinstate the natural contours of the some of the streams/douits to help improve biodiversity. • Contamination from the builder's yard and sewage area is a potential problem. • Where would the 'sewage area' be moved to? • Impact on standing stones (archaeological interest). Turn this area into a publicly accessible green area? • To prevent significant recreational disturbance to the nearby SSS/Areas of Biodiversity Importance, provide recreational area on site. Perhaps require developers to fund improvements to the green wedge, i.e. clear footpaths to 1. improve recreational enjoyment and 2. keep people away from the more sensitive parts of the SSS. 			

Franc Fief, St Sampson



Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>A 5.2Ha site in the Bridge Main Centre, but about 500m from the main shopping area, bus stop, etc.</p> <p>Not in Development Proximity Zone, etc. Noise not a significant problem on the site.</p> <p>Housing development at the site could lead to a cumulative impact on social infrastructure, e.g. schools, along with other housing and employment sites?</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-?	<p>The site is of limited biodiversity interest: it is primarily rough grassland, and about one-third of the site is under glass. It is located adjacent to two Areas of Biodiversity Interest, which could be indirectly affected, e.g. by additional recreational pressure.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+/-	The northern part of the site is flat and it slopes down to the south. The site still contains some greenhouses. It might be contaminated with pesticides, broken glass, etc. Development for housing would make this site more urban and built up, with more hard surfacing, but this impact would be limited.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-	<p>There is a small reservoir on the northern part of the site, one adjacent to the site on the north-west side and a larger one adjacent to the site on the north-east corner. The latter is part of the Area of Biodiversity Interest.</p> <p>Housing development would increase the area of hard surfacing and thus runoff.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	There are no significant air quality issues currently at the site and the site is not prone to flooding.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	There are no nearby protected buildings, archaeological sites, etc.

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	<p>- The site still contains some greenhouses. The rest is scrub land with little landscape interest. Four houses on the eastern edge of the site would be significantly affected as they would be surrounded by new development on three sides. The site is also very overlooked by dozens of properties on the north, west and south sides. The views for all these homes would change significantly, but the change would be from scrub and greenhouses to housing, so of limited significance.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Consider cumulative impacts on social infrastructure e.g. doctor's surgeries, schools, etc. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Development on the site could cause increased recreational pressure on the Areas of Biodiversity Interest. Can an area of publicly accessible green space be included as part of the development? • Developing the site will affect the near-range views of many houses on all sides of the development. Consider how to minimise these impacts, e.g. through screening. 		

La Vrangue, St Peter Port



This assessment assumes that the College of Further Education, which is currently located on the eastern edge of the site, would be relocated elsewhere. The proposed amendments (ref Map

Inset 2⁴³) to include an additional 0.33ha of land within this designation does not raise any significant issues and therefore has not altered the overall environmental assessment of this site.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-?	<p>A 7.1Ha site, located within St Peter Port Main Centre, but about 1,400m from the Core Retail Area.</p> <p>It is not in a Development Proximity Zone. There is only limited noise currently at the site, mostly from traffic. A new housing development would generate more traffic, but this would be (partly at least) counterbalanced by a reduction in traffic from the relocated College of Further Education.</p> <p>The open area to the south of the site at Balmoral Court is potentially currently used for recreation by local residents. Development of the site for housing could affect this use.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-?	<p>Part of the St Sampson's Marais SSS lies across the Route du Coutanchez from the site. The site is designated because it is a 'green lung' of low-lying grassland which contains some scarcer wetland species.</p> <p>The site itself is mostly grassland and greenhouses with little biodiversity interest. Mature trees surround the reservoir.</p> <p>Development of the site could increase recreational pressure on the nearby SSS, but this would be limited by the relative difficulty of accessing the SSS.</p>

⁴³ Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	The site is broadly flat. There is potential contamination from the former greenhouses (pesticides, glass, etc.) and college.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	The site is generally damp and prone to waterlogging. Several doults run into the site. There is a reservoir on the north-eastern part of the site. Housing development is likely to increase runoff from the site. This could affect the water quality in the doults.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	+/-	<p>There are no obvious air quality issues at the site and the site is not in a flood risk area.</p> <p>Housing development could increase air pollution and greenhouse gases through additional traffic and energy use in housing, but this would be (partly at least) counterbalanced by decreasing emissions from the relocated College of Further Education.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0?	There is one protected building – a Guernsey longhouse with extensions – on the south eastern edge of the site and this is flanked by a small area of archaeological potential. There is also a stone wall between the current College of Further Education and the rest of the site which might be worth keeping as part of the development.

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site is overlooked by several dozen homes to the south which are on higher ground and have clear views of the site. A few homes on the west side of the site will have less direct views onto the site.</p> <p>Developing the site for housing will change a broadly open, green landscape into a much more urban, enclosed, built-up landscape. The impacts on residents of Balmoral Court would be significant, but impacts on views from elsewhere would be limited.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Consider cumulative impacts on social infrastructure e.g. doctor's surgeries, schools, etc. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Can the recreational benefits currently provided near Balmoral Court be provided on the housing site? • The development should not increase recreational pressure on the nearby SSS. • Developing the site will affect the near-range views of many houses on all sides of the development. Consider how to minimise these impacts, e.g. through screening. • Consider how to deal with waterlogging and with runoff from the site so that it does not negatively affect water quality in the nearby ditches. • Protect the archaeological site (or set archaeological watching brief) and the setting of the protected building. 			

Les Pointues Rocques, St Sampson



Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>A 2.5Ha site in the Bridge Main Centre, but about 700m from the main shopping area, bus stop, etc.</p> <p>Not in Development Proximity Zone, etc. There are several homes inside the site boundary on the south-east corner.</p> <p>Noise not a significant problem on the site (only background traffic and construction noise).</p> <p>Housing development at the site could lead to a cumulative impact on social infrastructure, e.g. schools, along with other housing and employment sites?</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	<p>The site is of very limited biodiversity interest. Development would have an insignificant impact.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+/-	<p>The site still contains some greenhouses. It might be contaminated with pesticides, broken glass, etc.</p> <p>Development for housing would make this site more urban and built up, with more hard surfacing, but this impact would be limited.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-	<p>There is a small reservoir on the northern part of the site.</p> <p>Housing development would increase the area of hard surfacing, and thus runoff.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	There are no significant air quality issues currently at the site and the site is not prone to flooding.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	There is a site of archaeological potential to the west of the site but no heritage interest on the site itself. Development would be unlikely to have a significant impact.
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	The site still contains some greenhouses. The rest is scrub land with no landscape interest. The views of five houses into the site on the south-east corner of the site would be significantly affected. The site slopes down to the west, and the houses on the west side would have little visual impact because their windows are below the level of the site.
Comments/mitigation: <ul style="list-style-type: none"> • Consider cumulative impacts on social infrastructure e.g. doctor's surgeries, schools, etc. Detailed EIA issues: <ul style="list-style-type: none"> • None. 			

Salt pans, St Sampson



Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++/-	<p>A 2.8Ha site in the Bridge Main Centre, near Leale's Yard Regeneration Area, and about 300m from the Core Retail Area.</p> <p>Not in Development Proximity Zone, etc. Noise not a significant problem on the site (only background traffic and construction noise).</p> <p>The site is currently used by walkers. Ideally some form of public access to a green area would be maintained in any new development.</p> <p>Housing development at the site could lead to a cumulative impact on social infrastructure, e.g. schools, along with other housing and employment sites?</p> <p>Access to the development is reasonable, although Saltpans Road is narrow at both ends.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--	<p>Most of the site is thick scrub with buddleia, pampas grass, gorse, etc., with trees (e.g. alder) in northern part of site. There are a variety of habitats on the site. The line of trees continues westward pas the site to an Area of Biodiversity Interest.</p> <p>Cumulatively with development at Leale's Yard and Saltpans KIA, the impact on biodiversity would be significant.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	<p>The site contained greenhouses until 10-15 years ago. This means that it might be contaminated with pesticides, broken glass, etc. Land stability may also be affected where land has been drained and has to date only been used for lightweight structures.</p> <p>Development for housing would make this site much more urban and built up, with more hard surfacing.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-	<p>There is a reservoir on the northern part of the site. Generally the site feels damp, as indicated by presence of alder.</p> <p>Housing development would increase the area of hard surfacing, and thus runoff.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	<p>There are no significant air quality issues currently at the site.</p> <p>Most of the site is in the 100 year flood area, which could act as a constraint if flood defences were not put in place at St Sampson's Harbour.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	<p>The only real feature of heritage interest is a stone wall along Saltpans Road to the south of the site.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site feels open and flat and very green due to its lush vegetation. It is currently overlooked by about 20 dwellings on Saltpans Road to the south, whose views would change significantly from open and green to housing.</p>

Comments/mitigation:

- Consider cumulative impacts on social infrastructure e.g. doctor's surgeries, schools, etc.
- Consider providing a walking/cycling path and green corridor through Leale's Yard, this site, the Area of Biodiversity Importance and Saltpans KIA.

Detailed EIA issues:

- Flood defences would be needed at the harbour to protect the site from flooding.
- Protect the stone wall to the south of the site if possible.
- Development of the site would have a significant cumulative impact on biodiversity with the Saltpans KIA and Leale's Yard. Provide green area and ideally a public footpath through the site to replace existing (limited) recreational amenity of the site.

ECONOMIC DEVELOPMENT POLICIES**MC4(A): Office Development in Main Centres**

Proposals for new office development or the refurbishment, redevelopment, or extension of existing stock within the Main Centres and the development of office accommodation above ground floor level within the Core Retail Areas will be supported.

Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where:

- a. the existing premises provides an unsatisfactory standard of accommodation that cannot easily be refurbished to meet modern needs and can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months; or,
- b. the office floorspace is less than 250 square metres.

MC4(B): Office Development in Main Centre Outer Areas

New office development will only be supported within the Office Expansion Area at Admiral Park, as designated on the Proposals Map, which should be developed primarily for large floor plate office accommodation (1,000 square metres or more). A Development Framework will be required for this site which will form Supplementary Planning Guidance once approved and will be taken into account by the Environment Department when considering proposals for the site.

Development may be supported prior to the approval of the Development Framework where it is unlikely to inhibit the implementation of future office development and would not prejudice the comprehensive development of the site.

While the redevelopment of this Office Expansion Area is primarily for provision of office accommodation, other incidental and complementary uses will be considered as part of proposals on this site.

Proposals to extend, alter or redevelop existing office accommodation will be supported in Main Centre Outer Areas.

Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where:

- a. the existing premises provides an unsatisfactory standard of accommodation and cannot easily be refurbished to meet modern needs and can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months; or,
- b. the office floorspace is less than 250 square metres.

See also the relevant policy for Local Centres at 'industry, storage and distribution'. This assessment assumes that new office development will be built at Admiral Park, within the Main Centres, and on the upper floors in Core Retail Areas. It also assumes that office space will be extended, altered and redeveloped throughout the Main Centres and Main Centre Outer Areas; that some office space in the Main Centres and Main Centre Outer Areas will be converted to housing; and, that some new office, etc. space will be built in Local Centres.

Large scale (>1Ha) business parks or industrial estates or retail or leisure development

Population	Provision of adequate land to cater for employment need Potential re-use of brownfield land	Potential disturbance – health, amenity and well-being implications Noise and vibration during construction, operation and due to new roads and increased traffic movements Potential hazards from flooding, industrial malfunction, or a domino effect due to close proximity to other installations (site dependent)
Flora & fauna	Modification of habitat, e.g. improvement of contaminated sites	Loss/modification/fragmentation of habitat Potential impact on rare/protected species and sensitive habitats Potential changes to microclimate, e.g. heat retention in built up areas Potential light pollution Potential public disturbance
Air		Effects of dust (during preparation, construction and operation) Emissions resulting from use of the site
Water		Reduced infiltration and Potential flooding, depending on surface Potential effect on groundwater movement of drains and foundations

		Potential pollution of water courses/bodies
Soil	Potential opportunity for remediation of contaminated land	Buildings may exceed the load-bearing capacity of the land Soil compaction due to heavy machinery/its use in wet weather Potential release of contaminants through disturbing historic pollution Potential effect of pile driving on ground water levels and flows Potential effect of soil salinity, especially on the coast
Climatic factors		Depending on energy source, contribution to global warming Potential changes to microclimate, e.g. heat retention in built up areas
Material assets	Provision of employment land to meet a recognised need	Potential loss/disturbance to historic structures/archaeology Potential loss of agricultural land/fragmentation of holdings Potential loss of recreational facilities, public footpaths, etc.
Landscape	Potential visual improvement to redundant sites	Potential visual intrusion on open landscape Potential effects of light, roads, traffic generation, vegetation loss, etc.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+	These policies would help to provide office development close to where people live. This would increase inclusion and decrease inequality by making jobs available to people who walk, cycle and take public transport.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-	Office developments are likely to affect biodiversity by taking up land and generating traffic movements. Locating the majority of such projects in or near the Main Centres helps to prevent sprawl development with associated

EIA criteria	Impact	Comments
		greater land use and increased use of the car, so helping to minimise these impacts on biodiversity.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+/-	Office developments could take up greenfield land and convert agricultural land to other uses. On the other hand, locating the majority of such projects in or near the Main Centres would minimise pressure on greenfield land and could lead to the restoration of contaminated land.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0	The policies are likely to increase land use in the Main Centres and Main Centre Outer Areas but decrease pressure elsewhere on the Island. In doing so, they could negatively affect water quality (for instance from runoff from building roofs or car parks associated with the office developments) in the Main Centres, Main Centre Outer Areas and some Local Centres, but this could be minimised through good design. The impact is unlikely to be significant.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	+/-	The policies are likely to lead to new office development being located near existing Centres, allowing people to access jobs by walking, cycling and public transport. By reducing sprawl, the policies indirectly lead to higher density development, which is generally more energy efficient. That said, new office development is likely to increase transport movements in the locality, so increasing air pollution problems.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness 	++/-?	The policies are likely to increase pressure to site office developments in the Main Centre and Main Centre Outer

EIA criteria	Impact	Comments
<ul style="list-style-type: none">Support the waste hierarchyMaintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructurePromote efficient use of resources		Areas, where there are Conservation Areas and many protected buildings. This could lead to significant impacts on material assets.
Landscape <ul style="list-style-type: none">Minimise impacts on the town/landscapeEnhance the landscape and townscapeRegenerate underutilised landRe-open views onto open natural spacesPromote high quality design		On the other hand, supporting the development of offices in already built up areas would promote an efficient use of resources and infrastructure; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl.
		The policies also aim to protect and enhance the vitality and viability of existing Centres.
Comments/mitigation: <ul style="list-style-type: none">The policy for Local Centres states that development should not be "of a scale or cumulative impact that would undermine the vitality of the Main Centres". However, the policy on Main Centre Outer Areas does not include this requirement: should it? Or should the LC policy refer to "MCs or MCOAs"?There are other inconsistencies in wording between the two policies: MC/MCOA: "Proposals to extend, alter or redevelop existing office accommodation will be supported" LC: "Proposals for new, and works to existing, offices, industry and storage and distribution uses within the Local Centres will be supported where they..." MC/MCOA: "Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where..." LC: "The change of use or redevelopment of existing offices, industry or storage and distribution uses to an alternative use will be supported where..." MC/MCOA: "The existing premises provides an unsatisfactory standard of accommodation that cannot easily be refurbished to meet modern needs..." LC: "The proposals demonstrate the existing property is no longer required for the authorised use and is not capable of being upgraded to meet modern standards..." MC/MCOA: "Policies for working from an office at home can be found..." LC: No similar statement – should there be?The policy for industrial, etc. use in Main Centres requires industrial, storage and distribution developments outside the KIAs and KIEAs to "not have an unacceptable adverse impact on the amenity of the surrounding uses". Does this clause need to be added to the policy on Local Centres?		

EIA criteria	Impact	Comments
Detailed EIA issues: <ul style="list-style-type: none"> • Can parking for office use be combined/rationalised with parking for other uses that are complementary, e.g. church, community hall, leisure facility? • Can some of the energy needed for the office buildings come from, e.g. photovoltaics on the buildings? • Can displaced biodiversity be offset, e.g. green roofs or indigenous plantings? • Also, see red/green table above re. large scale (>1 ha) business parks or industrial estates or retail or leisure development. 		

Admiral Park, St Peter Port



The assessment assumes a project similar to the proposed Bouet Mixed Use Redevelopment Area, i.e. mostly offices with some leisure, community, retail, etc. Outline planning permission for this development was given in July 2013.

	Topic	Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	++/-	<p>Very well located for Town, near other office developments and with good public transport provision.</p> <p>The existing development at Admiral Park already causes significant congestion and this would be exacerbated with additional development.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	The only biodiverse areas on the site are small areas of scrubland (buddleia, etc.) which are not publicly accessible. The biodiversity impact of development of this site would be negligible.
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	The land is currently brownfield (former gas works) with some contamination issues (PAH, zinc, cyanide) from historic uses. Redevelopment would not negatively affect this.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	There are no water bodies on or near the site. Development of the site could exacerbate any runoff problems but these are not likely to be significant.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	<p>There are no existing air pollution problems near the site. Increased traffic due to new development could exacerbate existing air pollution problems.</p> <p>A small part of the site (north-east) is in the 100 year flood risk area.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-	Several protected buildings stand to the south west of the site. Development could lead to impacts on material assets.
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0	The surrounding area is one of large modern developments into which another large modern development would fit well.

Comments/mitigation:

- The outline planning permission for Le Bouet Mixed Use Redevelopment Area does not mention that part of the site is in the 100 year flood risk area.

Detailed EIA issues:

- Traffic issues: Congestion on roads leading to Admiral Park, potential for overcrowding on public transport. Parking on site will need to be thought through carefully: can the current and proposed new parking be rationalised? Need to ensure that walking and cycling are given priority on the site, and to encourage trips to the site by walking, cycling and public transport. Charge for parking?
- Small proportion of the site is in the 100 year flood risk area – turn the ground floor of that area into car parking or similar?
- Soil contamination might be a problem – consider how the contaminated soil would be treated or where it would be disposed.
- Consider green roofs or other ways of replacing the small amount of biodiversity currently on the site.
- Need to consider runoff from the site, especially cumulatively with the surrounding area.

Policy MC5(A): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – within Key Industrial Areas and Key Industrial Expansion Areas**Key Industrial Areas**

Within the designated Key Industrial Areas proposals for new or alterations, extension or redevelopment of existing industrial or storage and distribution developments and related ancillary development will be supported.

A Development Framework will be required for the undeveloped part of the Saltpans Key Industrial Area. Once approved the Development Framework will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site.

Development may be supported prior to the approval of a Development Framework where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site.

Proposals for change of use from storage and distribution to industrial uses and vice versa will be supported to ensure flexibility within these areas to accommodate market demand.

Proposals for the change of use or redevelopment of existing sites away from industrial or storage and distribution uses will not be supported.

Key Industrial Expansion Areas

Key Industrial Expansion Areas will be reserved for industrial or storage and distribution uses. A Development Framework will be required each Key Industrial Expansion Area. Once approved

the Development Framework will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site. Development of Key Industrial Expansion Areas will only be supported where it has been demonstrated that no suitable alternative sites are available within any of the Key Industrial Areas or Main Centres and Main Centre Outer Areas.

Development may be supported prior to the approval of a Development Framework where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site and will only be released for development where it has been demonstrated that no suitable alternative sites are available within any of the Key Industrial Areas or Main Centres and Main Centre Outer Areas.

Policy MC5(B): Industry Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – outside of the Key Industrial Areas and Key Industrial Expansion Areas

Proposals for new industrial or storage and distribution uses outside of the Key Industrial Areas and the Key Industrial Expansion Areas will be supported where:

- a. the new use would not have an unacceptable adverse impact on the amenities of surrounding uses; and,
- b. in the case of new industrial uses in Main Centre Outer Areas and for new storage and distribution uses in Main Centres and Main Centre Outer Areas, it is achieved through the conversion of redundant buildings in accordance with Policies GP16(A) and GP16(B) of the Island Development Plan; and,
- c. in the case of new industrial uses the type of industry proposed can be located within the Main Centres and Main Centre Outer Areas without adverse impacts on the amenities of the surrounding uses; and,
- d. the type of industry would support the vitality and viability of the Main Centre.

Proposals to redevelop, alter or extend existing industrial or storage and distribution uses will be supported where they would not have an unacceptable adverse impact on the amenity of the surrounding uses.

Policy MC5(C): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – Change of Use

Proposals for change of use from storage and distribution to industrial uses and vice versa will be supported where they would not have an unacceptable adverse impact on neighbouring uses and would accord with all other relevant policies of the Island Development Plan.

Proposals for change of use away from industrial or storage and distribution uses to other uses, or for redevelopment for alternative uses, will generally be supported where:

- a. the alternative use contributes positively to the vitality and viability of the relevant Main Centre or Main Centre Outer Area; and,
- b. in the case of industrial or storage and distribution uses located along the inter-harbour route the proposals demonstrate that the existing property is no longer required for the authorised use, no longer meets user requirements due to its age and condition and is not capable of

being upgraded to meet modern standards and it can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months.

Policy LC4(A): Offices, Industry, Storage and Distribution in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

Proposals for new, or to extend, alter or redevelop existing, offices, industry and storage and distribution uses within the Local Centres will be supported where they:

- a. are of a scale that is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned; and,
- b. are not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- c. are in accordance with all the other relevant policies of the Island Development Plan.

Policy LC4(B): Offices, Industry and Storage and Distribution in Local Centres – Change of Use

Proposals to change use between office and industrial and storage and distribution uses will generally be supported where the new use would be of a scale that is appropriate to the Local Centre concerned and there would not be unacceptable adverse impacts on neighbouring uses.

The change of use or redevelopment of existing offices, industry or storage and distribution uses to an alternative use will be supported where it has been demonstrated that:

- a. the existing building is no longer required for its authorised use or another employment use and is not capable of being upgraded to meet modern standards, or;
- b. it can be proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months.

Policy OC3: Offices, Industry and Storage and Distribution Outside of the Centres

Proposals for new offices will be acceptable in principle providing they accord with the Conversion of Redundant Buildings policies, Policies GP16(A) and GP16(B).

Proposals for new industrial and storage and distribution uses will only be supported where:

- a. it is location at the Key Industrial Expansion Area site at La Villiaze, Forest and is in accordance with an approved Development Framework for that site which will form Supplementary Planning Guidance and will be taken into account by the Environment Department when considering proposals for the site. Development may be supported prior to the approval of a Development Framework for this site where it is unlikely to inhibit the implementation of industrial or storage and distribution development and would not prejudice the comprehensive development of the site; or
- b. there is a justifiable need for the business to be located outside the Main Centres, Main Centre Outer Areas and Local Centres owing to the special nature or requirements of the business operation or there being a demonstrated lack of suitable alternative sites in the Main Centres, Main Centre Outer Areas or Local Centres; and,
- c. the site is either a brownfield or a redundant glasshouse site and complies with Policy OC7: Redundant Glasshouse Sites Outside of the Centres; or,

- d. it can be achieved through the conversion of a redundant building and complies with Policies GP16(A) and GP16(B) Conversion of Redundant Buildings; or,

Proposals to extend, alter or redevelop existing industrial, storage and distribution or office premises will be supported.

In relation to both new industrial and storage and distribution uses and works to existing industrial, storage and distribution or office premises, the applicant will need to demonstrate that:

- i. the development is of a scale and form that respects the character of the surrounding area and would not adversely affect or detract from the amenity of existing surrounding uses especially with regard to noise, vibration, smell, fumes, smoke, soot, ash, dust or grit; and,
- ii. the development will not jeopardise highway safety and the free flow of traffic on the adjoining highway; and,
- iii. the site will be laid out to achieve the most effective and efficient use of the land and the least negative visual and amenity impacts with buildings, materials, parking, access, and open storage areas designed to respect the character of the area; and,
- iv. the proposal includes details of an appropriate soft landscaping scheme, which will make a positive contribution to the visual quality of the environment and will sufficiently screen the activities on the site and mitigate impacts.

The change of use or redevelopment of existing industrial, storage and distribution or office uses to an alternative use will be supported where the proposals accord with all other relevant policies of the Island Development Plan.

This assessment assumes that new industrial/storage/distribution (ISD) development will be built at the Key Industrial Areas (KIAs) and Key Industrial Expansion Areas (KIEAs); in some Local Centres; at La Villiaze; and, possibly in some rural areas. The proposed amendments to wording do not raise any environmental issues and therefore the overall strategic assessment of this policy remains unchanged.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+/-	<p>These policies would generally provide ISD development close to where people live. This would increase inclusion and decrease inequality by making jobs available to people who walk, cycle and take public transport.</p> <p>On the other hand, such developments tend to be noisy, perhaps smelly, and generate significant traffic movements:</p>

EIA criteria	Impact	Comments
		they are not 'good neighbours'. The Main Centre/Main Centre Outer Area and Outside of the Centre policies require developments outside the KIAs and KIEAs to not have an unacceptable adverse impact on the amenity of the surrounding uses. No similar clause exists for Local Centres.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-	ISD developments are likely to affect biodiversity by taking up land, generating traffic movements and possibly through air, light, noise and/or water pollution. Locating the majority of such projects in or near the Main Centres helps to prevent sprawl development with associated greater land use, and increased use of the car, so helping to minimise these impacts on biodiversity.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+/-	ISD developments could take up greenfield land, convert agricultural land to other uses and lead to soil contamination. On the other hand, locating the majority of such projects in or near the Main Centres would minimise pressure on greenfield land and could lead to the restoration of contaminated land.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-?	Developments resulting from these policies are likely to negatively affect water quality (for instance from runoff from buildings or car parks, leakage of chemicals, etc.)
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency 	-/--?	The Main Centre/Main Centre Outer Area policy would lead to new ISD development being located near existing Centres, allowing people to access jobs by walking, cycling and public transport. By reducing sprawl,

EIA criteria	Impact	Comments
<ul style="list-style-type: none">• Increase resilience to the effects of climate change		<p>the policies indirectly lead to higher density development, which is generally more energy efficient. The policies on Local Centres and development Outside of the Centres are likely to increase traffic – in the case of La Villiaze, this would be on neighbourhood roads for people accessing the site from the west.</p> <p>New ISD development could use significant quantities of energy and is likely to increase transport movements in the locality, so increasing air pollution problems.</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none">• Protect and enhance Guernsey's heritage and local distinctiveness• Support the waste hierarchy• Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure• Promote efficient use of resources	+/-	<p>The policies are likely to increase pressure to site ISD developments in the Main Centres, Main Centre Outer Areas and Local Centres where there are Conservation Areas and many protected buildings. This could lead to significant impacts on material assets and the landscape.</p>
<p>Landscape</p> <ul style="list-style-type: none">• Minimise impacts on the town/landscape• Enhance the landscape and townscape• Regenerate underutilised land• Re-open views onto open natural spaces• Promote high quality design		<p>On the other hand, supporting ISD development in already built-up areas (including former glasshouse sites) would promote an efficient use of resources and infrastructure; help to regenerate underutilised land; and, help to minimise impacts on the town/landscape by reducing sprawl.</p> <p>The Main Centre/Main Centre Outer Area and Outside of the Centre policies also aim to prevent development that would have an unacceptable impact on amenity.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none">• La Villiaze (Specsavers) has no clear links to airport operations but is proposed to		

EIA criteria	Impact	Comments
		<p>be located just outside the Airport Development Zone. Does further development at that site put the 'Outside of the Centre' policy in conflict with the policy on airport development which focuses on airport-related development? Could the policy be said to unreasonably favour Specsavers?</p> <ul style="list-style-type: none"> • The 'Outside of the Centre' policy does not include requirements about development not affecting the vitality of the Main Centres, which is a requirement for Local Centres. Does it need to? Generally that policy has quite a different tone from the policies for MC/MCOA and LCs. • The 'Outside of the Centres' policy lists a wide range of criteria (soot, dust, etc.) that arguably apply at least as much in the Centres as outside them... and to many other policies in this Plan. Is there a reason why they are especially listed here (and not elsewhere)? • The clause in the MC/MCOA policy "Proposals for the change of use or redevelopment of existing sites away from industrial or storage and distribution uses will not be permitted" essentially puts paid to any aspirations to turn either side of St. Sampson's Harbour into something of higher value and greater social benefit than industrial/waste management. Is this appropriate? • The section 'Beyond Key Industrial Areas' states that new storage and distribution use will only be permitted "through the conversion of redundant buildings": specify that these buildings should be redundant industrial buildings, or would (say) conversion of an existing house be permitted? • Discrepancy in wording between this policy and that on office development in MC/MCOA: office: "Proposals for the change of use or redevelopment of office accommodation to other uses will only be supported where..." industry: "Proposals for changes of use away from industrial or storage and distribution uses or for redevelopment for alternative uses will generally be supported where..." • Does the 'Outside of the Centres' policy need to be clearer about what is meant as 'works to' existing premises? Could that include substantial additions to the premises?
		<p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Can parking for the ISD development be combined/rationalised with parking for other uses that are complementary in terms of use, e.g. sports/leisure facility? • Can some of the energy needed for the ISD development be generated on site, e.g. photovoltaics or wind turbine? • Can displaced biodiversity be partly offset through, e.g. green roofs or indigenous plantings? • Also, see red/green table above under office development re. large scale (>1 ha) business parks or industrial estates or retail or leisure development.

Longue Hougue KIA, St Sampson



View from Vale Castle




Mont Crevelt Napoleonic Tower and ABI

Following the Public Inquiry stage of the Plan Review process, the Environment Department proposes to amend the boundary to omit the domestic property, St. Sampson's Church Hall and Swan House on the north western corner of Longue Hougue Key industrial Area as shown on Map Inset 3 of the 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. The site area has reduced from 19.5ha to 18.6Ha. The site is currently used for landfill, scrapyard operations, animal carcass incineration, boat building and accommodates a slaughterhouse and temporary 'civic amenity' facility. This assessment assumes that development of the KIA would follow the development brief for Longue Hougue South Industrial and Reclamation Area of October 2009, i.e. solid waste treatment, materials recovery, civic amenity and metals/timber recycling. A 12.2Ha KIEA is proposed to the east of the existing site. The proposed amendment has been considered and does not alter the environmental impact assessment.

Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	0	<p>In the Bridge Main Centre. In a Development Proximity Zone: a number of LP storage tanks are present and other highly flammable liquids are imported to the Island immediately to the north west of the KIA. The site is not in an Airport Public Safety Zone. Some of the existing operations are noisy, e.g. scrapyards. Redevelopment as a KIA has the potential to reduce noise impacts but is unlikely to reduce other risks. The area is both convenient to access but distant enough from centres of population to be safe. No significant impact.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--	<p>The KIA almost surrounds a 4.5Ha Area of Biodiversity Interest; includes a small Area of Biodiversity Interest on its northern edge (Mont Crevelt) and has other Areas of Biodiversity Interest within 100m on its western and south western sides. At present the Development Brief says nothing about these. Any significant increase in activity, noise, dust, etc. from the KIA could have a significant impact on these sites.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	<p>Most of the site is reclaimed land, formed over the last 15 years by deposition of inert waste into an area encircled by a rock bund. The bund is unlined, which could lead to contamination issues at sea.</p> <p>There is a geologically important area partially buried beneath the reclaimed area of land at Longue Hougue which is referred to in R.A. Roach's Outline and Guide to the Geology of Guernsey as "the rocks lying immediately underneath the south side of the quay at Mont Crevelt. Here, an interesting relationship can be seen between several micro gabbro dykes and later plagioclase-rich veins, the latter tending to occur along the margins of the micro gabbro."</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	--	<p>The site almost surrounds a 2.6Ha reservoir used for drinking water. Increased use of the site could increase the risk of dust and other airborne pollutants settling on the reservoir; and of direct contamination of the reservoir.</p>  <p>Any jetty jutting out eastwards from the KIA could have significant hydrogeological impacts.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	<p>The site currently generates air pollution from the animal carcass incinerator and slaughterhouse and dust from landfill and material recycling operations. Additional operations are unlikely to increase these levels significantly.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	+/-0?	<p>The site provides a very important area for waste management and recycling for the Island.</p> <p>The site includes, and forms a backdrop to, Mont Crevelt Napoleonic tower. It can be very clearly seen from Vale Castle, which forms the other historic 'gateway' to the harbour. Both are protected monuments. The site lies within 100m of several protected buildings. The Development Brief is "to reduce any adverse impact on the setting of Mont Crevelt and views from Vale Castle", but it is unlikely that significant improvements will be possible with the scale of development envisaged.</p> <p>There is a footpath on the southern side of the site.</p>

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-?	<p>The site is flat and featureless, exposed to the elements and visually prominent on the main approaches to Guernsey by sea and air. It is also visible from many public vantage points in St. Peter Port, the Bridge, St Sampson, Vale Castle and Bordeaux Harbour. It is visible from as far away as Jerbourg Point and Herm.</p> <p>Current operations are unsightly but relatively low level. Future operations under the KIA would be expected to be of a larger scale; it is unclear whether they would be less unsightly. Any jetty jutting out eastwards would have a significant visual impact.</p>
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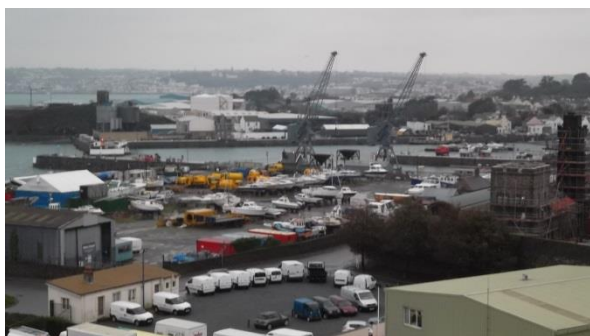
Comments/mitigation:

- Generally it seems a shame to have such low value operations in such a potentially high value location. We understand that this is because of the Development Proximity Zone. Should there be a plan to consolidate the two Development Proximity Zones (say to Longue Hougue) so that higher value development could be permitted at Northside?
- Some issues of overlap: Longue Hougue KIA, Longue Hougue waste management, St. Sampson's Harbour Area Action Plan. Is distinction clear between these? Are all three necessary for this site?
- The Development Brief for the site does not mention the site's potential impacts on biodiversity or drinking water.
- The reservoir to the west of the waste management site (and surrounded by the site) is extremely vulnerable to contamination by waste operations. Does it need to be decommissioned as a site for drinking water, and/or tested very regularly for contamination?

Detailed EIA issues:


- Development Proximity Zone will limit what can be put on the site.
- Any development on the site will be seen by many people, including possibly future cruise liners. As such it should either be low-lying and inconspicuous, or else attractive. The Development Brief is for a 'landmark': a "high quality, unified architectural concept for all structures associated with the facility"... but an inconspicuous development would probably also be acceptable, especially if development was in phases.
- Need to protect the integrity of the Areas of Biodiversity Importance in and near the site.
- Need to protect drinking water quality at the reservoir, or else move the reservoir's functions elsewhere.
- If possible keep open the public footpath on the southern part of the site.
- Could the unlined bund lead to contamination problems at sea if fill is contaminated?
- Protect the geologically important site at the south of the KIA.
- Mont Crevelt Napoleonic tower is currently visually lost (see photo at top of this table) with its setting strongly adversely affected by surrounding operations. Future development should at minimum not exacerbate these problems, but ideally provide a better visual setting for the tower.
- Larger scale aspects of the development would ideally be located further east, with smaller scale parts nearer the harbour, reflecting the harbour's smaller scale.
- Can air pollution be reduced?
- Any jetty jutting eastwards from the KIA would need to be assessed in terms of hydrogeological impacts and visual/landscape impacts.

Northside KIA, Vale



This is a 13Ha site currently used for industrial purposes. An expansion area of 3.6Ha is proposed on the south east side.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>Very central location at the Bridge: an easily accessible employment zone.</p> <p>In a Development Proximity Zone due to fuel containers on the site. Not in an Airport Public Safety Zone.</p> <p>Quite a noisy area due to traffic and existing industrial operations.</p> <p>Redevelopment as a KIA would not significantly affect noise levels.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-?	<p>The north east edge of the KIA area abuts an Area of Biodiversity Importance. There is currently a sharp edge between the two:</p>  <p>Redevelopment as a KIA would not significantly affect this, although there is potential for providing a better buffer through planting, etc.</p> <p>The proposed KIA is currently car parking. A change to industrial uses could have a negative impact on biodiversity if it leads to much greater activity on the coast (disturbance to birds) or indirectly if it leads to contamination of the foreshore area through leakages, etc.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	<p>The land is currently already used for industrial activities. The extension land is used for car parking: change to industrial activity may release some contaminants if the tarmac is replaced by new buildings, but this is unlikely to have significant impacts.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	<p>The site is adjacent the seashore and within 250m of two reservoirs. Runoff from the site could affect water quality. Industrial developments could also use significant amounts of water.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-?	<p>Some dust and air pollution from existing operations on site and from vehicles travelling to/from the parking areas. The site includes the (old, polluting) oil fired power station of Guernsey Electricity Ltd.: there are no plans to replace this.</p> <p>Replacing the current parking areas with industrial units could reduce the number of journeys made by car to the Northside KIA, but would displace the cars elsewhere. It would also generate additional HGV movements.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-?	<p>The site is adjacent to Vale Castle (a protected monument) and within 150m of several protected buildings. It includes Mowlem's Tower and some handsome stone walls. It can be easily seen from, and forms part of the setting of, Mont Crevelt Napoleonic tower, which forms the other historic 'gateway' to the harbour. The site lies within 100m of several protected buildings. Additional industrial development of the site and the extension site could affect these buildings and their settings.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site is visually prominent on the main approaches to Guernsey by sea and air. It is also visible from many public vantage points in St Sampson, Vale Castle, etc. It is visible from as far away as Jerbourg Point and Herm.</p> <p>Current operations are unsightly but relatively low level. Future operations under the KIA would be expected to be of a larger scale; it is unclear whether they would be less unsightly.</p>

Comments/mitigation:


- Generally it seems a shame to have such low value operations in such a potentially high value location. We understand that this is because of the Development Proximity Zone. Should there be a plan to consolidate the two Development Proximity Zones (say to Longue Hougue) so that higher value development could be permitted at Northside? Is turning Northside into a KIA – with extension – going against this potential?
- Overlap with St. Sampson's Harbour Area Action Plan.
- Should/can there be a policy on the power station? Old, oil fired, obviously polluting, visually very intrusive, in centre of urban area.

Detailed EIA issues:

- Development Proximity Zone will limit what can be put on the site.
- Provide a better buffer between the north east edge of the KIA and the Area of Biodiversity Importance, e.g. planting, no intrusive lighting, limited noise and disturbance.
- Ensure that runoff from the expansion site does not go onto the foreshore, and limit activities (e.g. lighting, noise, movements by people and vehicles) on the coastal edge of the expansion site.
- Protect Mowlem's Tower and the stone walls on site; and enhance the setting of Vale Castle.
- Any development on the site will be seen by many people, including possibly future cruise liners. As such it should either be low-lying and inconspicuous, or else attractive.
- Need to protect the integrity of the Areas of Biodiversity Importance in and near the site.
- Can air pollution be reduced?

Pitronnerie Road KIA, St Peter Port

This is a 6Ha site. However, it is unlikely that development of more than 1Ha will arise on this site, given that site ownership is split between many organisations. An assessment was carried out on precautionary grounds, in part because a 0.7Ha expansion to the site is being proposed in the Plan.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	-?	<p>Located in the Bridge Main Centre, approximately 1,300m from the Core Retail Area. Not located in a Development Proximity Zone or Airport Public Safety Zone.</p> <p>Some existing noise, mostly from traffic including HGVs. This is unlikely to change significantly if the main site is redeveloped.</p> <p>However, the expansion site is adjacent to an area of social and affordable housing which could be significantly affected by additional noise and lighting from the site.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0?	<p>On its north and west sides the existing site backs onto the St. Sampson's Marais & Ivy Castle SSS, which is designated because it is a relatively large area of low-lying grassland and acts as a 'green lung' to the urban area; and onto adjacent Areas of Biodiversity Importance.</p> <p>The expansion site is broadly derelict/scrub, but with an avenue of mature trees along its western border:</p>  <p>There are many existing mature, attractive trees on the site.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	The site is currently a light industrial area, so soil may be contaminated.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	The site is prone to being waterlogged, with large puddles after a heavy rain. There are some doubts around the site but none on the site or expansion area itself. The field to the south of the site slopes sharply down towards the site and has a doubt at the top of the slope, so any overtopping of the doubt could exacerbate waterlogging issues at the site.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0?	There are no significant air pollution issues at the site and the site is not in a flood risk area. Intensified use of the site and/or expansion into the area to the east of the existing site would increase air pollution from vehicles, but this is unlikely to be significant.
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0?	Ivy Castle is about 200m to the north-east of the site and is surrounded by an area of archaeological interest. These are screened from the site by a thick band of trees. Intensification on the site and/or development of the expansion site is unlikely to affect these areas or their settings.

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0/-	<p>The existing site is a light industrial area with 2-4 storey buildings of varying degrees of repair and a significant number of mature trees.</p> <p>Redevelopment of (part of) the site would result in a more modern, possibly a more built up, feeling for the area, but is unlikely to have a significant impact on the landscape.</p> <p>The expansion site is currently undeveloped and mostly scrubland. Development into part of the Key Industrial Area would change this to a much more built-up, enclosed, urban landscape and one which residents of the adjacent housing site would probably feel is less attractive than the current area.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • None. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Protect the SSS and Area of Biodiversity Importance from significant runoff or other impacts which could affect its interest as a low-lying grassland. • Prevent significant noise, light, visual and other impacts on residents of the site adjacent to the expansion area. This could be done through fencing, screening and/or good design. • If possible, protect the avenue of trees between the existing and the expansion site, and existing trees on the site. • Consider how to better drain the site to reduce waterlogging issues. 			

Salt pans KIA, St Sampson



This assessment assumes that the 10.8Ha (plus a 0.1Ha expansion area) KIA would be broadly as described in the 'Salt pans Key Industrial Area Development Brief' of August 2007, namely a high quality industrial development within an attractive, landscaped setting. Since the brief was written, the remaining greenhouses on the site have been removed. Further information about the site is available in the Brief.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	0	<p>Located in the Bridge Main Centre, approximately 600m from the Core Retail Area. Not located in a Development Proximity Zone or airport public safety zone.</p> <p>Not very publicly accessible, and does not appear to be used for e.g. dog walking.</p> <p>No significant noise issues.</p> <p>Redevelopment as a KIA would increase traffic on surrounding roads but would otherwise have limited impacts on population.</p> <p>Access to the site would be difficult.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--	<p>The site has a large area of (non-designated) biodiversity interest, primarily in the southern and eastern part. It contains a variety of habitats with pampas grass, brambles, etc. There is a designated Area of Biodiversity Importance to the south-east of the site. Generally the site is part of a corridor of biodiversity interest going from Leale's Yard to the northern edge of the Saltpans KIA. Well-established trees line the southwest edge of the site.</p> <p>Developing the area as a KIA would have a significant cumulative impact with the Saltpans housing development and Leale's Yard.</p> <p>The area to the east of the site is being protected as part of a north-south green corridor.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	<p>The site was formerly under glass, and so could be contaminated with e.g. pesticides, glass, etc. Land stability may also be affected where land has been drained and has to date only been used for lightweight structures.</p> <p>Development for industry would make this site much more urban and built up, with more hard surfacing.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	<p>There is a small reservoir and several doudits in the south of the site.</p> <p>Generally the site is low-lying and damp.</p> <p>Redeveloping the site as a KIA could cause runoff problems.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	<p>The site is very low-lying, and about 60% of the site (the northern part) is in the 100 year flood risk area. This could significantly constrain development at the site unless improved flood defences were put in place.</p> <p>There are no significant current air pollution issues at the site.</p> <p>Development of the site would increase air pollution from traffic and businesses.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0?	<p>Two protected buildings lie to the north of the site. Their setting is likely to be affected by the development, but other heritage impacts are unlikely.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	+/-	<p>The site is currently open and broadly flat, comprising scrubland, pampas grass, and large industrial buildings on the north west side. The site is not particularly overlooked, although there are more distant views into the site from homes to the south.</p> <p>Developing the site as a KIA would change an undeveloped, rather scruffy looking site into an urban, industrial, neater landscape.</p>

Comments/mitigation:

- Consider providing a walking/cycling path and green corridor through Leale's Yard, this site, the Area of Biodiversity Importance and Saltpans KIA.
- The Development Brief of 2007 does not mention that the site is in the 100 year flood risk area.

Detailed EIA issues:

- Accessing the site may require securing additional land along Route Militaire and/or Braye Road Industrial Estate.
- Much of the site is in the 100 year flood risk area. Development of the site would need to be coordinated with improved flood defences at the harbour and/or development should be made resilient to flooding.
- Development of the site would have a significant cumulative impact on biodiversity with the Saltpans KIA and Leale's Yard. The eastern edge of the site, where it abuts the open space/green infrastructure corridor, should support and enhance the corridor. Also, provide green area and ideally a public footpath through the site to replace existing (limited) recreational amenity of the site.
- The Development Brief for the site gives information about appropriate design.

Policy MC11: Regeneration Areas

In all cases, development of or within a Regeneration Area must accord with all the relevant policies of the Island Development Plan.

Where a Development Framework for a Regeneration Area has been approved this will be taken into account by the Environment Department in assessing development proposals in the area. Proposals which are in accordance with an approved Development Framework will be supported.

Where there is not an approved Development Framework for the Regeneration Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- a. would not prejudice the outcomes of the Development Framework process; or,
- b. would not inhibit the implementation of an approved Development Framework; and,
- c. accords with all relevant policies of the Island Development Plan.

The Regeneration Areas are:

- Lower Pollet, St Peter Port;
- South Esplanade and Mignot Plateau, St Peter Port;
- Mansell Street/Le Bordage, St Peter Port;
- Leale's Yard, St Sampson.

Three of the four areas identified are over 1Ha. However, only one area, Leale's Yard, is likely to involve development over 1Ha in size.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	++	This policy aims to ensure that the Regeneration Areas can be regenerated in a comprehensive way, with best outcomes for well-being. The aim is to bring sites that currently add little or nothing to well-being back into active and positive use.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-	Of the four Regeneration Areas, only Leale's Yard includes any significant area of biodiversity. The Mignot Plateau also holds a large area of green space. These would be negatively affected once regeneration takes place.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	++	The regenerations are all on brownfield land, supporting efficient use of land.
Water <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably Ensure adequate infrastructure 	-	Two streams run downhill through Le Bordage and South Esplanade to the harbour, and the quality of their water could be negatively affected by regeneration. The regenerated areas are likely to use more water than at present.
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	-	<p>There are no significant air pollution impacts at the sites. Most of the Leale's Yard site is in the 100 year flood risk area; the others are not.</p> <p>Regeneration of the areas would increase traffic movements and energy use in the areas, although this would be limited compared to similar development elsewhere.</p>
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the 	?	<p>All three sites in Town include many protected buildings and are in the Conservation Area. Leale's Yard adjoins the Bridge Conservation Area.</p> <p>Redevelopment of the sites could have a negative effect on these buildings/</p>

EIA criteria	Impact	Comments
provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources		Conservation Areas if done insensitively, but has the potential to enhance buildings and setting.
Landscape • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design	++	<p>All three sites in Town are very visible and used by a large number of people, with Lower Pollet and South Esplanade also visible from the port and one of the first sights for tourists. One of the main purposes of the Regeneration Area would be to enhance the townscape of these very visible sites.</p> <p>Leale's Yard is less visible, but redevelopment would help to re-open the area and improve its attractiveness.</p>
Comments/mitigation: <ul style="list-style-type: none"> The words 'deprived' and 'deprivation' do not come up at all in the Plan. Should they? Are there measures in place to support deprived areas? This policy says nothing really about the regeneration itself, rather it protects the sites from other forms of development until regeneration plans can be developed. Does the policy need to put forward some principles for regeneration, e.g. good design, access by walking and cycling, protection of heritage, etc? Detailed EIA issues: <ul style="list-style-type: none"> Regeneration projects at Le Bordage and South Esplanade will need to ensure that water quality in the two streams running through the area is not affected. Good design and permeability should be key regeneration principles for these sites. Given the wide range of protected buildings in the St Peter Port Regeneration Areas, care will need to be taken to ensure that the buildings and their settings are retained and improved. 		

Leale's Yard Regeneration Area, St Sampson



This assessment assumes that development at the 5Ha Leale's Yard site will be broadly consistent with the Leale's Yard Outline Planning Brief of November 2004, i.e. extension of the commercial centre of the Bridge, substantial amount of new homes, increased permeability and an attractive place with a strong identity and critical mass.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+	<p>Located in the heart of the Bridge Main Centre.</p> <p>Not in Development Proximity, Airport Public Safety Zone, etc.</p> <p>No significant existing noise problems.</p> <p>There is potential to form a walking/cycling route to Saltpans housing area and Saltpans KIA.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	<p>Not located near any designated nature conservation areas. However, it is itself a large site with little public access and a large amount of willow, bramble, bracken, reeds, etc., so has over time developed some biodiversity interest.</p> <p>There is potential to form a green corridor to Saltpans housing area and Saltpans KIA.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+/-	<p>The ground is generally flat and a mixture of hardstanding and scrub.</p> <p>There is possible contamination from previous industrial uses. Regeneration offers the possibility of clearing up the contamination, but would also convert more of the site to hardstanding.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	<p>There are no water bodies on the site.</p> <p>Development would increase water use, and increase runoff from the site.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-?	<p>There are no significant air pollution impacts at the site, although the site is close to the power station.</p> <p>Most of the site is in the 100 year flood risk area.</p> <p>Regeneration of the area would increase traffic movements and energy use in the area, although this would be limited compared to similar development elsewhere.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0?	<p>The eastern and southern edges of the site are Conservation Areas comprising two storey shops facing the Bridge and Nocq Road. Redevelopment of the site will need to consider how to protect and improve the setting of the Conservation Area, and possibly how to upgrade the Conservation Area.</p>

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	++	<p>The main part of the site is currently primarily scrubland that is not publicly accessible. The eastern edge comprises shops facing the harbour. The site generally feels enclosed on the eastern side (with some significant stone walls) and larger and less enclosed on the western side.</p> <p>New development has the potential to provide significant landscape improvements to this area which is currently mostly derelict and closed off.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Consider biodiversity/walking/cycling corridor from the site to Saltpans housing area and Saltpans KIA. <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Most of the site is vulnerable to flooding – development may depend on improvements to coastal defences at the St Sampson’s Harbour. • New development should reflect the smaller scale nature of the eastern part of the site, and ideally help to regenerate the somewhat unloved frontages of the shops facing the harbour. It should help to protect and improve the setting of the Conservation Area. • Possible land contamination issues from past industrial uses. • Can the site include a green area, possibly a walking/cycling route towards Saltpans housing area and Saltpans KIA? 			

Policy MC8: Visitor Accommodation in Main Centres and Main Centre Outer Areas

Proposals for new visitor accommodation, or to extend, alter or redevelop existing visitor accommodation establishments, or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/guest accommodation, or to create a combination of those uses, in Main Centres or Main Centre Outer Areas, will be supported where they accord with all the relevant policies of the Island Development Plan.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Main Centre or Main Centre Outer Area will only be supported where the applicant demonstrates that:

- the establishment’s present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,
- it is not technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for a One Star Rating in any relevant

- category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,
- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, the establishment has been actively and appropriately marketed for sale or lease for a period of 12 consecutive months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Main Centre or Main Centre Outer Area will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alterations.

Policy LC6(A): Visitor Accommodation in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New visitor accommodation in Local Centres will be supported where it is created through the change of use of existing buildings or the conversion of redundant buildings and where proposals accord with all other relevant policies of the Island Development Plan.

Proposals to create new visitor accommodation through change of use of an existing building or conversion of redundant buildings, or to extend, alter or redevelop existing visitor accommodation establishments, or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/guest accommodation, or to create a combination of those uses, in a Local Centre will be supported where:

- a. the development is of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre concerned and is not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of either of the Main Centres; and,
- b. any additional facilities are ancillary to the principal use as visitor accommodation and proportionate to the amount of visitor accommodation at the site and would not have an adverse effect on the visual quality and landscape character of the locality.

Policy LC6(B): Visitor Accommodation in Local Centres – Change of Use

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Local Centre will only be supported where the applicant demonstrates that:

- a. the establishment's present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,

- b. it is not technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,
- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation the establishment has been actively and appropriately marketed for sale or lease for a period of 12 consecutive months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use in a Local Centre will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alterations.

Policy OC8(A): Visitor Accommodation Outside of the Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New visitor accommodation Outside of the Centres will be supported where it is created through change of use of existing buildings or conversion of redundant buildings and where proposals accord with all other relevant policies of the Island Development Plan.

Proposals, other than to create campsites (see Policy OC8(B)), to create new visitor accommodation through change of use of existing buildings or conversion of redundant buildings, or to extend, alter or redevelop existing visitor accommodation establishments or to change the use of an existing visitor accommodation establishment either way between the different categories of visitor/ guest accommodation, or to create a combination of those uses, Outside of the Centres will be supported where:

- a. the development is of a scale that is appropriate to the character of the location, is undertaken sensitively and so as not to detract from the openness and landscape character of the locality and does not undermine the vitality of a Centre, and;
- b. any additional facilities are ancillary or ordinarily incidental to the principal use as visitor accommodation in terms of scale and use, are proportionate to the amount of visitor accommodation available at the site and would not have an adverse effect on the visual quality and landscape character of the location.

Policy OC8(B): Visitor Accommodation Outside of the Centres – Campsites

Proposals for the creation of, or works to an existing, campsite will be supported, provided that:

- a. where a proposal falls within an Agriculture Priority Area it is successfully demonstrated that the land cannot positively contribute to the commercial agricultural use of the Agricultural

- Priority Area or cannot practicably be used for commercial agriculture without unacceptable adverse environmental impacts; and,
- b. the scale of any permanent development is proportionate to the scale of the camping operation concerned; and,
- c. the development is located so as not to have an adverse effect on the visual quality or landscape character of the area; and,
- d. all associated development is proportionate to and remains ancillary or ordinarily incidental to the campsite operation; and,
- e. all structures are removed from the site upon cessation of use or when no longer required; and,
- f. it accords with all relevant policies of the Island Development Plan.

Policy OC8(C): Visitor Accommodation Outside of the Centres – Change of Use

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use Outside of the Centres will only be supported where the applicant demonstrates that:

- a. the establishment's present standard of accommodation and/or facilities does not meet the minimum requirement for a One Star Rating as identified by any relevant States of Guernsey strategy for visitor accommodation; and,
- b. it is not technically feasible to refurbish, extend, altered, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation; or,
- c. where it is technically feasible to refurbish, extend, altered, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation, it is not financially viable to undertake the required works and return a reasonable operational profit; or,
- d. where it is technically feasible and financially viable to refurbish, extend, alter, redevelop or otherwise adapt the establishment to meet the minimum requirement for at least a One Star Rating in any relevant category of visitor accommodation the establishment has been actively and appropriately marketed for sale or lease for a period of 12 months and an appropriate offer has not been made.

The change of use or redevelopment of existing visitor accommodation to a non-visitor accommodation use Outside of the Centres will be supported where the establishment comprises a single dwelling house with less than 3 self-catering units attached to it or located within its domestic curtilage or a guest accommodation establishment of less than 6 bedspaces that also comprises a single dwelling house where this will revert to a single dwelling house and can be achieved with only minor alteration.

This assessment assumes that the policies will broadly protect existing visitor accommodation from redevelopment to other uses and will permit significant new visitor accommodation only in Main Centres and Main Centre Outer Areas. The proposed

amendments to wording of this policy do not raise any environmental issues and do not alter the original strategic environmental assessment of this policy.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	0?	<p>The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. In Local Centres and Outside of the Centres, visitor accommodation is expected to maintain or enhance the character and vitality of the Local Centre.</p> <p>This is unlikely to have a significant impact on well-being, although it could slightly deteriorate the well-being of Main Centre residents if it significantly increases the amount of visitor accommodation there.</p>
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-?	<p>The policies essentially promote the status quo. New visitor accommodation in/near the Main Centres is unlikely to have significant direct impacts on flora and fauna. Indirectly, increased visitor accommodation facilitates greater visitor numbers, which could affect biodiversity: however, this impact is likely to be limited. New/expanded campsites could also indirectly affect biodiversity (disturbance, water pollution, erosion, etc.) particularly in cases of inadequate supporting infrastructure.</p>
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0	<p>The policies are likely to lead to some new visitor accommodation in/near the Main Centres, which would help to minimise development of greenfield land. It could also lead to new campsites, although the Outside of the Centres policy prevents use of viable agricultural land. The impact is not</p>

EIA criteria	Impact	Comments
		likely to be significant.
<p>Water</p> <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-?	<p>Increased visitor accommodation will increase the need for water and produce more wastewater. Impacts are not likely to be great, but cumulatively could increase stress on water infrastructure.</p> <p>New/expanded campsites could cause water quality problems in nearby water bodies unless adequate infrastructure is put in place.</p>
<p>Air/climatic factors</p> <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	-	<p>Providing new visitor accommodation primarily in/near the Main Centres will help to minimise the need to travel for visitors.</p> <p>New visitor accommodation would facilitate greater visitor numbers; they would generate greenhouse gases in getting to the Island and travelling around it. This would be an indirect and cumulative impact.</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	0	<p>The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. The Centres have a greater proportion of heritage assets than elsewhere, which could be affected by visitor accommodation both positively and negatively. However, this impact is likely to be limited.</p>
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-?	<p>The policies essentially promote the status quo in most parts of the Island, with new visitor accommodation in/near the Centres. New visitor accommodation in Local Centres is expected to not be of an inappropriate scale and not have an adverse effect on</p>

EIA criteria	Impact	Comments
		<p>the visual quality and landscape character of the location; and new accommodation Outside of the Centres is also expected to be "undertaken sensitively and so as not to detract from the openness and landscape character of the locality". Campsites Outside of the Centres are expected "not to have an adverse effect on the visual quality or landscape character of the area".</p> <p>That said, jointly the policies could lead to an accumulation of new/extended visitor accommodation in both built-up and rural areas, each with only minor impacts but together further affecting views.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> Given that an increased amount of visitor accommodation would facilitate increased visitor numbers, would it be appropriate to put a limit on the amount provided, to prevent over-development of tourism? The requirement for campsites Outside of the Centres to be "located so as not to have an adverse effect on the visual quality or landscape character of the area" seems onerous, as arguably any campsite will have some kind of adverse effect on the landscape character even if nobody outside the premises can see the campsite. Should it be 'a significant adverse effect'? Does the 'Outside of the Centres' policy need to specify that campsites need to be supported by appropriate ancillary facilities, e.g. washing and toilet, so as to avoid impacts on local watercourses, biodiversity, etc.? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

Policy OC5(A): Agriculture Outside of the Centres – within the Agriculture Priority Areas

Proposals for development relating to the agricultural use of an existing farmstead or existing agricultural holding, or for a purpose ancillary or ordinarily incidental to the existing primary agricultural use, will be supported where there are no other buildings or structures at the farmstead or on the agricultural holding which could, with or without reasonable adaptation, be otherwise used for the proposed purposes.

Proposals for the development of new farmsteads whether on existing or proposed holdings will be supported where:

- c. the resultant farmstead would meet an acknowledged need and where the requirement

- could not be reasonably, or practically, assimilated into an existing or former farmstead; and,
- d. the proposal does not involve the erection of a new dwelling house.

Proposals for development which would result in the loss of an existing farmstead or agricultural holding in the Agriculture Priority Area will only be supported where it is demonstrated by the applicant that the farmstead or land is no longer required for agricultural purposes and any proposed new use accords with the other relevant policies of the Island Development Plan.

Proposals for development which is not related to a farmstead or existing agricultural holding will be supported provided that they accord with all the relevant policies of the Island Development Plan.

Policy OC5(B): Agriculture Outside of the Centres – outside the Agriculture Priority Areas

Outside the Agriculture Priority Areas proposals for development relating to the agricultural use of an existing farmstead or existing agricultural holding, or for a purpose ancillary or ordinarily incidental to the existing primary agricultural use, will be supported provided that the development is ancillary or ordinarily incidental and essential to the proper running of the existing agricultural holding and there are no other buildings at the farmstead or on the agricultural holding which could, with or without reasonable adaptation, be otherwise used for the proposed purposes.

Proposals for the development of new farmsteads will not generally be supported unless:

- a. it is demonstrated that the development is essential for the proper running of an agricultural holding; and,
- b. the development is of a scale which is proportionate to the agricultural use of a holding; and,
- c. there are no other existing buildings on the holding which could with or without reasonable adaptation be otherwise used for the proposed purposes; and,
- d. the proposal does not involve the erection of a new dwelling house.

Proposals for development which would result in the loss of an existing farmstead, agricultural buildings or land will be supported where the proposed new use accords with the other relevant policies of the Island Development Plan.

Water management projects for agriculture, including irrigation, land drainage projects and the construction of reservoirs for agricultural purposes

Population		Loss of e.g. amenity, well-being due to changes in outlook Noise and vibration during preparation and construction and as a result of pumping Effect of flooding, including coastal
Flora & fauna	Introduction of new species, expansion of adjacent areas of habitat	Loss/modification/fragmentation of habitat Potential impact on rare/protected species and sensitive habitats, in particular wetlands

		Effect of sea water ingress where the water table has been lowered Changes to microclimate, e.g. moisture content of soil
Air	Reduced production of methane from damp/rotting vegetation	Reduced photosynthesis through removal of trees Dust, as a result of drying out of the soil
Water	Control of flood waters and provision of flood attenuation	Increased erosion through straightening of channels and increased speed of through-flow Lowering of the water table resulting in desiccation of soil and pollution through sea water ingress
Soil	Reduce water logging, enabling agricultural use	Effect on stability of land Compaction of soil in construction and as soil dries out Effect on quality of the soil structure Pollution through sea water ingress where the water table has been lowered
Climatic factors	Reduction in global warming through reduced methane production	Contribution to global warming through reduced photosynthesis
Material assets	Improvement to agricultural land and productivity, including support of the dairy industry	Compromised use of agricultural land through desiccation, fragmentation, etc. Effect on woodlands through lowering of the water table Risks to property through changes in flood distribution
Landscape	Opening out of views through reduced vegetation cover	Visual impact of changes in vegetation

Waste management projects for agriculture

Population	Improved amenity, well-being due to changes in outlook, smells, vermin	Loss of e.g. amenity, well-being due to changes in outlook, smells, vermin Noise and vibration during preparation, construction and operation Effect of flooding, including coastal
Flora &	Introduction of new	Loss/modification/fragmentation of habitat

fauna	species, expansion of adjacent areas of habitat	Potential impact on rare/protected species and sensitive habitats Effect of sea water ingress where the water table has been lowered
Air	Reduced pollution/nuisance through controlled management of waste	Pollution through release of emissions Dust, during preparation, construction and operation
Water	Reduced pollution through containment of contaminants	Pollution through release of contaminants
Soil		Pollution through release of contaminants Pollution through sea water ingress where the water table has been lowered
Climatic factors	Reduction in global warming through control of methane production	Contribution to global warming through uncontrolled methane production
Material assets	Improvement to agricultural land and productivity, including support of the dairy industry	Compromised use of agricultural land through fragmentation, land used up for waste management
Landscape	Visual impact	Visual impact

This assessment assumes that the policy would lead to protection of agricultural land/holdings for agricultural purposes and minimal/reduced construction of new buildings in the countryside. The proposed amendments to include further parcels of land and omit others from APA as shown on Map Insets 9-15⁴⁴, does not alter the overall strategic environmental assessment of this policy. It also assumes that non-agricultural projects within Agricultural Protection Areas would be constrained by policies GP15 (Creation and Extension of Curtilage), OC1 (Housing Outside of the Centres), OC2 (Social and Community Facilities Outside of the Centres), OC3 (Offices, Industry and Storage and Distribution Outside of the Centres), OC4 (Retail Outside of the Centres), OC8A (Visitor Accommodation Outside of the Centres), OC8B (Camping Outside of the Centres), OC9 (Leisure and Recreation Outside of the Centres), GP16A&B (Conversion of Redundant Buildings) and, in some cases, OC7 (Redundant Glasshouse Sites Outside of the Centres).

⁴⁴ 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	0	The policy would help to maintain and enhance agricultural businesses/holdings.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	0	The policy is unlikely to have significant effects on biodiversity as it mostly seeks to preserve existing land uses.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0	The policy seeks to protect existing high quality agricultural land for agricultural uses, so minimising the conversion of agricultural land to other land types and ensuring a good use of land. Its overall impact will be to help maintain the status quo, hence no significant impact.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0	The policy helps to protect the status quo, so any impacts should be limited.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	0	The policy helps to protect the status quo. It could increase the need to travel if it leads to significant new agriculture-related development. On the other hand, it supports self-sufficiency of food and helps to reduce the need to import food with associated food miles. No significant impact.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+	The policy promotes the efficient use of the Island's agricultural resources: without the policy, agricultural land might more easily be converted to non-agricultural uses.

EIA criteria	Impact	Comments
Landscape <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	0?	The policy supports appropriate development in areas of valuable agricultural land but overall limits the construction of new buildings in the countryside.
Comments/mitigation: <ul style="list-style-type: none"> This policy generally supports the status quo and so is unlikely to have significant sustainability impacts. It is unclear why some of the criteria differ for within versus outside Agricultural Priority Areas: Within: "The resultant farmstead would meet an acknowledged need" Outside: "the development is essential for the proper running of an agricultural holding" Within: no criterion re. scale or use of other buildings Outside: "the development is of a scale which is proportionate to the agricultural use of a holding and; there are no other existing buildings..." Within: "Proposals for development which is not related to a farmstead or existing agricultural holding will be supported where..." Outside: no discussion of this scenario At the end of 'within the Agricultural Priority Areas', the policy states that "Proposals for development which would result in the loss of... will only be supported where is successfully demonstrated... that the farmstead, building or land is no longer required for agricultural purposes". It is unclear whether this means "is no longer required by the owner for agricultural purposes" or "is no longer required by the Island (or 'by anyone') for agricultural purposes". The two could lead to very different judgements. Does it need something like the industrial sites policy, i.e. "proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months"? Is there is a conflict between this policy and the airports policy, which would allow development around the airport (where the land is mostly high quality agricultural)? Detailed EIA issues: <ul style="list-style-type: none"> None. 		

Policy OC6: Horticulture Outside of the Centres

Proposals for new glasshouses, extensions, alterations, rebuilding or other works to existing glasshouses or buildings or ancillary or ordinarily incidental development associated with existing commercial horticultural holdings will be supported providing that:

- a. the site forms part of an existing commercial holding which is in operation, or one which

- although disused could be brought back into operation for commercial horticulture without requiring the erection of significant areas of new glass; and,
- the holding is considered to make, or be capable of making, a material contribution to the horticultural industry and is likely to continue to do so for the foreseeable future by virtue of its suitability for commercial operations; and,
 - it can be demonstrated that any areas of new commercial glasshouses are required to sustain the viability of the existing commercial operation; and,
 - on cessation of use, or when no longer required, any new structures permitted under this policy shall be totally removed and the land restored to agricultural use or a use acceptable under the policies of the Island Development Plan; and,
 - the development proposed is ancillary or incidental and essential to the operation of an existing holding.

Proposals to change the use of a horticultural site will be assessed under the other relevant policies of the Island Development Plan and/or the requirements of Policy OC7: Redundant Glasshouse Sites Outside of the Centres as appropriate.

The establishment of new commercial horticultural holdings will not be permitted.

This assessment assumes that the policy will lead to some upgrading or extension to existing glasshouses/buildings and their subsequent removal when they are no longer required; but not to the establishment of new glasshouses. The proposed amendments to wording of this policy do not raise any environmental issues and therefore do not alter the original environmental assessment.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	0	Helps to maintain operational glasshouses and horticulture as an economic sector; however, it would lead to no significant changes in this respect over the current situation.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	0	The policy is unlikely to have significant impacts on biodiversity as it would not permit the construction of significant areas of new glass.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	+/-	The policy aims to restore new glasshouses or similar buildings to agricultural use when they are no longer used.

EIA criteria	Impact	Comments
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-?	Increasing the amount of glasshouses, etc. in operation would also increase the amount of water used for glasshouse operations.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	++/-	Production of more food within Guernsey would help to make the Island more self-sufficient, reducing 'food miles'. However, glasshouses can use a significant amount of energy to heat, so increasing energy use and greenhouse gas emissions.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+	This policy would to support Guernsey's distinctive horticultural industry, would make good use of existing horticultural buildings and could help to keep local businesses operating.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	+/-	The policy could lead to some new glasshouses and/or the continued existence of some glasshouses that would otherwise be removed. However, it also calls for the removal of any new structures once they are no longer used.
Comments/mitigation: <ul style="list-style-type: none"> • This policy seems to assume that horticultural holding = glasshouses, e.g. "The establishment of new horticultural holdings will not be permitted". Does a distinction need to be made between the two, which would allow e.g. new horticultural holdings as long as they don't involve glasshouses? • The tone of the last paragraph is quite different from that of the rest of the plan – 'not permitted' as opposed to 'permitted as long as'. Does that matter? • The policy requires removal of the structures 'on cessation of use or when no longer required': could a landowner allow the structures to fall out of use but claim that they might still be required in the future? Again, does 'no longer required' require an explanatory clause, e.g. "proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months"? 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Does the policy need to add a criterion e) about protection of biodiversity? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

Policy OC7: Redundant Glasshouse Sites Outside of the Centres

The Planning Law considers horticultural premises, including redundant glasshouse sites, and any ancillary structures to be agricultural land so, on clearance of the structures, the land is expected to revert to other non-horticultural types of agricultural use. Therefore there is a presumption that when a horticultural use ceases the site will be cleared of glasshouses and ancillary structures and returned to agricultural use.

Proposals to develop redundant glasshouse sites will be supported where:

- the site is not within or adjacent to an Agriculture Priority Area, unless it is demonstrated that the site cannot positively contribute to the commercial agricultural use of an identified Agriculture Priority Area and cannot practically be used for commercial agricultural use without adverse environmental impacts or where proposals are for renewable energy infrastructure and the design would allow agricultural activity to continue on the site; and,
- the site would not contribute positively to a wider area of open space; and,
- the proposal is for small-scale industrial, or storage and distribution use and is in accordance with the requirements of Policy OC3: Offices, Industry, Storage and Distribution Outside of the Centres; or,
- the proposal is for the change of use of glasshouse land so that it may be incorporated into the curtilage of a building in accordance with Policy GP15: Creation and Extension of Curtilage; or,
- the proposal is for the provision of infrastructure for the harnessing of renewable energy in accordance with the requirements of Policy IP1: Renewable Energy Production; or,
- the proposal is for the conversion of a redundant ancillary structure in accordance with Policies GP16(A) and GP16(B) Conversion of Redundant Buildings; or,
- the proposal is for a campsite and is in accordance with Policy OC8: Visitor Accommodation Outside of Centres – Campsites; or,
- the proposal is for outdoor formal recreation or informal recreation and leisure and is in accordance with Policy OC9: Leisure and Recreation Outside of the Centres.

And providing that in all cases:

- there would be no unacceptable adverse effect on the living conditions of neighbouring occupiers including by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit or significant visual intrusion; and,
- the proposals would not jeopardise highway safety and the free flow of traffic on the adjoining highway; and,

- iii. the site will be laid out to achieve the most effective and efficient use of the land and the least negative visual and amenity impacts with buildings, materials, parking, access and open storage areas designed to respect the character of the area; and,
- iv. the proposal includes details of an appropriate soft landscaping scheme which will make a positive contribution to the visual quality of the environment and which will sufficiently screen the activities on the site and mitigate impacts.
- v. the proposal accords with all the relevant policies of the Island Development Plan.

Where a site is included within a Site of Special Significance proposals that would unacceptably adversely affect the identified special interest of the area concerned will not be supported. Where a site is included within an Area of Biodiversity Importance proposals which adversely affect the biodiversity and natural habitat of the area concerned will not be supported unless the adverse impacts can be successfully mitigated.

For the purposes of clarification, where redundant glasshouse sites lie within a Main Centre, Main Centre Outer Area or Local Centre, proposals for their development and reuse will be assessed under the relevant policies within the Main Centre, Main Centre Outer Area and Local Centres sections of the Island Development Plan.

This assessment assumes that redundant (either now or in the future) glasshouse sites would be converted to agricultural uses in some cases and converted to other uses (housing, industrial, etc.) in other cases. The proposed amendments to wording of this policy do not raise any environmental issues and do not alter the original strategic environmental assessment of this policy.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	+	The policy would help to regenerate areas of redundant glasshouses that would otherwise become eyesores and potentially pose safety problems.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-/0	Glasshouse developments would turn into agricultural, industrial, etc. developments. The new developments are likely to have more indirect impacts on biodiversity than glasshouses, for instance disturbance and vehicle movements.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	+	The policy helps to ensure that land is used efficiently (compared to the current situation). It also helps to minimise the future conversion of agricultural land to other land types and

EIA criteria	Impact	Comments
		minimise development of greenfield land.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0	No significant impact.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	?	The impact of this policy depends on the future development occurring at redundant glasshouse sites. Where development is agricultural, renewable energy or inclusion into an existing curtilage, this would support self-sufficiency and generate a limited number of additional vehicle movements. Where development is for industrial or distribution uses (or other forms of development like housing) this would generate more vehicle movements and possibly require more energy.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	0	No significant impact.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	++	A key aim of this policy is to reduce the visual impacts caused by redundant glasshouses. Removal or redevelopment of redundant glasshouses would provide a major positive impact.
Comments/mitigation: <ul style="list-style-type: none"> • Clarify what is meant by "when no longer required"? Does this mean when they 		

EIA criteria	Impact	Comments
<p>are no longer used by a particular owner? Should/can the policy state after how much time would they need to be removed, or is that not within the remit of this plan? e.g. "proven to have been actively and appropriately marketed unsuccessfully for 12 consecutive months"?</p> <ul style="list-style-type: none"> • Should a) be split in two? 'b) where it is within an Agricultural Priority area...'. Generally check the and/or combinations in first paragraph. • This policy is unique in the Plan in listing constraints to development (e.g. noise, vibration etc.). Could that list be checked against the design policy? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • None. 		

Policy MC6: Retail in Main Centres

Within the Main Centres, new convenience and comparison retail provision will be supported and encouraged. Proposals to extend, alter or redevelop existing retail premises will also be supported providing they accord with all other relevant policies of the Island Development Plan.

Within the Core Retail Areas, change of use away from retail at ground floor level will only be acceptable where the proposed new use will maintain and enhance the vitality and viability of the Core Retail Area. Within the Core Retail Areas, change of use away from retail at upper floor level will generally be acceptable where the new use would contribute to the vitality and viability of the Core retail Area.

Beyond the Core Retail Areas, change of use away from retail will be permitted where it supports the objective of ensuring the Main Centres remain attractive focal points for economic and social activity.

Policy MC7: Retail in Main Centre Outer Areas

New convenience retail within the Main Centre Outer Areas, and proposals to extend, alter or redevelop existing convenience retail premises, will be supported where they accord with all the relevant policies of the Island Development Plan.

Proposals for the creation of new comparison retail outlets will not be supported.

Limited works to alter and/or extend existing comparison retail outlets will be supported provided that they are of a limited scale to provide for minor alterations to facilitate the continuation of the existing retail use at its current level of operation.

Proposals to change use away from retail will be supported where it accords with all other relevant policies of the Island Development Plan.

Policy LC5: Retail in Local Centres

Proposals for new convenience retail development within the Local Centres will be supported where this is of a scale appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned and where the scale or cumulative impact, with other such existing or proposed development, would not undermine the vitality of the Main Centres and where they accord with all other relevant policies of the Island Development Plan.

Proposals for the creation of new comparison retail outlets will not be permitted. Change of use from comparison retail to other uses will be supported providing that any new use accords with the relevant policies of the Island Development Plan.

Limited works to alter, extend or redevelop existing convenience retail outlets will be supported provided that the proposals are of appropriate scale for the particular Local Centre and would not undermine the vitality of the Main Centres and will accord with all other relevant policies of the Island Development Plan.

Limited works to alter and/or extend existing comparison retail outlets will be supported provided that they are of a limited scale to provide for minor alterations to facilitate the continuation of the existing retail use at its current level of operation.

Change of use away from convenience retail will be supported only where it would not result in the loss of essential facilities which would have a negative effect on the sustainability and vitality of the particular Local Centre.

The three retail policies have been assessed together as they form a clear 'retail hierarchy'. The proposed amendments represent only minor wording changes and a boundary amendment to the proposed retail core and therefore do not alter the environmental assessment of these policies (see map inset 4 for further details of changes).

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+	The policies would protect existing retail facilities and increase the retail offer in the Main Centres. The Local Centres policy explicitly protects the vitality of the MC. This would improve people's quality of life and the provision of services overall, though the effect would be stronger for the north east part of the Island than elsewhere.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	0?	The impacts of increased retail offer on biodiversity would depend on its location and design. Given that the Plan offers protection for valuable biodiversity sites, this policy's impacts are likely to be limited.

EIA criteria	Impact	Comments
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0?	By protecting existing retail use and focusing new development in more urban areas, the policies aim to make good use of land, so negative impacts should be limited.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0?	As for 'fauna and flora'.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	+/-	The policies present a clear 'retail hierarchy' which focuses new retail development in Main Centres (and, to a lesser extent, in Local Centres) where they can be accessed by walking, cycling and public transport. Because the Main Centres are all in the north east part of the Island, it does mean that people from elsewhere in the Island who wish to comparison shop have to travel to the Main Centres to do so; but it should reduce the need to travel for residents of the Main Centres.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+	As for 'population'.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	+/-	No significant impact. The policies would support a vibrant and user-friendly 'street scene'. Whether they minimise the landscape domination of the car would depend on their design (e.g. large comparison shopping with large car parks v. high street shops with good public transport). The policies for Local Centres

EIA criteria	Impact	Comments
		and retail Outside of the Centres include requirements for comparison retail development to be of an appropriate scale. New retail is generally not of particularly high quality design, so is unlikely to improve the townscape.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Together, these policies aim to provide a good range of retail opportunities in areas easily accessible by walking, cycling and public transport; and restrict retail in areas of lower population, where the additional traffic generated by the retail development could have significant impacts. • The policies would effectively limit larger scale comparison shopping to the north-east part of the Island. This will help the vitality of the Main Centres, but means that people who do not live in the Main Centres may have to travel a long way for comparison shopping. Another alternative would be to permit comparison retail in one or two other parts of the Island. • The policies implicitly promote retail development in areas accessible by walking, cycling and public transport, but they do not actively support such access. Do they need to include <i>requirements</i> ensuring good access by modes other than the car, e.g. development support for bus provision, location on bus routes, provision of bicycle parking, safe pedestrian access? • Given that new/expanded retail facilities generate additional traffic movements, do the policies need to say anything about aiming to limit traffic movements, provide alternatives to access by car, etc.? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Traffic issues will be a key EIA issue. • Can parking areas for retail developments be shared with other facilities that have complementary travel movements? 		

SOCIAL POLICIES

Policy MC3: Social and Community Facilities in Main Centres and Main Centre Outer Areas

In Main Centres and Main Centre Outer Areas proposals for the development of new social and community facilities will be supported where it has been demonstrated to the Environment Department's satisfaction that an existing site or premises in social and community use within or around the Main Centre concerned is not available and more suited to accommodate the particular proposal, including the dual use of premises.

Proposals for the extension, alteration or redevelopment of existing social and community facilities will generally be supported providing they accord with all other relevant policies of the Island Development Plan.

The change of use of existing social and community facilities to other uses will be supported where it is demonstrated to the Environment Department's satisfaction that:

- a. the existing service or facility can be adequately replaced on an appropriate site within or around the Main Centre concerned or that it is no longer required; and,
- b. the proposal would have no significant detrimental impact on the vitality of a Main Centre or Main Centre Outer Area.

Policy LC3(A): Social and Community Facilities in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

Within Local Centres, proposals for the development of new social and community facilities will be supported where it has been demonstrated to the Environment Department's satisfaction that:

- a. existing sites in social and community use within a Local Centre are not available that can accommodate the particular proposal, including the dual use of premises; and,
- b. the scale of the new use is appropriate to maintain or enhance the character and vitality of the particular Local Centre concerned; and,
- c. the proposals are not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- d. the proposals accord with all other relevant policies of the Island Development Plan.

Proposals for the extension, alteration or redevelopment of existing social and community facilities will be generally supported where the proposal is of a scale that is appropriate to the Local Centre concerned and will not negatively affect the vitality and viability of the Main Centres and where proposals accord with all other relevant policies of the Island Development Plan.

Policy LC3(B): Social and Community Facilities in Local Centres – Change of Use

The change of use of existing social and community facilities to other uses will be supported where it is demonstrated to the Environment Department's satisfaction that:

- a. the existing service or facility can be adequately replaced on an appropriate site within the Local Centre concerned or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of a Local Centre.

Policy OC2: Social and Community facilities Outside of the Centres

Proposals for new social and community facilities will only be permitted where this can be achieved through the conversion of a redundant building, in accordance with Policies GP16(A) and GP16(B) Conversions of Redundant Buildings.

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 change of use from a social and community use to another use will be supported where it is demonstrated to the Environment Department's satisfaction that:

- a. the existing facility is no longer required; or,
- b. the facility is already adequately provided in the locality, or that the facility is provided within or around a Main Centre or within a Local Centre.

This assessment assumes that the three policies will lead to the extension of some social/community facilities; the construction of some new ones, with those outside the Main Centres only acceptable if they do not affect the vitality of the Main Centre or where they share facilities with other existing facilities; in rural areas the conversion of some other buildings to social/ community use; and, the conversion of some social/community facilities to other uses. It assumes that such facilities will generally be built in Main and Local Centres rather than Outside of the Centres.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	++	The policies support the provision of social and community facilities, which in turn would enhance well-being and improve inclusion. The policies require provision of social and community facilities Outside of the Centres to not affect the vitality of Main or Local Centres.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	0?	Social and community facilities are unlikely to be large, and other parts of the Plan would help to protect Areas of Biodiversity Importance. There may be some impacts on areas that are biodiverse but not designated, but these are likely to be limited.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0?	The policies aim to minimise the unnecessary use of land by requiring

EIA criteria	Impact	Comments
		developers to show that other existing facilities cannot be used. Land take by new community and social facilities is likely to be limited.
Water <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably Ensure adequate infrastructure 	0?	Social and community facilities can use additional water (for instance for kitchens or showers) and produce additional wastewater. Again, this is likely to be limited.
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	+/-	<p>The provision of new/enlarged social and community facilities can increase the need to travel by car as more people wish to use the facilities; but they can also reduce the need to travel if they provide facilities closer to where people live than before.</p> <p>New/expanded facilities will use energy for heating, lighting, etc. although this is likely to be limited.</p>
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure Promote efficient use of resources 	+	<p>New/enlarged social and community facilities would help to ensure the provision of adequate infrastructure. Such facilities can substitute, in a very efficient way, for the need for private provision of such facilities.</p> <p>The facilities could affect heritage assets, but other policies of the Plan should help to limit these impacts.</p>
Landscape <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	0?	The visual impact of expanded/new social and community facilities depends on their location, design and what they replace. The Local Centres policy requires facilities to be of a scale appropriate to the Local Centre. That on Outside of the Centres requires them to be of a "scale appropriate to its setting and where there are no

EIA criteria	Impact	Comments
		unacceptable impacts on the visual appearance and amenity".
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> The test for new facilities in Local Centres seems to be more onerous than the test for Outside of the Centres: LC: "existing sites and premises in social and community use within a Local Centre are not available and more suited to accommodate the particular proposal, including the dual use of premises, and the proposal will have no unacceptable impact on the vitality of the Main Centres." OC: "can be achieved through the conversion of a redundant building". Does the OC policy need to include similar criteria to the LC policy? These policies (and retail policies) refer, in varying combinations, to the 'vitality', 'viability' and 'sustainability' of the Main Centres. Is there a difference between these? If so, does that need defining somewhere or, if not, should a consistent terminology be used? Change of use in LC requires the new development to not have an unacceptable impact on the vitality of the Local Centre. The OC policy has no similar requirement: should it? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> New/expanded social and community facilities could lead to significant increases in traffic movements, particularly in the evenings and on weekends. Consider whether existing car parks can be used to accommodate these non-peak traffic movements; and whether public transport is adequate at the times when the facilities are most likely to be used. Social/community buildings can be exemplars of sustainable construction: consider whether the building(s) can be designed in a particularly energy efficient way, using recycled materials, incorporating renewable energy, etc. 		

Policy MC9(A): Leisure and Recreation in Main Centres and Main Centre Outer Areas – New, and Extension, Alteration or Redevelopment of Existing Uses

In Main Centres, new leisure or recreation developments, or extension, alteration or redevelopment of existing provision, will be supported.

In Main Centre Outer Areas new Formal Leisure or Indoor Formal Recreation developments will only be supported where:

- there is a specific operational or locational requirement that prevents the use of a site within a Main Centre; or,
- there is no site that is suitable and available within a Main Centre.

In Main Centre Outer Areas, proposals to extend, alter or redevelop existing facilities for Formal Leisure or Indoor Formal Recreation will be supported.

In Main Centre Outer Areas, new facilities for Outdoor Formal Recreation or Informal Leisure and Recreation, or facilities to support existing provision, will be supported provided that any built development is ancillary to the leisure or recreation use and kept to a scale consistent with the requirements of the leisure or recreational activity.

In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

Policy MC9(B): Leisure and Recreation in Main Centres and Main Centre Outer Areas – Change of Use

The change of use of existing leisure or recreation facilities to other uses will be supported where it is demonstrated to the Environment Department's satisfaction that:

- a. the existing facility will be adequately replaced on an appropriate site in a Main Centre or Main Centre Outer Area in accordance with the requirements of Policy MC9(A) or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of the Main Centres.

In all cases and areas proposals must also accord with all the relevant policies of the Island Development Plan.

Policy LC7(A): Leisure and Recreation in Local Centres – New, Extension, Alteration or Redevelopment of Existing Uses

New facilities for leisure or recreation, or facilities to support existing provision, will be supported, where:

- a. the development is of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre concerned; and,
- b. the development is not of a scale or cumulative impact that, with other such existing or proposed development, would undermine the vitality of the Main Centres; and,
- c. the proposals accord with all the other relevant policies of the Island Development Plan.

Where there are proposals to extend an existing Outdoor Formal Recreation or Informal Leisure and Recreation use, and where this would require extension onto land adjacent to the facility but outside the Local Centre boundary, such proposals will be supported provided they accord with other relevant policies of the Island Development Plan.

Policy LC7(B): Leisure and Recreation in Local Centres – Change of Use

The change of use of existing leisure and recreation facilities to other uses will be supported where it is demonstrated to the Environment Department's satisfaction that:

- a. the existing facility can be adequately replaced on an appropriate site within the Local Centre concerned or that it is no longer required; and,
- b. the proposal would have no unacceptable impact on the vitality of a Local Centre.

In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

Policy OC9: Leisure and Recreation Outside of the Centres

Development to provide new formal leisure or indoor formal recreation will not be permitted Outside of the Centres except where:

- a. it is demonstrated that there is demand for the facility; and,
- b. it is demonstrated that there is a specific operational or locational requirement that prevents the use of a site within a Main Centre, Main Centre Outer Area or Local Centre; and,
- c. the proposal would not have an unacceptable impact on the vitality of a Centre; and,
- d. the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts.

Proposals to extend, alter or redevelop an existing formal leisure or indoor formal recreation use will be supported where it does not unacceptably increase the scale of the facility so that there are unacceptable adverse impacts on the character of the area or there would be an unacceptable impact on the vitality of a Centre.

Development to provide new facilities for outdoor formal recreation or informal leisure and recreation, or to extend, alter or redevelop existing facilities, will be supported providing that:

- i. any ancillary built development is proportionate to the nature and scale of the formal outdoor recreation or informal leisure and recreation use; and,
- ii. the visual impacts of ancillary built development can be mitigated to respect the character of the locality; and,
- iii. the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts.

Proposals to extend, alter or redevelop existing formal outdoor recreation or informal leisure and recreation uses on land adjoining the existing site will be supported providing that the site does not fall within an Agriculture Priority Area, or where it does fall within an Agriculture Priority Area the land cannot positively contribute to commercial agricultural use or cannot practically be used as such without adverse environmental impacts and proposals satisfy all other relevant policies of the Island Development Plan.

The change of use of existing leisure and recreation facilities to other uses will be supported where it is demonstrated that: the existing facility can be adequately replaced on an appropriate site within the terms of the policies of the Island Development Plan or it is no longer required.

In all cases proposals must also accord with all the relevant policies of the Island Development Plan.

This assessment assumes that these policies would lead to new/expanded recreation and leisure projects in Main Centres and also in Main Centre Outer Areas, except new formal leisure/recreational projects. The proposed wording changes do not raise any environmental issues and do not alter the original assessment of these policies.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+/-?	<p>New/enhanced recreation and leisure projects will significantly help to improve well-being of the people who use them.</p> <p>They could, however, have significant noise, lighting, etc. impacts on nearby residents, especially if they host events such as football matches. The policies require new/enhanced development to not have an unacceptable impact on the vitality of the Main and Local Centres.</p>
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-?	<p>Recreation and leisure facilities can be large, but other parts of the Plan would help to protect Areas of Biodiversity Importance. There may be some impacts on areas that are biodiverse but not designated.</p>
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0	<p>The Main Centre/Main Centre Outer Area policy requires new projects in Main Centre Outer Areas to be of "a scale consistent with the requirements of the leisure and/or recreational activity". This requirement does not apply to the other scenarios.</p> <p>Generally Guernsey's high land values are likely to encourage developers to make efficient use of land, so impacts should be limited.</p>
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably 	-	<p>Recreation and leisure facilities can use significant amounts of water (for instance for swimming pools and showers) and produce additional</p>

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Ensure adequate infrastructure 		wastewater.
<p>Air/climatic factors</p> <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	-	<p>The provision of new/enhanced recreation and leisure facilities can increase the need to travel by car as more people wish to use the facilities; but they can also reduce the need to travel if they provide facilities closer to where people live than before. New/expanded facilities will use energy for heating, lighting, etc. This could be significant, e.g. heating swimming pools.</p>
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure Promote efficient use of resources 	+	<p>New/enhanced recreation and leisure facilities would help to ensure the provision of adequate infrastructure. Such facilities can substitute, in a very efficient way, for the need for private provision of such facilities.</p> <p>The facilities could affect heritage assets, but other policies of the Plan should help to limit these impacts.</p>
<p>Landscape</p> <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	-?	<p>The visual impact of new/enhanced recreation and leisure facilities depends on their location, design and what they replace. However, they could include large industrial type buildings and floodlit pitches.</p> <p>The policy on Main Centre Outer Areas requires new facilities for Outdoor Formal Recreation or Informal Leisure and Recreation, or facilities to support existing provision, to be "kept to a scale consistent with the requirements of the leisure and/or recreational activity". The Local Centre policy requires new development to be of "a scale that is appropriate to the</p>

EIA criteria	Impact	Comments
		character of the Local Centre". The Outside of the Centres policy has no similar requirements, so could lead to significant visual impacts.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Generally I found these policies very difficult to understand because they cover 48 possible scenarios: 4 different types of locations x 4 different types of leisure/recreational activities x 3 possible actions (new, alteration/extension, etc.). Is it worthwhile setting up a table that lists all these permutations and what tests would apply to each one? • The various permutations also lead to possibly inconsistent wording between the policies (does this matter?): MC/MCOA: "proposals to enhance existing facilities" LC: "proposals to extend an existing... use" OC: "proposals to extend, alter or redevelop an existing... use" LC: "accord with other relevant policies of the Island Development Plan" OC: "satisfy all other relevant policies of the Island Development Plan" MC/MCOA/LC: "have no unacceptable impact on the vitality..." OC: "not have an unacceptable impact on the vitality..." OC: "proportionate... visual impacts... can be mitigated... without adverse environmental impacts" MC/MCOA/LC: no similar requirement (shouldn't they have?) MC/MCOA: "kept to a scale consistent with the requirements of the... activity" OC: "does not unacceptably increase the scale of the facility..." LC/OC: no similar requirements (shouldn't they have?) • What is the reasoning behind distinguishing between different kinds of leisure use for Main Centre Outer Areas but not for Main Centres or Local Centres? • The sequential approach used in the MC/MCOA policy does not seem to be used elsewhere, e.g. for social/ community facilities, retail etc. – should it be? • The list of possible leisure and recreation facilities is extensive, and includes things that may not be particularly appropriate for urban areas, including motor sports and rifle ranges. Do these need to go into more rural areas and, if so, is access by public transport an issue? • Do the policies need to say anything about minimising impacts; or not allowing some types of noisy/visual, etc. developments in built-up areas? Do they need to include constraints, for instance in terms of noise/disturbance (motor sports, rifle range, outdoor activity centres, etc.), day to day vehicle movements (sports hall, swimming pool, casinos, etc.), vehicle movements during large-scale events (football games, cinema, etc.), visual impacts (sports pitches with lighting, rifle range, etc.), impact on wildlife and water quality (golf courses, motor sports, etc.)? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • How can water use be minimised, e.g. rainwater, efficient shower heads? 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • How can the need for fossil fuel be minimised, e.g. installation of renewable on roof, CHP jointly with other nearby facilities? • How can noise, light pollution, and traffic movements related to the facility be minimised? Are there some instances where these impacts would be so great that the facility should not be permitted? • If the facility will host events (e.g. football matches), how will the impacts of the events be dealt with? • How can the footprint and height of the development be minimised? • New/expanded social and community facilities could lead to significant increases in traffic movements, particularly in the evenings and on weekends. Consider whether existing car parks can be used to accommodate these non-peak traffic movements; and whether public transport is adequate at the times when the facilities are most likely to be used. 		

INFRASTRUCTURE POLICIES

Policy S5: Development of Strategic Importance

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 the public interest may, exceptionally, be allowed where:

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

Policy S6: Strategic Opportunity Sites

Proposals for development that is clearly demonstrated to be capable of delivering strategic objectives of the States of Guernsey may, exceptionally, be allowed on specific sites identified by the Environment Department as Strategic Opportunity Sites that are, or are becoming, obsolete for their intended purpose or are underused in their current form provided that:

- a. it can be demonstrated that the proposals would meet a specific social, economic or environmental objective of the States of Guernsey, as set out within the States' Strategic Plan; and,
- b. it can be demonstrated that the proposals otherwise meet the Principal Aim and relevant Plan Objectives and relevant General Policies of the Island Development Plan; and,
- c. proposals for development are in accordance with an approved Local Planning Brief for the

- site; and,
d. the development will result in an environmental enhancement of the area.

These two policies are assessed together as they both support the development of (unspecified) major projects/infrastructure with some constraints. The telecommunications policy also refers to the Developments of Strategic Importance policy. The assessment assumes that they will result in large scale, "exceptions" type projects with significant impacts. The proposed amendments do not raise environmental issues and do not alter the overall environmental assessment of these policies.

Networks of Island-wide significance (sewage, gas, telecoms., roads, etc.)

Population	Improved facilities, access, amenity, communications	Interference with communication during installation Noise and vibration during installation/construction Risk of fire/explosion (gas) Perceived effect on health
Flora & fauna		Loss/modification/fragmentation of habitat Impact on rare/protected species and sensitive habitats Microclimate changes
Air		Dust (during preparation and construction phases)
Water		Increased run-off, depending on surface treatment Lowering of water table through extensive trenching Pollution through leaks/spillages
Soil	Potential for remediation, depending on location	Soil compaction by vehicles/heavy machinery Pollution through leaks/spillages Effects of heightened soil salinity in coastal locations Release of contaminants by disturbance of historic pollution
Climatic factors		Potential contribution to global warming (roads)
Material assets	Improved facilities, access, amenity	Loss of agricultural land Fragmentation of land holdings
Landscape	Improvements through removal of overhead cables	Visual impact of road construction

Improved electricity links to the Island

Population	Improvements to infrastructure	Interference with communication during installation Noise and vibration during installation/construction
Flora & fauna		Loss/modification/fragmentation of habitat Impact on rare/protected species and sensitive habitats Microclimate changes
Air	Potential improvement – reduced use of fossil fuels	Dust (during preparation and construction phases)
Water		Increased run-off, depending on surface treatment Lowering of water table through extensive trenching Coastal mod. can affect habitat and sediment movement
Soil		Damage to geological features, esp. on the coast Effects of heightened soil salinity in coastal locations
Climatic factors	Potential contribution to reduction in global warming	
Material assets		Loss/disturbance to historic structures/archaeology
Landscape	Improvements to landscape - reduced power station	Visual impact on ports and coastline

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	++	By definition, these policies aim to promote health, well-being, safety and security (or the Plan Objectives).
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	--?	These policies could lead to a wide range of development, including Island-wide road, telecommunications, energy, etc. developments. Developments of strategic importance, those on strategic opportunity sites and infrastructure are all likely to be large scale developments with the potential to have a significant impact
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 		
Water <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none">• Ensure adequate infrastructure		on biodiversity, soil, water, air quality/
Air/climatic factors <ul style="list-style-type: none">• Minimise the need to travel• Reduce air pollution and energy demands from existing and new development• Support self-sufficiency• Increase resilience to the effects of climate change		climatic factors, material assets and/or the landscape (see above).
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none">• Protect and enhance Guernsey's heritage and local distinctiveness• Support the waste hierarchy• Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure• Promote efficient use of resources		The policies call for the projects to "provide the best fit with the Core Policies of the Plan" which will include environmental/sustainability policies, but they do not require the project's benefits to outweigh their possible environmental harm, nor to minimise the environmental harm caused by the development.
Landscape <ul style="list-style-type: none">• Minimise impacts on the town/landscape• Enhance the landscape and townscape• Regenerate underutilised land• Re-open views onto open natural spaces• Promote high quality design		
Comments/mitigation: <ul style="list-style-type: none">• Is it necessary to have both a policy on developments of strategic importance and a policy on strategic opportunity sites?• At the moment, the policies support "development that is clearly demonstrated to be in the public interest, or health, or well-being, or safety, or security of the community". Should there be any kind of balancing requirement, i.e. "development whose benefits in terms of public interest, or health, or well-being, or safety, or security of the community clearly outweighs any adverse social, economic or environmental impact of the project"?		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> The 'and/or' rules are not clear for strategic opportunity sites. In particular, does the site have to be (or be becoming) obsolete, i.e. does this apply ONLY to brownfield sites? If so, does this need to be clarified up front, i.e. "Proposals on previously developed land for development that is..."? Are there situations where the impacts of these projects would be so great that the development should not be allowed to go ahead? Or is that covered by other Plan policies? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

Policy MC10: Harbour Action Areas

Detailed strategies for the development of the St Peter Port Harbour Action Area and the St Sampson's Harbour Action Area will be provided in a Local Planning Brief for each area when approved by the States of Guernsey.

Proposals for development or redevelopment within a Harbour Action Area will be supported where they are in accordance with the Principal Aim of the Island Development Plan and the relevant Local Planning Brief for the area and are consistent with the Plan Objectives.

Where there is not an approved Local Planning Brief for the Harbour Action Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- would not prejudice the outcomes of the Local Planning Brief process; or,
- would not inhibit the implementation of an approved Local Planning Brief; and,
- accords with all other relevant policies of the Island Development Plan.

Policy IP3: Main Centre Port Development

Proposals for development or redevelopment within St Peter Port Harbour and St Sampson's Harbour will be supported where they are in accordance with the Principal Aims and Spatial Policy of the Island Development Plan, are consistent with the relevant Plan Objectives of the Island Development Plan and are in accordance with the approved Local Planning Brief for the area.

Where there is not an approved Local Planning Brief for a Harbour Action Area or where the proposed development is of a minor or inconsequential nature, proposals for port related development that is essential to the effective, efficient and safe operation of the ports will be supported providing that the development would not prejudice the outcomes of the Local Planning Brief process and would not inhibit the implementation of an approved Local Planning Brief.

Where there is not an approved Local Planning Brief for a Harbour Action Area and where development is not of a minor or inconsequential nature, proposals for operational development

required for the functioning of the Ports will be supported providing that the development:

- a. would not prejudice the outcomes of the Local Planning Brief process; and,
- b. would not inhibit the implementation of an approved Local Planning Brief; and,
- c. would not have an adverse effect on the distinctive character and historic setting of the harbours and quayside or on important public views.

Proposals which prejudice the effective, efficient and safe operation of the Ports will not be permitted.

This assessment assumes that these policies will result in redevelopment of the harbour areas, primarily to port-related uses.

Construction of harbours and port installations, including redevelopment or extension

Population	Key in maintaining Guernsey's economic and transport links Important for tourism	Interference with communication during installation Noise and vibration during construction, operation and due to increased traffic movements Hazards from flooding, industrial malfunction, or a domino effect due to close proximity to other installations (site dependent)
Flora & fauna		Loss/modification/fragmentation of habitat Potential impact on rare/protected species and sensitive habitats Altered flows in water current Light pollution Public disturbance
Air		Dust (during preparation and construction phases) Pollution resulting from increased vehicular movements Pollution through leaks/spills
Water		Increased run-off, depending on surface treatment Coastal modification can affect habitat and sediment movement Alteration of flood zones Pollution resulting from increased vehicular (including boat) movements Pollution through leaks/spills
Soil	Opportunity for remediation of	May exceed the load-bearing capacity of the land Damage to geological features, especially on the coast

	contaminated soils	Pollution through leaks/spillages Release of contaminants by disturbance of historic pollution Effects of heightened soil salinity in coastal locations
Climatic factors		Potential contribution to global warming (vehicle movements)
Material assets	Provision of infrastructure Improved access to and use of the harbour areas	Potential loss of recreational facilities, public footpaths, parking, etc. Potential loss/disturbance to historic structures/archaeology
Landscape	Improvements in views of the wider ports through removal of unsightly structures	Visual intrusion of new structures on the town/land/seascape

Reclamation of land from the sea

Population	Provision of facilities, amenities, services Flood protection	Loss of amenity Noise and vibration during preparation and construction Noise and vibration as a result of after-use Effect of hazardous installations, including cumulative/domino
Flora & fauna		Loss/modification/fragmentation of habitat Interruption of traditional/migration routes Impact on rare/protected species and sensitive habitats Pollution (soil and water) through leachate, accidental spills, etc. Pollution (air) from dust Microclimate changes, including through after use
Air	Benefit through reduced use of fossil fuels (after use)	Dust (during preparation and construction phases)
Water		Increased run-off, depending on surface treatment

		Coastal modification can affect habitat and sediment movement Alteration of flood zones Pollution through leaks/spills	
Soil	Opportunity for remediation of contaminated soils	Ground stability, depending on structure and after use Damage to geological features, esp. on the coast Pollution through leaks/spillages Release of contaminants through disturbance of historic pollution	
Climatic factors	Possible contribution to reduction in global warming (after use)		
Material assets	Protection from flooding Enhancement of, e.g. port use, including safety	Historic structures & archaeological features - loss/visual impact Loss of public access, e.g. to ports, public footpaths, coast Effect on recreational pursuits	
Landscape		Visual intrusion Visual impact on ports and coastline, including at night	
EIA criteria		Impact	Comments
Population <ul style="list-style-type: none">Protect and enhance well-beingImprove social inclusion and reduce inequality		++/-	Harbour Action Areas aim to develop the harbour areas in a comprehensive manner. These policies aim to ensure that the Harbour Action Areas are developed effectively and that port-related development supports port activities. Compared to the current situation, this will help to improve facilities in the harbour areas, regenerate areas that are not well used at the moment and support well-being. However, it will have short-term negative impacts during construction.
Fauna and flora <ul style="list-style-type: none">Protect Guernsey's biodiversityEnhance biodiversity		-	The harbour/port areas are biodiverse areas and St Sampson’s Harbour is adjacent to several Areas of Biodiversity Importance. Redevelopment of these

		areas, or port development, could have significant impacts on biodiversity.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+	The Harbour Action Areas aim to make better use of the land around the harbours, and reduce the need for greenfield development.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-	Both harbours/ports are near sensitive water bodies, including the streams flowing into the harbour on the south side of Town and the bays at/near the ports. Port-related development and other development emerging as part of Harbour Action Areas are likely to affect the quality of these water bodies during construction (e.g. silting) and possibly during operation (e.g. runoff).
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	-	<p>There are no significant air pollution impacts at the sites. The harbour walls in Town and at the Bridge are prone to overtopping by floodwaters.</p> <p>Regeneration of the areas is likely to result in parking areas being moved away from the harbour area and replaced with other development. The new development could itself generate traffic movements, and is also likely to use more energy.</p>
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	?	The harbour frontages include many protected buildings and are both Conservation Areas. Redevelopment of the sites could have a negative effect on these buildings/Conservation Areas if done insensitively, but has the potential to enhance the buildings and their setting. Port-related development should "not have an unacceptable impact on the distinctive character and historic setting of the harbours and quayside".

<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	++	<p>Both harbours are very visible, used by a large number of people and are one of the first sights of the Island for many tourists. One of the main purposes of the Harbour Action Areas would be to enhance the townscape of these very visible sites. Port-related development should "not have an unacceptable impact on... important public views."</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • It is unclear why it is necessary to have multiple overlapping designations and policies in Town and at the Bridge: Harbour Action Area, port development, Main Centre, Regeneration Areas. Does this not have the potential to lead to policies contradicting each other... and to an inefficient plan? Can some of these policies be rationalised? • These policies say nothing about what should be done in the Harbour Action Areas or as port development. Should they put forward some principles, e.g. reduced/efficient parking, more active frontages, good design, better access by walking and cycling, protection of heritage, etc.? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Good design and permeability should be key principles for the Harbour Action Areas. • Given the wide range of protected buildings in both Harbour Action Areas and along both ports, care will need to be taken to ensure that the buildings and their settings are retained and improved. 		

St. Peter Port Harbour Action Area



This assessment assumes that the Harbour Action Area policy would move most of the existing car parking away from the harbour area (unclear to where); would increase facilities for tourist boats, possibly including an extra quay/jetty to allow cruise ships; and, may include a new electrical cable link building. The proposed amendments include minor

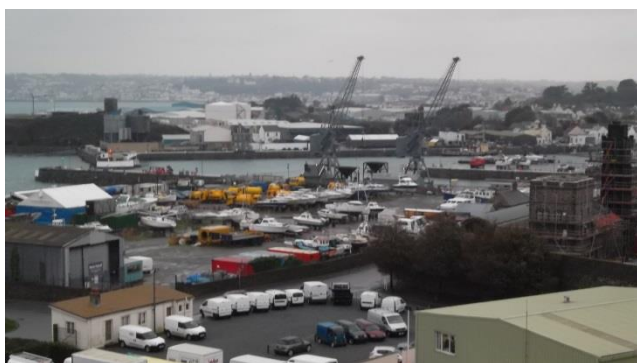
boundary amendments to this area (see Map Insets 5-7) which do not raise environmental issues and therefore does not alter the original site specific assessment.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>Town has the most, and most easily accessible, services and facilities on the Island. It is not in a Development Proximity Zone or Airport Public Safety Zone.</p> <p>It is quite a noisy area because of traffic and harbour operations.</p> <p>Moving the existing car parking areas could affect people's well-being, both positively and negatively. Generally redevelopment of the area would have short-term negative effects during construction (noise, disturbance, etc.) and longer-term benefits in terms of a more cohesive, attractive, vibrant area.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--	<p>The harbour area itself is biodiverse, but it is not very close to designated Areas of Biodiversity Importance. La Vallette to the south of the harbour area is not designated but hosts many birds.</p> <p>Redevelopment of the area would change current lower-intensity uses (a port that can only accept shallow boats, car parking) into higher-intensity uses (a port that accepts deeper boats, more tourism activity). This could have a negative effect on biodiversity during both construction (e.g. silting) and operation (e.g. noise, disturbance, leakage, runoff). This impact could be significant, especially if it involves construction of another quay.</p>

Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	+	The land is currently used for car parking and port activities. Overall the redevelopment of the site would help to promote efficient use of this valuable land.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-/--?	The area is adjacent the seashore. Runoff from construction and operation could affect water quality. A new jetty could significantly affect the hydrogeology of the area.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-?	<p>Some air pollution from existing harbour operations and from vehicles travelling to/from the parking areas.</p> <p>Replacing the current parking areas with tourism-related facilities could reduce the number of journeys made by car to the harbour area but would displace the cars elsewhere. Construction activity would generate additional HGV movements. If a new quay is built allowing cruise ships, this could increase air pollution in the harbour.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	?	The harbour is within the Conservation Area, the whole site is an archaeological area and the site fronts onto many protected buildings. The harbour itself holds Castle Cornet, a protected monument. Development could affect the historical sites and their settings either positively or negatively.

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-/--?	<p>The area is visually prominent on the main approaches to Guernsey by sea and air. It is also visible from many public vantage points. It is the first view of the Island for many tourists. The harbour's high tidal range gives much visual variety and current operations are colourful and visually interesting.</p> <p>Current operations are of mixed visual appeal. Future operations under the Harbour Action Area may well be of a larger scale; it is unclear whether they would be less unsightly. A new quay/jetty would be very visible, particularly as it would facilitate the arrival of larger boats.</p>
Comments/mitigation: <ul style="list-style-type: none"> • Need to confirm that infrastructure (e.g. water provision, wastewater management) will be adequate for future development. • Does the policy need to say more about protecting and enhancing of the strong heritage/ landscape features of St Peter Port, i.e. Conservation Area plus protected buildings plus archaeological areas, especially since these are part of Town's tourism draw? 			
Detailed EIA issues: <ul style="list-style-type: none"> • Any development on the site will be seen by many people, including possibly future cruise liners. As such it should either be low-lying and inconspicuous, or else attractive. • Ensure that runoff does not go onto the foreshore, and limit activities (e.g. lighting, noise, movements by people and vehicles) on the coastal edge. • Protect Castle Cornet, the Conservation Area, and nearby protected buildings. • Need to protect the integrity of the Areas of Biodiversity Importance in and near the site. • Can air pollution be reduced? • Any new jetty would need to be assessed in terms of hydrogeological impacts and visual/landscape impacts. 			

St. Sampson's Harbour Action Area



This assessment assumes that the Harbour Action Area could include relocation of existing car parking areas (it is not clear to where), relocation of the boats currently stored on site (ditto), a general upgrading of the harbour area, continued industrial development at Northside and Longue Hougue, raising of coastal defences and possibly a jetty which would allow deeper boats, especially for fuel delivery.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>Very central location. In two Development Proximity Zones due to fuel. Not in Airport Public Safety Zone. Quite a noisy area due to traffic and existing industrial operations, including from the power station.</p> <p>Moving the existing car parking and boat storage areas could affect people's well-being both positively and negatively. Generally redevelopment of the area would have short-term negative effects during construction (noise, disturbance, etc.) and longer-term benefits in terms of a more cohesive, attractive, vibrant area.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--?	<p>The north-east and southern edges of the area abut Areas of Biodiversity Importance and the harbour is also sensitive in terms of biodiversity.</p> <p>Redevelopment of the area would change current lower-intensity uses (a port that can only accept shallow boats, car parking) into higher-intensity uses (a port that accepts deeper boats, industrial uses). This could have a negative effect on biodiversity during both construction (e.g. silting) and operation (e.g. noise, disturbance, leakage, runoff). This impact could be significant, especially if it involves construction of a jetty.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0?	<p>The land is currently already used for industrial activities. The extension land is used for car parking: change to industrial activity may release some contaminants if the tarmac is replaced by new buildings, but this is unlikely to have significant impacts. Overall the redevelopment of the site would help to promote efficient use of this valuable land, although it is a shame that it would be for industrial rather than higher value uses.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	--?	<p>The area is adjacent the seashore and almost adjacent to the drinking water reservoir at Longue Hougue. Runoff from construction and operation could affect water quality. A new jetty could significantly affect the hydrogeology of the area. Industrial developments could also use significant amounts of water.</p>

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	--?	<p>Some air pollution from existing harbour operations and from vehicles travelling to/from the parking areas. The site is near the (old, polluting) oil fired power station of Guernsey Electricity Ltd. There are no plans to replace this.</p> <p>Replacing the current parking areas with industrial units could reduce the number of journeys made by car to the harbour area but would displace the cars elsewhere. Construction activity would generate additional HGV movements. If a new jetty is built allowing fuel to be more easily brought to the Island, this could indirectly increase the emission of greenhouse gases.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	?	<p>The site is adjacent to Vale Castle and Mont Crevelt Napoleonic tower (both protected monuments), and includes Mowlem's Tower and some handsome stone walls (protected buildings). The entire harbour front is a Conservation Area.</p> <p>Comprehensive redevelopment of the area would help to ensure that adequate services and infrastructure (e.g. fuel) is available for Islanders. Development could affect the historical sites and their settings either positively or negatively.</p>

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	<p>-/--? The area is visually prominent on the main approaches to Guernsey by sea and air. It is also visible from many public vantage points – St Sampson, Vale Castle, etc.</p> <p>Current operations are unsightly but at a relatively low level. Future operations under the Harbour Action Area would be expected to be of a larger scale; it is unclear whether they would be less unsightly. A new jetty would be very visible, particularly as it would facilitate the arrival of larger boats.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • As before, it is a shame that plans are to keep the harbour's currently predominantly industrial uses rather than slowly turning it to higher value uses, e.g. tourism, housing. • Can the power station be removed as part of wider redevelopment of the area? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Development Proximity Zone will limit what can be put on the site. • Any development on the site will be seen by many people, including possibly future cruise liner visitors. As such it should either be low-lying and inconspicuous, or else attractive. The Development Brief is for a 'landmark': a "high quality, unified architectural concept for all structures associated with the facility"... but an inconspicuous development would probably also be acceptable, especially if development was in phases. • Ensure that runoff from the expansion site does not go onto the foreshore, and limit activities (e.g. lighting, noise, movements by people and vehicles) on the coastal edge of the expansion site. • Protect the Conservation Area, Mowlem's Tower and the stone walls on site; and enhance the setting of Vale Castle. • Need to protect the integrity of the Areas of Biodiversity Importance in and near the site. • Can air pollution be reduced? • The reservoir to the south west of the site is extremely vulnerable to contamination, e.g. by the adjacent waste operations. Does it need to be decommissioned as a site for drinking water, and/or tested very regularly for contamination? • Any new jetty would need to be assessed in terms of hydrogeological impacts and visual/landscape impacts. 		

Policy IP1: Renewable Energy Production

Proposals for installations for the harnessing of renewable energy, and ancillary and associated development, will be supported where:

- a. the development can be satisfactorily incorporated into the built form of an existing or proposed development, or is located on brownfield land; or,
- b. the proposal is located on a redundant glasshouse site where the development is of an appropriate scale and location; and,
- c. the proposals do not involve the development of a redundant glasshouse site, within or adjacent to an Agriculture Priority Area or they do involve such a site but it is successfully demonstrated to the Environment Department's satisfaction that the site cannot positively contribute to the commercial agricultural use of an identified Agriculture Priority Area or cannot practically be used for commercial agricultural use without adverse environmental impacts or the renewable energy infrastructure is of a design that would allow agricultural activity to continue on the site; or,
- d. the proposals would not involve the development of land which can contribute positively to a wider area of open land.

Proposals that involve the development of greenfield land, other than redundant glasshouse sites, will only be supported where the renewable energy infrastructure is subterranean and it can be demonstrated that the proposal will not compromise the ability to utilise the land for agricultural purposes.

In all cases proposals must accord with all other relevant policies of the Island Development Plan.

The Environment Department will consider the placing of a planning condition on all permissions for development concerning renewable energy infrastructure requiring the complete removal of all equipment and associated structures, and the restoration of the land once the development is no longer required or is obsolete.

This assessment assumes that the policy would support a relatively limited number of solar projects that are incorporated into existing built structures; appropriately designed/scaled solar or wind projects on brownfield sites (including redundant glasshouse sites as long as they are not in or near Agriculture Priority Areas); and offshore renewable projects. The proposed amendment to policy wording does not raise environmental issues and therefore does not alter the original environmental assessment.

Non-domestic installations for production of energy – solar farm

Population	Use of renewable energy reduces reliance on fossil fuels	
Flora & fauna		Loss of vegetation Loss/modification/fragmentation of habitat Impact on rare/protected species and sensitive habitats

		Microclimate changes
Air	Reduced pollution from fossil fuels following installation	Dust (during preparation and construction phases)
Water		Reduced infiltration and flooding, depending on surface
Soil		Soil compaction Release of contaminants by disturbance of historic pollution
Climatic factors	Contribution to reduction in global warming	Microclimate changes
Mat. assets		Loss of agricultural land
Landscape	Potential for removal of unsightly structures	Loss/disturbance to historic structures/archaeology Reflection from panels/cells

Non-domestic installations for production of energy – wind farm (onshore, foreshore and offshore)

Population	Use of renewable energy reduces reliance on fossil fuels	Disturbance (e.g. flicker, effects on amenity) Noise and vibration
Flora & fauna		Loss/modification/fragmentation of habitat Impact on rare/protected species and sensitive habitats Altered flows in water current Effect of noise/vibration pollution Disruption of routes, e.g. migration
Air	Reduction in pollution from fossil fuels following installation	Dust (during preparation and construction phases) Altered air currents
Water		Reduced infiltration and flooding, depending on surface Foundations can effect groundwater movement Pollution from construction activities Coastal mod. can affect habitat and sediment movement

Soil		<p>Damage to geological features, especially on the coast</p> <p>Release of contaminants by disturbance of historic pollution</p> <p>Effect of pile driving on ground water levels and flows</p> <p>Effect of soil salinity, especially on the coast</p>
Clim. factors	Contribution to reduction in global warming	Microclimate changes
Material assets		<p>Loss/disturbance to historic structures/archaeology</p> <p>Effect on fisheries</p> <p>Recreation pressures</p>
Landscape		Visual intrusion

EIA criteria	Impact	Comments
<p>Population</p> <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	++/-	Increased generation of renewable energy would increase the Island's energy security but could have health impacts in terms of noise, flicker, etc. The policy wording ensures that open space is not affected.
<p>Fauna and flora</p> <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	--?	Renewable energy installations can affect flora and fauna through construction disturbance, land take, noise, bird strike, etc.
<p>Soil</p> <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	0	The policy is for development of renewable energy only on previously developed land or where it will not compromise the use of land for agricultural purposes.
<p>Water</p> <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably Ensure adequate infrastructure 	-	Depending on the type of installation, renewable energy projects can affect groundwater flow, coastal hydrology, etc.

EIA criteria	Impact	Comments
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	+	Renewable energy installations would replace similar installations that provide energy through the burning of fossil fuels. They would help to support self-sufficiency. The relatively constrained wording of the policy (very limited development on greenfield sites) limits the scale of these benefits.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure Promote efficient use of resources 	+/-	<p>Other policies in the Plan would guard against significant impacts on protected buildings, etc. However, cumulatively this policy could result in some impacts on the settings of protected buildings, Conservation Areas, etc.</p> <p>The policy helps to provide adequate energy for the Island. It may require associated infrastructure, e.g. new underground cables, which could have further cumulative impacts on archaeology, etc.</p>
Landscape <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	-/--	Most types of renewable energy involve considerable landscape impacts. The policy would support renewable development on brownfield sites, redundant glasshouse sites and offshore, where visual impacts would be less acute than those on greenfield sites. Nevertheless, this would probably lead to significant visual impacts.
Comments/mitigation: <ul style="list-style-type: none"> Check 'and/or' (which goes with which?) seems to have multiple negatives – can two negatives be turned into a positive to make the policy clearer? The current wording of the policy (and the Plan generally) does not seem to prevent development that would have a significant impact on biodiversity that is not a designated area, for instance an offshore windfarm with significant bird strike. Does this need changing? Generally, would the Plan's protective policies apply offshore? 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> The current wording of the policy could permit (say) ground source heating in an agricultural field that has significant archaeological interest. Does this need changing, or does the Plan offer adequate protection for this? Larger scale renewable energy may well require associated underground cables, etc. Does anything need to be said about this? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> None. 		

Policy IP2: Solid Waste Management Facilities

Development required to implement the Waste Strategy will be supported, providing it accords with all relevant policies of the Island Development Plan.

Proposals for development or redevelopment of waste management facilities within the St Sampson's Harbour Action Area, will be supported where they are in accordance with the Principal Aim and relevant Plan Objectives, the Spatial Policy and the relevant Local Planning Brief for the area.

Where there is not an approved Local Planning Brief for the St Sampson's Harbour Action Area, or where a proposed development is of a minor or inconsequential nature, proposals will be supported providing that the development:

- would not prejudice the outcome of the Local Planning Brief process, or;
- would not inhibit the implementation of an approved Local Planning Brief, and;
- would accord with all other relevant policies of the Island Development Plan.

Other than within the Longue Hougue Key Industrial Area, proposals for new waste management facilities required as part of the States of Guernsey Waste Strategy will be regarded as Development of Strategic Importance (see Policy S5: Development of Strategic Importance).

Other new waste management facilities will only be permitted where they are located within Key Industrial Areas or Key Industrial Expansion Areas and accord with all other relevant policies of the Island Development Plan.

Proposals for alterations or extensions to existing waste management facilities on sites other than Longue Hougue and Mont Cuet will be considered on a case-by-case basis and must be an integral part of the States' Waste Strategy or required to comply with Environmental Health waste licensing or other legal requirements.

In all cases, development must be appropriately located having regard to the Spatial Policy and must accord with all other relevant policies of the Island Development Plan.

Facilities that are intended for personal use, such as bring bank sites, should be located in Main Centres, Main Centre Outer Areas or Local Centres. Sites Outside of the Centres will only be acceptable where it can be demonstrated that no suitable sites are available within a Centre. Where possible these should be located in close proximity to other community facilities.

This assessment assumes a slight rephrasing of the policy, as shown below under 'Comments/mitigation', to avoid concerns about inconsistencies of phrasing. It assumes that continued waste management development will be permitted at Longue Hougue and Mont Cuet; small scale facilities for personal use will be developed in a range of locations around the Island; and, other unspecified waste management facilities required in response to the Waste Strategy may be developed elsewhere.

Waste water plant or sewage treatment plant, including new or works to existing

Population	Benefit of treatment of waste water – higher quality of water entering outfall area, decreased risk of polluted waters	Disturbance, e.g. by vermin, smell, nuisances Health and reduced quality of life, depending on proximity Loss of amenity Noise and vibration caused by traffic and machinery Hazards, e.g. fire, transfer of hazardous waste, spills, bearing in mind proximity to fuel storage facilities
Flora & fauna	Potential habitat creation	Loss/modification of habitat (including marine) Pollution (soil and water) through leachate, accidental spills, etc. Pollution (air) from dust, gases, etc. Microclimate changes
Air		Dust (during preparation and construction phases) Risk of smells Gaseous emissions from treatment process and traffic
Water	Reduction in pollution of	Increased run off, depending on surface

	the marine environment	treatment Pollution through leaks/spillages Release of historic contaminants through unlined sea wall Flood risk (tidal/storms) and potential effect on nearby water supplies
Soil	Potential for remediation	May exceed the load-bearing capacity of reclaimed land Pollution through leaks/spillages Effects of heightened soil salinity in coastal locations Release of contaminants by disturbance of historic pollution
Climatic factors	Changes to marine climate – reduced heating of water by dense concentration of particulates	Changes to microclimate – thermal and air currents
Material assets	Visual and environmental improvements to sea and coast	Visual intrusion on neighbouring historical structures
Landscape	Removal of pipes from shoreline Improvement of marine seascape	Visual intrusion of buildings, including on approach to the Islands Light pollution and impact on night time views

Solid waste treatment plant, including sludge deposition and large scale recycling facility, new or works to existing

Population	Cessation of disposal of waste to landfill Reduction in resource consumption through recycling	Disturbance, e.g. by vermin, smell Health and reduced quality of life, depending on proximity Loss of amenity Noise and vibration caused by traffic and machinery Hazards, e.g. fire, transfer of hazardous waste, spills, bearing in mind proximity to fuel storage facilities
Flora &	Modification of habitat	Loss/modification of habitat

fauna	at former landfill sites	Pollution (soil and water) through accidental spills, etc. Pollution (air) from dust, gases, etc. Microclimate changes
Air	Reduction in pollution elsewhere through containment of waste Reduction in emissions from reduced burning of fossil fuels	Dust (during preparation and construction phases) Risk of smells, wind-blown litter Emissions from traffic and food waste processing (In-Vessel Composting)
Water	Reduction in pollution elsewhere through containment of waste	Increased run-off, depending on surface treatment Pollution through leaks/spillages Release of historic contaminants through unlined rock sea wall Flood risk (tidal/storms) and potential effect on nearby water supplies
Soil	Potential for remediation of contaminated land IVC compost – replacement for inorganic fertilizers	May exceed the load-bearing capacity of reclaimed land Pollution through leaks/spillages Effects of heightened soil salinity in coastal locations Release of contaminants through disturbance of historic pollution Disposal of treatment sludges/residues
Climatic factors	Contribution to reduction in global warming resulting from reduced level of landfill gas emissions	Changes to microclimate – thermal and air currents Possible increase in carbon emissions leading to a potential increase in global warming/climate change, including from kerbside recycling vehicle movements
Material assets	Visual and environmental improvements to landscape (off-site) Potential provision of recreation/amenity land (off-site)	Visual intrusion on neighbouring historical structures
Landscape	Visual improvements at former landfill sites	Visual intrusion of buildings, including on approach to the Islands

		Light pollution and impact on night time views
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Redevelopment or extension of installations for the slaughter of animals

Population	Provision for the Island to be more self-sufficient with regard to food production	Potential disturbance – health, amenity and well-being implications, e.g, vermin Noise – traffic, animals, industrial processes Potential hazards from flooding or a domino effect due to close proximity to other installations (site dependent)
Flora & fauna		Loss/modification of habitats Pollution of soil, water or air through emissions Effect of light pollution on wildlife habits
Air		Potential pollution through leaks/spills/emissions/dust
Water		Potential increase in run-off, depending on surface treatment Potential increased erosion through works to drainage channels/streams Potential pollution of fresh/coastal waters through leaks/spills/flooding
Soil		Potential effects on stability Load bearing capacity, depending on site and use Effects of heightened soil salinity in coastal locations Pollution, e.g. through sea water ingress where the water table has been lowered or through spills
Climatic factors		Changes to microclimate
Material assets	More efficient use of land as a resource	Potential loss of e.g. recreational areas, public footpaths
Landscape	Visual impact on the landscape and seascape	Visual impact on the landscape and seascape

EIA criteria	Impact	Comments
Population	+/-	This policy helps to ensure that new and

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 		<p>expanded waste facilities have minimal impact on quality of life by locating them at/near existing facilities or in otherwise suitable locations.</p> <p>Unfortunately Longue Hougue is in a built-up area which has the potential to enhance well-being much more if used for other purposes (e.g. waterfront homes, park); and it generates considerable traffic which affects quality of life. Any spillages, etc. from Longue Hougue would also affect a large population.</p> <p>Bring bank sites provide a useful public service, but can be noisy and unsightly for nearby residents.</p>
<p>Fauna and flora</p> <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	--	<p>Waste management projects can have significant impacts on biodiversity, including land take, emissions and leachate, noise and dust. Longue Hougue is adjacent to the coast; almost surrounds a 4.5Ha Area of Biodiversity Interest; includes a small Area of Biodiversity Interest on its northern edge (Mont Crevelt) and has other Areas of Biodiversity Interest within 100m on its western and south western sides. Mont Cuet is adjacent to the coast and very close to L'Ancrese Common SSS. Both sites have the potential to significantly affect biodiversity through noise, lighting, leakage, disturbance, etc.</p>
<p>Soil</p> <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	+/-	<p>The policy aims to focus larger scale waste management projects at/adjacent to existing sites, to help to promote efficient land use. Expansion</p>

EIA criteria	Impact	Comments
		of Mont Cuet is unlikely, but development at Longue Hougue would be on reclaimed land so soil quality would not be affected. That said, waste management sites have the potential to affect soil quality through soil instability, leakage to soil, etc.
<p>Water</p> <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-	<p>The policy aims to focus larger scale waste management projects at/adjacent to existing sites, where the large scale operations offer greater scope to protect water quality. However, increased/ continuing operations would increase runoff, have the potential to lead to leaks and spillages and could release historic contaminants.</p> <p>The Longue Hougue site almost surrounds a 2.6Ha reservoir used for drinking water. Increased use of the site is likely to increase the risk of dust and other airborne pollutants settling on the reservoir; and of direct contamination of the reservoir. Both Longue Hougue and Mont Cuet are adjacent to the sea, with potential for water contamination.</p>
<p>Air/climatic factors</p> <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	+/-	<p>The policy aims to focus larger scale waste management projects at/adjacent to existing sites, where the large scale operations offer greater scope to control emissions. Longue Hougue being sited near the key sources of waste – the Main Centres – also helps to reduce the distance travelled by waste lorries.</p> <p>On the other hand, transport of waste to Mont Cuet does require considerable</p>

EIA criteria	Impact	Comments
		travel distance; and waste generates methane (a powerful greenhouse gas) as well as odours.
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+/--	<p>Waste management sites provide necessary infrastructure for the Island. Mont Cuet provides only landfill and so does not support the waste hierarchy. A 'waste management complex' is proposed at Longue Hougue but it is unclear what this will contain, and the extent to which this will promote the waste hierarchy.</p> <p>The Longue Hougue site includes, and forms a backdrop to, Mont Crevelt Napoleonic tower, and affects views from, and the setting of, a number of other heritage features. Mont Cuet is a protected monument surrounded by archaeological areas, but continued operations are unlikely to significantly change the situation regarding material assets.</p>
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-	<p>The Mont Cuet operations can only be seen from limited locations. Longue Hougue is very visible from many locations but is currently low-level; increased operations there have the potential to have significant visual impacts. Generally waste management operations are unsightly, even with mitigation.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Generally I struggled with this policy as it seems to include possibly overlapping or contradictory statements. Could I suggest a rewording? <p><i>“Development required to implement the Waste Strategy will be supported. Proposals for new waste management facilities required by the waste strategy will be regarded as Development of Strategic Importance (see policy xx).”</i></p>		

EIA criteria	Impact	Comments
<p><i>Within the St Sampson Harbour Action Area, proposals for development or redevelopment of waste management sites will be supported where they are in accordance with the relevant Local Planning Brief for the area. If there is not an approved Local Planning Brief, proposals will be supported providing that the development:</i></p> <p><i>a. Would not prejudice the outcomes of the Local Planning Brief process, or;</i> <i>b. Would not inhibit the implementation of an approved Local Planning Brief.</i></p> <p><i>Proposals for alterations or extensions to existing facilities on sites other than Longue Hougue and Mont Cuët will be considered on a case-by-case basis and must be:</i></p> <p><i>a. an integral part of the States' Waste Strategy, or</i> <i>b. required to comply with Environmental Health or licensing requirements</i></p> <p><i>Facilities that are intended for personal use, such as Bring Bank sites should be located in Main Centres, Main Centre Outer Areas or Local Centres. Sites outside centres will only be acceptable where it can be demonstrated that no suitable site exists within a Centre. Where possible these should be located in proximity to other community facilities.</i></p> <p><i>No other new waste management facilities will be permitted.</i></p> <p><i>In all cases, development must be appropriately located having regard to the spatial strategy and all relevant policies of the Island Development Plan."</i></p> <ul style="list-style-type: none"> • This is because: Paragraph 3 seems to overlap with paragraph 3 of Harbour Action Areas policy Should paragraphs 1 and 4 be merged, as they are both about developments emerging out of the Waste Strategy? Paragraph 5 seems to contradict paragraph 3: will minor new developments be supported or not? Paragraphs 1 and 7 seem to overlap. • The policy and supporting text say very little about waste re-use (as opposed to recycling and landfill). There is presumably potential at Longue Hougue for a waste re-use facility. Should that be specifically mentioned? • Does the policy need to specify what kind of restoration would be expected from the Mont Cuët site (and possibly generally waste management sites), i.e. to agricultural use, nature conservation, with versus without public access, etc.? <p>Detailed EIA issues:</p>		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Please see red/green table above. • Does much more care need to be given to the reservoir which is adjacent to the Longue Hougue site re. leachate and air pollution depositions? 		


Longue Hougue Waste Management Facility, St Sampson



This assessment assumes that waste management operations at Longue Hougue would be continued and expanded: that it would be used for landfill; waste incineration; and, a civic recycling centre. Following the Public Inquiry stage of the Plan Review process, the Environment Department proposes to amend the boundary to omit the domestic property, St. Sampson's Church Hall and Swan House on the north western corner of Longue Hougue Key industrial Area as shown on Map Inset 3 of the 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. This proposed amendment has been considered and does not alter the environmental impact assessment.

Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	0/-	<p>In the Bridge Main Centre. In a Development Proximity Zone. The site is not in an Airport Public Safety Zone.</p> <p>Some of the existing operations are noisy, e.g. scrapyard. Increased/continued waste management operations <i>may</i> reduce noise impacts depending on design and technology, but are more likely to maintain and possibly increase it, and they are unlikely to reduce other risks. The area is both convenient to access but distant enough from centres of population to be safe.</p>
Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	<p>The current waste management operations almost surround a 4.5Ha Area of Biodiversity Interest; are adjacent to a small Area of Biodiversity Interest on its northern edge (Mont Crevelt), and have other Areas of Biodiversity Interest within 100m. Any significant increase in activity, noise, dust, etc. from the continued/expanded waste management operations could have a significant impact on these sites.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	-?	<p>Most of the site is reclaimed land, formed over the last 15 years by deposition of inert waste into an area encircled by a rock bund. Continued waste management operations would lead to the filling in of the currently partly reclaimed land. The quality of the resulting land is unlikely to be high.</p>

Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-	<p>The site almost surrounds a 2.6Ha reservoir used for drinking water. Increased leachate, dust and air pollution emissions from the site could have a significant impact on water quality in the reservoir.</p>  <p>The bund is unlined; this could lead to contamination issues at sea.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	<p>The site currently generates air pollution from the animal carcass incinerator and slaughterhouse and dust from landfill and material recycling operations. Continued/additional operations are unlikely to increase these levels significantly.</p>

Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	+/-	<p>The site provides a very important area for waste management and recycling for the Island.</p> <p>The site includes, and forms a backdrop to, Mont Crevelt Napoleonic tower. It affects the setting of several protected buildings and the Bridge Conservation Area. The development brief is "to reduce any adverse impact on the setting of Mont Crevelt and views from Vale Castle" (both protected monuments), but it is unlikely that significant improvements will be possible with the scale of development envisaged.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site is flat and featureless, exposed to the elements and visually prominent on the main approaches to Guernsey by sea and air. It is also visible from many public vantage points in St. Peter Port, the Bridge, St Sampson, Vale Castle and Bordeaux Harbour. It is visible from as far away as Jerbourg Point and Herm.</p> <p>Current operations are unsightly but relatively low level. If future operations are of a larger scale, the visual impact could well be more significant.</p>

Comments/mitigation:

- Generally it seems a shame to have such low value operations in such a potentially high value location.
- Some issues of overlap: Longue Hougue KIA, Long Hougue waste management, St. Sampson's Harbour Area Action Plan. Is distinction clear between these? Are all three necessary for this site?
- The reservoir to the west of the waste management site (and surrounded by the site) is extremely vulnerable to contamination by waste operations. Does it need to be decommissioned as a site for drinking water and/or tested very regularly for contamination?

Detailed EIA issues:

- Development Proximity Zone will limit what can be put on the site.
- Any development on the site will be seen by many people, including possibly future cruise liner passengers. As such, it should either be low-lying and inconspicuous, or else attractive. The Development Brief is for a 'landmark': a "high quality, unified architectural concept for all structures associated with the facility"... but an inconspicuous development would probably also be acceptable, especially if development was in phases.
- Need to protect the integrity of the Areas of Biodiversity Importance in and near the site.
- Need to protect drinking water quality at the reservoir, or else move the reservoir's functions elsewhere.
- What happens to the footpath on the southern part of the site?
- Could the unlined bund lead to contamination problems at sea if fill is contaminated?
- Protect the geologically important site at the south of the KIA.
- Mont Crevelt Napoleonic tower is currently visually lost (see photo at top of this table), with its setting strongly adversely affected by surrounding operations. Future development should at minimum so as to not exacerbate these problems, but ideally provide a better visual setting for the tower.
- Can air pollution be reduced?

Mont Cuet, Vale



The assessment assumes that operations at Mont Cuet would continue until the site is full and would then cease. It assumes that there is no potential for expanding this site.

Population	Disposal of waste	<p>Potential disturbance – health, amenity and well-being implications, e.g. by vermin, smell, disturbance</p> <p>Health and reduced quality of life, depending on proximity</p> <p>Loss of amenity</p> <p>Noise caused by traffic and machinery</p> <p>Hazards, e.g. fire, transfer of hazardous waste, spills, explosion</p>
Flora & fauna		<p>Loss/modification of habitats</p> <p>Impact on rare/protected species and sensitive habitats</p> <p>Pollution (soil and water) through leachate, accidental spills, etc.</p> <p>Pollution (air) from dust and landfill gas</p> <p>Microclimate changes</p>
Air		<p>Dust (during preparation and operation phases)</p> <p>Risk of smells, wind-blown litter</p> <p>Pollution through leaks/spillages/landfill gas</p>
Water		<p>Changes to routes of surface run-off, infiltration</p> <p>Lowering of water table</p> <p>Pollution through leaks/spillages/leachate</p>
Soil		<p>Ground instability, including future load-bearing capacity</p> <p>Damage to geological features</p>

		Impact on e.g. run-off of poor reinstatement of topsoil Loss of mineral reserves Pollution through leaks/spillages/leachate
Climatic factors		Possible contribution to global warming (machines and gas)
Material assets	After-use, e.g. creation of agricultural land	Loss of potential water reserves Visual intrusion Loss of public access, e.g. to public footpaths Effect on recreational pursuits
Landscape	Visual improvements following completion of landfill	Visual impact (during operation and resultant land profile) Light pollution, depending on hours of operation

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	0	<p>Outside of the Centres. Not in a Development Proximity Zone or Airport Public Safety Zone.</p> <p>The existing operations are at times noisy and emit odours, although there are not many people to hear/smell them. Continued operations would not significantly change this and closure of the site in time would stop this. There is the potential, in time, for the site to provide public access.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	<p>The current waste management operations are adjacent to the coast, which hosts many species; and within 100m of L'Ancrese Common SSS which is designated because it is a large unenclosed area of dunes and scrubland. Lorries bringing waste to the site have to travel through the SSS.</p> <p>Continuation of operations would not significantly change this and closure of the site in time would stop this.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	?	<p>Current operations are filling a former quarry, which is a good use of land. The explanatory text to the policy states that the site will be capped, but does not specify whether the land will then be changed to agriculture, nature conservation, etc.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-?	<p>The site is adjacent to the coast and has the potential to pollute the water through leachate, etc.; this could increase as the site becomes full e.g. increased run-off.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	0	<p>The site currently generates air pollution, dust and methane. Continued/ additional operations are unlikely to increase these levels significantly. The explanatory text notes that "The Environment Department will support proposals to collect landfill gas from the site once capped".</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	0	<p>The site provides a very important area for waste management for the Island. It is surrounded by archaeological areas. Continued operations are unlikely to significantly change this.</p>

Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0/+?	Current operations are unsightly but can only be seen from a limited number of locations. Continued operations are unlikely to change this. Closure of the site could improve the landscape, depending on how the site is restored.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Does the policy need to specify what kind of restoration would be expected from this site, i.e. to agricultural use, nature conservation, with versus without public access, etc.? • The explanatory text notes that "The Environment Department will support proposals to collect landfill gas from the site once capped". Can this be strengthened to 'will be required' to collect landfill gas? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Continuation of operations is unlikely to have significant impacts, except the on-going possibility of leachate/water pollution and impact to biodiversity. • Once operations cease, require capping and extraction/use of methane from the site? • Consider how the site will be restored. Can public access be provided once it is restored, as a form of enhancement? 			

Policy IP11: Small-scale Infrastructure Provision

Proposals for small scale infrastructure development will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure and accords with the other relevant policies of the Island Development Plan.

In all cases, the applicant will first be required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

This assessment assumes that this policy would minimise the need for new/additional infrastructure but would lead to some new development, including in sensitive sites. The proposed amendment to policy wording is minor and does not raise any environmental issues. Therefore the original environmental assessment of this policy remains relevant.

EIA criteria	Impact	Comments
<p>Population</p> <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	++/-	<p>The aim of infrastructure is to improve people's lives, for instance in terms of better social links, greater economic efficiency and the possibility of working remotely or from home.</p> <p>On the other hand, telecommunications</p>

EIA criteria	Impact	Comments
		equipment can increase noise, visual impact and may have other health impacts on people living near it.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-	Small scale infrastructure is unlikely to significantly affect biodiversity on its own, but could cumulatively have a significant effect, for instance if a series of small scale substations and telecommunication poles need to be erected. Possible impacts include trenching, land take by equipment and runoff.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0?	The policy promotes the sharing of facilities, which would make efficient use of land. However, it is also likely to lead to development that would take up greenfield land. That said, the impact of this is likely to be limited.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0?	Land take, trenching and other activities associated with small scale infrastructure could affect the movement of water. However, this impact is likely to be limited.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	+/-	Improvements to infrastructure (for instance telecommunications) can help to reduce the need to travel and thus air pollution and climate change. On the other hand, most infrastructure development requires energy during both construction and operation.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure 	+/-	<p>Land take, trenching and similar operations required for small-scale infrastructure have the potential to have a significant impact on archaeology.</p> <p>The policy encourages the efficient use of existing equipment and helps to</p>

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Promote efficient use of resources 		ensure the provision of necessary infrastructure.
<p>Landscape</p> <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	-/--?	The policy sets no requirements for infrastructure to have minimal visual impacts. Cumulatively, small-scale developments, such as additional telecommunications antennae, telecoms cabinets, small buildings including substations, etc. could have a significant impact on the landscape, particularly if they are located in rural areas.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> This policy does not include any constraints, e.g. on visual impacts or amenity? Are there situations where the impacts of small-scale infrastructure projects would be so great that the development should not be allowed to go ahead? Or is that covered by other Plan policies? Trenching has the potential to have significant effects on archaeological resources. Does the explanatory text need to say anything about this? Is the Plan clear about when an infrastructure project would be 'small scale' and when it would be 'of strategic importance'? Could a project be both small scale AND of strategic importance, or indeed large scale but not of strategic importance? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> Trenching could have a significant cumulative impact on water flow and/or archaeological resources. Visual impacts from projects, including cumulative impacts of multiple projects, particularly in rural areas. 		

Policy IP8: Public Car Parking

Within Main Centres and Main Centre Outer Areas, proposals for the provision of new public car parks that would result in a net increase in space available to the public, will not be supported unless it forms part of a major, comprehensive development scheme brought forward through a Local Planning Brief for a Harbour Action Area and accords with relevant strategies of the States of Guernsey.

The relocation of existing public car parking within the Main Centres will be supported in principle where this would decrease the negative impact of the motor car on the quality of the urban environment.

The use for temporary car parking on vacant sites proposed for development will normally not be permitted.

Proposals for the creation, extension or loss of public car parking on sites outside of the Main Centres and Main Centre Outer Areas will be assessed against the other relevant policies of the Island Development Plan.

This assessment assumes that the policy would overall restrain the amount of public parking available in Main Centres. It assumes that the policy could lead to overall car parking areas being moved without a significant increase in car use and/or development of car parking areas (including those exceeding 1Ha) as part of a comprehensive development scheme. The proposed amendment to this policy does not raise any significant environmental issues and therefore does not alter the original environmental assessment.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none">• Protect and enhance well-being• Improve social inclusion and reduce inequality	+/-	Restrictions on public car parking are likely to increase congestion and driver stress. However, they are an essential support for other transport policies (both in this Plan and elsewhere) that support walking, cycling and public transport, with their benefits for health and inclusion. New and relocated parking areas are unlikely to have a significant impact on well-being and inclusion.
Fauna and flora <ul style="list-style-type: none">• Protect Guernsey's biodiversity	+/-	New/relocated parking areas could require land take that could affect

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Enhance biodiversity 		biodiversity; but could also reduce vehicle movements in sensitive areas. Restrictions on public parking could help to reduce vehicle movements, severance, disturbance and air quality Island-wide.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	+/-	New/relocated parking areas could require land take. Restrictions on car parking would help to support other policies (e.g. on public transport) that reduce the need for further parking areas and garages, both in the Main Centres, Main Centre Outer Areas and Island-wide.
Water <ul style="list-style-type: none"> Protect and improve water quality Ensure that water resources are used sustainably Ensure adequate infrastructure 	-?	New/relocated parking areas could affect nearby water quality, for instance from polluted runoff. Restrictions on car parking would help to support other policies (e.g. on public transport) that reduce water pollution from the vehicle movements that they replace; however, this impact is unlikely to be significant.
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	+/-	Restrictions on car parking are likely to lead to increased congestion and local air pollution as drivers search for parking spaces. However, they support other policies that reduce air pollution from vehicle movements. Relocation of public parking areas is unlikely to significantly increase air pollution as long as the new areas are conveniently sited.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the provision of adequate infrastructure, 	+/-	Relocation of public parking areas, especially away from the harbour areas, would help to support an efficient use of high value areas. Restrictions on parking also help to ensure that valuable central areas are used efficiently and help to ensure the

EIA criteria	Impact	Comments
including community/social infrastructure <ul style="list-style-type: none"> Promote efficient use of resources 		provision of adequate transport infrastructure for everyone on the Island. However, additional public parking areas would take up land and could undermine the efficient use of high value areas. It would not ensure that valuable central areas are used efficiently, or help to ensure the provision of adequate transport infrastructure for everyone on the Island
Landscape <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	++	Current public car parks in the Main Centres are unsightly and add to the visual dominance of cars. Relocating the car parks to less visually sensitive/intrusive areas, and restrictions to car parking, would be a major landscape benefit. The policy would also help to regenerate underutilised land.
Comments/mitigation: <ul style="list-style-type: none"> The policy is unclear about whether "The relocation of existing public car parking" could include significant increases in parking spaces or not. It might be clearer to start by saying that <i>"Proposals for the provision of public car parking that would result in a net increase in space available to the public will <u>only</u> be permitted where the parking is required as part of a major, comprehensive development scheme"</i>. Is there a reason why the principles of this policy should not apply to Main Centre Outer Areas (or indeed Island wide)? Does this policy cover Park and Ride? If so, should it mention P&R more specifically? Does the policy need to support charges for car parking in the Main Centres? This would further support other transport policies (both within this Plan and elsewhere) that aim to reduce the dominance of the car. Detailed EIA issues: <ul style="list-style-type: none"> Ensure that any new/relocated parking areas are easily accessible to amenities by walking and cycling; and are attractively designed. Consider drainage issues at new/relocated car parks: can (parts of) the site be permeable to encourage infiltration? 		

Policy IP9: Highway Safety, Accessibility and Capacity

In considering proposals for development the Environment Department will take into account:

- a. 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,
- b. the access requirements of people of all levels of mobility and health.

In considering proposals for enhancement to access of developments or to improvements to the local highway network the Environment Department will seek to ensure, wherever possible, that they do not result in adverse impacts on the special interest or character of appearance of a Conservation Area, protected building or protected monument or elsewhere, wherever possible, on the landscape character or distinctive natural or built features that contribute positively to the character of the wider area.

This assessment assumes that the policy could lead to alteration of existing roads or construction of new roads, including some which would require EIA.

Networks of island-wide significance (sewage, gas, electricity, telecommunications, roads, etc.)

Population	Improved facilities, access, amenity, communications	Interference with communication during installation Noise and vibration during installation/construction Risk of fire/explosion (gas) Perceived effect on health
Flora & fauna		Loss/modification/fragmentation of habitat Impact on rare/protected species and sensitive habitats Microclimate changes
Air		Dust (during preparation and construction phases)
Water		Increased run-off, depending on surface treatment Lowering of water table through extensive trenching Pollution through leaks/spillages
Soil	Potential for remediation,	Soil compaction by vehicles/heavy machinery Pollution through leaks/spillages

	depending on location	Effects of heightened soil salinity in coastal locations Release of contaminants by disturbance of historic pollution
Climatic factors		Potential contribution to global warming (roads)
Material assets	Improved facilities, access, amenity	Loss of agricultural land Fragmentation of land holdings
Landscape	Improvements through removal of overhead cables	Visual impact of road construction

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	+/-	Alteration/construction of roads would help to reduce traffic problems (including congestion) on the Island. On the other hand, roads have been found to generate new traffic as well as spread out existing traffic, so these benefits could be short term; also new/improved roads would further support the use of cars, which would be detrimental for health and increase inequality.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	--	The main purpose of road alteration/construction of roads would be to help improve the flow of traffic. The works themselves are likely to take up land which could have biodiversity benefits; and the resulting improved traffic flow would increase traffic movements, severance, road kill, pollution, etc., which would have a negative impact on biodiversity.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	-	Road alteration/construction would require additional land, including for construction compounds. This is unlikely to be significant individually, but cumulatively could be significant.
Water	0	Road alteration/construction would

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 		increase the amount of runoff, which could affect water quality. This is unlikely to be significant in most instances or cumulatively, as long as road design is appropriate.
<p>Air/climatic factors</p> <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	+/-	During their construction phase, alteration/construction of roads would increase air pollution problems as it would cause traffic problems itself. In the medium/longer term, it would help to reduce traffic problems and congestion near the works but exacerbate traffic problems and associated air pollution elsewhere. It would not minimise the need to travel or support self-sufficiency.
<p>Material assets (including architectural and archaeological heritage)</p> <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+/-	Alteration/construction of roads would help to ensure that there is adequate road infrastructure for short/medium term needs. However, it could affect protected buildings, archaeological sites and/or Guernsey's distinctiveness, particularly cumulatively.
<p>Landscape</p> <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	--	Alteration/construction of roads would increase the visual domination of roads and cars, particularly cumulatively; and is unlikely to support a user-friendly 'street scene'. It would not re-open views, promote local architectural styles, etc.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Consider a form of road hierarchy: road alteration/construction should not take place where best efforts have not been made to deal with additional transport movements through improvements to pedestrian, cycling and public transport provision. Also should any road alteration/construction be accompanied by a contribution to a pot of money that would improve walking, cycling, etc.? <p>Detailed EIA issues:</p>		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Ensure that any water runoff from the new/altered road is adequately treated before being discharged into watercourses. Integrate the design of any new/altered road into the local area, including planting, etc. Use it as an opportunity to re-open views into natural spaces where possible. 		

Policy IP12: Crematoria and Burial Sites

The development of new crematoria and new burial sites and the extension of existing crematoria and burial sites beyond the existing site will be assessed using Policy S5: Development of Strategic Importance.

The extension, alteration or redevelopment of existing crematoria and burial sites, and ancillary development associated with them, within the existing site, will be supported where the proposals accord with the other relevant policies of the Island Development Plan.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	+/-	Crematoria provide important social facilities and arguably preserve amenity and quality of life. However, many people are not happy living near crematoria or cemeteries because of their connotations.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-	Crematoria can have a negative impact on biodiversity, e.g. through increased air pollution and increased vehicle movements and disturbance.
	+/-	Burial sites can be important sites for biodiversity, e.g. see Candie Cemetery. They can also increase vehicle movements and disturbance.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	0	Crematoria use some land but not a significant amount.
	-	Burial sites can use a significant amount of land in perpetuity. There may be subsequent soil quality problems, e.g. from embalming fluid, treated wood, etc.

EIA criteria	Impact	Comments
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	0 -	Crematoria are unlikely to have a significant effect on water quality. Burial sites must be carefully sited so as to not affect the quality of groundwater, local water courses, etc.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	- 0	Crematoria generate some air pollution and possibly odour. They use a large amount of energy. Burial sites have no significant air quality issues. They must be sensitively sited re. flood risk areas.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+	Crematoria and burial sites help to provide necessary infrastructure.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	?	The visual impact of crematoria and cemeteries depends on the viewer: many people find them to be attractive green spaces but others find them unattractive or scary.
Comments/mitigation: <ul style="list-style-type: none"> • I can see why a crematorium would be of 'strategic importance' but are burial sites? What about very small burial sites? Would it be more efficient to simply list examples of sites of strategic importance in that policy (including coastal defences and crematoria), since the second half of this policy is presumably implicit anyway? • Given how little land is available in Guernsey, consider whether to re-use existing burial grounds rather than providing new ones? • Specifically support green burial sites (no caskets, embalming, permanent markers)? 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> Do other policies in the Plan provide sufficient protection for the possible water contamination (including during flooding) issues of cemeteries, and air quality/odour issues of crematoria? <p>Detailed EIS issues:</p> <ul style="list-style-type: none"> None. 		

Le Foulon Crematorium, St Peter Port



This assessment assumes that the Le Foulon Crematorium will be either expanded or rebuilt within the existing site.

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	+/-	<p>Centrally located and easily accessible, but very limited car parking on site: currently overflow parking is on the nearby streets. A new or expanded crematorium would exacerbate the parking problems, but Guernsey's increasing and aging population would anyway require more facilities such as this crematorium.</p> <p>The current site is quiet and not constrained by Development Proximity Zones or Airport Public Safety Zones.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	0	There are no SSS or Areas of Biodiversity Importance near the crematorium. However, the crematorium/cemetery site forms part of a large green area on the western edge of St. Peter Port. It is not designated, but provides many trees and a quiet habitat with links to other green sites. An expansion/construction of the crematorium would affect this, but not significantly.
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0	A new or expanded crematorium would take up additional land, but this impact is unlikely to be significant. Cremating bodies reduces the need to provide them with individual large burial plots, so would help to reduce impacts on soil of the main alternative.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	0	There is a small pond on the western corner of the site, a stream runs through the western part of the site and another stream runs along the northern edge of the site. Increased cremation could lead to pollution of these streams, but this is unlikely to be significant. It would also reduce the need for burial plots, which have much more potential for significant impact on water quality.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	Crematoria use large amounts of energy and contribute to air pollution. A new or expanded crematorium is likely to increase these impacts.

Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-?	<p>The current crematorium is an attractive building, which could be significantly affected if the crematorium is enlarged or rebuilt.</p> <p>The crematorium site is adjacent to an area of archaeological interest (which lies to its south west) and a protected manor house lies across Route Isabelle from the crematorium. They are unlikely to be affected by changes to the crematorium.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-?	<p>There are no landscape designations near the site and the site is not very visible. The current crematorium is mostly hidden by mature trees. A stone wall surrounds the site.</p> <p>The landscape impact of a new or enlarged crematorium depends on the building's location and design. There are likely to be short (and possibly medium) term impacts during construction and while any new plantings bed in. However, long term impacts are likely to be minimal.</p>

Comments/mitigation:

- There are already parking problems related to the existing crematorium, and these would be exacerbated with a new or enlarged crematorium. Does the supporting text need to require more on-site parking?

Detailed EIA issues:

- The existing site is already constrained – where would a new crematorium be sited?
- The crematorium chapel is not protected but is an attractive building – need to consider whether it should be kept because of this.
- Parking provision at the site
- Energy use by the crematorium – how can this be minimised?
- Air quality issues if there are more emissions – where should the crematorium be located on site so as to minimise problems?
- The design and location of the new building or building expansion will affect visual impacts, although these are likely to be limited given the restricted views into the site. Any replacement building should be as attractive as the current chapel.

Policy IP10: Coastal Defences

Proposals for new or replacement coastal defences will be considered against Policy S5: Development of Strategic Importance.

This assessment assumes that coastal defences would be built or replaced where they provide the best fit with the Plan objectives. (Coastal defences are assumed to support public safety and security; and it is assumed that no alternative sites for the defences would be available, both requirements of Policy S5: Development of Strategic Importance).

Coastal defences and sea (new or reconstructed)

Population	Prevention of coastal flooding	Noise and vibration during construction Air pollution resulting from construction works and traffic Flooding via failure of poorly constructed coastal defences
Flora & fauna	Creation of new habitat	Loss/modification/fragmentation of habitat and routes Impact on rare/protected species and sensitive habitats Altered water flows
Air		Dust (during preparation and construction phases) Pollution from construction traffic

Water		Changes to run-off patterns affecting fresh water, e.g. salts Effect on sediment distribution Changes in habitat
Soil		Ground instability Damage to geological features, especially on the coast Release of contaminants by disturbance of historic pollution Effect of pile driving on ground water levels and flows Effect of soil salinity, especially on the coast
Climatic factors		
Material assets	Protection of vulnerable assets	Loss/disturbance to historic structures/archaeology Effect on recreational areas
Landscape	Protection of vulnerable landscape features	Obstruction/removal of landscape features Visual intrusion

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> Protect and enhance well-being Improve social inclusion and reduce inequality 	++	By definition, coastal defences aim to protect and enhance well-being. However, construction of the defences would have negative impacts in terms of noise, vibration, etc.
Fauna and flora <ul style="list-style-type: none"> Protect Guernsey's biodiversity Enhance biodiversity 	-/--?	Coastal defences can alter and fragment habitats. They can also lead to 'coastal squeeze', where rising sea levels squeeze coastal habitats between the sea and the defences, reducing their size.
Soil <ul style="list-style-type: none"> Ensure efficient land use Protect soil quality 	-/--?	Coastal defences can have a variety of impacts on ground conditions and water quality, as highlighted above.
Water <ul style="list-style-type: none"> Protect and improve water quality 		

EIA criteria	Impact	Comments
<ul style="list-style-type: none"> • Ensure that water resources are used sustainably • Ensure adequate infrastructure 		
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	0	Some temporary dust and additional vehicle movements, but no significant impact.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	+/-	Coastal defences have the potential to protect and/or disturb designated and undesignated heritage features. They can make recreational areas safer, but can also block recreational access to the foreshore.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-?	Although coastal defences can help to protect some landscape features, they are more likely to act as a visual intrusion and obstruction.
Comments/mitigation: <ul style="list-style-type: none"> • Is this policy necessary? Can the Sites of Strategic Importance policy just state ('for instance coastal defence works')? • Should there be a test for when coastal defences should be put in place, e.g. only where they protect x homes/people or £y of property; after a reasonable attempt has been made to make homes flood resilient? • Where new flood defences are put in place that would lead to coastal squeeze of habitats, should replacement habitats be put in place in advance of the defences going in? Detailed EIA issues: <ul style="list-style-type: none"> • Please see list in the first table of this section. 		

Policy IP4: Airport Related Development

Proposals relating to the operation or safety of the airport will be supported where it would ensure the continued effective, efficient and safe operation of the airport

Proposals which would prejudice the effective, efficient and safe operations of the airport will not be permitted.

Proposals for development associated with airport related uses on airport land, immediately adjoining airport land or within close proximity to airport land will be assessed on a case by case basis depending upon the nature of use proposed and the impact of the development and supported where they would:

- a. complement and support the efficient and effective operation of the airport; or,
- b. enhance the contribution the airport makes to the economy through ancillary development.

Where the site is immediately adjoining airport land it is demonstrated in addition to criteria (a) and (b) that:

- c. there are no suitable sites available on airport land on which the development could be located; and,
- d. the development will not have unacceptable adverse impacts on adjoining uses; and,
- e. the proposals accord with the Principal Aim and relevant Plan Objectives and General Policies of the Island Development Plan.

Where the site is in close proximity to the airport but not on or immediately adjoining airport land it is demonstrated in addition to criteria (a) and (b) that:

- f. there are no suitable sites available on airport land or immediately adjoining airport land on which the development could be located; and,
- g. the development will not have unacceptable adverse impacts on open landscape character, an Agriculture Priority Area or adjoining uses; and,
- h. the proposals accord with the Principal Aim and relevant Plan Objectives and General Policies of the Island Development Plan.



The proposed amendments to this policy do not raise any significant environmental issues and therefore do not alter the original environmental assessment of this policy.

New airport runway

Population	Improved transport links	<p>Disturbance, impact on health, well-being and amenity</p> <p>Noise and vibration (preparation, construction and operation phases) including routes, and consequent effects of routes, taken by site traffic</p> <p>Hazards posed by vehicle malfunction/air crash, including physical damage and release of pollutants</p> <p>Light pollution</p> <p>Disposal of construction waste</p>
Flora & fauna		<p>Loss/modification/fragmentation of habitat</p> <p>Potential impact on rare/prot. species & sensitive habitats</p> <p>Interruption of wildlife migration patterns/ routes</p> <p>Effect of noise and vibration</p> <p>Pollution of soil, water and air through standard operation and spills</p> <p>Alterations to ground water flow</p> <p>Changes to microclimate</p> <p>Light pollution</p>
Air		<p>Dust (during preparation and construction phases)</p> <p>Pollution resulting from increased vehicular movements</p> <p>Pollution through leaks/spills/air accident</p>
Water		<p>Increased run-off, depending on surface treatment</p> <p>Effect on surface streams</p> <p>Pollution of the fresh water supply through leaks/spills</p> <p>Pollution of coastal waters through leaks/spills</p> <p>Effect on groundwater level and movement by drains and foundations</p> <p>Disposal of waste</p>
Soil		<p>Ground stability</p> <p>Soil compaction and resultant impact on soil quality and drainage</p> <p>Pollution through leaks/spillages</p> <p>Release of contaminants through disturbance of historic pollution</p> <p>Effects of heightened soil salinity in coastal locations</p> <p>Damage to geological features, esp. on the coast</p>

		Soil erosion resulting from removal of hedges/banks Disposal of waste
Climatic factors		Contribution to global warming through combustion of fossil fuels
Material assets	Provision of infrastructure	Loss/fragmentation of agricultural land Loss/fragmentation of recreational areas, public footpaths, etc. Potential loss/disturbance to historic structures/archaeology
Landscape	Potential improvement through removal of redundant structures	Visual intrusion, including through loss of trees and opening up of land Light pollution

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	-	<p>The policy would maintain and enhance local residents' and visitors' ability to travel to and from the Island. It could significantly restrict the well-being and activities of residents and businesses on 'land adjoining airport land'.</p> <p>Les Bas Courtils is to the north of the airport curtilage. A planning application for an extension to Specsavers has already been submitted and would cause a cumulative impact if permitted.</p> <p>Le Bourg, Les Landes and Les Nouettes are all to the south of the airport curtilage.</p> <p>Any development is likely to cause an increase in traffic, and possibly noise, which would affect these residents.</p>
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-?	<p>In 2010, the Island's largest expanse of semi-improved grassland were the 49Ha surrounding the airport runway, which had already decreased significantly over the previous two</p>

EIA criteria	Impact	Comments
		decades (Habitat Survey 2010). Since then, the large RESA to the west of the airport was constructed on semi-improved grassland. Any new development could exacerbate these cumulative impacts.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	-	<p>Most of the soil around the airport is good quality agricultural land. The largest expanse of arable land on the Island is the 29Ha across 31 fields to the east of the airport (Habitat Survey 2010).</p> <p>Conversion of this land to operational and airport related development – turning this land into brownfield – could have a significant negative impact on efficiency of land use and protection of soil quality. This would be cumulatively with any extension of the runway. Guernsey Airport's operations have also been found to lead to contaminated ground. Further extension of operations could increase these problems.</p>
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-?	<p>Several ponds, streams and douits are near and on the airport lands. These could be affected by proposed development. This would be cumulative with any extension of the runway to the east of the airport (which would affect a pond and stream/douit).</p> <p>Water use at Guernsey Airport itself is unlikely to increase significantly as a result of this policy. However, airport-related businesses (e.g. food preparation) could lead to significantly increased water use and wastewater production.</p> <p>Airport operations have been found to lead to some contamination of drinking water by chemicals in fire-fighting foam (perfluorooctane sulphonate, PFOS), and further extension of operations could increase these problems.</p>

EIA criteria	Impact	Comments
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 	--	<p>Increased flights will increase air pollution and CO₂ emissions. Increased availability of air transport will act as a disincentive to Island self-sufficiency by increasing the ease of importing and exporting materials.</p> <p>The airport is also located quite far from main settlement areas: increased economic activity at and near the airport would therefore increase commuting more than would similar activity located closer to existing centres.</p>
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	-?	<p>There are several areas of archaeological importance near the airport, notably to the north of the western RESA, and there are a few scattered protected buildings within 500m of the airport. Other parts of the Plan are likely to protect these. The policy would not help to reduce waste production, but would otherwise have limited impacts.</p>
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-?	<p>The airport is currently surrounded by semi-rural land on the south and rural land on the other three sides. The airport contributes to making the 'airport corridor' character area semi-rural (Guernsey Character Study Stage 1).</p> <p>Intensification of industrial uses at the airport is likely to have some negative effect on the landscape, although it would make good use of existing brownfield land. However, increased development adjacent to the airport would be on rural and semi-rural land, changing these to urban land. This could have a significant negative effect on landscape.</p>
Comments/mitigation: <ul style="list-style-type: none"> • This policy is generally negative environmentally as it would support an 		

EIA criteria	Impact	Comments
<p>unsustainable form of transport and lead to development in environmentally important areas.</p> <ul style="list-style-type: none"> • An earlier version of this policy called for proposals to 'seek to minimise' impacts on the natural environment. This gave at least some environmental protection. Why has this been removed? • Should there be conditions that need to be met for increased flying to be permitted (e.g. improvement of bus services, tree planting, support for improved nature conservation elsewhere on the Island)? • The last two paragraphs are really subsets of the second paragraph, or rephrase them as entire sentences. • Given that the land surrounding the airport is of high agricultural and biodiversity (and possibly historical) value, should the policy restrict most development in the area and/or allocate only those areas for development that are least environmentally sensitive? • More generally, can the plan better promote self-sufficiency and local provenance? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • The Airport Public Safety Zone runs east and west of the airport and may act as a constraint on non-airport development. • May need to set constraints on any increase of airport operations, e.g. hours of operation, noise levels, no. flights, air quality levels, etc. • Any significant development on/near the airport is likely to cause a significant (including cumulative) increase in traffic on the area's narrow roads. Consider requiring contributions to improved public transport to/from the airport, or to road improvements. 		

Policy GP17: Public Safety and Hazardous Development

Proposals for development with the potential to cause, increase or be affected by significant risks to public health or safety will include an assessment of the risk of harm and set out measures to satisfactorily address the risks arising from the proposals.

Proposals will not be supported if the level of risk to public health or safety associated with the development is considered to be unacceptable.

The Environment Department may apply additional controls over proposed development within known Public Safety Areas such as those detailed in Annex IX: Public Safety Areas or any other identified Public Safety Area where this is required to ensure public health or safety. In accordance with best practice and relevant expert advice, the Major Hazard's Public Safety Zones around the fuel storage sites have been updated. The proposed amendments alter the extent of the Major Hazards Public Safety Zone illustrated on the

revised Map 4 of Annex IX for the draft Plan (ref PA90)⁴⁵, effectively reducing the land covered by the different zones. The revised spatial extent does not alter the overall strategic environmental assessment of this policy.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	+/-	This policy protects people from risks to their health and safety. However, where Public Safety Areas exist, activities that could improve people's health and well-being could be prevented or curtailed. For instance, potentially beneficial development at St. Sampson's Harbour (e.g. high quality housing near the harbour) is being prevented by the Public Safety Areas.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	0?	<p>This policy does not itself lead to projects: rather it adds a layer of protection to other policies.</p> <p>Given the small size of the Island, it is unlikely that a development on the Island could cause a significant risk to fauna and flora, water quality, air quality, etc. without also causing a public health risk. However, there is some potential for developments – particularly offshore – that have been assessed as not affecting people's health, to still have a significant environmental impact.</p>
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 		
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 		
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new development • Support self-sufficiency • Increase resilience to the effects of climate change 		
Material assets (including architectural and archaeological heritage)		

⁴⁵ 'Proposed Amendments to the Draft Island Development Plan' September 2015, Environment Department

EIA criteria	Impact	Comments
<ul style="list-style-type: none">• Protect and enhance Guernsey's heritage and local distinctiveness• Support the waste hierarchy• Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure• Promote efficient use of resources		
<p>Landscape</p> <ul style="list-style-type: none">• Minimise impacts on the town/landscape• Enhance the landscape and townscape• Regenerate underutilised land• Re-open views onto open natural spaces• Promote high quality design		
<p>Comments/mitigation:</p> <ul style="list-style-type: none">• Could a potentially risky development be placed offshore where it would not pose risks to humans but could pose risks to the environment, e.g. explosion, oil spill? If so, does the policy need to include a protective measure in this respect? <p>Detailed EIA issues:</p> <ul style="list-style-type: none">• None.		

Policy IP5: Safeguarded Areas

Safeguarded Areas shall be protected from any development that may compromise their future implementation for strategically important development. Three areas are designated on the Proposals Map as Safeguarded Areas:

- Chouet Headland for possible mineral extraction;
- Les Vardes Quarry for possible water storage; and,
- Land to the east of airport land for a possible runway extension.

Development within Safeguarded Areas will be supported where:

- a. the proposal is in accordance with an approved Development Framework; or,
- b. the proposal would not inhibit the implementation of an approved Development Framework or prejudice the future implementation of development the purpose for which the area has been safeguarded; or,
- c. the development is of a minor or inconsequential nature which would not prejudice the future implementation of the development the purpose for which the area has been safeguarded; and,
- d. the proposal is in accordance with all other relevant policies of the Island Development Plan.

The proposed safeguarded area relating to the airport is proposed to be extended as shown on Map Inset 26 of 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. This amendment does not raise any additional significant issues and as such does not alter the overall environmental assessment of this policy.

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	++/-	<p>The Safeguarded Areas provide facilities that are essential to the well-being of the Island's residents and tourists. However, they also have significant impacts on the well-being of people living near them in terms of additional noise, vibration, reduced amenity, etc.</p>
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	--	<p>Water storage at Les Vardes is unlikely to have a significant impact on biodiversity unless there is leakage from the quarry. However, mineral extraction at Chouet would affect biodiversity both along the coast and in L'Ancrese Common SSS; and, a runway extension would affect the biodiverse area to the east of the airport.</p>
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	--	<p>Water storage at Les Vardes is an efficient land use. Mineral extraction at Chouet would use large areas of land and has the potential for significant soil contamination if the Torrey Canyon oil storage site is affected. A runway extension to the east of the airport would require importing large amounts of fill to level out what is currently a significantly sloping site.</p>
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	--?	<p>Mineral workings at Chouet are likely to increase runoff to the sea and nearby water courses. More importantly, if it triggers a leak from the Torrey Canyon oil containment site, this could have significant negative impacts on water. Raising of the water table at Les Vardes</p>

EIA criteria	Impact	Comments
		could affect nearby low-lying properties and the ecology of the SSS. Extension of the airport runway would affect a pond and stream.
Air/climatic factors <ul style="list-style-type: none"> Minimise the need to travel Reduce air pollution and energy demands from existing and new development Support self-sufficiency Increase resilience to the effects of climate change 	--	An extended airport runway would allow more/longer aeroplanes, leading to more air pollution and greenhouse gas emissions. Mineral workings at Chouet would increase dust and the additional vehicle movements would increase air pollution and greenhouse gas emissions.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> Protect and enhance Guernsey's heritage and local distinctiveness Support the waste hierarchy Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure Promote efficient use of resources 	-	Mineral workings at Chouet could affect a Napoleonic tower and two adjacent stone buildings, and the entire site is an area of archaeological importance. An airport runway extension would affect a protected building and earth banks.
Landscape <ul style="list-style-type: none"> Minimise impacts on the town/landscape Enhance the landscape and townscape Regenerate underutilised land Re-open views onto open natural spaces Promote high quality design 	-	Mineral extraction and runway extension are both large infrastructure works with visual impacts. None of the sites is very visible, although the Chouet site includes the coastal footpath, which would presumably be closed off if the area is worked for minerals.
Comments/mitigation: <ul style="list-style-type: none"> Check and/or sequence. Does second paragraph imply that Safeguarded Areas may be larger than strictly necessary for their intended function? Is this a problem? Given the significant impacts of this policy (i.e. the choices of sites), an explanation of how these sites have been chosen is particularly important. Detailed EIA issues: <ul style="list-style-type: none"> Please see detailed assessments below. 		

Chouet Headland, Vale (mineral extraction)



Quarries, or the extraction of minerals by quarrying, mining or drilling

Population	Continuation of the Island's stone extraction industry	Physical damage to property by blasting and vibration Impact on health/quality of life/well-being of residents Loss of amenity Noise and vibration from traffic, machinery and blasting Risk of landslide
Flora & fauna	Removal of oil-filled quarry, removing a hazard to wildlife	Loss/fragmentation of habitat by loss of soil/vegetation Potential impact on rare/prot. species & sensitive habitats Effect of noise/vibration pollution Effect of dust pollution
Air		Effects of dust (during prep. and operation) on air quality Release of emissions from plant machinery and vehicles Potential release of landfill gas from adjacent landfill site
Water	Removal of contaminated water from Torrey Canyon quarry	Increased use of water supply for damping down of dust Disruption to ground water levels Potential for sea water ingress

		Pollution of water courses and sea water
Soil		<p>Risk of destabilising the ground resulting in landslide/subsidence</p> <p>Damage to geological features, especially on the coast</p> <p>Release of contaminants by disturbance of historic pollution, e.g. the contents of the Torrey Canyon quarry</p>
Clim. factors		Changes to microclimate
Material assets		<p>Loss/disturbance to historic structures/archaeology</p> <p>Loss of agricultural land</p> <p>Loss of recreational facility, public footpaths and parking</p> <p>Loss of green waste tip and effects of relocation</p>
Landscape	Removal of oil-filled Torrey Canyon quarry	<p>Visual intrusion in a prominent location</p> <p>Loss of historic strip fields and field boundaries</p>

Topic	Impact	Comments
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Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	<p>-- Not in a Main or Local Centre, etc., but then the type of development proposed does not require this.</p> <p>There is currently some noise and significant odour from the adjacent landfill site and a model aeroplane club uses the site, but the site is otherwise quiet.</p> <p>A well-used public footpath – part of the coastal path – runs around three sides of the site and is served by a parking area at the south-east corner of the site.</p> <p>Mineral extraction at the site would increase noise, including to the nearby golf courses; would probably involve the relocation of the footpath to bypass the headland; and, would involve relocating the model aeroplane club. It would, during extraction operations, limit or prevent agricultural operations.</p>
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Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	--	<p>The site has no biodiversity designations, but comprises large scale fields used for grazing, a green waste management site and the site of a model aeroplane club. These have some biodiversity interest, as does the coastal area along the edge of the site, and there is a small Area of Biodiversity Importance within 150m of the site to the south east. The site is accessed via L'Ancrese Common SSS, which is designated for its dune grasslands, scrub and marsh areas.</p> <p>The noise, vibration, additional traffic, dust, etc. generated by mineral extraction are likely to have significant impacts on the biodiversity of the site, the adjacent seashore and nearby Area of Biodiversity Interest, and L'Ancrese Common SSS. Any leakage from the Torrey Canyon oil site could have a significant impact on coastal and terrestrial biodiversity.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	0/--?	<p>The contaminated oil from the Torrey Canyon disaster has been stored in a disused quarry on the site and has been bio-remediated. It is unclear how contaminated the remaining liquid is. Any leakage from the area, for instance as a result of vibrations from blasting, could have a significant impact on soil and water quality.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 		

Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	-	<p>There are no obvious air pollution issues at the site, although there are odour issues from the adjacent landfill site, and possibly some dust, etc.</p> <p>Any new mineral extraction is likely to increase dust. The significant number of vehicles need to transport the minerals from the site would also increase air pollution and greenhouse gas emissions.</p>
Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	--	<p>A Napoleonic tower and two adjacent stone buildings are located on the south west edge of the site. Vibration from blasting could affect these structures. The entire site is an area of archaeological importance. Mineral extraction of the site is likely to have a significant impact on this.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-	<p>The site is broadly flat and agricultural. There are clear views into the site from the coastal footpath, some views from about a dozen nearby houses and long range views from the coast to the south. Mineral extraction would have a significant visual impact on nearer viewers and a limited impact on further viewpoints.</p>

Comments/mitigation:

- This is a sensitive site with the potential for significant impacts: from the stored Torrey Canyon oil storage, on archaeological, historic and biodiversity designations; from closure of the coastal footpath. Are there other options that would have fewer impacts?

Detailed EIA issues:

- Rerouting or protection of the coastal footpath.
- Consider what to do with existing operations: cattle grazing, green composting, model aeroplane club.
- Protection of seashore (and its flora/fauna) from noise, vibration, other disturbance, dust, etc. from mineral extraction operations.
- Need to test level of remaining contamination of Torrey Canyon oil and protect against any leakage, e.g. from blasting vibration.
- Need to protect designated historic monuments and to deal with archaeological potential of the site.
- Near-range views of the site would presumably be stopped by closure of the footpath. Reduce views from nearby residences through screening/bunding.

Les Vardes Quarry, St Sampson (water storage)**Reservoirs for public water supply**

Population	Reduced disturbance Improved health and well-being by cessation of stone extraction and incorporation of water Reduced noise and vibration resulting from traffic movements	Noise as a result of treatment plant Potential for destabilisation of cliff edges resulting in landslide Contamination of water supplies by ingress of sea water
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Flora & fauna	Provision of habitat Microclimate changes Reduction in noise and atmospheric pollution	Modification of habitat, e.g. birds nesting on quarry sides
Air	Removal of dust pollution following cessation of quarrying	Emissions as a result of treatment plant
Water	Supplementation of the Island's water supply – key infrastructure Raising of the water table – impact on nearby wetland habitat	Raising of the water table – impact on low-lying properties Contamination of water supply through disturbance of historic pollution Contamination of water supply through sea water ingress Emissions as a result of treatment plant
Soil		Potential for destabilisation of cliff edges resulting in landslide
Climatic factors	Changes to microclimate	
Material assets	Supplementation of the Island's water supply – key infrastructure	Loss of part of mineral reserve in north west of Island
Landscape	Introduction of waterscape providing rural tranquillity	

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	?/+	<p>Not located in/near a Main or Local Centre, near services, in a Development Proximity Zone or Airport Public Safety Zone. The quarry is quite far from receivers of the water.</p> <p>The site (properly fenced) could be made accessible to the public as a side benefit.</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	+/–	<p>The quarry is located within 200m of the Port Soif to Pont du Valle SSS which has been designated for its varied coastal ecology. Turning the quarry into a reservoir could affect this if there are leakages, with freshwater possibly changing the ecology of the SSS.</p> <p>A reservoir will provide a new freshwater habitat. However, it is likely to have a permanent negative impact on those animals and plants that are currently using the quarry as a habitat.</p>
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	++/–?	<p>This would make good use of a disused quarry. Possible contamination of the water from remnants of quarry operations (dust, oil, etc.) at first. Potential for destabilisation of cliff edges resulting in landslide.</p>
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	++/–	<p>Would help to provide water for the Island.</p> <p>Raising the water table could affect nearby low-lying properties and the ecology of the SSS. Possible contamination of the water supply through ingress of sea water.</p>
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	+/–	<p>Treating and pumping of the water would increase greenhouse gases.</p> <p>Reduction in dust as a result of cessation of quarrying.</p>

Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	+	Provides a necessary service, i.e. water provision.
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	0	The site is only intermittently visible from public vantage points. Turning it into a reservoir would not change this.
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Does the fact that the quarry is located quite far from most of the receivers of the water matter? Does it mean that there will be a need for more pipes? That more energy will be needed to pump the water? Is this a problem? • Is possible leakage of water from the quarry a concern? It could affect the ecology of the SSS. • Can the public be given access to site as a side benefit of this proposal? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Possible impacts that would require monitoring early on: <ul style="list-style-type: none"> water quality concerns, given that existing quarry works might involve some leakage of diesel/oil; remnant dust, etc., and that there might be sea water ingress; leakage of water from the quarry, e.g. to the nearby SSS causing changes to the ecology; stability of cliff edges; impact on nearby homes re. higher water table leading to flooding. 			

Runway extension on land to east of the airport runway, Forest



Redevelopment or extension of existing airport runway

The latter area relating to the airport is proposed to be extended as shown on Map Inset 26 of 'Proposed Mapping Amendments to the Draft Island Development Plan– Annex II' September 2015, Environment Department. This amendment does not raise any additional significant issues and as such does not alter the overall environmental assessment of this policy.

Population	Improved transport links	<p>Disturbance, impact on health, well-being and amenity</p> <p>Noise and vibration (preparation, construction and operation phases) including routes, and consequent effects of routes, taken by site traffic</p> <p>Hazards posed by vehicle malfunction/air crash, including physical damage and release of pollutants</p> <p>Light pollution</p> <p>Disposal of construction waste</p>
Flora & fauna		<p>Loss/modification of habitat</p> <p>Potential impact on rare/protected species and sensitive habitats</p> <p>Interruption of wildlife migration patterns/traditional routes</p> <p>Effect of noise and vibration</p> <p>Pollution of soil, water and air through standard operation and spills</p> <p>Alterations to ground water flow</p> <p>Light pollution</p>
Air		<p>Dust (during preparation and construction phases)</p> <p>Pollution resulting from increased vehicular movements</p> <p>Pollution through leaks/spills/air accident</p>
Water		<p>Increased run-off, depending on surface treatment</p> <p>Effect on surface streams</p>

		<p>Pollution of the fresh water supply through leaks/spills</p> <p>Effect on groundwater movement of drains and foundations</p> <p>Disposal of waste</p>
Soil		<p>Ground stability</p> <p>Soil compaction and resultant impact on soil quality and drainage</p> <p>Pollution through leaks/spillages</p> <p>Soil erosion resulting from removal of hedges/banks</p> <p>Disposal of waste</p>
Climatic factors		<p>Contribution to global warming through combustion of fossil fuels</p>
Material assets	Provision of infrastructure	<p>Loss/fragmentation of agricultural land</p> <p>Loss/fragmentation of recreational areas, public footpaths, etc.</p> <p>Potential loss/disturbance to historic structures/archaeology</p>
Landscape	Potential improvement through removal of redundant structures	<p>Visual intrusion, including through loss of trees and opening up of land</p> <p>Light pollution</p>

Topic		Impact	Comments
Population	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near school, hospital, etc.? • Located near parks, play areas, etc.? • Contributes to provision of social infrastructure? • Located in Development Proximity Zone, Airport Public Safety Zone, etc.? • Noise levels? 	-	<p>Located in an Airport Public Safety Zone and near some houses, but also in one of the only two places that make logical sense for an airport runway.</p> <p>Would increase noise levels to residents living east of the airport.</p> <p>Would require the removal of La Villiaze Road. This has no properties on it, but acts as a passageway (though one easily replaced by Route des Blicqs).</p>

Fauna and flora	<ul style="list-style-type: none"> • Located near: • SSS/SNCI? • Others areas of biodiversity importance? • Seashore (non SSS/SNCI)? • Opportunities for enhancing the above (e.g. providing new biodiverse areas, links between habitats) 	-	Currently the Island's largest expanse of semi-improved grassland – which has already been declining – are the 49Ha surrounding the airport runway (Habitat Survey 2010). Extending the runway and locating the RESA to the east of La Villiaze Road would mean changing large areas of semi-improved grassland to improved grassland.
Soil	<ul style="list-style-type: none"> • Brownfield/redundant glasshouse site? • Best and most versatile land? • Contaminated site? • Sensitive to erosion, including coastal erosion? 	--	Most of the soil around the airport is good quality agricultural land. The largest expanse of arable land on the Island is the 29Ha across 31 fields to the east of the airport (Habitat Survey 2010). The land to the east of La Villiaze Road forms a significant dip, which would require a large amount of fill to form a RESA.
Water	<ul style="list-style-type: none"> • Water body on site or nearby, including streams? • Employment site heavy user or emitter of water? 	-	There is a pond and stream to the east of La Villiaze Road which would be significantly affected by development of the land into a RESA.
Air/climatic factors	<ul style="list-style-type: none"> • Located within/around Main or Local Centre? • Located near air pollution hot spot? • Potential to contribute to air pollution at hot spots? • Located in flood risk area? • Potential to contribute re. planting, public transport, etc.? 	--	Would increase air pollution, as it would permit larger aeroplanes to land.

Material assets	<ul style="list-style-type: none"> • On and adjacent to protected building, protected monument, Conservation Area? • Helps to provide (or at least does not exacerbate deficiencies in) parks and play areas? • Enhances/interprets heritage? • Provides facilities for recycling, etc.? 	-	<p>There is a protected Guernsey stone longhouse on the far east side of the proposed extension. This impact is cumulative with the large area of archaeological potential dug up in 20013-14 to form the RESA on the west side of the airport.</p> <p>La Villiaze Road has (shallow) earth banks which would be destroyed when the road is removed.</p>
Landscape	<ul style="list-style-type: none"> • Tree Protection Order? • Area of High Landscape Quality/Area of Landscape Value? • Does not close off views to wider landscape? • Appropriate to their location in terms of scale and impact? 	-?	<p>A currently sloping area with some hedges would need to be built up. It may be difficult to deal with the (in future) steeper slope at the eastern area of the site in a way that is consistent with the current landscape.</p>
<p>Comments/mitigation:</p> <ul style="list-style-type: none"> • Does it make more sense to further extend the runway to the west (where topography may be less of a constraint and so less fill is needed, and also there are fewer biodiversity and agricultural land impacts) rather than to the east? • Consider where the fill would come from: combine with waste management policy? • Can the extension boundary be redrawn to avoid the Guernsey longhouse? <p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • Need for large quantities of fill to make the land level for a RESA. • Improve biodiversity elsewhere to make up for loss of semi-improved grassland? Perhaps plant trees (say in that area) to symbolically deal with some of the air quality impacts of the airport? • It looks like the pond may be the beginning of the stream – a spring? May need to consider how this is dealt with if the spring is covered by fill. 			

ENVIRONMENTAL POLICIES

Policy GP2: Sites of Special Significance

Proposals for new development within a Site of Special Significance will only be permitted where it can be demonstrated that:

- a. they will not have an adverse impact on the special interest of a Site of Special Significance and the development accords with all other relevant policies of the Island Development Plan; or,
- b. where there is an adverse impact it can be successfully mitigated so that there is no net loss of the special interest in accordance with a scheme agreed by the Environment Department; and,
- c. where there is an adverse impact any loss of habitat can be satisfactorily offset, either on or off the development site, in accordance with a scheme to be agreed by the Environment Department; and,
- d. the development accords with all other relevant policies of the Island Development Plan.

Proposals for extension, alteration and redevelopment of existing uses within a Site of Special Significance will be supported where:

- i. they will not have an adverse impact on, and will, where possible, enhance, the special interest of a Site of Special Significance; or,
- ii. any adverse impact can be successfully mitigated in accordance with a scheme agreed by the Environment Department so that there are no significant impacts on the special interest of the Site of Special Significance; and,
- iii. the development accords with all other relevant policies of the Island Development Plan.

Development which would have a negative and/or damaging impact on the special interest of a Site of Special Significance which cannot be satisfactorily mitigated or offset will not be supported.

The Environment Department will apply planning conditions or entering into a planning covenant to ensure the implementation of mitigation or offsetting measures.

Where the special interest of a Site of Special Significance includes biodiversity and a Biodiversity Strategy has been published by the Environment Department, it will be taken into account when making a decision on a planning application that may affect a Site of Special Significance.

Any agreed Supplementary Planning Guidance for the whole or part of a Site of Special Significance would be taken into consideration by the Environment Department when considering proposals for development.

The Sites of Special Significance are:

- Cliffs;
- Fort Hommet headland and Vazon Coast;
- La Claire Mare, La Rousse Mare, the rest of the Colin Best Nature Reserve, Lihou Headland and L'Eree Shingle Bank;
- L'Ancrese Common;
- Les Vicheries and Rue Rocheuse (extending to La Saline & Rocquaine sand dunes);
- Lihou Island;
- Port Soif to Pont du Valle (including Vale Pond & extending to Cobo);
- South Vazon and La Grande Mare Wet Meadows;
- St Sampson's Marais and Chateau des Marais.

Projects on or affecting a Ramsar site or Site of Special Significance

Population	Potential improvement in amenity/well-being	<p>Potential physical damage and loss of amenity/well-being</p> <p>Potential noise and vibration</p> <p>Potential air, soil, water pollution</p> <p>Potential increases in traffic</p> <p>Potential hazards – flooding, fire, landslide, structural failure, malfunction of equipment and potential domino effect</p>
Flora & fauna	<p>Potential improvement to habitat</p> <p>Potential encouragement of rare/protected species and sensitive habitats</p>	<p>Potential loss/modification/fragmentation of habitat</p> <p>Potential impact on rare/protected species and sensitive habitats</p> <p>Pollution – soil, water, air – as a result of spills and controlled emissions</p> <p>Potential changes to microclimate</p>
Air	Potential improvement in air quality through removal pollution sources	Potential pollution through leaks/spills/emissions/dust
Water	Control of flood waters and provision of flood attenuation	<p>Potential increase in run-off, depending on surface treatment</p> <p>Potential increased erosion through works to drainage channels/streams</p> <p>Potential pollution of fresh/coastal waters through leaks/spills/flooding</p> <p>Potential effect on groundwater movement and</p>

		level of the water table
Soil		Potential effects on stability Load bearing capacity, depending on site and use Compaction of soil in construction and as soil dries out Effect on quality of the soil structure Effects of heightened soil salinity in coastal locations Pollution, e.g. through sea water ingress where the water table has been lowered or through spills
Climatic factors	Potential effect on global warming, e.g. less methane production through reduction in wetlands	Potential effect on global warming, e.g. through reduced photosynthesis
Material assets	Potential improvement to wildlife reserves and the natural environment	Potential loss of agricultural/woodland Potential sanitisation of water/landscape features Potential loss of e.g. recreational areas, public footpaths Potential loss/disturbance to historic structures/archaeology
Landscape	Visual impact, including through change in vegetation	Visual impact, including through change in vegetation Potential light pollution Potential effect on rural tranquillity

This assessment assumes that this policy could allow for a limited amount of development in SSSs, as long as this does not negatively affect the reason why the SSS has been designated. It is proposed to amend the boundary of two of the SSS areas to omit small parcels of land - see Map Inset 17⁴⁶ and Map Extract 10⁴⁷. These amendments have been assessed and given the size and current use of both parcels of land in question and the fact that the viability of the SSS sites is demonstrated without these areas, it is concluded that the proposed amendments do not raise significant environmental impacts.

⁴⁶ 'Proposed Mapping Amendments to the Draft Island Development Plan— Annex II' September 2015, Environment Department

⁴⁷ Annex I, Schedule 1 of the report Environment Department Response to Inspectors' report, March 2016,

EIA criteria	Impact	Comments
Population <ul style="list-style-type: none"> • Protect and enhance well-being • Improve social inclusion and reduce inequality 	?	The policy does not specify what kind of development could take place, so it is unclear what impacts such development could have on well-being.
Fauna and flora <ul style="list-style-type: none"> • Protect Guernsey's biodiversity • Enhance biodiversity 	-?	The policy includes strong statements about development not affecting the special interest of a SSS. It could still be possible for development to affect biodiversity in/near the SSS without affecting the special interest. Also, offsets (if these prove to be necessary) often come with great uncertainty about their effectiveness and >1:1 ratios may be necessary to ensure that the benefits that they aim to replace are provided in full in the long term.
Soil <ul style="list-style-type: none"> • Ensure efficient land use • Protect soil quality 	0?	Development in SSSs is likely to be on greenfield land and so would have a negative impact on soil quality. Given the small amount envisaged, this impact is not likely to be significant.
Water <ul style="list-style-type: none"> • Protect and improve water quality • Ensure that water resources are used sustainably • Ensure adequate infrastructure 	-	Most of the Island's SSSs are either coastal or wetland. Development in these SSSs could affect water quality even if it does not affect the integrity of the SSS: this could be, for instance, through application of fertilisers or herbicides in the case of golf courses, or through construction of buildings increasing runoff and silt. Given the small amount of development envisaged, the magnitude of the impact is likely to be limited; but given the sensitivity of the receiving environment, the impact could be significant.
Air/climatic factors <ul style="list-style-type: none"> • Minimise the need to travel • Reduce air pollution and energy demands from existing and new 	-?	None of the SSSs are particularly dependent on good air quality for the maintenance of their integrity. Most of the SSSs are relatively remote.

EIA criteria	Impact	Comments
development <ul style="list-style-type: none"> • Support self-sufficiency • Increase resilience to the effects of climate change 		Development on those SSSs – for instance developments that would allow golf courses to be used by more people – would lead to an increase in vehicle movements by people accessing the development. This could, cumulatively, lead to significant effects.
Material assets (including architectural and archaeological heritage) <ul style="list-style-type: none"> • Protect and enhance Guernsey's heritage and local distinctiveness • Support the waste hierarchy • Maintain, enhance and ensure the provision of adequate infrastructure, including community/social infrastructure • Promote efficient use of resources 	-?	The policy includes strong statements about development not affecting the special interest of a SSS. It could still be possible for development to affect the setting of heritage assets in the SSS, or heritage assets that do not contribute to the SSS's interest, without affecting the SSS's special interest. Also, offsets (if these prove to be necessary) are essentially irrelevant for heritage assets.
Landscape <ul style="list-style-type: none"> • Minimise impacts on the town/landscape • Enhance the landscape and townscape • Regenerate underutilised land • Re-open views onto open natural spaces • Promote high quality design 	-?	SSSs tend to be attractive areas which are either in remote locations or which act as important open spaces in/near built-up areas. As such, any development in a SSS is likely to have a visual impact on these sensitive areas.
Comments/mitigation: <ul style="list-style-type: none"> • Should the policy start by stating that development on or adjacent to SSSs will only be permitted in very limited circumstances? • The policy focuses strongly on protecting the integrity of the SSS, i.e. why it has been designated. However, other factors indirectly support this integrity, for instance water quality, soil quality, or absence from significant amounts of recreational disturbance. At the moment, developments could be permitted in SSSs where they affect these supporting factors. Does a clause need to be added to protect soil/water/air/tranquillity, etc.? • Second paragraph c) compensation would usually be expected to be >1:1 to deal with uncertainties of implementation and the fact that new habitats are frequently less biodiverse than existing habitats. Compensatory habitat would need to be in place before impacts on the existing habitats occur. • Offsets are irrelevant for heritage assets: their 'heritage' nature cannot be replaced. Does that need to be stated somewhere? • Paragraph 3 seems to duplicate paragraphs 1 and 2. 		

EIA criteria	Impact	Comments
<p>Detailed EIA issues:</p> <ul style="list-style-type: none"> • This will depend completely on the type of development. However, the EIA should consider indirect impacts on the integrity of the SSS (e.g. water and soil quality, setting of buildings, impacts of greater visitors to the site) as well as direct impacts. 		

APPENDIX C: NON-TECHNICAL SUMMARY

0.1 Environmental Impact Assessment and the Island Development Plan

The Island Development Plan (the Plan) is a Development Plan prepared by the Environment Department, which, once adopted by the States of Guernsey, will replace the Urban Area Plan (2002) and Rural Area Plan (2005). It provides for the future economic, social and environmental development needs of the Island in land use terms in a way that conserves the special features of its environment, makes good use of its resources, and offers a good quality of life. Figure 0.1 shows the plan structure.

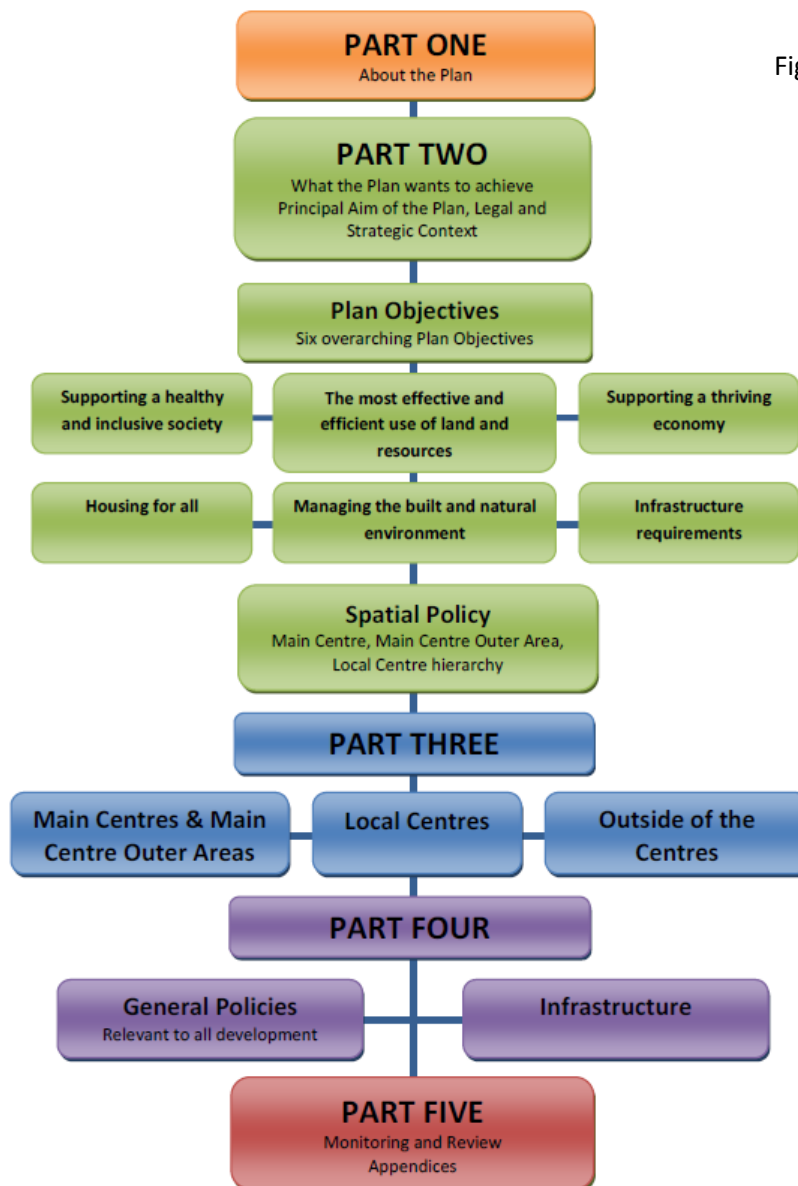


Figure 0.1: Structure of the Island Development Plan

This report is a non-technical summary of the Environmental Statement (ES) which sets out the findings of the Environmental Impact Assessment (EIA) process for the Island Development Plan. Not all parts of the draft Island Development Plan require assessment.

The EIA only assesses those selected policies that are identified as enabling certain development, often of large scale, likely to have significant environmental impacts. Given that the selected policies identified for assessment are only those which could enable development which could itself require EIA, most of the assessed policies' environmental impacts will inevitably be neutral or negative: these developments, because of their type, generally involve land take, generate additional vehicle movements, impact on the landscape and biodiversity, etc. Notwithstanding this, however, all development on the Island will be subject to all the relevant policies of the Plan, once adopted, including the environmental protective policies which are not assessed as part of the EIA, including Policies GP8 on design, GP9 on sustainable development, GP3 on Areas of Biodiversity Importance and GP5 on Protected Buildings.

The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 (the Ordinance) only requires the assessment of Plan policies that could give rise to development that itself requires EIA. The EIA aims to ensure that these policies are sustainable and fully considers likely significant environmental effects. The ES describes the current environment in Guernsey, identifying environmental objectives, considering alternative policy approaches to those set out in the draft Island Development Plan, identifying any likely significant environmental impacts of implementing these policies and suggesting ways in which negative impacts could be avoided or minimised.

The draft Island Development Plan (the draft Plan) was prepared between January 2012 and January 2015 and involved several rounds of consultation and preparation of background evidence reports. The Environment Department published the draft Island Development Plan (draft Plan) in February 2015, together with an Environmental Statement and non-technical summary of the Environmental Statement, for public inspection and comment. An inquiry was then opened on the same day and held by independent Planning Inspectors, including a public hearing stage during October 2015. The inspectors have submitted a report to the Environment Department on 4th March 2016 with their conclusions and recommendations, including any recommended changes to the draft Plan. The Inspectors' report has now been considered by the Department and it has decided to accept some of the changes proposed by the Inspectors. The Department's conclusions are set out in a report 'Environment Department's response to the Inspectors' report , March 2016. The Environmental Statement previously published has been updated to reflect the relevant proposed changes in light of the Public Inquiry stage and Inspectors' recommendations. The EIA of the draft Plan was carried out by the Environment Department in consultation with appropriate experts which helps to provide external views and an objective assessment of the draft Plan. This is Guernsey's first EIA of a Development Plan.

0.2 Policy, Legal and Environmental Context

Policy & legal: The Land Planning and Development (Guernsey) Law, 2005 (the Law) aims to protect, enhance and facilitate the sustainable development of Guernsey's physical environment. The States' Strategic Plan includes four Island Resource Plans which describe how the States will manage or influence the use of Island resources. One of these is the Strategic Land Use Plan, which sets out a 20-year agenda for land use planning in Guernsey and guides and directs the Environment Department in the preparation of Development Plan policies. The Environment Department has a statutory duty to seek to achieve the purposes of the Law and the objectives set out in the Strategic Land Use Plan and where they conflict, to find a balance so far as possible.

In preparing the ES relating to the Environmental Impact Assessment of the draft Plan, the Environment Department must include relevant national and international standards or guidance or requirements under other applicable legislation e.g. requirements of Guernsey legislation under other parts of the planning legislation, waste, water, health and safety, energy, shipping and harbours and maritime.

Population: Guernsey has a population of about 63,000 people. This rose by about 5% in the last ten years. The Island's population is aging. Although several hundred people migrate to and from Guernsey every year, this number is small compared to the Island's overall population. Of about 26,000 homes on the Island, 62% are owner occupied, 27% are rented, and most of the rest are social housing. Overall there is a States target of 300 new dwellings (planning permissions) per year and although targets have until now been met, recent research into housing need shows a growing requirement over the life of the Plan.

Fauna and flora: Of Guernsey's land area, 6% is woodland, 5% is dense scrub, 21% is dry grassland and 3.6% is open natural habitat (mostly dune grassland, coastal grassland and marshy grassland). According to the Habitat Survey (2010), Guernsey's biodiversity declined significantly between the years 1999 to 2010, mostly due to the abandonment of land and its succession to scrub or woodland, and related declines in rarer habitats.

Soil, waste and landscape: Almost 12% of Guernsey's total land area is developed. Most of the Island's high quality soil is in the south and west. In 2012, 31% of household waste was recycled, 16% was composted and 53% was sent to landfill at Mont Cuet: this is slightly below the European target. Of commercial and industrial waste, 28% was recycled, 15% was composted, 20% was incinerated and 37% went to landfill. The proportion and total amount of waste being sent to landfill is slowly decreasing.

Water: Water use has remained roughly steady over the last five years. About half of water use is for households and half commercial. Surface water nitrate concentration has decreased by about half over the last ten years and is much better than European standards. Water quality at beaches is good. Several areas of the Island are at risk from coastal flooding, including St Sampson's Harbour.

Air and climatic factors: Levels of nitrogen oxides – caused mostly by vehicles – are generally within World Health Organisation standards but exceed the standards at times at some busy roadsides, notably the Grange, St Peter Port and Bulwer Avenue, St Sampson. While air pollution levels are

increasing in places, the air quality for the Island as a whole still remains good. Greenhouse gas emissions reduced by almost 20% between 1999 and 2008-2012, going further than Guernsey's international commitments. Almost all this drop took place in 2001 when electricity started to be imported from France via a cable link. Except for this large decrease, greenhouse gas emissions as a result of power generation have generally increased.

Material assets: Guernsey has a rich heritage which includes burial mounds, standing stones, mediaeval road patterns, fortifications, protected buildings and Conservation Areas. Guernsey is very well-catered for in terms of outdoor recreational space (sports pitches, allotments, etc.), natural space (woodlands, meadows, etc.) and beaches. Most of the Island's surveyed formal open spaces and areas of outdoor recreation are in the northern part of the Island. There is a distinct deficit of parks and play spaces in the south and south-west of the Island. Play spaces often cater for younger children but not teenagers.

Table 0.1 summarises the Island's strengths, weaknesses, opportunities and threats (SWOT) in terms of environmental baseline.

Table 0.1. SWOT table for Guernsey

Strengths	Weaknesses
<p>Attractive environment</p> <p>Local distinctiveness, e.g. earthbanks, ormers, Guernsey cow</p> <p>Strong historical/archaeological legacy</p> <p>Mild climate: pleasant to live in, ability to support a wide variety of agricultural production</p> <p>Wealth of informal open spaces, e.g. beaches and recreational facilities</p> <p>Water resources (no need for desalination for foreseeable future)</p> <p>Good rates of recycling</p>	<p>Heavy reliance on private motor vehicles</p> <p>Reliance on imports, including fuel (current arrangements are high risk)</p> <p>Small scale, i.e. limited land, unable to be food sufficient</p> <p>Air pollution hot spots</p> <p>Lack of formal coastal management</p> <p>Legacy of horticultural industry (redundant glasshouse sites)</p> <p>Declining biodiversity, in part due to the abandonment of land and its succession to scrub or woodland</p> <p>CO₂ emissions not reducing</p> <p>Limited amount of formal play areas, especially for older children</p>
Opportunities	Threats
<p>Greater public access to open space/visual open space</p> <p>Renewable energy, in particular tidal</p> <p>Brownfield redevelopment</p> <p>Remediation of contaminated land</p>	<p>Loss of agricultural land, e.g. use for horses</p> <p>Decline of biodiversity due to inappropriate development, recreation, etc.</p> <p>Complacency re. CO₂ emissions</p> <p>Aging population</p>

Contribution of clearance of redundant glasshouse sites to agriculture or open land New Sites of Special Significance designations to protect and enhance the Island's areas of special interest including biodiversity , botanical, zoological, scientific, archaeological, historical, cultural, geological and other special interests Energy efficiencies – improved sustainable design and construction	Climate change, including coastal flooding
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0.3 Assessment methodology

As Stated in section 0.1, not all parts and policies of the draft Island Development Plan require EIA. The Ordinance only requires the assessment of Plan policies that could give rise to development that itself requires EIA. Other Plan policies, for instance those on good design or public art, do not need to be assessed.

The EIA Ordinance requires an assessment of population, fauna, flora, soil, water, air, climatic factors, material assets (including architectural and archaeological heritage) and landscape. Air and climatic factors were considered together, since emissions of greenhouse gases are also air pollution emissions.

Two levels of assessment were carried out: a strategic assessment for broad, non- site specific draft policies and a site-specific assessment for specific projects referred to in the draft policies or supporting text. The draft policies' impacts were assessed in comparison to current conditions. The following symbols were used:

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

The assessment was carried out on the basis of site visits, overlay maps of constraints, background reports and the planning team's knowledge of the Island. Tables describing the likely impact of typical development projects were developed and provided a basis for the policy assessments.

Table 0.2 shows the policies in the draft Plan that could give rise to each type of EIA development, and so those policies whose impacts, in particular in relation to the likely significant environmental effects of development enabled by those draft policies, have been assessed in this report.

Table 0.2 Potential projects subject to EIA, and draft Plan policies that could lead to such projects

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ⁴⁸
1(a)	A site for the disposal or processing of waste	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(b)	Reservoirs for public water supply, waste water plants or sewage treatment plants	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(d)	Quarries, or the extraction of minerals by quarrying, mining or drilling	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP5 Safeguarded Areas
1(f)	Reclamation of land from the sea	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas
1(g)	Non-domestic installations for production of energy (excluding wind power of 1 turbine)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites OC7 Redundant Glasshouse Sites OC IP1 Renewable Energy IP11 Small-scale Infrastructure
1(h)	Water management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC OC6 Horticulture OC IP11 Small-scale Infrastructure
1(j)	New golf courses and alterations to existing golf courses	GP2 Sites of Special Significance OC9 Leisure and Recreation OC
1(k)	Airport runways	S5 Development of Strategic Importance IP4 Airport Related Development IP5 Safeguarded Areas
2(a)	Any development project not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare	S2 Main Centres S3 Local Centres S4 Outside of the Centres MC2/LC2 Housing MC3/LC3/OC2 Social and Community MC4/MC5/LC4/OC3 Office, Industrial, etc. MC6/MC7/LC5/OC4 Retail MC8/LC6/OC8 Visitor Accommodation in MC/MCOA MC9/LC7/OC9 Leisure MC10 Harbour Action Areas MC11 Regeneration Areas OC7 Redundant Glasshouse Sites OC IP4 Airport Related Development
2(b)	Construction of roads, harbours and	S5 Development of Strategic Importance

⁴⁸ For more details on existing and envisaged development proposals, see section 5 of this Environmental Statement.

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ⁴⁸
	port installations	S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety
2(c)	Works to provide new coastal defences and sea defences and reconstruct existing defences	S5 Development of Strategic Importance MC10 Harbour Action Areas IP10 Coastal Defences
2(d)	Any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP1 Renewable Energy Production IP2 Solid Waste Management Facilities IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety IP12 Crematoria and Burial Sites
2(e)	Any project on, or which may affect, a Ramsar site	S5 Development of Strategic Importance S6 Strategic Opportunity Sites GP2 Sites of Special Significance
2(f)	Waste management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC OC6 Horticulture OC IP2 Solid Waste Management Facilities IP11 Small-scale Infrastructure
2(g)	Installations for the slaughter of animals	MC10 Harbour Action Areas IP2 Solid Waste Management Facilities
2(h), 2(i)	Installations for the storage of natural gas (>1,000kg) and/or petroleum, petrochemicals or other hazardous chemicals (>10,000 litres)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas GP17 Public Safety and Hazardous Development
2(j)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of this Schedule	S5 Development of Strategic Importance MC10 Harbour Action Areas IP5 Safeguarded Areas IP6 Transport Infrastructure IP8 Public Car Parking IP9 Highway Safety IP11 Small-scale Infrastructure IP12 Crematoria and Burial Sites
Sec. 40(5)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of Schedule 2, where planning permission has already been given for that development or that development has already been carried out or is being carried out, and the change or extension may	GP2 Sites of Special Significance

Potential projects subject to EIA: EIA Ordinance Schedule	Draft Policies potentially leading to EIA development ⁴⁸
	have significant adverse effects on the environment

* The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007

0.4 Alternatives

As part of preparing the draft Plan, alternative policy approaches were considered by the Environment Department. Research and consultation on the options informed the decisions which have led to the selected draft Plan policies as proposed. For example, options on the approach to affordable housing policy looked at five different ways to deliver this policy during the Key Messages, Issues and Options consultation in July 2013. The EIA process involves the identification of those selected draft Plan policies that could give rise to projects that themselves require EIA. As part of the assessment of these identified draft selected policies, the Environment Department must also assess the environmental impacts of reasonable policy approach alternatives in comparison as it is required to set out the implications for the environment of the policy choices. These alternative policy approaches can include the option of not having a policy of the kind envisaged at all ('no policy' option).

A wide range of alternatives to the identified selected draft policies was considered as part of EIA. Some were discounted early on for reasons set out in the ES. For instance the 'no policy' option was discounted for draft policies where this approach was contrary to the guidance or direction given by the Strategic Land Use Plan. Similarly, the alternative of not allocating certain sites for development would contravene the guidance and direction of the Strategic Land Use Plan. Other alternatives were more comprehensively assessed and compared: these are listed at Table 0.3 where the final, selected policies are shown shaded in blue.

Alternatives can be a complete replacement for the selected policy, an addition to the policy approach or a variation of one element of the selected policy. For example, the alternative of allocation of land for new housing in Local Centres would be an addition to the selected policy approach in the draft Plan of housing allocations in Main Centres and Main Centre Outer Areas rather than a replacement. However, allowing new offices within Local Centres only through conversion or homeworking would be a variation on an element of the selected draft Plan policy. Generally the selected draft policies and sites in the draft Plan were chosen because they are more clearly consistent with the Strategic Land Use Plan, and are more sustainable and/or provide a better fit with the draft Plan's aim and objectives.

Table 0.3 Alternatives considered in more detail (The selected draft Plan policies identified for assessment are shaded in blue)

Plan topic	Alternatives considered in more detail
Main Centres	<ul style="list-style-type: none"> Support development within and around the Main Centres by demarcation of boundaries for Main Centres and Main Centre Outer Areas

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> No demarcation of Main Centre boundaries
Local Centres	<ul style="list-style-type: none"> Designation of seven Local Centres Designation of more Local Centres Designation of fewer Local Centres
Housing	<ul style="list-style-type: none"> Allocation of land for housing to meet the majority of the 5 year supply within Main Centres and Main Centre Outer Areas only ; allow new housing of appropriate scale in Local Centres through windfall development to sustain the community ; Outside of Centres as appropriate, allow new housing through the conversion and subdivision of existing buildings only. Allocation of sites for housing within Local Centres
Office, industry, storage and distribution uses	<ul style="list-style-type: none"> Support new and refurbished offices primarily in Main Centres and at Admiral Park; and allow new offices in Local Centres where they are of an appropriate scale Selected policy approach except in local centres, allow new offices only through conversion or home-working Within Main Centres and Main Centres Outer Areas, consolidate Industry, Storage and Distribution uses on Key Industrial Areas (KIA) at Longue Hougue, Northside, Pitronnerie Road and Saltpans and allow for future expansion at these locations; support existing premises outside these areas to continue operation or allow change of use to another appropriate use Provision made for industry, storage and distribution uses within Main Centres /Main Centre Outer Areas through policy alone, no KIA or Key Industrial Expansion Areas Outside of Centres, support for existing operations and support for limited development of offices through conversion of redundant buildings and home working; development of industry/storage uses requiring such a location through conversion of redundant buildings or redevelopment of appropriate brownfield or redundant glasshouse sites and allow new industrial and storage and distribution uses at designated site at La Villiaze, Forest. Outside of the Centres support limited development of small workshops/ yards only on redundant glasshouse sites Outside of the Centres allow development of industrial and storage/ distribution uses on greenfield land
Regeneration Areas	<ul style="list-style-type: none"> Support and highlight as opportunity sites Regeneration Areas at Lower Pollet, South Esplanade and Mignot Plateau, Mansell Street/ Le Bordage and Leale's Yard Designation of different sites as Regeneration Areas
Visitor accommodation	<ul style="list-style-type: none"> Support new visitor accommodation in Main Centres and Main Centre Outer Areas; and in Local Centres and Outside of Centres but only where of an appropriate scale and created through the change of use of existing buildings or the conversion of redundant buildings. Change of use of away from visitor accommodation only supported in exceptional circumstances. Campsites supported outside of the centres. Allow new visitor accommodation within the Main Centres and Main Centre Outer Areas only through conversion of existing buildings Selected policies, excluding the provision of campsites
Agriculture Outside of the	<ul style="list-style-type: none"> Support agricultural development, allow diversification of existing farmsteads to include ancillary uses and resist the loss of existing

Plan topic	Alternatives considered in more detail
Centres	<p>agricultural holdings within Agriculture Priority Areas (APAs); other uses can be considered within APAs as appropriate and there is provision for existing agriculture to continue outside of the APA, however loss of existing farmsteads outside of the APAs will not be resisted</p> <ul style="list-style-type: none"> • Allow only agricultural development within APAs, and no such development outside the APAs • No designated Agriculture Priority Areas
Horticulture Outside of the Centres	<ul style="list-style-type: none"> • No new holdings but support improvements to existing commercial horticultural holdings, on the condition that any new structures permitted must be removed when no longer required • Allow minor works to existing horticultural operations, but no new holdings • Allow development of new horticultural holdings
Redundant glasshouse Sites Outside of the Centres	<ul style="list-style-type: none"> • Support clearance and return of redundant glasshouse sites to agricultural use, other open land, or to other uses such as clearance for use as curtilage and redevelopment for industrial/ storage uses; proposals for renewable energy or outdoor formal and informal recreation uses and informal leisure uses as appropriate to their location • Only allow for return of redundant glasshouse sites to agriculture or limited inclusion within curtilage
Retail	<ul style="list-style-type: none"> • Support new comparison and convenience retail in Main Centres including identifying core retail areas within Main Centres where the approach supports retail but allows other uses that contribute to vitality and viability. No new comparison retail outside of the Main Centres. Support new convenience retail in Main Centre Outer Areas and in Local Centres of an appropriate scale. Support for improvements to existing convenience and provision for works to support existing comparison retail operations. Outside of the Centres, there is provision for new convenience retail in coastal locations through conversion of existing buildings and provision to extend and alter existing convenience retail in these locations. Outside of the Centres there is provision to make minor improvements to support current operations. • Identify 'primary' and 'secondary' retail areas within the Main Centres and Main Centre Outer Areas
Social and community facilities	<ul style="list-style-type: none"> • Support improvements to existing sites and new social/community facilities in Main Centres and Main Centre Outer Areas and Local Centres where existing sites are not available/suitable; Loss of facilities will only be supported where it is demonstrated the facility can be replaced on appropriate site or is no longer required and its loss would not adversely impact on the vitality and viability of the centres. In Local Centres proposals must be of an appropriate scale for the Local Centre concerned and not undermine Main Centres. Outside of the Centres support for new facilities only through conversion of existing buildings; improvement to existing facilities where they are of an appropriate scale and do not undermine the centres.; and change of use of facilities considered where facility is no longer required or provided adequately within the centres. • Allocation of sites for social and community use
Leisure and recreation	<ul style="list-style-type: none"> • Support leisure and recreation development in Main Centres, and development in Main Centre Outer Areas and Outside of the Centres of appropriate scale depending on the category of Leisure or Recreation

Plan topic	Alternatives considered in more detail
	<p>use. Support development in Local Centres of an appropriate scale. Change of use of away from leisure or recreation use only supported in limited circumstances.</p> <ul style="list-style-type: none"> • Allow any leisure and recreation development within and around Main Centres • Allow leisure and recreation development in Agriculture Priority Areas which have not been proven unviable
Development of Strategic Importance and Strategic Opportunity Sites	<ul style="list-style-type: none"> • Support Development of Strategic Importance as defined where there is no better alternative site. Support Strategic Opportunity Sites as defined where the proposal meets a States objective and the site is obsolete or underused • No requirement to demonstrate lack of availability of an alternative, more suitable, site • No requirement for the site to be obsolete or underused in its current form
Harbour Action Areas and Main Centre Port Development	<ul style="list-style-type: none"> • Designate St Peter Port and St Sampson harbours as Harbour Action Areas and support development and redevelopment there subject to Local Planning Briefs. In the interim of delivering a LPB, development that would not prejudice the delivering of LPB, will be considered against policies of the Plan • No designation of Harbour Action Areas
Renewable energy	<ul style="list-style-type: none"> • Encourage renewable energy installation where it can be satisfactorily incorporated into an existing development, on brownfield land, or involves the use of appropriate redundant vineries, and is not on commercial agricultural/ open land. Requirement to remove equipment and structures and restore the land once the development is no longer required or obsolete may be applied • Encourage renewable energy installations on primary agricultural land • Allow renewable energy installations only on redundant glasshouse sites
Waste management facilities	<ul style="list-style-type: none"> • Support development to implement the Waste Strategy and provision for certain proposals which may emerge as a result to be considered as Development of Strategic Importance where appropriate to enable an exception to the Spatial Policy where no suitable alternative site exists. Recognise and support Mont Cuët and Longue Hougue as areas for a waste management facilities; , direct new development proposals to Key Industrial Areas and their Expansions Areas; support for improvement to other existing waste management facilities outside these designated areas will be considered on case by case basis in line with States objectives. For those intended for personal use, direction to locate these facilities within centres where possible and preferably close to other existing community facilities. • No new waste management facilities, and no extension or alteration to existing facilities beyond Longue Hougue
Small scale infrastructure	<ul style="list-style-type: none"> • Support new small scale infrastructure where it contributes to efficient and sustainable infrastructure, but only if sharing of facilities is not possible • Support small scale infrastructure, ‘encouraging’ (rather than ‘requiring’) it to be shown that sharing of existing facilities, etc. is not possible
Highway safety, accessibility and capacity	<ul style="list-style-type: none"> • Consider the road network's ability to cope with increased traffic resulting from development, and require appropriate road alteration and/or an impact management scheme if needed

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> No requirement for alterations to the highway or the implementation of a management scheme
Public car parking	<ul style="list-style-type: none"> Within Main Centre and Main Centre Outer Areas, provision of new public car parks will not be supported except as part of a comprehensive development scheme brought forward through a Local Planning Brief for a Harbour Action Area and in accordance with States Strategies; support for the relocation of existing parking in the Main Centres where it decreases the negative impact of the motor car on the Main Centres; temporary car parks on vacant sites will not normally be permitted; and outside of the Main Centre and Main Centre Outer areas, proposals will be assessed on case by case basis Allow a net increase in public car parking spaces within Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas Direct public car parking from the Main Centres to the Main Centre Outer Areas Allow temporary car parks on vacant sites proposed for development
Crematoria	<ul style="list-style-type: none"> New crematoria and burial sites to be treated as Developments of Strategic Importance and support for extensions and improvements to existing facilities within their site No new sites allowed for crematoria or burials
Airport related development	<ul style="list-style-type: none"> Support operational airport development and prohibit any development which would prejudice the effective, efficient and safe operation of the airport. Support airport related uses where it complements and supports efficient and effective airport operations and provides economic benefits using a sequential test for sites within airport land, followed by immediately adjoining and lastly followed by those near the airport where appropriate. Do not employ a sequential test regarding proximity of development to the airport Only allow airport-related development within the airport boundary
Public safety / hazardous development	<ul style="list-style-type: none"> Require a risk assessment for potentially hazardous developments which sets out measures to address any risks, with no support for proposals that are unacceptably risky to public health and safety. Additional controls may be applied over proposals within identified Public Safety Areas. Consider risks to the environment as well as to public health or safety
Safeguarded areas	<ul style="list-style-type: none"> Safeguarded areas shall be protected from any development that may compromise their future implementation for strategically important development. Designate Safeguarded Areas at Les Vardes, St Sampson's, Chouet Headland, Vale and land to the east of the airport Not designating a Safeguarded Area adjacent to the airport but using a policy alone to prevent development that may compromise future of strategic transport link (no alternative pursued for the other areas as specifically directed to designate those sites by the Strategic Land Use Plan)
Sites of Special Significance	<ul style="list-style-type: none"> Designate 9 Sites of Special Significance (SSS's) for outstanding botanical, scientific and zoological interest, with development in SSSs permitted only where it would not have a significant impact on the SSS's special interest or impacts can be mitigated Designate all former Sites of Nature Conservation Importance as SSSs

0.5 Assessment

As stated in section 0.1, the draft Plan aims to provide for the future economic, social and environmental development needs of the Island, in land use terms, in a way that conserves the special features of its environment, makes good use of its resources, and offers a good quality of life. The EIA only assesses those selected draft policies that are identified as enabling certain development, often of large scale, likely to have significant environmental impacts. Given that the selected draft policies identified for assessment are only those which could enable development which could itself require EIA, most of the assessed policies' environmental impacts will inevitably be neutral or negative: these developments, because of their type, generally involve land take, generate additional vehicle movements, impact on the landscape and biodiversity, etc. Notwithstanding this, however, all development on the Island will be subject to all the relevant policies of the Plan, once adopted, including the environmental protective policies which are not assessed as part of the EIA, including Policies GP8 on design, GP9 on sustainable development, GP3 on Areas of Biodiversity Importance and GP5 on Protected Buildings.

In order to establish the likely significant environmental impacts resulting from the selected draft policies, reference was made to four existing project level EIAs, as follows:

Extension to Les Vardes Quarry: Permission was granted for this proposal which will involve extending the life of the existing quarry by eight years and removing a further 1.27 million tonnes of granite from 4.65Ha of land. The main environmental impacts are set out in the ES of 2008.

The draft Plan includes Chouet Headland as a possible site for mineral extraction (Policy IP5). A similar list of impacts is possible for mineral extraction at Chouet Headland, as included within the draft Plan, but the significance of the impacts is likely to be different due to the different opportunities, constraints and characteristics of that site.

Works to the runway at Guernsey Airport: Works to the runway, including upgrading the runway and provision of grass Runway End Safety Areas at both ends of the runway, were carried out in 2012-2013. The main environmental impacts are set out in the ES of 2011.

The draft Plan includes a policy which safeguards an area for an extension to the airport runway (Policy IP5). This could have similar impacts to those described in this ES in particular those which would apply to all major runway construction/works.

Temporary loading dock and storage at Longue Hougue: Works to allow importation of aggregate, cement, bitumen and equipment for the runway works at the airport, including a pontoon, hopper and mobile conveyer system, an open storage area, a concrete batching plant and office facilities, were carried out in 2012-2013, in conjunction with works to the airport runway. The main environmental impacts are set out in the ES of 2011.

Residual waste treatment facility at Longue Hougue: A draft ES was prepared in 2010 to assess the environmental effects of development comprising a mechanical treatment recycling unit to sort

materials for recycling and an energy-from-waste unit to treat the Island's domestic, commercial and industrial waste. This ES was not completed but its initial conclusions are set out in that document.

The draft Plan proposes Longue Hougue as a Key Industrial Area and Key Industrial Expansion Area (Policy MC5) and a site for waste management facilities (Policy IP2): these could have similar impacts to those described in the ES depending on the nature of the proposals which eventually come forward.

The following paragraphs give an overview of the likely significant environmental impacts of the assessed selected draft policies which have been identified as enabling development likely to have environmental impacts – further detail can be seen in Table 0.4 below. The proposed amendments to these policies have been considered and assessed. The majority of the proposed amendments to the draft Plan relate to minor changes in the policy wording to provide clarification or ensure consistency with other policies of the draft Plan which do not raise any environmental issues. There are minor amendments to various designations shown on the Proposals Map which again are not likely to raise significant environmental impacts. In summary, the proposed amendments do not alter the strategic environmental assessment of the policies but do result in changes to two site specific assessments.

The first of these relates to the proposed additional Local Centre at Forest West. The proposed Local Centre at Forest West is based on meeting the same criteria and sustainable level of services as applied to the other proposed Local Centres and the approach to identifying the boundaries of this additional Local Centre is consistent with that used to identify the other Local Centres, resulting in tightly drawn boundaries which reinforce the concentration of development within Main Centres as directed by the Spatial Policy.

The second site specific amendment relates to the boundary amendment proposed at Cobo Local Centre which incorporates a small area of greenfield land within the Local Centre. This raises a potential impact on the landscape. Overall, while some site specific assessments have changed, the proposed amendments have not altered the overall environmental impact assessment.

The assessed policies' overall impacts on *population* are likely to be positive with increased housing and improved services in areas that are accessible by a range of modes of transport; regeneration of areas that are currently in poor condition; design of development, taking into account all ages and disabilities; and, improved opportunities for formal and informal recreation and leisure. However, the draft Plan says little about support for deprived areas/residents or prioritisation of housing and services for those that most need them.

The assessed policies' overall impacts on *fauna and flora* are likely to be significantly negative. The majority of the draft policies assessed would have negative impacts in this respect particularly because of the type of development likely to be enabled. Some of the draft Plan policies that were not assessed (because they will not enable EIA type development) aim to protect designated biodiversity sites. Several of the key developments proposed in the draft Plan – the Salt pans housing site, developments at the Salt pans KIA,

Longue Hougue KIA, both Harbour Action Areas and mineral extraction at Chouet Headland – are likely to individually have significant negative impacts on biodiversity. There would also be the cumulative effect of all the proposed development and past declines in biodiversity.

The assessed policies' overall impacts on *soil* are likely to be slightly negative. The draft Plan aims to minimise the use of greenfield land and the conversion of agricultural land to other land uses. Its hierarchy of Main Centres → Main Centre Outer Areas → Local Centres → Outside of the Centres helps to ensure that land is used efficiently. However, the draft Plan will allow for the development of large areas of currently undeveloped land. There would also be a cumulative effect of past development although Guernsey only has 12% of land currently developed.

The assessed policies' overall impacts on *water* are likely to be slightly negative. The draft Plan does not have specific policies about protection of water quality or efficient use of water resources, although the draft Plan does promote increased water efficiency through Policy GP9. Several of the key developments proposed in the draft Plan – Longue Hougue KIA, St. Sampson's Harbour Action Area, mineral extraction at Chouet Headland – have the potential to significantly affect water quality in the case of accidental leakages and most of the draft Plan policies assessed in the EIA could affect water quality through e.g. dust and siltation during construction and runoff during operation.

The assessed policies' overall impacts on *air and climatic factors* are likely to be slightly negative and, cumulatively, they are likely to be significantly negative. The draft Plan generally aims to place new development in locations that are accessible by modes other than the car and Policy IP6 on transport infrastructure supports developments that encourage a range of travel options. On the other hand, housing development in Local Centres and Outside of the Centres may generate greater vehicle use; works around the harbours that would support the use of deeper vessels could potentially increase pollution in densely populated areas; and, cumulatively, the new housing and employment sites would require more energy and thus could generate more greenhouse gases. Several key development sites – Saltpans and Belgrave housing areas, Saltpans KIA, Leale's Yard – are within or partly within flood risk areas and several other sites have lesser flooding constraints. These impacts are cumulative with existing high levels of vehicle use (and thus emissions), the emissions from the existing oil powered power station and other impacts contributing to climate change which will increase the likelihood of flooding.

The assessed Policies' overall impacts on *material assets* are likely to be mixed. New development could adversely affect the heritage – archaeology, protected buildings, protected monuments and their settings, Conservation Areas, etc. Examples are mineral workings at Chouet Headland and waste management facilities at Longue Hougue, both of which could affect protected monuments (Napoleonic towers), and the possible airport

runway extension which would affect a protected building and earthbanks. On the other hand, the draft Plan has protective policies including Policies GP5 on Protected Buildings and GP1 on Landscape Character and Open Land, promotes sustainable use/reuse of materials, waste management and provision of appropriate infrastructure. It also supports a variety of economic sectors, which would help to prevent economic shocks.

The assessed Policies' overall impacts on the *landscape* are also likely to be mixed. The draft Plan supports the regeneration of underutilised land; protects open and undeveloped land by focusing development on built-up areas; supports public art; and, aims to provide a vibrant 'street scene' in the Centres. The regeneration of Leale's Yard and certain former glasshouse sites are likely to be particularly positive. On the other hand, the draft Plan would allow development of large areas of currently undeveloped land, for instance at Belgrave and potentially Outside of the Centres. Industrial development around the harbour areas has the potential to be visually unattractive at a prominent location that will be seen by many people including the first glimpse of the Island for many visitors.

Where development proposals are received by the Department for EIA type development, they will be subject to all the relevant requirements of the Ordinance and any further assessment therefore required.

Table 0.4 below summarises the likely environmental impacts of the selected draft Plan policies. Those policies shaded in grey were not assessed because they are not expected to give rise to developments subject to EIA.

Table 0.4 Summary of likely environmental impacts of Island Development Plan policies

Key

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
Spatial Policies							
S1. Spatial Policy	+	-	0	-	+/-	+/-	?
S2. Main Centres and Main Centre Outer Areas	++	-	+/-	+/-	++/-	++/-?	++/-?
• Town	++	-	0	0	+/-	-?	-?

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
• The Bridge	++/-	-/--	+/-	0	0	-	-
S3. Local Centres	+ / ++	-?	+/-	-?	-/--	0?	-
• Cobo	++	0	0	0	--	0	-?
• Forest	+	0?	0	-?	0?	-?	-?
• Forest west	+	0?	+/-	0	0?	0	0
• L'Aumone	++	0	0	0	0	0	0
• L'Islet	+	-?	0	?	0	-?	-?
• St. Martin	+	-	-?	0	+	-?	?
• St. Pierre du Bois	++/-	-?	0	0	-	0?	0?
S4. Outside of the Centres	+/-	-	-	-	-	?	--
S5. Development of Strategic Importance	++	--?	--?	--?	--?	--?	--?
S6. Strategic Opportunity Sites	++	--?	--?	--?	--?	--?	--?
Main Centres (MC) and Main Centre Outer Area (MCOA) Policies							
MC1. Important Open Land in MC and MCOA							
MC2. Housing in MC and MCOA	++/-	-/--	+/-	-?	-	0?	+/-
• Belgrave Vinery	+/-	-	-	+/-	-	-?	-
• Franc Fief	+/-	-?	+/-	-	0	0	-
• La Vrangue	+/-?	-?	-?	-?	+/-	0?	-
• Les Pointues Rocques	+/-	0	+/-	-	0	0	-
• Saltpans	++/-	--	-?	-	-	0	-
MC3. Social and Community Facilities in MC and MCOA	++	0?	0?	0?	+/-	+	0?
MC4. Office Development in MC and MCOA	+	-	+/-	0	+/-	++/-?	++/-?
• Admiral Park	++/-	0	0	0	-	-	0
MC5. Industry, Storage and Distribution in MC and MCOA	+/-	-	+/-	-?	-/--?	+/-	+/-
• Longue Hougue KIA	0	--	-?	--	0	+/0?	-?
• Northside KIA	+	-?	0	-?	-?	-?	-
• Pitronnerie Road KIA	-?	0?	-?	-?	0?	0?	0/-
• Saltpans KIA	0	--	-?	-?	-	0?	+/-
MC6. Retail in MC	+	0?	0?	0?	+/-	+	+/-
MC7. Retail in MCOA	+	0?	0?	0?	+/-	+	+/-
MC8. Visitor Accommodation in MC and MCOA	0?	-?	0	-?	-	0	-?
MC9. Leisure and Recreation in MC	+/-?	-?	0	-	-	+	-?

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
and MCOA							
MC10. Harbour Action Areas	++/-	-	+	-	-	?	++
• St. Peter Port HAA	+/-	--	+	-/--?	-?	?	-/--?
• St. Sampson's HAA	+/-	--?	0?	--?	--?	?	-/--?
MC11. Regeneration Areas	++	-	++	-	-	?	++
• Leale's Yard	+	-	+/-	-?	-?	0?	++
Local Centre (LC) Policies							
LC1. Important Open Land in LC							
LC2. Housing in LC	++/-	-/--	+/-	-?	-	0?	+/-
LC3. Social and Community Facilities in LC	++	0?	0?	0?	+/-	+	0?
LC4. Offices, Industry and Storage and Distribution in LC	+/-	-	+/-	-?	-/--?	+/-	+/-
LC5. Retail in LC	+	0?	0?	0?	+/-	+	+/-
LC6. Visitor Accommodation in LC	0?	-?	0	-?	-	0	-?
LC7. Leisure and Recreation in LC	+/-?	-?	0	-	-	+	-?
Outside of the Centre (OC) Policies							
OC1. Housing OC							
OC2. Social and Community Facilities OC	++	0?	0?	0?	+/-	+	0?
OC3. Offices, Industry and Storage and Distribution OC	+/-	-	+/-	-?	-/--?	+/-	+/-
OC4. Retail OC	+	0?	0?	0?	+/-	+	+/-
OC5. Agriculture OC	0	0	0	0	0	+	0?
OC6. Horticulture OC	0	0	+/-	-?	++/-	+	+/-
OC7. Redundant Glasshouse Sites OC	+	-/0	+	0	?	0	++
OC8. Visitor Accommodation OC	0?	-?	0	-?	-	0	-?
OC9. Leisure and Recreation OC	+/-?	-?	0	-	-	+	-?
General Policies							
GP1. Landscape Character and Open Land							
GP2. Sites of Special Significance	?	-?	0?	-	-?	-?	-?
GP3. Areas of Biodiversity Importance							
GP4. Conservation Areas							
GP5. Protected Buildings							
GP6. Protected Monuments							
GP7. Archaeological Remains							
GP8. Design							

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
GP9. Sustainable Development							
GP10. Comprehensive Development							
GP11. Affordable Housing							
GP12. Protection of Housing Stock							
GP13. Householder Development							
GP14. Home Based Employment							
GP15. Creation and Extension of Curtilage							
GP16. Conversion of Redundant Buildings							
GP17. Public Safety and Hazardous Development	+/-	0?	0?	0?	0?	0?	0?
GP18. Public Realm and Public Art							
GP19. Community Plans							
GP20. Exceptions							
Infrastructure Policies							
IP1. Renewable Energy Production	++/-	--?	0	-	+	+/-	-/--
IP2. Solid Waste Management Facilities	+/-	--	+/-	-	+/-	+/-	-
• Longue Hougue	0/-	-	-?	-	0	+/-	-
• Mont Cuet	0	0	?	-?	0	0	0/+?
IP3. Main Centre Port Development	++/-	-	+	-	-	?	++
IP4. Airport Related Development	-	-?	-	-?	--	-?	-?
IP5. Safeguarded Areas	++/-	--	--	--?	--	-	-
• Chouet Headland, mineral extraction	--	--	0/--?	0/--?	-	--	-
• Les Vardes Quarry, water storage	?/+	+/-	++/-?	++/-	+/-	+	0
• Runway extension on land east of the airport runway	-	-	--	-	--	-	-?
IP6. Transport Infrastructure and Support Facilities							
IP7. Private and Communal Car Parking							
IP8. Public Car Parking	+/-	+/-	+/-	-?	+/-	+/-	++
IP9. Highway Safety, Accessibility and Capacity	+/-	--	-	0	+/-	+/-	--
IP10. Coastal Defences	++	-/--?	-/--?	-/--?	0	+/-	-?
IP11. Small-Scale Infrastructure Provision	++/-	-	0?	0?	+/-	+/-	-/--?

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
IP12. Crematoria and Burial Sites	+/-	-	-	-	-	+	?
• Le Foulon	+/-	0	0	0	-	-?	-?

0.6 Mitigation

The Environmental Impact Assessment process led to three types of suggested mitigation measures:

1. Suggested changes of wording to individual draft Plan policies and their supporting text to make them clearer, more internally consistent and more sustainable. For instance, the assessment suggests changes of wording to make the policies for Main Centres, Main Centre Outer Areas and Local Centres more consistent; identifies where some policies could better mention environmental constraints or objectives; and, suggests possibilities for environmental enhancements, such as new walking/cycling paths. Many of the recommendations were found to be adequately covered elsewhere, either within the draft Plan or in other legislation or would be addressed at a more detailed level later in the planning process (see point 2 below).

2. Suggestions for matters that should be included in any Environmental Statements for projects emerging from the Plan policies. These included, for instance, suggestions for specific walking/cycling routes or planting.

3. Strategic suggestions for improving the overall sustainability of the relevant draft Plan policies.

Table 0.5 shows the key strategic recommendations of the EIA and the response to these recommendations.

Table 0.5 Strategic suggestions for improving the Plan's sustainability

Recommendation	Response to recommendation
To stress its importance, begin the plan with a policy on sustainable development; and expand the definition of sustainable development in Policy GP9 to also protecting biodiversity and minimising pollution.	<p>The structure of Part Two of the draft Plan changed significantly partly in response to this recommendation. Part Two now contains six objectives supporting the principal aim of the draft Plan. The first of these, Plan Objective 1, promotes the provision of sustainable development that will make the most effective and efficient use of land, with the prudent use of natural resources, whilst protecting and managing the natural and built environment.</p> <p>In the draft Plan, the importance of sustainable development is a key theme throughout the document with both the Strategic Land Use Plan and purposes of the Law seeking to achieve sustainable development. However, achieving sustainable development is addressed through the draft Plan across several policies rather than relying solely on GP9.</p> <p>The first policy of the draft Plan, the Spatial Policy, concentrates</p>

Recommendation	Response to recommendation
	<p>development within and around the edges of the Main Centres with some limited development within and around the edges of the Local Centres which consolidates the majority of social and economic activity in the areas that have the best access to public transport and services and reduces the need to travel by car. This approach helps to reduce the Island's contribution to greenhouse gases. It also seeks to mitigate the impacts of climate change through greater resource efficiency. The draft Spatial Policy and other draft Plan policies work in unison to address sustainable development and promote the prudent use of natural resources and ensure that the physical and natural environment of the Island is conserved and enhanced.</p> <p>In the draft Plan, sustainable development is defined as meeting the needs of the present generation without harming the ability of future generations to meet their own particular needs, which is consistent with the definition as agreed by the States of Guernsey in the Strategic Land Use Plan.</p>
<p>Consider turning Northside (St Sampson) into housing, tourism and/or retail rather than industrial, to take better advantage of the site's central and attractive location</p>	<p>The Development Proximity Zone at Northside currently restricts other forms of development there. Both the Visions for the Bridge and the Ports Masterplan highlight the potential of this area for waterfront living or improved tourism/heritage. The Ports Masterplan suggested relocating the Northside industry to Longue Hougue, allowing the Development Proximity Zone to be removed.</p> <p>However, this would involve the agreement of several parties and co-ordination of several States' Departments and Strategies, which would take some time and is uncertain. Even with an agreement, it would take a long time - beyond the plan's life - to achieve such a transition. As such it would not be appropriate for the Department to designate this land for housing or any other purpose than its current use for industry at this time.</p>
<p>Give greater importance to flooding as a key social and economic risk.</p>	<p>The Strategic Land Use Plan provides guidance to the Environment Department on climate change adaptation and particular direction on the approach to development and flood risk. It directs the Department not to adopt a blanket approach of no development within areas prone to flooding but rather develop an approach that assesses the risk on a case by case basis and to enable the opportunities for harnessing of investment through development where appropriate to improve defences and thereby reduce the flood risk to the new and existing developments.</p> <p>The draft Plan requires that development should be located and designed appropriately and subject to risk assessment, and that a full exploration of opportunities to harness investment from development proposals within flood risk areas should be carried out. It also expects new and existing building stock in flood risk areas to be constructed or modified in such a way as to be more resilient to the impacts of climate change. As a result of this approach, there are several key development sites within vulnerable areas.</p> <p>It is considered the importance of flooding and climate change adaptation is properly reflected in the policies of the draft Plan and no change to the</p>

Recommendation	Response to recommendation
	approach or policies is required.
Include policies that more robustly discourage car use and encourage walking, cycling and public transport	<p>The draft plan takes into account and enables support of the 'Integrated On-Island Transport Strategy' (2014) which encourages a shift from cars to walking and cycling.</p> <p>In addition to this strategy the draft Plan encourages better walking and cycling connections; sets maximum car parking standards for Main Centres and Main Centre Outer Areas to discourage car use; and allows for Park and Ride projects as developments of strategic importance for reasons of sustainability. However, a balance must be struck between providing an appropriate level of car public parking to enable convenient access to shops and services, employment sites and existing uses particularly in the Centres and the need to reduce car dependency. The Department considers the Plan policies have struck the appropriate balance without amendment.</p>
In Local Centres, promote better place making and increased accessibility to services	The draft plan does support better place making in local centres, for instance improvements to the public realm and allowing for appropriate development. The draft plan also introduces the mechanism to deliver community plans which allows members of a community to set out a vision for improvements to a particular locality.
Promote enhancement of biodiversity, not just minimisation of impacts	The draft Plan promotes enhancement and protection of biodiversity by introducing Sites of Special Significance designations which protect and enhance where possible areas of outstanding botanical, scientific or zoological interest; and Areas of Biodiversity Importance for areas of more local biodiversity importance where the biodiversity impacts of development will be carefully assessed and mitigated and with enhancement of biodiversity through development where possible. These, together with the identification of Important Open Spaces, will form a series of informal green wedges and a green corridor effect within the Main Centres and Main Centre Outer Areas. Development Frameworks for larger sites also require consideration of enhancement of biodiversity.
Give greater support to onshore wind power in the supporting text to policy IP1.	The supporting text to IP1 focuses on onshore solar and offshore wind, but the policy wording supports all forms of renewable energy provisions. No change is needed.

0.7 Next steps

The Environment Department published the draft Plan in February 2015. The draft Plan together with the Environmental Statement and the Non-Technical Summary was made available at the Greffe and at other appropriate public places for public inspection, and for purchase at the offices of the Environment Department at Sir Charles Frossard House, La Charroterie, St Peter Port, GY1 1FH.

The draft Plan and the Environmental Statement were considered by independent Planning Inspectors through a public inquiry. The Inspectors invited written representations from the public on the draft policies and the ES following publication of the draft Plan and ES by the Department. A total of 1516 representations were received in relation to the Initial Representations stage and 353

received in relation to the Further Representations stage. The Environment Department provided a written response to each of the 1869 representations received. The Public Hearing stage of the Inquiry was held between 6th and 23rd October 2015. During the Planning Inquiry the Environment Department formally submitted a number of proposed amendments to the draft Plan in response to the Initial and Further Representations received and in some cases to correct errors or omissions identified since publishing the draft Plan. The proposed amendments were subject to public consultation.

The inspectors have submitted a report to the Environment Department on 4th March 2016 with their conclusions and recommendations, including any recommended changes to the draft Plan. The Inspectors' report has now been considered by the Department and it has decided to accept some of the changes proposed by the Inspectors. The Department's conclusions are set out in a report Environment Department's response to the Inspectors' report, March 2016. The Environmental Statement previously published has been updated and amended where appropriate to reflect the proposed changes in light of the Public Inquiry stage and Inspectors' recommendations.

The draft Island Development Plan together with other documents including the revised Environmental Statement and the Inspectors' report is expected to be considered by the States in 2016 and once the Plan is adopted it will immediately come into effect.

Further environmental assessment of the draft policies may be needed if the draft Plan changes significantly in the following stages prior to adoption. Once the Island Development Plan is adopted, its impacts (including environmental impacts) will be monitored quarterly and annually.

**APPENDIX 3: THE ENVIRONMENTAL IMPACT ASSESSMENT OF THE
DRAFT ISLAND DEVELOPMENT PLAN: NON-TECHNICAL SUMMARY,
FEBRUARY 2015 (UPDATED APRIL 2016)**

**Environmental Impact Assessment of
the draft Island Development Plan:
Non-Technical Summary**

February 2015

(updated April 2016)



Development &
Planning Authority

NON-TECHNICAL SUMMARY

0.1 Environmental Impact Assessment and the Island Development Plan

The Island Development Plan (the Plan) is a Development Plan prepared by the Environment Department, which, once adopted by the States of Guernsey, will replace the Urban Area Plan (2002) and Rural Area Plan (2005). It provides for the future economic, social and environmental development needs of the Island in land use terms in a way that conserves the special features of its environment, makes good use of its resources, and offers a good quality of life. Figure 0.1 shows the plan structure.

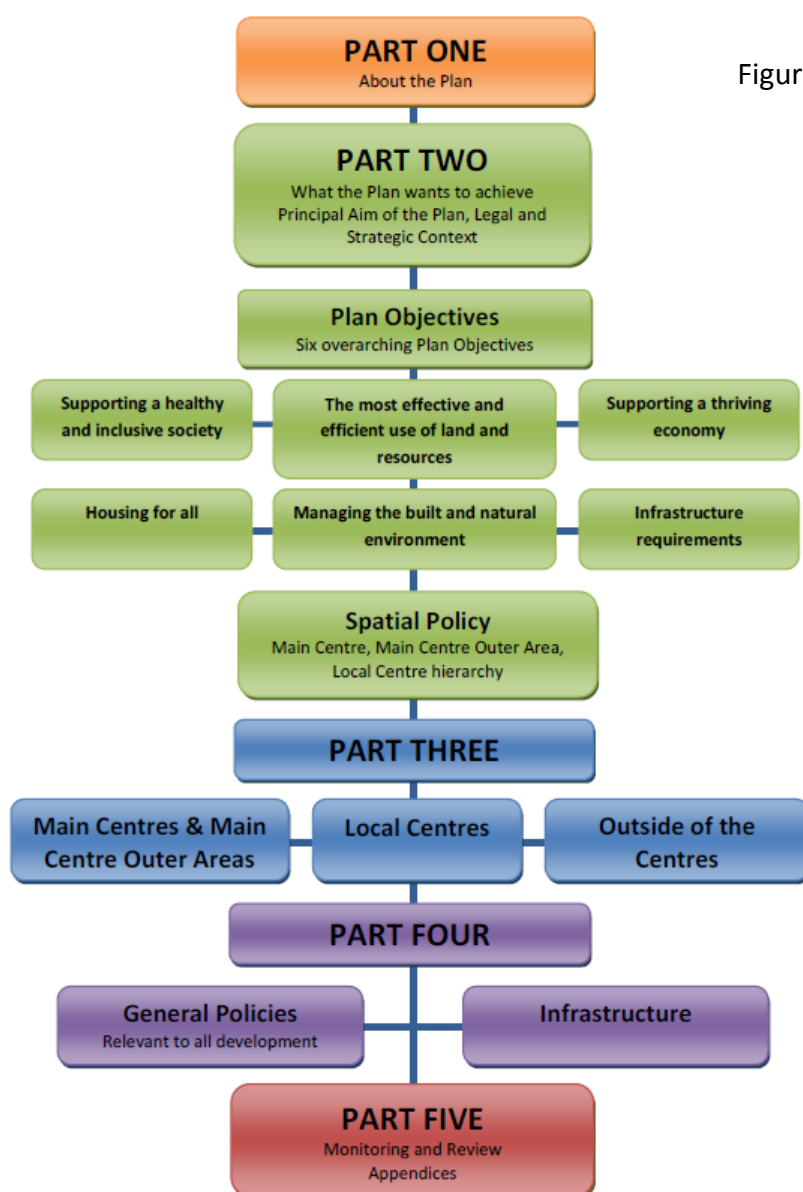


Figure 0.1: Structure of the Island Development Plan

This report is a non-technical summary of the Environmental Statement (ES) which sets out the findings of the Environmental Impact Assessment (EIA) process for the Island Development Plan. Not all parts of the draft Island Development Plan require assessment.

The EIA only assesses those selected policies that are identified as enabling certain development, often of large scale, likely to have significant environmental impacts. Given that the selected policies identified for assessment are only those which could enable development which could itself require EIA, most of the assessed policies' environmental impacts will inevitably be neutral or negative: these developments, because of their type, generally involve land take, generate additional vehicle movements, impact on the landscape and biodiversity, etc. Notwithstanding this, however, all development on the Island will be subject to all the relevant policies of the Plan, once adopted, including the environmental protective policies which are not assessed as part of the EIA, including Policies GP8 on design, GP9 on sustainable development, GP3 on Areas of Biodiversity Importance and GP5 on Protected Buildings.

The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 (the Ordinance) only requires the assessment of Plan policies that could give rise to development that itself requires EIA. The EIA aims to ensure that these policies are sustainable and fully considers likely significant environmental effects. The ES describes the current environment in Guernsey, identifying environmental objectives, considering alternative policy approaches to those set out in the draft Island Development Plan, identifying any likely significant environmental impacts of implementing these policies and suggesting ways in which negative impacts could be avoided or minimised.

The draft Island Development Plan (the draft Plan) was prepared between January 2012 and January 2015 and involved several rounds of consultation and preparation of background evidence reports. The Environment Department published the draft Island Development Plan (draft Plan) in February 2015, together with an Environmental Statement and non-technical summary of the Environmental Statement, for public inspection and comment. An inquiry was then opened on the same day and held by independent Planning Inspectors, including a public hearing stage during October 2015. The inspectors have submitted a report to the Environment Department on 4th March 2016 with their conclusions and recommendations, including any recommended changes to the draft Plan. The Inspectors' report has now been considered by the Department and it has decided to accept some of the changes proposed by the Inspectors. The Department's conclusions are set out in a report 'Environment Department's response to the Inspectors' report , March 2016. The Environmental Statement previously published has been updated to reflect the relevant proposed changes in light of the Public Inquiry stage and Inspectors' recommendations. The EIA of the draft Plan was carried out by the Environment Department in consultation with appropriate experts which helps to provide external views and an objective assessment of the draft Plan. This is Guernsey's first EIA of a Development Plan.

0.2 Policy, Legal and Environmental Context

Policy & legal: The Land Planning and Development (Guernsey) Law, 2005 (the Law) aims to protect, enhance and facilitate the sustainable development of Guernsey's physical environment. The States' Strategic Plan includes four Island Resource Plans which describe how the States will manage or influence the use of Island resources. One of these is the Strategic Land Use Plan, which sets out a 20-year agenda for land use planning in Guernsey and guides and directs the Environment Department in the preparation of Development Plan policies. The Environment Department has a statutory duty to seek to achieve the purposes of the Law and the objectives set out in the Strategic Land Use Plan and where they conflict, to find a balance so far as possible.

In preparing the ES relating to the Environmental Impact Assessment of the draft Plan, the Environment Department must include relevant national and international standards or guidance or requirements under other applicable legislation e.g. requirements of Guernsey legislation under other parts of the planning legislation, waste, water, health and safety, energy, shipping and harbours and maritime.

Population: Guernsey has a population of about 63,000 people. This rose by about 5% in the last ten years. The Island's population is aging. Although several hundred people migrate to and from Guernsey every year, this number is small compared to the Island's overall population. Of about 26,000 homes on the Island, 62% are owner occupied, 27% are rented, and most of the rest are social housing. Overall there is a States target of 300 new dwellings (planning permissions) per year and although targets have until now been met, recent research into housing need shows a growing requirement over the life of the Plan.

Fauna and flora: Of Guernsey's land area, 6% is woodland, 5% is dense scrub, 21% is dry grassland and 3.6% is open natural habitat (mostly dune grassland, coastal grassland and marshy grassland). According to the Habitat Survey (2010), Guernsey's biodiversity declined significantly between the years 1999 to 2010, mostly due to the abandonment of land and its succession to scrub or woodland, and related declines in rarer habitats.

Soil, waste and landscape: Almost 12% of Guernsey's total land area is developed. Most of the Island's high quality soil is in the south and west. In 2012, 31% of household waste was recycled, 16% was composted and 53% was sent to landfill at Mont Cuet: this is slightly below the European target. Of commercial and industrial waste, 28% was recycled, 15% was composted, 20% was incinerated and 37% went to landfill. The proportion and total amount of waste being sent to landfill is slowly decreasing.

Water: Water use has remained roughly steady over the last five years. About half of water use is for households and half commercial. Surface water nitrate concentration has decreased by about half over the last ten years and is much better than European standards. Water quality at beaches is good. Several areas of the Island are at risk from coastal flooding, including St Sampson's Harbour.

Air and climatic factors: Levels of nitrogen oxides – caused mostly by vehicles – are generally within World Health Organisation standards but exceed the standards at times at some busy roadsides, notably the Grange, St Peter Port and Bulwer Avenue, St Sampson. While air pollution levels are

increasing in places, the air quality for the Island as a whole still remains good. Greenhouse gas emissions reduced by almost 20% between 1999 and 2008-2012, going further than Guernsey's international commitments. Almost all this drop took place in 2001 when electricity started to be imported from France via a cable link. Except for this large decrease, greenhouse gas emissions as a result of power generation have generally increased.

Material assets: Guernsey has a rich heritage which includes burial mounds, standing stones, mediaeval road patterns, fortifications, protected buildings and Conservation Areas. Guernsey is very well-catered for in terms of outdoor recreational space (sports pitches, allotments, etc.), natural space (woodlands, meadows, etc.) and beaches. Most of the Island's surveyed formal open spaces and areas of outdoor recreation are in the northern part of the Island. There is a distinct deficit of parks and play spaces in the south and south-west of the Island. Play spaces often cater for younger children but not teenagers.

Table 0.1 summarises the Island's strengths, weaknesses, opportunities and threats (SWOT) in terms of environmental baseline.

Table 0.1. SWOT table for Guernsey

Strengths	Weaknesses
<p>Attractive environment</p> <p>Local distinctiveness, e.g. earthbanks, ormers, Guernsey cow</p> <p>Strong historical/archaeological legacy</p> <p>Mild climate: pleasant to live in, ability to support a wide variety of agricultural production</p> <p>Wealth of informal open spaces, e.g. beaches and recreational facilities</p> <p>Water resources (no need for desalination for foreseeable future)</p> <p>Good rates of recycling</p>	<p>Heavy reliance on private motor vehicles</p> <p>Reliance on imports, including fuel (current arrangements are high risk)</p> <p>Small scale, i.e. limited land, unable to be food sufficient</p> <p>Air pollution hot spots</p> <p>Lack of formal coastal management</p> <p>Legacy of horticultural industry (redundant glasshouse sites)</p> <p>Declining biodiversity, in part due to the abandonment of land and its succession to scrub or woodland</p> <p>CO₂ emissions not reducing</p> <p>Limited amount of formal play areas, especially for older children</p>
Opportunities	Threats
<p>Greater public access to open space/visual open space</p> <p>Renewable energy, in particular tidal</p> <p>Brownfield redevelopment</p>	<p>Loss of agricultural land, e.g. use for horses</p> <p>Decline of biodiversity due to inappropriate development, recreation, etc.</p> <p>Complacency re. CO₂ emissions</p>

Remediation of contaminated land Contribution of clearance of redundant glasshouse sites to agriculture or open land New Sites of Special Significance designations to protect and enhance the Island's areas of special interest including biodiversity , botanical, zoological, scientific, archaeological, historical, cultural, geological and other special interests Energy efficiencies – improved sustainable design and construction	Aging population Climate change, including coastal flooding
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0.3 Assessment methodology

As Stated in section 0.1, not all parts and policies of the draft Island Development Plan require EIA. The Ordinance only requires the assessment of Plan policies that could give rise to development that itself requires EIA. Other Plan policies, for instance those on good design or public art, do not need to be assessed.

The EIA Ordinance requires an assessment of population, fauna, flora, soil, water, air, climatic factors, material assets (including architectural and archaeological heritage) and landscape. Air and climatic factors were considered together, since emissions of greenhouse gases are also air pollution emissions.

Two levels of assessment were carried out: a strategic assessment for broad, non- site specific draft policies and a site-specific assessment for specific projects referred to in the draft policies or supporting text. The draft policies' impacts were assessed in comparison to current conditions. The following symbols were used:

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

The assessment was carried out on the basis of site visits, overlay maps of constraints, background reports and the planning team's knowledge of the Island. Tables describing the likely impact of typical development projects were developed and provided a basis for the policy assessments.

Table 0.2 shows the policies in the draft Plan that could give rise to each type of EIA development, and so those policies whose impacts, in particular in relation to the likely significant environmental effects of development enabled by those draft policies, have been assessed in this report.

Table 0.2 Potential projects subject to EIA, and draft Plan policies that could lead to such projects

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹
1(a)	A site for the disposal or processing of waste	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(b)	Reservoirs for public water supply, waste water plants or sewage treatment plants	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP2 Solid Waste Management Facilities IP5 Safeguarded Areas
1(d)	Quarries, or the extraction of minerals by quarrying, mining or drilling	S5 Development of Strategic Importance S6 Strategic Opportunity Sites IP5 Safeguarded Areas
1(f)	Reclamation of land from the sea	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas
1(g)	Non-domestic installations for production of energy (excluding wind power of 1 turbine)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites OC7 Redundant Glasshouse Sites OC IP1 Renewable Energy

¹ For more details on existing and envisaged development proposals, see section 5 of this Environmental Statement.

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹
		IP11 Small-scale Infrastructure
1(h)	Water management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC OC6 Horticulture OC IP11 Small-scale Infrastructure
1(j)	New golf courses and alterations to existing golf courses	GP2 Sites of Special Significance OC9 Leisure and Recreation OC
1(k)	Airport runways	S5 Development of Strategic Importance IP4 Airport Related Development IP5 Safeguarded Areas
2(a)	Any development project not falling within Schedule 1, including any business parks or industrial estates or retail or leisure development, where the area of the development exceeds 1 hectare	S2 Main Centres S3 Local Centres S4 Outside of the Centres MC2/LC2 Housing MC3/LC3/OC2 Social and Community MC4/MC5/LC4/OC3 Office, Industrial, etc. MC6/MC7/LC5/OC4 Retail MC8/LC6/OC8 Visitor Accommodation in MC/MCOA MC9/LC7/OC9 Leisure MC10 Harbour Action Areas MC11 Regeneration Areas OC7 Redundant Glasshouse Sites OC IP4 Airport Related Development
2(b)	Construction of roads, harbours and port installations	S5 Development of Strategic Importance

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹
		S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety
2(c)	Works to provide new coastal defences and sea defences and reconstruct existing defences	S5 Development of Strategic Importance MC10 Harbour Action Areas IP10 Coastal Defences
2(d)	Any infrastructure project, not falling within Schedule 1 or any other item of this Schedule, which is of island-wide significance	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas IP1 Renewable Energy Production IP2 Solid Waste Management Facilities IP3 Main Centre Port Development IP6 Transport infrastructure IP9 Highway Safety IP12 Crematoria and Burial Sites
2(e)	Any project on, or which may affect, a Ramsar site	S5 Development of Strategic Importance S6 Strategic Opportunity Sites GP2 Sites of Special Significance
2(f)	Waste management projects for agriculture	S5 Development of Strategic Importance OC5 Agriculture OC OC6 Horticulture OC IP2 Solid Waste Management Facilities IP11 Small-scale Infrastructure

Potential projects subject to EIA: EIA Ordinance Schedule		Draft Policies potentially leading to EIA development ¹
2(g)	Installations for the slaughter of animals	MC10 Harbour Action Areas IP2 Solid Waste Management Facilities
2(h), 2(i)	Installations for the storage of natural gas (>1,000kg) and/or petroleum, petrochemicals or other hazardous chemicals (>10,000 litres)	S5 Development of Strategic Importance S6 Strategic Opportunity Sites MC10 Harbour Action Areas GP17 Public Safety and Hazardous Development
2(j)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of this Schedule	S5 Development of Strategic Importance MC10 Harbour Action Areas IP5 Safeguarded Areas IP6 Transport Infrastructure IP8 Public Car Parking IP9 Highway Safety IP11 Small-scale Infrastructure IP12 Crematoria and Burial Sites
Sec. 40(5)	Any change or extension to any development of a description set out in Schedule 1, or paragraphs (a) to (i) of Schedule 2, where planning permission has already been given for that development or that development has already been carried out or is being carried out, and the change or extension may have significant adverse effects on the environment	GP2 Sites of Special Significance

* The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007

0.4 Alternatives

As part of preparing the draft Plan, alternative policy approaches were considered by the Environment Department. Research and consultation on the options informed the decisions which have led to the selected draft Plan policies as proposed. For example, options on the approach to affordable housing policy looked at five different ways to deliver this policy during the Key Messages, Issues and Options consultation in July 2013. The EIA process involves the identification of those selected draft Plan policies that could give rise to projects that themselves require EIA. As part of the assessment of these identified draft selected policies, the Environment Department must also assess the environmental impacts of reasonable policy approach alternatives in comparison as it is required to set out the implications for the environment of the policy choices. These alternative policy approaches can include the option of not having a policy of the kind envisaged at all ('no policy' option).

A wide range of alternatives to the identified selected draft policies was considered as part of EIA. Some were discounted early on for reasons set out in the ES. For instance the 'no policy' option was discounted for draft policies where this approach was contrary to the guidance or direction given by the Strategic Land Use Plan. Similarly, the alternative of not allocating certain sites for development would contravene the guidance and direction of the Strategic Land Use Plan. Other alternatives were more comprehensively assessed and compared: these are listed at Table 0.3 where the final, selected policies are shown shaded in blue.

Alternatives can be a complete replacement for the selected policy, an addition to the policy approach or a variation of one element of the selected policy. For example, the alternative of allocation of land for new housing in Local Centres would be an addition to the selected policy approach in the draft Plan of housing allocations in Main Centres and Main Centre Outer Areas rather than a replacement. However, allowing new offices within Local Centres only through conversion or homeworking would be a variation on an element of the selected draft Plan policy. Generally the selected draft policies and sites in the draft Plan were chosen because they are more clearly consistent with the Strategic Land Use Plan, and are more sustainable and/or provide a better fit with the draft Plan's aim and objectives.

Table 0.3 Alternatives considered in more detail (The selected draft Plan policies identified for assessment are shaded in blue)

Plan topic	Alternatives considered in more detail
Main Centres	<ul style="list-style-type: none">Support development within and around the Main Centres by demarcation of boundaries for Main Centres and Main Centre Outer AreasNo demarcation of Main Centre boundaries
Local Centres	<ul style="list-style-type: none">Designation of seven Local CentresDesignation of more Local Centres

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> Designation of fewer Local Centres
Housing	<ul style="list-style-type: none"> Allocation of land for housing to meet the majority of the 5 year supply within Main Centres and Main Centre Outer Areas only ; allow new housing of appropriate scale in Local Centres through windfall development to sustain the community ; Outside of Centres as appropriate, allow new housing through the conversion and subdivision of existing buildings only. Allocation of sites for housing within Local Centres
Office, industry, storage and distribution uses	<ul style="list-style-type: none"> Support new and refurbished offices primarily in Main Centres and at Admiral Park; and allow new offices in Local Centres where they are of an appropriate scale Selected policy approach except in local centres, allow new offices only through conversion or home-working Within Main Centres and Main Centres Outer Areas, consolidate Industry, Storage and Distribution uses on Key Industrial Areas (KIA) at Longue Hougue, Northside, Pitronnerie Road and Saltpans and allow for future expansion at these locations; support existing premises outside these areas to continue operation or allow change of use to another appropriate use Provision made for industry, storage and distribution uses within Main Centres /Main Centre Outer Areas through policy alone, no KIA or Key Industrial Expansion Areas Outside of Centres, support for existing operations and support for limited development of offices through conversion of redundant buildings and home working; development of industry/storage uses requiring such a location through conversion of redundant buildings or redevelopment of appropriate brownfield or redundant glasshouse sites and allow new industrial and storage and distribution uses at designated site at La Villiaze, Forest. Outside of the Centres support limited development of small workshops/ yards only on redundant glasshouse sites Outside of the Centres allow development of industrial and storage/ distribution uses on greenfield land
Regeneration Areas	<ul style="list-style-type: none"> Support and highlight as opportunity sites Regeneration Areas at Lower Pollet, South Esplanade and Mignot Plateau, Mansell Street/ Le Bordage and Leale's Yard

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> Designation of different sites as Regeneration Areas
Visitor accommodation	<ul style="list-style-type: none"> Support new visitor accommodation in Main Centres and Main Centre Outer Areas; and in Local Centres and Outside of Centres but only where of an appropriate scale and created through the change of use of existing buildings or the conversion of redundant buildings. Change of use of away from visitor accommodation only supported in exceptional circumstances. Campsites supported outside of the centres. Allow new visitor accommodation within the Main Centres and Main Centre Outer Areas only through conversion of existing buildings Selected policies, excluding the provision of campsites
Agriculture Outside of the Centres	<ul style="list-style-type: none"> Support agricultural development, allow diversification of existing farmsteads to include ancillary uses and resist the loss of existing agricultural holdings within Agriculture Priority Areas (APAs); other uses can be considered within APAs as appropriate and there is provision for existing agriculture to continue outside of the APA, however loss of existing farmsteads outside of the APAs will not be resisted Allow only agricultural development within APAs, and no such development outside the APAs No designated Agriculture Priority Areas
Horticulture Outside of the Centres	<ul style="list-style-type: none"> No new holdings but support improvements to existing commercial horticultural holdings, on the condition that any new structures permitted must be removed when no longer required Allow minor works to existing horticultural operations, but no new holdings Allow development of new horticultural holdings
Redundant glasshouse Sites Outside of the Centres	<ul style="list-style-type: none"> Support clearance and return of redundant glasshouse sites to agricultural use, other open land, or to other uses such as clearance for use as curtilage and redevelopment for industrial/ storage uses; proposals for renewable energy or outdoor formal and informal recreation uses and informal leisure uses as appropriate to their location Only allow for return of redundant glasshouse sites to agriculture or limited inclusion within curtilage
Retail	<ul style="list-style-type: none"> Support new comparison and convenience retail in Main Centres including identifying core retail areas within Main Centres where the approach

Plan topic	Alternatives considered in more detail
	<p>supports retail but allows other uses that contribute to vitality and viability. No new comparison retail outside of the Main Centres. Support new convenience retail in Main Centre Outer Areas and in Local Centres of an appropriate scale. Support for improvements to existing convenience and provision for works to support existing comparison retail operations. Outside of the Centres, there is provision for new convenience retail in coastal locations through conversion of existing buildings and provision to extend and alter existing convenience retail in these locations. Outside of the Centres there is provision to make minor improvements to support current operations.</p> <ul style="list-style-type: none"> Identify 'primary' and 'secondary' retail areas within the Main Centres and Main Centre Outer Areas
Social and community facilities	<ul style="list-style-type: none"> Support improvements to existing sites and new social/community facilities in Main Centres and Main Centre Outer Areas and Local Centres where existing sites are not available/suitable; Loss of facilities will only be supported where it is demonstrated the facility can be replaced on appropriate site or is no longer required and its loss would not adversely impact on the vitality and viability of the centres. In Local Centres proposals must be of an appropriate scale for the Local Centre concerned and not undermine Main Centres. Outside of the Centres support for new facilities only through conversion of existing buildings; improvement to existing facilities where they are of an appropriate scale and do not undermine the centres.; and change of use of facilities considered where facility is no longer required or provided adequately within the centres. Allocation of sites for social and community use
Leisure and recreation	<ul style="list-style-type: none"> Support leisure and recreation development in Main Centres, and development in Main Centre Outer Areas and Outside of the Centres of appropriate scale depending on the category of Leisure or Recreation use. Support development in Local Centres of an appropriate scale. Change of use of away from leisure or recreation use only supported in limited circumstances. Allow any leisure and recreation development within and around Main Centres Allow leisure and recreation development in Agriculture Priority Areas which have not been proven unviable
Development of Strategic	<ul style="list-style-type: none"> Support Development of Strategic Importance as defined where there is no better alternative site. Support Strategic Opportunity Sites as defined

Plan topic	Alternatives considered in more detail
Importance and Strategic Opportunity Sites	<p>where the proposal meets a States objective and the site is obsolete or underused</p> <ul style="list-style-type: none"> • No requirement to demonstrate lack of availability of an alternative, more suitable, site • No requirement for the site to be obsolete or underused in its current form
Harbour Action Areas and Main Centre Port Development	<ul style="list-style-type: none"> • Designate St Peter Port and St Sampson harbours as Harbour Action Areas and support development and redevelopment there subject to Local Planning Briefs. In the interim of delivering a LPB, development that would not prejudice the delivering of LPB, will be considered against policies of the Plan • No designation of Harbour Action Areas
Renewable energy	<ul style="list-style-type: none"> • Encourage renewable energy installation where it can be satisfactorily incorporated into an existing development, on brownfield land, or involves the use of appropriate redundant vineries, and is not on commercial agricultural/ open land. Requirement to remove equipment and structures and restore the land once the development is no longer required or obsolete may be applied • Encourage renewable energy installations on primary agricultural land • Allow renewable energy installations only on redundant glasshouse sites
Waste management facilities	<ul style="list-style-type: none"> • Support development to implement the Waste Strategy and provision for certain proposals which may emerge as a result to be considered as Development of Strategic Importance where appropriate to enable an exception to the Spatial Policy where no suitable alternative site exists. Recognise and support Mont Cuët and Longue Hougue as areas for a waste management facilities; , direct new development proposals to Key Industrial Areas and their Expansions Areas; support for improvement to other existing waste management facilities outside these designated areas will be considered on case by case basis in line with States objectives. For those intended for personal use, direction to locate these facilities within centres where possible and preferably close to other existing community facilities. • No new waste management facilities, and no extension or alteration to existing facilities beyond Longue Hougue
Small scale infrastructure	<ul style="list-style-type: none"> • Support new small scale infrastructure where it contributes to efficient and sustainable infrastructure, but only if sharing of facilities is not possible

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> Support small scale infrastructure, 'encouraging' (rather than 'requiring') it to be shown that sharing of existing facilities, etc. is not possible
Highway safety, accessibility and capacity	<ul style="list-style-type: none"> Consider the road network's ability to cope with increased traffic resulting from development, and require appropriate road alteration and/or an impact management scheme if needed No requirement for alterations to the highway or the implementation of a management scheme
Public car parking	<ul style="list-style-type: none"> Within Main Centre and Main Centre Outer Areas, provision of new public car parks will not be supported except as part of a comprehensive development scheme brought forward through a Local Planning Brief for a Harbour Action Area and in accordance with States Strategies; support for the relocation of existing parking in the Main Centres where it decreases the negative impact of the motor car on the Main Centres; temporary car parks on vacant sites will not normally be permitted; and outside of the Main Centre and Main Centre Outer areas, proposals will be assessed on case by case basis Allow a net increase in public car parking spaces within Main Centres and Main Centre Outer Areas, beyond the Harbour Action Areas Direct public car parking from the Main Centres to the Main Centre Outer Areas Allow temporary car parks on vacant sites proposed for development
Crematoria	<ul style="list-style-type: none"> New crematoria and burial sites to be treated as Developments of Strategic Importance and support for extensions and improvements to existing facilities within their site No new sites allowed for crematoria or burials
Airport related development	<ul style="list-style-type: none"> Support operational airport development and prohibit any development which would prejudice the effective, efficient and safe operation of the airport. Support airport related uses where it complements and supports efficient and effective airport operations and provides economic benefits using a sequential test for sites within airport land, followed by immediately adjoining and lastly followed by those near the airport where appropriate. Do not employ a sequential test regarding proximity of development to the airport

Plan topic	Alternatives considered in more detail
	<ul style="list-style-type: none"> Only allow airport-related development within the airport boundary
Public safety / hazardous development	<ul style="list-style-type: none"> Require a risk assessment for potentially hazardous developments which sets out measures to address any risks, with no support for proposals that are unacceptably risky to public health and safety. Additional controls may be applied over proposals within identified Public Safety Areas. Consider risks to the environment as well as to public health or safety
Safeguarded areas	<ul style="list-style-type: none"> Safeguarded areas shall be protected from any development that may compromise their future implementation for strategically important development. Designate Safeguarded Areas at Les Vardes, St Sampson's, Chouet Headland, Vale and land to the east of the airport Not designating a Safeguarded Area adjacent to the airport but using a policy alone to prevent development that may compromise future of strategic transport link (no alternative pursued for the other areas as specifically directed to designate those sites by the Strategic Land Use Plan)
Sites of Special Significance	<ul style="list-style-type: none"> Designate 9 Sites of Special Significance (SSS's) for outstanding botanical, scientific and zoological interest, with development in SSSs permitted only where it would not have a significant impact on the SSS's special interest or impacts can be mitigated Designate all former Sites of Nature Conservation Importance as SSSs

0.5 Assessment

As stated in section 0.1, the draft Plan aims to provide for the future economic, social and environmental development needs of the Island, in land use terms, in a way that conserves the special features of its environment, makes good use of its resources, and offers a good quality of life. The EIA only assesses those selected draft policies that are identified as enabling certain development, often of large scale, likely to have significant environmental impacts. Given that the selected draft policies identified for assessment are only those which could enable development which could itself require EIA, most of the assessed policies' environmental impacts will inevitably be neutral or negative: these developments, because of their type, generally involve land take, generate additional vehicle movements, impact on the landscape and biodiversity, etc. Notwithstanding this, however, all development on the Island will be subject to all the relevant policies of the Plan, once adopted, including the environmental protective policies which are not assessed as part of the EIA, including Policies GP8 on design, GP9 on sustainable development, GP3 on Areas of Biodiversity Importance and GP5 on Protected Buildings.

In order to establish the likely significant environmental impacts resulting from the selected draft policies, reference was made to four existing project level EIAs, as follows:

Extension to Les Vardes Quarry: Permission was granted for this proposal which will involve extending the life of the existing quarry by eight years and removing a further 1.27 million tonnes of granite from 4.65Ha of land. The main environmental impacts are set out in the ES of 2008.

The draft Plan includes Chouet Headland as a possible site for mineral extraction (Policy IP5). A similar list of impacts is possible for mineral extraction at Chouet Headland, as included within the draft Plan, but the significance of the impacts is likely to be different due to the different opportunities, constraints and characteristics of that site.

Works to the runway at Guernsey Airport: Works to the runway, including upgrading the runway and provision of grass Runway End Safety Areas at both ends of the runway, were carried out in 2012-2013. The main environmental impacts are set out in the ES of 2011.

The draft Plan includes a policy which safeguards an area for an extension to the airport runway (Policy IP5). This could have similar impacts to those described in this ES in particular those which would apply to all major runway construction/works.

Temporary loading dock and storage at Longue Hougue: Works to allow importation of aggregate, cement, bitumen and equipment for the runway works at the airport, including a pontoon, hopper and mobile conveyer system, an open storage area, a concrete batching plant and office facilities, were carried out in 2012-2013, in conjunction with works to the airport runway. The main environmental impacts are set out in the ES of 2011.

Residual waste treatment facility at Longue Hougue: A draft ES was prepared in 2010 to assess the environmental effects of development comprising a mechanical treatment recycling unit to sort materials for recycling and an energy-from-waste unit to treat the Island's domestic, commercial and industrial waste. This ES was not completed but its initial conclusions are set out in that document.

The draft Plan proposes Longue Hougue as a Key Industrial Area and Key Industrial Expansion Area (Policy MC5) and a site for waste management facilities (Policy IP2): these could have similar impacts to those described in the ES depending on the nature of the proposals which eventually come forward.

The following paragraphs give an overview of the likely significant environmental impacts of the assessed selected draft policies which have been identified as enabling development likely to have environmental impacts – further detail can be seen in Table 0.4 below. The proposed amendments to these policies have been considered and assessed. The majority of the proposed amendments to the draft Plan relate to minor changes in the policy wording to provide clarification or ensure consistency with other policies of the draft Plan which do not raise any environmental issues. There are minor amendments to various designations shown on the Proposals Map which again are not likely to raise significant environmental impacts. In summary, the proposed amendments do not alter the strategic environmental assessment of the policies but do result in changes to two site specific assessments.

The first of these relates to the proposed additional Local Centre at Forest West. The proposed Local Centre at Forest West is based on meeting the same criteria and sustainable level of services as applied to the other proposed Local Centres and the approach to identifying the boundaries of this additional Local Centre is consistent with that used to identify the other Local Centres, resulting in tightly drawn boundaries which reinforce the concentration of development within Main Centres as directed by the Spatial Policy.

The second site specific amendment relates to the boundary amendment proposed at Cobo Local Centre which incorporates a small area of greenfield land within the Local Centre. This raises a potential impact on the landscape. Overall, while some site specific assessments have changed, the proposed amendments have not altered the overall environmental impact assessment.

The assessed policies' overall impacts on *population* are likely to be positive with increased housing and improved services in areas that are accessible by a range of modes of transport; regeneration of areas that are currently in poor condition; design of development, taking into account all ages and disabilities; and, improved opportunities for formal and informal recreation and leisure. However, the draft Plan says little about support for deprived areas/residents or prioritisation of housing and services for those that most need them.

The assessed policies' overall impacts on *fauna and flora* are likely to be significantly negative. The majority of the draft policies assessed would have negative impacts in this respect particularly because of the type of development likely to be enabled. Some of the draft Plan policies that were not assessed (because they will not enable EIA type development) aim to protect designated biodiversity sites. Several of the key developments proposed in the draft Plan – the Saltpans housing site, developments at the Saltpans KIA, Longue Hougue KIA, both Harbour Action Areas and mineral extraction at Chouet Headland – are likely to individually have significant negative impacts on biodiversity. There would also be the cumulative effect of all the proposed development and past declines in biodiversity.

The assessed policies' overall impacts on *soil* are likely to be slightly negative. The draft Plan aims to minimise the use of greenfield land and the conversion of agricultural land to other land uses. Its hierarchy of Main Centres → Main Centre Outer Areas → Local Centres → Outside of the Centres helps to ensure that land is used efficiently. However, the draft Plan will allow for the development of large areas of currently undeveloped land. There would also be a cumulative effect of past development although Guernsey only has 12% of land currently developed.

The assessed policies' overall impacts on *water* are likely to be slightly negative. The draft Plan does not have specific policies about protection of water quality or efficient use of water resources, although the draft Plan does promote increased water efficiency through Policy GP9. Several of the key developments proposed in the draft Plan – Longue Hougue KIA, St. Sampson's Harbour Action Area, mineral extraction at Chouet Headland – have the potential to significantly affect water quality in the case of accidental leakages and most of the draft Plan policies assessed in the EIA could affect water quality through e.g. dust and siltation during construction and runoff during operation.

The assessed policies' overall impacts on *air and climatic factors* are likely to be slightly negative and, cumulatively, they are likely to be significantly negative. The draft Plan generally aims to place new development in locations that are accessible by modes other than the car and Policy IP6 on transport infrastructure supports developments that encourage a range of travel options. On the other hand, housing development in Local Centres and Outside of the Centres may generate greater vehicle use; works around the harbours that would support the use of deeper vessels could potentially increase pollution in densely populated areas; and, cumulatively, the new housing and employment sites would require more energy and thus could generate more greenhouse gases. Several key development sites – Saltpans and Belgrave housing areas, Saltpans KIA, Leale's Yard – are within or partly within flood risk areas and several other sites have lesser flooding constraints. These impacts are cumulative with existing high levels of vehicle use (and thus emissions), the emissions from the existing oil powered power station and other impacts contributing to climate change which will increase the likelihood of flooding.

The assessed Policies' overall impacts on *material assets* are likely to be mixed. New development could adversely affect the heritage – archaeology, protected buildings, protected monuments and their settings, Conservation Areas, etc. Examples are mineral workings at Chouet Headland and waste management facilities at Longue Hougue, both of which could affect protected monuments (Napoleonic towers), and the possible airport runway extension which would affect a protected building and earthbanks. On the other

hand, the draft Plan has protective policies including Policies GP5 on Protected Buildings and GP1 on Landscape Character and Open Land, promotes sustainable use/reuse of materials, waste management and provision of appropriate infrastructure. It also supports a variety of economic sectors, which would help to prevent economic shocks.

The assessed Policies' overall impacts on the *landscape* are also likely to be mixed. The draft Plan supports the regeneration of underutilised land; protects open and undeveloped land by focusing development on built-up areas; supports public art; and, aims to provide a vibrant 'street scene' in the Centres. The regeneration of Leale's Yard and certain former glasshouse sites are likely to be particularly positive. On the other hand, the draft Plan would allow development of large areas of currently undeveloped land, for instance at Belgrave and potentially Outside of the Centres. Industrial development around the harbour areas has the potential to be visually unattractive at a prominent location that will be seen by many people including the first glimpse of the Island for many visitors.

Where development proposals are received by the Department for EIA type development, they will be subject to all the relevant requirements of the Ordinance and any further assessment therefore required.

Table 0.4 below summarises the likely environmental impacts of the selected draft Plan policies. Those policies shaded in grey were not assessed because they are not expected to give rise to developments subject to EIA.

Table 0.4 Summary of likely environmental impacts of Island Development Plan policies

Key

++	very positive impact compared to the current situation	-	negative impact compared to the current situation
+	positive impact compared to the current situation	--	very negative impact compared to the current situation
+/-	positive and negative impacts are broadly equal	? or 0	impact unclear or no impacts

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
Spatial Policies							
S1. Spatial Policy	+	-	0	-	+/-	+/-	?
S2. Main Centres and Main Centre Outer Areas	++	-	+/-	+/-	++/-	++/-?	++/- ?
• Town	++	-	0	0	+/-	-?	-?
• The Bridge	++/-	-/--	+/-	0	0	-	-
S3. Local Centres	+/>++	-?	+/-	-?	-/--	0?	-
• Cobo	++	0	0	0	--	0	-?
• Forest	+	0?	0	-?	0?	-?	-?
• Forest west	+	0?	+/-	0	0?	0	0
• L'Aumone	++	0	0	0	0	0	0
• L'Islet	+	-?	0	?	0	-?	-?
• St. Martin	+	-	-?	0	+	-?	?
• St. Pierre du Bois	++/-	-?	0	0	-	0?	0?
S4. Outside of the Centres	+/-	-	-	-	-	?	--
S5. Development of Strategic Importance	++	--?	--?	--?	--?	--?	--?
S6. Strategic Opportunity Sites	++	--?	--?	--?	--?	--?	--?
Main Centres (MC) and Main Centre Outer Area (MCOA) Policies							

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
MC1. Important Open Land in MC and MCOA							
MC2. Housing in MC and MCOA	++/-	-/--	+/-	-?	-	0?	+/-
• Belgrave Vinery	+/-	-	-	+/-	-	-?	-
• Franc Fief	+/-	-?	+/-	-	0	0	-
• La Vrangue	+/-?	-?	-?	-?	+/-	0?	-
• Les Pointues Rocques	+/-	0	+/-	-	0	0	-
• Saltpans	++/-	--	-?	-	-	0	-
MC3. Social and Community Facilities in MC and MCOA	++	0?	0?	0?	+/-	+	0?
MC4. Office Development in MC and MCOA	+	-	+/-	0	+/-	++/-?	++/-?
• Admiral Park	++/-	0	0	0	-	-	0
MC5. Industry, Storage and Distribution in MC and MCOA	+/-	-	+/-	-?	-/--?	+/-	+/-
• Longue Hougue KIA	0	--	-?	--	0	+/0?	-?
• Northside KIA	+	-?	0	-?	-?	-?	-
• Pitronnerie Road KIA	-?	0?	-?	-?	0?	0?	0/-
• Saltpans KIA	0	--	-?	-?	-	0?	+/-
MC6. Retail in MC	+	0?	0?	0?	+/-	+	+/-
MC7. Retail in MCOA	+	0?	0?	0?	+/-	+	+/-

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
MC8. Visitor Accommodation in MC and MCOA	0?	-?	0	-?	-	0	-?
MC9. Leisure and Recreation in MC and MCOA	+/-?	-?	0	-	-	+	-?
MC10. Harbour Action Areas	++/-	-	+	-	-	?	++
• St. Peter Port HAA	+/-	--	+	-/--?	-?	?	-/--?
• St. Sampson's HAA	+/-	--?	0?	--?	--?	?	-/--?
MC11. Regeneration Areas	++	-	++	-	-	?	++
• Leale's Yard	+	-	+/-	-?	-?	0?	++
Local Centre (LC) Policies							
LC1. Important Open Land in LC							
LC2. Housing in LC	++/-	-/--	+/-	-?	-	0?	+/-
LC3. Social and Community Facilities in LC	++	0?	0?	0?	+/-	+	0?
LC4. Offices, Industry and Storage and Distribution in LC	+/-	-	+/-	-?	-/--?	+/-	+/-
LC5. Retail in LC	+	0?	0?	0?	+/-	+	+/-
LC6. Visitor Accommodation in LC	0?	-?	0	-?	-	0	-?
LC7. Leisure and Recreation in LC	+/-?	-?	0	-	-	+	-?
Outside of the Centre (OC) Policies							
OC1. Housing OC							

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
OC2. Social and Community Facilities OC	++	0?	0?	0?	+/-	+	0?
OC3. Offices, Industry and Storage and Distribution OC	+/-	-	+/-	-?	-/--?	+/-	+/-
OC4. Retail OC	+	0?	0?	0?	+/-	+	+/-
OC5. Agriculture OC	0	0	0	0	0	+	0?
OC6. Horticulture OC	0	0	+/-	-?	++/-	+	+/-
OC7. Redundant Glasshouse Sites OC	+	-/0	+	0	?	0	++
OC8. Visitor Accommodation OC	0?	-?	0	-?	-	0	-?
OC9. Leisure and Recreation OC	+/-?	-?	0	-	-	+	-?
General Policies							
GP1. Landscape Character and Open Land							
GP2. Sites of Special Significance	?	-?	0?	-	-?	-?	-?
GP3. Areas of Biodiversity Importance							
GP4. Conservation Areas							
GP5. Protected Buildings							
GP6. Protected Monuments							
GP7. Archaeological Remains							

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
GP8. Design							
GP9. Sustainable Development							
GP10. Comprehensive Development							
GP11. Affordable Housing							
GP12. Protection of Housing Stock							
GP13. Householder Development							
GP14. Home Based Employment							
GP15. Creation and Extension of Curtilage							
GP16. Conversion of Redundant Buildings							
GP17. Public Safety and Hazardous Development	+/-	0?	0?	0?	0?	0?	0?
GP18. Public Realm and Public Art							
GP19. Community Plans							
GP20. Exceptions							
Infrastructure Policies							
IP1. Renewable Energy Production	++/-	--?	0	-	+	+/-	-/--
IP2. Solid Waste Management Facilities	+/-	--	+/-	-	+/-	+/--	-
• Longue Hougue	0/-	-	-?	-	0	+/-	-

	Population	Fauna and flora	Soil	Water	Air/climatic factors	Material assets	Landscape
• Mont Cuet	0	0	?	-?	0	0	0/+?
IP3. Main Centre Port Development	++/-	-	+	-	-	?	++
IP4. Airport Related Development	-	-?	-	-?	--	-?	-?
IP5. Safeguarded Areas	++/-	--	--	--?	--	-	-
• Chouet Headland, mineral extraction	--	--	0/--?	0/--?	-	--	-
• Les Vardes Quarry, water storage	?/+	+/-	++/-?	++/-	+/-	+	0
• Runway extension on land east of the airport runway	-	-	--	-	--	-	-?
IP6. Transport Infrastructure and Support Facilities							
IP7. Private and Communal Car Parking							
IP8. Public Car Parking	+/-	+/-	+/-	-?	+/-	+/-	++
IP9. Highway Safety, Accessibility and Capacity	+/-	--	-	0	+/--	+/-	--
IP10. Coastal Defences	++	-/--?	-/--?	-/--?	0	+/-	-?
IP11. Small-Scale Infrastructure Provision	++/-	-	0?	0?	+/-	+/-	-/--?
IP12. Crematoria and Burial Sites	+/-	-	-	-	-	+	?
• Le Foulon	+/-	0	0	0	-	-?	-?

0.6 Mitigation

The Environmental Impact Assessment process led to three types of suggested mitigation measures:

1. Suggested changes of wording to individual draft Plan policies and their supporting text to make them clearer, more internally consistent and more sustainable. For instance, the assessment suggests changes of wording to make the policies for Main Centres, Main Centre Outer Areas and Local Centres more consistent; identifies where some policies could better mention environmental constraints or objectives; and, suggests possibilities for environmental enhancements, such as new walking/cycling paths. Many of the recommendations were found to be adequately covered elsewhere, either within the draft Plan or in other legislation or would be addressed at a more detailed level later in the planning process (see point 2 below).

2. Suggestions for matters that should be included in any Environmental Statements for projects emerging from the Plan policies. These included, for instance, suggestions for specific walking/cycling routes or planting.

3. Strategic suggestions for improving the overall sustainability of the relevant draft Plan policies. Table 0.5 shows the key strategic recommendations of the EIA and the response to these recommendations.

Table 0.5 Strategic suggestions for improving the Plan's sustainability

Recommendation	Response to recommendation
To stress its importance, begin the plan with a policy on sustainable development; and expand the definition of sustainable development in Policy GP9 to also protecting biodiversity and minimising pollution.	<p>The structure of Part Two of the draft Plan changed significantly partly in response to this recommendation. Part Two now contains six objectives supporting the principal aim of the draft Plan. The first of these, Plan Objective 1, promotes the provision of sustainable development that will make the most effective and efficient use of land, with the prudent use of natural resources, whilst protecting and managing the natural and built environment.</p> <p>In the draft Plan, the importance of sustainable development is a key theme throughout the document with both the Strategic Land Use Plan and purposes of the Law seeking to achieve sustainable development. However, achieving sustainable development is addressed through the draft Plan across several policies rather than relying solely on GP9.</p> <p>The first policy of the draft Plan, the Spatial Policy, concentrates development within and around the edges of the Main Centres with some limited development within and around the edges of the Local Centres which consolidates the majority of social and economic activity in the areas that have the best access to public transport and services and reduces the need to travel by car. This approach helps to reduce the Island's contribution to greenhouse gases. It also seeks to mitigate the</p>

Recommendation	Response to recommendation
	<p>impacts of climate change through greater resource efficiency. The draft Spatial Policy and other draft Plan policies work in unison to address sustainable development and promote the prudent use of natural resources and ensure that the physical and natural environment of the Island is conserved and enhanced.</p> <p>In the draft Plan, sustainable development is defined as meeting the needs of the present generation without harming the ability of future generations to meet their own particular needs, which is consistent with the definition as agreed by the States of Guernsey in the Strategic Land Use Plan.</p>
<p>Consider turning Northside (St Sampson) into housing, tourism and/or retail rather than industrial, to take better advantage of the site's central and attractive location</p>	<p>The Development Proximity Zone at Northside currently restricts other forms of development there. Both the Visions for the Bridge and the Ports Masterplan highlight the potential of this area for waterfront living or improved tourism/heritage. The Ports Masterplan suggested relocating the Northside industry to Longue Hougue, allowing the Development Proximity Zone to be removed.</p> <p>However, this would involve the agreement of several parties and co-ordination of several States' Departments and Strategies, which would take some time and is uncertain. Even with an agreement, it would take a long time - beyond the plan's life - to achieve such a transition. As such it would not be appropriate for the Department to designate this land for housing or any other purpose than its current use for industry at this time.</p>
<p>Give greater importance to flooding as a key social and economic risk.</p>	<p>The Strategic Land Use Plan provides guidance to the Environment Department on climate change adaptation and particular direction on the approach to development and flood risk. It directs the Department not to adopt a blanket approach of no development within areas prone to flooding but rather develop an approach that assesses the risk on a case by case basis and to enable the opportunities for harnessing of investment through development where appropriate to improve defences and thereby reduce the flood risk to the new and existing developments.</p> <p>The draft Plan requires that development should be located and designed appropriately and subject to risk assessment, and that a full exploration of opportunities to harness investment from development proposals within flood risk areas should be carried out. It also expects new and existing building stock in flood risk areas to be constructed or modified in such a way as to be more resilient to the impacts of climate change. As a result of this approach, there are several key development sites within vulnerable areas.</p>

Recommendation	Response to recommendation
	It is considered the importance of flooding and climate change adaptation is properly reflected in the policies of the draft Plan and no change to the approach or policies is required.
Include policies that more robustly discourage car use and encourage walking, cycling and public transport	<p>The draft plan takes into account and enables support of the 'Integrated On-Island Transport Strategy' (2014) which encourages a shift from cars to walking and cycling.</p> <p>In addition to this strategy the draft Plan encourages better walking and cycling connections; sets maximum car parking standards for Main Centres and Main Centre Outer Areas to discourage car use; and allows for Park and Ride projects as developments of strategic importance for reasons of sustainability. However, a balance must be struck between providing an appropriate level of car public parking to enable convenient access to shops and services, employment sites and existing uses particularly in the Centres and the need to reduce car dependency. The Department considers the Plan policies have struck the appropriate balance without amendment.</p>
In Local Centres, promote better place making and increased accessibility to services	The draft plan does support better place making in local centres, for instance improvements to the public realm and allowing for appropriate development. The draft plan also introduces the mechanism to deliver community plans which allows members of a community to set out a vision for improvements to a particular locality.
Promote enhancement of biodiversity, not just minimisation of impacts	The draft Plan promotes enhancement and protection of biodiversity by introducing Sites of Special Significance designations which protect and enhance where possible areas of outstanding botanical, scientific or zoological interest; and Areas of Biodiversity Importance for areas of more local biodiversity importance where the biodiversity impacts of development will be carefully assessed and mitigated and with enhancement of biodiversity through development where possible. These, together with the identification of Important Open Spaces, will form a series of informal green wedges and a green corridor effect within the Main Centres and Main Centre Outer Areas. Development Frameworks for larger sites also require consideration of enhancement of biodiversity.
Give greater support to onshore wind power in the supporting text to policy IP1.	The supporting text to IP1 focuses on onshore solar and offshore wind, but the policy wording supports all forms of renewable energy provisions. No change is needed.

0.7 Next steps

The Environment Department published the draft Plan in February 2015. The draft Plan together with the Environmental Statement and the Non-Technical Summary was made available at the Greffe and at other appropriate public places for public inspection, and for purchase at the offices of the Environment Department at Sir Charles Frossard House, La Charroterie, St Peter Port, GY1 1FH.

The draft Plan and the Environmental Statement were considered by independent Planning Inspectors through a public inquiry. The Inspectors invited written representations from the public on the draft policies and the ES following publication of the draft Plan and ES by the Department. A total of 1516 representations were received in relation to the Initial Representations stage and 353 received in relation to the Further Representations stage. The Environment Department provided a written response to each of the 1869 representations received. The Public Hearing stage of the Inquiry was held between 6th and 23rd October 2015. During the Planning Inquiry the Environment Department formally submitted a number of proposed amendments to the draft Plan in response to the Initial and Further Representations received and in some cases to correct errors or omissions identified since publishing the draft Plan. The proposed amendments were subject to public consultation.

The inspectors have submitted a report to the Environment Department on 4th March 2016 with their conclusions and recommendations, including any recommended changes to the draft Plan. The Inspectors' report has now been considered by the Department and it has decided to accept some of the changes proposed by the Inspectors. The Department's conclusions are set out in a report Environment Department's response to the Inspectors' report, March 2016. The Environmental Statement previously published has been updated and amended where appropriate to reflect the proposed changes in light of the Public Inquiry stage and Inspectors' recommendations.

The draft Island Development Plan together with other documents including the revised Environmental Statement and the Inspectors' report is expected to be considered by the States in 2016 and once the Plan is adopted it will immediately come into effect.

Further environmental assessment of the draft policies may be needed if the draft Plan changes significantly in the following stages prior to adoption. Once the Island Development Plan is adopted, its impacts (including environmental impacts) will be monitored quarterly and annually.