

Cleveleys Vinery Development Framework

Supplementary Planning Guidance March 2018

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1. Introduction

1.1. This development framework has been prepared to guide potential development at Cleveleys Vinery, La Route Du Braye, Vale, the site is situated immediately to the north of the Vale/St Sampson parish boundary line. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site, and considers appraisal of the wider area and site. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application relating to the residential development of the site should be in accordance with it.

2. Site Overview

2.1. The site comprises an Allocated Housing Site, together with an adjoining small area of undesigned (windfall) land. The total site area is approximately 1.1 hectares (6.7 vergées). It is bordered to the north by residential development, to the east and south east by fields and marshy grassland, to the west by residential curtilage, and to the south by a Key Industrial Area. The site itself is currently occupied by a 6-unit residential development to the north with an access road which leads to a disused vinery site on the southern part of the site. Land adjoining the east of the site is designated as Important Open Land and an Area of Biodiversity Importance. A Development Framework is required for this site in accordance with policy MC2: Housing in Main Centres and Main Centre Outer Areas as the site area exceeds 0.25 hectares (1.5 vergées).

3. Planning Policy Context

3.1. Under the policies of the Island Development Plan (IDP), this site falls within St Sampson/Vale Main Centre Outer Area. The majority of the site is designated as a Housing Allocation Site and therefore IDP policies state that the site can only be developed for residential accommodation and, if appropriate, complementary development. In addition, there is a "windfall" area of land to the west that is not designated as a Housing Allocation Site but is considered acceptable in principle for housing development due to its location within the Main Centre Outer Area.

3.2. The site is within reasonable distance to existing shops, services and facilities, and therefore complementary development is not considered necessary on the site. As such the site should be developed solely for housing. Other policies in the IDP that are of particular relevance to this site are referred to throughout this Development Framework, and are summarised in Appendix 1. Image 1 shows the relevant extract from the IDP Proposals Map, illustrating the policy designations and local area. The Cleveleys Vinery Housing Allocation site and adjoining windfall area is outlined in red.

3.3. Individual policies of the IDP should not normally be read in isolation or out of context, but the policies that are considered to be particularly relevant are listed in Appendix 1. The specific policy wording in the IDP, including the preceding text and Annexes, should be referred to when drawing up detailed development proposals.

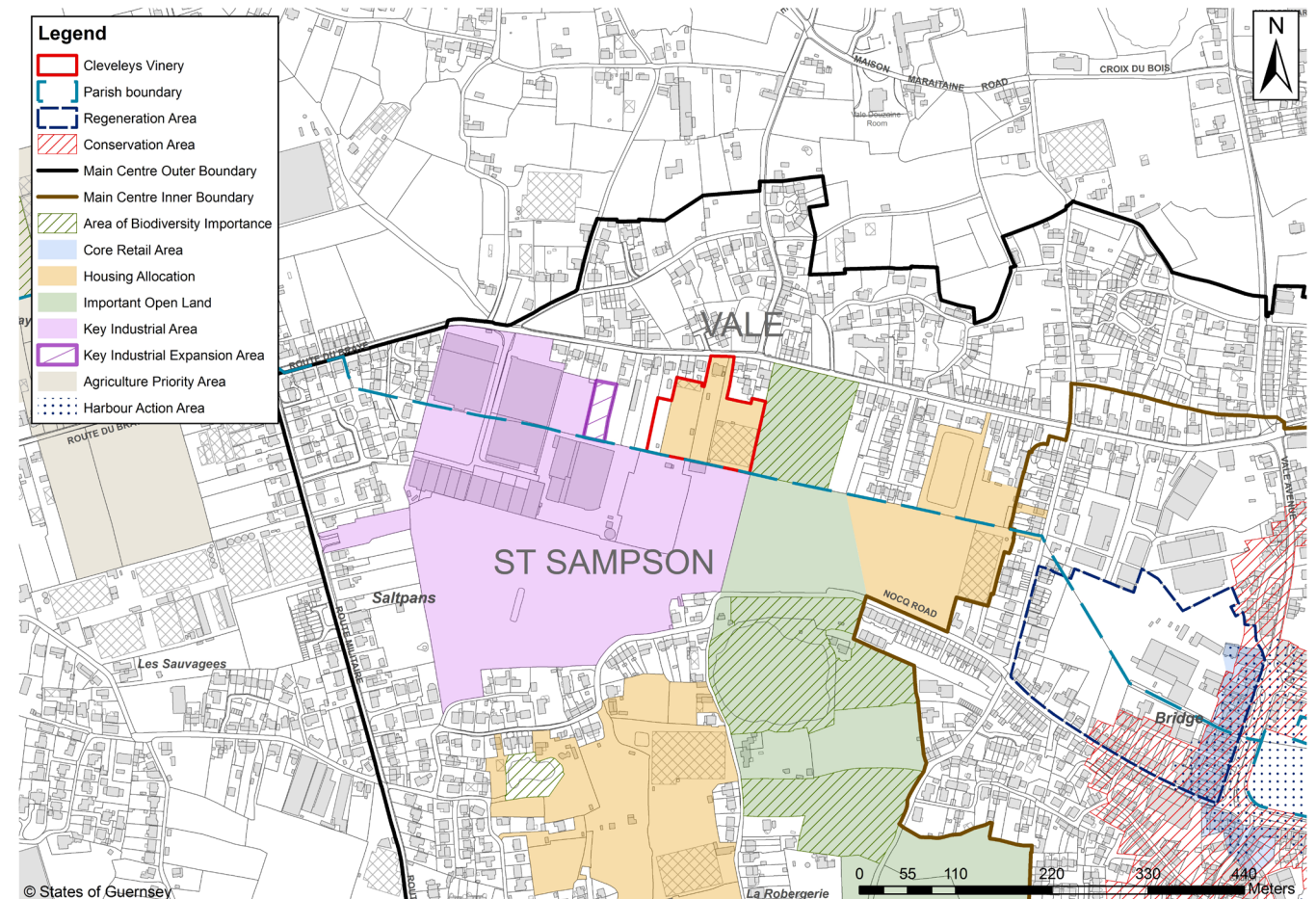


Image 1: Extract from the IDP Proposals Map showing the Cleveleys Vinery site outlined in red inclusive of the "windfall land" to the west.

4. Surrounding Area

- 4.1.** The site is located to the north of the Island, and identified in the IDP as a “Lowland Landscapes Wetland” area. The site is located within the La Braye Du Valle area, which was once of marine origin until the area’s reclamation in 1808. The site itself is within a built-up area which adjoins the more densely built urban area of The Bridge.
- 4.2.** The Bridge is the nearest centre for shops and services. Other nearby facilities include petrol stations, the Vale Douzaine Room, and Earlswood Garden Centre.
- 4.3.** The main roads in the area are La Route Du Braye which runs along the north of the site, Route Militaire to the west, and Vale Avenue to the east. The area is well served by local bus routes.
- 4.4.** Built development surrounding the site is mainly residential, with a well-established ribbon of development along La Route Du Braye and various “clos” expanding into the surrounding area. The density of residential development increases towards the centre of St Sampson and The Bridge.
- 4.5.** Buildings around the site are a mixture of one and a half, two, and two and a half storeys. There are varying building lines, producing a mixed style of road frontages. The architectural styling of buildings varies.
- 4.6.** Granite stonework is widely used across the area, mainly in boundary walls. The predominant construction materials are painted render with slate, concrete or clay roof tiles. These materials give continuity to the character of the built form.
- 4.7.** The photographs below are taken from around the site and illustrate the variety of built development in the immediate area.

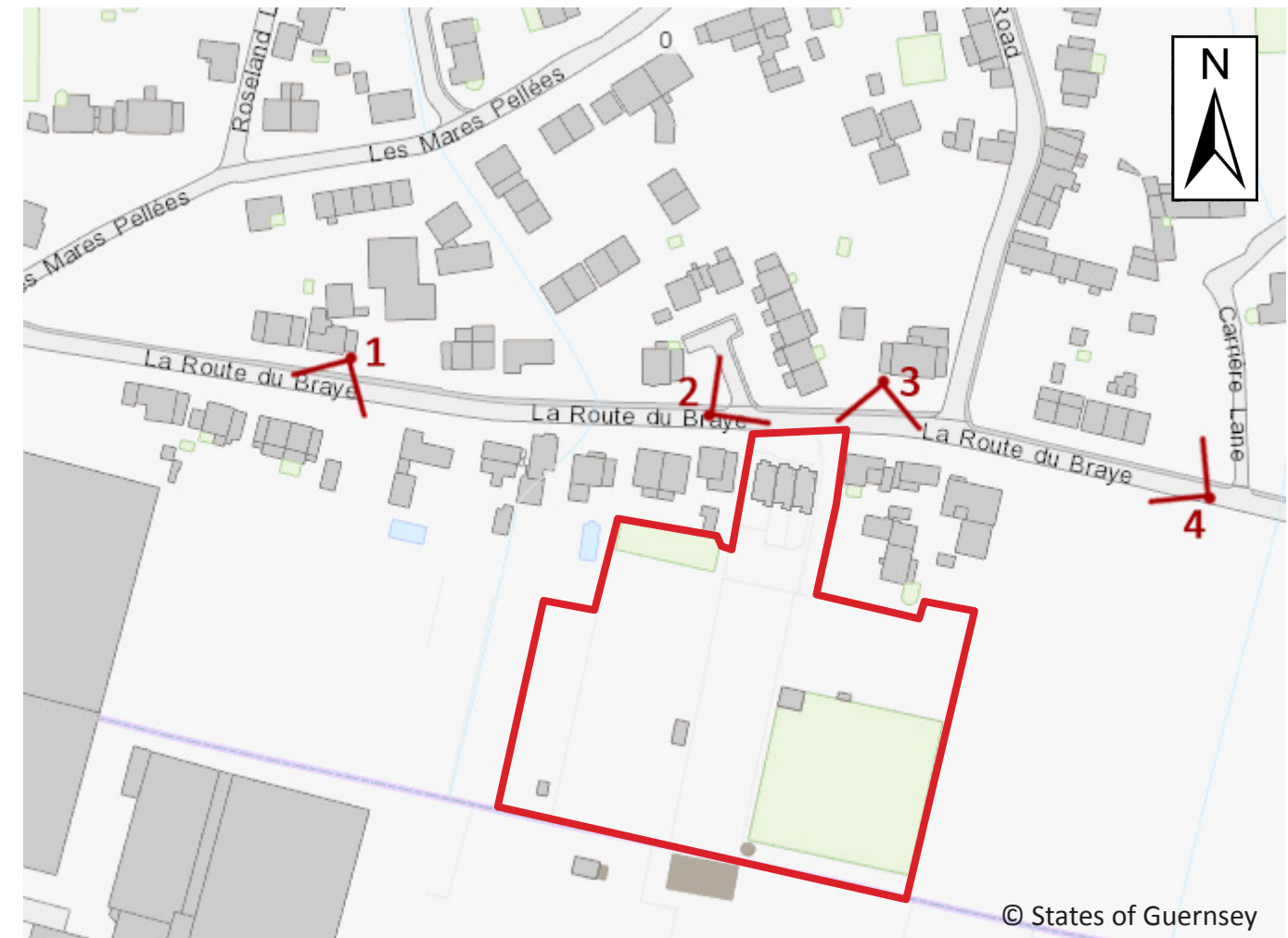


Image 2: Location of viewpoints below.

Photo 1: Semi-detached dwellings to the West of Cleveleys Vinery.

Photo 2: Mid 20th Century terraced dwellings to the North of Cleveleys Vinery.

Photo 3: Traditional cottage dwelling to the East of Cleveleys Vinery.

Photo 4: Terraced dwellings to the North-East of Cleveleys Vinery.



4.8. The site is identified as being within a flood risk area. For the most part, this is at a risk of 1:50 year flooding, though smaller portions of the site towards the north fall within 1:100 year and 1:250 year flood risk zones. There are no significant changes in land levels between the site and adjoining land.

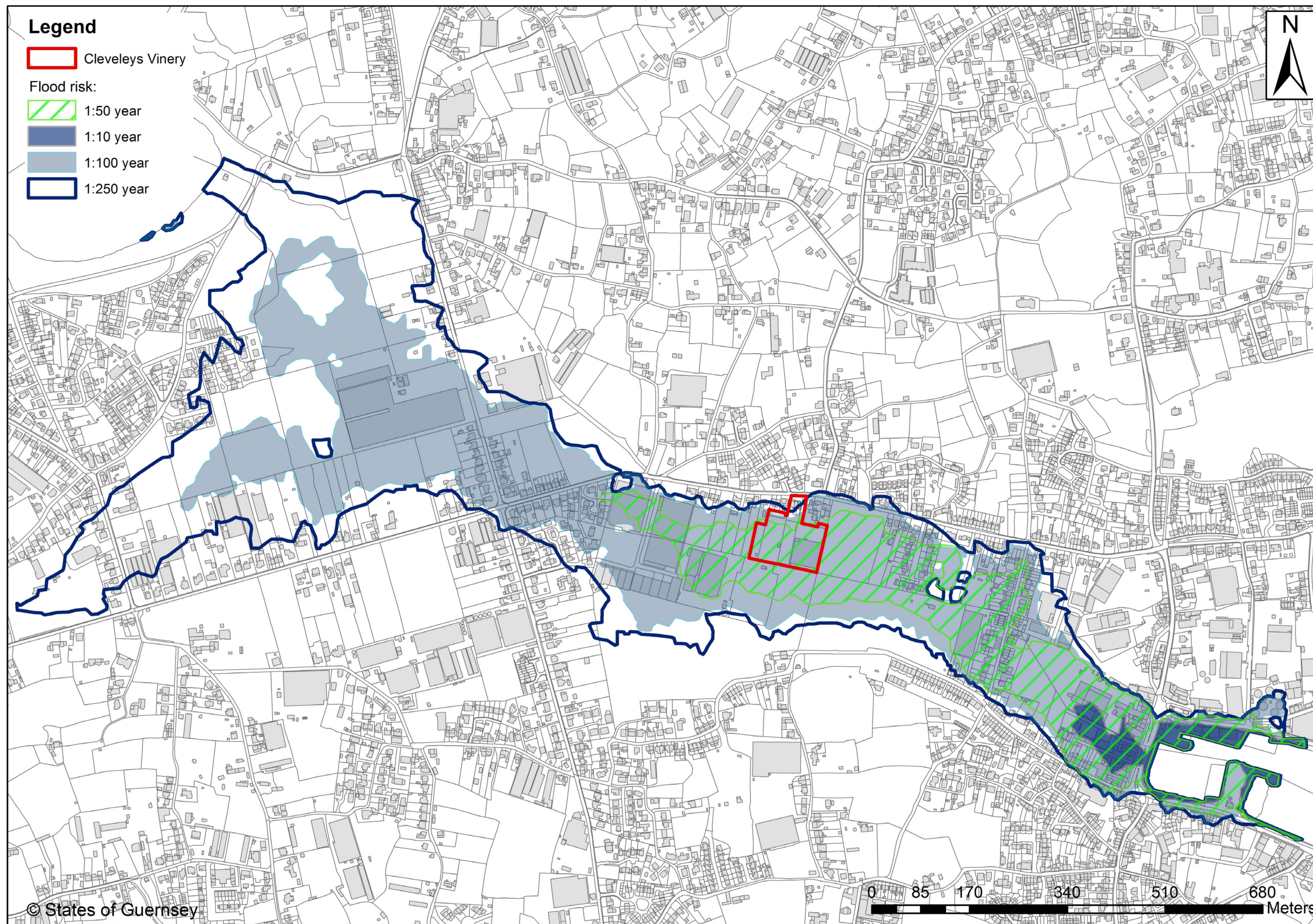


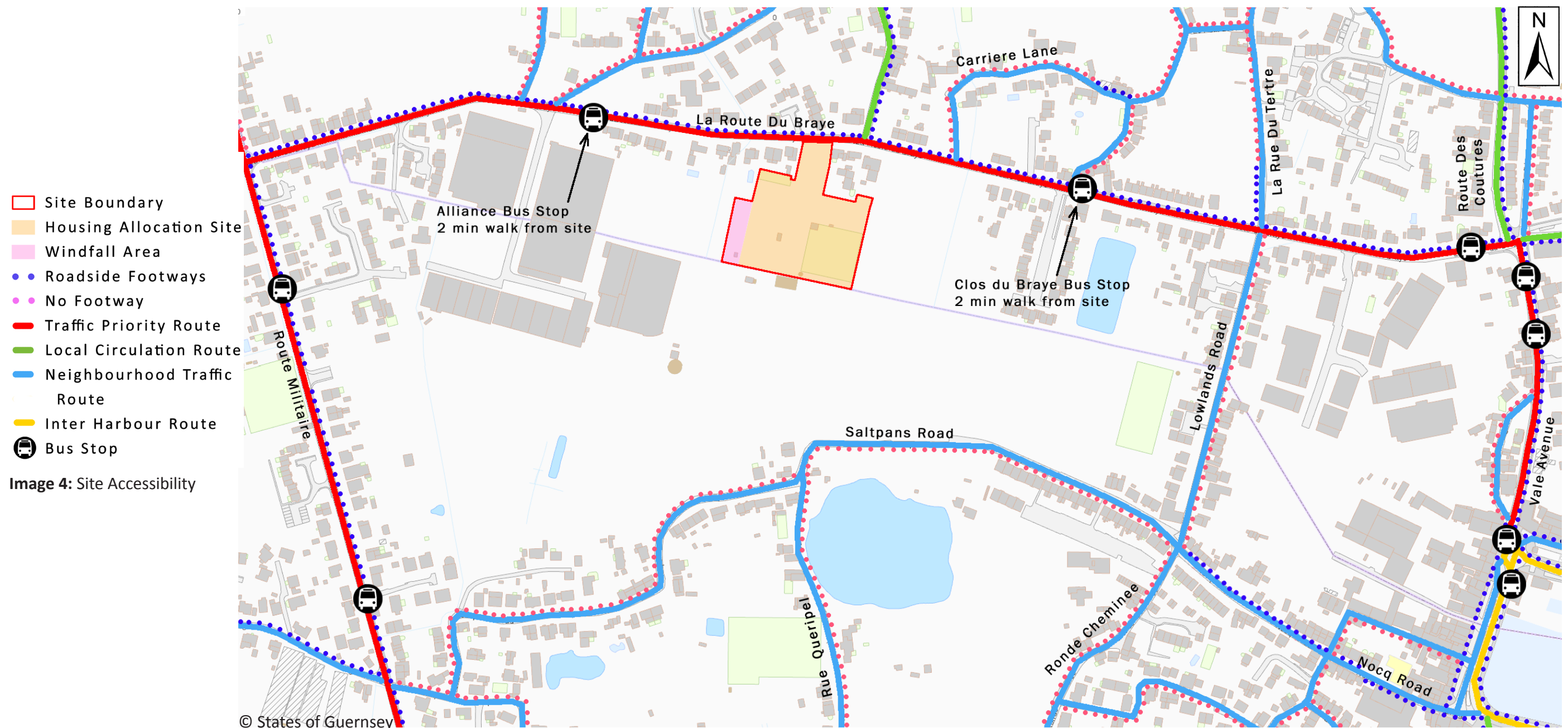
Image 3: Flood Risk.

5. Local Roads

5.1. Braye Road to the north, Route Militaire to the west and Vale Avenue to the east of the site are classified as Traffic Priority Routes.

5.2. La Route Du Braye has a footpath on the northern side of the road which is approximately 1.2m wide. Cycle users share the main roads with all other means of transport, as there are no dedicated cycle routes in the area.

5.3. Good public transport links serve the area, with bus routes 11 & 12 being the main services along La Route Du Braye, connecting the site to the north of the island, The Bridge and St Peter Port.



6. Protected Buildings, Protected Monuments and Protected Trees

6.1. There are no Protected Buildings within the site boundary, but several are located in the surrounding area - including Marlborough (Photo 1) on La Route Du Braye, adjoining the site.

6.2. There are no Protected Monuments or Protected Trees in the immediate area. There are no archaeological find-spots or archaeological sites within the site or the surrounding area.

6.3. The protected buildings in the vicinity of the site comprise of single storey cottages and substantial C19th Villas. These buildings would have originally been set within substantial grounds occupied by glasshouses. The setting and key views to these buildings are therefore derived from their relationship with La Route Du Braye, where the buildings are set back from the highway behind a low roadside wall. The spaces between the buildings and the roadside wall are used as front gardens and in some cases for car parking. The rear gardens of the properties also contribute to the setting.

6.4. The photographs below illustrate the Protected Buildings located in Image 5.

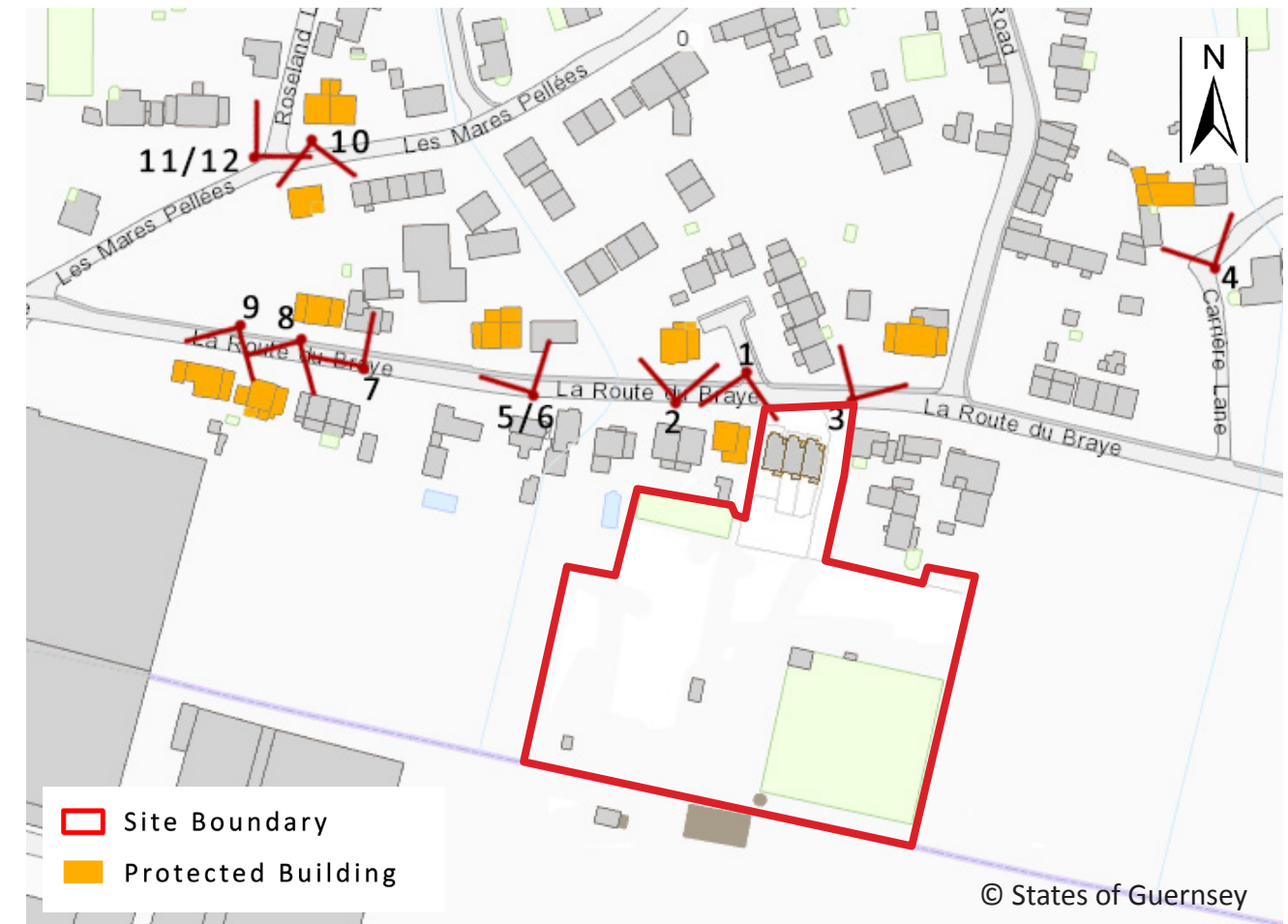


Image 5: Historic Environment



7. Adjoining Land Designations

7.1. Neighbouring the site to the East is an area designated as both Important Open Land and Area of Biodiversity Importance. The adjoining land to the south and west is a Key Industrial Area. These designations are shown in Image 6 and described below.

7.2. The Braye Du Valle Area of Biodiversity Importance lies adjacent to the site, to the east. It is noted as semi-improved marshy grassland that was previously a tidal channel. Marshy grasslands develop on land which is waterlogged or periodically flooded.

7.3. The Important Open Land is designated as such mainly because of its importance as part of the 'green corridor' running from Delancey Battery in the south to Route du Braye in the north.

7.4. The Saltpans Key Industrial Area designation safeguards the land for industrial and storage uses. The Key Industrial Expansion Area allows for expansion of the Saltpans Key Industrial Area where no suitable alternative sites exist within a Key Industrial Area.

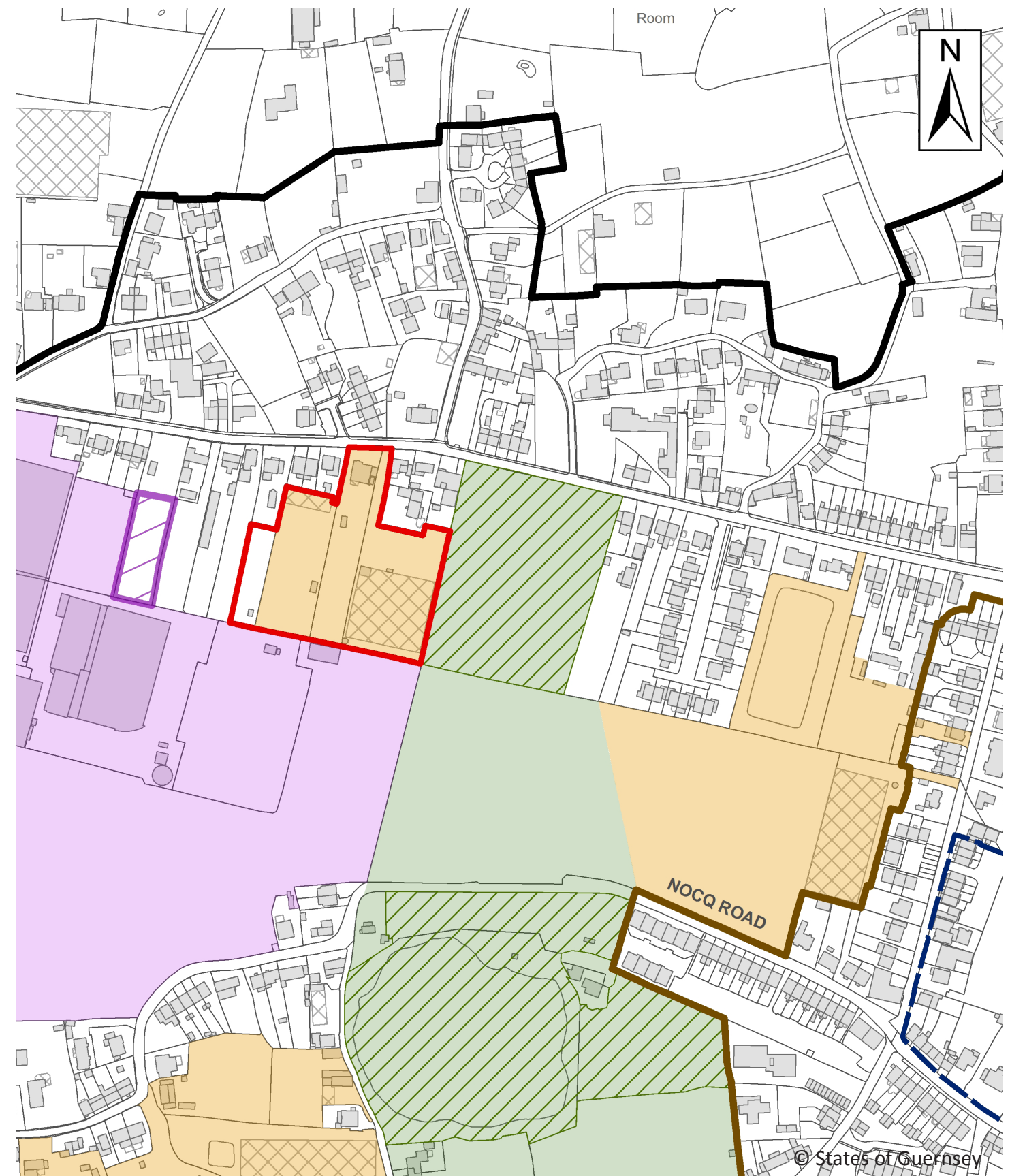
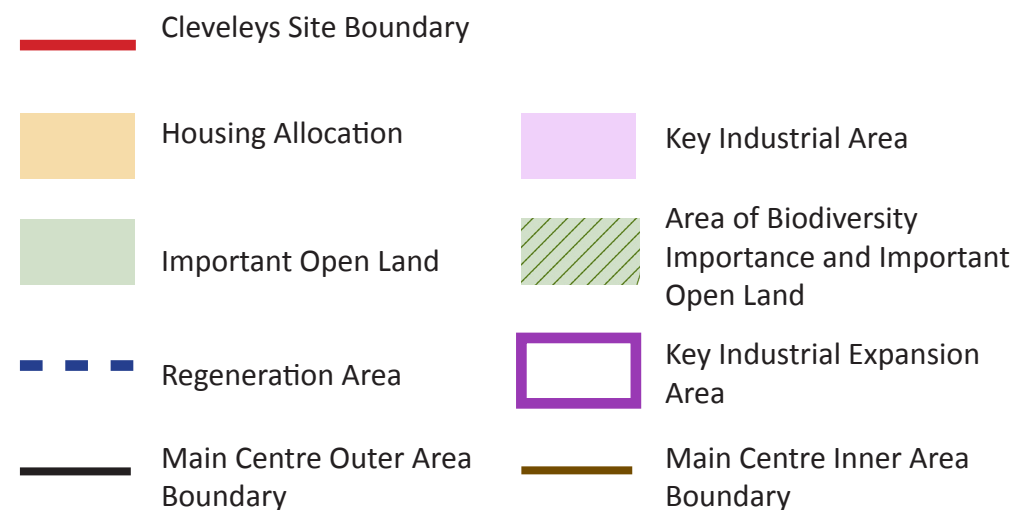


Image 6: Adjoining Land Designations

8. Site Description

8.1. The site area is approximately 1.1 hectares (6.7 vergées). The northern section of the site has already been developed to create six one bed apartments, with allocated amenity space and parking. A 5m wide access road with 1.2m wide footpaths either side has also been constructed which will be capable of serving any new development within the site. The six existing units will remain, and there are no proposals to further develop those apartments. There is also a small section of land to the north-east that is not available for development, but is included in the Housing Allocation Site.

8.2. The undeveloped area of the site (the southern part) comprises of a disused vinery. Existing structures on this part of the site consist of a glasshouse frame to the south-eastern corner, with a water tank along the southern boundary. There are also two small sheds, one near the centre of the site, and one near the south-western corner of the site. In the north-west corner of the site there is a glasshouse.

8.3. There is a douit running along the southern boundary of the site. Landscaping on site consists of grass, with boundaries comprising of a mixture of hedging, fencing, and low granite walls. The only trees on site are located along the southern boundary.

8.4. The site is generally flat from east to west with a minimal overall slope of approximately 400mm, but slopes from north to south by about 800mm. There is no significant change in levels between the site and adjoining lands.

8.5. Access to the site is via the newly constructed access road to the eastern boundary which was designed to serve the site as a whole, together with the neighbouring property “Barracuda”.

8.6. The majority of the site has been identified as being located in a 1:50 year flood zone as illustrated in Image 3 on Page 3.

8.7. All public utility services are available in La Route Du Braye.

1. Cleveleys entrance and roadside boundary, La Route Du Braye.



Cleveleys - 6 new one bed apartments to the North of the Site.

2. Northern boundary comprises newly planted hedging with dwellings beyond.



3. Eastern boundary comprises approx. 1m high granite wall covered in vegetation with Important Open Land and Area of Biodiversity Importance beyond.



4. Southern boundary comprises douit/ watercourse.



5. Boundary with “windfall land” comprises low level concrete wall with timber fencing on top.

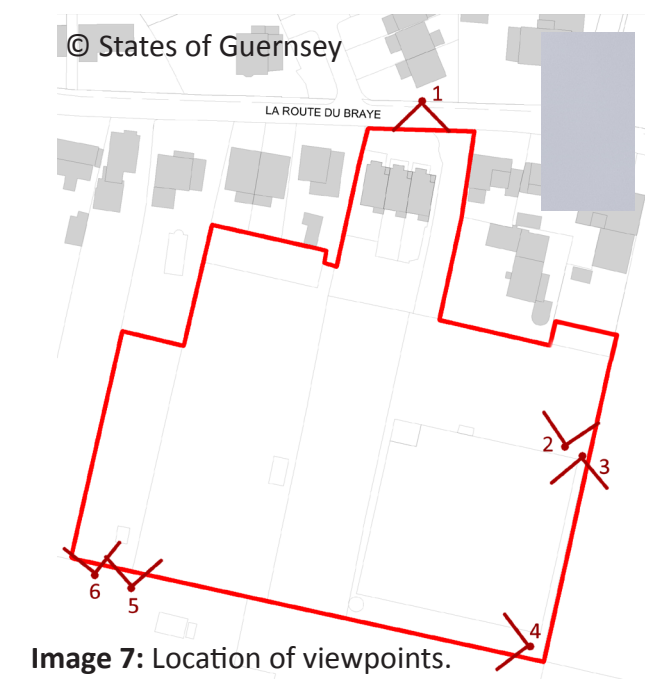


Image 7: Location of viewpoints.



6. Western boundary along “windfall land” comprises of hedging.

9. Site Analysis

9.1. Proposals for development need to take into account the constraints and opportunities that the site presents to ensure that the layout and design respond to the specifics of the site.

9.2. The main constraints and opportunities associated with this site are:

- Adjoining residential development - There are existing residential properties to the northern and western boundaries of this site. The layout, landscaping and design of the proposed development should be carefully considered to avoid conflicts such as overlooking and must respect the residential amenity of these dwellings.
- No dominant architectural style in the area - There is a mix of architectural styles side-by-side in the surrounding area.
- Access to properties to the north of the site must be retained.
- Existing site boundaries - The existing boundaries to the north and west of the site will need to be reinforced with additional planting or fencing to ensure privacy for new and existing neighbouring dwellings. The existing granite wall to the east of the site forming the boundary with the Area of Biodiversity Importance is worthy of retention and enhancement.
- Existing planting - The indicative developable area of the site features no planting worthy of retention however established hedging and trees to the south and west boundaries should be retained and enhanced within the proposed landscaping scheme.
- It is important to protect the Area of Biodiversity Importance to the east of the site. Boundary treatments and landscaping will have to be considered to ensure there is a reasonable buffer and minimal impact is caused.
- Flood Risk - As identified in Image 3 on Page 3, the majority of the site falls within a 1:50 year flood risk zone. Mitigation will be required.
- A potential high water table, due to the adjacent douit and Area of Biodiversity Importance Marshy Grassland will restrict types of suitable planting.
- Protected Buildings - the setting of all the nearby protected buildings (except Marlborough PB1163) will not be negatively affected by the proposed development. The setting of Marlborough has potential to be affected depending on the proximity of the development (i.e. buildings and external spaces) to the south boundary as well as the scale, form and appearance of any proposed development
- Surface water drainage will need to be accommodated on the site by constructing a new soakaway system and using Sustainable Urban Drainage Systems such as permeable paving to hardstanding areas.

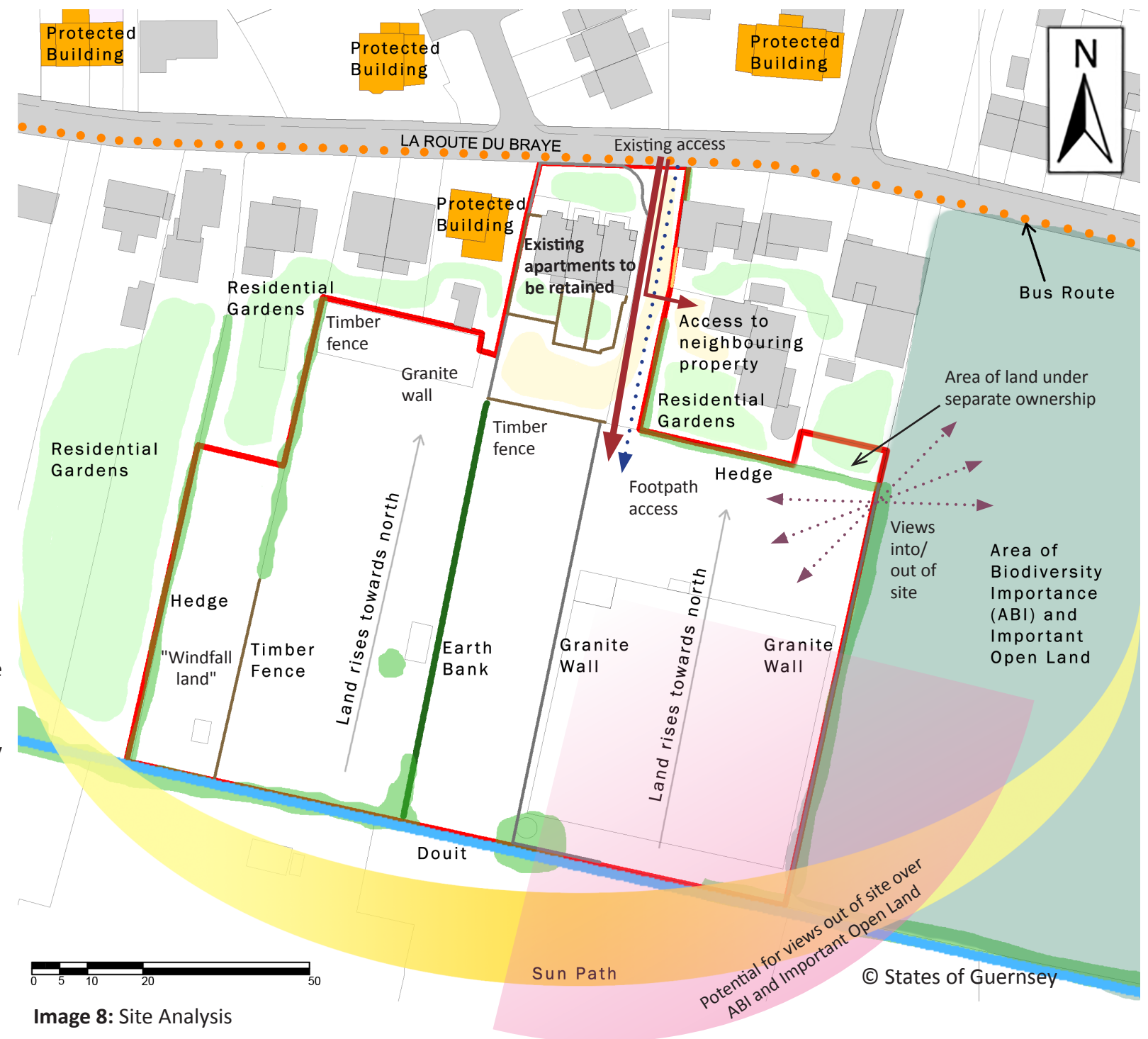


Image 8: Site Analysis

- Potentially contaminated land - the site is listed as having former heated vineries and as such this could give rise to potential contamination.
- The integrity and flow of the douit must be maintained both during and after development of the site.

9.3. The diagram above (Image 8) illustrates the existing boundary treatments, sun path, access point, Protected Buildings in the vicinity and views into and out of the site.

10. Development Guidelines

Comprehensive development

10.1. In accordance with policy GP10: Comprehensive Development, proposals for development on this site must conform to a comprehensive scheme for the whole site. This site must be treated as one and its division will not be supported, although a phased approach to delivery may be acceptable. Each phase will be expected to accord with the requirements of the development framework. Importantly, the site will be assessed for affordable housing requirements against the total net increase in the number of units across the site as a whole, excluding the six units at the north of the allocation site which will remain unchanged.

Housing Density, affordable housing and housing numbers

10.2. Given that this site is large enough to accommodate a number of dwellings, the mix and type provided should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available. The exact mix of sizes will be determined at the point of any planning application on the site, informed by the most up to date information such as Housing Needs Studies and other relevant information held by the States of Guernsey.

10.3. In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the specifics of this site. For example, sustainable architectural design and scale appropriate to the landscape character and characteristics of the site and area, provision of appropriate amenity space proportionate to the type of housing proposed, and the relationship with the Saltpans Key Industrial Area. However, in order to ensure land is used efficiently it is anticipated the site would be able to accommodate a density range of 25-35 dwellings per hectare, which is approximately 25-35 dwellings on this site. As 6 one bed dwelling units have recently been completed within the site area this reduces the potential proposed number of units to approximately 19-29 dwellings. Again the actual number may be higher or lower depending on the details.

10.4. A proportion of land for affordable housing must be provided relevant to the net increase in number of units on site where this net increase is 20 dwellings or more. The exact percentage area of land to be provided for affordable housing would be determined at the point of decision on any planning application relating to this site as transitional arrangements allow for reduced provision until 31st October 2019. The tenure type and size of any affordable housing will be informed at the point of planning application by the most relevant up to date information such as housing waiting lists held by the States of Guernsey, to ensure that provision meets the requirements of those in housing need. Further guidance relating to the provision of affordable housing is set out in policy GP11 of the IDP and the Affordable Housing Supplementary Planning Guidance (December 2016).

Landscaping

10.5. The site is located in the low-lying Marais/ Braye du Valle landscape area, and as such limited tree and shrub planting could reduce the impact of development but should respect the traditional field patterns. Suitable tree species could include Ash, fruit trees and Common Alder; possible hedging species could include Grey Willow and Elder.

10.6. The douit should be considered in landscaping proposals in order to take advantage of opportunities to increase biodiversity on the site.

10.7. A full landscaping scheme should be prepared and submitted as part of any proposal in order to supplement the existing planting and enhance the development. This scheme should also consider opportunities to increase the biodiversity on the site. Tree and hedge planting should use species appropriate to the site's location. Preservation and enhancement to the general outlook of the surrounding areas will be key to the landscaping proposals of this development.

10.8. Protection measures need to be included to preserve and enhance the existing douit/ watercourse and foliage to the southern boundary.

Protected Buildings

10.9. No buildings or structures greater than one storey in height shall be provided within 10 metres of the south boundary of Marlborough (PB1163). This area could be used for private garden, communal amenity space, car parking or a small-scale building/structure no greater than one storey (2.4 metres) in height.

Design

10.10. As identified in Image 3 on page 5, the majority of the site falls within a 1:50 year flood risk zone. This high-risk factor will need to be carefully considered and measures incorporated within the design of the proposed development to mitigate the impact of potential flooding events. Particular attention should also be given to the discharge of surface water with attenuation and retention measures incorporated in the design and Sustainable Urban Drainage Systems included. Guernsey Water will be consulted on any planning application for the site.

10.11. The inclusion of public art as an integral part of a development or as a standalone feature will be encouraged. Policy GP18 requires the relationship between the development and the public realm to be considered and expects proposals to enhance the character and functionality of the locality for the benefit of the public including through improving accessibility. Consideration should also be given to enhancing the public realm with proposals for public art. Public art proposals should be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component of the overall design of a development rather than an add-on feature.

10.12. Two storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable (for example where they relate to the setting of the Protected Building). Proportionate residential amenity space must be provided appropriate to the housing type and location. Proposals for the incorporation of renewable energy installations into the design of the development, such as solar tiles, is encouraged.

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

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

10.15. Given the previous use of the site, the potential for contaminated land would need to be investigated.

10.16. Part P Building Control access arrangements must be met.

10.17. Taking into account the site constraints and opportunities identified, the Development Guidelines Diagram opposite (Image 9) shows a possible broad indicative land use plan for the site.

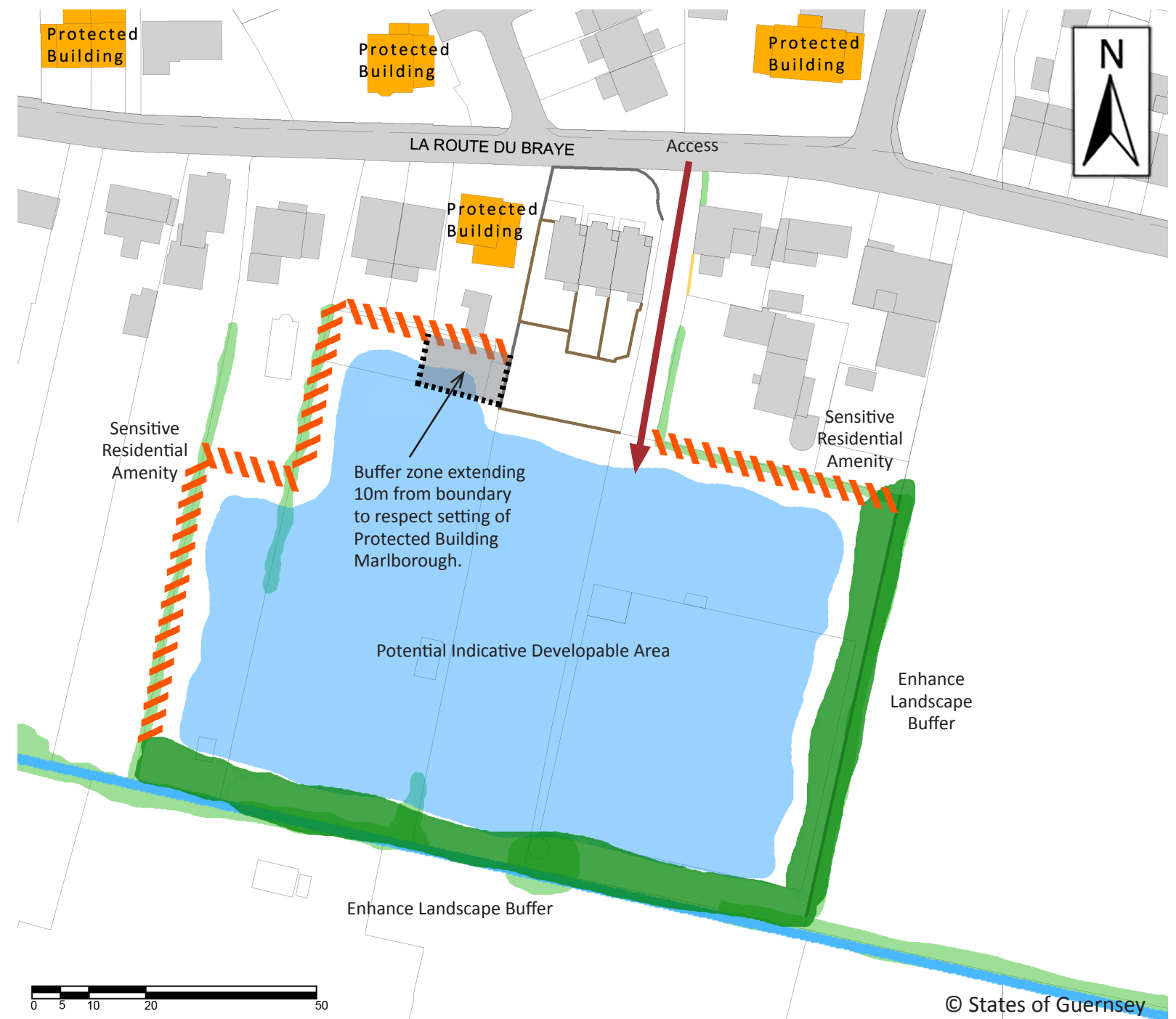


Image 9: Development Guidelines

11. Traffic Requirements

11.1. Policy IP6: Transport Infrastructure and Support Facilities requires that development of the site must be well integrated with the transport network and make provision for infrastructure and facilities which assist in people being able to access the site using a range of transport options.

11.2. In accordance with policy IP7: Private and Communal Car Parking, and Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles. However the strict application of standards can sometimes have an undesirable impact upon the appearance or function of a particular development and although the provision of parking should be expected to comply with Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, it will be interpreted flexibly where it is considered that a better overall development can be achieved. The maximum parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. Cycle parking should be considered at the outset of the design process and be covered, secure and easily accessible in order to comply with policy IP6: Transport Infrastructure and Support Facilities.

11.3. Proposals must also demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development.

11.4. A Traffic Impact Assessment (TIA) will be required in accordance with Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance. This document states that developments resulting in the creation of 25 or more dwelling units and those with a likely significant impact on the local transport network will require a TIA. Consideration should be given to the cumulative impact of this and other developments in the area.

12. Environmental Impact Assessment

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

13. Site Waste Management Plan

13.1. Development Frameworks are required to include an outline Site Waste Management Plan specific to the site in question, a detailed Site Waste Management Plan is required at planning application stage.

13.2. Site Waste Management Plans apply to all aspects of a project, with the majority of opportunities for waste minimisation existing at the design phase. Information should be provided with a planning application on the amount and type of waste that will be produced during the course of a project and how waste will be reduced, reused, recycled, recovered or disposed of. This should be a living document, drafted from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority prior to occupation or use of any dwelling on the site.

13.3. All materials from the demolition of the existing buildings will need to be carefully sorted, separated, and distributed accordingly through the appropriate routes for recycling, recovery or disposal, in order to minimise the waste produced.

13.4. The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the development approval.

13.5. A particular sensitivity in this location is the proximity of the natural watercourse (douit) running along the southern boundary. Guernsey Water should be consulted prior to works starting to ensure suitable protection measures are in place to prevent potential contamination into the douit and local water table.

13.6. A Construction Environmental Management Plan (CEMP) is unlikely to be required but consideration of this will be given at the planning application stage.

Appendix 1: IDP Relevance

IDP Policy	Policy Relevance
S1: Spatial policy	The spatial policy in the IDP sets out that the Main Centres and Main Centre Outer Areas have the role as the focal point for development to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	The Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported. Proposals for development within the Main Centre Outer Areas will also generally be supported where this would not detract from the objective of ensuring the Main Centres remain the core focus for economic and social growth. In both cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.
MC2: Housing in Main Centres and Main Centre Outer Areas	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 the comprehensive scheme taking into account any Development Framework for the site which has been approved by the Authority.
GP1: Landscape Character and Open Land	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.
GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided appropriate to the housing type and location.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.</p> <p>Development should also provide adequate individual or communal areas for storage of refuse and recyclable materials</p>

GP9: Sustainable Development	The policy is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings, flood risk and surface water run-off, renewable energy and use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help address drainage and run-off issues in accordance with this policy. Development of 5 or more dwellings will require a Site Waste Management Plan. It should consider the re-use/disposal of arisings from demolition of any existing buildings on site.
GP10: Comprehensive Development	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.
GP11: Affordable Housing	The Authority will require proposals for development resulting in a net increase of 20 or more dwellings to provide a proportion of the developable area of the site for affordable housing.
GP18: Public Art	Any proposal should consider the relationship between the development and the public realm and should enhance where possible. The inclusion of public art as an integral part of a development or as a standalone feature will be encouraged.
IP1: Renewable Energy production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development proposals that encourage a range of travel options to and within the Main Centres and the Main Centre Outer Areas will be supported, where they are compatible with other relevant policies of the Island Development Plan.
IP7: Private and Communal Car Parking	The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards. Provision will need to be made for secure covered bicycle parking for residents and visitors.
IP9: Highway Safety, Accessibility and Capacity	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.
IP11: Small Scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

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

Have you visited our website? Go to www.gov.gg/planning_transport_waste_services for additional guidance material and other planning information, including how to book a pre-application discussion.

This SPG is issued by the Development & Planning Authority to assist understanding of the provisions of the Island Development Plan (2016) and, where applicable, relevant legislation, by offering detailed guidance but is not intended to be exhaustive or a substitute for the full text of legislation or the policies within the Island Development Plan (2016). This SPG does not form part of the Island Development Plan (2016). It represents the Development & Planning Authority's interpretation of certain provisions of States of Guernsey policy or legislation. The guidance is indicative of the Development & Planning Authority's likely approach to development proposals in relation to the site in question and is not binding on the Development and Planning Authority. This SPG does not prejudice the Development & Planning Authority's discretion to decide any particular case differently according to its merits and it does not relieve the Development & Planning Authority of any obligation, restriction or liability imposed by or under the Land Planning and Development (Guernsey) Law, 2005. Copies of the text of the Island Development Plan (2016) are available from Sir Charles Frossard House and also available electronically online at www.gov.gg/planningpolicy. Copies of legislation are available from the Greffe. Electronic copies are also available at www.guernseylegalresources.gg. Substantive queries concerning the guidance or a specific site should be addressed to the Planning Service by email at planningservice@gov.gg. The Development & Planning Authority does not accept any liability for loss or expense arising out of the provision of, or reliance on, any advice given. You are recommended to seek advice from an independent professional advisor where appropriate.