



draft Mycroft/Warma Development Framework

Supplementary Planning Guidance July 2018

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1. Introduction

1.1. This Development Framework has been prepared to guide potential development at Warma, Le Pre de la Cotte, and Mycroft, Route de Carteret, Cobo. 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.

1.2. A previous Development Framework was approved for the part of the site known as 'Warma' in October 2017. However, land adjacent to this site has since been put forward for development and in order to consider the area comprehensively, this draft Development Framework incorporates both Warma and adjacent land to the west known as Mycroft.

1.3. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application for residential development on the site should be in accordance with it. The previous Warma Development Framework, October 2017, will be superseded by this Development Framework.

2. Site Overview

2.1. The site is located within Cobo Local Centre. The site area is approximately 0.79 hectares (4.82 vergées) and includes the property known as Mycroft on Route de Carteret, Cobo, and the adjoining field to the east which adjoins the curtilage of the dwelling known as 'Warma'. North of the site are the La Mare de Carteret Playing Fields (including the Nature Trail), and the surrounding built development is predominantly residential.

3. Planning Policy Context

3.1. This site falls within Cobo Local Centre as identified within the Island Development Plan, 2016. Plan policies support the principle of limited residential development within Local Centres. In particular policies S1: Spatial Policy, S3: Local Centres and LC2: Housing in Local Centres are relevant.

3.2. In accordance with IDP policy, limited residential development of a scale that is appropriate to maintain or enhance the character and vitality of the Local Centre is acceptable, and where able to accommodate a variety of dwellings, the proposal should provide an appropriate mix and type of dwellings reflective of the demographic profile of households requiring housing.

3.3. Individual policies of the IDP should not normally be read in isolation or out of context, but the policies that are 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.

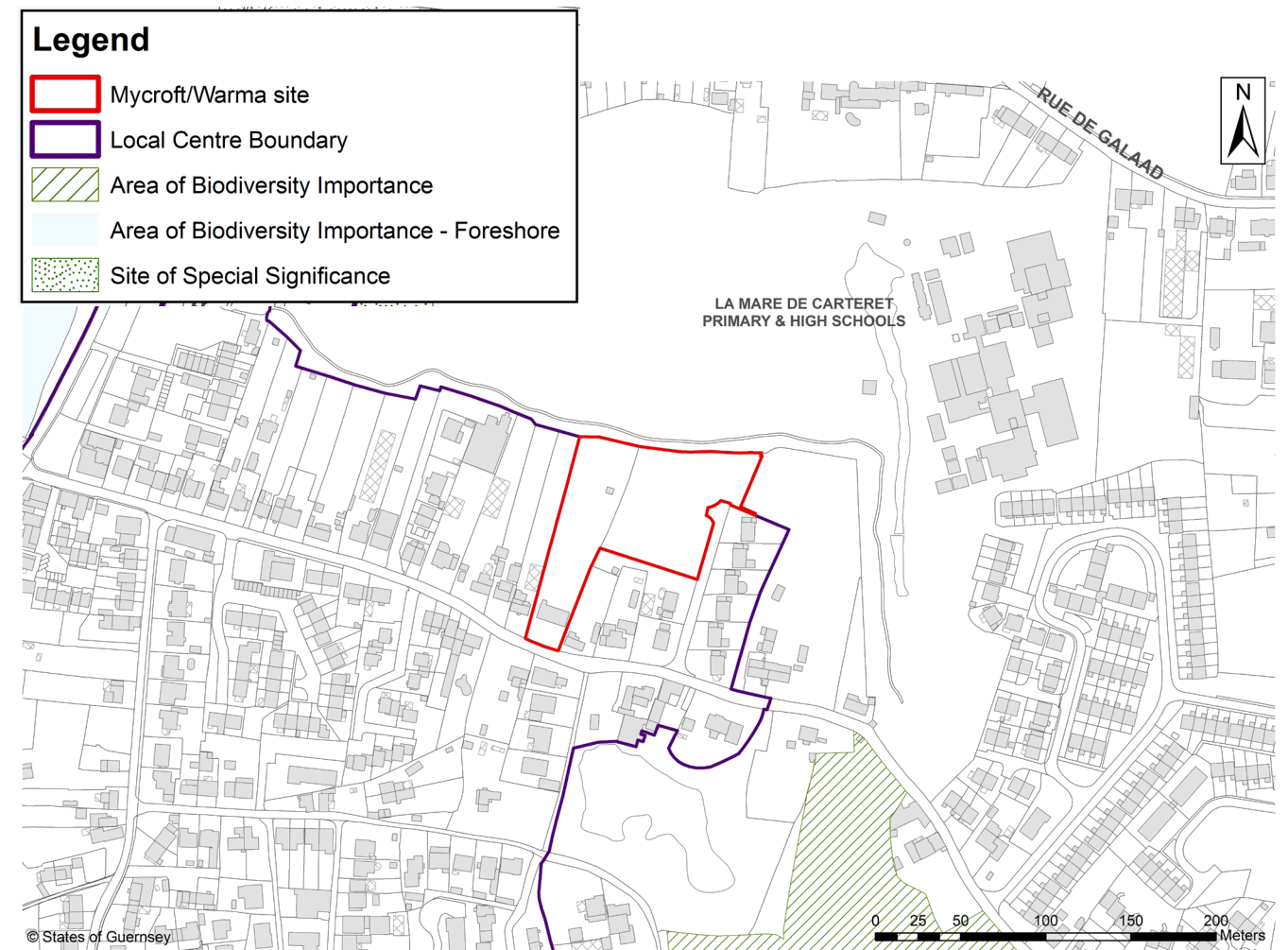


Image 1: Extract from the IDP Proposals Map showing the Mycroft/Warma site outlined in red.

4. Surrounding Area

4.1. The Mycroft site is located on Route de Carteret with access to the Warma field off Le Pre De La Cotte, (Route De Carteret). It lies west of the Saumarez footbridge, a short distance inland from Cobo Bay. It is well connected to the main roads and bus stops are within walking distance of the site. The shops, services and facilities of Cobo are also within 5-10 minutes' walk and both Le Pre De La Cotte and Route De Carteret have footways. Cobo Community Centre (including pre-school) at the Guet is within 15 minutes' walk.

4.2. The land to the north of the site forms part of La Mare De Carteret School premises; the tennis courts and playing fields are separated from the site by a tree lined nature trail and douit/watercourse, and a small low level earth bank. The tree lined nature trail is classified as Planted Broadleaved Woodland according to the 2010 Habitat Survey.

4.3. A small portion of the northern part of the site is identified as being within a flood risk area, varying from a 1:50 year level of risk to 1:250 year risk. There are no significant changes in land levels between the site and adjoining land.

4.4. Where the site borders the north east, low granite stone walls characterise the boundary with mature foliage lining the wall on the neighbouring land. The character of the area is described as semi-rural, and built development to the west, south and east is predominantly residential.

4.5. There are no Protected Buildings, Monuments or Trees in the area immediately around the site, though there are buildings of historic interest on Route de Carteret (for example Les Herchiers, Esperanza and Carteret Farm). The character of the area is in part defined by these cottages and houses with long gardens and former vinery sites. Clos developments from the 1960s and 70s are also evident in the area, often on former vinery sites.

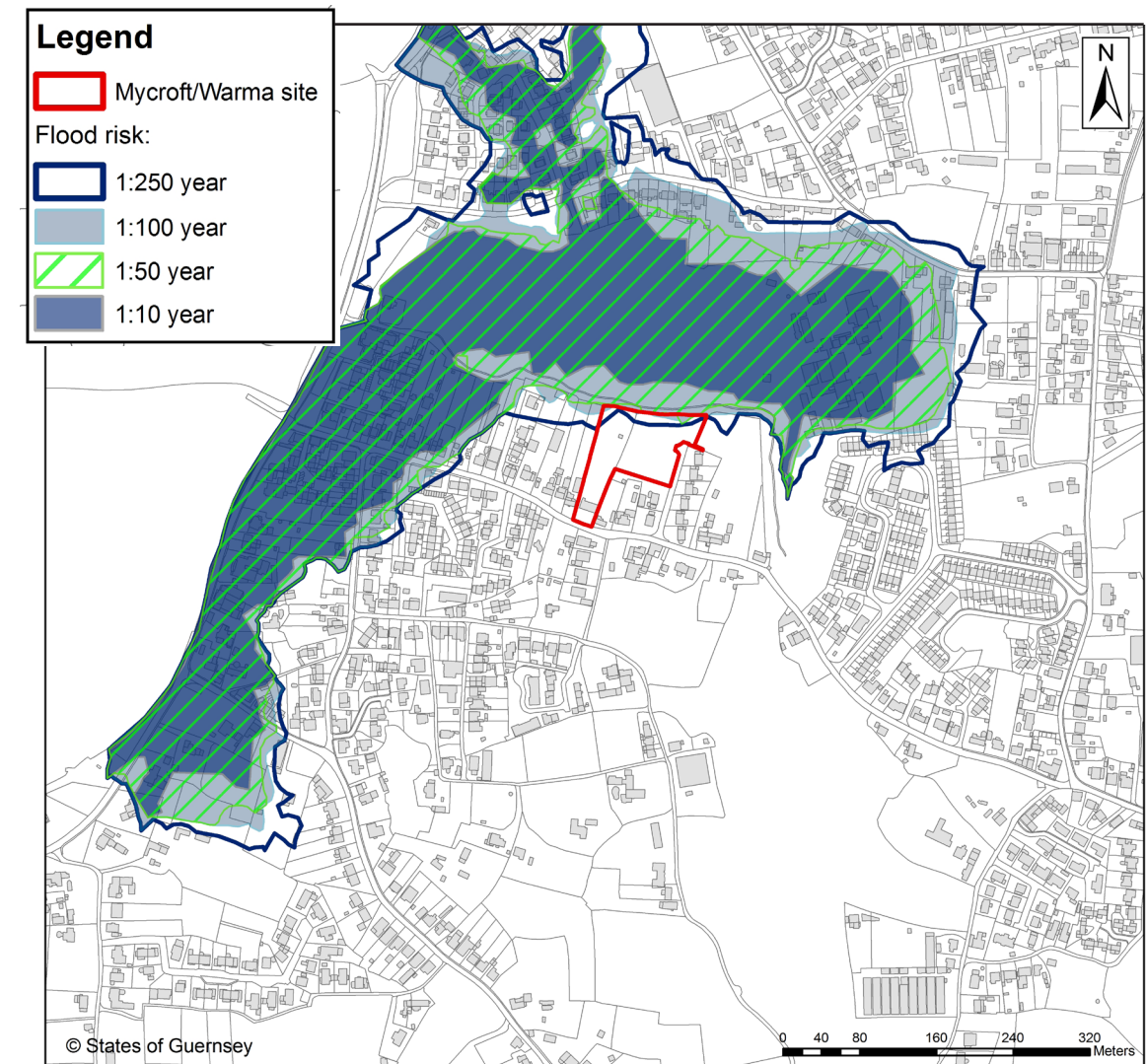


Image 2: Flood risk on the northern part of the Mycroft/Warma site.



Photo 1: Looking across to Pre de la Cotte from the Nature Trail, rear of Mycroft



Photo 2: Looking into Mycroft from the Nature Trail



Photo 3: Les Herchiers, west of Mycroft



Photo 4: Esperanza, Route de Carteret

4.6. The historic maps of the area indicate that the pattern of residential development on the north side of Route de Carteret was established prior to 1898. Glasshouses can be seen to the rear of properties on Route de Carteret in the vicinity of the site. Glasshouses are shown on the Mycroft site on the 1938 map, with the dwelling shown on the 1979 map. The Warma field remains undeveloped on the historic maps, though Le Pre de la Cotte is shown as under construction on the 1979 map.



Image 3: Location of photographs



Photo 5: Housing on Le Pre De La Cotte



Photo 6: Warma, Le Pre de la Cotte (adjacent site)

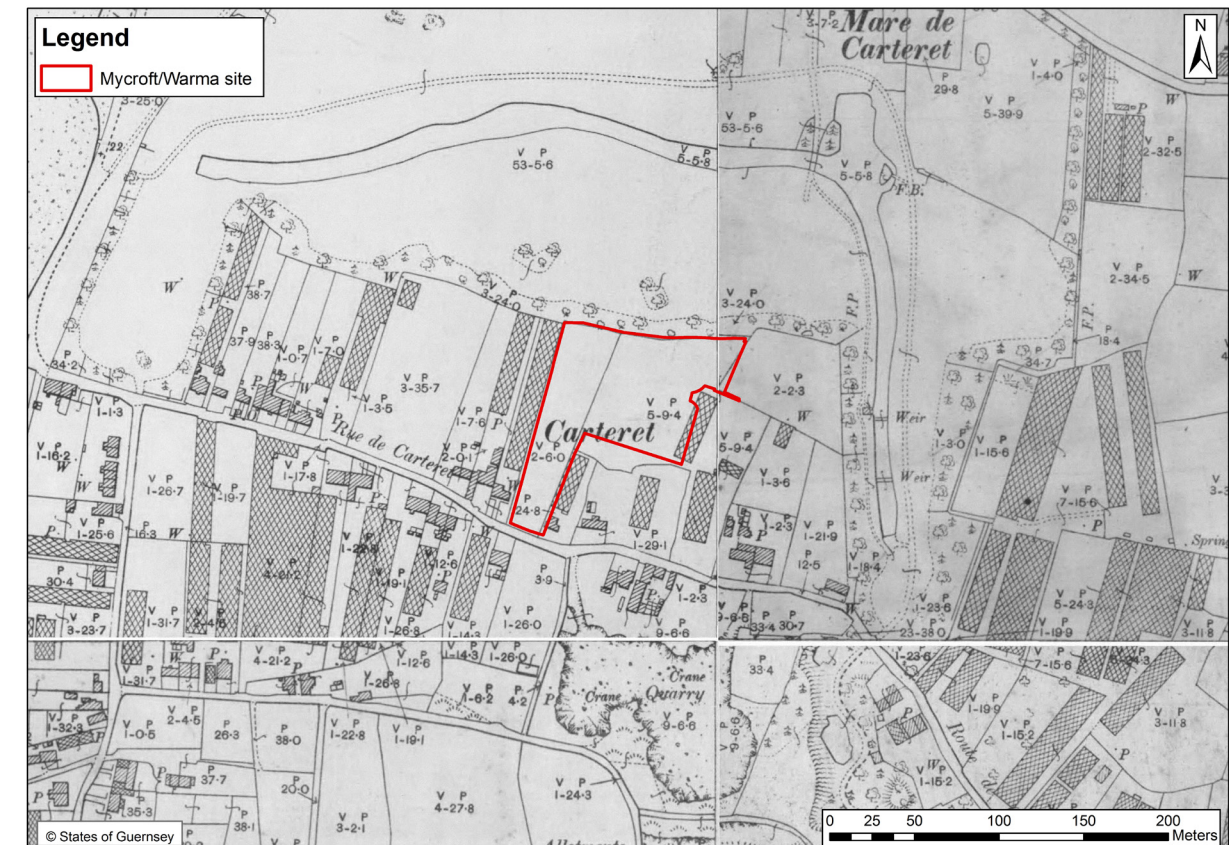


Image 4: Extract from 1898 map showing the Mycroft/Warma site outlined in red

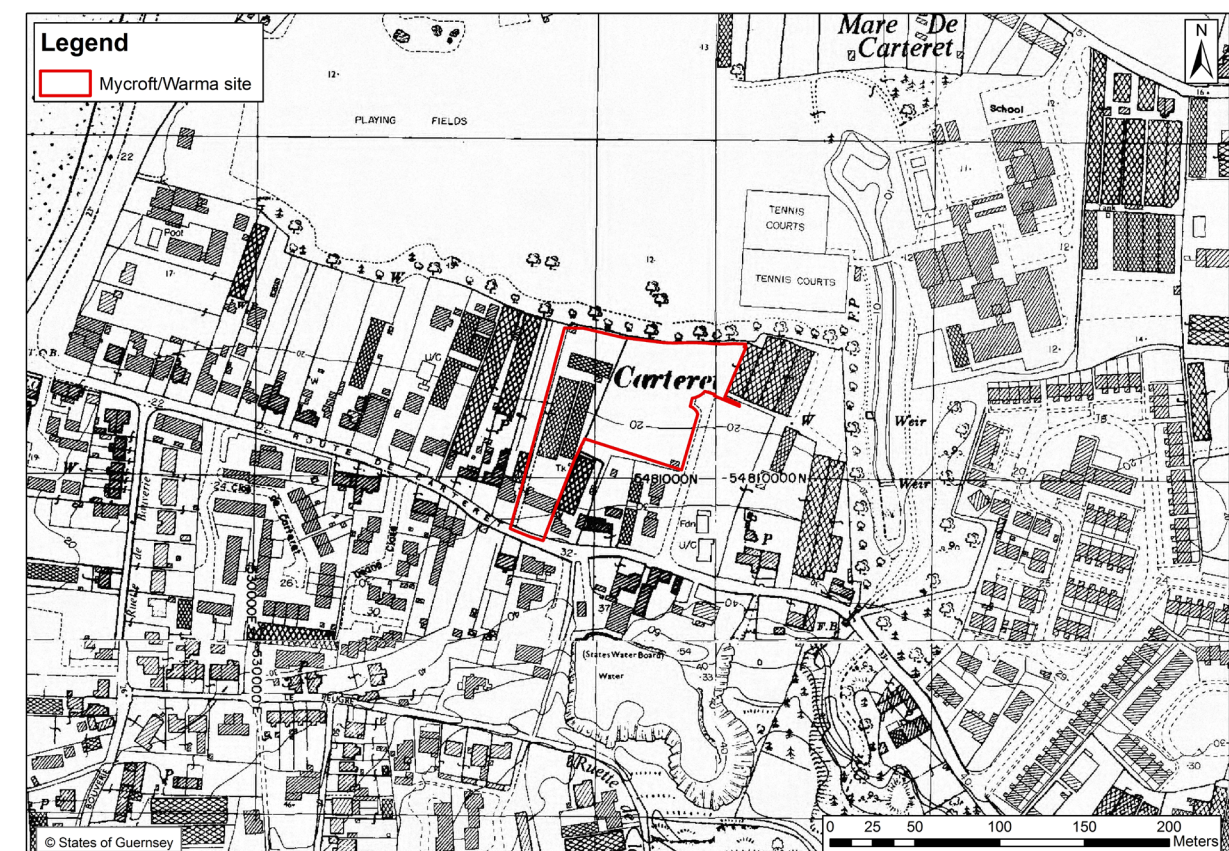


Image 5: Extract from 1979 map showing the Mycroft/Warma site outlined in red

5. Local Characteristics

5.1. The surrounding residential development consists mainly of semi-detached/detached chalet bungalows or cottage style dwellings, generally of a pitched roof construction. Dwellings are a mixture of 1 and 1 ½ storeys in height, with relatively simple designs and detailing where appropriate such as granite frontages, rendered quoins and rough textured rendered finishes to the exteriors. There is a staggered street scene with many properties having parking areas at the front and gardens to the rear. As noted above, the character of the area is in part defined by the historic cottages and houses along Route de Carteret.

5.2. Density of development around the site is relatively low, with densities increasing towards the coast and the centre of Cobo Village. A basic study of clusters of housing around the site indicates that residential densities range from approximately 6 dwellings per hectare to around 37 dwellings per hectare.

5.3. Predominant materials in the area include red/orange tiled roofs or natural slates (the majority are tiled), a mix of granite stonework and painted rendered blockwork facades and white uPVC windows and doors. The dwellings on Le Pre De La Cotte are pink fronted and a small number of nearby dwellings are fronted with blue granite. Parking and hardstanding areas in most cases consist of gravel or tarmac, with brick paving in some areas. Boundaries are generally low stone walls, fencing or rendered blockwork walls between dwellings, and in some cases earth banks with dry stone walling.

6. Site Description

6.1. The site incorporates the dwelling and gardens of the property called Mycroft on Route de Carteret, and the adjacent field to the east which lies to the north of the curtilage of the dwelling 'Warma', accessed via Le Pre de la Cotte. This field is not currently farmed but most likely used historically for agriculture. The field does not link to any other agricultural areas. There are no existing buildings or structures on the Warma part of the site.

6.2. The Mycroft part of the site includes the existing dwelling house and an old boiler house to the north. Historic maps show the development of the area, indicating the use of this site as a glasshouse site. The dwelling appears on this site much later than the adjoining domestic properties (i.e. Les Herchiers and Carteret Cottage) which appear on the 1898 map.

6.3. The northern boundary of the site is formed of a low earth bank and dense foliage which encloses the douit/watercourse. The eastern boundaries are formed mainly of hedging, with a low stone wall in part.

6.4. To the west, a stone wall forms the majority of the boundary between Mycroft and Les Herchiers,

and a new boundary will need to be formed to define the southern edge of the Warma part of the site.

6.5. The land level of the site falls from north to south by an average of 1100/1500mm. East to west the site is relatively flat within the main site area, with little change in land level.

6.6. There is currently a vehicle access to Mycroft direct off Route de Carteret. Access to the Warma part of the site is from Le Pre de la Cotte.

6.7. Mains electricity, water services, Telecoms and the main foul water drainage sewer run under Le Pre De La Cotte and serves the development directly below the existing service road.

6.8. Foul water drainage services are located within the central eastern section of the Warma field, installed at the time that Le Pre De La Cotte was developed in the 1970s. An existing foul water pumping station lies within the Warma field. Mains gas is available on Route De Carteret.



Image 6: Aerial photograph of the Mycroft/Warma site



Photo 7: Mycroft, with Les Herchiers to the left, taken from Route de Carteret



Photo 8: View north into Mycroft site from existing drive



Photo 9: Boundary wall between Mycroft and Les Herchiers to the west



Photo 10: View east across the site towards Le Pre de la Cotte



Photo 11: View south west showing boundary between Warma field and Mycroft



Photo 12: Taken from the centre of the Warma field looking south east



Image 7: Location of photographs of site

7. Site Analysis

7.1. Proposals for development need to take into account the constraints and opportunities that the site presents. For this site, the opportunities and constraints are identified as follows.

- The interface between the site and the Nature Trail, dovit and open space to the north needs to be considered sensitively. A landscaped area which screens and separates development from the Nature Trail will be appropriate in order to protect the character of the Nature Trail.
- Part of the site to the north falls within the flood risk zone. This area also forms the boundary with the Nature Trail, so a landscape buffer may also be appropriate here in terms of flooding and protecting this more biodiverse area.
- A landscape buffer and appropriate boundary planting may provide opportunities to increase the biodiversity on this site.
- 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.
- Existing residential development to the south and residential gardens to the west should be carefully considered to avoid conflicts such as overlooking. The site could potentially provide access to land to the west, in the event that that site also comes forward for development.
- The boundaries - To the northern boundary adjacent to the dovit are several trees which should be retained. The boundary hedges separating the Warma field and Mycroft should also be retained where mature and established.
- There are currently two access points to the site: direct from Le Pre De La Cotte to the east of the site (Warma) and from Route de Carteret to the south (Mycroft). The Mycroft access is, as existing, substandard due to restricted visibility.
- The proximity of the La Mare de Carteret playing fields is a positive asset and there may be opportunities to improve connectivity.
- Development of the site should make a positive contribution to the character of the area, which should inform the layout and design. The area is semi-rural, with features such as mature landscaping and front gardens contributing to the character of the area. The majority of dwellings in the vicinity are 1 ½ storeys in height.
- Consideration will need to be given to establishing new boundaries to define shared and private space on the site, including what materials or planting will be used given the characteristics of the site and local area and its location in the Western Mares landscape type.



Image 8: Site Analysis

8. Development Guidelines

8.1. Appendix 1 contains a summary of the relevant policies in relation to this site which will inform development.

8.2. A comprehensive approach to developing the site must be taken, in accordance with policy GP10: Comprehensive Development. However a phased approach to development and delivery is acceptable.

Accessibility

8.3. The preferred vehicular access for the whole site is from Le Pre de la Cotte and as such the layout and design of development should accommodate this preference. A Planning Covenant may be required to enable such an arrangement. Additionally, the ability to link the development to land to the west (should that come forward for development in the future) should also be investigated in terms of layout, the purpose of which is to avoid multiple access points in the future which is undesirable both from a traffic management point of view and in the interests of efficient use of land (see policies GP8 and GP9).

8.4. Should the Mycroft element of the site come forward for development first, consideration will be given to a vehicle access from Route de Carteret, subject to design and appearance.

8.5. In accordance with paragraph 20.7.6 of the IDP, development must be well integrated with the existing transport network and demonstrate excellent pedestrian and bicycle access to, within and through the site. Measures to encourage walking and cycling may need to extend beyond the immediate site through, for example, improvements to footpaths, pedestrian crossing facilities and improved bicycle access.

8.6. The site should ensure that pedestrians and cyclists have good connectivity and permeability in relation to other routes in the area, and a pedestrian and cycle access onto Route de Carteret could potentially remain, though attention should be given to the principles of Crime Prevention Through Environmental Design, ensuring there is sufficient natural surveillance of such a route. The opportunity to create pedestrian links to the nature trail and La Mare de Carteret playing fields to the north should also be investigated.

8.7. Proposals must demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development. In accordance with policy IP7: Private and Communal Car Parking, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles associated with the residential development. The standards set out within the Supplementary Planning Guidance in respect of car parking do not apply in this location and any proposal must demonstrate that the parking provision is

appropriate for the form of development proposed.

8.8. Provision of covered cycle parking should be included in proposals in accordance with the requirements of policy IP6: Transport Infrastructure and Support Facilities and the Supplementary Planning Guidance.

Design

8.9. The building design does not need to replicate buildings in the vicinity, especially where innovative designs are proposed to meet Policy GP9. Building materials may, however, be drawn from local characteristics, materials and colour.

8.10. Should Mycroft not be retained, then dwellings on the site frontage of Route de Carteret should respect the contribution that front gardens make to the character of the area, including through their mature landscaping.

8.11. Development will be expected to demonstrate sustainable design and construction methods and techniques with particular reference to the design, layout and orientation of buildings, surface water run-off, renewable energy and the use of materials. The use of sustainable and traditional materials such as stone, rendered block and slate roofs will be encouraged, but other materials may be acceptable especially if they can be demonstrated to have low embodied energy (e.g. material recycled from any demolished buildings on the site). Proposals for the incorporation of micro-renewable energy installations into the design of the development, such as solar tiles, is encouraged.

8.12. Sustainable design also includes ensuring the accessibility to and within buildings for people of all ages and abilities, offering flexible accommodation that is able to respond to people's needs over time. Development should also provide adequate individual or communal areas for storage and collection of refuse and recyclable materials, taking into account the new waste and recycling collections commencing in September 2018.

Density and form of development

8.13. The scale, density and form of development shall be designed to integrate with the overall character and scale of the site and surrounding area. 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.

8.14. Proportionate residential amenity space must be provided appropriate to the housing type, and development proposals must respect the amenity of neighbouring residents as well as considering users of the nature trail. Amenity objectives should be considered at the earliest stages of design to

ensure that development adequately provides for the health and well-being of existing and proposed residents.

8.15. The site is large enough to accommodate a number of dwellings, and as such 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, such as Housing Needs Studies and other relevant information held by the States of Guernsey. The exact mix and type of dwellings will be determined at the point of any planning application on the site, informed by the most up to date information available.

8.16. The exact number of units on site will depend on the detailed design response to the specifics of this site. For example, appropriate sustainable architectural design and scale appropriate to Cobo Local Centre, residential amenity (including provision of amenity space) and the relationship with the nature trail to the north.

8.17. In order to ensure land is used efficiently, it is anticipated the site would be able to accommodate a density range of 20-30 dwellings per hectare. This would equate to approximately 15-23 dwellings on the site. The actual number of dwellings may be higher or lower than this range depending on the details of the design and the mix and type of housing units required at the point of application.

8.18. In accordance with Policy GP11, if proposals for development result in a net increase of 20 or more dwellings, a proportion of land for affordable housing must be provided relevant to the net increase in number of units on site. 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 and Public Realm

8.19. A comprehensive landscaping scheme must be submitted as part of any proposal which should respect the local character and respond to the potential amenity conflicts identified above in relation to the Nature Trail, douit and public open space to the north, and the residential properties adjacent to the site.

8.20. The landscaping scheme should comprise all native species which should be suited to this area, classified as Western mares. Suitable tree planting could include Common Alder, Sliver Birch, Rowan, English Oak, Common Ash, Field Maple and fruit trees. Suitable hedging plants may include Elder,

Hawthorn, Holly and Grey Willow.

8.21. The design of the development must avoid the discharge of surface water, instead using SUDS techniques, such as permeable surfaces to any hardstanding areas. Particular care should be taken in relation to the adjacent douit.

8.22. The possibility of bats using the current buildings for roosting should be considered ahead of any demolition or renovation work, and if suspected or proven, appropriate mitigation measures taken. It would be beneficial to include suitable bird and bat boxes and other biodiversity enhancements within the design of the development to allow bats to roost and birds such as Swifts, House Martins, House Sparrows and more common species to nest. The applicant/agent is encouraged to contact Julia Henney at La Societe Guernesiae early in the design process in this regard.

8.23. 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.

Infrastructure

8.24. Proposals for development must meet the requirements of the Guernsey Technical Standards relating to fire safety, which may include provision of a proper turning point (hammer head) within the new development or another option may be to improve the current turning area at the north end of Le Pre De La Cotte. Depending on the final design and layout of the development, there may also be a requirement to move and replace the old fire hydrant on Le Pre De La Cotte. Part P, Building Control access arrangements must also be met.

8.25. Proposals for development must take into account any requirements from Guernsey Electricity to ensure an adequate electricity supply. This is likely to include a local distribution feeder pillar within the proposed site boundary.

8.26. Adequate infrastructure must be provided to serve the proposed development, including additional foul water drainage services if required.

8.27. Image 9 shows a broad indicative land use plan for the site, taking into account the constraints and opportunities identified.

9. Site Waste Management Plan

9.1. Development Frameworks are required to include an outline Site Waste Management Plan specific to the site in question. A detailed Site Waste Management Plan is required at planning application stage. The Site Waste Management Plans planning advice note can be found here - www.gov.gg/planning_building_permissions.

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

9.3. All materials from the demolition of the existing buildings will be carefully sorted, separated, and, where possible, re-used on site. Alternatively the sorted materials should be distributed accordingly through the appropriate routes for recycling, recovery or disposal, in order to minimise the waste produced.

9.4. The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the site, and appropriate for new waste and recycling collections commencing from 2 September 2018.

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

9.6. Given that the site comprises former vinery land, there may be contaminated land on the site. It is therefore likely that any planning application will include a condition requiring a desktop survey to assess the risk posed.



Image 9: Broad indicative land use diagram

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 with limited development in Local Centres.
S3: Local Centres	Development will be supported within the Local Centre if it sustains the socially inclusive and healthy communities that the Centre serves and it is of a scale that reflects the Centre's existing functions.
LC2: Housing in Local Centres	Proposals for housing development within Local Centres will be supported where the scale is appropriate to the Centre concerned and, if able to accommodate a variety of dwellings, it provides an appropriate mix and type. A Development Framework is required for sites over 0.125ha or proposals of 5 or more houses.
GP1: Landscape Character and Open Land	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.

GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided appropriate to the housing type and location.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information.</p> <p>Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.</p> <p>Development should also provide adequate areas for storage of refuse and recyclable materials.</p>
GP9: Sustainable Development	<p>The policy is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings and surface water drainage, renewable energy and use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help in accordance with this policy.</p> <p>Development of 5 or more dwellings will require a Site Waste Management Plan. It should consider the re-use/disposal of arisings from demolition of any existing buildings on site.</p> <p>The Site Waste Management Plans planning advice note can be found here - www.gov.gg/planning_building_permissions.</p>

GP10: Comprehensive Development	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.
GP11: Affordable Housing	<p>Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing. This site as a whole will be within the affordable housing requirement band relating to sites providing 30 dwellings or more. The exact percentage area of land for affordable housing will be determined at the point of decision on any planning application relating to this site.</p> <p>The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from the States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.</p>
GP12: Protection of Housing Stock	<p>It is important that there is no overall loss to the existing housing stock either through redevelopment or change of use.</p> <p>Redevelopment schemes that affect existing housing will be required to incorporate proposals to maintain the number of housing units on the site.</p>
GP18: Public Realm and 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	<p>Development proposals in Local Centres will be expected to meet the standards for bicycle parking as set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, as well as making appropriate provision for car parking. When determining the level of car and motorcycle parking appropriate to the site, the type of development proposed and its impacts on the character of the area, surrounding uses, and existing road network as well as its accessibility for pedestrians and cyclists and to public transport will be taken into account.</p> <p>Bicycle parking should be provided at one secure covered space per dwelling (less than 3 habitable rooms) plus 1 space per 8 dwellings for visitors and 2 secured covered cycle spaces per dwelling (3 or more habitable rooms) plus 1 space per 8 dwellings for visitors.</p>
IP9: Highway Safety, Accessibility and Capacity	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.
IP11: Small-scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

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

Have you visited our website? Go to www.gov.gg/planningandbuilding for additional guidance material and other planning information, including how to 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 email on planning@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.