

Richmond House Development Framework

Supplementary Planning Guidance June 2019

Contents

Richmond House Development Framework

1. Introduction..... 3

2. Site Overview 3

3. Planning Policy Context 3

4. Surrounding Area 4

5. Site Description 6

6. Site Analysis..... 7

7. Development Guidelines 9

8. Site Waste Management Plan 13

1. Introduction

1.1. This Development Framework provides planning guidance for the potential residential development of Richmond House/Fleur De Lys/La Bas Courtil, Les Bas Courtils Road, St Sampson. It provides broad, comprehensive and practical guidance on how the policies in the Island Development Plan (IDP) will be applied to the site, and considers appraisal of the site and wider area. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application for residential development on the site should be in accordance with it.

2. Site Overview

2.1. The site is located on Les Bas Courtils Road, St Sampson. The site area is approximately 0.68 hectares (4.15 vergées) and comprises three detached dwellings and their gardens, each of which is in separate ownership. Vehicular and pedestrian access to each of the three properties that make up this site is from Les Bas Courtils Road. Image 1 opposite shows the site outlined in red on an extract from the Island Development Plan Proposals Map.

2.2. The three existing dwellings constitute the principal buildings on the site, alongside a number of smaller, ancillary domestic structures. Richmond House/Fleur De Lys are of 2 ½ storeys, whilst La Bas Courtil is of 2 storeys. The whole (ie inside and outside) of Richmond House together with the wall and archway to the west of the house are a protected building (PB1683).

2.3. Although the owner of La Bas Courtil has indicated that they have no current intention to redevelop the property, it has been included within this Development Framework to ensure that any development on the Richmond House/Fleur De Lys sites does not preclude making effective and efficient use of La Bas Courtil in future should circumstances change.

3. Planning Policy Context

3.1. The site is located within the St Sampson/Vale Main Centre Outer Area as defined within the IDP. The site is not designated as a Housing Allocation Site, and so could be developed in a number of ways for a range of alternative uses. In practice however, given existing dwellings on and adjacent to the site, and the stated preference of the owners of Richmond House/Fleur De Lys to pursue a residential development scheme, such alternative uses are unlikely to come forward.

3.2. This Development Framework therefore provides planning guidance for residential use of the site, in accordance with Policy MC2: Housing in Main Centres and Main Centre Outer Areas, and is required to guide proposals of 10 or more dwellings. In itself this Development Framework does not require that planning applications for residential development on this site are for 10 units or more, but given the size of the site, a framework is required.

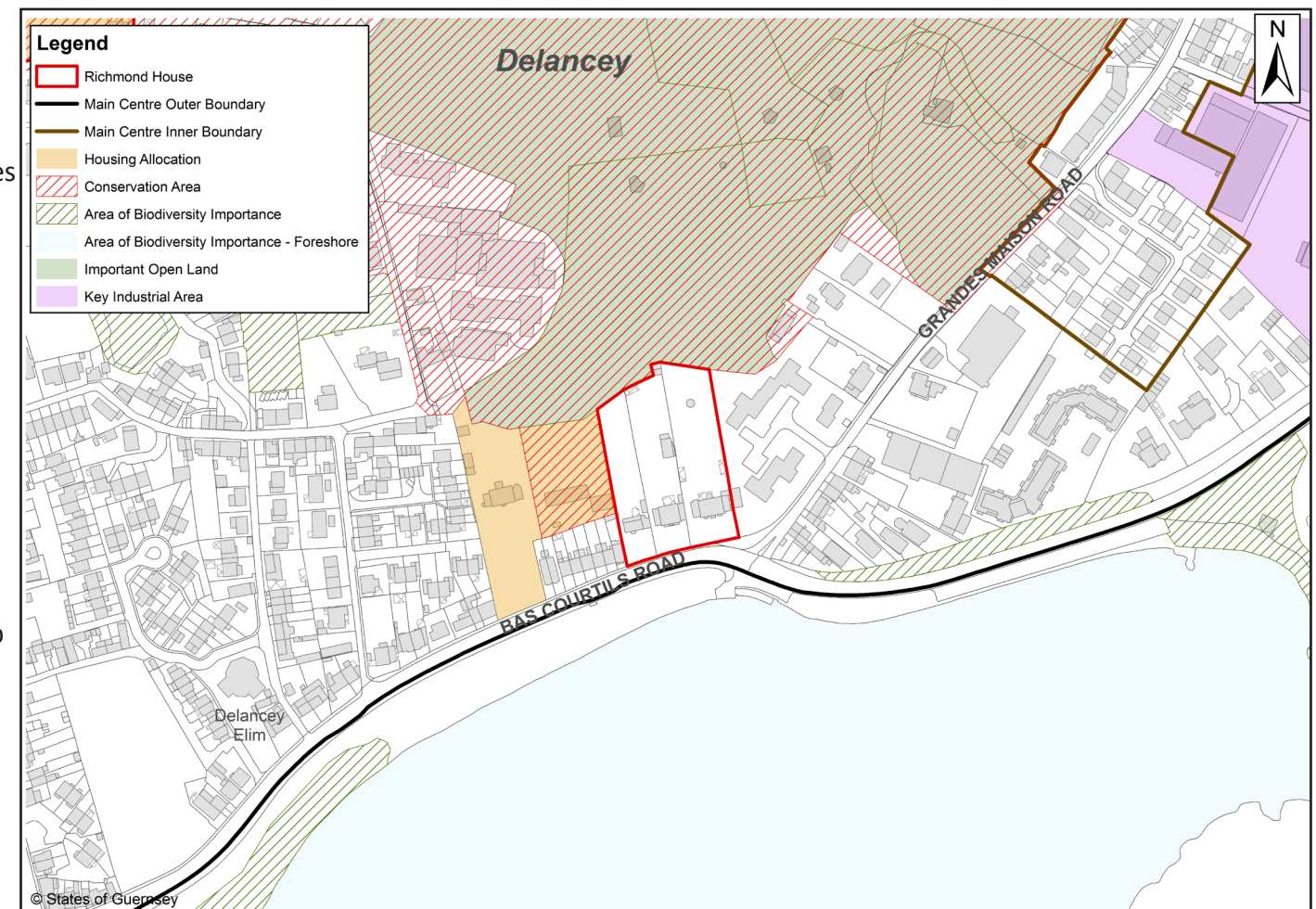


Image 1: Extract from the IDP Proposals Map showing the site outlined in red.

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

3.4. Relevant Supplementary Planning Guidance (SPG) for Parking Standards and Traffic Impact Assessment and Affordable Housing will also need to be taken into account.

4. Surrounding Area

4.1. The site is located on Les Bas Courtils Road in St Sampson. It has a prominent position and can be seen from the outskirts of St Peter Port when travelling along the seafront with Delancey Park as a back drop. The site can also be seen from the sea and has views of other Islands in the Bailiwick of Guernsey, and of Jersey. The area is characterised as built-up, and opposite the front of the site is open land on the sea front.

Accessibility

4.2. Les Bas Courtils Road is the main road linking Town and The Bridge (the 'Inter Harbour Route'). This is a busy strategic road which accommodates long and heavy vehicles. Bus stops are within walking distance of the site with services to Town and The Bridge, and the shops, services and facilities of The Bridge are approximately 15 minutes' walk (5 minutes by car or by bike). A school bus runs from Les Bas Courtils Road to Vale Primary School, which is otherwise a 25-30 minute walk (7-10 minute car journey). There is a cycle path along the sea front that runs from Richmond Corner (east of the site) into Town.

Surrounding Built Development

4.3. The surrounding development is predominantly residential, with a mix of house types including bungalows and 2 and 3 storey buildings, with a variety of construction ages. Predominant features are rendered and stone boundary walls, bay windows and brick chimneys. A mix of dormer window styles are evident.

4.4. As shown in the Nolli diagram (Image 2), there is a range of housing densities in the area and a strong pattern of detached, semi-detached and terraced frontage development on Les Bas Courtils Road, Les Grandes Maisons Road and Delancey Lane, with areas of more fragmented backland development in the rear.

4.5. The only other protected building in the vicinity of the site is Les Bas Courtils to the west, the whole of which, together with boundary walls, railings and outbuildings, is protected. A protected

monument, in the form of the Delancey Battery, overlooks the site from higher ground a short distance to the north west.

Adjoining Land Designations

4.6. The site is bordered and overlooked by Delancey Park, which is within a Conservation Area and includes the adjacent Area of Biodiversity Importance (ABI) and Important Open Land (IOL) designations. The Delancey ABI consists of planted and semi-natural woodland and areas of the park which are mowed less frequently to allow for development of coastal grassland and scrub. The site is also noted as being in a good position for birds following the East Coast on migration.

4.7. The IOL designation covering Delancey Park functions to protect and enhance the openness, landscape character and visual quality of the designated area. A public footpath runs along the southern edge of the park

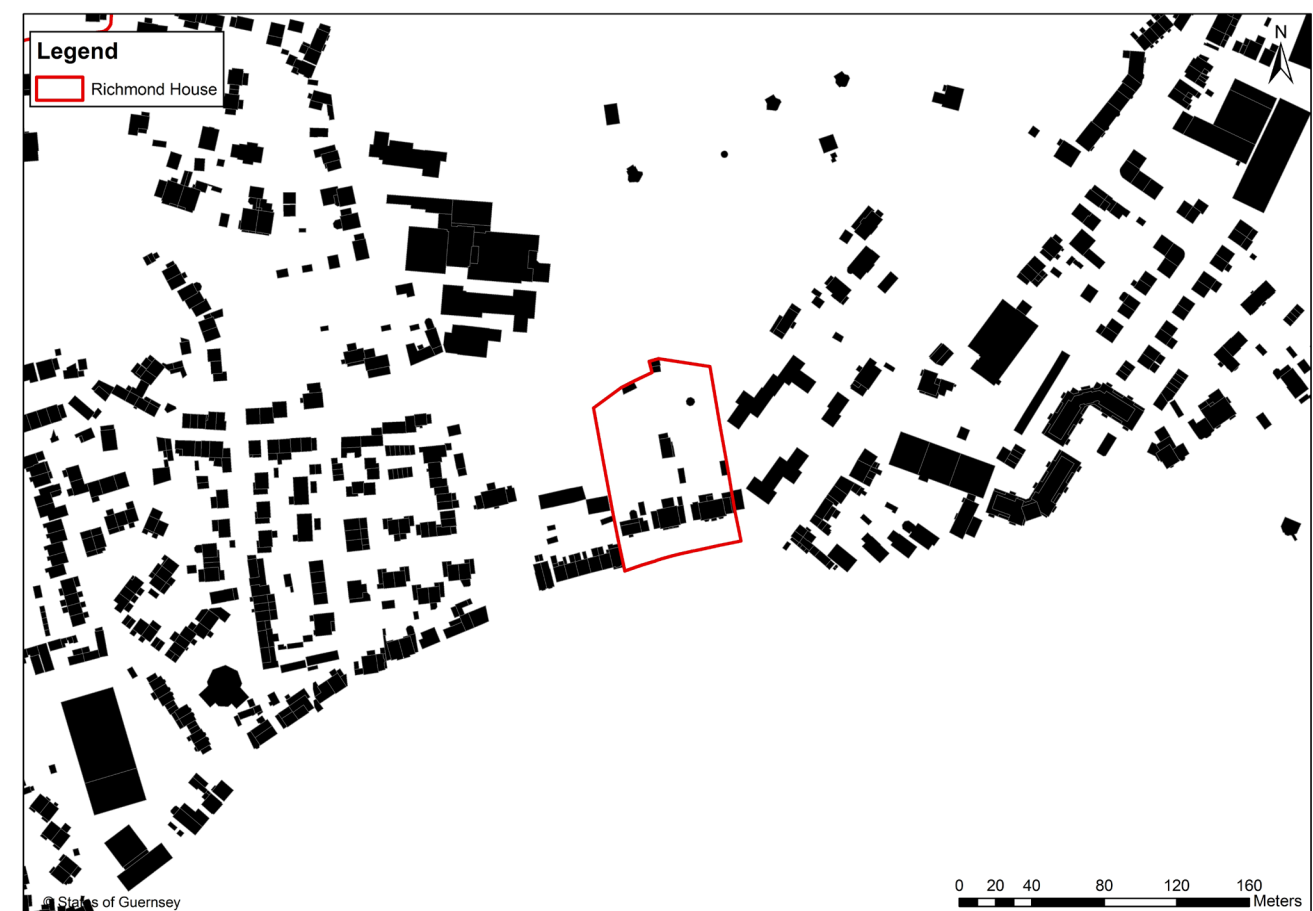


Image 2: Nolli Map showing built form with the site outlined in red.

Delancey Battery

4.8. Delancey Battery is a Protected Monument (PM94) situated on the clifftop within Delancey Park, at the top of the vegetated escarpment at a height of approximately 10m above the site. There are clear views into and across the site from the battery.

Archaeological Interest

4.9. Delancey Park is also a site of known archaeological importance, so given the proximity of this site to Delancey Park, there may be implications for the approach to development in accordance with policy GP7: Archaeological Remains.



1. Looking north from Bulwer Avenue



2. Looking into adjacent Clos

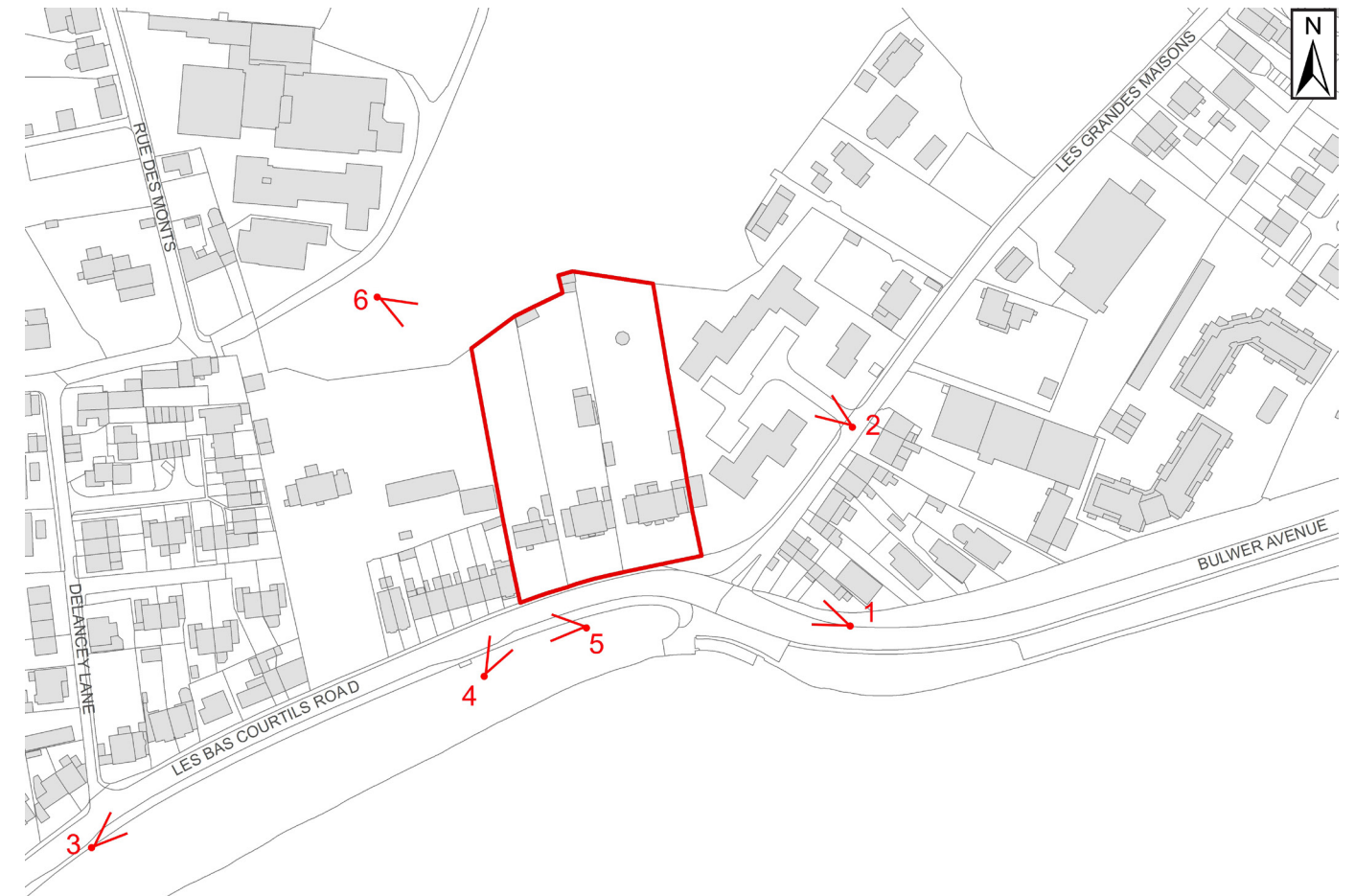


Image 3: Photo Location Map



3. Looking along Les Bas Courtils



4. Showing full site frontage to the road



5. Showing residential development to the east



6. Looking across the site from Delancey Park

5. Site Description

- 5.1.** The site has a prominent position on the main Inter Harbour Route and, as noted above, measures approximately 0.68 hectares (4.15 vergées).
- 5.2.** The site comprises three detached dwellings and their gardens.
- 5.3.** The three dwellings are set back from the public highway behind driveways and low frontage boundary walls.
- 5.4.** Existing vehicle and pedestrian access to the three dwellings is from Les Bas Courtils Road.
- 5.5.** Each of the three dwellings has a large, lawned rear garden, La Bas Courtiland Richmond House having a number of mature trees and shrubs. Fleur de Lys has a parking area and detached garage in the middle of that property's rear garden close to the centre of the site.
- 5.6.** Roadside boundaries are defined by c.1-1.2m granite and painted render walls, whilst side boundaries between each of the three dwellings and neighbouring properties comprise taller granite walls. The north site boundary, adjacent to Delancey Park, also features granite walls with the wooded escarpment behind.
- 5.7.** The site slopes up towards the north from Les Bas Courtils Road by approximately 7m.
- 5.8.** All main utility services, including gas, water, electricity, telecoms and mains drains, are available with sufficient capacity to support development on the site.
- 5.9.** Although there are no known archaeological sites within the site, there may be archaeological remains given the proximity to Delancey Park.

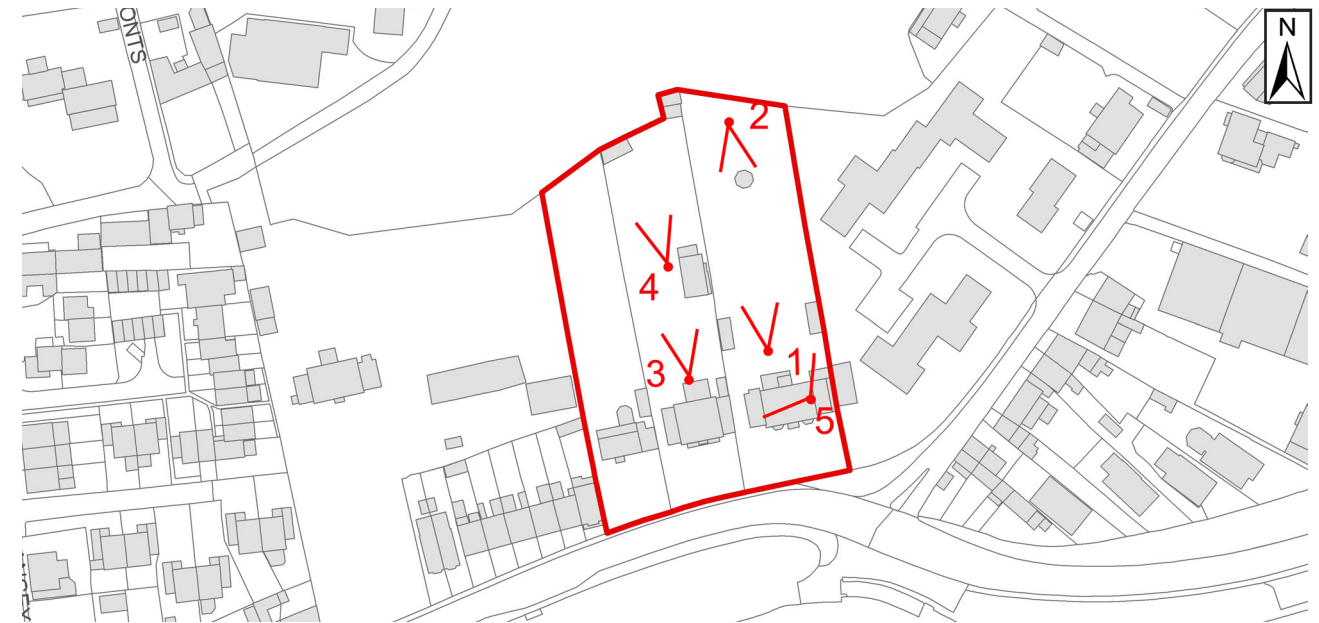


Image 4: Photo locations map



3. Looking north from Fleur du Lys



4. Looking north from Fleur du Lys



1. Looking north from Richmond House



2. Looking south to Richmond House



5. Looking north and west across the 3 properties

6. Site Analysis

6.1. Proposals for development need to take into account the constraints and opportunities that the site presents. The following constraints and opportunities have been identified in relation to this site.

6.2. Access – None of the existing vehicle accesses are capable of accommodating a substantial increase in vehicle movements, and the site is located close to the junction of Les Bas Courtils Road, Bulwer Avenue and Les Grandes Maisons Road. This could constrain the location and capacity of any new access to serve additional residential development. However, given the location of the site there would appear to be opportunities for new development to rely on alternative modes of transport other than the private car.

6.3. Proposals to provide a signalised toucan crossing to the south of the junction of Les Bas Courtils/ Bulwer Avenue/ Grandes Maison Road, has been implemented recently.

6.4. Residential amenity – The amenity of residential properties to the east and west could be adversely affected by development in depth (i.e. to the rear of Richmond House/Fleur De Lys/La Bas Courtil) on this site, depending on the scale, position and orientation of access roads, buildings and parking areas.

6.5. Wildlife and biodiversity – Rear gardens are predominantly given over to lawns, which are of generally low value ecologically, although the gardens to both Richmond House and La Bas Courtils also contain a number of mature trees which provide habitat which supplements that in the adjacent Area of Biodiversity Importance.

6.6. Setting of Delancey Battery - As noted there are clear views across this site towards and from Delancey Battery. The setting of the battery is therefore a potential constraint, depending on the scale, design and layout of proposals.

6.7. Archaeological remains - There is a possibility that archaeological deposits survive intact within the site. Known archaeological sites and areas of interest within Delancey Park and on the hillside above the site, mostly 18th and 19th Century, and German military structures, would not be physically affected by development within this site.

6.8. Delancey Park footpath - There are views into and across the site from the footpath around the edge of Delancey Park which may influence the form and layout of development. There may be scope to create a pedestrian access between the site and Delancey Park.

6.9. Protected Buildings – Richmond House is a rare ornamented mid C19 building showing influences

of Georgian/Regency/Victorian-style and proportion with decorative features to the main façade (south). The building retains its original proportions and evidence of a four square plan form (despite subdivision). The building has high quality refurbished interiors with original features surviving both internally and externally; the authenticity of the whole has not been substantially compromised by alterations.

6.10. The setting of Richmond House is formed by it being set back from the road behind a low decorative wall with cast balusters to the side of Les Bas Courtils Road between the Russels estate, built 1979, to the east, and a roughly contemporary house to the west 'Fleur De Lys', and by domestic gardens to the rear. The setting of the former front garden is altered as it has been surfaced for car parking albeit with a formal design.

6.11. The effect of new development on Richmond House (PB1683) and/or its setting will constrain the position and scale of buildings as well as external spaces and vehicular access.

6.12. Topography – The site slopes upwards to the north, which may constrain the scale, form and layout of development, both in terms of potential impacts on neighbouring amenity and the character and appearance of the area. This will be of particular relevance in considering potential impacts on views to and from Delancey Park

6.13. 'Fleur De Lys' and 'La Bas Courtils' are not considered to be of such historic or architectural interest that they should be retained, if their demolition was proposed as part of the development proposal that achieves a high standard of design, this could be supported.

6.14. The adjacent property to the west, 'Les Bas Courtils' is the subject of an approved Development Framework for residential development.

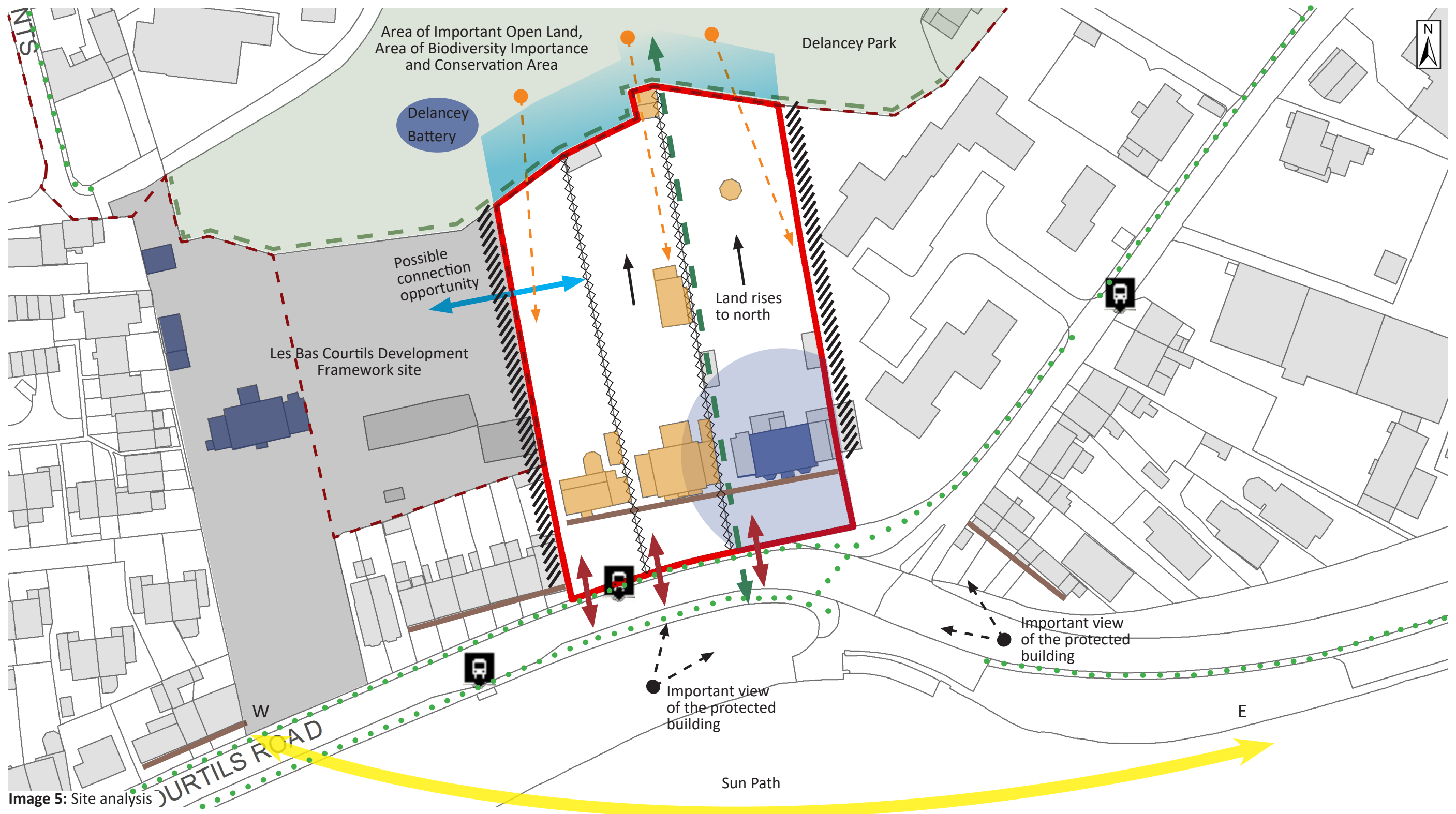


















Image 5: Site analysis

KEY

- | | | | | | | | |
|---|--|---|---|---|--|---|--|
|  | Site boundary |  | Conservation Area |  | Sensitive residential amenity/ overlooking |  | Protected building |
|  | Potential connection between the two sites |  | Bus Stop |  | Existing access |  | Protected building setting |
|  | Existing building lines |  | Stone walls |  | Potential pedestrian/cycle link |  | Important views into and over the site |
|  | Pedestrian/cycle paths |  | Interface between Delancey Park and the site to be considered |  | Delancey nature trail |  | Buildings on site |

7. Development Guidelines

Comprehensive Development

7.1. In accordance with Policy GP10: Comprehensive Development, proposals for development on this site must conform to a comprehensive scheme for the whole site. Taking account of the fact that La Bas Courtil is unlikely to come forward for development in the near future, a phased approach to delivery that maintains the potential for that property to be redeveloped will be acceptable. Each phase will be expected to accord with the requirements of this Development Framework.

Access and Traffic Requirements

7.2. Les Bas Courtils Road is a busy strategic road and the impact of additional traffic will need to be assessed. The mobility and traffic flows along this route are important and the road accommodates long and heavy vehicles. Careful consideration should be given to creation of new access points along this route and minimum design parameters must be achieved. Traffic management issues relating to the amount of development on site, as well as cumulative impact from other proposed development in the area, may need to be investigated through a Traffic Impact Assessment.

7.3. Given the existing sightlines from the three properties, and the introduction of a Toucan crossing on Les Bas Courtils Road, a new access serving the site should be in the same location of the current access to Fleur De Lys, but engineered to a recommended bell-mouth design and taking account of the Guernsey Building Regulations from the outset, which would enable vehicles to egress with sightlines that meet or exceed the recommended 33m standard. This should minimise any conflict between users of the new crossing and vehicles entering / egressing the site. Such an access should be wide enough to enable vehicles to enter and egress simultaneously. This may necessitate the full or partial demolition of Fleur De Lys.

7.4. In accordance with Policy IP6: Transport Infrastructure and Support Facilities, development must be well integrated with the 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. Safe pedestrian access to the bus stops and footpaths in the area should be provided.

7.5. 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.

7.6. Consideration should be given to incorporating a pedestrian/cycle link through the site from Les Bas Courtils Road to Delancey Park. Measures to encourage walking & cycling may need to extend

beyond the immediate site through for example, improvements to footpaths, pedestrian crossing facilities & improved bicycle access.

7.7. In accordance with Policy IP7: Private and Communal Car Parking, and the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance (December 2016), appropriate levels of parking must be provided on site for cars, motorcycles and bicycles in accordance with the maximum parking standards set out on pages 6 and 7 of the Supplementary Planning Guidance. 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 the Supplementary Planning Guidance, it will be interpreted flexibly where it is considered that a better overall development can be achieved with lower provision.

7.8. Active Travel opportunities, given the site's proximity to the Bridge, East Coast Cycle Path and public transport should be considered. 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.

7.9. Proposals must demonstrate compatibility with Policy IP9: Highway Safety, Accessibility and Capacity, where the road network must be able to cope with the increased demand resulting from the new development. All accesses (vehicle, pedestrian and cycle) must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. In particular the accesses must be designed to enable vehicles to enter and egress safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes.

7.10. A Traffic Impact Assessment (TIA) may be required in accordance with the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance. The Supplementary Planning Guidance 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. Should a TIA be required then this should also consider the cumulative impact of development on this site and any other developments in the area, particularly that on the adjacent Les Bas Courtils Development Framework site to the west.

Layout and Design

7.11. In accordance with Policy GP8: Design, this site is identified as being located in an area that is more sensitive to building design than others. This is due to the fact that Richmond House is a protected building, that the Delancey Battery is a protected monument, and that the site topography is likely to result on the northern part of the site being visually prominent in views from the sea front. New development will therefore be expected to achieve a particularly high standard of design which should respect the character of the locality. This may result in either a contemporary or traditional

approach to design but, whatever the chosen approach, new development should consider, without necessarily replicating, the scale, mass, detail and special interest of the surrounding built form in order to complement the local character.

7.12. The layout and orientation of development on this site should not preclude vehicular and pedestrian links with the adjacent Les Bas Courtils Housing Allocation Site, so as to maintain flexibility and to ensure that the most effective and efficient use of land can be made should it prove desirable and viable to develop both sites comprehensively or in phases. A Planning Covenant may be required to ensure that such access could be provided in the future.

7.13. A multi-storey design approach (i.e. greater than single storey) should be considered from the outset to ensure that effective and efficient use of land is made. A range of building heights between 2 storeys and 2 ½ storeys would reflect the diversity of the surrounding area and respond to the constraints of the site, including the residential amenity of the adjoining properties as well as the setting of the Protected Building and the adjacent Protected Monument.

7.14. Any development proposal that involves the demolition of Fleur De Lys or La Bas Courtil should provide for the reinstatement of a building line set no further back than those properties, so as to maintain the clearly defined, active frontage of buildings addressing Les Bas Courtils Road. Buildings could be positioned closer to Les Bas Courtils Road provided that adequate sightlines are maintained and the setting of Richmond House is respected.

7.15. All dwellings should have access to reasonable and proportionate amenity space, appropriate to the house type which substantially exceed the minimum habitable room standards in accordance with guidance set out in Annex 1 of the Island Development Plan, and include provision for secure, covered bicycle storage. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.

7.16. 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.

7.17. Development should also provide adequate individual or communal areas for storage of refuse and

recyclable materials, and demonstrate that collection access requirements under Part H of the Guernsey Building Regulations have been taken into consideration.

7.18. The inclusion of public art as an integral part of a development or as a standalone feature will be expected. Policy GP18: Public Realm and Public Art 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. 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.

7.19. The setting of the Delancey Battery is primarily formed by its physical relationship to Belle Greve Bay, where it would have fired onto invading ships, and inter-visibility between other defensive structures. If a building (or other structure) is tall or large enough then it may affect the sight line and thus the setting of the protected monument. A simple section through the site and the battery could demonstrate the effect on the setting of the protected monument, and it is unlikely that 2 or 2 ½ storey development would be problematic in this regard.

Residential Amenity

7.20. The privacy and amenity, including overshadowing and overlooking, of the occupiers of neighbouring properties must be taken into consideration in the design and layout of proposals on site, as well as considering the amenity of the future residents of the site. This must also apply to La Bas Courtil if that property does not come forward for redevelopment at the same time as the remainder of the site.

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

7.22. The effect of the development in terms of its scale, massing and layout on public views from Delancey Park, should be carefully considered from the outset.

Landscaping

7.23. A comprehensive landscaping scheme must be submitted as part of any planning application which should respect the local character and respond to the potential amenity conflicts identified above in relation to the neighbouring properties, the setting of Richmond House and the character of the Area of Biodiversity Importance and Important Open Land to the north of the site (Delancey Park, including

the public footpath adjacent to the site) and the Delancey Conservation Area. There is potential to enhance and mitigate any adverse impact on the setting of the Richmond House through an appropriate landscaping scheme which augments existing boundary features and minimises the effect of access roads and parking provision.

Housing Density, Affordable Housing and Housing Numbers

7.24. 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.

7.25. In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the site analysis and guidelines contained in this Development Framework. However, in order to ensure land is used efficiently it is anticipated the site would be able to accommodate a density range of 15-20 dwellings per hectare, which is approximately 10-15 dwellings on this site. This density range has been determined following consideration of the previous character and density of development in the vicinity, the indicative density limit imposed on the adjacent Les Bas Courtils Development Framework site, and the particular constraints and opportunities identified on this site. However, if the proposed development were of a significantly high standard of design, then this number may increase, provided the setting of the Protected Building and the amenity of adjoining residents is carefully protected, that any impact on the special interest of the protected building is carefully considered, and that access arrangements are satisfactory in terms of scale and capacity.

7.26. A proportion of land or percentage of completed units 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 proportion or percentage 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: Affordable Housing and the Affordable Housing Supplementary Planning Guidance (December 2016).

Protected Building/Monument

7.27. Proposals to sub-divide Richmond House are not encouraged because such development is highly likely to have a substantial effect on the special interest of the protected building which is unlikely to be outweighed by its contribution to the social and economic objectives of the States of Guernsey or be justified as a reasonable and legitimate aspiration of the property owner. However, should such an

application be submitted it must be accompanied by proportionate evidence that demonstrates an understanding of the protected building and how the development has been designed to avoid any negative effects on that special interest. If negative effects are unavoidable, an application must be supported by a statement that explains how the development contributes to the social and economic objectives of the States of Guernsey and/or are a reasonable and legitimate aspiration of the property owner.

7.28. The setting of Richmond House must be considered. New development will be expected to maintain a minimum 20m deep rear garden to Richmond House that maintains the width of the existing property curtilage. Other than single storey buildings of a domestic scale, or car parking areas, or amenity areas, buildings of a scale that reflect those in the surrounding area and which accord with paragraph 7.12 of this Development Framework, should be positioned at least 30 metres from the rear elevation of the protected building. Any new buildings in place of Fleur De Lys or La Bas Courtil to the west of Richmond House should not exceed 2 ½ storeys in height.

7.29. Delancey Park is also a site of known archaeological importance, so given the proximity of this site to Delancey Park, there may be implications for the approach to development in accordance with Policy GP7: Archaeological Remains.

7.30. Taking into account the site constraints and opportunities identified, the Development Guidelines Diagram (Image 6) shows a possible broad indicative land use plan for the site

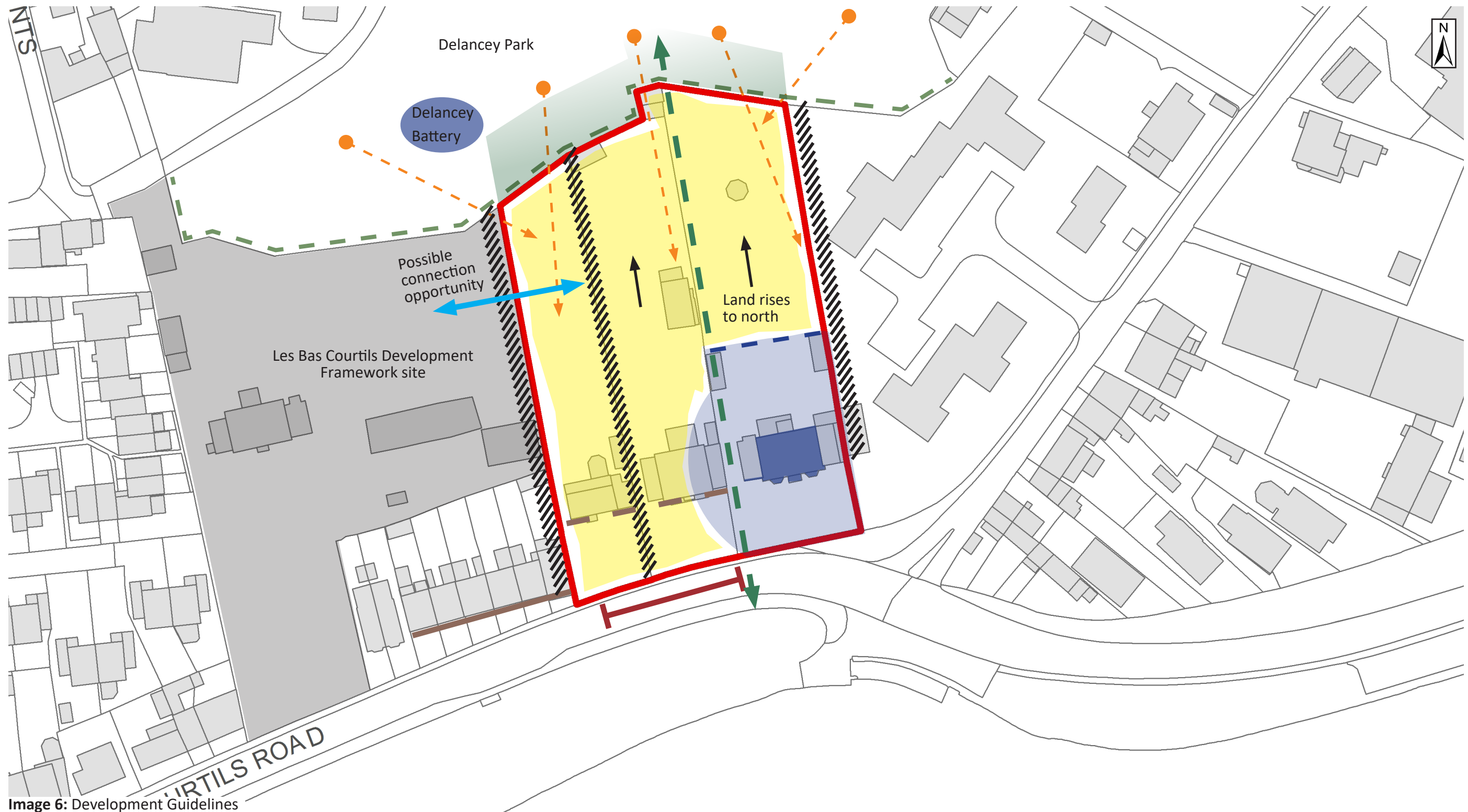


Image 6: Development Guidelines

	Site boundary		Indicative site access		Sensitive residential amenity/ overlooking		Protected building to remain
	Potential connection between the two sites		Interface between Delancey Park and the site to be considered		Existing site access		Protected building setting
	Existing building line		Indicative Developable Area		Potential pedestrian/cycle link		20m minimum rear garden to be retained for Richmond House
	New frontage set back no further than the existing		Protect views from Delancey Park to coast		Delancey nature trail		

8. Site Waste Management Plan

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

8.2. Site Waste Management Plans apply to all aspects of a project, with the majority of opportunities for waste minimisation existing at the design phase. Information should be provided with a planning application on the amount and type of waste that will be produced during the course of a project and how waste will be reduced, reused, recycled, recovered or disposed of. 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.

8.3. 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. The specification and ordering of building materials should be undertaken in such a way as to minimise waste, with any unused material directed to reuse or recycling.

8.4. 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 Policy Context

IDP Policy	Policy Relevance
S1: Spatial Policy	The Spatial Policy in the IDP sets out that the Main Centres and Main Centre Outer Areas have the role as the focal point for development to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	The Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported. Proposals for development within the Main Centre Outer Areas will also generally be supported where this would not detract from the objective of ensuring the Main Centres remain the core focus for economic and social growth. In both cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.
MC2: Housing in Main Centres and Main Centre Outer Areas	This policy supports the principle of residential development on this site and seeks a variety of size and type of dwellings that are reflective of the demographic profile of households requiring housing. To ensure larger schemes such as this site are well planned from the outset and the most effective and efficient use of land is made, a Development Framework is required which, once approved, will be taken into account when considering proposals for the site.
GP1: Landscape Character and Open Land	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.
GP5: Protected Buildings	The particular special interest of the Protected Building (Richmond House) including its special character, features and setting, must be considered so that, as far as possible, that special character is not adversely affected and is preserved in a manner which is proportionate to its special interest.
GP7: Archaeological Remains	This policy relates to the archaeological importance of a site. Development should assess the archaeological implications of proposals at an early stage.

GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided appropriate to the housing type and location.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/ or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information.</p> <p>Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.</p> <p>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.</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 arising from demolition of any existing buildings on site. 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	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 Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development proposals that encourage a range of travel options to and within the Main Centres and the Main Centre Outer Areas will be supported, where they are compatible with other relevant policies of the Island Development Plan. The Authority will require development to be well integrated with its surroundings. Pedestrian and bicycle access to within and through the site must be incorporated to take opportunity to increase connectivity and create links and public through routes where appropriate.
IP7: Private and Communal Car Parking	The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. The car parking standards are in section 6 and vary depending on the proposed use(s). The standards are maximums and the development would be expected to be within these standards. Standards for the provision of bicycle, motorcycle and disabled parking are set out in the SPG.
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.

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