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one about the plan



1.1 What is the revised Urban Area Plan?

The revised Urban Area Plan (UAP) is a Detailed Development Plan prepared by the Island Development Committee in accordance with Section 8 of the Island Development (Guernsey) Law, 1966. It has been prepared to replace the Urban Area Plan (UAP) that was approved by the States in 1995 (Billet d'État III 1995).

1.2 Why has the Plan been revised?

The original UAP was prepared in the early 1990s. It is now out of date. The Law requires that a Plan be reviewed every five years. The States agreed to extend the life of the UAP to enable the plan review process to be completed, taking into account the changes to the Strategic and Corporate Plan in July 2000.

1.3 What area does the Plan cover?

The UAP covers the area shown in Figure 1 and on the Proposals Map.

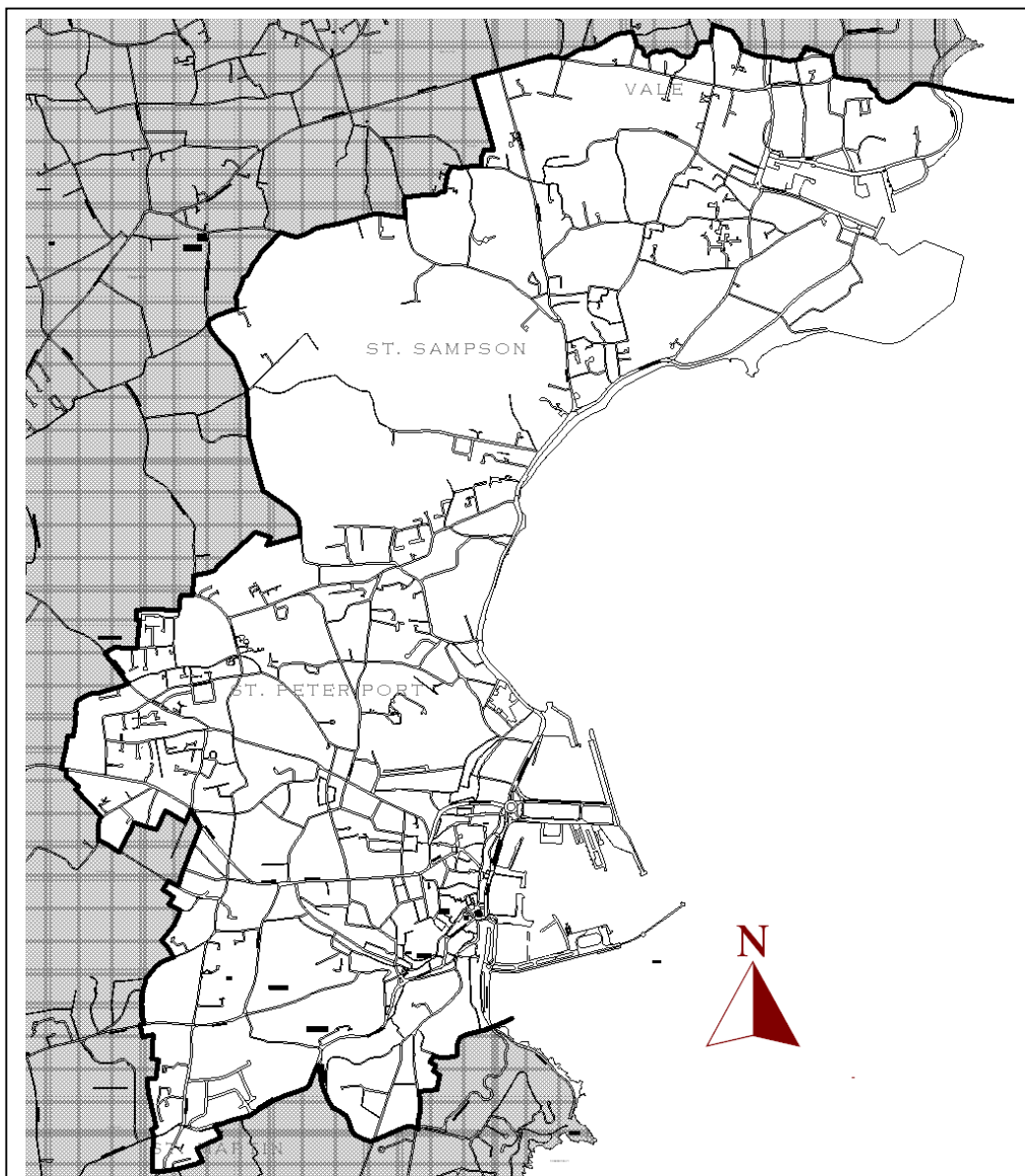


Figure 1: Area covered by the Urban Area Plan

1.4 How does this Plan relate to the Strategic and Corporate Plan?

The Strategic land use policies of the States are set out in the Strategic and Corporate Plan. In preparing the revised UAP, the Island Development Committee has taken into account the provisions of the Strategic and Corporate Plan, as required by Section 2 (4) of the Island Development (Amendment) (Guernsey) Law, 1989. The revised UAP has been certified by the Advisory and Finance Committee as being in conformity with the provisions of the Strategic and Corporate Plan.

The Strategic and Corporate Plan is reviewed annually and it is one of the factors to take into account when applying the policies of the UAP. However, nothing contained in any Strategic and Corporate Plan can override the policies and provisions of the UAP once the States formally approves it.

two plan format



2.1 What is this Plan used for?

The Plan has four main uses. These are:-

- 1) Making decisions on planning applications.
- 2) Encouraging suitable development on appropriate sites.
- 3) Protecting the environment.
- 4) Helping to guide public and private investment.

2.2 What does this Plan seek to achieve?

The basic objective of the Plan is to provide for the main development requirements of the Island in a way that conserves the special features of its environment, makes optimum use of its resources and offers a good quality of life for its people.

Since 1989 the land-use strategy for the Island has been to concentrate development in the Urban Area, whilst conserving and enhancing the rural environment. This strategy has been extremely effective. Most new development is now accommodated on previously developed land in the Urban Area.

The revised UAP gives renewed emphasis to this strategy. It aims to focus development on previously developed land and away from undeveloped land, to protect and enhance the best features of the landscape and the built environment, and to revitalise the centres of Town and The Bridge.

2.3 What does the Plan contain?

The Plan has two components: **The Written Statement** and the **Proposals Map**.

2.3.1 Written Statement

The first UAP was in a new format. It was more policy-based than previous "zoning" plans. The policy-based approach has proved to be very successful in helping to meet the objectives of the Island's land-use strategy. The revised UAP aims to build on this success.

The Plan has been structured to reflect the policy themes of the Strategic and Corporate Plan. Each chapter begins with reference to the **policy context** approved by the States of Guernsey, which is translated into a set of policy principles. These are the principles upon which the planning policies are based.

Each policy principle is then subsequently developed into a **policy** or series of **policies** for the use of land and related matters with explanations of how these Policies were reached. Policies are printed on a light red background. Every Policy has a title and a policy reference. These should be quoted in any correspondence.

Cross-referencing to other Policies is indicated in the margin, where appropriate, throughout the Plan. This is for information and guidance only, it is not exhaustive and does not mean that other parts of the Plan can be disregarded.

The Policies outline where, in certain circumstances, more site specific planning guidance will be required in the form of **Planning and Design Statements**, **Development Briefs** and **Outline Planning Briefs**.

The Policies are backed up by a set of **Annexes** providing development guidance and supplementary information. For instance, Annex 1 provides details about Planning and Design Statements, Development Briefs and Outline Planning Briefs. The Annexes are very much part of the Plan and should not be regarded as separate. The Committee will always encourage applicants to take full notice of the Annexes in preparing planning applications.

2.3.2 Proposals Map

The various **policy areas** referred to in the Written Statement are identified on the Proposals Map. The revised UAP moves even further away from the tightly drawn land - use zonings of earlier Plans. Instead, the new policy areas are more broadly defined to offer greater flexibility and to present a clearer picture of the overall strategy.

The Policy Areas are described below.

2.3.2.1 The Settlement Areas (Light Brown)

The Settlement Areas cover the main concentrations of urban development. They are the areas that are best located in relation to facilities. The Plan aims to further concentrate development within the Settlement Areas by taking advantage of underused sites and redevelopment opportunities. The Plan seeks to guide the development of suitable sites in a manner that is satisfactory in terms of design and amenity, whilst protecting important aspects of the environment. Careful attention will be given to the protection of valuable open spaces and important public views.

See especially Policy: HO2; HO9; EMP2; EMP6; SCR2

2.3.2.2 Outside the Settlement Areas (White)

The land lying outside the Settlement Areas includes extensive areas of agricultural land and corridors and broader swathes of open landscape, which prevent the built-up areas from merging. It also includes some individual buildings, or groups of buildings, and areas of ribbon development, which are not well related to the main settlements.

Outside the Settlement Areas the emphasis will be upon maintaining the openness of the countryside and safeguarding significant areas of agricultural land. The policies of the Plan make provision for some limited forms of development in these areas.

See especially Policy: CO1-2

2.3.2.3 Conservation Areas

Conservation Areas cover parts of the Urban Area where the distinctive character of the existing built environment merits a special level of protection. The emphasis will be on preserving and enhancing the character and appearance of these areas, ensuring that any new development respects their special qualities. It will be important to consider individual buildings and spaces as part of the wider area, paying special attention to the value of groups of buildings and the spaces between them, rather than simply the buildings themselves.

See especially Policy: DBE4; DBE7; CEN11

2.3.2.4 Areas of Landscape Value

Large and strategically important swathes of high quality landscape are identified as Areas of Landscape Value. They represent the best examples of the landscape types to be found in the Plan area. As such these areas generally possess some or all of the distinctive features of the relevant landscape type described in Annex 8. The Areas of Landscape Value are broadly drawn and can include land of varying quality. In some cases, the land may need to be reclaimed and enhanced in order to restore the integrity and visual continuity of the underlying landscape. Accordingly, some glasshouses have been included where the land would be a natural adjunct to extensive areas of surrounding open landscape. The intention is to protect and enhance the landscape character and visual quality of the area. Opportunities for development will be very limited.

See especially: Policy CO4

2.3.2.5 Central Areas

The Central Areas encompass the main centres of Town and The Bridge. These centres accommodate a mixture of complementary uses, which the Plan aims to strengthen. The Plan aims to strike a balance between accommodating development that would contribute to the vitality and viability of the centres and avoiding development that would be harmful.

A significant increase in the residential population of the centres is encouraged through redevelopment, reuse and conversion of suitable sites. The provision of new shopping facilities, improvements in the quality of office stock and a variety of leisure uses will be focussed on the Central Areas.

Environmental quality in the Central Areas and accessibility by a choice of transport, are also addressed.

See especially Policy: HO3; HO10; EMP1-2; CEN1-12; SCR6

2.3.2.6 Harbour Areas

The Harbour Areas cover the harbours and their quayside environment including areas of port-related development.

The Plan seeks to maintain areas that are essential for port related activity. The attractiveness of the quayside environment and the public enjoyment of the area will be carefully considered also.

See especially Policy: ETL1- ETL3

2.3.2.7 Town Improvement Area

The Town Improvement Area indicates the parts of town where co-ordinated action is required to improve living conditions and to promote environmental enhancements.

See especially Policy: CEN9

2.3.2.8 Mixed Use Redevelopment Areas

Mixed Use Redevelopment Areas (MURAs) are identified at Gategny Esplanade, Le Bouet and Leale's Yard. New development or redevelopment in MURAs will only be permitted where it is in accordance with the relevant Outline Planning Brief.

Gategny Esplanade

The Outline Planning Brief for the Gategny Esplanade MURA was approved by the States in 1999 (Billet d'État VII, 1999) and shall remain in force.

Le Bouet

The Outline Planning Brief for the Bouet MURA was approved by the States in 1998 (Billet d'État XVIII, 1998) and shall remain in force.

Leale's Yard

An Outline Planning Brief will be prepared for the Leale's Yard MURA. The Outline Planning Brief will guide new development and area-wide environmental improvements. The aim being to achieve an appropriate mix and balance of uses in keeping with Strategic Policy and a high standard of urban design, which will enhance the character and diversity of the area.

See especially Policy: HO3; EMP1; CEN2; SCR6

2.3.2.9 Housing Target Areas

Housing Target Areas (HTA's) are identified on the Proposals Map as a means of safeguarding land, which may be needed to meet the requirement for housing and, where appropriate, other forms of development. New development or redevelopment in HTA's will only be permitted where it is in accordance with the relevant Outline Planning Brief (OPB).

The HTA's are at:

1. **Bulwer Avenue** (The OPB for the Bulwer Avenue HTA as approved by the States in 1998 (Billet d'État I, 1998), and as amended by the States in 2000 (Billet d'État XXI, 2000), shall remain in force).
2. **Belgrave Vinery**
3. **La Vrangue**
4. **Pointues Rocques**
5. **Salt pans**
6. **Franc Fief**

In order to give firm priority to previously developed land and sites within the Settlement Areas, the release of HTA's for development will be phased. When an HTA is needed, an Outline Planning Brief will be prepared to provide a comprehensive plan for the whole of each HTA in order to achieve the most efficient use of land and provide a high standard of living environment. The balance between accommodating development on the one hand, and conserving and enhancing special areas and features of interest on the other, will form an important aspect of the Outline Planning Brief for each HTA.

See especially Policy: HO8; SCR2; CO1

2.3.2.10 Hauteville Action Area

The Hauteville Action Area relates to the Outline Planning Brief approved by the States in 1999 (Billet d'État II, 1999). The approved OPB for this area shall remain in force.

2.3.2.11 Key Industrial Areas

These are the principal industrial locations and are particularly suitable for the development of new industrial or high technology employment uses. The Key Industrial Areas are important reserves for the development of businesses that require purpose built industrial premises and which cannot be accommodated elsewhere.

See especially: Policy EMP5

2.3.2.12 Longue Hougue Industrial Area and Reclamation Site

The IDC will prepare an Outline Planning Brief for the future development and utilisation of the Longue Hougue Reclamation Site and its integration with adjoining industrial areas. The area to be covered by the OPB is shown on the Proposals Map. The OPB will seek to optimise the use of the available land and achieve a good overall development.

See especially Policy: EMP8

2.4 How do I use the Plan?

The Policies, their supporting text and the Annexes, together with the Proposals Map are all integral parts of the Plan. When using this Plan it is important that they are read as a whole and that no part is taken out of context.

Every effort has been made to make this Plan as simple and easy to understand as possible. Nonetheless, it deals with a number of complex and often inter-related issues. Anyone unfamiliar with the Plan is, therefore, recommended to seek professional guidance. The IDC is able to provide advice and assistance with interpretation of the Plan.

If you are a regular user of the Plan you will probably develop your own method of working with the document. However, for the less experienced we recommend that you follow these steps:-

Step 1 In all cases, please refer to the **general policies** in Chapter 3. These are in effect the basic planning considerations that the Committee is bound to take into account.

Step 2 Ensure that the proposal respects and accords with the policies for **design and the built environment** in Chapter 4, together with the policies for the landscape and broader **countryside** in Chapter 11.

Step 3 Find your site on the **Proposals Map**. Consider any policies relevant to the policy area or areas within which the site is located.

Step 4 Refer to the policies specifically relevant to the existing use of the site and the proposed land use or building. For example, if the existing use of the site is industrial refer to **employment** (Chapter 6) **Policy EMP9**; if the proposal is for a new house then refer to **housing** (Chapter 5) **Policy HO2**.

The use of jargon has been avoided. Where technical terms have been used, a definition has been provided in the **Glossary**.

2.5 How will the Plan be monitored?

It is recognised that plan making does not end with the adoption of the Plan. Plan making is an on-going process involving the collection of information and data to enable the performance of the Plan to be monitored effectively and the use of that information in the evaluation and review of the Plan's policies and proposals.

Since the inception of the original UAP in 1995, the Island Development Committee has greatly improved its monitoring procedures. In particular, the Committee produces quarterly housing land availability reports. This process of regular review provides vital information for the Policy Planning process.

The introduction of a new digital information system will enable the Committee to produce an annual monitoring report. This would provide statistical information, an analysis of the extent to which the Plan's policies and proposals are being implemented and an examination of changes that might be taking place.

Where monitoring indicates that the Plan is not working effectively, consideration will be given to altering the Plan accordingly.

three general



3.1 Legal context

This chapter of the Plan takes the considerations that the Law requires the Committee to take into account and translates them into General Policies. These inform the rest of the Plan and the Committee's decision-making in general.

Section 17 of the Island Development (Guernsey) Laws, 1966 as amended, requires the Committee to take into account:

- "a) the Strategic and Corporate Plan when approved by the States and any relevant Detailed Development Plans when so approved [*i.e. this Plan*];
- (b) the effect of the development or other work on the natural beauty of the area;
- (c) whether the movable or immovable structure or other work in relation to which permission is applied for, would be incongruous with its surroundings because of its siting, design, exterior appearance or the materials to be used;
- (d) in the case of an application for permission to carry out any development of agricultural land or land designated in any Plan for agricultural use, the degree of suitability of the land as agricultural land;
- (e) the extent to which the development or other work would detract from the character or the amenity of the locality concerned; and
- (f) the effect of the development or other work on roads, traffic, services, public health, parks, playing fields and other open spaces and the effect on adjoining properties."

There is a public perception that the term "incongruous" referred to in the Law is used by the Committee to support seemingly arbitrary decisions in relation to matters of personal taste. This is not correct and, although the term "incongruous" is not repeated anywhere else in this Plan, incongruity is quite rightly a factor which the Law requires the Committee to take into account. The Committee does that in a very objective, measured and careful way. To help the Committee in that approach and also to assist the understanding of applicants for planning permission, issues relating to design and the built environment are addressed more fully in Chapter 4.

It is anticipated that a new planning and development law will be enacted during the lifetime of the Plan, which may vary or extend the statutory planning considerations.

3.2 General policy principles

Having regard to the planning considerations set out above, the following general policy principles will inform the decisions of the Committee and the policies of this Plan: -

- Land should be used to the optimum benefit of the environment, community and economy. **[3.3.1]**
- Proposals should not prejudice or inhibit the best long term planning interests of the Island. **[3.3.2]**
- The Island's landscape, ecology and wildlife should be conserved and enhanced. **[3.3.3]**
- The Island's high quality built environment should be conserved and enhanced. **[3.3.4]**
- New developments should be well designed and in keeping with their surroundings. **[3.3.5]**
- Adverse impacts upon the character and amenity of the area should be avoided. **[3.3.6]**
- Development should be served by adequate roads and other infrastructure. **[3.3.7]**
- Development should be provided with safe and convenient access. **[3.3.8]**
- Open space and parking provision should be of an appropriate standard. **[3.3.9]**
- Development should not give rise to hazards, pollutants or nuisances, which would present a significant risk to the public and the environment. **[3.3.10]**
- Development should help to support and maintain public enjoyment of the built and natural environment. **[3.3.11]**
- Development should not be detrimental to the reasonable enjoyment of adjoining properties. **[3.3.12]**

3.3 General development policies

All the policies in this Chapter are statements of general policy which will be applied in conjunction with the subsequent more detailed policies of the Plan. These basic considerations apply to any form of development in any location. The basic planning principles outlined in this Chapter underpin the whole Plan and introduce policy themes that are developed in more detailed and specific policies in subsequent chapters.

3.3.1 Sustainable development

It is vital that land is used in ways that make a positive contribution to the economic, environmental and social well being of the Island. At the same time existing resources should be used efficiently and the quality of the environment should be conserved and enhanced.

Policy GEN 1

In considering proposals for development the Committee will take into account the need for the development to be beneficial to the community and sustainable in terms of its location, its design, its use of existing resources and its impact on the environment.

The Committee will encourage the use of design and technology to achieve sustainable forms of development.

GEN1

3.3.2 Comprehensive development

Land in Guernsey is a precious and scarce resource. Piecemeal development often represents a less efficient use of land than a well-conceived overall scheme. It can result in poorly laid out developments and the duplication of roads and services. Sometimes piecemeal development will leave isolated pockets of land without any prospect of reasonable development, or may blight an area by compromising future development opportunities. To achieve optimum results the Committee will seek to ensure that suitable development land is planned in a comprehensive way.

Depending on the circumstances, this may be secured through an Outline Planning Brief, a Development Brief or by requiring individual applicants to arrange their proposals as an integral part of an overall scheme.

Policy GEN 2

In considering proposals for development the Committee will take into account the need to ensure the optimum efficient use of land. The Committee will require individual proposals to conform to a comprehensive scheme for the area where implementation of the project in isolation would be likely to prejudice or inhibit future development opportunities.

GEN2

3.3.3 Landscape, ecology and wildlife

In order to conserve and enhance the Island's landscapes and features of ecological and wildlife value, new development should respect existing landscape features and include them as an integral part of the design process.

GEN3

Also see Policy: DBE4-5;
CO3-6

Policy GEN 3

In considering proposals for development the Committee will take into account:-

- a) existing features of significant landscape, ecological or wildlife value; and
- b) the appropriate provision of new or improved landscape, ecological or wildlife features.

GEN4

3.3.4

The built environment

The Island's high quality built environment - and especially that of the Town - is widely renowned to be one of its greatest assets. The States are committed to the conservation and enhancement of the Island's architectural and historic heritage. Nonetheless, despite the widespread acceptance of the need for conservation, St Peter Port and St Sampson continue to be under considerable pressure for development and change. The main cause is the need to provide additional and improved facilities, and the desire to maintain the Island's role as an international finance centre. There is, therefore, a need to balance development requirements with conservation of the built environment.

Policy GEN 4

In considering proposals for development the Committee will take into account the need to conserve and enhance the quality of the built heritage.

Also see Policy: DBE5-11

GEN5

3.3.5

Design

Good design, which relates well to its surroundings, enhances the quality of experience for its users and contributes to public enjoyment of an area. Visually intrusive development, on the other hand, can spoil the quality of the environment for all.

Policy GEN 5

In considering proposals for development the Committee will take into account:-

- a) the quality of design and materials to be used; and
- b) the siting, layout and scale of buildings in relation to their surroundings.

Also see Policy: DBE1-4

GEN6

3.3.6

Character and amenity

The characteristics of the Island, which contribute to its special appeal, can easily be lost or eroded by unsympathetic development. It is important to ensure that the amenity of an area, its pleasantness and local distinctiveness, are maintained.

Policy GEN 6

In considering proposals for development the Committee will take into account locally distinctive features and characteristics of the environment.

Also see Policy:
DBE4-9; CO3

3.3.7 Roads and infrastructure

It is, generally, better to locate new development where the infrastructure has sufficient capacity to cope with the increased demand. In some cases, improvements to the local network may be needed. In the case of certain large projects with the potential to generate significant amounts of traffic, it may be necessary for the developer to commission a Traffic Impact Assessment (TIA). Guidelines for this procedure are set out in Annex 6.

Policy GEN 7

In considering proposals for development the Committee will take into account the adequacy of roads and public utilities to cope with the increased demand.

GEN7

Also see Policy:
WMM2-3

3.3.8 Safe and convenient access

Proposals for development offer the opportunity to secure a more accessible environment for everyone. An environment that provides for safe and convenient access for people with mobility problems, including people with sensory impairment and carers with young children, is likely to benefit all users. Access requirements of people of all levels of mobility and health need to be considered at an early stage in the design process. Care will need to be taken to ensure access considerations respect the character of an area or building.

Policy GEN 8

In considering proposals for development the Committee will take into account the need to ensure safe and convenient access, including the needs of people with mobility problems.

GEN8

Also see Part M of the
Building Regulations

3.3.9 Open space and parking

The provision of adequate levels of open amenity space and parking is important to the quality and function of all development. However, the strict application of minimum standards can have an undesirable impact upon the appearance of a development. Although the provision of parking and open amenity space should normally comply with Annexes 2 and 3, the guidance will be interpreted flexibly where it is considered that, as a result, a better development could be achieved.

Policy GEN 9

In considering proposals for development the Committee will take into account the provision of adequate levels of parking and open amenity space in accordance with the guidance set out in Annex 2 and Annex 3 respectively.

GEN9

GEN10**3.3.10 Hazardous developments**

It is vitally important that the quality of the environment and the health and safety of the public are not put at risk by hazardous developments. Care must be taken before new development is located close to existing hazardous development (including contaminated land). Similarly, care must be taken in the location and design of new development that might, of itself, cause risks to the environment and the public. In dealing with hazardous developments, the Committee will expect development proposals to include an assessment of the the risk of harm and proposals for its amelioration. The Committee will act with caution where irreversible environmental damage is a potential outcome of development and the information supplied is insufficient to allay justifiable concerns. The Committee may require the submission of an Environmental Impact Assessment as set out in Annex 7 to enable it to reach a decision.

Policy GEN 10

In considering proposals for development with the potential to cause, or be affected by, significant risks to public health and safety, and the environment, the Committee will require satisfactory measures to address the risks arising from the proposals.

Permission will be refused if the level of risk associated with the development is considered to be unacceptable

GEN11**3.3.11 Public enjoyment**

The open spaces and routes within the Urban Area, and features within them such as places to rest and seek shelter, form the setting for people to enjoy. The quality of this public realm makes an important contribution to the special character and appeal of the urban environment.

Policy GEN 11

In considering proposals for development the Committee will take into account the need to safeguard and, where appropriate, create opportunities for public enjoyment.

Also see Policy:
DBE4-5; GEN10

GEN12**3.3.12 Effect on adjoining properties**

In a small and densely developed Island it is perhaps inevitable that development will affect someone, somewhere. In assessing the effect on adjoining property, the Committee will consider whether an individual's reasonable expectation to develop property can be justifiably denied in order to protect a neighbour's reasonable enjoyment of amenity.

Policy GEN 12

In considering proposals for development the Committee will take into account any significant impact on the reasonable enjoyment of adjoining properties, particularly in relation to overshadowing, overlooking, emissions, noise and disturbance.

Also see Annex 2

four design & the built environment



4.1 Policy context

The Strategic and Corporate Plan recognises that good quality urban design helps to create, sustain and improve the quality of the urban environment. The economic and social value of maintaining an attractive urban environment for residents, businesses and visitors is equally acknowledged.

Having regard to the Strategic and Corporate Plan, the policy principles for design and the built environment are as follows:-

- Well designed development should be encouraged. **[4.2.1]**
- Open spaces and public views of townscape importance should be protected. **[4.2.2]**
- Groups of buildings and townscapes of special character, architectural quality and/ or historic interest should be conserved and enhanced. **[4.2.3]**
- Buildings of special interest and their settings should be protected from damaging change. **[4.2.4]**
- The demolition of buildings that make a positive contribution to the character of the urban environment should be avoided. **[4.2.5]**
- Areas of archaeological importance should be identified and protected. **[4.2.6]**

In applying these policy principles, the Committee recognises that a balance must be struck between the protection and enhancement of the built environment in the public interest and the legitimate expectation of property owners to exercise individual choice in matters of design.

The following policies begin by establishing a basic level of design control to be applied throughout the Plan area. Where particularly special care is justified, specific policies set out a more exacting and detailed level of control.

This ability to distinguish is important if the Plan is to ensure that the distinctive quality of the Island's built environment is not allowed to deteriorate as a consequence of insensitive development.

4.2 Design and the built environment policies

4.2.1 Design

4.2.1.1 General

Well designed buildings fit in with their surroundings and satisfy the needs of the occupants and the general public. Good design can help promote sustainable development, improve the quality of the existing environment and, thereby, attract businesses and investment. Encouragement will be given to good contemporary design. There will usually be considerable scope for originality and innovative architectural solutions. In the design of minor developments such as house extensions and garages, it is intended that a high degree of flexibility and personal choice will be available, but obviously poor or obtrusive designs will be resisted. The IDC will encourage close liaison with applicants to achieve a satisfactory design from the earliest planning stages.

Policy DBE1

In general, the IDC will require new development to:-

- a) achieve a good standard of architectural design;
- b) respect the scale and massing of existing buildings in the vicinity;
- c) avoid the introduction of elements that would appear obtrusive or discordant in the street scene;
- d) retain existing features that contribute to the character of the area;
- e) incorporate measures, as appropriate, to ensure the safety and security of the public; and
- f) achieve a satisfactory relationship with adjacent properties.

DBE1

4.2.1.2 Developments with significant townscape impact

The townscape of the Urban Area is of a remarkably high standard and supports the Island's status as an international finance centre and attractive visitor destination. The Plan offers the opportunity for very substantial developments to be brought forward. It is vitally important that these new developments make a positive contribution to the urban environment.

It is not necessary to slavishly adhere to the conventions of local traditional architecture in order to maintain and enhance the visual identity of the Island. Good contemporary designs, which respect local characteristics and respond to them in fresh and innovative ways to provide modern facilities, will be encouraged.

The Plan promotes the use of Planning and Design Statements and Development Briefs according to the scale of the proposed development. For further details on Planning and Design Statements and Development Briefs please refer to Annex 1.

Policy DBE2

Development proposals, which will result in a significant change to the character of the surrounding townscape, will be required to:-

- a) make a positive contribution to townscape quality, in terms of layout, density, height, massing, architectural style, materials and landscaping;
- b) facilitate safe and convenient access, including movement by pedestrians and cyclists, both within the development and between the development and the surrounding areas; and
- c) retain, enhance and/or create urban spaces, public views, skyline, landmarks and other townscape features, which make a significant contribution to the character of the area, and take opportunities to reveal such features to public view.

A Planning and Design Statement will be required on all sites of more than 0.1 hectare (0.6 vergee) or for developments of more than 4 dwellings or 400 sq.m.

Development Briefs will be required for sites of more than 0.5 hectare (3 vergees) or for developments of greater than 20 dwellings or 2000 sq. m.

4.2.1.3 High buildings

A high building is one that significantly exceeds the general height of surrounding buildings and will usually include all buildings exceeding the equivalent of four/five domestic storeys in height. When carefully located and well designed, high buildings can represent a focal point or add interest to an area. It is also recognised that intensive use of land can contribute to sustainability objectives. High buildings can, however, be difficult to accommodate without dominating and adversely affecting the character and amenity of an area. Therefore, such proposals will need to be very carefully assessed in relation to their merits and permission will only be granted where a compelling case can be made.

Policy DBE3

Proposals for buildings which are significantly higher than their surroundings will only be acceptable, in very exceptional circumstances, where the building can be justified in urban design terms as a point of civic or visual significance.

4.2.1.4 Landscape design

Landscape design should form an integral part of the design and development process. Landscape design is particularly important for public spaces within a development and for helping to integrate a development with its surroundings. Landscape schemes should take full account of existing natural features and where necessary improve their ecological value.

Good quality landscape schemes should include the following:-

- A survey of any existing features on the site, especially trees, hedges, watercourses, walls and historic or archaeological remains.
- Proposals for the retention, and protection of any important landscape features.
- Proposals for any new paving, structures and planting showing the location, species and planting size of new trees and shrubs.
- Arrangements for the replacement of failed planting and future maintenance for a specified period to allow it to become established.

Longer-term management will be necessary for features that are of importance for nature conservation.

Policy DBE4

The IDC will require proposals to incorporate landscape schemes of a good quality, in particular where:-

- a) there are public open areas within the site;
- b) landscape treatment is an intrinsic part of the design or is necessary to ensure the appearance of the development is acceptable;
- c) it will reduce the impact of the development or screen it from neighbouring properties or from views outside the site;
- d) the development would affect either a Conservation Area, a through-route, a gateway, or the setting of a building of architectural or historic interest; or
- e) the site contains an important landscape feature which contributes to the appearance, character and history of the local area.

DBE4

Also see Policy: CEN10; CO3; CO6

4.2.2 Protection of important open spaces and public views

DBE5

4.2.2.1 Open space

Open spaces make an important contribution to the quality of the urban environment. The impact of new development upon such spaces will need to be carefully considered. New development should respect the character of any adjoining open spaces. It is essential that open spaces should not be seen just as sites for development.

Policy DBE5

Development will be resisted where it would lead to the loss of open space, which provides:-

- a) a valuable contribution to the character and visual amenity of an area;
- b) a valuable wildlife habitat, corridor or link;
- c) an important opportunity for public access and enjoyment; or
- d) a buffer between incompatible uses or a link between other open spaces.

Also see Policy: CO1; CO4-5

DBE6

4.2.2.2 Skyline and public views

Planning policies cannot guarantee private views from individual properties. Public views, however, which contribute to the interest and general character of the townscape should be protected. These views vary, from glimpses of an individual landmark or feature to general panoramas and vistas of and from the sea. Roofscapes are important aspects of views into and across the Town. Certain skyline features, such as church towers and spires, are dominant and established landmarks and should remain so. Proposals will be assessed for their potential effect on public views in terms of siting, scale and massing.

Policy DBE6

Development will not normally be acceptable if it adversely affects an important public view of a landmark, the skyline or the sea.

Also see Policy: ETL3

4.2.3 New development in Conservation Areas

St Peter Port is acknowledged to have one of the finest urban environments in the British Isles. Tall narrow gabled warehouses by the sea, the medieval street pattern within the old Barrières de la Ville, rows of elegant Regency and Georgian houses, and Victorian villas, all combine to play a vital part in the creation of its unique urban form.

The Bridge also has a strong yet distinctly different character. The character of The Bridge is derived from its industrial heritage, which contrasts the scale and form of an industrial port with charming harbour scenes and tightly arranged rows of cottages.

In order to conserve and enhance their special character and identity, the Town and the Bridge are the focus of Conservation Areas. Conservation Areas form an important physical record of the architectural development and historical growth of an area. They are an irreplaceable cultural and economic resource that contribute to the distinctive character and unique quality of Guernsey and therefore must be protected.

The intention is not to prevent new development. It is, however, intended to respect architectural details and other features, such as walls and railings, street furniture and trees, where these contribute to the special character of the area. In addition, street patterns, building lines, roof profiles, ground surfaces, gardens and other spaces are important to the character of a Conservation Area. Due regard should be paid to all of these characteristics in the design of new development and the retention or sensitive adaptation of existing features. There will usually be considerable scope for architectural interpretation within these parameters.

In due course, the Committee will publish Conservation Area Character Assessments setting out an analysis of the character and special qualities of each area.

Policy DBE7

Development within, or affecting the setting of, a Conservation Area will only be permitted if it conserves or enhances the character and appearance of the area, in terms of size, form, position, scale, materials, design and detailing. Particular attention will be given to the removal of unsightly and inappropriate features and the retention of features that contribute to the character of the area.

DBE7

Also see Policy: DBE4; CEN10-12

4.2.4 Buildings of special interest

Buildings of special interest include Ancient Monuments and Protected Buildings. The setting of these buildings can be just as important as the individual buildings themselves. It is important to ensure that development is carefully designed to avoid damaging the character of a building of special interest or its setting.

Where a building of special interest has become vacant and unused, the reinstatement of the original use often presents the best option to secure the restoration of the buildings. However, if the original use is no longer appropriate or viable, then alternative uses must be considered to secure the future of the building. Alternative uses should be compatible with the character of the building and its surroundings and with other policies of the Plan.

Any proposal that affects a building of special interest, or its setting, must be accompanied by sufficient information to enable the effect of the proposals on the character and setting of the building to be fully considered. In appropriate circumstances, the IDC may request a structural survey undertaken by an appropriate professional to demonstrate that the proposals would not entail extensive demolition and rebuilding.

DBE8

Policy DBE8

Buildings of special interest and their settings will be protected from development that would detract from their special qualities.

Development will only be permitted where:-

- a) it respects the building and its setting in terms of siting, scale, massing, form, proportions, detailing and materials;
- b) it would not result in the loss of ancillary features which contribute to the character of the setting of the building; and
- c) the proposal would comply with other policies of the Plan and, in the case of conversion or change of use, the character and appearance of the building would be retained.

DBE9

4.2.5

Demolition of buildings and features

There is a general presumption in favour of retaining buildings and features that make a positive contribution to the character and appearance of an area. Rehabilitation of existing buildings with selective redevelopment can be more effective and less wasteful than demolition and replacement with new development.

However, where a building clearly detracts from the character and appearance of the locality, proposals for its demolition and redevelopment could help to enhance the character and appearance of the urban environment.

In order to avoid the creation of 'gap sites', which can remain vacant for long periods, it is important that consent should not be given for demolition unless it is clear that the site will be redeveloped within a reasonable timescale.

Policy DBE9

Proposals to demolish existing buildings and features will be considered against the following criteria:-

- a) The contribution of the building or feature to the character and appearance of the area (absence of such a contribution will not necessarily be a reason for demolition);
- b) the contribution that the proposed replacement, other development or vacant site, would make to the character or appearance of the area;
- c) the condition of the building, the cost of repair and maintenance and the economic value of the building if reused; and
- d) the importance of the new development and whether it will produce substantial benefits for the community that would outweigh the loss resulting from demolition.

Where it is important for the character or appearance of an area that the structure be replaced or the site landscaped, any consent involving demolition will be subject to a condition that the building shall not be demolished until a contract for acceptable new work has been made.

4.2.6 Archaeological remains

Archaeological remains provide evidence of the Island's history and can be of great interest and value to residents and visitors. They are very vulnerable to development and, once lost, cannot be replaced. They should therefore be protected during the development process.

Advice on their protection is offered in Annex 4, which identifies areas of archaeological importance and areas of archaeological potential. Where the archaeological importance of a site is initially unclear, then appropriate professional advice should be sought.

Developers are encouraged to assess the archaeological implications of their proposals at as early a stage as possible and to provide, as appropriate, for the retention or the investigation and recording of any archaeological remains.

Wherever possible, developments should be located or designed to retain any valuable deposits in their present position. In exceptional cases, where the remains are of outstanding importance, these may have to take priority over development. In most cases, however, mitigation measures (either through the design of the development, through prior excavation and recording or archaeological watching brief during development) will provide adequate protection. The Committee will attach conditions to development permissions to ensure that adequate action is taken in each case to protect the archaeological significance of the site.

Policy DBE10

Proposals that would adversely affect areas of archaeological importance will only be permitted where the applicant makes appropriate and satisfactory provision for mitigation measures to avoid damage to the remains, or for archaeological investigation and recording, in accordance with a scheme to be agreed by the Committee. Conditions will be attached to planning permissions to ensure the implementation of the agreed mitigation and/or investigations.

DBE10

five housing



5.1 Policy context

In order to minimise the development of open and undeveloped land, the Strategic and Corporate Plan seeks to ensure that as much new housing as practicable is provided within the existing urban areas and on previously developed land. Priority should be given to making better use of the existing housing stock and to the conversion and re-use of other vacant buildings.

Greenfield sites may be allocated as Housing Target Areas, but these should only be released for development when the States are satisfied that there are insufficient opportunities for development within the existing built-up areas.

Housing development should achieve as high a density as is compatible with achieving good standards of design, accommodation and residential amenity.

The importance of housing which meets the needs of all sectors of society is recognised. Two aspects are particularly important – affordability; and the ability to accommodate a range of housing needs for all members of the community, including elderly people and those with disabilities.

Unfortunately, it has not been possible to bring forward a practical and legally robust policy for affordable housing as part of the Urban Area Plan, in a situation where firm proposals for the provision of affordable housing have yet to be established. Specific policies for the development of affordable housing will be incorporated into the Urban Area Plan at the same time as, or following, the States approval of a Housing Needs Strategy.

Having regard to the Strategic and Corporate Plan, the housing policy principles are:

- The Urban Area Plan should allow for 90% of the Island's housing requirement to be accommodated in the Plan area. **[5.2.1]**
- As much new housing as is practicable should be accommodated within the Settlement Areas and on previously developed land (brown-field sites). **[5.2.2]**
- The potential to convert and re-use derelict or vacant buildings and upper floor accommodation should be encouraged. **[5.2.3]**
- The amount of development needed on open and undeveloped sites should be minimised; and the release of Housing Target Areas should be carefully controlled. **[5.2.4]**
- The existing housing stock should be retained, improved and replaced where appropriate. **[5.2.5]**
- Housing development should achieve as high a density as is compatible with achieving good standards of design, accommodation and residential amenity. **[5.2.6]**
- A wide range of housing which reflects housing needs should be encouraged, including homes for families and small households; communal residential establishments; and housing for the elderly and other households with special needs. **[5.2.7]**

5.2 Housing policies

5.2.1 Housing provision in the Urban Area Plan

This Plan is intended to satisfy 90% of the Island's housing requirement for five years. In preparing the Urban Area Plan that requirement has been based on the 2000 Strategic and Corporate Plan figure of 250 additional new homes each year.

The housing requirement will be met through a combination of:-

- New development within the Settlement Areas and on previously developed land ("Brownfield sites");
- conversion, subdivision and re-use of existing buildings and upper floor accommodation;
- development of Housing Target Areas; and
- better use of the existing housing stock.

In order to satisfy the housing requirement, the IDC will seek to ensure that a two-year housing supply (new-build or conversion) is effectively available at any one time. New housing will be deemed to be effectively available where planning permission has been granted but the development is not yet complete, and where the development of new housing is acceptable in principle subject to obtaining the necessary approvals.

The level and rate of approvals for housing development will be closely monitored by the IDC and the Housing Authority throughout the Plan period and an annual Residential Land Availability Statement will be published. In the event that monitoring and future reviews of the Strategic and Corporate Plan identify an increased housing requirement, the IDC will consider whether it is necessary to amend the Plan to provide additional opportunities for housing development.

Policy HO1

The IDC will seek to ensure that a two-year provision is effectively available for housing development at any one time to meet the requirement set by the States in the Strategic and Corporate Plan.

HO1

Also see Policy: HO8

5.2.2 New housing in Settlement Areas and on previously developed land

HO2

5.2.2.1 Opportunity sites

The development of underused sites within the Settlement Areas and on previously developed land, both within and outside the Settlement Areas, could make a major contribution to satisfying the housing requirement. Well designed housing on these sites will also enhance the urban environment.

The IDC will ensure that sites are suitable for housing development having regard to the characteristics of the site and its relationship with the surrounding area. Where such sites could also be suitable for implementing other objectives of the Plan, for instance if the site is an important open space, then housing may not be acceptable.

Depending upon the scale of the development, Planning and Design Statements or Development Briefs will be required in accordance with Annex 1.

Policy HO2

Proposals for housing development within the Settlement Areas and on previously developed land will generally be permitted provided that:-

- a) the site is suitable having regard to the existing characteristics of the site and its relationship with the surrounding area;
- b) the development is acceptable in terms of design, density and amenity; and
- c) the development does not conflict with other relevant policies of the Plan.

HO3

5.2.2.2 Mixed use development

Developments that combine a mix of uses, including housing, are important not only to accommodate new households, but also to enhance the vitality and character of Central Areas. With this aim in mind the previous Urban Area Plan, approved in 1995, identified three Mixed Use Redevelopment Areas: Gategny Esplanade, Leale's Yard and Le Bouet. Outline Planning Briefs approved by the States will guide the redevelopment of these areas, including the substantial provision of new housing.

In the Central Areas, proposals for development of more than 2000 square metres floorspace will require the preparation of a Development Brief (see Annex 1). Development Briefs will establish guidelines for an appropriate mix of uses including, where appropriate, an element of housing. In order to avoid conflict between residential and commercial occupation, the Development Brief will also address the varying needs of different uses.

Policy HO3

In the Central Areas, proposals for development of more than 2000 square metres floorspace will be required to include an element of residential development, where this is considered to be appropriate. Housing provided in mixed developments should, where practicable, have separate access. Proposals will be required to achieve a satisfactory living environment and standard of accommodation.

Also see Policy: DBE1-9; HO10-13; CO1; CO3

Also see Policy: HO6; HO9-12; EMP2; CEN3

5.2.3 Conversion and subdivision of existing buildings

5.2.3.1 General

Sensitive conversion and subdivision of existing buildings can play an important role in meeting the housing requirements and, therefore, will be encouraged where appropriate. It is essential that the buildings and the location are appropriate for residential use in terms of the character of the building and its surroundings and the amenity of the resulting dwellings. Where appropriate, standards of parking and amenity space will be applied flexibly.

Policy HO4

Proposals for the conversion and subdivision of existing buildings to provide housing will only be acceptable where:-

- a) the building is worthy of retention and capable of conversion;
- b) the building is no longer required or suitable for its original purpose;
- c) a satisfactory living environment and standard of accommodation can be achieved;
- d) parking and servicing arrangements are appropriate;
- e) neighbouring uses are compatible with housing; and
- f) the development does not conflict with Policy DBE8 and other relevant policies of the Plan.

HO4

Also see Policy: HO5-7; HO14; EMP3-4; EMP10; CO1-2

5.2.3.2 Vacant and underused upper floors

Opportunities exist to convert vacant and underused upper floors of existing buildings for residential use, particularly in the Central Areas. Such conversions are beneficial for a number of reasons: -

- They help to maintain the life and character of the Central Areas;
- they save other land from having to be developed;
- they contribute essential investment in the proper care and maintenance of historic buildings;
- they make full use of commercial buildings;
- security of the area is greatly improved because of the presence of residents; and
- because empty and neglected upper floors represent a waste of space and can appear unsightly.

Although there may be some practical difficulties, these can usually be overcome; for example separate residential access may be achieved by linking with adjoining premises. It is important that the full and efficient use of upper floors is not prevented by developments at lower levels, which could restrict or remove independent access.

Policy HO5

In considering applications for the conversion of upper floors, the Committee will encourage residential use provided that independent access can be provided without having an adverse effect on the character and appearance of an established street frontage.

In considering proposals for development at street level, the Committee shall have regard to the provision and retention of adequate independent access to the upper floors.

HO5

Also see Policy: HO4; CEN11

HO6**5.2.3.3 Obsolete office space**

The conversion of obsolete office space for housing, or for a mix of uses including housing, could help to revitalise an area. Obsolescence will be judged on evidence of positive attempts to seek an office occupier. Innovative proposals that cater for the needs of small households, such as "live and work" units and loft apartments, will be encouraged.

Policy HO6

The conversion of office space for residential use, or for a mix of uses, including housing, will be encouraged where the development does not conflict with Policy EMP4 and other relevant policies of the Plan.

Also see Policy: HO4;
EMP4

HO7**5.2.3.4 Flats, houses in multiple occupation, and staff hostels**

The conversion of buildings into self contained flats and into houses in multiple occupation can be an effective way of providing small, relatively low cost accommodation. The provision of hostel-type accommodation can assist those in need of transitional or temporary accommodation. However, it is necessary to ensure that satisfactory living standards are provided and that, generally, a concentration of such property does not adversely affect the mix and balance of housing types or adversely affect the character and amenity of an area.

Policy HO7

The conversion of a building into two or more self contained units or into a house in multiple occupation and the development of hostel-type accommodation will only be acceptable where:-

- a) the density of occupation proposed is compatible with the character and residential amenity of the surrounding area;
- b) the proposal would not result in an excessive concentration of such uses in the locality; and
- c) such development does not conflict with Policy EMP15 and other relevant policies of the Plan.

Also see Policy: HO4; EMP15

HO8**5.2.4 Housing Target Areas**

Housing Target Areas are a reserve of land that may be needed in the future to accommodate major new housing and other forms of development in accordance with an approved Outline Planning Brief.

In order to meet the principles of sustainable development the Housing Target Areas satisfy the following criteria:-

- They are well related to the existing pattern of development, with access to local facilities.
- They are accessible by public transport.
- They avoid areas of important landscape, conservation, wildlife or other environmental interest.
- Appropriate infrastructure can be provided in a sustainable manner.

In order to prevent any unnecessary development of greenfield sites, the release of Housing Target Areas will be carefully controlled. Housing Target Areas will only be released for housing development, through an Outline Planning Brief, when monitoring indicates that the housing supply is insufficient to satisfy Policy HO1 or when the IDC is so directed by the States.

Policy HO8

Proposals for new development or redevelopment in Housing Target Areas will only be permitted where:-

- a) it is in accordance with the relevant Outline Planning Brief; or
- b) the proposals are unlikely to inhibit the implementation of an Outline Planning Brief or prejudice the comprehensive development of the Housing Target Area.

Also see Policy: HO1

5.2.5 Retention of the existing housing stock

In order to meet the growing demand for new homes, it is important that there is no net loss of the existing housing stock, either through redevelopment or change of use. Where living accommodation is not of a satisfactory standard, the aim will be to seek refurbishment of the property.

Where buildings are being redeveloped or refurbished, it will be necessary for residential accommodation to be replaced within the new development. The replacement accommodation should be at least equivalent to the existing housing in terms of its quality and the number of units. Often, however, it will be possible to provide accommodation of better standards and layout and this should be the general aim of redevelopment.

In exceptional circumstances, it may be acceptable to allow the loss of residential units that offer poor residential amenity and which are not practicable to improve. The loss of housing may also be justified where the site or building is needed to meet an essential social or community requirement. In addition, the Committee may allow the displacement of residential accommodation where, in the opinion of the Advisory and Finance Committee, the development is likely to generate a substantial economic benefit to the Island through increased export earnings. However, in such a case, replacement housing must be provided on a suitable commercial site in the Urban Area.

HO9

Policy HO9

There will be a general presumption in favour of the retention and improvement of existing housing. Redevelopment or refurbishment schemes, which affect existing housing, will be required to retain or if possible increase the number and quality of housing units on the site.

The loss of existing housing or of a new building designed for residential use but presently vacant, will only be permitted where:-

- a) the accommodation is substandard by virtue of its size, location or means of access; and
- b) there is no reasonable prospect of upgrading the accommodation to provide satisfactory living conditions;

OR

- c) the site or building is needed to meet an essential social or community requirement;

OR

- d) the loss of housing will facilitate a development with substantial and overriding economic benefit to the Island and the housing will be replaced on a suitable commercial site in the Settlement Areas.

Residential density and amenity

Encouraging higher density developments will increase the number of dwellings built within the Settlement Areas, hence reducing the pressure on greenfield sites. The Plan aims to raise significantly the density of new housing development above the levels that are typical of conventional close style developments. Raising the density of sites close to the main centres has the potential for reducing the need to travel by car, allowing residents to support local facilities. Higher densities should not be confused with poorer quality. In this respect, the scale, layout, garden space and other amenity considerations, such as daylighting and privacy, are all factors that influence the quality of development. It is important that adequate amenity space and facilities are provided in new developments, that overlooking is avoided and privacy safeguarded.

Policy HO10

In encouraging higher density developments the Committee will take into account the following:-

- a) The location of the site;
- b) the type of housing proposed;
- c) the character of the surrounding area;
- d) the needs of future occupiers; and
- e) the level of amenity for existing and prospective residents having regard to Annex 3.

Higher densities will be expected on sites within, and in the vicinity of, the Central Areas and for developments designed to meet the needs of smaller households.

A range of housing needs

Housing for smaller households

Social and cultural trends point to a continuing fall in household size and the formation of an increasing number of new single person households. Some of the larger housing sites, where a Development Brief or Outline Planning Brief will be required, are capable of accommodating a mixture of dwelling types and sizes including a substantial proportion of homes suitable for smaller households. In such cases, the Committee will normally expect the majority of the accommodation provided to be no more than two bedrooms per home (i.e. 4 habitable rooms or less).

Policy HO11

In considering proposals for larger sites, where a Development Brief or Outline Planning Brief will be required, the IDC will seek to ensure that the majority of housing provided is of a size, form and type suitable for smaller households.

5.2.7.2 Housing for people with mobility impairment

By following some basic design criteria, many homes could be more easily suited or adapted to meet the needs of the mobility impaired. Housing with level access, adequate door widths, reasonable circulation space in halls and passageways and an entrance level toilet, will be capable of easy adaptation without major structural alterations to suit the physical needs of most people with mobility impairment. These features may also be desirable and convenient for any potential occupier and will assist disabled visitors and people with pushchairs, prams and trolleys.

The strict application of mobility standards may, sometimes, be at odds with the need to protect or enhance a building of special interest or one within a Conservation Area. In such cases, all applications for the provision of wheelchair access or other such measures will be considered on their merits.

Policy HO12

The IDC will encourage developers to consider the needs of the mobility impaired at an early stage in the design of proposals for houses, bungalows, ground floor flats and flats with lift access.

HO12

Also see Part M of the
Building Regulations

5.2.7.3 Accommodation for the elderly

There is a growing need for sheltered housing, with warden service and community facilities. The provision of sheltered housing on suitable large scale sites will be encouraged through Development Briefs and Outline Planning Briefs.

The provision of such housing accommodation does require careful planning and design. It is desirable that sheltered housing is situated close to local amenities and offers its residents a pleasant living environment. This will help to ensure that residents are able to actively participate in the community and enjoy a reasonable quality of life.

Policy HO13

The IDC will encourage the provision of sheltered housing through Development Briefs, Outline Planning Briefs and pre-application discussions with developers. The suitability of sites will have regard to the following factors:-

- a) Sites should be conveniently located for local shops, public transport, health care services, and community facilities.
- b) The local terrain should be reasonably level.
- c) The site should be capable of offering a high standard of amenity, security, accessibility and comfort for the special needs of prospective residents.

HO13

5.2.7.4 Dower units

In order for relatives to be accommodated as part of an extended household, permission is often sought for an additional living unit connected to the main dwelling. These are usually referred to as dower units or granny wings. This can be in circumstances where a completely separate unit of accommodation would not comply with the normal criteria regarding access, space about dwellings and residential amenities. Such proposals are usually extensions but may be conversions of outbuildings. They will be treated sympathetically provided the property remains as one dwelling unit.

HO14



Policy HO14

The alteration or extension of houses including outbuildings, to form additional living units for occupation in association with the principal dwelling, will normally be permitted provided that:-

- a) there would be no loss of amenity to adjoining development; and
- b) the accommodation would form a subsidiary and integral part of the main dwelling unit.

six employment



6.1 Policy context

The Employment section of the Strategic and Corporate Plan covers the main sectors of the Island's economy. The Plan aims to achieve a sustainable mix of employment opportunities, without reliance on any single economic sector. The Strategic and Corporate Plan encourages the development of existing businesses and new enterprises provided that this can be achieved without detriment to other employment uses, neighbouring properties or local distinctiveness. In particular, the significant opportunities offered by e-commerce have been recognised by the States.

Having regard to the Strategic and Corporate Plan the policy principles for employment are that:

- The requirements of a variety of service employers should be met by:
 - providing for a range of office accommodation;
 - upgrading the existing stock of older office accommodation; and
 - where appropriate, adapting obsolete office accommodation for other uses, such as housing. **[6.2.1]**
- A range of opportunities for industrial development should be identified to ensure an adequate supply of land and accommodation. **[6.2.2]**
- Home based employment should be encouraged where appropriate. **[6.2.3]**
- The rationalisation of existing horticultural holdings should be allowed to take place on suitable sites. **[6.2.4]**
- Provision should be made for tourist related developments, taking into account the Tourism Strategy. **[6.2.5]**

6.2 Policies for employment

6.2.1 Office accommodation

The local economy has become increasingly dominated by the service sector. Most of the Island's working population is employed in service industries such as: financial and business services; pharmaceuticals; cultural/media; leisure; training; technology/communications; advertising; franchising; publishing; and data processing. Many of these services require office accommodation.

6.2.1.1 New office developments

Recent growth and mergers in the financial and business services sector have led to increases in the size of some firms, producing demand for larger office buildings and, in particular, a demand from some firms for larger floorplate buildings. The Island has a finite supply of suitable sites because of its size, its relatively fragmented land ownership pattern and environmental considerations such as its distinctive and attractive fine-grained pattern of streets, spaces and historic buildings.

The Mixed Use Redevelopment Areas (MURAs) at Glatigny Esplanade and Le Bouet will meet the requirements for modern purpose built offices in St Peter Port and significantly reduce the need for offices in less appropriate locations. Increased provision for new offices outside the MURAs could seriously undermine the viability of these important schemes. Therefore, further large-scale office development will only be allowed on existing office sites in the Central Areas.

In larger developments, a mixture of land uses can complement and enhance the lively and varied character of Central Areas. Proposals for development of more than 2000 square metres (outside a MURA) will require the preparation of a Development Brief in order to establish the guidelines for an appropriate mix of uses.

Policy EMP1

Proposals for new office floorspace will only be permitted where:-

a) it is in accordance with the approved Outline Planning Brief for a Mixed Use Redevelopment Area (MURA);

OR

b) it is located on an existing office site in the Central Areas and, where appropriate, provides for a mix of uses;

OR

c) it is in accordance with Policy EMP2.

EMP 1

Also see Policy: paragraph 2.3.2.8; HO3; EMP2; CEN3

6.2.1.2 Small-scale professional and support services

Professional and support services often occupy small inexpensive office suites. Many of these are in older buildings, which possess features of special quality and interest and contribute to the character of their surroundings. The use of such buildings as offices can help to secure their retention, enhance the area and sustain the diversity of office accommodation.

Advances in information and communication technologies will increasingly mean that more people can work from offices in their own homes. Provided the scale of such development is strictly limited and existing residential amenity is not adversely affected, such uses will normally be acceptable.

EMP 2

Policy EMP2

Proposals for small-scale offices offering a direct service to members of the public calling at the site will only be permitted where:-

a) the proposed offices are located within the Settlement Areas;

OR

b) the proposals would result in the retention of buildings of special interest in accordance with Policy DBE8.

EMP 3

6.2.1.3 Upgrading the office stock

The Island needs to upgrade its office stock regularly to meet rapid changes in the business environment. The office stock needs to be of sufficient quantity, quality and flexibility to appeal to the international financial and business services sector. Obsolete stock should be refurbished to improve the Island's office stock or, where appropriate, should be adapted to provide alternative uses.

Policy EMP3

Development involving the alteration and extension of existing office accommodation will only be permitted where:-

a) the proposals are within the confines of the existing office site;

b) the site is adequate in size and shape for the layout, access, parking, landscaping and any other requirements of the proposed development; and

c) the scale of development would be compatible with the surrounding area.

EMP4

6.2.1.4 Conversion of office sites for alternative uses

Conversion of offices, which are no longer suited to modern requirements, to alternative uses such as housing, serviced apartments, 'e-suites', retailing and leisure facilities could increase the mix of uses and amenities in the Central Areas. However, it is also important to consider the longer-term office potential of a site so that future office occupier needs can still be met.

Policy EMP4

Changes from offices to other uses will only be permitted where:-

a) the proposals would not prejudice the potential to meet future requirements for large floorplate office accommodation;

b) there is evidence of positive attempts to market the building and seek continuation or reinstatement of an office use; and

c) the resultant mix of uses would be compatible with each other.

6.2.2 Industrial development

6.2.2.1 Key Industrial Areas

EMP5

Key Industrial Areas represent the Island's principal reserves of industrial land. These areas are big enough to accommodate large industrial premises and have good road access. In view of the limited number of Key Industrial Areas and the constraints on future land supply, it is important that land that is particularly suitable for large-scale manufacturing or high technology businesses is used for those purposes.

Most of the new office-based industries, which have been facilitated by the growth in 'e-commerce', can be reasonably expected to operate from office sites in the Central Areas or MURAs. However, some of the new office-based industries cross the boundary between industry and office use and for operational reasons require large, out of town, industrial premises. Such uses often have a 'front office' facility but may also need 'back room' accommodation for design, production, storage and distribution.

Storage and distribution uses require warehousing which can usually be found on industrial sites. However, there has been a tendency for some wholesale operations to gradually shift towards general retailing. In order to ensure that prime industrial land is safeguarded for manufacturing and other appropriate business use, any change from wholesaling to trade customers into retailing to the general public will be resisted.

The Key Industrial Areas contain many operations that would not conform to the general intention of the Plan to reserve these areas for developments with particular locational requirements. The Plan will have no effect on the continued occupation of their existing premises and minor proposals that are unlikely to prejudice or inhibit the intention of the Plan may be acceptable. However, where it is proposed to extend or reconstruct premises of non-conforming uses, the provisions of Policy EMP5 will apply.

A Land and Accommodation Audit has indicated that the demand for space from expanding businesses is significant. Some of the required accommodation can be provided by expansion within existing sites, but there remains a requirement for some additional land to accommodate relocations and new or emerging industries.

An area of new industrial land has been identified at the Saltpans, adjacent to the Braye Road Industrial Estate. The proposed site avoids areas of landscape importance and, as an extension to an established yet relatively modern industrial estate, the land is well located in relation to other industrial uses and is capable of being provided with satisfactory access. A Development Brief will be required to guide the comprehensive development of this area (see Annex 1).

Policy EMP5

The Key Industrial Areas are reserved for the development of business and industrial uses that require purpose built industrial premises and which cannot be reasonably accommodated elsewhere.

Development for other business and industrial uses will only be permitted in exceptional circumstances and in accordance with other policies and proposals of the Plan.

A Development Brief will be required for the additional industrial land allocated at the Saltpans. A mix of unit sizes and a high standard of design and landscaping will be required.

In order to provide the widest opportunities for industry, the reuse of brownfield sites and the development of sites in the Settlement Areas for industry and storage and distribution, including the consolidation and expansion of existing firms, will be encouraged.

Policy EMP6

The expansion or consolidation of existing sites and the development of new premises for industrial and storage and distribution purposes, within the Settlement Areas and on previously developed land, will only be permitted where:-

- a) the proposal would have minimal impact on the amenities of any adjoining uses;
- b) access, parking, and servicing arrangements would be satisfactory; and
- c) the proposal is compatible with Policy EMP10 and other policies of the Plan.

6.2.2.3 Small workshops and yards

The maintenance of a viable industrial sector in Guernsey depends on there being sufficient accommodation for starter business and service trades. The latter are especially important because they provide essential services and utilise diverse skills. These firms generally require small, inexpensive workshops and yards, on accessible sites, perhaps with some shared support services.

Some of these activities have established themselves illegally on disused vinery sites. Land covered by glasshouses is classed as agricultural and the normal expectation is for it to be cleared and restored as open landscape. However, it is recognised that in recent decades horticultural development has become increasingly industrialised and it may not always be realistic and practical to expect a site to be restored as open fields given the investment in and the irreversible impact of buildings and infrastructure. Therefore, in very limited and specific circumstances, the use of redundant horticultural sites to provide small-scale accommodation for service trades may be acceptable.

Policy EMP7

The development of small workshops and yards will only be permitted where the proposals are consistent with Policy EMP5 and Policy EMP6 and, in very limited and exceptional circumstances, on redundant horticultural sites of less than 0.5 hectare (3 verges), which meet all of the following criteria:-

- a) The Committee is satisfied that there is no real prospect of the continuation or reinstatement of horticultural activity on the site;
- b) there is no realistic prospect of the site being restored to agriculture or other open land use;
- c) the site has adequate vehicular access; and
- d) the development would not adversely affect an Area of Landscape Value or detract from the character and amenity of the surrounding area.

Applications for such development would be required to demonstrate that:-

- a) the site will be properly laid out with buildings, parking, access and open storage areas designed to be in sympathy with the landscape character of the area;
- b) the site will be sufficiently screened to minimise any adverse effect on the character of the area and the proposal is accompanied by full landscape and planting plans; and
- c) the proposals will meet the land and accommodation requirements for small workshops and yards.

EMP7

Also see Policy: EMP 5-6; CO1-6

6.2.2.4 Development of the land reclamation site

The land created by the extension of the Longue Hougue reclamation scheme (known as Longue Hougue II) will be an important resource for development during the life of the Plan and beyond. It is anticipated that a proportion of the area will be required for port related industrial development, with the balance largely providing a home for activities with a high environmental impact, including integrated waste management facilities and uses which could potentially create a pollution threat to Longue Hougue Reservoir.

The Land Reclamation Site is part of the Key Industrial Area bisected by Bulwer Avenue. It is the area of land being created by landfill on the south side of St. Sampson's Harbour,

EMP8

abutting a previous land reclamation site known as Longue Hougue I. The Board of Administration have indicated that approximately 23 acres will be required for port-related industrial uses, resulting from the proposed deep water harbour facilities, leaving the balance available for new industrial development.

Policy EMP8

At the Longue Hougue Key Industrial Area and Land Reclamation Site, the priority will be to accommodate:-

- An Integrated Waste Management Facility;
- Industrial uses with a high environmental impact;
- Uses falling within Use Classes 48-59 inclusive; and
- Port related industrial uses.

To ensure that the Key Industrial Area and Land Reclamation Site are planned comprehensively, the IDC will prepare an Outline Planning Brief for development of the land to the east of Bulwer Avenue.

The two underlying principles of the Outline Planning Brief will be to:-

- Optimise the use of the available land
- Achieve a good overall development which enhances the Key Industrial Area and recognises the importance of the site's 'Gateway to Guernsey' location.

EMP9

6.2.2.5 Protecting industrial sites

Suitable industrial land sites represent a scarce economic resource. In order to ensure that sites continue to be available for existing firms and emerging companies, sites that are well suited to industrial use will be protected. In some cases, the standard of accommodation provided and site constraints will mean that industrial use is no longer appropriate.

Policy EMP9

The change of use of existing industrial land and accommodation will only be permitted where it can be clearly demonstrated that the site or premises is no longer suited in land use terms to continued industrial use having regard to:-

- a) the standard of accommodation and the level of demand for such premises;
- b) the suitability of the existing access to the site for industrial purposes and the likelihood of improving the situation; and
- c) the potential for remedying land use conflicts with neighbouring users, particularly where amenity would be improved by the removal of noise, smells or traffic conflicts.

EMP10

6.2.2.6 Unneighbourly uses

Although industry and storage/distribution uses can often co-exist alongside residential properties or other commercial uses there are circumstances where the operation of a firm creates disruption by virtue of unsociable working hours, on-street parking and loading/unloading or as a result of noise, smells, dust, vibration, etc. It may be possible for businesses to make on-site improvements to minimise such problems and the IDC will seek such improvements through negotiation where appropriate.

Policy EMP10

Proposals for the development of existing sites and premises, which are considered to be causing an unacceptable loss of amenity, will only be permitted where:-

- a) it would not lead to an increase in detrimental effects; and
- b) adequate improvements are proposed to remedy or mitigate any amenity conflict.

Also see Policy: EMP6

6.2.3 Home based employment

Modern technology and communications mean that it is now easier than ever to operate a business from home. The need to travel to the workplace and the demand for additional business accommodation is reduced by home working. It is, therefore, a good example of sustainable development and will be encouraged where it will not have an adverse affect on the surrounding area as a result of increased activity and disturbance.

Policy EMP11

The use of part of a dwelling house or the conversion of a building within the curtilage for the purpose of a business carried out by the occupier will generally be permitted where:-

- a) the primary use of the property will remain as a dwelling house;
- b) access, parking and servicing arrangements would be satisfactory; and
- c) the proposal would be compatible with the surrounding area and other policies of the Plan.

EMP11

Also see Policy: EMP2; EMP6; EMP10; CEN3

6.2.4 Horticultural development

The area occupied by commercial glasshouses continues to decline. However, the average size and productivity levels of individual businesses continues to increase. In order to assist growers in terms of greater operational efficiency while protecting open countryside, horticultural businesses will be encouraged to develop and extend where existing glass is located and to consolidate dispersed operations onto more concentrated areas.

Policy EMP12

Proposals for the development of glasshouses or other ancillary horticultural facilities intended for commercial operations will only be permitted where:-

- a) the site forms part of an existing holding which is considered to make a valuable and needed contribution to the industry and is likely to continue to do so for the foreseeable future by virtue of its suitability for commercial operations;
- b) the proposal would have minimal impact on the amenities of any adjoining uses; and
- c) the proposal complies with the other policies of the Plan.

EMP12

6.2.5 Tourism

Tourism underpins many essential services and facilities. These include the quality and frequency of air and sea services, the range and quality of the retail sector and restaurants and many local employment opportunities, primarily in the support and related services (e.g. retail, catering, entertainment, distribution, transport). The quality of the Island's environment is a key factor in attracting tourists to the Island. Tourist-related development, in common with other development, must be carefully located and designed to provide high quality facilities that fit successfully into the environment.

EMP13

6.2.5.1 New tourist accommodation

New tourist accommodation can add vitality to a town centre area and help sustain its viability, but other locations within the Settlement Areas or within suitable redundant buildings can prove to be equally beneficial. Conference and other ancillary facilities in hotel development contribute to the functioning of the Island as an international financial and business centre and will be encouraged, where appropriate.

Policy EMP13

Proposals for new tourist accommodation will only be permitted where:-

- a) a comprehensive plan for the foreseeable future development of the site is submitted;
- b) the access, parking and servicing arrangements would be satisfactory; and
- c) the development is compatible with the surrounding area and with other policies of the Plan.

Also see Policy: SCR6

EMP14

6.2.5.2 Alteration, extension and redevelopment of existing tourist accommodation

Refurbishment and upgrading of visitor accommodation may be necessary to enable suitable standards of accommodation to be provided and to provide new facilities, including staff accommodation, which can aid the viability of hotels and tourism. Alteration, extension and redevelopment of existing premises will generally be supported by the IDC.

Policy EMP14

Proposals for the alteration, extension and redevelopment of existing visitor accommodation establishments, including the provision of associated staff accommodation and ancillary uses will generally be permitted where:-

- a) provision can be made to meet additional parking and servicing requirements without detriment to the character and amenity of the area;
- b) if a dwelling currently exists, the proposal retains part of the accommodation as a dwelling; and
- c) the proposed development is compatible with the surrounding area and other policies of the Plan.

6.2.5.3 Rationalisation of visitor accommodation

EMP15

The Island's stock of visitor accommodation needs to be rationalised in order to stimulate investment and achieve a sustainable level of accommodation. The Tourist Board aims to retain a core bed stock of 2,700 rooms/units through:-

- continuing to protect hotel and self-catering sites that represent the core bed stock;
- accepting that accommodation that is not regarded as core bed stock may leave the industry; and
- improving profitability to encourage new good quality accommodation to enter the industry.

There is a growing requirement for new forms of self-catering visitor accommodation, both for holiday visitors and business users. This form of accommodation requires less labour than a conventional hotel and provides direct support to island businesses by virtue of the need to buy food and goods for self-catering. Changes of use from hotels not regarded as the core bed stock, to self-catering visitor accommodation will therefore be supported.

Only in exceptional circumstances will permission be granted for the change of use of visitor accommodation to any other use. This means that the applicant must demonstrate that the accommodation is substandard and incapable of being upgraded and that the continuing use of the site as visitor accommodation is not viable.

In determining whether the accommodation is capable of attaining a satisfactory standard the Committee will take into account the following factors:-

- The physical condition of the premises and the potential for refurbishment or conversion to other tourist uses, including the cost of the works involved;
- The level of available facilities;
- The location of the premises; and
- Ease of access for visitors.

In order to demonstrate non-viability, proof will be required to show that the visitor accommodation has been marketed extensively for at least a year and at a competitive price. Evidence will also be required of occupancy rates for the previous 3 years at least, and any other relevant factors such as previous marketing or business plan.

In assessing whether the accommodation is substandard and not viable, the Committee will seek the views of the Guernsey Tourist Board.

Policy EMP15

The change of use or redevelopment of tourist accommodation will only be permitted where:-

- a) the existing premises provide an unsatisfactory standard of accommodation and are incapable of being upgraded to a satisfactory standard or adapted to good quality self catering accommodation at reasonable expense;
- b) the premises are too small for a modern, viable operation, and the site is of insufficient size to enable the premises to be adequately extended or improved;
- c) in the case of residential use, a satisfactory living environment and standard of accommodation will be provided; and
- d) proposals include satisfactory levels of amenity, servicing and parking provision, appropriate to the type of accommodation being offered and its location.

Also see Policy: HO4; HO7

6.2.5.4 Visitor facilities and attractions

Many people consider St Peter Port to be the "jewel" in the Island's "crown". It is, therefore, an important asset for the visitor economy. Tourists do not just enjoy the set pieces such as Castle Cornet, Candie Gardens and Hauteville House, but also the wider experience of the historic and cultural environment. New developments should, therefore, complement existing tourism themes such as the Island's heritage, the built and natural environment, Victor Hugo, Fortress Guernsey, the harbours and speciality shopping. Formal and informal recreation facilities are also important.

Policy EMP16

The IDC will encourage the development of appropriate visitor attractions and facilities that:-

- a) respect the scale, nature and character of the surrounding area; and
- b) complement and enhance existing tourism themes.

seven centres



7.1 Policy context

The Strategic and Corporate Plan recognises the social, economic and cultural significance of Town and The Bridge, as the principal centres of commerce, trade and leisure.

Strategic policy seeks to maintain and enhance the attractiveness of the commercial centres. A range of complementary policies and other initiatives are to be directed at conserving the character of the built environment, reinforcing the diversity of activity, enhancing facilities and general amenity, and improving accessibility and parking.

The vitality and viability of the centres is particularly dependent on retail activity. Strategic policy aims to concentrate retail development in the existing centres. It is recognised that additional provision for out-of-town shopping, unless properly justified, could threaten the vitality and viability of the existing centres.

Having regard to the Strategic and Corporate Plan and the planning context referred to above the policy principles for the centres of Town and The Bridge are that:

- In the absence of an acknowledged demand for the provision of additional out-of-town retail developments, new retail developments should be directed to the existing centres. [7.2.1]
- A diverse and sustainable mix of activities should be maintained and enhanced. [7.2.2]
- Accessibility should be improved including the provision of appropriate levels of car parking. [7.2.3]
- The special character and local distinctiveness of Town and The Bridge should be maintained and enhanced. [7.2.4]

7.2 Policies for centres

The Town and The Bridge are the main centres, performing an important economic, social, and cultural function for residents, visitors and businesses. In order that the centres continue to fulfil this role, a balance needs to be struck between accommodating development which would contribute to their vitality and viability, whilst avoiding development which would impair their attractiveness.

7.2.1 New retail developments

7.2.1.1 New shopping facilities in the Central Areas

St Peter Port is the Island's main shopping area and is characterised by an interesting blend of Island-based independent retailers and "high street" stores. The rehabilitation of the former Market buildings will add to the retail facilities in Town. Other developments are likely to occur as the Town's retail function responds to competition and changes in shopping habits.

The Bridge has a strong, individual identity influenced by the absence of "high street" stores and the range of small specialist traders. The centre has the potential to benefit from additional trade from the new marina. Redevelopment of Leale's Yard will be a major opportunity to create new retail facilities and increase the number of residents in the area.

In order to ensure that Town and The Bridge continue to provide attractive and convenient shopping facilities for all the community, the policies for new retail development have the broad thrust of improving shopping facilities whilst at the same time concentrating development in and around the existing centres. New retail development needs to be carefully integrated within centres to help maintain and enhance their role.

Policy CEN1

On land within or immediately adjoining the Central Areas of Town and The Bridge, new retail development will only be permitted where the proposals:

- a) are satisfactorily located in relation to the character of the area and neighbouring properties;
- b) make appropriate provision for access, car parking and servicing; and
- c) are in conformity with other policies and proposals of the Plan.

CEN1

CEN2**7.2.1.2 New retail development outside the Central Areas**

Retailing is dynamic and evolving, its requirements may change over time. The public can often benefit from a widening choice of shopping facilities and increased competition. Certain retail developments, however, may not be easily accommodated in or adjoining the established centres e.g. supermarkets, DIY and garden stores.

To meet these needs, provision will be made for major new retail developments as part of the Mixed-Use Redevelopment proposals for Le Bouet (Admiral Park) and Leale's Yard. However, pending the completion of an Island Retail Strategy, there is a lack of evidence to demonstrate that any further general provision for out-of-town retail developments could be accommodated without seriously undermining the future vitality and viability of the centres.

Policy CEN2

Within the Mixed Use Redevelopment Areas at Le Bouet (Admiral Park) and Leale's Yard provision will be made, in accordance with an adopted Outline Planning Brief, for new retail development of a type, form and location that is likely to complement the viability and attractiveness of the existing centres. The provision generally of further new retail developments on sites away from the Central Areas of Town and the Bridge will be resisted.

7.2.2 A sustainable mix of diverse activities**CEN3****7.2.2.1 Mixed use development**

Mixed-use developments ensure a diversity of use in the centres. A mixture of businesses and housing increases activity and can stimulate shops, restaurants, cafes, entertainment and other developments to serve them. The increase in activity can also contribute to a greater feeling of personal safety and it may promote investment in the maintenance of the buildings. This in turn adds to vitality and viability of the area.

Proposals for development of more than 2000 square metres floorspace will require the preparation of a Development Brief, in order to establish guidelines for an appropriate mix of uses.

Policy CEN3

The IDC will support proposals to introduce a mix of appropriate uses including shopping, leisure, recreation, entertainment, service, employment, educational, institutional, medical/healthcare, housing, community and other activities, which contribute to the vitality and viability of the Central Areas in ways that are compatible with the amenity of surrounding areas.

Also see Policy: HO3, EMP1, SCR6

CEN4**7.2.2.2 Complementing the retail function**

Service trades (e.g. estate agents, yacht brokers, dry cleaners) and restaurants, pubs, wine bars etc., are complementary to the shopping function and can have a key role in maintaining a diverse and commercially prosperous centre. In certain areas, however, the replacement of significant numbers of shops with other uses will, if unchecked, break up continuous shop frontages and dilute the retail function of the centre. This will have a detrimental effect on the shopping environment and will affect the viability and vitality of the centres.

In considering proposals for the change of use or redevelopment of retail units at street level, the impact of the proposal on the retail function of the centres will be determined having regard to:

- the particular nature and character of the use proposed, including the level of activity associated with it;
- the effect of the proposal on the retail frontage involved in terms of the size of the unit, the length of its frontage and the location of the unit within the frontage;
- the number, distribution and proximity of other premises in non-retail use or with permission for such uses;
- whether the new non-retail use would result in an over concentration or grouping of uses which could result in a long term loss of trade from the centre compared with a continued retail use;
- the length of time the unit has remained vacant and the evidence to show that attempts have been made to find a retail occupier; and
- the design and appearance of the proposed frontage.

Where non-retail uses are permitted in a shopping frontage, it is important that they do not present blank frontages that may detract from the overall vitality of the shopping street. In order to ensure that the impression of a lively frontage is retained, the maintenance of a window display at pedestrian level will be required in appropriate circumstances.

The impact on nearby residents, particularly at the weekend and late at night, will be given very careful consideration. The main planning issue is likely to be the scale of noise and disturbance expected and the extent to which this may impact upon the occupiers of upper floor flats or adjoining residential properties.

Policy CEN4

Proposals for change of use or redevelopment of retail units at ground level within the Central Areas will only be permitted where:-

- a) the overall retail function and vitality of the frontage within which the shop unit is situated would not be adversely affected;
- b) the use would make a positive contribution to the overall role of the centre;
- c) as appropriate, the proposals include the maintenance or provision of a display window at ground floor level;
- d) the proposal would not cause significant adverse effects for nearby residents; and
- e) the use is compatible with other Plan policies.

Also see Policy: ETL4

7.2.2.3 Maintaining the variety of shop units

The blend of independent specialist traders and chain stores contributes to the character and attractiveness of both the Town and The Bridge. In order to ensure the continuing success and prosperity of Town and The Bridge, it is considered important that a variety of shops should be encouraged.

Smaller shop units in areas where rentals are lower, such as the Pollet, Mill Street and Mansell Street, provide for niche retail and specialist uses outside the main stream of large retail chains. These smaller, independent businesses are the mainstay of Guernsey's retail economy. In relation to the tourism benefits and even more significantly in terms of the local economic benefit, the direct value of these independent operators is substantially higher than the value that the large chain stores achieve.

As part of the overall shopping mix, however, it is also important to accommodate larger retailers. The narrow plot widths of some existing shop units are often unsuited to the

CEN5

modern retail formats demanded by large chain stores and, therefore, require adaptation. When considering such proposals care will be taken to ensure that the character of the shopping streets is not adversely affected by insensitive alterations.

Policy CEN5

Within the Central Areas, a variety of shop units will be encouraged. Development proposals involving the extension or alteration of shop units will only be permitted where the external appearance of the new shop unit would not adversely affect the character of the Central Area.

7.2.3 Accessibility

CEN6

7.2.3.1 Public and commercial car parks

The IDC supports the principle that parking facilities are available to meet minimum requirements and that alternatives to the car are encouraged. Car parking is a major use of land and its supply is a key factor influencing journeys by motor transport. There is a balance to be struck between providing more parking spaces in urban areas to deal with increasing demand and the need to reduce car dependency and achieve a shift towards more sustainable modes of transport.

It is accepted that some additional parking provision may be required. In order to meet specific requirements, Policy CEN 6 supports the provision, where appropriate, of high quality parking in purpose built, well designed, and security conscious facilities (preferably underground).

Policy CEN6

The IDC will seek to ensure that there is sufficient and suitably regulated public and private off-street parking to meet the operational needs of Town, The Bridge, public facilities and the essential needs of commercial developments.

Proposals for the provision of car parking will only be permitted where:-

a) it is required to provide adequate on-site parking to meet the operational needs of existing premises;

OR

b) the site has been identified by the States for the provision of public car parking;

OR

c) the parking is required as part of a development proposal or an Outline Planning Brief.

Proposals which would lead to a reduction in the overall level of car parking provision throughout the Urban Area will not normally be permitted. However, the Committee will give favourable consideration to the relocation of existing car parking spaces where this would facilitate the implementation of the environmental conservation and enhancement objectives of the Plan.

7.2.3.2 Temporary car parks

The shortage of accessible and open sites and the importance of conserving the historic environment of St Peter Port means that it is not easy to provide large amounts of additional car parking in the short term. From time to time, however, sites are cleared for redevelopment and could be used for temporary car parking. Pending the completion of the new parking facilities referred to in Policy CEN6, applications to use clearance sites on a temporary basis for parking may be regarded favourably. But the use of such site should not be allowed to result in permanent "bomb" sites, as these would have a negative impact and could prejudice redevelopment. Therefore, the use of such sites for parking will be strictly limited to short periods, consistent with the redevelopment programme for each site.

Policy CEN7

In the Central Area of St Peter Port, temporary car parking on vacant sites proposed for development will only be permitted where:-

- a) the use is limited to a short period in accordance with a programme for the early and appropriate development of the site;
- b) the operation of the car park will not impair road safety; and
- c) the total amount of parking provided in any centre does not exceed the amount identified by the States as necessary.

CEN7

Also see Policy: DBE9

7.2.3.3 Pedestrians in the Central Areas

Attractive, safe and convenient access for pedestrians is essential if the centres of Town and The Bridge are to be good places to live, to work and to visit. It is necessary, therefore, to balance the needs of pedestrians with the access requirements of traders and other businesses and residents.

The 1989 Strategy for Traffic, Parking and Public Transport notes that the needs of pedestrians must be considered in any proposals for town traffic management and that special attention must be paid '...to the provision of pedestrian crossings and the segregation of pedestrians from motor traffic where possible'.

The ease with which people can walk between firms, institutions and other services located in the centre of St Peter Port is of great importance for business communications and enhances the general attractiveness of the Island. Many business journeys within Town are made on foot and journeys to the town using other forms of transport are completed on foot.

Policy CEN8

In assessing all development and highway proposals the IDC will seek attractive, safe, and convenient access for pedestrians, including those with mobility problems. Development proposals including redevelopment and changes of use will be required to provide, where appropriate, the following:-

- a) safe, direct pedestrian routes within the site;
- b) links to the existing pedestrian network; and
- c) adequate landscaping and lighting of pedestrian routes provided as part of the development.

CEN8

Also see Policy: CEN10

7.2.4 The special character of the Central Areas

CEN9

7.2.4.1 Town centre management and environmental improvement

Town centre maintenance and revitalisation involves complex and interlocking issues which include development, street cleaning, marketing and management, requiring inputs from a number of public and private sector “actors”. The Plan cannot directly influence the non-planning policies of other agencies. However, the Plan can be a part of a framework for action, especially taking into account the priorities in specific areas, including environmental improvements, the application of design standards and land assembly. The IDC intends to promote and encourage co-ordinated action with other agencies to improve living conditions and carry out environmental enhancement, especially within the Town Improvement Area.

The IDC has previously prepared Design Briefs for the improvement of The Weighbridge, the Tourist Information Centre forecourt, The Victoria Pier, Delancey Park and the lower gardens at Candie. There are further areas that merit consideration for conservation, environmental and landscape improvement works. For example, many people form their main impression of the Urban Area when travelling along the main through-routes and at certain points of arrival (“gateways”) to the centres of Town and The Bridge. Other areas that may benefit from a co-ordinated approach include: Trinity Square, Mill Street and Mansell Street; La Vallette; The Albert Pier; St Paul’s Garden; The Upper Gardens at Candie; The Bridge; and the Harbours. Opportunities for environmental and landscape improvement works will be identified in a Strategy for Environmental Improvements. Particular attention will be given to opportunities in the Town Improvement Area. Improvement works may include tree planting, lighting schemes, redesigning small open spaces, opening up views and improving materials and hard surfaces.

Policy CEN9

Improvements to the environment of the Central Areas will be promoted and encouraged. The IDC will prepare Design Briefs for conservation, environmental and landscape improvement works in accordance with a Strategy for Environmental Improvements. The IDC will be especially concerned with improving living conditions and the residential environment in the Town Improvement Area.

CEN10

7.2.4.2 Paving, street furniture and public art

The design of open spaces and the materials used to pave streets and other surfaces are important, especially in locations such as Conservation Areas. Natural materials, such as granite setts and Portland stone, are characteristic of Town and add greatly to the quality and identity of streets, venelles and spaces.

Street furniture, such as seats, litter bins, signposts, bollards, railings and lighting, is an essential feature of the urban environment. Well designed and appropriately sited street furniture can make an important contribution to the quality of the urban environment whilst providing practical benefits. The requirements of the mobility and visually impaired must be carefully considered in the design and siting of street furniture.

The incorporation of artworks or integral decorative features in open spaces, such as sculptures or fountains, can enhance their environmental quality and, where these are appropriate, they should be considered at an early stage of the design. Well-conceived works of art can give a sense of identity to developments and add character to a locality. Works that celebrate the historical background of a site or locality will be particularly welcome.

Policy CEN10

The IDC will encourage proposals and support initiatives that will enhance the quality of the urban environment and contribute to local distinctiveness including:-

- a) the use of high quality paving materials;
- b) the provision of suitably located and well designed street furniture which satisfies the needs of the mobility and visually impaired and other users; and
- c) the provision of works of art, craft or decoration as part of new development proposals.

Also see Policy: CEN8

7.2.4.3 Shopfronts

Shopfronts can make a significant contribution to the visual appeal of the centres. New shopfronts should be well designed and attractive to shoppers in a manner that will maintain and enhance the character of the centres. The main shopping streets are designated as Conservation Areas and replacement of inappropriate or unsightly shopfronts provides an opportunity to enhance the appearance of the building and the street scene. Wherever practicable, the design of new shopfronts should provide for the possibility of separate accommodation being created above the ground floor use.

Policy CEN11

The IDC will seek to ensure that shopfronts and associated features which contribute to the character of individual buildings and the area, are retained and repaired as part of any development scheme.

The provision of a new shopfront or alteration of an existing shopfront will only be permitted where:-

- a) the scheme is well designed and would enhance the street scene;
- b) if practicable and appropriate, the proposals provide separate access to upper floors in accordance with Policy HO5; and
- c) safe and convenient access would be provided for people with mobility and sensory impairment.

CEN11

Also see Policy: DBE7; HO5; CEN5

7.2.4.4 Signs

Signs and advertisements are important to commercial areas, being both informative and often adding interest and vitality to the street scene. But advertisements that are poorly designed and inappropriately sited can have a seriously detrimental visual effect. Too many signs can appear cluttered and confusing. The proliferation of signs relating to different floor levels of a building can be particularly harmful.

In order to protect and enhance the character of the centres, advertising material should be generally restrained in quantity and form. In Conservation Areas, only painted signs and applied lettering will be appropriate and designers should be prepared to compromise on matters of "corporate" design. The IDC will not normally permit the provision of illuminated signs and, as a general rule, signs above first floor windowsill level will be considered to be unacceptable. In addition, advertisements should not adversely affect any form of traffic, including pedestrians, or other public safety, for instance where it will cause obstruction to the public highway or result in glare or dazzle.

CEN12

Policy CEN12

Proposals to display internally illuminated fascia, wall, projecting, neon or box advertisements will generally be resisted.

New or replacement advertisements will only be permitted if by reason of design, positioning, materials, proportion or illumination they would:-

- a) be appropriately positioned in relation to the street level of the building on which they are fitted;
- b) be satisfactory in scale and appearance and not detract from the visual amenity of the street scene; and
- c) not create a safety hazard.

eight external transport links



8.1 Policy context

The Strategic and Corporate Plan highlights the fact that good transport links with the UK and the rest of Europe are essential to Island life and the economy. The need to keep transport infrastructure under review and, where possible, to carry out improvements is also recognised.

The Strategic and Corporate Plan calls for a development strategy for the Harbours to be prepared and kept under review.

Having regard to the Strategic and Corporate Plan, the policy principles for external transport links are that:-

- Opportunities for the future development of the ports and harbours should be safeguarded against inappropriate development. **[8.2.1]**
- Proposals for the development of harbour facilities in accordance with a Harbours Development Strategy should be accommodated. **[8.2.2]**
- The quality of the quayside environment should be conserved and enhanced. **[8.2.3]**

8.2 External transport links policies

8.2.1 Safeguarding opportunities for future development

Opportunities exist to develop the potential of the harbours, to enhance the quality of the quayside environment and to increase public enjoyment of the harbours, through improved access and a greater range of appropriate public uses.

It is of strategic importance that sites which are located close to the ports and which offer opportunities for port-related development should be retained and safeguarded from inappropriate development.

The Board of Administration will be consulted on any proposals that could preclude port-related uses within the harbour areas identified on the Proposals Map.

Policy ETL 1

In considering proposals for development within the Harbour Areas, the Committee will seek to ensure that sites which are suitable for port-related development are retained and safeguarded from inappropriate development.

ETL1

Also see Policy: EMP9

8.2.2 New harbour facilities

The States have indicated that a strategy for the future development of the harbours will be prepared and kept under review. The development strategy will help to identify the operational requirements, capacity and performance standards of the harbours. Future plans are likely to include the relocation of container freight traffic from St Peter Port Harbour to a new facility at St Sampson. Proposals for major harbour development may require the preparation of an Environmental Impact Assessment in accordance with Annex 7.

Policy ETL2

The further improvement of harbour facilities and the construction of new facilities together with their associated land uses, in accordance with an approved Harbours Strategy, will be supported.

ETL2

8.2.3 The quality of the quayside environment

8.2.3.1 Quayside development

The quality of the quayside built environment contributes strongly to the image and status of the Island. The quays, piers and jetties have a special visual character and openness that complements the closely knit built environment. Due to the openness of the location, new developments have great prominence in public views of the sea, neighboring islands and surrounding townscape and, therefore, should be carefully controlled. Historic features such as weighbridges, bollards and granite paving contribute to the distinctive character of the quayside environment.

Policy ETL 3

In considering development proposals within the Harbour Areas, the Committee will take into account the quayside's distinctive character, important public views, and the need to conserve and enhance features of architectural and historic interest.

ETL3

Also see Policy: DBE6-7

8.2.3.2 Public use and enjoyment of the quayside

Within the operational area of the harbours, priority will be given to port-related uses in accordance with Policy ETL1.

Within quayside development, however, a range of public facilities and amenities for visitors such as retail, catering, leisure and entertainment could help to increase awareness and use of the quayside as a focus for activities and events. The provision of public uses is especially appropriate on the lower floors of buildings fronting the sea, as a contribution to an attractive, safe and interesting quayside environment.

Policy ETL4

Opportunities should be taken to incorporate an appropriate mix of public uses within quayside developments, especially on the lower floors of existing and proposed buildings.

nine water & waste management



9.1 Policy context

Strategic policies for water and waste management seek to ensure that:-

- Drinking water resources are conserved and all available sources of water are used efficiently
- Sustainable urban drainage systems are used to manage the impact of development on the Island's natural water systems
- The risk of flooding is carefully assessed in planning for new development
- Suitable sites for the treatment of wastewater (including sewage) are identified taking into account technical assessments
- Specific provision is made for sites for solid waste disposal and ancillary operations, in accordance with environmental policy and the principles of the solid waste strategy.

Having regard to the Strategic and Corporate Plan and the planning context referred to above, the policy principles for water and waste management are:-

- Water storage and catchment areas should be protected from pollution as a result of development. **[9.2.1]**
- The consideration of major development proposals should take into account the level of demand upon the available water resources and the phasing of an appropriate water supply network. **[9.2.2]**
- The risk of flooding of all low-lying land should be carefully assessed and taken into account in planning for new development. **[9.2.3]**
- Where appropriate, developments should use sustainable urban drainage systems, incorporating best management practices. **[9.2.4]**
- Provision should be made for waste management infrastructure in line with the Solid Waste Strategy. **[9.2.5]**
- Provision should be made for the treatment of wastewater (including sewage effluents). **[9.2.6]**

9.2 Water and waste management policies

9.2.1 Protection of water resources from pollution

The Urban Area accommodates 45% of the Island's water storage capacity and the water abstracted from within the Urban Area accounts for 26% of the Island's water supplies. Integration of water resource management with land use planning is critical to protecting both the quantity and quality of the Island's water supplies.

The quality of the water supply must be maintained by protecting water storage areas and water catchments from developments that may cause pollution problems. New developments should incorporate measures to prevent pollutants from entering streams and groundwater in order to protect water quality and wildlife habitats.

The IDC will consult relevant Committees to establish the nature and extent of potential pollution risks. Where appropriate, the IDC may require an Environmental Impact Assessment to help identify suitable mitigating measures.

Policy WWM1

Development proposals, which could result in an increased risk of pollution to water storage areas or catchments, will only be permitted where adequate measures to prevent pollution can be installed.

WWM1

9.2.2 The water requirements of major developments

9.2.2.1 Development requiring significant quantities of water

The States Water Board has confirmed that all sources of fresh water available in the Island are derived from rainfall over Guernsey. The Island's climate provides substantial rainfall, but much of it is lost through transpiration and evaporation before it can be abstracted for storage, particularly during the summer months. The long term adequacy and availability of water supply is, therefore, an important consideration in planning major development proposals.

Policy WWM2

Development proposals that require significant quantities of water will be considered in the light of the adequacy and availability of water resources. Proposals that would place an excessive demand upon the available water resources will be resisted.

WWM2

9.2.2.2 Planned provision of water supply in phased developments

It is important to ensure that the entire water supply needs for major development proposals are considered at the outset, even if it is intended to develop the site in phases. It is at the first phase that supply network capable of accommodating later phases needs to be considered.

Policy WWM3

In the case of major comprehensive development proposals, which require a new water distribution network, individual phases may only be brought forward when adequate infrastructure has been planned to serve the whole of the development concerned.

WWM3

Flood risk

There is mounting evidence that sea level will rise as a result of climate change. It is not yet clear whether the movement of landmasses will exacerbate this climate-induced sea-level rise or, to a degree, compensate for it. However, the rise in sea level can be expected to change the frequency of occurrence of high water levels. There may also be secondary impacts such as changes in wave heights due to increased water depths, as well as possible changes in the frequency, duration and severity of storm events.

In addition to sea level rise, the latest climate change scenarios expect a shift in the seasonal pattern of rainfall with winters and autumn becoming wetter but with drier, warmer summers. It is also likely that the number of rain-days and the average intensity of rainfall will increase slightly.

Covering open land with buildings and paved areas and compaction of the ground by vehicular movements reduces the amount of water soaking into the ground and increases surface run-off. The alteration of natural flow patterns can lead to problems elsewhere, particularly flooding downstream. Increased flow rates may also damage stream and streamside habitats, cause erosion, and reduce the quantity of water recovered for the public supply.

The risk of flooding in all low lying land will need to be carefully assessed so that, where necessary, measures to avoid flooding can be planned and adopted at the outset of any development proposals. Therefore, the Committee will consult the States Water Board and the Public Thoroughfares Committee on proposals for sites that are susceptible to flooding.

Policy WWM4

Proposals for development on sites that are susceptible to flooding or that would be likely to cause flooding off site will not normally be permitted. Development proposals will only be permitted where:-

- a) satisfactory flood alleviation measures are incorporated into the scheme; or
- b) the type of development will not be adversely affected by flooding nor increase the risk of flood events.

N.B. The U.K. climate change scenarios do not currently distinguish the Channel Islands as landmasses. Predictions for the Channel Islands will be able to be made with greater certainty when the computer model is rerun with increased sensitivity analysis.

The implementation of sustainable urban drainage systems

Sustainable urban drainage systems (SUDS) provide a cost-effective approach to protecting the environment, alleviating flooding, and conserving water for abstraction, by minimising peak flow. SUDS allow surface water to soak into the soil where ground conditions permit, or gradually discharge to a watercourse, and then to be treated by natural processes such as settlement, filtration and biological actions.

The St Sampson's Marais catchment forms a major part of the surface water drainage system of the Urban Area and is of immediate relevance to the development of the Belgrave Vinery site. In effect, this catchment represents 20% of the Island's water catchment and steps need to be taken to ensure that the amount of water directed to the public supply from this area is protected and, if possible, enhanced. The provision of a SUDS will be encouraged for this and other major development proposals through the preparation of Outline Planning Briefs and Development Briefs.

Policy WWM5

Proposals for major development will be required to include an acceptable surface water management plan incorporating sustainable urban drainage systems (SUDS).

9.2.5 Solid waste management

The States have adopted a solid waste strategy (Billet d'État XII, June 1998) which requires the provision of an Integrated Waste Management Facility (IWMF) to process the Island's waste. The IWMF will consist of a Waste to Energy plant, a carcass incinerator, a Civic Amenity Site, an Enclosed Green Composting Facility and a Materials Recycling Facility (metal and construction materials). In total, a site area of approximately 4.25 hectares (26 vergées) is required for these uses, plus an additional area for ash disposal. An Environmental Impact Assessment and an Outline Planning Brief will be required to guide the comprehensive development of the site.

Policy WWM6

An Outline Planning Brief, supported by an Environmental Statement, will be required for the Integrated Waste Management Facility and its supporting infrastructure. Proposals for individual elements of the IWMF must demonstrate, by means of a Compliance Document submitted with the proposal, how they meet the requirements of the Outline Planning Brief and the Environmental Statement.

WWM6

9.2.6 Liquid waste management

The States' liquid waste strategy (Billet d'État XI, May 1999) envisages the provision of a centralised wastewater treatment facility in the Urban Area unless there is an overriding reason to consider localised treatment. A site is being identified through an EIA process. An Environmental Impact Assessment will be required for any such proposal.

Policy WWM7

The IDC will expect proposals for a sewage treatment works in the Urban Area to be accompanied by an Environmental Statement and a Compliance Document, demonstrating how environmental impacts have been taken into account.

WWM7

ten social, community recreation



10.1 Policy context

Policies in this section of the Plan cover a wide spectrum of services and facilities including health, education, sports and leisure. The Strategic and Corporate Plan requires the IDC to allow for the development of these services and facilities in accordance with assessments of existing provision and predicted demand.

In addition, the Strategic and Corporate Plan supports measures to make optimum use of existing facilities with particular emphasis on the joint provision and dual use of education facilities.

Having regard to the Strategic and Corporate Plan and the planning context referred to above, the policy principles for social, community and recreation are that:-

- Provision should be made for the protection, enhancement and new development of community services and education facilities. **[10.2.1]**
- Accessible sporting, recreational and leisure facilities should be provided through:-
 - the optimum use of facilities, including joint provision and dual use of education facilities for leisure purposes; and
 - the provision and enhancement of facilities that reflect a level of quality in keeping with the image of the Island. **[10.2.2]**

10.2 Social, community and recreation policies

10.2.1 Community services and education facilities

10.2.1.1 Community services

Community services include facilities such as medical centres, surgeries and clinics; churches; community centres and public meeting rooms; and uses associated with public utilities and emergency services.

Adequate community services are essential to the social and economic well-being of the Island. There will be a general presumption in favour of protecting sites for community services, unless, it can be demonstrated that either the facilities are no longer needed or that alternative acceptable sites can be provided.

Policy SCR1

Proposals for development of essential community facilities will be permitted on suitable sites having regard to the following criteria:

- a) Locational need;
- b) availability of alternative land/premises;
- c) operational requirements;
- d) impact on the environment and adjacent uses; and
- e) traffic implications.

The development of sites in community use for alternative purposes will only be permitted where it can be demonstrated that adequate replacement provision is made or there is no longer a need for the facility. Where the site is no longer required for community use, then priority will be given to residential development.

SCR1

10.2.1.2 Education facilities

The changing requirements of education will have widespread implications for the use of sites. Additional facilities could be required on new or existing sites, while other existing education sites could become surplus to requirements. Making provision for education facilities close to the main concentrations of homes and workplaces could make an important contribution to sustainability.

An assessment of existing school capacity and future education demands has indicated the need to safeguard a site of 10 hectares (61 verges) for the development of a new school and special needs unit within the Urban Area. Due to changes in the provision of tertiary education, it is also likely that further education facilities will need to be accommodated during the lifetime of this Plan.

In addition to the mainstream education facilities provided by the States, the Island has many other private sector schools and nurseries which meet a wide variety of needs including pre-school care and education.

It is important that sufficient land is retained to meet the existing and future needs of education. The loss of education facilities will, therefore, be resisted unless the Committee, in consultation with the States Education Council, is satisfied that the facilities are genuinely redundant and surplus to future requirements.

SCR2

Policy SCR2

Proposals for development of essential education facilities will be permitted in suitable locations within or adjacent to the Settlement Areas and on sites within the Housing Target Areas as identified in the relevant OPB.

The alternative development of sites for education facilities will only be permitted where it can be demonstrated that the land is surplus to requirements and/or is capable of satisfactory development without prejudicing education provision. Where it can be demonstrated that the site is no longer needed for education facilities, then priority will be given to residential development.

10.2.2 Recreation

SCR3

10.2.2.1 Development of existing facilities

Clubs and organisations will be encouraged to prepare comprehensive plans for the future development of their sporting and recreational facilities. The provision of high quality facilities in keeping with the image of the Island will be supported.

Policy SCR3

The IDC will support proposals for the appropriate improvement of existing recreational land and facilities provided that it is compatible with other policies of the Plan. Proposals will require a comprehensive development plan for the site.

SCR4

10.2.2.2 Increased dual use of facilities

Considerable benefits can be derived from establishing sporting facilities which can also be used by the schools during term times. Encouraging the dual-use of school sports facilities may help to offset some of the requirement for new formal sports pitches.

Policy SCR4

The IDC will support proposals which facilitate increased recreational use of education facilities and playing fields by the community.

SCR5

10.2.2.3 The establishment of sports performance centres

Two of the Island's major sporting and recreational venues are located in the Urban Area at the Track and Beau Sejour. In order to improve the attractiveness of these centres, there is a need to provide high quality sports facilities that meet the needs of participants and which will offer improved spectator opportunities and attract visitors to the Island.

Policy SCR5

The Track and Beau Sejour will be retained as major sporting and recreational centres. The IDC will support proposals for improvements to the existing playing and spectator facilities and other related uses at these venues, provided that they are not detrimental to the amenities of the local area.

Also see Policy: CO1

Also see Policy: CO1; CO4

10.2.2.4 Indoor leisure facilities

Major leisure developments, which are likely to attract a lot of people, could have a positive effect on the vitality and viability of the Central Areas. Indoor leisure facilities such as cinemas, theatres, concert halls, galleries, museums, exhibition centres, bingo halls, ballrooms, nightclubs, sports halls, swimming pools, and health and fitness centres can assist in enhancing the daytime and evening economy of town centres.

The Mixed Use Redevelopment Areas are identified as sites for potential leisure development, especially the old Leale's Yard area. Where proposals cannot be accommodated in the Central Areas the sequential approach will be applied. This approach means that after all potential town centre options have been thoroughly assessed, the next preference will be edge of centre sites and last of all out-of-centre sites where these are accessible by a choice of transport. Developers are required to demonstrate, using the sequential approach, that suitable alternative sites are not available nearer to the Centres. In the limited circumstances where development may be allowed out-of-centre, particular regard will be paid to its environmental impact. Visual impact and accessibility are critical factors in the assessment of proposals.

The development of new indoor leisure facilities as part of a hotel complex will be encouraged.

Policy SCR6

Indoor leisure facilities will only be permitted where:-

a) the site is in the Central Areas or the facilities form part of a hotel complex;

OR

b) the applicant has demonstrated that sites within the Central Areas, followed by edge of centre sites with good pedestrian links to the centre, are not suitable, viable and likely to become available within a reasonable time;

c) in considering the suitability of sites as described in b) above, the applicant has demonstrated a flexible approach to the format, design and scale of development, and the amount of car parking proposed;

d) the site is accessible by a choice of means of transport;

e) substantial environmental benefits are secured as an integral part of the proposal; and

f) the proposals would be acceptable in the particular locality having regard to residential amenity and other policies of the Plan.

SCR6

Also see Policy: HO3;EMP1; EMP13-14 CEN3-4; ETL4; CO1; CO3-4

10.2.2.5 Equestrian related development

There has been an increased demand in recent years for horse stables and schooling facilities. Changes in agriculture mean that more small fields and paddocks may become available for horse riding and jumping.

In seeking to accommodate equestrian related activities, it is important to ensure that such development does not result in the unacceptable loss or fragmentation of agricultural land. Excessive sub-division of fields and over grazing can have an adverse impact on the appearance of the countryside by creating bare, weedy paddocks cluttered with jumping equipment and other paraphernalia. The siting and design of new buildings should respect the residential amenities of neighbours.

Policy SCR7

Equestrian related development will only be permitted where the proposals:-

- a) would not result in the unacceptable loss or fragmentation of agricultural land;
- b) make adequate provision for the storage and disposal of waste materials; and
- c) would be acceptable in the particular locality having regard to the amenity of adjacent residential properties and other policies of the Plan.

eleven countryside



11.1 Policy context

The Strategic and Corporate Plan recognises the significant contribution that the varied landscapes and ecological habitats of the Island make to its distinctive character and to its attractiveness for residents and visitors.

Changes in farming, under a policy of environmental stewardship and 'greener' farming practices, are expected to lead to lower grazing densities and more extensive farms. The need to protect farmland, therefore, remains paramount, although some isolated or peripheral fragments of land may be available for other appropriate uses.

The Strategic and Corporate Plan emphasises the need to conserve and enhance the rural environment by avoiding unnecessary development and, in particular, by protecting open land. But, in addition, the Strategic and Corporate Plan promotes ways of improving the character and quality of the countryside by: encouraging opportunities to create and improve wildlife habitats; accommodating acceptable forms of development that contribute to the character of the countryside; and targeting the restoration of derelict and disused land.

Having regard to the Strategic and Corporate Plan, the policy principles for the countryside are that:-

- Acceptable forms of rural development should be accommodated where appropriate. **[11.2.1]**
- The special character and local distinctiveness of the Island's landscapes should be conserved and enhanced and new development should contribute to that character. **[11.2.2]**
- Management schemes and other appropriate measures should be encouraged to ensure the protection and enhancement of important habitats. **[11.2.3]**
- The restoration of derelict land should aim to achieve environmental improvements and a beneficial after use. **[11.2.4]**

11.2 Countryside policies

11.2.1 Rural development

11.2.1.1 New development outside the Settlement Areas

The Urban Area Plan generally aims to restrain development outside the Settlement Areas. But some forms of development that are associated with established uses or that necessarily require a rural location may be acceptable outside the Settlement Areas. For instance, certain uses need extensive areas of open land and are substantially open in character such as golf courses, playing fields and cemeteries. Other appropriate development may include public utilities such as pumping stations and wastewater treatment works, which need to be located outside the more densely populated areas.

Within an existing group of buildings, infill development may be acceptable on previously developed land. However, not all previously developed land is appropriate for infill. Acceptable infill development should help to positively consolidate and enhance an existing group of buildings. This will usually be a case of considering each proposal on its merits taking into account the character of the site. Development involving the loss of a landscape feature, or the closing of an important gap, will generally be prevented.

Policy CO1

Development outside the Settlement Areas will only be permitted where:-

- a) the scale, location and design of such development would not detract from the openness of the countryside;
- b) it would not result in the unacceptable loss of agricultural land; and
- c) it is compatible with the surroundings and other policies in the Plan.

Having regard to the above criteria, the following forms of development may be acceptable:-

The alteration, extension, rebuilding, or conversion of an existing building, including limited ancillary or incidental buildings within the curtilage.

Infill development on previously developed land within an existing group of buildings.

Development of an existing horticultural holding in accordance with Policy EMP7 or Policy EMP12.

Development which is essential and ancillary to the provision of outdoor sports and leisure facilities.

Cemeteries.

Development which is essential to the efficient running of existing agricultural holdings.

Development that has been demonstrated to be of islandwide benefit and that cannot practically be located anywhere else.

Development in accordance with the relevant OPB for a Housing Target Area.

CO1

Also see Policy: HO2; EMP7; EMP12; SCR1; SCR3-5; SCR7; CO2-6

11.2.1.2 Re-use of buildings outside the Settlement Areas

Buildings of permanent and substantial construction may be suitable for a wide range of alternative uses, including housing (refer to Policy HO4).

Care will need to be taken to ensure that boundary treatment, ancillary buildings and the provision of garden areas, outdoor storage yards, hardstandings or car parking do not have an adverse impact on the countryside.

The conversion of existing agricultural or horticultural buildings should not result in the need to erect replacement buildings, especially if the replacement buildings could adversely affect the local or wider landscape. The Committee, therefore, will need to be satisfied that the existing building is no longer useful or capable of being used for its original purpose and that suitable alternatives are available.

Policy CO2

The reuse of buildings outside the Settlement Areas will only be permitted where:-

- a) the building is of permanent and substantial construction and is capable of conversion without extensive alteration, rebuilding or extension;
- b) the provision of a curtilage would not adversely affect the landscape character and openness of the area;
- c) it can be demonstrated to the satisfaction of the Committee that the building is no longer useful, or capable of being used, for its original purpose, and that suitable alternatives are available; and
- d) the use of the building would comply with other policies of the Plan.

Also see Policy: DBE8; HO4

11.2.2 Landscape protection

11.2.2.1 Landscape character

It is important that new development respects the character of the landscape and maintains its distinctiveness. The conservation of features, such as hedgerows, which contribute to the visual quality and variety of the landscape, is particularly important.

The landscape of the Urban Area has been divided into a number of Landscape Character Areas, which are described in detail in Annex 8. The Landscape Character Assessment is intended to be a guide for landscape conservation, management and enhancement.

Policy CO3

The visual quality and variety of the Landscape Character Areas will be conserved by taking full account of their distinctive features and by promoting the appropriate conservation, management and enhancement of the landscape.

11.2.2.2 Areas of Landscape Value

CO4

The most valuable landscapes in the Urban Area are designated as Areas of Landscape Value. The special qualities of these landscapes could easily be destroyed or damaged by insensitive development.

In order to preserve the landscape character of these areas, new development will be restricted to cases where they are unobtrusive and the need for the development in the proposed location has been established.

Where an existing building is derelict or is structurally unsound and where the original use has been abandoned, permission will not be granted for its replacement.

Policy CO4

Development in the Areas of Landscape Value will only be permitted where:-

- a) the need for the development in the location proposed has been clearly demonstrated;
- b) the proposals would not adversely affect the landscape character and visual quality of the area; and
- c) proposals to rebuild, extend or alter existing buildings respect the size, form and bulk of the original building.

Permission will not be granted for the replacement of buildings that are derelict or structurally unsound and where the original use of the building has been abandoned.

11.2.3 Wildlife and nature conservation

CO5

Existing Sites of Nature Conservation Importance (SNCI) are identified in Annex 5 and on the Proposals Map. Careful consideration will be given to proposed developments likely to affect SNCI's. Where a development close to or physically within a SNCI is proposed, it will be the responsibility of the developer to demonstrate as part of the application for planning permission the effect on the nature conservation interest of the site of the proposed development.

It should be possible to ensure that important ecological habitats are avoided or protected. However, there may be circumstances where an unavoidable conflict arises between environmental conservation and the benefits for the community if the development proceeds. The outcome should be based upon an ecological appraisal of the site compared to the benefits of the new development. There are a number of factors that must be considered, including the rarity of the nature conservation feature and the significance of the feature in relation to the regional or local resource. The circumstances where community benefits are overriding will be exceptional. The benefits to the community that will accrue from the development will need to be commensurate with the identified harm to a finite nature conservation resource, taking into account any mitigation measures. Provision can often be made to retain and protect the features of nature conservation significance within the development.

Policy CO5

Development that would adversely affect Sites of Nature Conservation Importance will not normally be permitted. Development will only be permitted where:-

- a) the benefits to the community clearly outweigh the nature conservation value of the site; and
- b) adequate provision is made within the development for the protection of features of nature conservation significance.

CO6

11.2.4 Derelict land in the countryside

The restoration and enhancement of derelict land requires a positive approach aimed at securing environmental improvement and beneficial use of land. The IDC will seek to ensure that established programmes, such as glasshouse clearance and tree planting schemes, focus on sites where restoration will help to enhance the environmental and visual quality of the Island.

Derelict viney sites can provide important habitats for wildlife. Before reclamation begins an ecological appraisal of the site should be undertaken to identify any important features or habitats and, where appropriate, measures for their conservation and enhancement.

The after-use of each site will depend on its characteristics and the locality. It could include, for example, reinstatement to agricultural use, land for wildlife or conservation purposes, recreational provision, domestic gardens or possibly land for built development. Other policies within this Plan will also be relevant, especially where the proposed use constitutes development.

Policy CO6

The IDC will encourage the restoration and beneficial after-use of derelict land having regard to:-

- a) the location of the site and its relationship with surrounding land uses;
- b) the Landscape Character of the Area; and
- c) the other policies of the Plan and any public or private sector scheme for environmental enhancement and management.

In identifying sites with potential for creating new habitats, the IDC will have regard to an ecological appraisal of the site and its surroundings.

Planning and Design
Statements

Development Briefs

Outline Planning
Briefs

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Annex 1: Planning and Design Statements, Development Briefs and Outline Planning Briefs

This annex explains the hierarchy of 'site-specific' planning guidance that helps developers, the public and the IDC understand the key issues relating to a particular site.

Policies GEN2, DBE2, HO2, 3, 8, 11 & 13; CEN2, 3 & 6; EMP1, 5, 8 & 13; WWM5 & 6 of the Plan refer to site specific planning guidance.

There are, basically, three tiers of guidance as follows : -

Planning and Design Statement - This is the simplest form of guidance for small, relatively straightforward sites.

Development Brief – This would cover a larger site where there may be multiple ownership and more complex issues. In order that the public is aware of the issues involved, Development Briefs are advertised and public comment invited.

Outline Planning Brief – This is required where there are strategic land use implications and a number of policy issues that need to be resolved. The Brief actually becomes a formal amendment to the approved Development Plan (such as the Urban Area Plan). Public consultation forms part of the process of preparing an Outline Planning Brief.

The three forms of guidance are explained in greater detail below.

Planning and Design Statements

What is a Planning and Design Statement?

Basically, it is an illustrated explanation of the ideas behind a specific design and layout for a particular site. It is prepared by the applicant and will be considered along with the planning application.

When is a Planning and Design Statement required?

Unless a site is (or is likely to be) covered by a Development Brief or an Outline Planning Brief, a Planning and Design Statement must accompany applications for development on sites of more than 0.1 hectare (0.6 vergee) or for developments of more than four dwellings or for developments exceeding 400 square metres gross floor area.

What should a Planning & Design Statement cover?

It should include: -

a) A Site and Context Analysis – detailing the site and its surroundings as well as the opportunities and constraints that may influence the design and layout of development. The Analysis should address, where relevant, the information in the table on the next page. Ideally an illustrative plan along the lines of that reproduced on page 104 should be included;

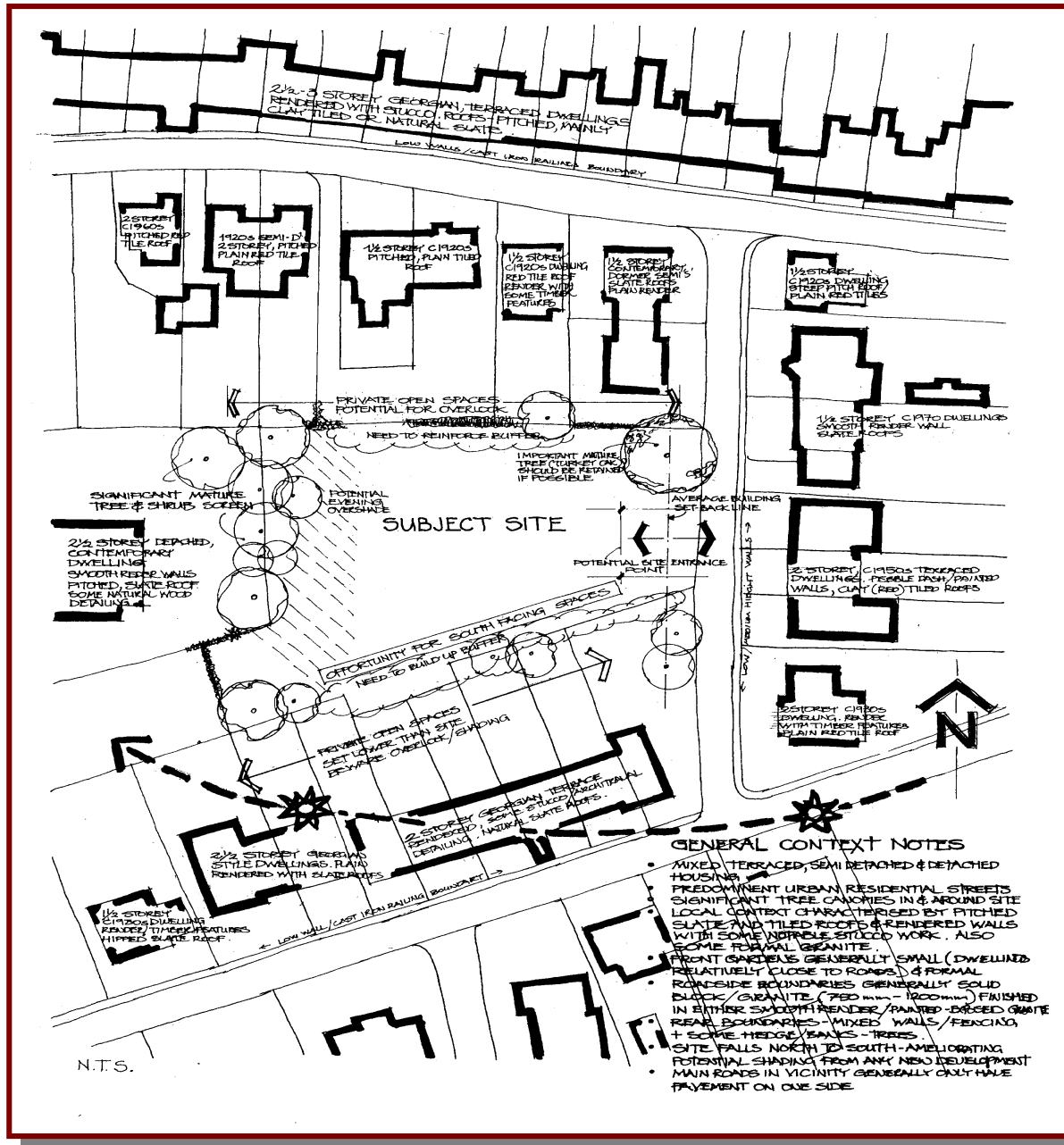
b) A Design Statement – describing how the proposed design would relate to and enhance the locality as well as detailing the principles behind the architectural and landscape design concepts for the site. It should include reference to;

- proposed uses
- form and layout
- densities
- materials and styles
- the landscape character assessment
- private and public amenity spaces
- parking, access and circulation

The Site and Context Analysis should address the following

Issue	Points to consider
In relation to the site:	
Buildings	Indicate existing buildings on the site Are they worth retaining and incorporating into the development?
Access	Where is the potential access to the site? Does this relate to access points to neighbouring sites? How does this relate to nearby road junctions / traffic circulation? Is there any effect on street parking conditions? (Also see Annex 6: Traffic Impact Assessment)
Boundaries, legal rights of access etc	How are the boundaries defined? Are there any existing boundary features (granite walls etc) which contribute to the character of the site and area? Are there any opportunities to include these assets in the development? Are there any constraining rights of way across or adjacent to the site?
Orientation and slope	How does the sun move across the site? How / Where might buildings be sited to allow sunlight into living areas and private open spaces? Do neighbouring buildings overshadow the site?
Trees, other significant vegetation or features	Are there trees or other vegetation on the site? Is the light / amenity on the site likely to be affected by trees or a topographical feature on the site or on adjacent sites? How could features (e.g. ditches, topography) affect the layout? Are there any opportunities to include these assets in the development? (Also see Annex 5: Nature Conservation and Annex 8: Landscape Character Assessment)
Drainage and services	How will the proposal integrate with / connect to existing services?
Any other notable features or characteristics of the site	Special considerations such as conservation, archaeology, scheduled buildings. (Also see Annex 4: Archaeology)
Planning and conservation status	What constraints are implicit in the relevant UAP policies? How will the proposed design respond to these?
In relation to the surrounding area:	
The location and use of surrounding buildings	What is the general scale, height and massing of surrounding buildings? What implications are there for the development in relation to overlooking or overshadowing? Are there any defining characteristics in the surrounding built form, which is likely to influence the design proposal? (e.g. 'urban grain', pattern of street frontage, architectural influence)
The built form, scale and character of nearby developments	Is there an obvious character to the street scene or neighbourhood in terms of height, bulk, setback, building detailing etc. which would influence an appropriate design response?
Difference in levels between the site and surrounding properties/land	How will site levels influence the design process? Can the topography be used to enable views or aspects from the site, or to assist in the creation of basement parking?
Private open space and habitable room windows of nearby properties	Where are neighbours private areas located? What bearing does this have on the design response? (Also see Annex 3: Amenity Guidelines)
Location, materials and height of walls / boundary definition on adjacent and nearby properties.	Do these present opportunities or constraints for the design response? Is there a predominant character / form of boundary definition which influences the design response?
Street furniture – e.g. seats, lamp posts etc	These can make a significant contribution to the development
Characteristics of any nearby public open space	Do these provide opportunities for enhanced amenities in the design?

The Site Context Plan is an invaluable part of the site analysis, allowing design constraints and opportunities to be easily identified. Other material such as photographs and sketches may also be used to communicate ideas and observations. This is not an actual site but an illustrative example only – each site warrants its own investigation.



Development Briefs

What is a Development Brief?

A Development Brief builds on the information presented in a Planning and Design Statement and provides a broad but comprehensive framework for larger scale or more complex developments.

It gives practical guidance to developers and others as to how a site could be developed beneficially in terms of land use and actual form of development. It also encourages the public to become involved in the planning process and for this reason, Development Briefs are advertised, giving the public a chance to air their views before they are finalised and adopted.

A Development Brief would, normally, be prepared by the IDC although in exceptional circumstances, the IDC may consider one prepared on behalf of a prospective developer.

Owing to the complexity of issues involved, a Development Brief would, normally, be advertised by the IDC, inviting public comment.

When is a Development Brief required?

Unless a site is (or is likely to be) covered by an Outline Planning Brief, a Development Brief would be required for the development of all sites larger than 0.5 hectare (3 verges) or for developments of more than 20 dwellings or for developments exceeding 2000 square metres gross floor area.

If you are in any doubt as to whether a site is, or should be, the subject to a Development Brief, then officers of the IDC will be pleased to advise you.

Where a site is covered by a Development Brief, the appropriate document should be read thoroughly before a proposal for development is worked up in any detail. IDC staff will, where possible, answer any queries.

In submitting planning applications for development within an area covered by a Development Brief, the applicant will be expected to have complied with the provisions stated within it.

What should a Development Brief cover?

It will, normally, be structured along the following lines: -

a) Introduction

- A statement as to why the brief has been prepared and what it aims to achieve
- A general planning background to the area

b) Site and Context Analysis

- See Planning and Design Statements above.

c) Development Guidelines

- Land use principles including preferred mix and balance of uses and the phasing of comprehensive development schemes
- Design objectives for the site including, where appropriate, a basic urban design analysis
- Identification of buildings and features to be retained
- Preferred density and open space requirements
- Access and parking and any requirements for pedestrians and cyclists
- Any nature conservation requirements and a summary of the Landscape Character Assessment (see Annex 8) for the area

d) Infrastructure

- Information on the availability of public utility services, other services and the local highway network - also see Annex 6: Traffic Impact Assessment

e) Other Information

- The Development Brief may contain any further information as is deemed necessary by the IDC to achieve a good quality and sustainable form of development.

Outline Planning Briefs

What is an Outline Planning Brief?

Outline Planning Briefs relate to strategic sites, often in multiple ownership and likely to accommodate large scale developments. They offer a valuable framework to help achieve a co-ordinated approach to development. Complex infrastructure arrangements, urban design solutions, phasing of developments and achieving a variety of planning objectives can all be successfully guided by an Outline Planning Brief.

Prepared by the IDC and subject to consultations with States Committees, landowners and other relevant organisations, Outline Planning Briefs are then subjected to a public Planning Inquiry before being submitted to the States for approval.

Once approved, the Outline Planning Brief constitutes a formal amendment to the Development Plan.

Approved Outline Planning Briefs are available for inspection during normal office hours at the IDC Reception desk.

When is an Outline Planning Brief required?

An Outline Planning Brief is required in all cases involving land that is allocated as Housing Target Area, Action Area, Mixed Use Redevelopment Area (MURA) or other instances as may be specified by States. **Until the States adopts an Outline Planning Brief for such a site, development will only be permitted if the Committee considers that the proposals are satisfactory and that development in isolation is unlikely to inhibit the implementation of an Outline Planning Brief or prejudice a comprehensive scheme for the site.**

Outline Planning Briefs relating to the Hauteville Action Area, Gategny Esplanade, Bulwer Avenue and the Bouet have already been ratified by the States and will remain valid during the period of this Plan.

If you are unsure as to whether a particular site will be subject to an Outline Planning Brief, then officers of the IDC will be pleased to clarify the situation for you.

What should an Outline Planning Brief cover?

As no two sites are identical, the type and level of detail included will vary from case to case. Generally, however, an Outline Planning Brief will contain sufficient information allowing an accurate assessment to be made of the opportunities and constraints of the site and of the possible development options, including preferred land uses. The format of Outline Planning Briefs will closely follow that of Development Briefs, as mentioned in the previous section.

If the Outline Planning Brief identifies housing as being a preferred use for all or part of a site, then it will give more detail as to the type of housing envisaged and may, for example, specify that a certain proportion should be in the form of 'sheltered' housing.

Where a site is covered by an Outline Planning Brief, the appropriate document should be read thoroughly before a proposal for development is worked up in any detail. IDC staff will, where possible, answer any queries. In submitting planning applications for development within an area covered by an Outline Planning Brief, the applicant will be expected to submit a statement indicating how the proposal complies with the guidance offered.

If you are still unsure as to any aspect of Planning and Design Statements, Development Briefs or Outline Planning Briefs, then officers of the IDC will be pleased to offer further assistance to you.

parking standards

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Annex 2: Parking standards

The parking standards apply to both new build and change of use applications. They are not inflexible. Variations will be allowed depending on the individual characteristics of each site. The criteria for assessment will include:

- the built environment
- on street parking capacity and proximity to public car parks
- access and amenity implications for other residents
- highway safety
- type of development proposed
- accessibility to the Central Areas by foot or bicycle
- level of public transport provision

All floor area relates to gross floor area (GFA) or, where stated, public floor area (PFA). Policies GEN9, HO4, EMP3, 6, 7, 11, 13, 14, and 15, CEN1 and 6, and SCR6 of the Plan refer specifically to parking standards.

Type of Development	Standard Required	
	Central Areas	Rest of Plan
HOUSING		
Less than 3 habitable rooms	Assessed on merits	1 space per dwelling
3 to 4 habitable rooms	1 space/dwelling	1 space/dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking
5 to 6 habitable rooms	1 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking	2 spaces per dwelling allocated to the dwelling
Above 6 habitable rooms	2 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking	3 spaces/dwelling allocated to the dwelling.
Sheltered housing	8 space/10 dwellings (of which at least 1 space/2 dwellings to be provided as adjacent communal parking) + 1 space for warden	8 space/10 dwellings (of which at least 1 space/2 dwellings to be provided as adjacent communal parking) + 1 space for warden
Hostels and residential establishments	Assessed on merits	1 space/3 occupants
RETAIL		
Shops	Assessed on merit	1 space/20 sq metres
Public houses/ Restaurants	Assessed on merit	1 space/8 sq metres PFA
OFFICES		
Professional services	Assessed on merits	1space/ 70 sq. metres
Other offices	1 space/100 sq metres	
INDUSTRIAL PREMISES		
General developments	Assessed on merit	1 space/50 sq metres
Wholesalers	1 space/25 sq metres up to 200 sq metres and 1 space for every succeeding 30 sq metres	1 space/20 sq metres
Distribution warehousing	1 space/50 sq metres	1 space/50 sq metres

OTHERS		
Hotels	1 space/bedroom and provision for restaurants, bars, function rooms	1 space/bedroom and provision for restaurants, bars, function rooms
Function Rooms	Assessed on merit	1 space/4 sq metres PFA
Cinemas/ Theatres	Assessed on merit	1 space/30 sq metres PFA
Churches/Halls	Assessed on merit	1 space/20 sq metres PFA
Medical Health Centres	4 spaces/consulting room plus 1 space/2 staff members	4 spaces/consulting room plus 1 space/2 staff members
Others (not specified)	Assessed on merit	Assessed on merit
SPECIAL NEEDS - parking spaces for disabled people		
Employment premises	1 space where total space is 10-20 2 space where total space is 20-50 5% of total spaces, where total is 50-200 2% plus 6 spaces, where total is 200+	
Retail, Recreation Community and Education	1 space where total space is 10-20 2 space where total space is 20-50 6% of total spaces, where total is 50-200 4% plus 4 spaces, where total is 200+	
CYCLE PARKING		
Cycle parking provision will be sought in conjunction with new developments, both for employees, and the public as appropriate. For retail, commercial and industrial premises, as well as places of assembly it is recommended that one secure (loop type) cycle parking stand be provided for every 10 car parking spaces. A higher level of provision may be appropriate for facilities likely to attract a high number of trips by cycle. All long stay cycle parking (ie. that provided for residents or employees as opposed to shoppers, users of leisure facilities, etc) should be both covered and secure where this is practical and possible. Where spaces are to be provided for customers, visitors or the public, these should be located in a convenient location with good visibility. The standards relate to “Sheffield” racks (or similar).		
PFA	- public floor area.	
Communal parking	- provision within the proposal dedicated to the development concerned.	

amenity guidelines

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What are residential amenity guidelines?

They are flexible guidelines to ensure that residential development provides the occupants with a satisfactory quality of living environment.

Policies HO7, HO9, EMP2 and SCR6 of the Plan refer specifically to 'residential amenity'. Several other policies refer to the more general concept of 'amenity'.

You will note that no rigid standards are set. This is because the IDC believes that the imposition of strictly enforced standards does little to encourage innovation and often results in bland, regimented developments taking place. All cases should be treated on their individual merits with, of course, full reference to the policies of the UAP and to the characteristics of the site and its surroundings.

For example, an upper floor flat in the centre of Town will not normally be able to achieve the same level of amenity as a large detached family house on the edge of Town. Similarly, a dwelling resulting from a conversion or change of use of a building not originally designed for residential use would not be likely to have the same level of amenity provision as a purpose built dwelling. The location, original design of buildings and the density, urban grain and general form of neighbouring developments all have a significant bearing on the scale and nature of amenity provision for any given dwelling.

The lack of specified standards does not mean that the IDC will tolerate poor development forms with insufficient amenity space nor those that would result in unacceptable overlooking, overshadowing or loss of outlook. These guidelines will help to ensure that new developments are planned and built to offer a comfortable and healthy living environment without harming the amenities of neighbours.

The amenity objectives

Amenity objectives relate to those basic conditions that can make life more pleasant for occupants of housing. The IDC has specific objectives relating to; - privacy, outlook, open space, and daylight.

Privacy

Privacy afforded by habitable rooms and in particular, main living rooms and private sitting-out areas should be protected from other dwellings and from people using public areas. This can usually be achieved through good design principles.

Outlook / Open Space

All forms of housing should have easy access to some form of open space. This may take the form of a garden, balcony or, particularly in the case of flats, a pleasant outlook. A combination of these may also be acceptable.

Walled patios or private courtyards may be considered where there is only limited space available.

The availability of nearby informal recreational areas may be taken into account when looking at the suitability of open space provision, particularly in the case of flats in the Central Areas.

Daylight

All dwellings should be able to receive an adequate amount of daylight within habitable rooms. It is also important that new developments do not result in insufficient daylight for existing dwellings.

The IDC does not, however, expect all dwellings to have rooms that receive direct sunlight, although attempts should be made to try and ensure that a principal room, garden, balcony or communal open space can receive direct sunlight, if at all possible.

How can the objectives be achieved?

The easiest way to comply with the amenity objectives is to ensure that the design and layout of the building itself incorporates sensible measures to provide and protect the amenities of occupiers and neighbours alike. This is known as a 'design solution' and should always take preference over less satisfactory ways of achieving the objectives such as screen fencing or simply placing buildings a minimum distance from each other.

There are various ways in which the objectives can be met, with the most appropriate option being determined by the particular site characteristics and the surroundings. It may be the case that a combination of measures is required or even an innovative solution to overcome a unique problem. Given below are some of the more common methods of securing the amenity objectives through design solutions; -

- Direct views of the habitable rooms and private open space of neighbouring dwellings can be avoided by the careful location and orientation of habitable room windows and balconies.
- Adequate 'interface' distances, increasing the distance of windows and doors from boundaries, screening or high-level windowsills can be used where capable of being integrated in the overall design. The use of obscure glazing alone to achieve privacy will not, normally be considered to be acceptable.
- Locating active areas such as play equipment and pools away the habitable rooms of neighbouring dwellings, and ensuring that quiet areas such as bedrooms are located away from potential sources of noise can reduce disturbance.
- It will usually be possible to ensure that garden areas and at least one main window receive sunshine during at least part of the day and that new developments do not result in permanent shade.
- Gardens will be more private if they are situated to the rear or, where appropriate the side of the dwelling.
- Well designed and generously proportioned interiors with a pleasant outlook can sometimes compensate for limited outdoor amenity spaces and vice versa.
- The orientation and internal layout of individual dwellings can help to maximise the amount of daylight within habitable rooms as well as helping to achieve an adequate level of privacy.
- Developments involving flats should include secure, covered storage facilities and enclosed refuse storage within the grounds. Such facilities should form part of the integral design of the development.

End Note

These amenity objectives should not be taken out of context. Instead, they must form an integral part of the thought process behind all residential development schemes if they are to be successful.

Innovation and novel design solutions will be encouraged in order to achieve the various objectives without resulting in bland, uniformity of development.

If you are planning an extension to your home, it may be helpful if you talked through the proposals with your neighbours first, in order to iron out any potential amenity conflict.

Officers of the IDC will be happy to offer advice and guidance on your proposals, before you submit an application for planning permission.

archaeological assessment

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This Annex offers advice on how to deal with development where a site is known or suspected to be of archaeological importance.

Policy DBE10 of the Plan refers to archaeology.

Why the plan seeks to protect archaeology

The Plan seeks to give some protection to the archaeological heritage of the Urban Area when it is affected by development because archaeological remains provide invaluable and irreplaceable information about the past. It is part of the shared heritage of the community and is of importance to education, recreation and tourism, as well as to the economy in general.

Guernsey has a particularly rich archaeological resource with evidence of human settlement and activity from the 6th Millennium BC up to the present day. It includes prehistoric burial monuments, the Iron Age village at King's Road, evidence of trade and settlement in the Roman era, the medieval town and fortifications, Georgian and Victorian town improvements and industrial activity.

What form do archaeological remains take?

Archaeological remains can take a number of forms. In some cases there are monuments where substantial standing structures survive. Many of these are Scheduled Ancient Monuments and are protected by the Ancient Monuments and Protected Buildings Law 1967. In others, there are only vestigial structural remains. The most problematic to deal with are sites where there is no surviving structural remains or where there are simply surviving landscape features. The form of the remains requires a variety of responses in terms of evaluation and protection.

What is the objective of archaeological protection?

One of the objectives of the Plan is, where possible, to avoid damaging archaeological remains as a result of development. This involves balancing the needs of the development with the importance and fragility of the archaeological remains.

However, because of the hidden nature of many archaeological remains, it can be difficult to reconcile their protection with development programmes. It is therefore important to consider both the evaluation of sites and appropriate mitigation/protection measures.

Evaluation

The first step is to find out whether the development of a particular site is likely to affect archaeological remains. This can be tackled in a number of ways: -

- The site might be within an area of archaeological importance or archaeological potential. These are identified in the Gazetteer and on the accompanying plan.
- The site might be, or be in the vicinity of, a scheduled monument or building. This information can be gathered from the Register of Ancient Monuments and Protected Buildings which is available at the Greffe, and at the offices of the IDC, and by consulting the Sites and Monuments Record (SMR), compiled by the Museum's Archaeology Officer.
- The site might be, or be in the vicinity of, a known archaeological site. These are listed in the accompanying list, and further information may be available from the SMR.

Further information can be gathered by research. The Island's archive service may hold relevant information. Historic maps and documents (particularly the Duke of Richmond Map) may also be of assistance. However the important thing is that, within these areas, there is a strong likelihood that any development involving excavation works will have archaeological implications.

The best way to take this basic assessment further is:

- Consult the museum's Archaeology Officer.
- Undertake a desktop assessment. This is where a specialist is asked to bring together all available, existing information and to come to a view about the archaeological potential of a site.
- Where it seems highly likely that significant archaeological potential exists, it may be worthwhile to commission fieldwork – boreholes, small trenches, geotechnical investigation etc – to determine this in more detail.

The last two suggestions are recognised best practice in this area, but depend on securing appropriate archaeological expertise. The Committee would nonetheless recommend that they be undertaken in appropriate circumstances. Their advantage to the developer is that they can allow greater certainty that the development can proceed to a planned programme, secure in the knowledge that the unpredictable nature of archaeological investigation has been tied down as far as possible. It also allows mitigation measures to be planned from the earliest stage.

Protection and mitigation

If it becomes evident that a particular development will, or is likely to, have archaeological implications, a number of responses are possible:

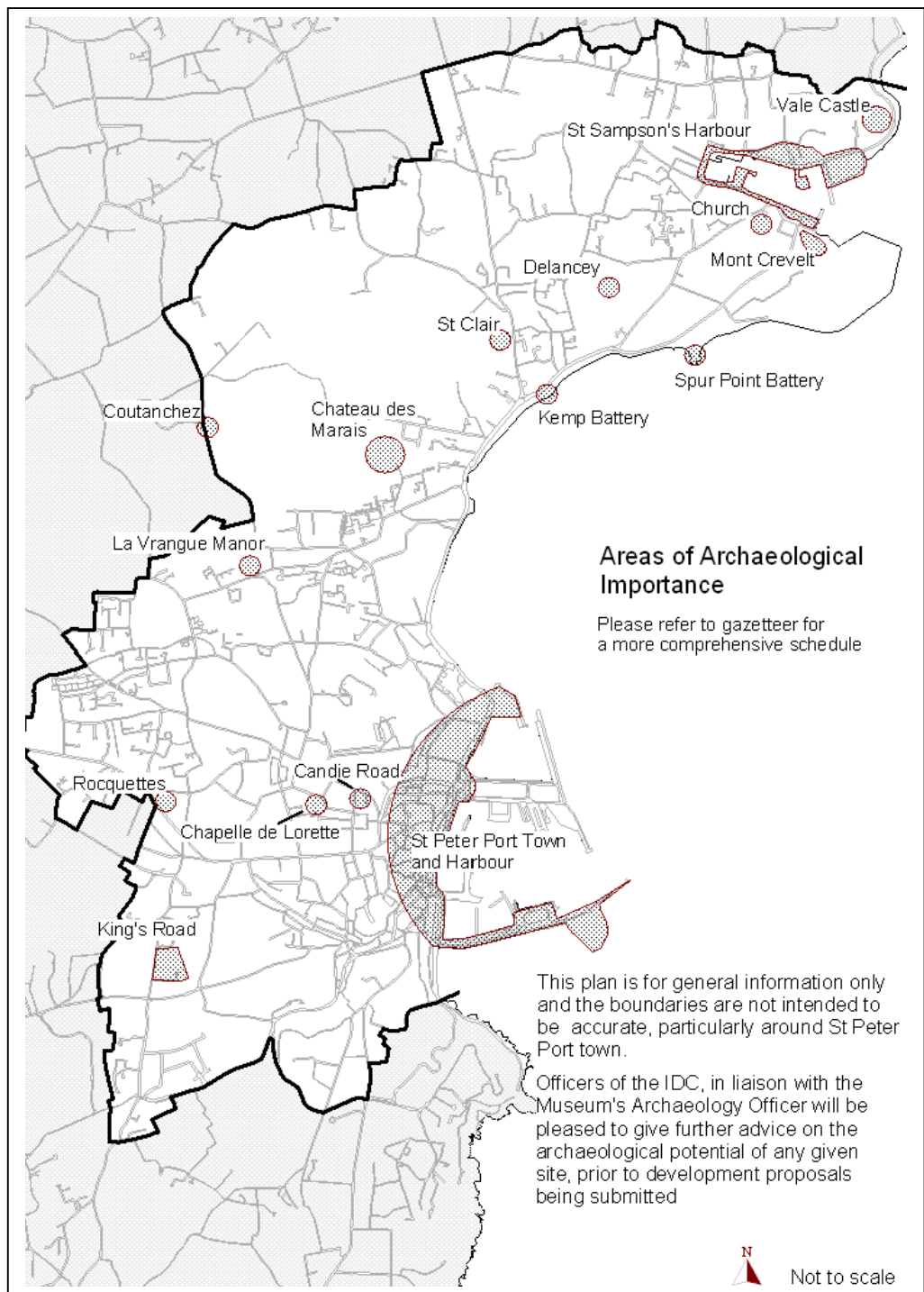
- The archaeological remains may be of such significance that they should be preserved. This is particularly likely where a monument and its vicinity is concerned, or in the case of known archaeological sites. In exceptional circumstances this will mean that the development cannot proceed. More usually it will mean that the development should be designed in such a way as to prevent harm to the remains, for example through the careful design of foundations.
- The investigation and recording of the remains should be allowed for in the development process. This is the most likely response within areas of archaeological potential. It may also be an additional response in the foregoing circumstances. The Committee may use planning conditions to ensure that suitable provision is made. The investigation may be carried out by the Archaeological Officer or by an archaeologist employed by the developer.
- A watching brief should be allowed for during the course of development. The Committee may use planning conditions to ensure adequate access to the site for the Archaeology Officer. This is the most likely response where there is less likelihood of archaeological implications.

Where investigation and recording, or access for a watching brief are required, the careful programming of the work will usually prevent any undue delay to the development.

Gazetteer of Areas of Archaeological Importance within the Urban Area. Please also refer to the accompanying map of sites.

AREA	CHARACTERISTICS
St Peter Port Harbour	finds from sixth millennium BC and from the Roman period up to the present day, recovered during dredging
St Sampson's Harbour	finds from the Roman period
Castle Cornet	finds from Bronze Age to present day
Vale Castle	possible Iron Age fort and evidence of 14 th /15 th Century military presence
Chateau des Marais	Neolithic pottery found and evidence of 13 th /14 th and 18 th Century military presence
Other Defences	Mont Crevelt, Spur Point Battery and Kemp Battery
Cow Bay	probable Roman settlement site
North Beach	finds from the Roman period
Town Church	Mediaeval origins, with burial site under the pavement east of the church
Royal Hotel Site	finds from sixth millennium BC to the present day
Cliff St., Coupee Lane, Cornet St., Berthelot St., Lefebvre St.	sites within the mediaeval Town Ditch
Town Market (Bonded Store)	Bronze Age, Iron Age and Roman finds
Guilles Alles Library	evidence of Neolithic settlement and significant 18 th Century ceramics found
18-20, Le Pollet	important finds from prehistoric times to post-mediaeval era
	Continued overleaf...

La Plaiderie	Bronze Age pottery found, evidence of a Roman quayside, mediaeval dwellings and post mediaeval structures
Bordage	evidence of occupation from prehistoric times to the present day
St Barnabas	evidence of mediaeval occupation and finds of post-mediaeval era
Candie Road (Invicta House)	finds of early 18 th Century imported ceramics and glass
Rocquettes Hotel	Neolithic standing stone west of hotel building
Menhir St Clair	Neolithic standing stone
Delancey	remains of Neolithic passage grave found
Coutanchez	remains of Bronze Age log boat found
Ecclesiastical and Hospice Sites	St Sampson's Church, St Michel (Lefebvre St.), Chapelle de Lorette (site of Victoria Tower), Chapelle de Sepulchre (south side of Town Church), Chapelle St Clair (southern end of Route Militaire), St Jacques Priory (east side of Upper St Jacques in the triangle of land bordered by La Gibauderie and St Jacques), Hospice and Chapel of St Julian (St Julian's Avenue), Chapelle des Frères, Bosq Lane and St Sampson's Maladerie
Manor Houses	Le Marchant's Manor, La Vrangue Manor



If you are in any doubt as to whether your site forms part of, or is adjoining, an area of archaeological importance, then please contact staff at the IDC offices who will be able to advise you further.

nature conservation

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Wildlife on Guernsey is a fragile, yet important, resource and the conservation of nature must be given careful consideration in any proposal for development. This annex gives a summary of nature conservation considerations in the Urban Area and introduces Sites of Nature Conservation Importance (SNCI).

A map and gazetteer identifying Sites of Nature Conservation Importance accompanies this annex. The Phase 1 Habitat Survey, mentioned below, is available for inspection at the IDC offices during normal working hours.

Policies DBE4 and CO5 of the Plan refer to nature conservation.

The Importance of Biodiversity

Biodiversity, or biological diversity, refers to the variety of all plant and animal life and their habitats within a particular area. Guernsey is fortunate in having a relatively rich and interesting biodiversity.

The wild flowers, birds, butterflies and moths together with abundant shore and marine life make the island an attractive place for visitors, businesses and residents alike. Biodiversity affects our lives in many ways, although we often take it for granted. However, the benefits of having a wide range of natural resources are invaluable, both in economic terms and in terms of the enjoyment and health of the community and visitors to the island.

Maintaining a rich biodiversity is, therefore, essential and the IDC will continue to ensure that new developments do not harm the fragile balance of nature on the island.

Habitats within the Urban Area

The Phase 1 Habitat Survey of Guernsey (1999) provided an initial assessment of the local nature conservation resource and identified some of the complexity of habitats and ecosystems within the Urban Area. This assessment helps in the selection of sites for a Phase 2 Survey, which is a much more detailed look at specific SNCIs. Phase 2 Surveys will continue to be undertaken during the Plan period.

It is clear that some of the habitats are of more interest than others. An area of broad-leaved woodland will, for example, generally support more species than a field of improved grassland. However, even modest changes in land management can make a significant improvement to the biodiversity of a site. With a little thought, new developments can incorporate measures to improve biodiversity, perhaps by choosing plants that attract certain species of birds or insects. Staff at the IDC will be pleased to give advice on such schemes to ensure the planting is appropriate to the location.

Complex habitats such as marshy grassland and deciduous woodlands may have been developing inter-dependent plant and animal communities for centuries. Once destroyed, these habitats cannot be recreated. It is of utmost importance, therefore, that proposed new developments and land management schemes respect, and where appropriate protect and enhance those habitats deemed to be of importance. In cases where unacceptable damage to the habitat is inevitable, the IDC will not normally grant planning permission.

The Sites of Nature Conservation Importance, identified in this annex include the most important and irreplaceable habitats, but also include examples of habitats across the range found within the Urban Area.

The range of recorded habitats is given in the table below:-

HABITAT	CHARACTERISTICS
Woodland	Semi-natural broad-leaved ; Planted broad-leaved ; Planted coniferous ; Planted mixed ; Scrub ; Parkland & scattered trees
Grassland & Marsh	Unimproved ; Semi-improved ; Improved ; Marshy (wet meadow)
Tall Herb & Fern	Bracken ; Tall 'weeds' and herbs growing on disturbed or poor land
Swamp	Reed beds
Open Water	Standing water (flooded quarries, reservoirs, ponds) ; Running water (streams, doults)
Coastland	Inter-tidal (mud/sand, boulders/rocks, seaweed beds) ; Shingle banks ; Coastal grassland
Rock Exposures	Natural exposed rocks ; Quarry faces etc
Miscellaneous	Cultivated/disturbed land – arable and amenity grassland (playing fields, gardens, parks etc) ; Boundaries – species rich hedges, species poor hedges, walls, earthbanks

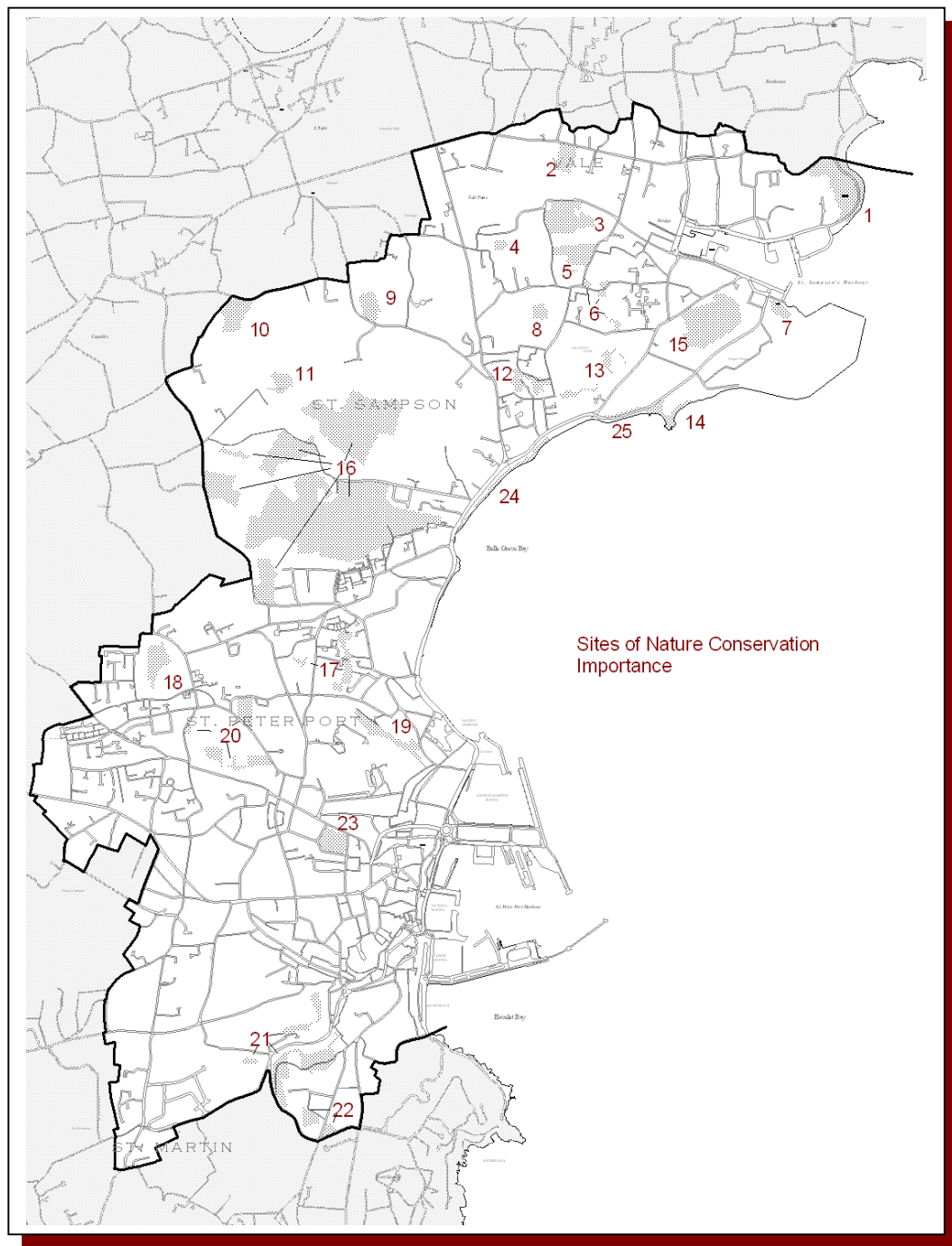
All areas defined in bold in the table are identified as sufficiently important or vulnerable to be included within designated SNCIs. Other habitats are recognised as being more common or robust but may still be included, albeit on a more selective basis.

Sites of Nature Conservation Importance within the Urban Area are listed in the Gazetteer on the next page.

Gazetteer of Sites of Nature Conservation Importance within the Urban Area. Please also refer to the accompanying map of sites.

1. Vale Castle/ Rue des Barras (CG + BW)	16. The Marais (M)
2. Braye Road (MG)	17. Mont Arrive (BW)
3. Grosses Hougues (UG)	18. Neuve Rue (M)
4. Rue Jacques (UG)	19. Rope Walk (BW)
5. Franc Fief (M)	20. Fosse Andre (W)
6. Brock Road (BW)	21. Charroterie Valley (BW)
7. Mont Crevelt (CG)	22. Les Vardes (UG)
8. Robergerie (BW)	23. Candie Cemetery (UG)
9. Baubigny (BW)	24. Les Banques (SB)
10. Les Effards (M)	25. Bulwer Avenue (CG)
11. Hougue Nicolle (UG)	
12. Delancy Lane (BW)	
13. Delancy Park (BW)	
14. Spur Point (CG)	
15. Longue Hougue (UG + W)	

CG = Coastal grassland
M = Marshy grassland
UG = Un-improved grassland
W = Woodland
BW = Broad-leaved woodland
SB = Shingle bank



traffic impact assessment

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Annex 6: Traffic impact assessment

This annex gives a brief guide to Traffic Impact Assessment on Guernsey. By “traffic”, we mean all road user groups including public transport, cars, lorries, motor-cycles, cycles, pedestrians and horses.

Policy GEN7 of the Plan refers to traffic impact.

What is a Traffic Impact Assessment?

It is a study, undertaken by the developer, which enables the IDC, in consultation with the States Traffic Committee to accurately gauge the likely impact of a development proposal on traffic flows, neighbours and general transportation patterns in the locality, or even island wide. It also suggests practical ways in which any potential adverse impact caused by traffic resulting from a proposed development can be prevented or minimised to a manageable level.

Major developments, whether commercial, residential, retail or leisure inevitably generate more traffic. A Traffic Impact Assessment is valuable in establishing the likely volume and type of the additional traffic, the areas of potential impact and any measures required to reduce that impact to an acceptable degree.

The scale of the likely impacts determines the level of detail involved. Small-scale developments may only require a statement of the traffic movements that are likely to be generated while a major development may require a comprehensive and detailed Traffic Impact Assessment.

When is a Traffic Impact Assessment required?

They are not required for every development. Those developments that are not likely to adversely effect traffic management or road safety generally do not require a Traffic Impact Assessment.

As a rough guide, the following scales of development would be likely to require a Traffic Impact Assessment:

NEW HOUSING	Developments resulting in the creation of 25 or more dwelling units
HOTELS	Any development that would result in the creation of 25 or more additional bed spaces or the creation of conference or leisure facilities intended to cater for more than 25 people at a time
RETAIL	Developments exceeding 100 sq.m gross floor area
INDUSTRY	Developments exceeding 250 sq.m gross floor area
OFFICES	Developments exceeding 200 sq.m gross floor area
LEISURE	Developments resulting in additional peak hour traffic movements of 25 vehicles or more
HARBOUR RELATED ACTIVITIES	Developments resulting in additional peak hour traffic movements of 25 vehicles or more. The likelihood of abnormal loads, or significant volume of HGV movements
OTHER DEVELOPMENTS	Any development that generates additional traffic which, by its scale or nature is likely to affect journey times, the operation of highway junctions or adversely affect people and communities in other ways

These figures are for general guidance only, and the IDC may request Traffic Impact Assessments for developments not falling within the above criteria if it considers necessary.

A Traffic Impact Assessment will be required when the proposed development would be likely to have a significant impact upon the local transport network taking into consideration all road user groups. For example, large shopping complexes, new housing estates and industrial developments are all likely to result in an increase of traffic on local roads. If this additional traffic were likely to affect existing journey times, the operation of highway junctions or affect people and communities in other ways, then a Traffic Impact Assessment would be an essential requirement of any such proposal.

On occasions it may be the actual type of traffic generated (as opposed to the number of additional vehicle movements) that results in the requirement for a Traffic Impact Assessment. An example of this would be a proposed new large boat building enterprise, without a quayside location, requiring transportation of large vessels by road. Such abnormal loads can have a serious effect on the way that transportation routes and junctions operate. Another example might be a proposal that would have additional HGVs travelling along residential roads and the likely adverse impact on vulnerable road users.

The following criteria will be used to determine whether a development proposal requires a Traffic Impact Assessment

- The level of traffic congestion associated with the surrounding road network.
- The likely impact on vulnerable road users.
- The size of the development in terms of the volumes of traffic movements that it will be likely to generate.
- The type of development in terms of the composition of the traffic movements that it will be likely to generate.

In cases where a Traffic Impact Assessment is required, the IDC will usually advise you within four weeks of a planning application being registered.

What should a Traffic Impact Assessment cover?

As no two developments are the same, each Traffic Impact Assessment will differ from those previously considered. Prior to one being undertaken, the applicant should prepare a consultant's brief covering the scope and extent of the Traffic Impact Assessment to be undertaken.

Only appropriately experienced and qualified people should carry out a Traffic Impact Assessment.

As a general guide, however, a Traffic Impact Assessment would normally contain the following information:-

i) Background

A description of the proposed development, the site and its surroundings.

Location of proposed access points.

Identification of peak hours and whether weekends will be used in the impact analysis.

ii) Base Traffic Conditions

- Description of road network, junctions and access points in the vicinity of the site, including the level of congestion and availability of parking.
- Local traffic counts during peak hours

iii) Site Traffic Generation

- Trip generation rates and the source of the generation
- Traffic generation during the peak and off peak hours

iv) Traffic Distribution

- Method of traffic distribution both within and away from the site.

- Appraisal of need for on and off site highway works in order to achieve appropriate traffic distribution.
- A statement of how measures for sustainable transport have been incorporated into the proposed development (eg. Pedestrian links and cycle-ways, alternative modes of transport).

v) Off-Site Traffic Generation

- Identification of other developments, whether existing, proposed or under construction, whose traffic is to be included in the relevant TIA calculations.

vi) Traffic Modelling

- Detailed modelling of peak and off peak traffic flows on existing junctions and access points.
- Detailed modelling of peak and off peak traffic flows on proposed or altered junctions and access points.

vii) Summary and Recommendations

- A summary of the report with detailed recommendations and reasoning behind those recommendations.
- A summary as to the sustainable transport initiatives incorporated into the development.
- A non-technical summary, written clearly and concisely for members of the public to read.

viii) Additional Information

- The IDC may request any additional information it deems necessary in the consideration of a planning application

A TIA should not be confused with an Environmental Impact Assessment and certain planning applications will need to be accompanied by both forms of assessment.

Officers of the IDC will be pleased to offer informal advice on the need and likely content of a Traffic Impact Assessment, but will need clear and detailed information about a particular proposal in order to do this.

environmental impact assessment

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This annex gives a brief guide to Environmental Impact Assessment on Guernsey.

For more detailed information, please refer to “[Environmental Impact Assessment – A Code of Practice](#)”, available from the Island Development Committee’s office.

Policies GEN10, EMP8, ETL2, WWM1, WWM6 and WWM7 of the Plan all refer in some way to environmental impact.

What is an Environmental Impact Assessment?

It is a detailed process, undertaken by the developer, by which the effects of a proposed development on the quality of the environment; the use of natural resources; or, biological diversity can be identified and measured. It also looks at the ways in which people and communities may be affected by proposed developments.

When is an Environmental Impact Assessment required?

The simple answer is: - when the proposed development, whether undertaken by a private developer or a States Committee, would be likely to have a significant impact upon the environment. For example, large-scale infrastructure projects; proposals with a high risk of pollution or hazard; proposals involving a major traffic impact; and, projects requiring a significant water supply.

Some smaller projects may also require an Environmental Impact Assessment, depending on their likely effect on an area or, on where they are located (eg, close to a sensitive nature conservation site).

In cases where an Environmental Impact Assessment is required, the IDC will usually advise you within four weeks of a planning application being registered. However, it would make sense and save time if you asked the IDC whether one is required well in advance of submitting a planning application. This procedure is known as a Request for a Formal Opinion.

What should the Environmental Impact Assessment cover?

Briefly, it should include the following:-

- A description of the existing site and situation and of the proposed development
- A detailed analysis of the likely effect of the development on the environment
- A detailed description of the measures that could be used to minimise the impact of a project
- A non-technical summary of the above information that can be easily read and understood by the public

What detailed information needs to be covered?

As no two projects are ever exactly the same, the information required by the IDC will vary from case to case. However, the IDC will issue a Scoping Document advising on which factors should be addressed.

These factors will include:-

- People and communities
- Water
- Air
- Climate
- Landscape and soils
- Plant and animal life

Only appropriately experienced and qualified people should carry out an Environmental Impact Assessment.

Detailed information regarding the various characteristics of the development (eg., size of the development; use of natural resources; emission of pollutants; creation of nuisance and wastes etc.) should be given, together with information on all measures to prevent or minimise any adverse impacts.

The Environmental Impact Assessment should clearly show that the proposed development represents the 'Best Practicable Environmental Option'.

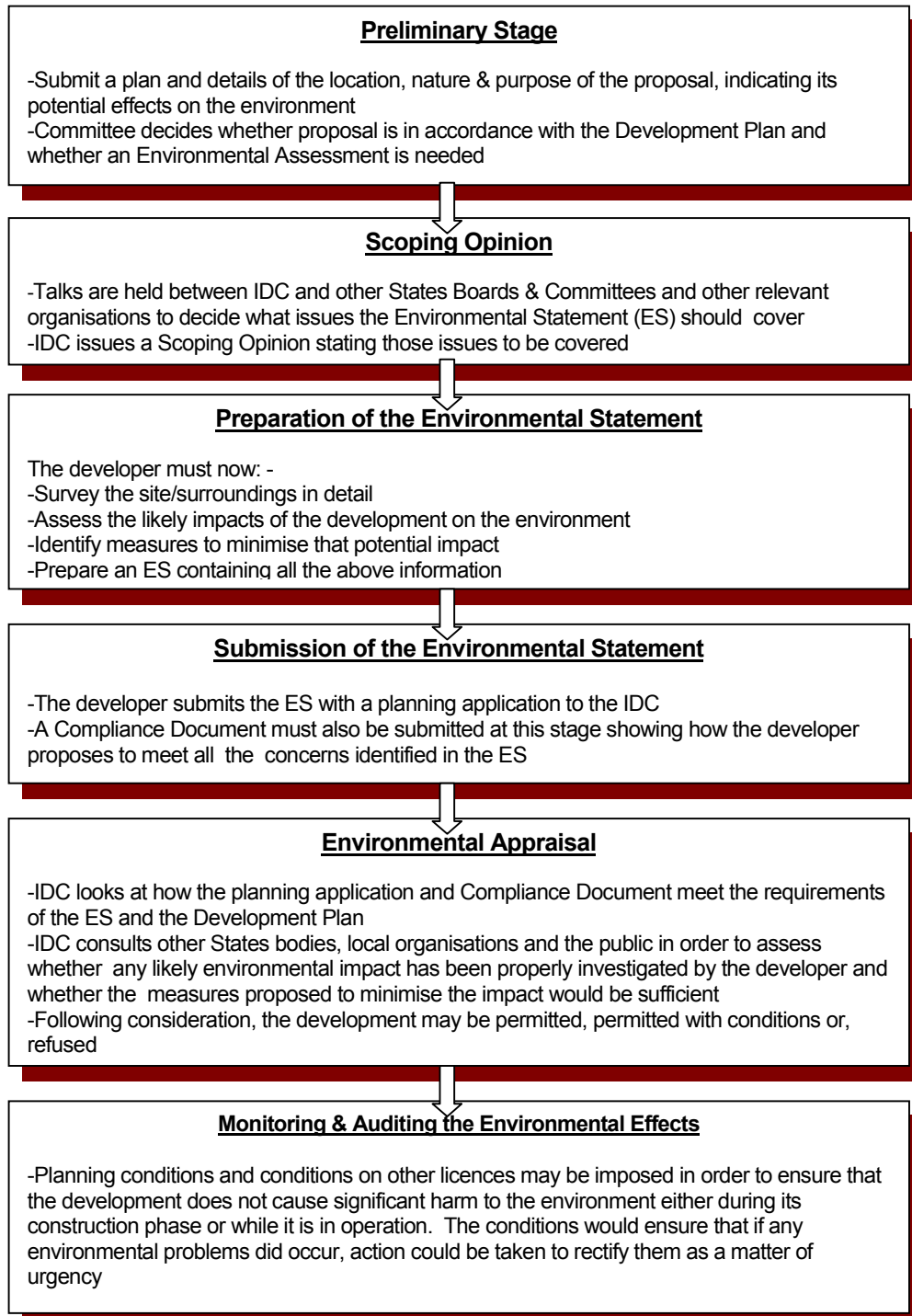
The Code of Practice explains more fully what is involved in the various stages of the Environmental Impact Assessment process. It also explains key terms and technical matters in an understandable and easy to read format.

PLEASE READ THE CODE OF PRACTICE THOROUGHLY BEFORE UNDERTAKING AN EIA.

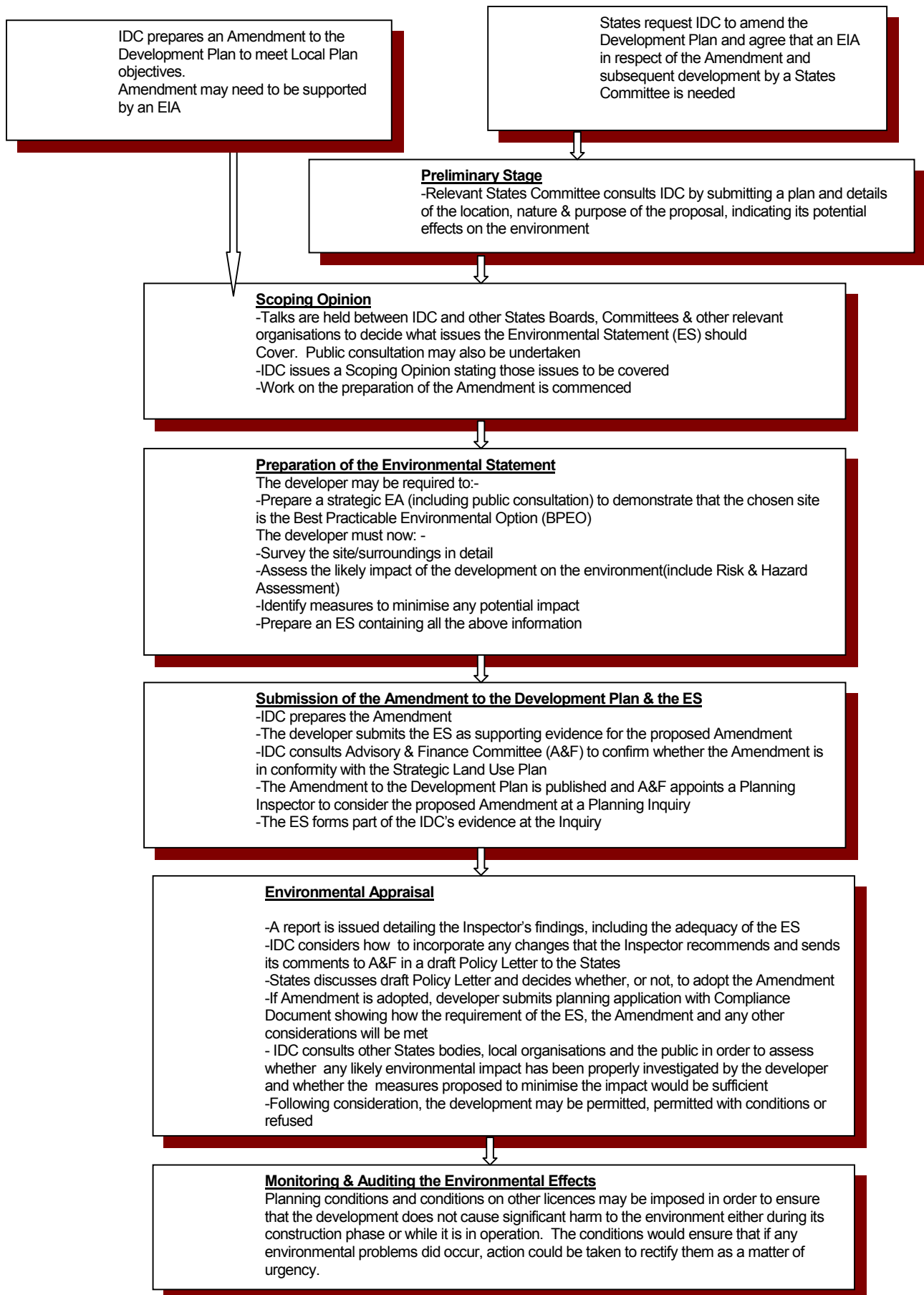
Officers of the IDC will offer guidance on the likely need and content of an Environmental Impact Assessment and the two following diagrams represent simplified flow charts detailing the procedures involved.

Procedures for undertaking an Environmental Impact Assessment

i) When the EIA forms part of a planning application submitted in accordance with the Development Plan or where a States Committee agrees to submit an EIA in support of a development proposal the procedure is as follows:



ii) When the EIA forms part of an Amendment to the Development Plan, followed by a planning application submitted in accordance with the Amendment.



landscape character assessment

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This annex presents a Landscape Character Assessment of the Urban Area with an accompanying plan showing the various landscape types throughout this area. The Assessment is intended to guide the conservation, management and enhancement of the varied landscape within the Urban Area.

Policies EMP7, CO2, CO3, CO4 and CO6 refer to landscape character.

What is a Landscape Character Assessment?

It is a comprehensive study, undertaken by the IDC, which identifies and details the various distinct landscape types that are found within the Urban Area of Guernsey. The term 'landscape' not only includes topography, vegetation and uses of land, but also the character and appearance of the built environment, or 'townscape'.

Why have a Landscape Character Assessment?

While only 8.5Km² (3¼ square miles) in extent, the Urban Area accommodates a surprising variety of landscape character types, each being largely determined by the underlying geology, landform, vegetation cover, climate and land use.

These diverse and distinct landscape types have, historically, played a significant role in shaping the development of the Urban Area as well as providing important areas of open space and wildlife habitats. Their contribution to the local distinctiveness of the Area must be realised and, where possible, preserved and enhanced by any new developments.

In this respect, the Landscape Character Assessment is an important reference document that aims to guide developers, planners and the public in determining the particular landscape characteristics of a given location. With this information in mind, the IDC will expect all new developments to be designed and sited so as to respect, complement and enhance the character of the local landscape type.

The Landscape Character Assessment

The landscape of the Urban Area falls into three broad categories:

1. Coastal Landscapes

–all areas directly influenced by the shoreline

2. Lowland Landscapes

–the low-lying land and hougues of the central and northern part of the Plan Area

3. Upland Landscapes

–the upper plateau area of the “higher parishes” in the southern part of the Plan Area.

The three primary landscape types can be sub-divided into distinct areas, each with a different character and appearance. The different landscape types are detailed as follows:-

1. COASTAL LANDSCAPES

These extend from Vale Castle to Havelet, encompassing the harbours of St Sampson and Town, the coast road, mares and rocky promontories.

The Harbours, with their quays and breakwaters, cranes and dockside buildings are an important feature of Guernsey. Traditional paving, railings and bollards (cast iron in Town; Granite at St Sampson's), and substantial masonry structures are significant elements of the harbour scene, contributing to the local distinctiveness of the Island. The scale and continuity of harbour-front buildings, contrasting with the openness of the harbours themselves, is also an important characteristic.

The Coast Road links the two harbours, and forms a major traffic artery, following the sweep of Belle Greve Bay. For much of its length, the road is on a shingle bank and at a higher level than the frontage development. This relationship between the road and development is important, particularly in long views. The open views along the coast and to the other islands add greatly to the character of the road which is further enhanced by pleasant grass verges, sea walls and the shingle banks.

The Mares originated as ponds impounded behind the coastal shingle banks. Over time, the mares have been drained and reclaimed, initially for agriculture, then for buildings that now almost wholly obscure the relationship of the mares to the original shingle banks. Although vegetation is relatively sparse, trees on the higher ground form a pleasant backdrop to development and in one or two places, the remnants of reed beds can still be found.

Promontories jutting into the sea are an important feature along the coastline, offering good vantagepoints. Although they are not all dominant, promontories appear in the foreground of frontage development and are of great value in providing a series of focal points along the coastline. Many of them support trees and shrubs and most accommodate historic fortifications.

2. LOWLAND LANDSCAPES

The landscapes of the lower parishes display historic evidence of tidal inundation and subsequent formation of marshes. Between these wetland areas, are several low, rocky hills, or hougues. A central plain forms a transition between the lowest wetland areas and the rising land of the higher parishes to the south.

The Marais is essentially a freshwater marshland, still occasionally flooded, but increasingly drained to “improve” the land. Although largely flat and treeless, it is punctuated by scrub hedges and several tree covered hougues. Despite the pressures for development in the Marais, the remaining agricultural land and other areas of vegetation manage to retain much of their original character and provide important habitats for plant and animal life.

The Braye du Valle is similar in many ways to the Marais. It is of marine origin, having been closed off from the sea and drained at the beginning of the 19th Century. It is a broad plain with higher land to both the north and south. Apart from the flatness of the old seabed, a noticeable feature is the grid layout of land divisions and road alignments. At the eastern end of the Braye du Valle, a few of the original fields are still evident.

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

The Central Plain to the west is a higher, gently undulating area, with broad shallow valleys running eastwards into the Marais. There are extensive areas of agricultural land and while the area has a wooded ‘feel’ to it, tree cover is mainly restricted to hedgerow and garden trees.

3. UPLAND LANDSCAPES

The higher parishes are based on a plateau about 100 metres above sea level. The plateau areas are broadly terraced around their edges, with steep scarp slopes extending down to lower land. The plateau is dissected by an intricate pattern of valleys.

The Inland Scarp is a strong landscape feature (being a high cliff), although the landform is undulating and tends to merge into valleys and other landscape areas. There are some small areas of woodland, and the overall impression of a wooded hillside is an important characteristic despite the loss of many elm trees.

The Eastern Scarp rises steeply from the harbour and is enhanced by the townscape of St Peter Port. Even with the high density of development, trees remain an important element of this scarp, providing a green backdrop to the town when viewed from the harbour area. Individual garden trees also make an invaluable contribution to this landscape and the deep gaps formed by the valleys in the scarp add an extra dimension to the interest and character of the Town.

Valleys are a significant element within the Town landscape, and have strongly influenced both the road pattern and the form of development. Visually, they are of great value and offer a unique and pleasant sense of enclosure, often with tall buildings clinging onto the valley sides, overlooking the meandering and relatively steep road below.

The South-eastern Plateau extends from the Airport and St Martins into the Urban Area. The plateau landscape divides into three areas - Lower Urban, Central, Upper Urban - identified partly by changes in levels, and also by varying forms of development and tree cover. These areas were, generally, developed as private gardens, providing generous open spaces around grand houses. The buildings themselves are set well back behind avenues of mature trees which overhang the road and define strong 'gateways' on the approach into Town. The wooded parkland character of these high areas provides a valuable green backdrop to most views within and from the Town.

-The Lower Urban Plateau is the most densely built up of the plateau landscape types and includes the New Town, Doyle Road and Amherst. The enclosure and definition of streets by buildings and mature roadside trees and the open green spaces such as Beau Sejour/Cambridge Park and Upper Candie Gardens all contribute significantly to the landscape character.

-The Central Plateau extends from Les Rocquettes to the upper Grange and is characterised by large individual villas, mature roadside trees and larger groups of trees. The street scenes in this area are enclosed and defined as much by the presence of trees as by the buildings.

-The Upper Plateau, including Queen's Road, Mount Row and Ville au Roi, is dominated by dense shrubberies, large trees and open spaces in the form of fields and large gardens. Buildings within this area are often obscured by the vegetation or appear as a secondary element to the trees and shrubs.

End Note

The landscape of the Urban Area will, inevitably, continue to change in response to trends in land use, economic activity and changing patterns of recreation. This process of change should not be allowed to erase historic evidence or obscure the essential and unique character of the landscape and its composite features such as trees and important buildings and structures.

Officers of the IDC will be pleased to advise, where possible, developers and the public with regard to siting and designing new developments such that the landscape character of the area is reflected and enhanced in any scheme.

order of priority
for the release
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Annex 9: Order of priority for the release of HTA's

This Annex provides guidance on the preferred order of priority for the managed release of Housing Target Areas. This guidance replaces the previous order for the preparation of Outline Planning Briefs for HTA's, that was approved in 1996 (Billet d'État IV, 1996).

Policy HO8 of the Plan refers to Housing Target Areas.

Why manage the release of housing sites?

An essential feature of the development strategy is the managed release of greenfield housing sites, designated as Housing Target Areas, so that firm priority is given to the development of land in the Settlement Areas and on previously developed land. Managing the release of Housing Target Areas over the Plan period will help to control the pattern and speed of urban growth, ensure that new infrastructure is co-ordinated with new housing development and deliver the objective of recycling brownfield sites and regenerating run down urban areas.

What factors influence the order of priority?

The order of priority for the release of Housing Target Areas is going to be influenced by a number of factors including:

- the junction and link capacity of the surrounding highways network;
- the adequacy of surface and foul water drainage;
- the development aspirations of the landowners;
- existing land uses on the site; and
- the relationship between the site and other developments in the overall vicinity.

In the table below the Housing Target Areas at La Vrangue, Pointues Rocques, Salt Pans and Franc Fief are assessed having regard to the above factors.

HOUSING TARGET AREA	ASSESSMENT
Belgrave Vinery	Belgrave Vinery is a special case. It is by far the largest area and it is mainly in the ownership of the States. It offers the States an opportunity to directly influence the delivery of specific types of housing to meet particular categories of housing need. There are a number of major infrastructure issues to address, but the area is likely to begin to be brought forward in stages during the life of the Plan.
La Vrangue	Access to and through this site is an important consideration. The provision of adequate access is likely to depend upon the future of the College site at its eastern end and the 'old tobacco factory' at the western end. The future of the College may not be resolved for quite some time. Important watercourses traverse the area and drainage issues will need to be carefully assessed.

Pointues Rocques	About a third of the area is still in productive horticultural use, but the owners of the land have indicated a willingness to proceed with development. The remainder of the area is largely unused. Full consideration will need to be given to any potential traffic impact and the requirement for any measures, possibly extending beyond the immediate vicinity of the site, which could provide safe and convenient access to the site without prejudicing the safety and convenience of existing road users, including schoolchildren.
Salt Pans	The Salt Pans HTA offers the opportunity to provide a new highway link between Salt Pans and Braye Road. It might therefore be the key to resolving the access and traffic implications of other industrial and housing developments in the vicinity. The risk of flooding and the necessary drainage arrangements will need to be carefully assessed. Part of the area is being used for the outdoor storage of events equipment and trailers, which will need to be relocated. However, the land in question would not appear likely to interfere with any access to other land or make any part difficult to develop.
Franc Fief	The problems of traffic and drainage in this area will be particularly difficult to resolve and will be influenced to some extent by the prior development of other areas in the vicinity.

Based on the above assessment an indicative order of priority is shown in the diagram below. Belgrave Vinery is treated as having special status.



Monitoring the release of sites

Where monitoring indicates that sites are not coming forward in the order or at the rate desired, it will be important to address the reasons for this and, if appropriate, consider adjustments to the order of priority. The need for adjustment should be considered as part of the annual monitoring and review of the Plan. Any proposed adjustments to the order of priority will be made open to public consultation and, subsequently, consideration by the States. This process should not re-open the question of a site's general acceptability for development since that would have been tested through the Plan process already.

Monitoring will also help highlight any need for change in the overall strategy, including in the annual rates of housing provision set out in the Strategic Land Use Plan. In exceptional circumstances, changes highlighted by monitoring and/or in the Strategic Land Use Plan may be so fundamental to the Plan's strategy that seeking to accommodate it through adjustments to the order of priority would be inappropriate and an alteration or replacement of the Plan would be required.

Key Terms Used in the UAP

These terms are explained for your guidance when using the UAP.

They are not legal definitions and some of the terms may have other meanings in different contexts.

Accessibility: The ability of all people to enter or move between public facilities. It can apply to individual buildings, to town centres or to transport networks.

Advertisement: An object or device used for giving directions, promoting or announcing goods, services, businesses or people. They may include awnings and blinds designed or erected primarily for any of those purposes.

Amenity: The 'feel' of a place in terms of it being pleasant or agreeable.

Brownfield site: see 'Previously developed land'.

Buffer: An area of open land or dense planting separating incompatible uses, such as housing and industry, or between sensitive areas and potentially harmful development.

Built environment: The characteristics and features of a particular urban area.

Conservation Area Character Assessment: A study of an individual Conservation Area concentrating on priorities for preservation and opportunities for enhancement.

Curtilage: The area of land associated with a building (e.g., a house and its original garden, but excluding any paddock/field area). This is not a legal definition and clarification should be sought from the IDC if there is any doubt.

Density: Simple ratio of units to an area (e.g., number of dwellings per hectare or vergee).

Design Brief: A document prepared by the IDC, giving detailed guidance for the conservation and environmental improvement of an area.

Development: The carrying out of building, engineering, mining or other operations in, on, over or under land and includes the making of any material change in the use of any building or land (section 40 of The Island Development (Guernsey) Law, 1966).

Dower unit: An addition to a house used for the accommodation of dependent relatives. Normally an extension or converted outbuilding. Sometimes referred to as a granny annex or widow's third.

Form: The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Gateway: A place that creates an enhanced sense of arrival and entrance.

Grain: see 'Urban grain'.

Greenfield site: Open land that has not been developed before other than for agriculture, horticulture or recreation.

Heritage: Buildings, landscapes, artefacts or culture that has been handed down through the ages.

High Street store: Shop operated by recognised UK or international retailers.

Hougue: A small hill, hillock or rocky outcrop.

IDC: The Island Development Committee.

Infill: Development that takes place within a built-up area, usually on previously developed land, where the development is between and consolidates an existing group of buildings.

Infrastructure: The basic facilities, such as access roads, sewers, gas, electricity, and water supply that are needed to serve developments.

Landmark: A prominent building or feature that is recognisable from a distance by virtue of its height, size or some other aspect of its design.

Landscape: The character and appearance of land including its shape, ecology, natural features, textures and colour.

Local distinctiveness: The special characteristics of a locality that make it different from other places.

Massing: A building's apparent bulk and volume.

Mixed use development: Developments that include a variety of uses such as residential, offices, light industrial, leisure and community facilities.

Mobility impaired: People whose disability, injury or illness restricts their movement or someone who is encumbered with, for example, a pushchair or a heavy load.

Opportunity site: A development site that has not been specifically identified in the Plan, but which is accepted as such following the grant of planning permission. Usually associated with housing development.

Planning and Design Statement: A site-specific document, prepared by the developer, giving detailed information on the site and its surroundings, the principles behind the development and how the proposals respond to these factors. Required in all cases involving sites more than 0.1 hectare (0.6 vergee), 4 dwellings or, 400sq.m. floorspace.

Previously developed land: Land (sometime referred to as brownfield) which is, or was, occupied by a permanent building or structure and associated infrastructure such as roads. It does not include land used for agricultural /horticultural purposes (e.g., glasshouse sites).

Proposals Map: A map attached to, and forming part of, the UAP that shows the various areas and zones referred to in the UAP.

Public art: Any contribution made by artists, craftspeople, schoolchildren etc., which is intended to be viewed by the public at large. It may be permanent or temporary.

Public realm: Those parts of a town that are freely available or visible for all to enjoy (streets, parks, squares, piers etc.).

Recognised point of civic or visual significance: A building, structure or other feature that forms part of an important view or that has special relevance to the community of Guernsey.

Rehabilitation (of urban areas): The general improvement of buildings, road/path surfaces and the infrastructure in order to encourage people and businesses back into the urban area.

Residential Land Availability Statement: A document produced every year showing how many houses/flats etc have permission but have not yet been built. It helps planners, and others, work out how many years supply of housing land there is on the island, using current policies and land allocations.

Roofscape: The character and appearance of a series of roofs on adjacent buildings when viewed as a single element.

Sequential approach: The idea that any new developments should be sited within the Central Areas as first preference, with less central areas requiring special justification and greenfield sites being considered as an absolute last resort.

Sheltered housing: Purpose built housing for older (over the age of 55 years) or disabled people, including the on-call assistance of a resident or nearby warden (please refer to the Use Class Ordinance).

Sites and Monuments Record: A document listing and describing features of the Island's ancient past which still exist today.

Site of Nature Conservation Importance (SNCI): sites identified as important wildlife habitats.

Skyline: The outline of buildings and trees etc seen against the sky.

Stall-riser: Architectural term for the panel or walling beneath a shop window.

Street furniture: Items such as lamp posts, litter bins, bus shelters, seats, railings and signs which are found in, or near, to roads, streets and paths.

Street scene: The character and appearance of a street when viewed as a single element.

SUDS: Sustainable Urban Drainage Systems. The use of techniques to control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving to engineering solutions that mimic natural drainage processes.

Sustainable development: Development that meets the needs of the present generation without harming the ability of future generations to meet their needs.

Townscape: The character and appearance of the urban area including features that contribute to the general feel of the area.

UAP: The Urban Area Plan.

Urban design: the relationship between different buildings; the relationship between buildings and the streets, squares, parks, and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of an urban area with other parts; and the patterns of movement and activity which are thereby established: in short, the complex relationships between all the elements of built and unbuilt space. As the appearance and treatment of the spaces between and around buildings is often of comparable importance to the design of the buildings themselves, landscape design should be considered as an integral part of urban design.

Urban grain: The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

View: All that can be seen from a particular point.

Vista: An enclosed, usually long and narrow, view (e.g., looking down an avenue of trees or alleyway).

Vitality and viability: The liveliness of an area and its ability to attract people and business.