

THE LAND PLANNING AND DEVELOPMENT (GUERNSEY) LAW, 2005
AND THE LAND PLANNING AND DEVELOPMENT (GENERAL PROVISIONS)
ORDINANCE, 2007

NOTIFICATION OF GRANT OF PLANNING PERMISSION

PROPOSALS: Erect 4 dwellings with associated landscaping, vehicle access and parking.

LOCATION: Carriere Lane & La Route Du Braye, Vale.

APPLICANT: Infinity Group Ltd

This permission is granted under the terms of Sections 15 and 16 of the Land Planning and Development (Guernsey) Law, 2005 (the 'Law').

Date of Grant of Permission: 04/10/2023

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 06/06/2023 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Infinity Group: 104.GY(A) - PD01B & PD02B

Application Ref: FULL/2023/0919

Property Ref: C01147B000

Conditions and reasons:-

1.All development authorised by this permission must be carried out and must be completed in every detail in accordance with the written application, plans and drawings referred to above. No variations to such development amounting to development may be made without the permission of the Authority under the Law.

Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

2.The development hereby permitted shall be begun within 3 years from the date of grant of this permission.

Reason - This condition reflects section 18(1) of the Land Planning and Development (Guernsey) Law, 2005 which states that planning permission ceases to have effect unless development is commenced within 3 years of the date of grant (or such shorter period as may be specified in the permission).

3.The development hereby permitted and all the operations which constitute or are incidental to that development must be carried out in compliance with all such requirements of The Building (Guernsey) Regulations, 2012 as are applicable to them, and no operation to which such a requirement applies may be commenced or continued unless (i) plans relating to that operation have been approved by the Authority and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Authority when approving those plans, for the purpose of securing that the building regulations are complied with.

Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4.No development shall begin on site until details of measures to protect the amenities of the properties to the west and north of the site during the course of construction works have been agreed in writing by the Authority and the agreed measures have been installed on site.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents during the course of construction works.

5.No development, excluding the installation of the measures approved under the above condition, shall begin on site until the east boundary wall to Carriere Lane has been replaced to match the existing wall along the south boundary of the site, and the new vehicular access has been formed in accordance with the approved plans.

Reason - To secure the satisfactory appearance of the completed development and in the interests of road safety.

6.No development, excluding those works agreed under the above conditions, shall begin until a landscaping scheme, to include those details specified below, has been submitted to and agreed in writing by the Authority:

- i) the treatment proposed for all ground surfaces, including a specification for the laying of all hard areas;
- ii) full details of tree and hedge planting;
- iii) planting schedules, noting the species, sizes, numbers and densities of plants;
- iv) the location and design of bird and bat boxes.

Reason - To make sure that a satisfactory landscaping scheme for the development is agreed, in order to help assimilate the development into its surroundings and to achieve biodiversity enhancements in accordance with the Strategy for Nature.

7.The landscaping scheme shall be fully completed, in accordance with the details agreed under the terms of the above condition, in the first planting season following the first occupation of any part of the development or completion of development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that a satisfactory landscaping scheme for the development is achieved, in order to help assimilate the development into its surroundings and to achieve biodiversity enhancements in accordance with the Strategy for Nature.

8.The fencing hereby approved to the west boundary of the site shall be fully completed, in accordance with the approved plans, prior to the first occupation of any part of the development or completion of development, whichever is sooner.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents.

9.The dwellings hereby permitted shall not be occupied until full details of the electric vehicle charge points have been agreed in writing by the Authority and those charge points together with the photovoltaic panels shown on the approved plans have been installed and made operational.

Reason - In the interests of sustainable development, these features having been proposed to address the requirements of Island Development Plan Policy GP9.

10.Prior to the installation of the cycle storage shown on the approved plans, details of that storage shall be submitted to and agreed in writing by the Authority. No part of the buildings or development hereby permitted shall be used or occupied until the agreed provision for cycle storage has been fully implemented. The provision for cycles shall thereafter be retained in perpetuity.

Reason - To encourage the use of bicycles as an alternative to the car and to ensure the satisfactory appearance of the completed development.

11.The first floor windows in the north elevations of the northern dwellings (Type B), serving bathrooms, shall be glazed with obscure glass to a minimum level 3 on the Pilkington scale (or equivalent) which shall thereafter be retained at all times.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents.

12. The erection of fencing is hereby approved along the west boundary of the site and between the private amenity spaces of each pair of dwellings. No other fencing is approved at the site.

Reason - To clarify the permission for the avoidance of doubt.

Expiry Date: This permission will cease to have effect on 03/10/2026 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

In respect of Condition 4, it is advised that the boundary treatment to the west boundary could comprise the permanent fencing approved to that boundary as part of the current application.

Effect of planning permission:

Section 18 of the Land Planning and Development (Guernsey) Law, 2005 ('the Law') defines the effect of the planning permission hereby granted, namely:

- (1) Planning permission ceases to have effect unless the development permitted by it is commenced within a period of three years immediately following the date on which it is granted (or such shorter period as may be specified in the permission).
- (2) Planning permission enures for the benefit of the land concerned and of every person for the time being having an interest in it.
- (3) Any conditions subject to which planning permission is issued are enforceable in accordance with the provisions of Part V of the Law.
- (4) Planning permission for the erection of a building is only permission to use it for the purpose specified in the permission or, subject to any restriction so specified, for any other purpose for which it is designed.
- (5) Planning permission is only permission to carry out the development specified in it (subject to any conditions so specified), and does not imply the giving of any other approval or consent required under this Law or any other enactment or under any rule of law.

Right of appeal against planning decisions:

Your attention is drawn to the provisions of Section 68(1) of the Land Planning and Development (Guernsey) Law 2005, which provides a right of appeal, on the merits against a decision to grant planning permission subject to conditions (except a building

condition), to the Planning Tribunal, which is independent of the States of Guernsey. An appeal to the Planning Tribunal under section 68 of the Law against this decision must be made before the expiry of the period of six months beginning with the date on which the Authority made this decision. The official Appeal Notice Forms are available on the States of Guernsey website at www.gov.gg/planningpanel and must be completed with all enclosures in multiples as requested and received within the six months deadline.

Copy of representations made:

In reaching this decision the Authority took into account any written consultations made under Section 11(1) of the Land Planning and Development (General Provisions) Ordinance, 2007 ('the Ordinance'). A copy of any consultation responses made under section 11 will be included with this decision in accordance with section 19 of the Ordinance.

Other Remarks:

Please note that any work which abuts or affects the public highway requires prior approval by Traffic and Highway Services. Please contact Traffic & Highway Services (highways@gov.gg) for further advice. You must also ensure that any access/es to the development are constructed to meet the existing road/footway levels in accordance with their requirements.

This document is not a Building Licence and confers no approval under the Building Regulations.

A separate Building Control Licence may be required and it is the responsibility of the developer to ensure that ALL necessary consents are obtained and that any pre-commencement conditions are discharged prior to development being commenced.

A J ROWLES

Director of Planning
Planning Service



PLANNING APPLICATION REPORT

Application No: FULL/2023/0919
Property Ref: C01147B000
Valid date: 06/06/2023
Location: Carriere Lane & La Route Du Braye Vale Guernsey GY3 5QH
Proposal: Erect 4 dwellings with associated landscaping, vehicle access and parking.

Applicant: Infinity Group Ltd

RECOMMENDATION - Grant: Planning Permission with Conditions:

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Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

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Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. No development shall begin on site until details of measures to protect the amenities of the properties to the west and north of the site during the course of construction works have been agreed in writing by the Authority and the agreed measures have been installed on site.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents during the course of construction works.

5. No development, excluding the installation of the measures approved under the above condition, shall begin on site until the east boundary wall to Carriere Lane has been replaced to match the existing wall along the south boundary of the site, and the new vehicular access has been formed in accordance with the approved plans.

Reason - To secure the satisfactory appearance of the completed development and in the interests of road safety.

6. No development, excluding those works agreed under the above conditions, shall begin until a landscaping scheme, to include those details specified below, has been submitted to and agreed in writing by the Authority:

- i) the treatment proposed for all ground surfaces, including a specification for the laying of all hard areas;
- ii) full details of tree and hedge planting;
- iii) planting schedules, noting the species, sizes, numbers and densities of plants;
- iv) the location and design of bird and bat boxes.

Reason - To make sure that a satisfactory landscaping scheme for the development is agreed, in order to help assimilate the development into its surroundings and to achieve biodiversity enhancements in accordance with the Strategy for Nature.

7. The landscaping scheme shall be fully completed, in accordance with the details agreed under the terms of the above condition, in the first planting season following the first occupation of any part of the development or completion of development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that a satisfactory landscaping scheme for the development is achieved, in order to help assimilate the development into its surroundings and to achieve biodiversity enhancements in accordance with the Strategy for Nature.

8. The fencing hereby approved to the west boundary of the site shall be fully completed, in accordance with the approved plans, prior to the first occupation of any part of the development or completion of development, whichever is sooner.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents.

9. The dwellings hereby permitted shall not be occupied until full details of the electric vehicle charge points have been agreed in writing by the Authority and those charge points together with the photovoltaic panels shown on the approved plans have been installed and made operational.

Reason - In the interests of sustainable development, these features having been proposed to address the requirements of Island Development Plan Policy GP9.

10. Prior to the installation of the cycle storage shown on the approved plans, details of that storage shall be submitted to and agreed in writing by the Authority. No part of the buildings or development hereby permitted shall be used or occupied until the agreed provision for cycle storage has been fully implemented. The provision for cycles shall thereafter be retained in perpetuity.

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Reason - To minimise the effect of the development on the privacy and amenities of nearby residents.

12. The erection of fencing is hereby approved along the west boundary of the site and between the private amenity spaces of each pair of dwellings. No other fencing is approved at the site.

Reason - To clarify the permission for the avoidance of doubt.

INFORMATIVES

In respect of Condition 4, it is advised that the boundary treatment to the west boundary could comprise the permanent fencing approved to that boundary as part of the current application.

OFFICER'S REPORT

Site Description:

The application site comprises a single field of 0.28 acres located on the north side of La Route Du Braye in Vale. The site is bounded by residential properties to the north and west and Carriere Lane separates the site from further residential properties to the east. The land on the opposite side of the road to the south is open and undeveloped. The site is accessed via a gateway onto Carriere Lane in the north-east corner.

The main building on the property to the north (Braye Farm) comprises a protected building, however the forward (south) projecting extension along the west boundary does not form part of the listing.

The site is located within the Main Centre Outer Area as designated within the Island Development Plan, and is not subject to any other designation. The open land to the south of La Route Du Braye is designated as Important Open Land and an Area of Biodiversity Importance.

Relevant History:

Pre-application advice in respect of residential development.

FULL/2023/0933 Application in respect of a field to the north-east of the application site for the erection of 2 dwellings approved 31/08/2023.

Existing Use(s):

Agricultural Use Class 28

Brief Description of Development:

Permission is sought for the erection of 4no dwellings, a semi-detached pair of two storey two bed dwellings to the south of the site and a semi-detached pair of 2.5 storey three bed dwellings to the north. Vehicular access would be created in the east boundary, on to a central parking area providing two spaces per dwelling, and pedestrian accesses would be formed in the south boundary. The existing access to the north-east of the site is shown to be closed.

As initially proposed each dwelling would be provided with a shed for cycle storage however, following deferral, cycle storage for the dwellings to the north of the site is to be provided adjacent to the parking area.

The application includes the reconstruction of the wall along the east boundary, to Carriere Lane, and, following deferral, the installation of 1.8m fencing along the west boundary. The south boundary wall will be retained and made good.

Relevant Policies of any Plan, Subject Plan or Local Planning Brief:

MC2	Housing in Main Centres and Main Centre Outer Areas
GP1	Landscape Character and Open Land
GP5	Protected Buildings
GP8	Design
GP9	Sustainable Development
IP6	Transport Infrastructure and Support Facilities
IP7	Private and Communal Car Parking
IP9	Highway Safety, Accessibility and Capacity

Representations:

7 letters of representation have been received from 11 persons, raising the following points:

- There has been significant development in this area, resulting in overcrowding and loss of green space;
- The schools will not be able to cope with the continued development;
- Development should be spread across the Island;
- These are not affordable houses, which are in demand;
- The field forms part of the setting of the protected building to the north and should be protected;
- The development will be higher than the protected building and will obscure views of that building, a street scene view would highlight this issue;
- The field is the last green land left along Braye Road;
- The October 2014 report into areas of Important Open Land is extremely brief in respect of this land and should be re-examined;
- Development would change the landscape character and diminish the sense of place;
- Impact on habitats and ecological connectivity for wildlife;
- There are no biodiversity net gains, rather a negative impact on biodiversity;
- The external doors in the side elevations open straight onto landscaped areas, which is not practical and would result in a path on those areas;
- The eastern dwellings would be located c2m from Carriere Lane, resulting in a canyon effect;
- The southern building line is forward of the adjacent dwelling to the west and, although in line with those to the east, those are smaller dwellings and of less impact;
- The proposal would comprise overdevelopment of the site
- The existing dry stone wall along the east boundary of the site, to Carriere Lane, forms part of the landscape character and should be repaired and retained;
- Infrastructure cannot cope, traffic situation is already severely compromised;
- Increased traffic on a small road, which forms part of a walking route to the Vale School and used for general walking, cycling, etc;

- Poor visibility from junction of Carriere Lane/Braye road;
- How will disposal of foul water be managed – the main drain in Carriere Lane is owned by 4 properties on that lane and no permission is given for further connections to that drain;
- Air quality will be affected by the continuous building in this cramped area and increased traffic;
- Additional noise will result from the increased traffic;
- The proposal will devalue properties in the area.

La Societe Guernesiaise provided comment on this application in conjunction with the adjacent application cited above as follows:

La Societe remains opposed to the development of green fields. However, as the Island Development Plan currently permits the consideration of such applications within the urban centres, we seek to optimize ecological gains in such cases wherever possible.

As these two proposals could be considered ‘sister’ applications, we would ask if it would be feasible to only grant permission to develop only the larger of the fields (FULL/2023/0919) and to retain and enhance the smaller one (FULL/2023/0933) as green space, possibly as amenity land, in order to offset the ecological losses associated with developing the larger field. This would ensure net biodiversity gain is achieved as required under the Strategy for Nature. La Societe wish to emphasise the value of open land and green space within urban areas, both in terms of biodiversity and for the wellbeing of people who live in the vicinity.

We acknowledge that the existing proposals include provision for native hedging and other planting and also for nest and bat boxes. We would highlight that there have been many occasions where applicants have ‘promised’ to undertake such proposals but have not actually done so. More often, the actual plantings have neglected the native element and instead included non-native and amenity species which do not support a comparable range of associated wildlife. Further, we would highlight that installations of boxes require professional advice to ensure they are in appropriate locations; generally, bat boxes should be fitted where they are in sunshine for part of the day whereas bird boxes should not be in sunshine.

We wish to advise that La Societe would be able to assist with any biodiversity measures, for example to arrange surveys of the existing site and to provide suitable recommendations on how the land could be enhanced in terms of its ecological value by appropriate native planting and ongoing maintenance. Finally, if these applications are considered further, we would welcome the opportunity to evaluate any subsequent details, such as full landscaping schemes and other related specifications.

Consultations:

None undertaken.

Summary of Issues:

Principle of development;
Loss of agricultural land;
Design and impact on openness, visual amenity and character of the area;
Impacts on biodiversity and provision of landscaping;
Amenity of the proposed units;
Highway safety, provision of access and parking;
Impact on neighbour amenity;
Sustainable development.

Assessment against:

- 1 - Purposes of the law.**
- 2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.**
- 3 - General material considerations set out in the General Provisions Ordinance.**
- 4 - Additional considerations (for protected trees, monuments, buildings and/or SSS's).**

Principle of development

The spatial strategy of the Strategic Land Use Plan (SLUP) requires the majority of new housing development to take place within and around the Main Centres of St Peter Port and St Sampson/Vale.

Following this strategic direction, the Island Development Plan (IDP) spatially defines the Main Centres and sets out a policy gateway for housing development within the Main Centre Inner and Outer Areas through Policy MC2 (Housing in Main Centres and Main Centres Outer Areas), providing that where a development is able to accommodate a variety of dwellings they provide an appropriate mix and type of dwellings. There is therefore a policy gateway for this development. Any change to this policy direction could only be achieved through a comprehensive review of the strategic and policy frameworks, and cannot be achieved through the consideration of a planning application.

In setting out a direction for housing within the Centres, neither Plan sets out a prioritisation for development of brownfield sites over green field sites, there is therefore no policy justification to refuse to consider development at this site in preference to a development on previously developed land.

The pre-facing text to Policy MC2 expands upon the approach set out within the policy itself, stating that, where new housing proposals can accommodate a variety of dwellings, it will normally be expected that the mix and type of dwellings is reflective

of the demographic profile of households requiring housing. To establish this housing requirement, the text sets out a list of documents produced by the States of Guernsey relating to this issue, including the most recent Housing Needs Study or any subsequent amended or revised document provided by Housing. Provision of affordable housing is considered separately under Policy GP11, however this policy only applies to developments of 20 or more dwellings and would not therefore be applicable in this case.

The Guernsey Housing Market Review published by KPMG in 2017 provides an analysis of the local housing stock in the Island and identifies the additional housing requirement for the period 2014-2021. This document has not yet been updated and forms the most recent baseline to inform housing need. That report identified an additional requirement for one, two and three bedroomed houses.

The Guernsey Annual Residential Property Stock Bulletin provides statistics on the Island's existing housing stock. Applying the findings of the 2020 bulletin to the requirements identified in the KPMG report, it is clear that the additional housing requirement remains for 1-3 bedroomed properties, with an emphasis on 2-3 bedrooms.

The proposed development is for 2no two bedroom dwellings and 2no three bedroom dwellings. This would address the most significant needs in terms of identified housing requirements and would therefore meet the terms of MC2, subject to complying with all other relevant planning policies.

Loss of agricultural land

There is no policy relating to agricultural land within the Main Centres. Outside of the Centres, the most valuable agricultural land is protected within designated Agriculture Priority Areas, however, outside of those areas change of use away from agriculture is supported, provided all other relevant policies are met.

In this case, whilst it has been noted in representation that the site has been used for small scale agricultural purposes, it is not within or adjacent to an area designated for agriculture. Furthermore it is not contiguous with a larger parcel of agricultural land, being enclosed by residential property, and, taking into account the proximity of those residential properties, the generally built up nature of the immediate area and apparent separation from any agricultural operation, there would be no policy justification for refusal of the application on the basis of loss of agricultural land.

Design and impact on openness, visual amenity and character of the area

Policy GP8 (Design) sets out a number of criteria which development will be expected to address to ensure that a scheme achieves high standards of design which respect the character of the environment. Policy GP1 (Landscape Character and Open Land) further seeks to resist unnecessary loss of open land which would have an unacceptable impact on the open landscape character of an area.

The site is located within Le Braye du Valle wetland landscape character type, as defined within the IDP, immediately to the north of the reclamation which occurred in this area. These landscape types are described as of a low lying horizontal form, prone to wet and, whilst capable of supporting semi-natural vegetation, with little tree cover. The description continues to note that much of the landscape character of these areas is obscured by existing development, and this is true of the north side of La Route du Braye.

Whilst located opposite an area of open land, the site is located amongst relatively high density residential development, and forms a break in the ribbon development along the north side of that road. The application site is however visible for only a short distance along La Route du Braye, and from Carriere Lane to the east and north-east of the site, and is screened in longer views by the surrounding development.

The development would result in the introduction of built form on to open land, and inevitably therefore the loss of that open land. The site is not however designated as Important Open Land, and such designations cannot be applied on an ad-hoc basis but would have to be considered as part of a wider Plan Review. The site is also bounded by development to all sides and, whilst the openness of the site itself would be lost as a result of this application, the site does not provide vistas to adjacent open land and, in visual amenity terms, is of value along only limited sections of the adjacent roads.

In light of the above, and, on balance, it is therefore considered that, given the policy gateway for development at this site and the character of the surrounding area, the development of this site could be supported.

In terms of the layout of the site, the southern dwellings would be set slightly forward of the adjacent dwellings to the west, but would follow the line of those to the east. Whilst the relationship of the rear dwellings to the road might be enhanced were those dwellings oriented to face the road, the constraints of the site and the relationship with the surrounding residential properties preclude this orientation. The presentation of a gable to the road however mirrors the development to the east and the orientation reflects that of the surrounding properties. The buildings would be imposing in short views from Carriere Lane, however the relationship would be similar to other development in the area and the impact would be somewhat softened by the provision of a planting buffer along that lane.

In respect of the protected building to the north of the site, whilst there are fortuitous views of the protected building across the application site, the site in itself does not form an integral part of the setting of that building and development as proposed would not result in significant impact on that setting, such as would justify refusal of the application.

The form, design and materials of the buildings draw from the buildings within the surrounding area, and would therefore be consistent with the character of the area.

The application proposes the retention and re-pointing of the south boundary wall, on to La Route du Braye, and the demolition and reconstruction of the wall along Carriere Lane, to match that along La Route du Braye. Subject to a condition to ensure the reconstruction of the east boundary wall matches the south boundary wall, the replacement of the wall along Carriere Lane as proposed would be consistent with the character of the area.

The submitted plans show the erection of fencing along the west boundary, to the rear of the forward building line of the southern dwellings, and between the rear gardens of each semi-detached pair of dwellings only. In those locations the fencing would not have any adverse visual impacts. Double lines are also shown on the plans around the perimeter of each garden, however these are not identified as fencing and it is assumed this is intended to intimate some form of edging. To ensure fencing is not erected in locations which might have a visual impact, namely towards the east boundary of the site and adjacent to the parking area, it is recommended that the extent of the approved fencing is clarified by condition. Exemption rights for the erection of fencing around the rear gardens of the southern dwellings, or towards the east boundary would however be limited to 90cm, and it is not therefore necessary to remove exemption rights in this case.

The buildings are designed to include level thresholds, appropriate circulation space and an adaptable layout to address requirements of various abilities or to allow for aging in place.

Impacts on biodiversity and provision of landscaping

The site is not designated as a Site of Special Significance, or an Area of Biodiversity Importance, and is identified as Improved Grassland under the 2018 Habitat Survey, which has a lower ecological value than other forms of grassland.

Whilst a biodiversity net gain principle has not been adopted by the States, the Strategy for Nature, adopted as Supplementary Planning Guidance, requires biodiversity enhancements as part of any change of use of agricultural land to residential use. There is not however a mechanism under this strategy to require off site offsetting of impacts, and each planning application must be considered on its own merits. There would not therefore be any scope to allow this application only on the basis that the application on the site to the north-east (ref FULL/2023/0933) were refused.

The application proposes native hedge planting around the amenity spaces of each pair of dwellings, and planted areas between the dwellings and the west and east (roadside) site boundaries, together with planting around the parking courtyard. As initially proposed, there was no access from outside of the site to the cycle stores proposed within the rear amenity spaces of the rear dwellings, and doors were proposed in the side gables of each dwelling, accessible only over the proposed planted areas. Following deferral, communal cycle storage is provided for the rear dwellings adjacent to the parking courtyard, and the side doors have been amended

to windows, negating the need to provide access over the planted areas. Bird and bat boxes are proposed to the gable of each dwelling and installation can be controlled by condition. Taking into account the comments made in the representations above, this condition should include details of the positioning of the boxes to ensure this is appropriate to the relevant species type.

On balance it is considered that, subject to the provision of a detailed landscaping and biodiversity scheme, including appropriate provision of bird/bat boxes, the scheme could provide sufficient enhancements to address the requirements of the Strategy for Nature.

Amenity of the proposed units

The accommodation provided within the proposed dwellings would be appropriately sized and would achieve good levels of daylight/sunlight. The dwellings would be served by adequate external private amenity space, and the arrangement of the properties on site would prevent any significant inter-visibility.

Highway safety, provision of access and parking

The existing site access will be closed and a new access formed in the east boundary of the site. The proposed access would be located over 20m from the junction of Carriere Lane with La Route du Braye, and would achieve appropriate sightlines in both directions, in accordance with the Traffic Engineering Guidelines. On site turning is provided. The proposed access would therefore be acceptable in road safety terms. Given the limitations of the existing access it is recommended that the decision be conditioned to ensure that the existing access is created prior to any other works, excepting those to supplement the west and north site boundaries, occurring at the site.

In respect of road safety and traffic management, whilst the use of this section of road by vulnerable users is acknowledged, the application relates to the provision of only four additional dwellings and even taken cumulatively with the two new dwellings approved under FULL/2023/0933, this would not amount to a significant number of vehicle movements. In addition, assessments of vehicle movements for other developments in this area observed that, whilst there may be some traffic dispersing into the lanes to the north, it is likely that the majority of traffic would exit onto La Route du Braye to the south and the development would not place undue pressure on the smaller road network to the north. Taking into account the above, the proposal is found to comply with Policy IP9 (Highway Safety, Capacity and Accessibility).

The application must also accord with Policy IP7 (Private and Communal Car Parking) and with the requirements of the Supplementary Planning Guidance: Parking Standards. The Parking Standards set out a maximum parking provision of 2 parking spaces per dwelling for the two bed units and 3 parking spaces for the three bed units as proposed under this application. The proposed parking provision is 2 spaces per unit, within these maximum standards.

Cycle storage is proposed within sheds to the rear of each of the front dwellings and, following deferral, within a communal store adjacent to the parking area for the rear dwellings, in accordance with IP6 (Transport Infrastructure and Support Facilities) and the Parking Standards. Details and provision of this storage can be controlled by condition.

Impact on neighbour amenity

The site is bounded by residential properties to the north, west, and across the road to the east.

Fenestration within the side gables of the proposed dwellings, facing east and west, is limited to a single window at ground floor level, and, following deferral, a 1.8m fence is proposed along the length of the west boundary. There would therefore be no overlooking of adjacent properties in those directions.

The north elevation of the northern units would face towards the adjacent property to the north. That elevation would however be located 10m from the property boundary, and any facing windows within the dwelling on the adjacent property are located a further 16m from that boundary. The front amenity space of the adjacent property is predominantly occupied by a store and driveway, with a limited lawned area, visible from the adjacent road, with the primary private amenity space located to the north of the dwelling. Any inter-visibility at ground floor level would be prevented by the intervening boundary treatment, to be supplemented with hedging under the current application. Windows proposed at first floor level comprise two double sash windows, each serving a bedroom, and a single sash serving a bathroom, which can be conditioned to be obscurely glazed. The rooflights proposed at second floor level are to have a minimum cill height of 2m, and views out of those rooflights would not therefore be possible. Taking into account all of the above, any overlooking of the adjacent property to the north would not be of a level which would warrant refusal of the application.

Taking into account the relative positions of and distances to the properties to the north-west and north-east of the site, together with the locations of private spaces, any overlooking or inter-visibility would be of a low level and not sufficient reason to refuse the application.

The position of the proposed dwellings relative to surrounding residential property would not result in any significant overshadowing impacts, which could have a detrimental impact on the enjoyment of those properties.

The boundaries to the north and west properties are however low, and would not provide a robust barrier to the neighbouring properties during the course of construction works. It is therefore recommended that an additional condition is attached to any decision issued to require details of measures to supplement those boundaries during the course of construction. Whilst the erection of the approved

fencing would be sufficient to address this matter along the west boundary, it is noted that there may be site constraints which prevent installation of this fencing immediately, therefore it is recommended that the condition is worded to allow for alternative solutions, if necessary. The boundary to the north is however ultimately to be supplemented with new hedging, which is unlikely to be of sufficient size to provide any protection during the construction phase and additional measures would be required along this boundary.

The additional traffic associated with a development of this scale would not result in significant additional pollution, such that the amenity of surrounding property or the surrounding area would be compromised.

Overall the proposals have been designed to limit impacts on adjoining properties and any impacts on neighbouring property would not be sufficient to warrant refusal of the application, subject to conditions ensuring the protection of adjoining properties during the course of works, the erection of fencing along the west boundary and the undertaking of planting to the north boundary prior to occupation of the dwellings/completion of the development, and the provision of obscure glazing to the bathrooms windows to the north elevation of the northern units.

Sustainable development

Confirmation has been received that the proposed development has been designed to take into account matters of energy efficiency, including the method of construction, orientation of the buildings and positioning of fenestration, and the current Building Regulations in accordance with Policy GP9 (Sustainable Development). Solar PV panels are proposed to each dwelling and electric vehicle charge points within the parking area. The decision should be conditioned to require submission of details where necessary, and implementation of these features.

The site is located just outside of the identified 1:100 and 1:250 flood risk zone of Le Braye Du Valle.

Surface water run off will have to be dealt with on site, in accordance with requirements from Guernsey Water. All paving is proposed to be permeable.

Other matters

A number of representations have been received regarding the combined impact of this application and the nearby application FULL/2023/0933 and, whilst this has been addressed in respect of traffic movements above, these applications are separate and each must be considered on its own merits.

The disposal of foul water from the site would be controlled under separate legislation, and it would be the responsibility of the developer to ensure the necessary consents are in place prior to the commencement of development. The grant of planning permission would not override any existing third party rights or privileges.

Conclusion

Policy MC2 (Housing in Main Centres and Main Centre Outer Areas) provides a policy gateway for the proposed development, and the mix and type of housing proposed would accord with the identified requirements for housing in the Island, in compliance with the requirements of that policy.

The detailed design of the scheme accords with Policies GP1 (Landscape Character and Open Land), GP5 (Protected Buildings), GP8 (Design), GP9 (Sustainable Development), IP6 (Transport Infrastructure and Support Facilities), IP7 (Private and Communal Car Parking) and IP9 (Highway Safety, Accessibility and Capacity), as set out above, and consequently it is recommended that the application be approved, subject to the identified conditions.

Date: 25/09/2023

