

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 6-storey and 3-storey building containing 65 affordable flats and 4 affordable dwellinghouses and associated works.

LOCATION: The Tyre Yard (Former CI Tyres site), La Charroterie, St. Peter Port.

APPLICANT: Guernsey Housing Association

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: 30/06/2025

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 23/05/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Peter Barber Architects: TY_L_10 Rev P05, TY_L_80 Rev P06, TY_L_90 Rev P13, TY_L_100 Rev P10, TY_L_101 Rev P10, TY_L_102 Rev P10, TY_L_103 Rev P10, TY_L_104 Rev P10, TY_L_105 Rev P10, TY_L_106 Rev P10, TY_L_200 Rev P07, TY_L_210 Rev P05, TY_L_220 Rev P05, TY_L_230 Rev P05.

Application Ref: FULL/2025/0874

Property Ref: A405870000

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. A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of any development, including site works. The development shall thereafter be carried out in full accordance with the approved CEMP, unless otherwise agreed in writing by the Authority.

The CEMP shall, as a minimum, include the following:

i) Community Liaison Strategy:

A scheme detailing how the contractor will engage with local residents throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents.

ii) Neighbour Impact Mitigation Measures:

A scheme outlining the measures to minimise disturbance to neighbouring occupiers, including management of noise, dust, vibration, site traffic, and deliveries to and from the site.

iii) Construction Hours and Vehicle Movements:

Full details of the proposed hours of work, including all associated construction-related vehicular movements.

iv) Construction Compound Details:

The location and layout of the construction compound, including areas for the storage of materials, contractor parking, and site welfare facilities.

v) Construction Traffic Management Plan:

A site plan identifying the proposed construction traffic access and egress routes to and from the site.

No demolition or construction work shall take place unless in accordance with the approved details.

Reason - To ensure that the construction process is managed in such a way as to minimise adverse impacts on the amenity of the local area as far as possible.

5. A landscaping scheme, to include those details specified below, shall be submitted to and agreed in writing by the Authority prior to any such work being carried out:

- i) the treatment proposed for all ground surfaces, including hard areas;
- ii) full details of tree and hedge planting;
- iii) planting schedules, noting the species, sizes, numbers and densities of plants;
- iv) finished levels or contours;
- v) any screen walls or similar structures;
- vi) any other structures to be erected or constructed;
- vii) functional services above and below ground; and
- viii) all existing trees, hedges and other landscape features, indicating clearly those to be removed.

Reason - To make sure that a satisfactory landscaping scheme for the development is agreed, in order to help assimilate the development into its surroundings.

6. A scheme for ecological and arboricultural oversight by a retained qualified and experienced ecologist and a retained qualified and experienced arboriculturist (which shall include oversight of preparation before construction and during the building work itself) shall be submitted to and approved by the Authority prior to any such work being carried out. Works shall not be carried on other than in complete accordance with the approved scheme and its recommendations.

Reason - In the interests of biodiversity/ecology, the protection of existing trees and in accordance with the Guernsey Strategy for Nature, 2020.

7. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to the Authority a method statement to identify, risk assess and address the unidentified contaminants, and obtained written agreement from the Authority for the works to continue. Any subsequent works shall be carried out only in accordance with the conclusions and recommendations contained in the agreed report.

Reason - In the interests of public health, safety and amenity having regard to the previous use/s of the site and the potential for contamination of the land.

8. A scheme for privacy screening to balconies and the glazing of certain windows in the west elevation facing the neighbouring residential building Gwenwood with obscure glass where considered necessary in the interests of neighbour amenity shall be submitted to and approved in writing by the Authority prior to any such work being carried out. The development shall thereafter be carried out in accordance with the

approved scheme and the windows that are to be obscure glazed and privacy screening to balconies shall be always retained as such.

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

9. Specification and large-scale details of proposed doors and windows, balconies and oriel windows shall be submitted to and agreed in writing by the Authority prior to any such work being carried out. The development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that these features are of satisfactory detailed design.

10. Notwithstanding the submitted information, precise details of all alterations to the public highway including use of any part thereof for car parking and/or loading or unloading of vehicles shall be submitted to and agreed in writing by the Authority prior to any such work being carried out. The development shall be carried out only in accordance with the agreed details and no part of the development shall be occupied until and unless the agreed provision has been made.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that the development is of satisfactory design and does not have any adverse impact on the public highway.

11. Notwithstanding the submitted information, precise details of the short-stay cycle parking provision shall be submitted to and agreed in writing by the Authority prior to such work being carried out. The proposals shall be designed to accord with the published Planning Advice Note AN 11: Bicycle Parking and the development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that the cycle parking is of satisfactory design.

12. No materials to be used on the exterior of the buildings shall be placed on the site until such time as samples of those materials including a sample panel of the stonework have been submitted to/made available to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

Reason - To secure the satisfactory appearance of the completed development.

13. The medieval stone, previously located within the roadside wall, shall be retained and re-used within the hereby approved development. Details of its proposed re-use shall be submitted to and agreed in writing by the Authority, before construction work on the buildings is commenced. The development shall thereafter be carried out in

accordance with the details so agreed.

Reason - To ensure the protection and appropriate re-use as part of the approved development of the medieval stone which is of archaeological and historic importance.

14. All planting, seeding or turfing comprised in the details of landscaping agreed under Condition 5 above shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or completion of the development, whichever is the sooner. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Authority gives written approval to any variation.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

15. No part of the development, hereby permitted, shall be occupied or used until details of any external lighting proposed for the site have been submitted to and agreed in writing by the Authority. Any lighting to be installed shall only be in accordance with the agreed details.

Reason - To make sure the level of lighting is not excessive in order to secure a sustainable form of development and one which does not unduly interfere with residential amenity or traffic and pedestrian safety.

16. Any central heating, air handling or other plant shall not be located anywhere on top of the roof, but shall be contained entirely within the exterior envelope of the building.

Reason - To ensure a satisfactory form of development in the interests of visual amenity.

17. The development hereby permitted shall be carried out in accordance with the Site Waste Management Plan submitted as part of this application, and no part of the development shall be occupied or brought into use until there has been submitted to the Authority a report providing verification that the development has been carried out fully in accordance with the agreed Site Waste Management Plan. Where there has been any variation from the Site Waste Management Plan as originally submitted, the report shall highlight and detail the reasons for this.

Reason: To ensure that the development is managed to minimise waste during the demolition of any existing buildings or structures or during construction, that existing materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

18. Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones.? Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014+A1:2019. Thereafter all plant and machinery shall be operated and maintained to achieve continued compliance with this condition.

Reason - The premises are close to residential property and a limit on noise is needed to prevent a nuisance or annoyance to nearby residents.

19. The development shall not be occupied until the solar panels, electric vehicle charging points and all other sustainable design features set out in the application have been installed/completed/made operational.

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

20. The development shall not be occupied until the bird and bat boxes and all other biodiversity design features set out in the application and the accompanying Preliminary ecological assessment report prepared by Environment Guernsey dated October 2023, revised April 2025 have been installed/completed/made operational. In addition, any vegetation clearance shall be undertaken prior to the bird breeding season, bat surveys are undertaken prior to any tree works and shall conform to the Bat Conservation Trust Guidelines, and access for any clearance works shall be from the La Charroterie side.

Reason - In the interests of biodiversity/ecology and in accordance with the Guernsey Strategy for Nature, 2020.

21. No development in that respect shall begin on site until engineering details of the proposed excavation and cliff stabilisation work have been submitted to and agreed in writing by the Authority. The development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full engineering details of the proposed work. This condition is imposed to make sure that the development is of satisfactory design and does not have adverse impacts on the site and surroundings.

Expiry Date: This permission will cease to have effect on 29/06/2028 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

Attention is drawn to the comments of Traffic & Highway Services concerning commitment by the applicant to the allocation strategies mentioned within the Transport Statement and concerning proposed parking within the public highway which has been made subject of a specific planning condition.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment.

It is desirable that access be granted to the States Archaeologist, Culture & Heritage Service, and that you contact them to gain advice or make arrangements for archaeological recording during any earth moving on the site.

The Archaeology team can be contacted on 01481 709738 , 01481 709739 or mobiles 07781 102219 or 07781 131061.

The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

If access for vehicles or materials is required from Montville Drive and through the Area of Biodiversity Importance (ABI), this should only be done with prior written approval of the States' Agriculture, Countryside and Land Management Services acting in its capacity as Manager of the ABI.

Your attention is drawn to The Animal Welfare (Guernsey) Ordinance, 2012 and the need to comply with its provisions. Measures will need to be taken (including consideration of the timing of the works) to ensure that any protected species present are not impacted by the works.

It is recommended that a lighting scheme is developed which adheres to the guidelines produced by the Institute of Lighting Professionals and Bat Conservation Trust.

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/2025/0874
Property Ref: A405870000
Valid date: 23/05/2025
Location: The Tyre Yard (Former CI Tyres site) La Charroterie St. Peter Port Guernsey GY1 1EJ
Proposal: Erect 6-storey and 3-storey building containing 65 affordable flats and 4 affordable dwellinghouses and associated works.
Applicant: Guernsey Housing Association

RECOMMENDATION - Grant: Planning Permission with Conditions:

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. A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of any development, including site works. The development shall thereafter be carried out in full

accordance with the approved CEMP, unless otherwise agreed in writing by the Authority.

The CEMP shall, as a minimum, include the following:

i) Community Liaison Strategy:

A scheme detailing how the contractor will engage with local residents throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents.

ii) Neighbour Impact Mitigation Measures:

A scheme outlining the measures to minimise disturbance to neighbouring occupiers, including management of noise, dust, vibration, site traffic, and deliveries to and from the site.

iii) Construction Hours and Vehicle Movements:

Full details of the proposed hours of work, including all associated construction-related vehicular movements.

iv) Construction Compound Details:

The location and layout of the construction compound, including areas for the storage of materials, contractor parking, and site welfare facilities.

v) Construction Traffic Management Plan:

A site plan identifying the proposed construction traffic access and egress routes to and from the site.

No demolition or construction work shall take place unless in accordance with the approved details.

Reason - To ensure that the construction process is managed in such a way as to minimise adverse impacts on the amenity of the local area as far as possible.

5. A landscaping scheme, to include those details specified below, shall be submitted to and agreed in writing by the Authority prior to any such work being carried out:

- i) the treatment proposed for all ground surfaces, including hard areas;
- ii) full details of tree and hedge planting;
- iii) planting schedules, noting the species, sizes, numbers and densities of plants;
- iv) finished levels or contours;
- v) any screen walls or similar structures;
- vi) any other structures to be erected or constructed;
- vii) functional services above and below ground; and
- viii) all existing trees, hedges and other landscape features, indicating clearly those to be removed.

Reason - To make sure that a satisfactory landscaping scheme for the development is agreed, in order to help assimilate the development into its surroundings.

6. A scheme for ecological and arboricultural oversight by a retained qualified and experienced ecologist and a retained qualified and experienced arboriculturist (which shall include oversight of preparation before construction and during the building work itself) shall be submitted to and approved by the Authority prior to any such work being carried out. Works shall not be carried on other than in complete

accordance with the approved scheme and its recommendations.

Reason - In the interests of biodiversity/ecology, the protection of existing trees and in accordance with the Guernsey Strategy for Nature, 2020.

7. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to the Authority a method statement to identify, risk assess and address the unidentified contaminants, and obtained written agreement from the Authority for the works to continue. Any subsequent works shall be carried out only in accordance with the conclusions and recommendations contained in the agreed report.

Reason - In the interests of public health, safety and amenity having regard to the previous use/s of the site and the potential for contamination of the land.

8. A scheme for privacy screening to balconies and the glazing of certain windows in the west elevation facing the neighbouring residential building Gwenwood with obscure glass where considered necessary in the interests of neighbour amenity shall be submitted to and approved in writing by the Authority prior to any such work being carried out. The development shall thereafter be carried out in accordance with the approved scheme and the windows that are to be obscure glazed and privacy screening to balconies shall be always retained as such.

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

9. Specification and large-scale details of proposed doors and windows, balconies and oriel windows shall be submitted to and agreed in writing by the Authority prior to any such work being carried out. The development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that these features are of satisfactory detailed design.

10. Notwithstanding the submitted information, precise details of all alterations to the public highway including use of any part thereof for car parking and/or loading or unloading of vehicles shall be submitted to and agreed in writing by the Authority prior to any such work being carried out. The development shall be carried out only in accordance with the agreed details and no part of the development shall be occupied until and unless the agreed provision has been made.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that the development is of satisfactory design and does not have any adverse impact on the public highway.

11. Notwithstanding the submitted information, precise details of the short-stay cycle parking provision shall be submitted to and agreed in writing by the Authority prior to such work being carried out. The proposals shall be designed to accord with the published Planning Advice Note AN 11: Bicycle Parking and the development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full details of the proposed feature(s). This condition is imposed to make sure that the cycle parking is of satisfactory design.

12. No materials to be used on the exterior of the buildings shall be placed on the site until such time as samples of those materials including a sample panel of the stonework have been submitted to/made available to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

Reason - To secure the satisfactory appearance of the completed development.

13. The medieval stone, previously located within the roadside wall, shall be retained and re-used within the hereby approved development. Details of its proposed re-use shall be submitted to and agreed in writing by the Authority, before construction work on the buildings is commenced. The development shall thereafter be carried out in accordance with the details so agreed.

Reason - To ensure the protection and appropriate re-use as part of the approved development of the medieval stone which is of archaeological and historic importance.

14. All planting, seeding or turfing comprised in the details of landscaping agreed under Condition 5 above shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or completion of the development, whichever is the sooner. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Authority gives written approval to any variation.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

15. No part of the development, hereby permitted, shall be occupied or used until details of any external lighting proposed for the site have been submitted to and agreed in writing by the Authority. Any lighting to be installed shall only be in accordance with the agreed details.

Reason - To make sure the level of lighting is not excessive in order to secure a sustainable form of development and one which does not unduly interfere with residential amenity or traffic and pedestrian safety.

16. Any central heating, air handling or other plant shall not be located anywhere on top of the roof, but shall be contained entirely within the exterior envelope of the building.

Reason - To ensure a satisfactory form of development in the interests of visual amenity.

17. The development hereby permitted shall be carried out in accordance with the Site Waste Management Plan submitted as part of this application, and no part of the development shall be occupied or brought into use until there has been submitted to the Authority a report providing verification that the development has been carried out fully in accordance with the agreed Site Waste Management Plan. Where there has been any variation from the Site Waste Management Plan as originally submitted, the report shall highlight and detail the reasons for this.

Reason: To ensure that the development is managed to minimise waste during the demolition of any existing buildings or structures or during construction, that existing materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

18. Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones.? Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014+A1:2019. Thereafter all plant and machinery shall be operated and maintained to achieve continued compliance with this condition.

Reason - The premises are close to residential property and a limit on noise is needed to prevent a nuisance or annoyance to nearby residents.

19. The development shall not be occupied until the solar panels, electric vehicle charging points and all other sustainable design features set out in the application have been installed/completed/made operational.

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

20. The development shall not be occupied until the bird and bat boxes and all other biodiversity design features set out in the application and the accompanying Preliminary ecological assessment report prepared by Environment Guernsey dated October 2023, revised April 2025 have been installed/completed/made operational. In addition, any vegetation clearance shall be undertaken prior to the bird breeding season, bat surveys are undertaken prior to any tree works and shall conform to the Bat Conservation Trust Guidelines, and access for any clearance works shall be from the La Charroterie side.

Reason - In the interests of biodiversity/ecology and in accordance with the Guernsey Strategy for Nature, 2020.

21. No development in that respect shall begin on site until engineering details of the proposed excavation and cliff stabilisation work have been submitted to and agreed in writing by the Authority. The development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full engineering details of the proposed work. This condition is imposed to make sure that the development is of satisfactory design and does not have adverse impacts on the site and surroundings.

INFORMATIVES

Attention is drawn to the comments of Traffic & Highway Services concerning commitment by the applicant to the allocation strategies mentioned within the Transport Statement and concerning proposed parking within the public highway which has been made subject of a specific planning condition.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment.

It is desirable that access be granted to the States Archaeologist, Culture & Heritage Service, and that you contact them to gain advice or make arrangements for archaeological recording during any earth moving on the site.

The Archaeology team can be contacted on 01481 709738 , 01481 709739 or mobiles 07781 102219 or 07781 131061.

The site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

If access for vehicles or materials is required from Montville Drive and through the Area of Biodiversity Importance (ABI), this should only be done with prior written approval of the States' Agriculture, Countryside and Land Management Services acting in its capacity as Manager of the ABI.

Your attention is drawn to The Animal Welfare (Guernsey) Ordinance, 2012 and the need to comply with its provisions. Measures will need to be taken (including consideration of the timing of the works) to ensure that any protected species present are not impacted by the works.

It is recommended that a lighting scheme is developed which adheres to the guidelines produced by the Institute of Lighting Professionals and Bat Conservation Trust.

OFFICER'S REPORT

Site Description:

The application site comprises the former C.I. Tyres site on the southern side of La Charroterie, opposite La Charroterie Mills residential development. The site previously contained various single and two storey buildings and sheds most recently used for a tyre depot, with a granite wall and wooden gates to the roadside, but has subsequently been cleared pending redevelopment. The site is located within the Main Centre Inner Area and Town Conservation Area under the Island Development Plan.

The valley side rises steeply to the south. Part of the site to the rear is designated as part of a wider area of Important Open Land and Area of Biodiversity Importance. There is also a Tree Protection Order (PT78) covering much of the hillside behind. The buildings on either side (Gwenwood to the west and Chateau de la Montagne to the east) are Protected Buildings.

Relevant History:

OP/2012/1267 - Demolish existing buildings and erect block of 16 apartments and block of 3 terraced dwellings; create amenity space and car parking areas (outline application). Approved 20/06/2012.

FULL/2014/3491 - Demolish existing sheds and erect 20 new apartments and 3 new dwellings with underground parking. Approved 08/09/2015

This permission was implemented on site through the demolition and clearance of the former buildings.

FULL/2020/2025 - Erect 19 flats and 3 dwellings with underground parking (revised scheme). Approved 19/01/2021

FULL/2021/2203 - Erect three and three and a half storey building containing 17 flats and 2 ground floor retail/commercial/office units with associated vehicular access and parking. Granted 26/01/2022

FULL/2022/1732 - Erect three and three and a half storey building containing 25 flats, associated vehicular access and parking (revised scheme) - Granted 19/10/2022

FULL/2023/2419 - Fell 5 trees and undertake enabling cliff stabilisation work. (Protected Trees) – Granted 29/01/2024

FULL/2023/1986 - Erect six storey and ten storey building containing 57 flats and associated works including creation of vehicle and pedestrian access to La

Charroterie, excavation and cliff stabilisation work, pedestrian access to Montville Drive and pedestrian bridge – Granted 19/03/2024

FULL/2024/0341 - Fell 6 additional trees and undertake enabling cliff stabilisation work to west of site. (Protected Trees) (revised scheme) – Granted 22/03/2024

Existing Use(s):

Nil-use (site cleared awaiting redevelopment)

Brief Description of Development:

The application is for planning permission to erect a six storey and three storey building containing 65 affordable flats and 4 affordable dwellinghouses and associated works.

The proposed plan arranges homes around a central shared courtyard space, with two six-storey elements to front and rear and three storey linking elements on each side. The rearmost (south) block will have an effective height of seven storeys due to the relative ground levels.

The front part of the site next to the road includes courtyard apartments with private front entrances from the pavement. A communal entrance to the front block is located in between the private entrances and a stepped pathway is located to the west of the building. Ancillary plant, cycle and refuse storage is located towards the rear of the site.

External materials are a combination of stone and rendered facades, with brick detailing.

The proposals include realignment of the highway to enlarge the pavement and introduce landscaping, whilst limited on-street parking is proposed to the front of the site, including provision for car-sharing and EV charging. There are proposed to be 10 short-stay and 80 long-stay bicycle parking spaces, the latter provided in a secure, covered cycle store.

The application is accompanied by a Planning and Design Statement dated April 2025, Transport Statement dated 19/05/2025, Energy and Sustainability Statement dated April 2025, Drainage Strategy Report dated April 2025, Daylight and Sunlight Reports dated April 2025, Preliminary Ecological Assessment dated October 2023 and revised April 2025, Environmental Noise Survey and Noise Impact Assessment Report dated 29/01/2025 and a Waste Management Plan.

Unlike the previous, approved scheme to erect a six storey and ten storey building containing 57 flats, there is no proposed link to Montville Drive at the rear of the site. Current proposals for cliff stabilisation works are similar to those previously approved.

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

MC1 – Important Open Land in Main Centres and Main Centre Outer Areas

MC2 – Housing in Main Centres and Main Centre Outer Areas

GP1 – Landscape Character and Open Land

GP3 – Areas of Biodiversity Importance

GP4 – Conservation Areas

GP5 – Protected Buildings

GP7 – Archaeological Remains

GP8 – Design

GP9 – Sustainable Development

GP11 – Affordable Housing

GP17 – Public Safety and Hazardous Development

GP18 – Public Realm and Public Art

IP6 – Transport Infrastructure and Support Facilities

IP7 – Private and Communal Car Parking

IP9 – Highway Safety, Accessibility and Capacity

Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance

Strategy for Nature 2020 Supplementary Planning Guidance

St Peter Port Conservation Area Character Appraisal – Part 3 – Character Area 15. La Charroterie Valley

Representations:

One representation received, content as follows: -

I refer to the above planning application for the construction of a 6-storey and 3-storey building at the former CI Tyres site, La Charroterie, St Peter Port, Guernsey, GY1 1EJ.

I objected to the former planning application for the site (FULL/2023/1986) principally because the proposed tower block was grotesque and too high and, together with the proposed bridge across to Montville woods and path up to Montville Drive, would have blighted and devastated this heavily protected area.

Therefore, based on my understanding of the current application (FULL/2025/0874), I support it over the former one because the design of the proposed building and materials used to face it are infinitely more attractive and congruous with La Charroterie and the surrounding protected buildings; and the lower height of the building and the absence of a bridge and path should act to preserve the character and amenity of Montville woods and Montville Drive consistent with their protected status.

Consultations:

Office of Environmental Health and Pollution Regulation

Considering previous reports and comments made a Discovery Strategy condition would be suitable in relation to potential land contamination.

- If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to the Authority a method statement to identify, risk assess and address the unidentified contaminants, and obtained written agreement from the Authority for the works to continue. Any subsequent works shall be carried out only in accordance with the conclusions and recommendations contained in the agreed report.

A CEMP would be required having regard to the size and location of the development.

- Having regard to the size and location of the development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of any demolition works.

The development shall thereafter be carried out in full accordance with the approved CEMP, unless otherwise agreed in writing by the Authority.

The CEMP shall, as a minimum, include the following:

Community Liaison Strategy:

A scheme detailing how the contractor will engage with local residents throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents.

Neighbour Impact Mitigation Measures:

A scheme outlining the measures to minimise disturbance to neighbouring occupiers, including management of noise, dust, vibration, site traffic, and deliveries to and from the site.

Construction Hours and Vehicle Movements:

Full details of the proposed hours of work, including all associated construction-related vehicular movements.

Construction Compound Details:

The location and layout of the construction compound, including areas for the storage of materials, contractor parking, and site welfare facilities.

Construction Traffic Management Plan:

A site plan identifying the proposed construction traffic access and egress routes to and from the site.

No demolition or construction work shall take place unless in accordance with the approved details.

I would also recommend a condition in relation to noise from plant and machinery be included on the consent.

- Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5 dB(A) below the existing LA90 background noise level, including low frequency tones. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS 4142:2014+A1:2019.

Traffic & Highway Services

I refer to the application received on 3rd June 2025 from Guernsey Housing Association (GHA) for the above request. Among the supporting documentation is the Transport Statement which has provided much of the detail to which this THS response will be referencing throughout.

This development is located at the former site of Channel Islands Tyre Company on La Charroterie, St Peter Port. The road width adjacent to the site ranges from 9.2 metres at the eastern boundary to 6.4 metres at the western boundary. There are public footpaths on both side of the carriageway of which, the development side is 1.2m and the opposite side (north) varies between 1.5 and 1.9m wide.

La Charroterie is a Traffic Priority Road (TPR) and has an average weekday traffic count of around 7800 vehicles movements (with an average of 1400 between 7am to 9am and 1600 between 4pm and 6pm peaks). This road along with St Julian's Avenue (around 9900 per day) and Val des Terres (6000 per day) is one of the three main routes into the town centre for traffic from the south and west of the island. The road is subject to a 25mph speed limit and the 85th percentile speeds in the road section would indicate compliance with this figure.

There are regular scheduled bus services during the weekdays, with additional evening services from Sunday to Friday and night services on Friday and Saturdays. The nearest bus stop (outbound routes) is approximately 75m from the proposed development and the St Peter Port Bus Terminus is an estimated 12-minute walk away at which all on-island bus routes begin and terminate, providing for both commuting and leisure needs to prospective residents.

THS would comment that this site is favourably placed within the main centre of St Peter Port and the pedestrian infrastructure around this location provides a network of public footways and pedestrian crossings into the town centre. There are a good range of amenities and services including schools, doctors, pharmacy, dentists, grocery stores, food outlets etc. all within a 10 to 12-minute walking distance of the proposed site. THS however would note that some sections of the existing footways are of varying widths particularly on the southern side often below the desired 1.5m width. These footways are historical infrastructure that pre-date current minimum standards.

Furthermore, it appears it is the intention of the developers to widen the existing southern footway by setting back the new building within the site to provide approximately 3m of footway space and a renewal of the surface, both of which THS would welcome. If planning permission is granted for the application as presented, it will be necessary for the developer to liaise with THS and States Property Services to conveyance and manage any changes to the carriageway.

The proposals for the development are to include a total of 80 long-stay and 10 short-stay cycle parking spaces. The long-stay cycle parking is to be located on site and will be covered with the short-stay cycle parking (intended for visitors), using 'Sheffield stands,' to be located directly at the front of the building within the new widened footway. It is not clear from the design plans provided at to what the dimensions cycle stands will be so THS would seek clarification on this in relation to remaining footway widths (see below figure 4.5). Additionally, there is no confirmation that these 'visitor' spaces would be covered. THS would comment that although this is not essential, more and more public cycle parking is being covered, not only in terms of comfort for the rider but also to help keep cycles in good order, particularly with the increased uptake of more e-bikes which come at a higher purchase price and maintenance cost.

Figure 4.5: Proposed short-stay cycle parking



The Transport Statement (3.3 Cycling Facilities & Network) does acknowledge that there is no advisory or segregated cycle lanes in La Charroterie but that cyclists would have to share the carriageway with general traffic. It goes on to say that according to the Department of Transport's Cycle Infrastructure Report LTN 1/20, speeds lower than 30mph are more appropriate within built up areas and that the speed limit of 25mph complies with this. This does support the principle that the closer the speed of motor vehicles and cycles can be matched, the more it helps to reduce risk and

severity of collisions. It also states (3.3.2) that “Given the existing carriageway width adjacent to the site, it is assumed that cyclists cycle in the primary position or in the centre of the lane” (sic). THS note that the LTN 1/20 (7.2.1) defines the Primary position as the centre of the traffic lane and the secondary position to be 0.5m from the nearside kerb.

It goes on to say (7.2.2) “Many people, particularly children, will only feel comfortable adopting the primary position where the speed and volume of motor traffic is very low. Similarly, car drivers are more likely to accept short delays on quiet streets where they are not perceived to be delaying other motor traffic.”

As stated previously, this site would be located on a TPR, a classification which is defined by the volume of traffic (particularly at peak times) but would also accept that this route is already used by a great many cyclists for both commuter and leisure purposes with one recorded RTC involving a cyclist, causing slight injury during the past five years. It should be noted that there are roads in the vicinity (particularly to the south and west) with a steep gradient and it would favour cyclists using e-bikes. The provision for safe storage and charging of e-bikes for residents is yet to be confirmed but is expected to be determined at a later point, depending on fire and insurance parameters. In the Transport Statement (Site Location 5.2.3) it is acknowledged that “The catchment of the island will be maximised through the uptake of e-bikes, and the Proposed Development should provide sufficient facilities to encourage their use.” THS would hope that this can be addressed in the final designs.

In the Transport Statement ‘4.2 Car Parking – On-street Provision’ (4.2.1) it says, “the proposed development will facilitate active and sustainable travel” and that “Therefore, it is not proposed to provide on-site car parking as part of the development proposals”. It goes on to explain (5. Car Parking Strategy – 5.1 Policy support) that the proposed development will help to support both the Island Development Plan (IDP) and the ITS in that residents will be encouraged to use more sustainable modes of transport, it integrates with the existing transport network, facilitates walking, cycling and public transport and is expected that “the majority of commuting and leisure journeys should be possible without the need for a private vehicle” (5.1.3). The ambition to align the development with the States of Guernsey’s strategic transport objectives is welcomed.

THS would comment that in this highly populated area of St Peter Port, there is limited on-street parking available to residents, particularly during the daytime hours. All are disc-parking with a mixture of short-stay and long-stay spaces. Residents in this area who own a vehicle can apply for a Resident Parking Permit to extend the time they park in a public space, which is currently a free scheme and would be available to residents at this site in La Charroterie. There is also nearby off-street parking located at Sir Charles Frossard House (SCFH) which is private (located 150m west of the development on the north side of the carriageway). This is made available for public parking outside of business hours between 6pm and 8am Monday to Friday and all day on Saturday and Sunday at the weekends. THS would comment that there are

slight concerns around the lack of controlled crossing points directly between the site and SCFH for car owners but there are points on the route with dropped kerbs and with reasonably good visibility in both directions. A mitigating factor is also that traffic flows are significantly reduced during evenings, early mornings and weekends when it would most likely be used.

The strategy of the Guernsey Housing Association (5.4.2 GHA Strategy) alludes to offering this housing to prospective residents in a way that will limit the number of car owners, namely by identifying existing tenants at GHA sites with on-site parking, who do not own a car. This in theory is a welcome approach to try and manage the impact on additional vehicle ownership in the area. THS consider that this is not a 'condition' which could be enforced and that tenants will be free to purchase car at any point in the future. Additionally, it has been observed that a number of on-street parking spaces in this area are seen to have commercial or work vehicles regularly parked overnight. It is reasonable to suggest that a percentage of these will not be registered to residents but will be provided by their employment.

The GHA Strategy (5.4.3) says the majority of the residents would be allocated to under-55s, who would be likely working during daytime hours, allowing them to utilise the overnight and weekend parking at SCFH reducing the demand for on-street parking overnight. THS would welcome this allocation consideration but is unsure whether it would be a condition of tenure. Any residents working irregular shift patterns/working hours would have to contend with the limited availability of on-street long-stay spaces during the daytime if they chose to own a motor vehicle.

The GHA Strategy also references the proposed site's proximity to the GHA's property at Cour du Parc which comprises fifty one and two-bed units. "This property provides five car parking spaces and two EVie spaces and there is no evidence to suggest that this arrangement presents issues to the social rental tenants there" (5.4.4). There are currently approximately fifty vehicles including motorbikes, registered to this address, which suggests that the lack of dedicated parking has not resulted in very low vehicle ownership rates but equally, there have been no issues raised with THS in relation to residents of Cour du Parc being unable to find parking during the daytime.

The application shows additional limited parking in the form of "five car parking bays on the westbound carriageway of La Charroterie, directly adjacent to the site. The parking bays would be in addition to the existing one car parking bay to the east" (4.2.2). The reasoning behind this is "The proposals for five on-street car parking bays complies with the maximum car parking standards set out in policy, specifically Parking Standards and Traffic Impact Assessment (2016), which requires 'the maximum number of spaces for housing with less than three habitable rooms will be assessed on merit and at a rate of 2 spaces per dwelling with 3-4 habitable rooms" (5.1.5). THS would point out that any additional car parking required in order for a new development to comply with the Supplementary Planning Guidance parking standards would normally be expected to be within the proposed site.

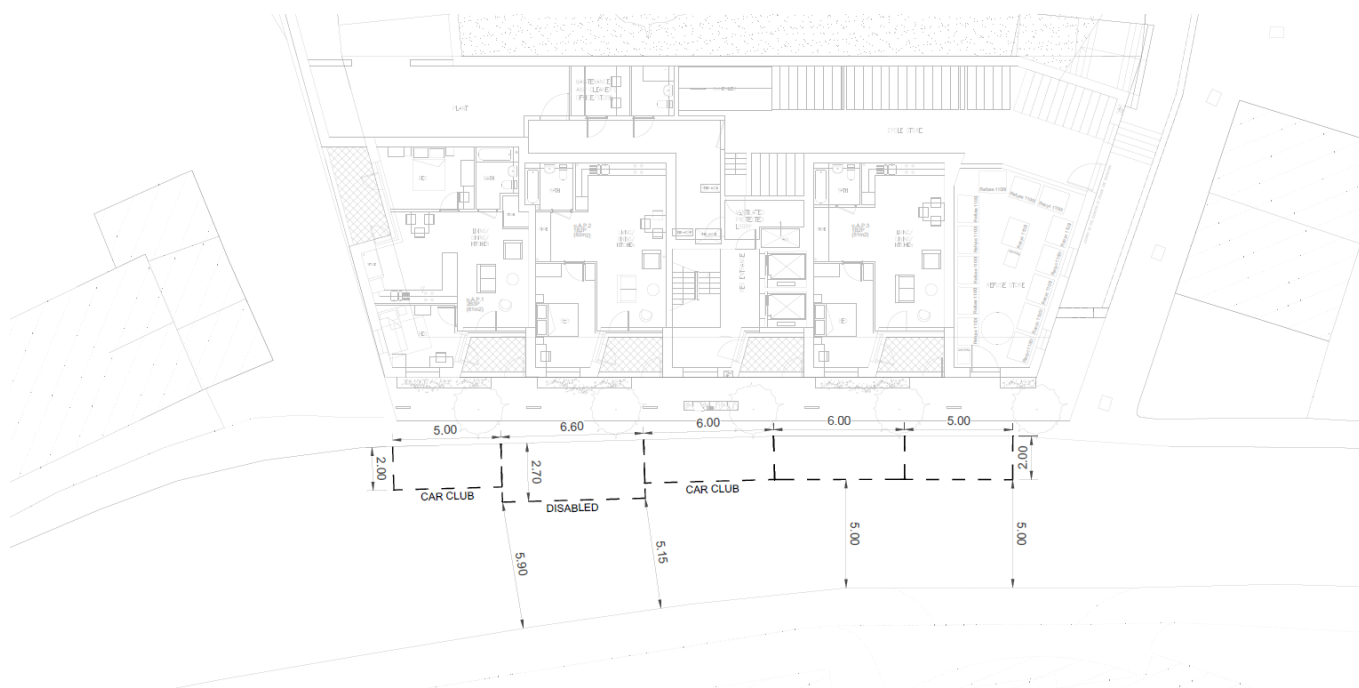
THS would comment that there are also two further existing public parking spaces that are not referenced in the Transport Statement. These are at the most easterly point adjacent to the site and have been included within their designs.

Should the development proposals be approved as submitted it will be necessary for public parking spaces in close proximity to be carefully designated to facilitate for example, accessible parking, un/loading and shared mobility. It has noted a proposed designation and layout has been submitted as per below:-

The proposed five parking bays will be designated as follows:

- 2No. car club / car sharing only bays.
- 2No. standard car parking bays / short-term loading.
- 1No. Blue Badge parking bay.

and the plan below (La Charroterie, General Arrangement) shows the intended location and design of the parking bays.



The two bays that are designated for the use of 'car club/car sharing' would be for the sole use of electric vehicles only, with the scope of dedicating two vehicles to be explored after planning (EVie being the only company currently operating this service in Guernsey). There is also two existing EVie bays (with charging points) located nearby on Park Street, but it should be noted these are situated on at the GHA's 'Cour du Parc' development and not on the public highway.

The Transport Statement (4.2.9) says "The proposed car parking bays could also provide EV charging facilities, facilitating charging for shared and resident vehicles. Although EVie are currently operating on Guernsey, it is not proposed that the new

bays will be exclusively designated to the charging of their vehicles.” At this stage it is not clear if it is the developer’s intention to provide charging facilities at these spaces and how this might be implemented. THS would also point out that although EVie are the only operator currently offering this service, that the designation of such spaces on the public highway, would enable any other future permitted operators of car share schemes to utilise these bays.

THS would welcome dialogue about these proposals with the applicant should planning permission be granted to establish how this would be funded and how ongoing maintenance would be managed. As detailed in the States of Guernsey document ‘Guidelines applicable to the use of electric vehicle charging cables across public footways’, it is noted that if an electric vehicle charging cable is crossing a pedestrian footway or is charging or being maintained in a public area, a cable cover must be used, must be clearly visible and must cover the whole width of the pedestrian footway.

THS would comment however, that the location of charging points, specifically having them as close to the parking spaces as is practicable, would reduce the safety issues around the use of charging cables and pedestrian movements in the footway. THS would also ask the developers to consider whether the short-term cycle parking, currently planned to be directly in front of the building, could be located close to the charging points/spaces to place all the ‘street furniture’ to one side towards the edge of the footway. This would allow a clear path for the visually impaired or Buggy’s/wheelchair users away from these potential hazards, whilst maintaining a minimum 1.5m of remaining footway.

The two designated ‘standard bays’ are to provide flexible use and would “provide additional dedicated on-street parking capacity for the area” (4.2.8) but as pointed out previously, these spaces are currently in operation in this way and have done so for several years. The other expectation is that one of these bays would be designated as ‘short-term loading’ for not only building management and maintenance but also residential parking overnight between 6pm and 8am. THS would comment in relation to this that there are no shared use ‘unloading/parking’ parking bays in operation and any such arrangement would not be covered by current parking legislation. THS accept that there is a need for unloading facilities to the development for the reasons described above and would propose that this could be served by a single dedicated unloading bay that is in operation 24 hours a day.

THS does have concerns over the accuracy of the measurements used in the plan provided (La Charroterie, General Arrangement), specifically relating to the remaining available road width next to the proposed parking bays. On a TPR, the minimum recommended remaining width is 5.5m (two-way road with HGVs Buses etc) although THS would accept a 5m remaining width as an absolute minimum in this instance given what is perceived to be more limited numbers of heavy goods vehicle movements.

A site visit was conducted at this location and road widths measured which identify that a total available length of 17.4m in front of the site for on-street parking whilst

still allowing the required remaining minimum width of 5m in the carriageway. In addition, it has noted that the proposed new spaces at the western end of the site would compromise the sightline in the direction of oncoming traffic for that access.

Based on these calculations this available space could serve two EV 'car club/car sharing' (5m x 2m) and an unloading bay (7.4m by 2m) which THS would condition to be in operation 24 hours a day and would also want to clarify that this provision would be for the active loading and unloading only and would therefore be enforceable by law. This would also prevent it becoming an overnight parking space, ensuring that residents of the area should always benefit from its intended use. The layout would also enable a sightline of approximately 21m to be observed from the private access to the west of the development.

In respect of the desire to provide accessible parking in the area for this development, it would be THS's suggestion that an accessible bay could be located to the existing parking space, east of the site, as shown below.



At this point, the road is wider at approximately 10m. The width of an accessible bay in this location would be 2.4m and ideally would have an additional marked area of 1.2m around the bay to provide extra room for manoeuvring in/out of the vehicle if needed. This would mean a total width of 3.6m would be required for the parking bay markings and would still allow more than 6m of remaining width in the carriageway. THS would consider this alternative to provide a much safer option than that proposed in the application, as the extra road width at this point will make it safer for the driver and any passengers exiting the vehicle on the offside. It is also close enough for any residents of the proposed development who are blue badge holders, being only 20 metres from the site. Furthermore, this change would not have an adverse effect on the existing oncoming sightline for vehicles exiting the adjacent property (whose access is just west of this space), as although the road markings are to be increased, it would not be expected that 'footprint' of a representative vehicle will greatly differ to the vehicles already using this space.

In conclusion, THS does believe the proposals would be in line with key objectives of the States of Guernsey's Integrated Traffic Strategy (ITS) specifically, 'to increase the number of journeys made by alternative forms of transport, particularly active travel modes, ideally doubling the number of people travelling by foot, bike and bus'. However, they are considered to present some risk from a traffic management perspective due to the omission of any on-site parking. Therefore, THS believe that it would be important for the GHA to commit to the allocation strategies it mentions within the TIA.

THS does not support the proposal for parking to be created across the full frontage of the site but does believe there is a workable alternative as outlined above subject to legislative process.

Summary of Issues:

The main issues in deciding this application are:

1. Whether the principle of new housing is acceptable.
2. Design and impact of the development on the character and appearance of the Conservation Area.
3. Impact of the development on Protected Buildings
4. Impact of the development on ecology and the Area of Biodiversity Importance
5. The impact of the development on the amenity of people living in the area.
6. Road safety, traffic management and parking.

Assessment against:

1 - Purposes of the law.

The objectives set out in Section 1(2) of The Land Planning and Development (Guernsey) Law, 2005, 'the Law', have been considered and this report forms part of the assessment, with policy issues set out in Section 2 below.

2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.

The purposes of the Land Planning and Development (Guernsey) Law, 2005, are to protect and enhance, and to facilitate the sustainable development of, the physical environment of Guernsey.

Section 34 of the Law explains the general functions of authorities in respect of protected buildings. This states that:

It is the duty of any department of the States when exercising its functions under this Law –

- (a) to secure so far as possible that the special historic, architectural, traditional or other special characteristics of buildings listed on the protected buildings list ("protected buildings") are preserved, and

(b) in particular, in exercising its functions with respect to a protected building or any other building or land in the vicinity of a protected building, to pay special attention to the desirability of preserving the protected building's special characteristics and setting.

Section 38 of the Law explains the general functions of authorities in respect of conservation areas. This states that:

In the exercise, with respect to any building or other land in a conservation area, of any powers under this Law or any other enactment, special attention shall be paid to the desirability of preserving and enhancing the character and appearance of that area.

In respect of these statutory duties, the word 'preserve' is taken in its ordinary meaning as set out in Chamber's dictionary, which is 'to keep safe from harm or loss'.

The purposes of the Law are reflected in the Island Development Plan, the principal aim of which is to help maintain and create a socially inclusive, healthy and economically strong Island, while balancing these objectives with the protection and enhancement of Guernsey's built and natural environment and the need to use land wisely. Relevant policies will be addressed below in assessing the key issues.

Section 13 to Part IV of The Land Planning and Development (General Provisions) Ordinance, 2007, sets out a number of general material considerations, the following of which are considered to be particularly relevant in this instance:

- (b) the character and quality of the natural and built environment which is likely to be created by the development,
- (c) the appropriateness of the development in relation to its surroundings in terms of its design, layout, scale, siting and the materials to be used,
- (d) the likely effect of the development on the character and amenity of the locality in question,
- (e) the likely effect of the development on roads and other infrastructure, traffic and essential services.

Section 15 clarifies that the considerations referred to in paragraphs (b) and (c) of section 14 also apply to protected buildings.

Whether the principle of new housing is acceptable.

The site is located within the St Peter Port Main Centre Inner Area. Policy MC2 of the Island Development Plan makes provision for new residential development and provides a gateway for residential development in this location.

The proposals are for Affordable Housing and meet a current identified need.

The Development & Planning Authority has previously decided not to require a Development Framework on this site.

The site has a lengthy history of approvals for residential development, culminating most recently with approval for a six storey and ten storey building containing 57 flats and associated works including creation of vehicle and pedestrian access to La Charroterie, excavation and cliff stabilisation work, pedestrian access to Montville Drive and pedestrian bridge, which was granted on 19/03/2024.

The principle of housing of the form currently proposed is acceptable subject to compliance with other relevant policies of the Island Development Plan which are discussed below.

Design and impact of the development on the character and appearance of the Conservation Area.

The application site is within the St Peter Port Conservation Area. Annex VII of the IDP provides a Summary of Special Interest of the Conservation Area, which is a summary of a Character Study included in the publication *Designating Conservation Areas* (March 2015). A partial Conservation Area Appraisal has been published, which identifies the site as being within the Charroterie Valley Character Area. The Character appraisal sets out what is special about this area so that developments within it can be designed to sustain or minimise harm to the character and appearance of the Conservation Area.

The La Charroterie Valley Character Area Appraisal considers it an opportunity to take advantage of topography to sympathetically incorporate taller buildings in relation to existing structures and the skyline. The proposed development is multi-storey. IDP para. 19.9.10 supports the provision of taller buildings in appropriate locations. IDP para. 19.9.4, requires a particularly high standard of design for development that relates to Protected Buildings and within Conservation Areas.

The currently proposed development is a coherent and high-quality architectural composition which demonstrates effective and efficient use of land. The scheme assimilates with the topography and landscape setting of the site. The proposed materials are appropriate to the context and setting. The development provides adequate health and well-being for its occupiers and will not unreasonably affect the amenity of neighbouring properties. It is concluded overall that the current proposals are appropriate in design terms and would preserve and enhance the character and appearance of the Conservation Area in accordance with IDP Policies GP4 and GP8.

Impact of the development on Protected Buildings

The proposed development is adjacent to two Protected Buildings (PB854 and PB853). Both stand at the rear of the pavement behind narrow gardens/yards, separated from the road by low walls and railings. They form part of a near-

continuous building line (with the exception of the current former CI Tyres site) along the south side of La Charroterie and provide enclosure to the street. The principal building line of one building, to the southwest of Gwenwood, deviates from this. Roof and eaves lines follow the generally upward trend of the street level, climbing the hill. Both buildings are prominent in the streetscape being grander than their neighbours, but neither were designed to stand-out in the townscape and neither have a public use so they are not considered to be landmark buildings. A steep cliff, on which are many mature trees, rises to the south of the buildings and provides a striking backdrop above the rooftops. It frames the buildings and street in long and short views and makes an important contribution to the setting of the protected buildings.

The proposed development follows the established front building line of La Charroterie but is substantially taller than the Protected Buildings. Therefore, the development will negatively affect the setting of these buildings. Building scale/height and its impact on the setting of the Protected Buildings have been agreed in principle through the extant permission. The current proposal is judged to have a lesser impact than the extant permission.

Policy GP5 allows for harm to a protected building and its setting, where the contribution to the social, economic or other benefits and/or the contribution the development will make to the vitality of a Main Centre outweigh that harm. In this case the development will contribute to the social and economic goals as well as the vitality of a Main Centre, which will outweigh the harm. The development complies with Policies GP5 and GP8 in relation to the setting of the adjacent protected buildings.

Impact of the development on ecology and the Area of Biodiversity Importance

The proposals impact the Area of Biodiversity Importance to the south of the site. IDP Policy GP3 is therefore of relevance. The proposals demonstrate that the biodiversity interest of the site has been considered and taken account of as part of the design and development process. The application is accompanied by a Preliminary ecological assessment report prepared by Environment Guernsey dated October 2023 and revised in April 2025.

It is concluded that the biodiversity interest of the area will be protected and, where possible, enhanced and that any negative impacts can be appropriately and proportionately mitigated.

The application complies with IDP Policy GP3.

The impact of the development on the amenity of people living in the area.

The distance to and relationship of the proposed development with neighbouring properties to the east and west and on the opposite side of La Charroterie to the north is generally sufficient to prevent any significant loss of privacy or shading of

the neighbouring properties. The application is supported by a Daylight and Sunlight Report which assesses the impact of the scheme on adjoining and nearby properties. Having regard to the urban location and nature of the proposed and adjoining properties, the effect on neighbour amenity of the scheme is considered acceptable. However, a scheme of privacy screening to balconies and selective obscure glazing of certain windows on the west elevation facing the neighbouring residential building Gwenwood to remove the perception of overlooking in this direction can be required by condition.

Road safety, traffic management and parking.

The previous, extant, permission included provision of 20 on-site parking spaces for the 57 flats. The current scheme proposes up to five on-street car parking spaces including provision for car-sharing and EV charging. There are also proposed to be 10 short-stay and 80 long-stay bicycle parking spaces, the latter provided in a secure, covered cycle store. The application is accompanied by a Transport Statement dated 19/05/2025.

The relevant Parking Standards set maximum as opposed to minimum standards for the number of car parking spaces for new developments on sites such as this one within the Main Centres.

In the interests of the effective and efficient use of land and the overall quality of the development and considering the proximity of the site to the shops and services of St Peter Port and the access to public transport and employment opportunities, it would not be desirable or necessary for the development to provide the maximum number of on-site parking spaces.

Traffic & Highway Services (THS) has provided its comments on the application. In conclusion, THS does believe the proposals would be in line with key objectives of the States of Guernsey's Integrated Traffic Strategy (ITS) specifically, 'to increase the number of journeys made by alternative forms of transport, particularly active travel modes, ideally doubling the number of people travelling by foot, bike and bus'. However, they are considered to present some risk from a traffic management perspective due to the omission of any on-site parking. Therefore, THS believe that it would be important for the GHA to commit to the allocation strategies it mentions within the Transport Statement.

Given the applicable standards, the highly sustainable urban location of the site and the range of measures proposed within the submitted Transport Statement, along with the nature of the residential accommodation to be provided and the extant permission, it is concluded that permission cannot reasonably be withheld on traffic management grounds relating to parking.

Notwithstanding this, THS does not support the proposal for parking to be created across the full frontage of the site but does believe there is a workable alternative as outlined in its consultation response subject to legislative process. In the light of this,

a planning condition is recommended to require details of such revised proposals to come forward and to be implemented when agreed, prior to occupation of any part of the development.

Other matters

Policy GP9 is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings, flood risk and surface water run-off, renewable energy, the use of materials and the management of waste. The application is accompanied by an energy and sustainability statement which provides proportionate compliance with Policy GP9: Sustainable Development. A large PV array is incorporated into the design using the flat roof areas and individual homes would be connected to this system. The delivery of specific proposed sustainability features such as solar panels and electric vehicle charging points can be ensured by planning condition. A Waste Management Plan has been submitted detailing how waste is to be minimised and managed.

The Office of Environmental Health & Pollution Regulation has commented on the application. Planning conditions and informatives are recommended to deal with the matters raised in respect of a Construction Environmental Management Plan, potential ground contamination due to the previous industrial use of the site and to limit potential for noise nuisance from plant and machinery to be included within the development.

There is the possibility of buried archaeology being found in this area and a suitable informative note should be attached to the decision. A medieval stone which is of archaeological and historic importance was located within the now demolished roadside wall and was conditioned to be re-used as part of previously approved developments. It is understood that the stone has been stored for future re-use and imposition of a similar condition is therefore recommended.

Conclusion:

Overall, the proposal is acceptable under the relevant IDP policies set out above and the application is recommended for approval subject to conditions.

3 - General material considerations set out in the General Provisions Ordinance.

In addition to the consideration of policy issues, Section 13 of the Land Planning and Development (General Provisions) Ordinance, 2007 identifies other material planning considerations which could be relevant. These include; the appropriateness of the development in relation to its surroundings in terms of design, layout, scale, siting and materials; the likely effect on the character and amenity of the locality; any possible fall-back position by way of extant planning permissions or exempt development; the likely effect on the reasonable enjoyment of neighbouring properties. These issues where relevant are considered above.

4 - Additional considerations (for protected trees, monuments, buildings and/or SSS's).

The implications of the proposed development for Protected Trees and Protected Buildings are considered above. The proposal would have no adverse impact on protected sites.

Date: 30/06/2025

