

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: Residential development to erect 42 dwellings and associated works.

LOCATION: Cleveleys Vinery, La Route Du Braye, Vale.

APPLICANT: Rosaire Properties Limited

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: 06/02/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 02/06/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: A7 Architecture: 12-499-P2/PD/01, /02A, /03A, /04, /05, /06, /07, /08, /09, /10, /11, /12, /13, /14, /15, /16, /17, /18 & /19
CBL Consulting: SK103 Proposed Surface Water Scheme
Geomarine Preliminary Desktop Flood Risk Assessment, May 2025- 3358-01 Rev 2
Waste Waste Management Plan dated 30.05.2025

Application Ref: FULL/2025/0932

Property Ref: C00830A000 + C008330000 + C00834A000

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. Notwithstanding the information submitted, all of the first floor bathroom windows within the rear elevations of units 27, 28, 29, 36 and 37 hereby approved must be glazed with obscure glass to a minimum privacy level 3 on the Pilkington scale, or equivalent, and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed; and this window shall be retained as such thereafter.

Reason - To protect neighbour privacy and amenity.

5. 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.

Reason - In the interest of neighbour amenity.

6. 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 or construction work.

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 development is managed to prevent disturbance or harm to neighbour amenity.

7. No construction work shall take place until an updated version of the Site Waste Management Plan submitted as part of this application has been submitted to and approved in writing by the Authority. The updated Site Waste Management Plan shall take into account any further site surveys or changes to the construction programme, and shall identify an individual with responsibility for regularly monitoring the Site Waste Management Plan. The development shall thereafter be carried out only in accordance with the Site Waste Management Plan so approved.

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.

8. Notwithstanding the approved plans, prior to the commencement of any work in connection therewith, a revised landscaping scheme detailing the following shall be submitted to the Authority and agreed in writing:

- i. The details and location of the proposed bat/bird boxes
- ii. The proposed planting, including the position and species, along with the size, number and density of the trees and plants, removing the specified proposed

invasive species from the scheme and increasing the number of proposed native plants and trees within the site,

iii. The retention of the existing western boundary hedging/planting and any reinforcement required.

Reason - To secure the satisfactory appearance of the completed development and achieve a biodiversity enhancement in accordance with the Strategy for Nature.

9. 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 secure the satisfactory appearance of the completed development and achieve a biodiversity enhancement in accordance with the Strategy for Nature.

10. No dwelling hereby permitted shall be occupied until full details of the EV charge points and photovoltaic panels have been provided and those charge points and panels 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.

11. No dwelling hereby permitted shall be occupied until the agreed scheme for cycle storage has been fully implemented. The provision for cycles shall be retained at all times.

Reason - To encourage the use of bicycles as an alternative to the car.

12. The permeable hard surfacing shall not be constructed until full details of that surfacing, including a written specification for its laying, have been submitted to and agreed in writing by the Authority. Thereafter, no dwelling hereby approved shall be occupied until the permeable hard surfacing has been laid in accordance with the approved details.

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

13. Prior to first occupation or completion of any dwelling hereby approved, details of the proposed public art installation shall have been submitted to and agreed in writing by the Authority. The scheme of public art shall be fully completed, in accordance with the details agreed through this condition, prior to the first

occupation or completion of any dwelling hereby approved.

Reason - To ensure the appropriate provision of public art in accordance with Policy GP18: Public Realm and Public Art.

14. No part of the development, hereby permitted, shall be occupied or used until details of any lighting within the access road and pedestrian paths have been submitted to and agreed in writing by the Authority. Any lighting shall then be installed only in accordance with the agreed details.

Reason - To make sure the level of lighting provides a safe environment and 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.

15. Prior to commencement of construction work, details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the Authority. The approved surface water scheme (CBL Consulting SK103) shall be fully completed prior to the first occupation of any dwelling hereby approved.

Reason: To avoid drainage problems as a result of the development.

16. Prior to the commencement of construction, precise details of the proposed flood mitigation measures and their ongoing maintenance, as included in the Preliminary Desktop Flood Risk Assessment (3358-01 Rev 02) dated May 2025, shall be submitted to and approved in writing by the Authority. No dwelling hereby approved shall be occupied until the proposed measures have been completed in accordance with the agreed details and they shall be maintained thereafter.

Reason - In order to safeguard the accommodation from unnecessary flood risk.

17. Prior to any development in connection therewith, full details of the substation, including elevation drawings, shall be submitted to the Authority and approved in writing. The substation shall then be erected in accordance with these approved details.

Reason - In the interest of visual amenity.

Expiry Date: This permission will cease to have effect on 05/02/2029 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

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/2025/0932
Property Ref: C00830A000 + C008330000 + C00834A000
Valid date: 02/06/2025
Location: Cleveleys Vinery La Route Du Braye Vale Guernsey
Proposal: Residential development to erect 42 dwellings and associated works.
Applicant: Rosaire Properties Limited

RECOMMENDATION - Grant: Planning Permission with Conditions:

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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.

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OFFICER'S REPORT

Site Description:

The site covers an area of just less than 1 hectare to the south of Braye Road which is currently agricultural land. The site is bordered to the north and west by residential development and to the east and southeast by fields and marshy grassland, which is designated as Important Open Land and an Area of Biodiversity Importance. A Key Industrial Area lies to the south boundary. There is a protected building, Marlborough, which is adjacent to the north boundary of the site. Access to the site is from Braye Road, through an existing 6-unit residential site to the north, known as Cleveleys.

The site is located immediately north of the Vale/St Sampson parish boundary line and within the Main Centre Outer Area boundary of the Bridge, as designated in the Island Development Plan. The site is an Allocated Housing Site and is also subject to an approved Development Framework.

Relevant History:

Pre-application advice was provided for the residential development of the site.

Existing Use(s):

Residential use class 1: dwelling house
Agricultural use class 28

Brief Description of Development:

Planning permission is requested for the erection of 42 dwellings and associated works including landscaping and parking.

The proposal would comprise of 13 x one-bedroom dwellings and 29 x two-bedroom dwellings. The one-bedroom properties, Units 25-37 are located to the northwest corner of the site and comprise of 2 storey pitched roof terrace dwellings aligned in two rows, Units 25-32 running east-west and Units 33-37 running north-south.

The remaining dwellings, Units 1-24 and 38-42 are two bedroomed properties, and comprise of 2 storey pitched roof dwellings, some of which are semi-detached (Units 8-15) and the remainder are terraced into blocks of three units (Units 1-3, and 16-24), four (Units 4-7) or five units (Units 38-42).

Each of the dwellings proposed benefits from a private rear garden and allocated parking spaces (one for each one-bed unit, two spaces for all but one two bed unit and with 6 visitor spaces) most of which are within the frontage or curtilage of the dwellings, some are located in communal parking courts nearby.

The dwellings will be served by the existing vehicular access through Cleveleys from Braye Road, creating a new estate road which loops around the development providing one way access, with two-way offshoots across to the east and west of the site and to the northwest providing access and parking.

The application is supported by letters from the agents, a Landscaping Plan and accompanying report, a Preliminary Flood Risk Assessment, Phase 1 Geoenvironmental Report, Phase 2 Contaminated Land and Geotechnical Interpretative Report, Drainage Summary Report and a Site Waste Management Plan.

The application was deferred to allow for the submission of a surface water drainage scheme at the request of Guernsey Water, and revised plans were submitted to address issues raised by Traffic and Highway Services.

The proposal did not require screening for EIA as the size of the application site does not exceed 1ha.

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

Island Development Plan:

Policy MC1: Important Open Land in Main Centres and Main Centre Outer Areas

Policy MC2: Housing in Main Centres

Policy GP1: Landscape Character and Open Land

Policy GP5: Protected Buildings

Policy GP8: Design

Policy GP9: Sustainable Development

Policy GP10: Comprehensive Development

Policy GP11: Affordable Housing

Policy GP18: Public Realm and Public Art

Policy IP6: Transport infrastructure and support facilities

Policy IP7: Private and Communal Car Parking

Policy IP8: Public Car Parking

Policy IP9: Highway Safety, Accessibility and Capacity

Cleveleys Development Framework approved March 2018

Representations:

Five letters of representation on behalf of six local residents and the Better Journey Project were received in response to the application, and the main points have been summarised:

- General support for residential development but the proposal has severe drawbacks in terms of increasing congestion and a lack of communal space.
- Site footprint is estimated at 28% buildings, 17% private gardens, 22% road and 15% car parking, 18% landscaping (boundary planting and within planters) with 0% communal space.
- 1.81 parking spaces per dwelling and more than one space per bedroom which results in large volume of roads within the development and no open green space.
- Use of a combination of parking courts and shared mobility provision could reduce the 37% given over to parking and road, and introduce communal space for all.
- Application states that the additional car traffic will be 'insignificant' but the number of car parking spaces per unit encourages private travel.
- No mention of encouraging bus use, shared mobility, car-sharing scheme, or establishing an active travel plan.
- No kerbs or pavements in many areas, this allows cars to drive/park on pavements and is inconvenient and dangerous to residents.
- Difficulty installing EVC points- will have to be dug under/trailed over walkways- lack of consideration.
- Visuals are misleading, showing few car parking spaces occupied.
- SLUP and IDP target development into Main Centres but no investment in infrastructure has taken place to facilitate the development or mitigate impacts on existing residents.
- The density is far higher (20-68%) than the DF target, which will harm the area.
- There is no amenity space for children to play, despite being mostly 2 bed units, meaning they will play on roads. The quality of the environment proposed is therefore low.
- Objections to the density of the development which is considered to be excessive, and beyond that proposed in the DF. the size is not appropriate, and the area is already built up.
- Additional cars on Braye Road, will cause even more traffic congestion, traffic jams and parking shortages.
- Construction traffic will lead to air and noise pollution, affecting quality of life for local residents.

- Visual impact of development will harm neighbour amenity and impact residents' current views from their properties.
- The density of development proposed leaves very little scope for wildlife provision, biodiversity net gain should be essential.

St Sampson Douzaine also made comments on the application which have been summarised:

- The Douzaine has previously highlighted concerns regarding the ability of existing road and junctions, utility services, infrastructure and surface water drainage facilities to cope with such high volumes of development.
- Until the early 1800s the site was a tidal wetland separating the Vale from St Sampson. Following drainage and reclamation of the land it has been primarily used for agricultural and horticultural purposes and more recently become amenity space/open space.
- The application makes full use of the site and provides a mix of terrace and semi-detached dwellings, located away from the public road and not close to existing properties, the proposals will not adversely affect the amenity value or character of the locality and are in accordance with IDP policies GP8 and GP9
- The increased flood risk is of concern to the Douzaine, surplus rainwater currently flows into the douit at the southern edge of the site and then flows with the assistance of pumps towards Alliance and Vale Pond. During periods of heavy rain, levels in the douit rise sharply and can present a flood risk.
- The application states that all surface water drainage will be contained onsite with no additional run off into the douit. However, it is unclear whether the proposed creation of a bund, SUDS system and raised surfaces within the site could impact flood risk in the immediate area, particularly given that the water table is generally only 0.6-1m below ground level. It is also unclear whether adequate consideration has been given to existing known drainage issues in the area due to an absence of background data- and it is crucial that these issues are addressed prior to finalising plans for addressing flood risk in the area.
- Douzaine are pleased to note that developers are incorporating measures to ensure regular checking of the douit can be continued after the development.
- Risk of coastal flooding is high but application suggests these risks have been adequately addressed.
- The impact of major development on road safety and the ability of junctions to cope with significantly increased levels of traffic at peak times remains a major concern but it is not expected that the additional traffic movements generated by this development will have a material impact on the existing junctions nearby.
- The existing site access has recently been improved to provide space for two-way traffic at the entrance and meet visibility standards, however pedestrian and cycle access in this area is not ideal and provision of alternative access to safer walking/cycling infrastructure that is being proposed to the south of the site is considered essential. This should be made a condition of any approval and incorporated into the final design layout for the site.

- Parking allocations are low, particularly in terms of visitor spaces, worsened by the lack of alternative on road or off-road public parking in the vicinity.
- Concern raised regarding the concentration of a number of new housing developments in proximity to the Braye du Valle, however this specific application does not represent a major concern if considered in isolation.
- The Douzaine raises no objection on the basis that consideration is given to the flooding and transport issues raised above.

Consultation responses:

Guernsey Water- 17/11/2025

Guernsey Water do not undertake a technical review of SuDS design.

Our policy requires that all surface water is managed on site, and the proposal meets this requirement.

The Office of Environmental Health and Pollution Regulation- 06/08/2025

I have reviewed the proposed plans for the residential development of 42 dwellings and associated works which were received by email on 13th June, apologies for the delay in responding. I can confirm that I have reviewed the contaminated land reports, site plan and site waste management plan and provide my comments below:

Contaminated Land

Phase 1 – Geoenvironmental Report (reference 2132-01) dated October 2018

Given 7 years have passed since the report was written confirmation that there has been no new use of the site and no potential contaminative sources used / stored etc on the site. I can confirm that having checked available records no complaints of nuisance including burning have been received in relation to the site during this period. Heavy metals are not considered as a potential source within the risk assessment, there is a lot of evidence showing that sites such as these are likely to have some heavy metal contamination and lead has been identified on multiple similar sites on island.

Phase 2 – Contaminated Land and Geotechnical Interpretative Report (reference 2157.01) dated January 2019

Again, given that 6 years have passed since the report was completed clarity will be required that there have been no changes or use of the site during this time. In addition, the report has not identified heavy metal contamination as a potential contaminant, although it is noted that testing was undertaken for heavy metals. The report concludes that the results of the sampling undertaken comply with relevant soil guideline values. It would have been useful if the guideline values and results for each contaminant could have been included within the results section of the report. To summarise in relation to the contaminated land investigation undertaken clarity is required that over the period of time since the investigation was conducted there have been no changes to or use of the site.

I do not believe that it would be reasonable to condition this matter of clarity as the only possible option would be to recommend a full phased contaminated land condition which would not be appropriate.

Noise

The proposed layout of the properties has not been submitted and therefore I would raise that we would have concerns where living areas such as kitchens and living rooms are situated above bedrooms. I would advise that when the layout of the properties is considered regard to the principles contained within the World Health Organisation community noise guidelines and the internal ambient standard within BS8233:2014 is referenced. In addition, whilst the document published by the Building Research Establishment titled Sound Control for Homes has outdated aspects, we would urge the applicant to have reference to the design elements of the document.

There is an electrical substation detailed on the site plan to ensure that any potential noise nuisance is controlled I would recommend that the following condition is attached to any consent issued:

- 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.*

Site Waste Management Plan

I have no comments to make in relation to the waste management plan submitted. Any waste transported from the site must be carried by a person holding a Waste Transport Licence (or Exemption) issued by the Director of Environmental Health and Pollution Regulation.

Construction Environmental Management Plan

As the development proposed more than 20 units of accommodation I would recommend that a condition is attached to the consent in relation to the development and implementation of a Construction Environmental Management Plan (CEMP).

- 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. The applicant should refer to the CEMP guidance document available on the planning service webpage.

To summarise further clarity is required in relation to the land use since 2018 and there are several conditions that I would recommend are attached to the consent.

Additional information regarding the use of the site was submitted and the following comments were made (10/09/2025):

I have no further concerns to raise in relation to contaminated land regarding this site.

States of Guernsey Building Control- (17/10/2025)

- 1. Shared surface requires lighting (none currently shown).*
- 2. Notional boundary between units 28 and 29 with one window over 1m² (1.56 m²).*
- 3. Part M, M1, pg. 60, clause 6.16 Stepped approach states that a stepped approach will only meet the requirements if the plot gradient exceeds 1:15. It appears it does not exceed 1:15 and flood mitigation is not a valid reason to design access without a ramped approach to all units for Part M Access and Use of buildings.*

Recommendation:

- 1. Shared surfaces will need street lighting*
- 2. The windows on unit 28 – 29 will need to be reduced in M2 to 1m or less to comply.*
- 3. A ramped approach must be designed into the scheme if the design is to stay the same or an alternative design proposal.*

Revised comments-

Lift access can be installed to overcome access requirements and prevent need for ramped approach.

Traffic and Highway Services, 16/09/2025

I refer to the application by Rosaire Properties Limited in relation to the application above.

In commenting on the application, a site visit has been made to confirm the access road geometries further to the previous applications FULL/2023/0061 and PREA/2024/1515 which relate to site.

This response references the plans and supporting information submitted by the applicant's architects that form this application. Additionally, reference is made to the Development Framework relating to the application site, the Better Transport Plan (BTP) and Traffic Impact Assessments for the Saltpans Development Framework (including addendum) and the recent Saltpans Vinery Outline Application concerning site infrastructure.

Under this application the total residential development would be of 42 dwellings comprising of 13 x1 bedroom and 29 x2 bedroom dwellings, with provision for on-site parking of 76 vehicles allocated to residents with a further 6 spaces available for visitors. The plans provided show the layout of the site, the routing of vehicle access and the provisioning of pedestrian infrastructure within the site. As detailed in section 11.2 of the letter from A7 Architecture secure cycle storage within the amenity areas of the dwellings is scaled at having capacity for x2 cycles for the 1 bedrooomed dwellings and x3 cycles for each of the two bedrooomed dwellings.

Electric Vehicle (EV) Charging

Further information is also provided within the letter from A7 Architecture that EV charging can be facilitated to the residential properties as part of the renewable energy system. Whilst THS understand that this indicates that a proportion of the works would be undertaken as part of the development, it is unclear to THS what this means in terms of a resident wishing to utilise EV charging at their property. Given that such infrastructure is required to support the transition to EV's and the island's pathway to net zero, THS' preference is that the developer fully enables this infrastructure as a part of the initial development. This would result in EV charging being a default option for new residents, as opposed to what appears as a further cost to owners which both from a cost and logistical perspective and essentially results in barriers to EV uptake. As a minimum, THS would welcome confirmation that the electrical infrastructure will be included within the development with future residents only required to install the charger itself at a later date.

Road Safety – Access onto Braye Road

THS can confirm that the access onto La Route de Braye provides drivers egressing and pedestrians crossing from the access with a visibility splay and sightlines that meet or exceed the recommended 33m standard which would be applied at this location given the road's classification as a Traffic Priority Route.

Road Safety – within the site

Within the site, the internal road layout is set out as being a circulatory one-way road system in a clockwise loop of 3.6m width with pedestrian footways of 1.25m, servicing all vehicle / pedestrian access to and egress from the residential properties. Of the total parking provision, 28 of the parking spaces are located on this loop. Three two-way access Cul-de sacs run from this loop in the SE, SW and NW corners to service the properties and parking areas not serviced directly from the loop – each of these Cul-de-sacs then having a turning head to enable vehicles to turn.

Three uncontrolled crossings are shown on the Site Layout Plan (Drawing PD/02) albeit marked as zebra crossings on the Plan. Whilst recognising that the crossing points on the western and eastern sides of the loop enable some pedestrian desire lines to be met and give pedestrians recognised crossing points from these areas of the site to and from the main pedestrian walking route towards the main access (Braye Road), the crossing point indicated on the northern section of the loop would appear to be placed in terms of servicing the residents of the Type B units within the loop to access the parking areas on the northern side of the loop.

The concern that THS would have in relation to this layout from a pedestrian use-case perspective is that for pedestrians either walking to or from the main access at Braye Road across / through the site, there appears to be no dedicated crossing points where the existing service road meets the loop. Given that the vehicle movements would be by means of one-way routing, THS would welcome the applicant to consider whether the area specified could be demarcated in some manner to provide pedestrian priority at this location. Whilst THS understand from the plans provided that the road / pedestrian routes around the site are by way of shared surfaces, THS is of the view that consideration of using a raised table and appropriate markings at this junction to both slow vehicles, but also give clear visual identity to pedestrian priority would be beneficial in terms of the road safety within the site – particularly in terms of enabling vulnerable pedestrians to access and egress the site safely.

With the exception of the previous paragraph, THS is satisfied that the site's layout and planting schemes would enable safe movement of pedestrians within the site.

Public Transport

Braye Road is well served by the scheduled bus service routes in terms of services to and from St Peter Port via The Bridge (x 4 per hour throughout the day), with other services enabling residents of the area to travel to Pembroke, L'Islet, L'ancresse and other parts of the Vale (x2 per hour throughout the day). Additionally, there are a minimum of x4 services each day (at 2 hour intervals) on the P2 route which runs in both directions from the Bridge to town via Braye Road, Camp du Roi, L'Aumone and the Princess Elizabeth Hospital. The bus stops which would serve residents and visitors to the development are located within 40m of the site access onto Braye Road.

Better Transport Plan / Active Travel

In terms of the site's location, and low lying characteristics of the surrounding area, the site is attractive in terms of both residents and visitors to the site utilising active travel choices by way of walking. The Bridge main centre is approximately 9-13 minutes walk from the site and utilises pedestrian footways along Braye Road and Vale Avenue. Similarly, the Alliance Supermarket and the retail shops / garage forecourt outlets at Braye Road and Vale Avenue are within a 3 - 7 minute walk from the site.

For cyclists, under the plans submitted the provisioning of cycle storage within the amenity areas of the properties that form this application is welcomed. In particular, THS welcomes that the site layout design enables cycle use / access by residents to be easy to accommodate given that all of the properties have a direct route of access for the cyclists to the relevant storage area, which negates the need for cycles to be carried or manoeuvred through the residential building in order to use them. The site offers favourable geographical conditions through being low-lying flat topography to make cycling to and from the site a realistic active travel option. Although it's acknowledged that the site is accessed from Braye Road which as a Traffic Priority Route has high (in Guernsey terms) number of vehicles of all types up to and including HGV's throughout the day, the road is now subject to a 25mph speed limit between Alliance and Vale Avenue. For cyclists who are commuting, options exist though to bypass much of Braye Road and the Route Militaire (for those cyclists routing towards St Peter Port) by turning off Braye Road through Lowlands Road (to the east of the site) and route via the Saltpans or over Delancey to join the east coast road at Les Bas Courtils and utilise the Inter-Harbour Route cycle path. Similarly, cyclists visiting the retail area of The Bridge may well choose the option of routing via Lowlands Road and Nocq Road to avoid traffic at Vale Avenue. For students who travel by cycle, the Lowlands / Saltpans route enables students at St Sampson High School to avoid the Braye Road and Braye du Valle and travel via neighbourhood routes which are used by much fewer vehicles than the Traffic Priority Route roads. The site's location is attractive in terms of active travel to Vale Primary School with routes through Sohier Road and Tertre Lane, similarly avoiding significant traffic.

In relation to the Better Transport Plan (BTP) which was published last year, the Cleveleys site as a Housing Allocation Site is referenced directly. The BTP shows the possibilities of routing through the Cleveleys site directly from the Saltpans Housing area (former Datapark site) to provide a cycling and walking route to and from the Saltpans site linking with Braye Road. The Strategic Delivery Framework published earlier this year also highlights the benefits that a through route from the site of this planning application into the site to the East, referred to as 'Saltpans' within the document, would provide to residents of the area.

THS would welcome this connectivity for pedestrians and cyclists being enabled as a component of the plans being submitted under this application. Given that the southern boundary of the Cleveleys site is directly connected to the Saltpans site, THS' preference is that the provisioning of a cycling and walking route through this boundary directly onto the Saltpans Housing area. From the plans supplied – drawing PD-02 and at paragraph 11.1 of the supporting letter from A7 Architecture an area of hardstanding on the eastern boundary of the site behind the turning head of the Cul-de-sac is stated as 'a futureproofed hard standing area to the east to connect the possible development of the Saltpans Mixed Use Development Area to the south...' Whilst acknowledging that this connectivity may be an option, the field to the east of the development site is in private ownership and there currently is no agreement in place for a path to pass through this land. Taking this into account, the preference of THS is that the provisioning of a cycle / pedestrian path from the Saltpans site should pass through directly into the Cleveleys site. In practice, this would require the hard

standing (future provisioning) to be on the southern boundary. From an appraisal of the plans, it may be feasible to achieve such a route in between units 15 and 16.

Although THS acknowledges the parking provision stated within the application is in line with the Supplementary Planning Guidance for new developments and is shown as allocated spaces to the residential units, THS is mindful that on-street public parking in the area is very limited (and already heavily utilised). Given this lack of nearby on-street parking, THS does have some concerns in relation to how parking within the development would be managed – particularly in terms of what measures would be in place to prevent residents or visitors parking on the shared surface areas and effectively blocking the designated pedestrian footways. THS would welcome commentary from the applicant on this point, and as to whether mechanisms of preventing such behaviour are planned for this development. From observations carried out by THS at sites where shared surfaces have been introduced, it is evident that some drivers choose to block footways due to their household having greater car ownership than the allocated car parking provision allows. Although the sites visited by THS where this behaviour has taken place have mechanisms and power of sanctions against drivers who park on shared surfaces, as a private development, these sanctions may not to be an option for the Cleveleys site.

Shared Mobility

In respect of car ownership and given the scale of development, THS would welcome applications of this scale to include any details of the provisioning of Car Sharing clubs or pooled vehicle ownership options that has been investigated by the applicant. We would welcome any commentary from the applicant as to whether this subject was considered in relation to the Cleveleys site, and as to whether it would be feasible to allocate space within the development to accommodate such a scheme. Such initiatives would be welcomed in relation to the aims of the Better Transport Plan and the Integrated Transport Strategy.

Traffic Impact Assessment (TIA)

In relation to the commentary under paragraph 11.4 of the letter from A7 Architecture accompanying the application which refers to the provision of a TIA, THS would comment as follows;

THS notes the commentary within paragraph 11.4 of the A7 Architecture letter relating to the TIA that was authored in respect of the Saltpans Development Framework and the applicant's further commentary that based on the scale of development now proposed for the Cleveleys site that there is no requirement for a new TIA to be submitted under this application due to the totality of development to be within the thresholds contained within the Arup TIA for the Saltpans.

Whilst understanding this assertion by the applicant which would have applied in July 2020 when THS was first approached by A7 Architecture to determine whether a separate TIA for the Cleveleys site was necessary at that time; THS is conscious that in the intervening 5 years that the circumstances have changed or there appears a strong possibility of change. By way of a couple of examples, Saltpans Vinery

potential uses and the development of the Better Transport Plan for the North of the Island which if adopted and successful, would have implications for transport flow in the areas, as well as encouraging modal shift. Taking this into account THS does not fully support A7's assertions.

Notwithstanding the above, THS is aware that a TIA was submitted in 2025 for information in relation to the Saltpan's Vinery site (infrastructure) Outline Planning application. This includes committed development of a quantum of 61 units at the Cleveleys site and takes account of updated information about development quantum and uses elsewhere. Therefore, it is considered more appropriate to utilise the conclusions of this assessment than a 5-year-old TIA.

Focussing on the traffic management impact of development at the Cleveleys site, THS had been most concerned about junction capacity at Crossways signalised junction. However, the findings of the recent Saltpans Vinery TIA which THS has largely accepted, identify that the traffic management impact of committed development in the area would be manageable subject to there being a 10% transport modal shift which requires the successful implementation of the full Better Transport Plan. For clarity, the Saltpans Vinery TIA does not consider the Cleveleys site in isolation from a junction capacity perspective.

Taking the above into account, THS is satisfied that a new TIA is not warranted on this occasion and there are considered no significant road transport reasons why the development should not proceed.

Summary of Issues:

The main issues in deciding this application are:

1. Whether the principle, mix and type of new housing is acceptable.
2. Design and impact of the development on the character and appearance of the area.
3. The impact of the development on the amenity of people living in the area.
4. Road safety, traffic management and parking
5. Whether the development would result in a satisfactory living environment for the occupiers of the new dwellings.
6. Other issues

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).**

Whether the principle, mix and type of new housing is acceptable

The site is located within the Main Centre Outer Area and is also identified as an Allocated housing site under Policy MC2. As set out in Policy MC2, the spatial strategy of the Strategic Land Use Plan requires the majority of new housing development to take place within and around the Main Centres of St Peter Port and

St Sampson/Vale as these areas have the best access to infrastructure, services and public transport ensuring they are a sustainable location for housing growth.

Policy MC2 supports proposals for housing on this site where it is able to accommodate an appropriate mix and type of dwellings, and where the proposal accords with other relevant policies of the Island Development Plan. As an allocated site the policy also requires the development to take into account the approved Development Framework.

Current evidence regarding private market housing, provided by the States' Strategic Housing Indicator (SSHI) suggests a significant need for 1-bedroom dwellings, along with an additional need for homes of 2 to 3 bedrooms. Therefore, the proposed 13 x one-bedroom dwellings and 29 x two-bedroom dwellings is considered acceptable in relation to the SSHI and also in relation to the scale and nature of neighbouring properties and the mixed character of the surrounding area.

Policy MC2 also requires developments involving a net increase of more than 20 dwellings to provide a proportion of affordable housing in accordance with Policy GP11. The scheme as submitted does not make any provision for affordable housing. Following the States' resolution to award Policy GP11 a zero rating, this policy has not been removed from the IDP but there would not currently be a requirement for affordable housing.

The assessment of the proposal against other relevant policies is discussed below but in principle the residential development of the site for 42 dwellings with the mix and type of dwellings proposed accords with Policy MC2.

Design and impact of the development on the character and appearance of the area

It is proposed to construct a housing developments totalling 42 dwellings positioned around a circular loop road accessed from Braye Road. All dwellings proposed are two storey and either semi-detached or terraced. Each dwelling would have a private garden and dedicated parking spaces. The palette of materials proposed includes natural slate, black aluminium rainwater goods, GRP finish to flat roofs, grey uPVC windows, silicone-based render and millboard timber effect cladding.

As a whole, the general appearance and composition of the proposed buildings are acceptable, as are the materials and layout of the public realm. The proposal achieves a good standard of architectural design.

The proposed dwellings incorporate multi-storey units of 2 storeys, which is encouraged by Policy GP8 and the approved Development Framework as a means of making a more efficient use of land. The application is proposed to be built at a density of 44dph which is higher than the Development Framework suggests, and representations have been made which consider the density proposed to be too high. Para 10.3 of the Development Framework notes that "...the exact number of units on site will depend on the detailed design response to the specifics of this site". The proposal is located within a Main Centre where development of a higher density

is appropriate, and given that the floor areas proposed exceed the minimum standards and each unit benefits from a private outdoor amenity space, the development is not considered to be compromised by the density and the design response to the site has therefore ensured an acceptable density.

The proposed dwellings and layout would respect the height and proportions of neighbouring development. Positioned to the rear of buildings lining Braye Road the orientation and layout of the development would respect the character of the location. Such backland development has occurred to the east of the application site in the form of housing, with another housing allocation site, Parc Le Lacheur/Salt pans also to the east, and with land to the south and west allocated as a Key Industrial Area.

The agent explains that the benchmarks set out in the Development Framework regarding character, setting, design type, density and the Conservation Area have been respected in formulation of the design. The Planning Service broadly agrees with this assessment.

The Authority has a duty under Section 34 of the Land Planning and Development (Guernsey) Law, 2005, to secure so far as possible that the special interest of a protected building is preserved, and 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. With regards to the setting of protected buildings, this duty is encapsulated in Policies GP5 and GP8.

The site is situated within the vicinity of a protected building to the north-west of the site. Para 10.9 of the Development Framework sets out parameters for new development near the adjacent protected Building (Marlborough, PB1163). The proposed layout complies with these parameters with no built form to the rear of Marlborough to prevent any significant adverse impact and so the scheme would not harm the setting of any nearby protected building. The proposal accords with Policies GP5 and GP8 in respect of its impact on the setting of protected buildings.

In summary, the proposed development achieves a good standard of design and would have no significant adverse effects on the character and appearance of the area or on Protected Buildings, in accordance with Policy GP5 and GP8 and the approved Development Framework.

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

The positioning of the units largely negates any harmful impact to existing neighbours. The one bed dwellings are designed so that the rear first floor window serves a bathroom and so can reasonably be conditioned to be obscure glazed where necessary. This would prevent any significant harm to the existing dwelling, Paneta, adjacent to the northwest boundary of the site, and also prevent overlooking of the rear of No 33 from units 27-29 particularly.

The one-bedroom (Type A) units also have no side facing windows at first floor level and so the positioning of unit 37 adjacent to the northern boundary will not result in harmful or direct overlooking to the neighbours directly to the north. There is a separation distance of 9m from the side of Unit 37 to the nearest neighbour which is sufficient to prevent an overbearing visual impact or harmful loss of light. Some loss of outlook would be experienced but this is not considered significant enough to warrant the refusal of the application. Representations have been made regarding the loss of views from the existing houses which back onto the application site as they currently enjoy views over the open land, however the loss of private views is not a material planning consideration which could influence the determination of the application.

Unit 1 is also positioned with its flank wall along the northern side boundary, with a separation distance of 7m to the neighbour's conservatory and 12m to the main dwelling. Due to the layout and orientation of the dwelling, Unit 1 would affect a small proportion of the outlook along the neighbour's rear boundary but together with the distance between Unit 1 and the neighbouring property, Unit 1 is unlikely to have an overbearing or significant overshadowing effect on the neighbouring property.

The first-floor windows within the front (north) elevations of units 38-42 will face the existing neighbours of Cleveleys, but the separation distance of approx. 30m is sufficient to prevent harmful overlooking.

The access is situated between existing neighbouring properties. However, this is an existing access for the Cleveleys apartments, and although there will be an increase in the traffic flows along the access road as a result of the new development, the site is located on a busy main road and therefore the development is unlikely to cause a level of noise and disturbance to the neighbouring property which is sufficient to warrant the refusal of the application.

Environmental Health have requested a condition to prevent any potential for noise nuisance from the proposed electricity substation to the north of the site and this is appropriate to protect neighbour amenity in the vicinity. Further details of the appearance of the substation will also be requested by condition.

In summary, the development of the site as proposed is unlikely to have any material adverse effects on the amenities of neighbouring residents.

A requirement for public art was specified in the Development Framework and provision for this has been included close to the site entrance. Further details of this will be conditioned.

Road safety, traffic management and parking

A number of representations have raised concerns about insufficient parking provision for the dwellings, the increase in traffic from the development, lack of active transport/shared mobility plan and the impact on the local road network.

The comments of Traffic and Highway Services are set out in full above. In terms of road safety, the access onto Braye Road meets/exceeds the standard and the internal layout proposed, a one-way loop with shared surface footpaths is acceptable.

Revised plans were submitted to overcome some design issues raised in the Traffic and Highway Services' consultation response, including the relocation of a crossing point and use of raised tables for crossing points throughout. The revised plans also include EV charging points available for each dwelling.

In terms of public transport, the site is well served by buses into town and other routes, with bus stops within 40m of the site access. In relation to active travel, the site is favourable for walking/cycling due to the flat terrain and good connectivity to nearby amenities. The States of Guernsey Better Transport Plan indicated a cycle path route through the site to the south, however, this would require the installation and maintenance of a bridge across the douit to the south, in addition, the Plan has not been adopted and it is considered sufficient to provide an access from the open land to the east should any future link be proposed.

There are concerns about the potential misuse of shared surfaces for parking, and additional information regarding the control of this has been requested. The agent has advised that a management company will be responsible for a covenant prohibiting parking other than in designated spaces, with strategic signage and sanctions where necessary.

With regards to the need for a Traffic Impact Assessment, Traffic and Highway Services advises that traffic movements through the area were documented cumulatively as part of the recent TIA which was submitted as part of the Saltpans Vinery infrastructure application. As a result, Traffic and Highway Services are satisfied that a Traffic Impact Assessment would not provide data or recommendations of such significance as to change their response to this application.

In summary, located within the Main Centre Outer Area, the site is situated in close proximity to shops and services, the site is a reasonable distance from local schools and is well served by public bus routes. The scale of development would not result in a significant increase to traffic in the area and Traffic and Highway Services generally support the application in its current form. Parking provision is adequate, and a condition will ensure there is sufficient secure bicycle parking for each unit which would assist in providing greater transport choices and a safe, secure and accessible environment for all. The proposal accords with Policies IP6, IP7, IP8, IP9 and the relevant sections of the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance.

Whether the development would result in a satisfactory living environment for the occupiers of the new dwellings

The health and well-being of the occupiers of the development requires consideration as set out in part (d) of Policy GP8 and explained in more detail in Annex I (Amenities). The objective to build at high densities is to be balanced, but not override, the need to create acceptable living environments. Although there are no rigid standards for amenity provision, the factors to be considered include internal space provision, privacy, aspect/outlook, access to external open space and daylight/sunlight.

The proposed dwellings substantially exceed the Guernsey Technical Standards minimum internal space standards and they also exceed the UK DCLG best practice minimum internal space standards. All of the dwellings are dual aspect and would have acceptable levels of daylight and sunlight. Levels of privacy would also be adequate. The central units (38-42) have a more limited level of amenity due to their enclosure by the loop road, meaning there is potential for car and pedestrian disturbance from all directions. While this is not generally considered desirable, the road layout is constrained by the single access point and aim to make the most efficient use of land.

Objections have been received regarding the quality of the built environment, dominance of car parking and road, and the resultant lack of green space or areas for children to play due to the high-density development proposed. The layout proposed includes limited areas of soft landscaping, with the majority of front amenity areas hard surfaced for the purpose of car parking. However, all units have access to private rear gardens which are not considered generous but are generally proportionate to the size of dwellings that they would serve, and this is, on balance considered to be acceptable.

Overall, the proposal would provide a satisfactory quality of residential environment for future occupiers, in accordance with Policy GP8.

With regards to the adaptability and flexibility of the dwellings, within the buildings no space has specifically been allocated on the plans for the future provision of a lift, but stair lifts could be provided. Adequate built-in storage is provided. Whilst the dwellings do not meet all of the Lifetime Homes standards, overall the design and layout of the dwellings and the information submitted is sufficient to demonstrate that the development provides adequate accessibility and offers flexible and adaptable accommodation, in accordance with Policy GP8.

Other Matters

With regards to biodiversity, enhancements are required under the Strategy for Nature SPG. The existing site is comprised mainly of permanent/improved grassland, and the landscaping plan shows that the proposed boundary planting to the north, east and west is comprised of native species, however the southern boundary is more mixed, with almost no native species proposed within the landscaping areas within the site and with 40% of the proposed new trees representing non-native species. The landscaping areas include some potentially invasive species, such as

Phormium and *Pinnestium* and the alder buckthorn (*Frangula alnus*) rather than the native alder (*Alnus glutinosa*).

It is therefore recommended that the proposed species are reviewed to maximise opportunities for biodiversity and notwithstanding the submitted landscaping plan, a condition has been applied requesting additional details of biodiversity enhancements and species, along with details of pot sizes and planting densities.

The Development Framework requires the retention and reinforcement of the existing, established planting to the south and west boundaries. Requirements for additional landscaping including that required to strengthen existing boundary planting are addressed through the recommended planning conditions.

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 supported by a sustainability statement which sets out how the development has been designed to take into account sustainable design principles.

Information has been submitted to indicate that the dwellings will meet the Building Regulations in terms of energy efficiency and thermal performance with improved glazing and insulation levels to prevent heat loss. EV charging points are provided for each dwelling. Water re-use and water saving technology will be used, and solar panels are proposed to east, west and south facing roof slopes. The agent advises that most hard surfaces comprise of permeable paving as part of a Sustainable Urban Drainage System to manage surface water run-off in order to ensure that water capacity into the adjacent douit is not increased and no additional discharge onto adjacent sites will occur.

A comprehensive surface water management plan was requested by Guernsey Water through the consultation process, this scheme is based on the provision of permeable paving and shallow crate soakaways, despite the failure of onsite percolation tests. This will be considered again at the Building Regulations stage and ultimately Guernsey Water have considered the submitted plan to be acceptable.

The site access is located in an area with a 1:250 year flood risk, the northwest corner of the site is within a 1:100 year flood risk and the remainder, and majority of the site is located within a 1:50 year risk, as derived from the Royal Haskoning Flood Report 2012. To address this, the application includes a flood risk statement (FRS) which identifies the flood risks from all sources, identifying coastal flood risk as high with a medium risk from pluvial, fluvial and groundwater flooding. Mitigation measures are recommended, and these include a surface water management plan (SWMP) to control surface water run off via SuDS. The FRS also recommends that finished floor levels and electric sockets are raised, with the use of water-resistant finishes and non-return valves. These measures will be secured by condition.

The proposal also includes the raising of levels within the site. To the south of the site this is by approx. 0.6m, although the FRS states that the proposed drainage and site levels will be designed to ensure there is no displacement of floodwater onto adjacent land which will prevent any impact on neighbour amenity as a result.

Overall, the layout and form of the development and the information submitted is sufficient to demonstrate that the development has been designed to take into account the use of energy and resources, in accordance with Policy GP9.

A Waste Management Plan has been submitted which includes information about how the site is to be managed during the construction phase and the measures to be incorporated to reduce the impact on surrounding uses. The Office of Environmental Health and Pollution Regulation have also requested a suitable Construction Environmental Management Plan is submitted due to the size and location of the development. This will be required by condition.

All material considerations as set out in the Land Planning and Development (Guernsey) Law, 2005 and the Land Planning and Development (General Provisions) Ordinance, 2007 have been taken into account in the assessment of this application.

It is recommended that the application is approved, subject to appropriate conditions.

Date: 05/02/2026